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11th May, 2022

Vice President

National Stock Exchange of India Limited

"Exchange Plaza", Bandra- Kurla Complex

Bandra (E)

Mumbai - 400 051

General Manager

Department of Corporate Services

BSE Limited

Phiroze Jeejeebhoy Towers

Dalal Street, Mumbai- 400 001

Sub: Press Release

Dear Sir(s),

Please find enclosed herewith a copy of the Press Release and reference to the Consolidated Financial Results issued by Suzuki Motor Corporation in Japan.

Kindly take the same on record.

Thanking you,

Yours truly,

For **Maruti Suzuki India Limited**



Sanjeev Grover

Executive Vice President

& Company Secretary

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Suzuki Announces Financial Results for FY2021 (April 2021 to March 2022)

- In FY2021, net sales increased, operating profit decreased, mainly owing to increase in raw material prices. Annual dividends up by ¥1 to ¥91 year-on-year.
- In FY2022, net sales and operating profit are expected to increase. Annual dividends are planned to be 91 yen, the same amount as in FY2021.

1. Outline of Financial Results for FY2021

From April 2021 to March 2022, net sales increased by ¥390.2 billion (12.3%) to ¥3,568.4 billion compared to the previous year, when the business performance declined due to the COVID-19 pandemic. Operating profit decreased by ¥2.9 billion (1.5%) to ¥191.5 billion year-on-year (YoY), mainly owing to increase in raw material prices. Ordinary profit increased by ¥14.6 billion (5.9%) to ¥262.9 billion YoY, mainly owing to improvement of financial revenue. Profit attributable to owners of parent increased by ¥13.9 billion (9.5%) to ¥160.3 billion YoY. The Company schedules the annual dividends of ¥91 per share (an increase of 1 yen YoY).

2. Outline of Financial Results for FY2021 January-March period

(1) Outline of Financial Results

In January-March period, net sales decreased by ¥8.6 billion (0.9%) to ¥994.1 billion YoY, owing to decrease in sales units in countries including Japan and India, owing to production decrease due to parts shortage including semiconductors. Operating profit decreased by ¥10.8 billion (19.5%) to ¥44.8 billion YoY, mainly owing to increase in raw material prices such as steel. Ordinary profit decreased by ¥14.4 billion (19.5%) to ¥59.0 billion YoY, and profit attributable to owners of parent decreased by ¥8.7 billion (26.0%) to ¥24.5 billion YoY.

(2) Operating Results by Segment

1) Automobile business

Amid the continuing impact of production decrease, net sales decreased by ¥21.4 billion (2.3%) to ¥893.4 billion YoY, and operating profit decreased by ¥8.3 billion (18.2%) to ¥37.1 billion YoY, mainly owing to increase in raw material prices.

2) Motorcycle business

Net sales increased by ¥8.7 billion (14.1%) to ¥69.8 billion YoY, mainly owing to expanded sales of higher range models such as the new Hayabusa. However, operating profit decreased by ¥2.3 billion (59.5%) to ¥1.7 billion YoY, mainly owing to increase in raw material prices.

3) Marine business

Net sales increased by ¥4.1 billion (17.3%) to ¥27.9 billion YoY, owing to the continued strong sales of outboard motors in North America. However, operating profit decreased by ¥0.3 billion (5.9%) to ¥5.2 billion YoY, mainly owing to increase in raw material prices.

4) Operating results by geographic region

In Japan, profit increased YoY, mainly owing to reduction in expenses and the positive foreign exchange. In Other regions, profit increased YoY, due to an increase in sales units mainly in Africa. On the other hand, profit decreased YoY in Asia and Europe.

3. Forecast of Full-Year Financial Results for FY2022

Although concerns over the procurement of parts including semiconductors and the future of global situation are uncertain, the Company outlined full-year forecast for FY2022, which includes net sales to be ¥3,900 billion, mainly owing to an increase in sales units, improvement in unit prices, and the depreciation of yen. Operating profit is expected to be ¥195 billion (Operating margin 5.0%), reflecting the impact of increase in raw material prices and increase in costs associated with CASE initiatives such as EV development. The Company plans annual dividends of 91 yen per share, the same amount as in FY2021.

