

[^0]|  |  | FY2016 firstnine months(Apr.-Dec. 2016) | FY2017 first nine months |  |  |  |  |  |  | FY2017 full-year forecast (April 2017 - March 2018) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | (Apr.-Sep. | (October - December 2017) |  |  | (April - December 2017) |  |  |  |  |  |
|  |  |  | 2017) |  | Change | Ratio |  | Change | Ratio |  | Change | Ratio |
|  | Mini vehicles | 368 | 263 | 142 | +25 | +21.8\% | 405 | +37 | +10.0\% | 551 | +19 | +3.7\% |
|  | Sub-compact and standard-sized vehicles | 72 | 46 | 26 | +4 | +20.6\% | 73 | +0 | +0.4\% | 104 | +1 | +0.9\% |
|  | Export | 93 | 103 | 54 | +20 | +58.1\% | 158 | +64 | +68.6\% | 207 | +64 | +45.1\% |
|  | OEM | 66 | 53 | 29 | +7 | +32.2\% | 82 | +16 | +23.6\% | 111 | +18 | +18.8\% |
|  | Domestic production (Including CBU) | 600 | 466 | 251 | +57 | +29.2\% | 717 | +117 | +19.5\% | 973 | +102 | +11.8\% |
|  | (CBU only) | 581 | 457 | 247 | +58 | +30.9\% | 705 | +124 | +21.3\% | 956 | +110 | +13.0\% |
|  | Europe | 160 | 91 | 43 | -8 | -15.9\% | 133 | -27 | -16.8\% | 173 | -30 | -14.9\% |
|  | China | 103 | 45 | 26 | -17 | -39.2\% | 72 | -31 | -30.0\% |  |  |  |
|  | Indonesia | 83 | 53 | 34 | +9 | +34.8\% | 87 | +4 | +5.3\% |  |  |  |
|  | Thailand | 43 | 29 | 12 | -2 | -14.2\% | 41 | -2 | -5.0\% |  |  |  |
|  | India | 1,140 | 869 | 419 | +35 | +9.0\% | 1,288 | +148 | +13.0\% |  |  |  |
|  | Others | 82 | 63 | 37 | +8 | +28.1\% | 100 | +18 | +22.3\% |  |  |  |
|  | Asia | 1,451 | 1,060 | 528 | +32 | +6.5\% | 1,588 | +137 | +9.5\% | 2,174 | +175 | +8.8\% |
|  | Others | 1 | 1 | 1 | +1 | +288.9\% | 2 | +1 | +92.1\% | 2 | +1 | +51.3\% |
|  | Overseas production | 1,612 | 1,151 | 572 | +25 | +4.6\% | 1,723 | +111 | +6.9\% | 2,349 | +146 | +6.6\% |
|  | Production Total | 2,212 | 1,617 | 823 | +82 | +11.0\% | 2,440 | +228 | +10.3\% | 3,322 | +248 | +8.1\% |
|  | Mini vehicles | 366 | 266 | 124 | +4 | +2.9\% | 390 | +24 | +6.6\% | 540 | +8 | +1.5\% |
|  | Sub-compact and standard-sized vehicles | 74 | 54 | 23 | +2 | +9.6\% | 77 | +3 | +3.8\% | 105 | -2 | -1.6\% |
|  | Domestic sales | 441 | 320 | 148 | +6 | +3.9\% | 468 | +27 | +6.1\% | 645 | +6 | +1.0\% |
|  | Europe | 172 | 140 | 65 | +9 | +16.9\% | 204 | +33 | +18.9\% | 270 | +25 | +10.4\% |
|  | China | 120 | 53 | 34 | -14 | -28.7\% | 87 | -33 | -27.6\% | (Supplement) <br> Full-year sales in India are expected to increase by $10 \%$ compared to previous fiscal year |  |  |
|  | Indonesia | 70 | 55 | 30 | +3 | +10.4\% | 85 | +15 | +21.8\% |  |  |  |
|  | Thailand | 18 | 12 | 7 | +1 | +13.6\% | 20 | +2 | +11.0\% |  |  |  |
|  | India | 1,062 | 826 | 401 | +44 | +12.4\% | 1,226 | +165 | +15.5\% |  |  |  |
|  | Others | 120 | 89 | 53 | +11 | +26.6\% | 142 | +22 | +18.6\% |  |  |  |