(Forecasts of full-year financial results for FY2022)

Net sales	¥3,900 billion	(up 9.3% YoY)
Operating profit	¥195 billion	(up 1.8% YoY)
Ordinary profit	¥220 billion	(down 16.3% YoY)
Profit attributable to owners of parent	¥135 billion	(down 15.8% YoY)

*Forecasts for the consolidated operating results are based on currently available information and assumptions, contain risks and uncertainty and do not constitute guarantees of future achievement. Please note that the actual results may greatly vary by the changes of various factors. Those factors, which may influence the future results, include economic conditions and the trend of demand in major markets and the fluctuations of foreign exchange rates (mainly U.S. dollar/Yen rate, Euro/Yen rate, Indian Rupee/Yen rate).

<Reference for FY2021>
[Consolidated 1/2]

11 May 2022
SUZUKI MOTOR CORPORATION
(Billions of yen)

		Q4 Results (January-March)				Full-year Results				
		Q4 of FY2020	Q4 of FY2021			FY2020	FY2021			
				Change	Ratio			Change	Ratio	
Net Sales		1,002.7	994.1	-8.6	-0.9%	3,178.2	3,568.4	+390.2	+12.3%	
Domestic Sales		353.7	286.2	-67.5	-19.1%	1,174.0	1,073.7	-100.3	-8.5%	
Suzuki brand		328.2	264.2	-64.0	-19.5%	1,083.9	990.8	-93.1	-8.6%	
OEM sales		25.5	22.0	-3.5	-13.6%	90.1	82.9	-7.2	-7.9%	
Overseas Sales		649.0	707.9	+58.9	+9.1%	2,004.2	2,494.7	+490.5	+24.5%	
Operating Profit (Margin)		55.6 (5.6%)	44.8 (4.5%)	-10.8	-19.5%	194.4 (6.1%)	191.5 (5.4%)	-2.9	-1.5%	
Ordinary Profit (Margin)		73.4 (7.3%)	59.0 (5.9%)	-14.4	-19.5%	248.3 (7.8%)	262.9 (7.4%)	+14.6	+5.9%	
Profit attributable to owners of parent (Margin)		33.2 (3.3%)	24.5 (2.5%)	-8.7	-26.0%	146.4 (4.6%)	160.3 (4.5%)	+13.9	+9.5%	
General View			Decreased net sales and profit				Increased net sales and decreased operating profit			
Factors of change in Operating Profit	Factors of Increase		Change in sales, model mix +16.2 Cost reduction +13.2 Effect of ForEX rates +10.2 Decrease of various expenses +9.8 Total +49.4				Change in sales, model mix +141.5 Effect of ForEX rates +42.5 Cost reduction +29.2 Total +213.2			
	Factors of Decrease		Change in price of raw materials -39.3 Increase of depreciation -15.9 Increase of R&D expenses -5.0 Total -60.2				Change in price of raw materials -128.3 Increase of various expenses -38.9 Increase of depreciation -34.4 Increase of R&D expenses -14.5 Total -216.1			
Foreign Exchange Rates and Effect on Operating Profit					Effect				Effect	
USD		106Yen	116Yen	+10Yen	+2.4	106Yen	112Yen	+6Yen	+5.5	
EUR		128Yen	130Yen	+2Yen	+0.5	124Yen	131Yen	+7Yen	+8.3	
INR		1.47Yen	1.56Yen	+0.09Yen	+2.6	1.44Yen	1.52Yen	+0.08Yen	+6.8	
Capital Expenditures		49.2	60.0	+10.8		170.9	189.4	+18.5		
Depreciation Expenses		39.7	55.6	+15.9		136.5	161.5	+25.0		
R&D Expenses		43.3	48.3	+5.0		146.2	160.7	+14.5		
Interest-Bearing Debt balance						770.8	674.2	-96.6	※1	
Cash Flows	Operating Activities	145.8	35.9	-109.9		415.4	221.3	-194.1		
	Investing Activities	-92.1	-34.6	+57.5		-233.0	-153.5	+79.5		
	Financing Activities	-21.6	-61.5	-39.9		302.6	-154.6	-457.2		
	Cash Balance					924.4	858.0	-66.4	※1	
Operating results by Segment	Auto	Sales	914.8	893.4	-21.4	-2.3%	2,876.6	3,204.8	+328.2	+11.4%
		Operating Profit (Margin)	45.4 (5.0%)	37.1 (4.2%)	-8.3	-18.2%	172.0 (6.0%)	152.8 (4.8%)	-19.2	-11.2%
	Moto	Sales	61.1	69.8	+8.7	+14.1%	206.5	253.5	+47.0	+22.7%
		Operating Profit (Margin)	4.0 (6.6%)	1.7 (2.3%)	-2.3	-59.5%	2.6 (1.2%)	10.9 (4.3%)	+8.3	+321.6%
	Marine	Sales	23.8	27.9	+4.1	+17.3%	83.4	98.0	+14.6	+17.5%
		Operating Profit (Margin)	5.5 (23.2%)	5.2 (18.6%)	-0.3	-5.9%	17.1 (20.5%)	24.0 (24.5%)	+6.9	+40.5%
	Other	Sales	3.0	3.0	+0.0	+0.3%	11.7	12.1	+0.4	+3.4%
		Operating Profit (Margin)	0.7 (21.6%)	0.8 (26.8%)	+0.1	+24.4%	2.7 (23.1%)	3.8 (31.1%)	+1.1	+39.3%
	Operating results by Geographic Region	Japan	Sales	578.5	521.2	-57.3	-9.9%	1,900.5	1,928.3	+27.8
Operating Profit (Margin)			25.0 (4.3%)	35.0 (6.7%)	+10.0	+40.3%	118.4 (6.2%)	121.0 (6.3%)	+2.6	+2.2%
Europe		Sales	156.9	114.5	-42.4	-27.0%	498.5	486.7	-11.8	-2.4%
		Operating Profit (Margin)	6.6 (4.2%)	2.3 (2.0%)	-4.3	-65.3%	10.8 (2.2%)	12.6 (2.6%)	+1.8	+16.1%
Asia		Sales	466.8	533.8	+67.0	+14.4%	1,395.3	1,803.5	+408.2	+29.3%
		Operating Profit (Margin)	23.0 (4.9%)	9.9 (1.9%)	-13.1	-57.0%	56.0 (4.0%)	43.8 (2.4%)	-12.2	-21.8%
Other		Sales	57.0	76.9	+19.9	+35.1%	180.4	253.2	+72.8	+40.4%
		Operating Profit (Margin)	2.7 (4.9%)	3.3 (4.3%)	+0.6	+19.0%	8.6 (4.8%)	14.4 (5.7%)	+5.8	+66.2%
No. of Consolidated Subsidiaries						120	119	-1	※1	
No. of entities accounted for using equity method						31	32	+1	※1	
No. of Employees						68,739	69,193	+454	※1	

※1...compared to the end of FY2020

<Reference for FY2021>
[Consolidated 2/2]

11 May 2022
SUZUKI MOTOR CORPORATION
(Billions of yen)

		FY2022 forecast (April2022-March2023)			
			Change	Ratio	
Net Sales		3,900.0	+331.6	+9.3%	
Domestic Sales		1,200.0	+126.3	+11.8%	
Suzuki brand					
OEM sales					
Overseas Sales		2,700.0	+205.3	+8.2%	
Operating Profit (Margin)		195.0 (5.0%)	+3.5	+1.8%	
Ordinary Profit (Margin)		220.0 (5.6%)	-42.9	-16.3%	
Profit attributable to owners of parent (Margin)		135.0 (3.5%)	-25.3	-15.8%	
General View		Net sales and operating profit are expected to increase			
Factors of change in Operating Profit	Factors of Increase	Change in sales, model mix		+111.3	
		Cost reduction		+35.0	
		Effect of ForEX rates		+30.0	
		Total		+176.3	
	Factors of Decrease	Change in price of raw materials		-85.0	
		Increase of various expenses		-40.0	
		Increase of R&D expenses		-39.3	
		Increase of depreciation		-8.5	
		Total		-172.8	
Foreign Exchange Rates and Effect on Operating Profit				Effect	
		USD	120Yen	+8Yen	+6.9
		EUR	130Yen	-1Yen	-0.9
		INR	1.60Yen	+0.08Yen	+7.3
Capital Expenditures		290.0	+100.6		
Depreciation Expenses		170.0	+8.5		
R&D Expenses		200.0	+39.3		

<Reference for FY2021>
 [Units (Production & Sales)]

11 May 2022
 SUZUKI MOTOR CORPORATION
 (Thousand units)

		Q4 Results (January-March)				Full-year Results			FY2022 forecast (April2022-March2023)			
		Q4 of FY2020	Q4 of FY2021			FY2020	FY2021		Change	Ratio		
			Change	Ratio	Change		Ratio					
<Automobiles>	Mini vehicles	140	119	-20	-14.5%	539	470	-69	-12.9%			
	Sub-compact & standard-sized vehicles	26	24	-2	-7.7%	101	87	-14	-14.1%			
	Export	59	49	-10	-17.4%	204	202	-2	-0.8%			
	OEM	24	22	-3	-11.4%	86	81	-5	-6.2%			
	Domestic production	250	215	-35	-14.2%	930	840	-91	-9.7%	1,035	+195	+23.3%
	(CBU only)	234	191	-43	-18.3%	897	754	-143	-16.0%	913	+159	+21.1%
	Europe	36	27	-8	-23.2%	110	100	-11	-9.9%	136	+36	+36.6%
	India	502	494	-7	-1.4%	1,440	1,659	+219	+15.2%			
	Pakistan	14	16	+2	+17.2%	48	70	+22	+46.2%			
	Indonesia	31	37	+7	+22.3%	86	134	+49	+56.9%			
	Thailand	6	4	-2	-37.7%	18	17	-0	-2.2%			
	Other	1	1	+0	+69.6%	19	2	-17	-90.7%			
	Asia	552	553	+0	+0.0%	1,610	1,882	+272	+16.9%	1,926	+44	+2.3%
	Other	0	0	-0	-100.0%	1	1	+0	+3.5%	0	-1	-100.0%
	Overseas production	588	580	-8	-1.4%	1,721	1,982	+261	+15.2%	2,061	+79	+4.0%
	Production Total	838	794	-44	-5.2%	2,651	2,822	+171	+6.4%	3,096	+274	+9.7%
	Mini vehicles	169	130	-39	-22.9%	539	470	-69	-12.8%			
	Sub-compact & standard-sized vehicles	35	27	-8	-23.8%	108	91	-17	-15.7%			
	Domestic sales	204	157	-47	-23.1%	647	561	-86	-13.3%	663	+102	+18.1%
	Europe	55	44	-11	-19.9%	206	225	+20	+9.6%	199	-26	-11.7%
	India	440	408	-32	-7.3%	1,323	1,365	+42	+3.2%	(Supplement)		
	Pakistan	28	37	+9	+30.7%	74	132	+58	+78.6%	Full-year sales in		
	Indonesia	20	21	+2	+8.9%	66	91	+25	+37.4%	India are expected		
	Thailand	5	6	+1	+12.7%	24	23	-1	-4.7%	to increase		
	Other	15	14	-1	-5.4%	72	55	-17	-24.0%	by 11% YoY.		
	Asia	508	486	-22	-4.3%	1,560	1,666	+106	+6.8%	1,794	+128	+7.7%
Other	48	71	+23	+46.8%	159	254	+95	+60.0%	252	-2	-0.9%	
Overseas sales	611	601	-10	-1.7%	1,924	2,145	+221	+11.5%	2,245	+100	+4.6%	
Sales Total	815	758	-57	-7.0%	2,571	2,707	+136	+5.3%	2,908	+201	+7.4%	
OEM Sales (Not included in figures above)	45	42	-3	-6.1%	134	165	+31	+22.9%				

<Motorcycles and ATVs>	Domestic	3	5	+2	+69.5%	16	21	+5	+31.5%	21	-0	-2.2%
	Export	16	21	+5	+32.8%	50	78	+27	+54.3%	97	+19	+24.9%
	Domestic production	19	27	+7	+38.9%	67	99	+32	+48.7%	119	+19	+20.0%
	(ATVs only)	2	3	+1	+44.7%	7	13	+6	+83.6%	10	-3	-21.8%
	North America	1	1	-0	-10.3%	3	3	+1	+26.5%	4	+1	+24.9%
	India	221	217	-4	-2.0%	600	751	+151	+25.1%			
	China	114	124	+11	+9.3%	493	543	+51	+10.3%			
	Philippines	35	41	+7	+19.8%	112	148	+36	+32.1%			
	Indonesia	20	14	-6	-31.1%	67	47	-21	-30.8%			
	Other	31	36	+5	+17.5%	98	122	+23	+23.7%			
	Asia	420	432	+12	+2.9%	1,371	1,611	+240	+17.5%	1,534	-77	-4.8%
	Other	14	22	+8	+54.7%	57	71	+14	+24.2%	64	-7	-9.7%
	Overseas production	435	455	+20	+4.6%	1,430	1,685	+255	+17.8%	1,603	-82	-4.9%
	(ATVs only)	1	3	+1	+97.2%	5	8	+2	+46.6%	7	-1	-9.5%
	Production Total	455	482	+28	+6.1%	1,497	1,784	+287	+19.2%	1,721	-63	-3.5%
	(ATVs only)	4	6	+2	+65.1%	12	21	+8	+67.6%	17	-4	-17.1%
	Domestic sales	12	11	-0	-3.2%	51	53	+2	+4.6%	54	+1	+1.1%
	Europe	8	6	-2	-19.9%	39	28	-10	-27.1%	38	+10	+34.6%
	North America	9	6	-2	-24.2%	46	29	-17	-37.7%	30	+1	+4.9%
	India	180	172	-8	-4.5%	557	610	+53	+9.5%			
	China	85	88	+2	+2.9%	374	403	+29	+7.9%			
	Philippines	40	43	+3	+8.5%	136	161	+24	+17.9%			
	Indonesia	6	5	-1	-18.4%	26	18	-8	-31.0%			
	Other	37	40	+3	+9.3%	132	132	+1	+0.4%			
	Asia	348	348	+0	+0.1%	1,225	1,324	+99	+8.1%	1,463	+139	+10.5%
	Other	41	49	+8	+19.8%	174	200	+26	+15.0%	201	+1	+0.4%
Overseas sales	406	411	+5	+1.2%	1,484	1,581	+97	+6.6%	1,733	+152	+9.6%	
Sales Total	418	422	+4	+1.0%	1,535	1,634	+100	+6.5%	1,787	+153	+9.3%	
(ATVs only)	4	3	-1	-25.4%	23	15	-7	-32.2%	19	+4	+24.4%	

[Breakdown of Consolidated Net Sales]

(Unit : Thousand, Amount: Billions of yen)

		Full-year Results FY2020		Full-year Results FY2021		Change			
						Unit		Amount	
		Unit	Amount	Unit	Amount	Change	Ratio	Change	Ratio
Automobile	Japan	710	1,139.0	629	1,035.9	-81	-11.4%	-103.1	-9.0%
	Overseas	1,960	1,737.6	2,224	2,168.9	+264	+13.5%	+431.3	+24.8%
	Europe	198	373.9	180	366.7	-18	-9.1%	-7.2	-1.9%
	North America		0.9		0.7			-0.2	-18.5%
	Asia	1,596	1,182.6	1,731	1,452.8	+135	+8.5%	+270.2	+22.9%
	(Of which India)	(1,362)	(915.7)	(1,414)	(1,110.7)	(+52)	(+3.8%)	(+195.0)	(+21.3%)
	Other	166	180.2	313	348.7	+147	+88.7%	+168.5	+93.5%
	Total	2,670	2,876.6	2,853	3,204.8	+183	+6.9%	+328.2	+11.4%
Motorcycle	Japan	49	19.7	53	22.5	+3	+6.9%	+2.8	+13.8%
	Overseas	1,096	186.8	1,239	231.0	+143	+13.1%	+44.2	+23.7%
	Europe	33	30.9	25	29.4	-8	-23.1%	-1.5	-4.7%
	North America	26	24.1	29	30.0	+3	+12.9%	+5.9	+24.3%
	Asia	854	100.2	942	126.8	+88	+10.3%	+26.6	+26.5%
	Other	183	31.6	243	44.8	+59	+32.4%	+13.2	+41.9%
		Total	1,145	206.5	1,292	253.5	+147	+12.8%	+47.0
Marine	Japan		3.6		3.2			-0.4	-11.3%
	Overseas		79.8		94.8			+15.0	+18.8%
	Europe		17.9		22.0			+4.1	+22.6%
	North America		43.1		48.7			+5.6	+12.9%
	Asia		10.4		10.5			+0.1	+1.3%
	Other		8.4		13.6			+5.2	+62.2%
		Total		83.4		98.0			+14.6
Other (Domestic)			11.7		12.1			+0.4	+3.4%
Total	Japan		1,174.0		1,073.7			-100.3	-8.5%
	Overseas		2,004.2		2,494.7			+490.5	+24.5%
	Europe		422.7		418.1			-4.6	-1.1%
	North America		68.1		79.4			+11.3	+16.6%
	Asia		1,293.2		1,590.1			+296.9	+23.0%
	Other		220.2		407.1			+186.9	+84.9%
		Total		3,178.2		3,568.4			+390.2

[Breakdown of Non-Consolidated Net Sales]

(Unit : Thousand, Amount: Billions of yen)

		Full-year Results FY2020		Full-year Results FY2021		Change					
						Unit		Amount			
		Unit	Amount	Unit	Amount	Change	Ratio	Change	Ratio		
Automobile	Domestic	Mini Vehicle	621	678.4	547	580.1	-74	-12.0%	-98.3	-14.5%	
		Sub-compact & Standard-sized	109	167.1	91	134.7	-18	-16.8%	-32.4	-19.4%	
		Total	731	845.5	638	714.8	-93	-12.7%	-130.7	-15.5%	
	Export	General trade	206	362.2	202	365.9	-4	-1.9%	+3.7	+1.0%	
		Triangle trade		220.7		288.9			+68.2	+30.9%	
		Total	206	582.9	202	654.8	-4	-1.9%	+71.9	+12.3%	
		(Of which Overseas production parts)		(128.1)		(158.4)			(+30.3)	(+23.6%)	
	Total	937	1,428.4	840	1,369.6	-97	-10.3%	-58.8	-4.1%		
Motorcycle	Domestic	General trade	50	13.3	53	15.1	+3	+5.7%	+1.8	+13.8%	
		Triangle trade		20.1		25.4			+5.3	+26.6%	
		Total	50	55.4	74	85.6	+24	+48.6%	+30.2	+54.5%	
	Export	(Of which Overseas production parts)		(6.3)		(9.8)			(+3.5)	(+55.3%)	
		ATVs only	General trade	7	2.6	13	6.9	+6	+91.8%	+4.3	+157.6%
			Triangle trade		0.4		0.7			+0.3	+76.3%
		Total	7	3.0	13	7.6	+6	+91.8%	+4.6	+147.1%	
	(Of which Overseas production parts)		(0.5)		(1.6)			(+1.1)	(+188.5%)		
	Total	101	68.7	128	100.7	+27	+27.1%	+32.0	+46.6%		
Marine	Domestic		1.5		1.1			-0.4	-29.1%		
	Export	General trade		44.0		57.5			+13.5	+30.8%	
		Triangle trade		6.8		12.1			+5.3	+77.3%	
	Total		50.8		69.6			+18.8	+37.0%		
	Total		52.3		70.7			+18.4	+35.1%		
Other (Domestic)			3.9		3.8			-0.1	-3.0%		
Spare parts & others	Domestic		116.4		101.4			-15.0	-12.9%		
	Export (General trade)		37.4		44.6			+7.2	+19.0%		
	Total		153.8		146.0			-7.8	-5.1%		
Total	Domestic		980.6		836.2			-144.4	-14.7%		
	Export	General trade		478.9		528.2			+49.3	+10.3%	
		Triangle trade		247.6		326.4			+78.8	+31.8%	
		Total		726.5		854.6			+128.1	+17.6%	
		Total		1,707.1		1,690.8			-16.3	-1.0%	

<Reference for FY2021>
【Non-Consolidated】

11 May 2022
SUZUKI MOTOR CORPORATION

(Billions of yen)

		FY2020 (April2020-March2021)			FY2021 (April2021-March2022)			
			Change	Ratio		Change	Ratio	
Net Sales		1,707.1	-85.7	-4.8%	1,690.8	-16.3	-1.0%	
Domestic Sales		980.6	-5.0	-0.5%	836.2	-144.4	-14.7%	
Overseas Sales		726.5	-80.7	-10.0%	854.6	+128.1	+17.6%	
General trade		478.9	-27.3	-5.4%	528.2	+49.3	+10.3%	
Triangle trade		247.6	-53.4	-17.8%	326.4	+78.8	+31.8%	
Operating Profit (Margin)		65.1 (3.8%)	-7.6	-10.5%	78.0 (4.6%)	+12.9	+19.9%	
Ordinary Profit (Margin)		88.3 (5.2%)	-8.7	-9.0%	93.1 (5.5%)	+4.8	+5.4%	
Profit attributable to owners of parent (Margin)		80.4 (4.7%)	+2.3	+3.0%	83.0 (4.9%)	+2.6	+3.1%	
General View		decreased net sales and operating profit			Decreased net sales and increased operating profit			
Factors of change in Operating Profit	Factors of Increase	Decrease of various expenses		+30.0	Effect of ForEX rates		+32.4	
		Decrease of depreciation		+13.3	Change in sales, model mix		+21.3	
		Cost reduction		+2.3	Decrease of various expenses		+5.0	
		Decrease of R&D expenses		+0.4	Cost reduction		+2.4	
	Total				+46.0	Total		+61.1
	Factors of Decrease	Change in sales, model mix				-42.5	Change in price of raw materials	
Effect of ForEX rates				-6.4	Increase of R&D expenses		-12.7	
Change in price of raw materials				-4.7	Increase of depreciation		-1.3	
Total				-53.6	Total		-48.2	
ForEX rates and Effect on Operating Profit				Effect			Effect	
USD		106 Yen	-3 Yen	-1.7	112 Yen	+6 Yen	+5.1	
EUR		124 Yen	+3 Yen	+3.9	131 Yen	+7 Yen	+8.0	
Capital Expenditures		56.0	-7.0		58.2	+2.2		
Depreciation Expenses		35.0	-13.3		36.3	+1.3		
R&D Expenses		133.8	-0.4		146.5	+12.7		
Interest-Bearing Debt balance		579.1	+377.9		502.9	-76.2		
Cash Dividends per share	Interim	37 Yen	±0 Yen		45 Yen	+8 Yen	FY2022 (Forecast)	
	Year-end	53 Yen	+5 Yen		(Plan) 46 Yen	-7 Yen		
	Annual	90 Yen	+5 Yen		(Plan) 91 Yen	+1 Yen	Annual 91Yen (Interim 45Yen)	

*1. [Consolidated], [Units (Production & Sales)], [Breakdown of Consolidated Net Sales],
[Breakdown of Non-Consolidated Net Sales], [Non-Consolidated]

• "Change" and "Ratio" are the amounts compared to the same period of the previous fiscal year.

*2. [Units (Production & Sales)]

- Domestic production: CBU + CKD. Overseas production: Units completed at overseas factories(excluding CKD from Japan).
- "Sales" means retail sales of SUZUKI brand vehicles (some are wholesale sales) , including license-built vehicles in part.
- OEM Sales means sales of OEM in Japan and India.
- FY2021 is included preliminary figures.

*3. [Breakdown of Consolidated Net Sales]

- Units are wholesale sales based on consolidated net sales.
- Classification is based on the location of external customers.
North America...United States and Canada, Automobile in North America...Sales of parts and accessories, etc.

*4. [Consolidated], [Units (Production & Sales)]

- The forecasts are based on currently available information and assumptions, contain risks and uncertainty, which do not constitute guarantees of future achievement.
- Please note that the future results may greatly vary by the changes of various factors.
- Those factors, which may influence the future results, include economic conditions and the trend of demand in major markets and the fluctuations of foreign exchange rate (mainly US dollar/Yen rate, Euro/Yen rate and Indian Rupee/Yen rate).