|  | Asia | 1,389 | 1,035 | 525 | +45 | +9.4\% | 1,560 | +171 | +12.3\% | 2,010 | +140 | +7.5\% |
|  | Others | 123 | 87 | 50 | +7 | +16.1\% | 137 | +13 | +10.7\% | 177 | +13 | +7.6\% |
|  | Overseas sales | 1,684 | 1,261 | 640 | +62 | +10.6\% | 1,901 | +217 | +12.9\% | 2,457 | +178 | +7.8\% |
|  | Sales Total | 2,125 | 1,581 | 787 | +67 | +9.3\% | 2,368 | +244 | +11.5\% | 3,102 | +184 | +6.3\% |
| OEM Sales (Not included in figures above |  | 67 | 53 | 28 | +7 | +31.1\% | 82 | +15 | +23.2\% |  |  |  |
|  | Domestic | 28 | 20 | 7 | -2 | -24.1\% | 27 | -1 | -2.9\% | 36 | -3 | -7.1\% |
|  | Export | 70 | 50 | 33 | +5 | +19.2\% | 84 | +14 | +20.0\% | 119 | +17 | +16.6\% |
|  | Domestic production (Including ATVs) | 98 | 70 | 40 | +3 | +8.5\% | 111 | +13 | +13.5\% | 155 | +14 | +10.1\% |
|  | (ATVs only) | 6 | 6 | 2 | +1 | +34.5\% | 8 | +3 | +42.1\% | 12 | +4 | +48.9\% |
|  | North America | 3 | 2 | 1 | +0 | +41.3\% | 3 | -0 | -13.9\% | 4 | -0 | -9.4\% |
|  | China | 335 | 251 | 148 | +34 | +30.2\% | 399 | +64 | +19.3\% |  |  | $\square$ |
|  | Indonesia | 50 | 46 | 24 | +3 | +16.8\% | 70 | +20 | +39.6\% |  |  |  |
|  | India | 265 | 260 | 131 | +37 | +38.7\% | 391 | +126 | +47.4\% |  |  |  |
|  | Others | 206 | 144 | 77 | +9 | +12.9\% | 221 | +15 | +7.3\% | - |  |  |
|  | Asia | 856 | 701 | 380 | +83 | +28.0\% | 1,081 | +225 | +26.3\% | 1,320 | +158 | +13.6\% |
|  | Others | 51 | 20 | 10 | -4 | -31.1\% | 29 | -21 | -42.2\% | 42 | -20 | -32.8\% |
|  | Overseas production (Including ATVs) | 910 | 722 | 390 | +79 | +25.4\% | 1,113 | +203 | +22.3\% | 1,366 | +137 | +11.1\% |
|  | (ATVs only) | 6 | 5 | 1 | -1 | -27.1\% | 6 | -0 | -1.2\% | 8 | +1 | +8.1\% |
|  | Production Total (Including ATVs) | 1,008 | 793 | 431 | +82 | +23.6\% | 1,224 | +216 | +21.4\% | 1,521 | +151 | +11.0\% |
|  | (ATVs only) | 12 | 11 | 4 | +0 | +2.3\% | 15 | +2 | +19.8\% | 20 | +5 | +29.3\% |
|  | Domestic sales | 45 | 36 | 12 | -2 | -12.5\% | 48 | +3 | +6.7\% | 62 | +0 | +0.1\% |
|  | Europe | 38 | 25 | 6 | -2 | -27.7\% | 31 | -7 | -18.7\% | 47 | +2 | +4.5\% |
|  | North America | 25 | 20 | 7 | +2 | +25.5\% | 27 | +3 | +10.8\% | 39 | +7 | +22.4\% |
|  | China | 270 | 197 | 105 | +10 | +10.3\% | 302 | +31 | +11.6\% |  |  |  |
|  | Indonesia | 34 | 41 | 13 | +2 | +20.8\% | 54 | +20 | +57.3\% |  |  |  |
|  | India | 249 | 241 | 122 | +33 | +37.0\% | 363 | +114 | +45.8\% |  |  |  |
|  | Others | 207 | 148 | 76 | +6 | +8.1\% | 224 | +17 | +8.1\% | , |  |  |
|  | Asia | 761 | 627 | 316 | +51 | +19.1\% | 943 | +182 | +23.9\% | 1,180 | +141 | +13.6\% |
|  | Others | 148 | 89 | 52 | +1 | +1.9\% | 142 | -6 | -4.1\% | 187 | -3 | -1.3\% |
|  | Overseas sales | 971 | 761 | 382 | +51 | +15.3\% | 1,143 | +171 | +17.7\% | 1,453 | +147 | +11.3\% |
|  | Sales Total (Including ATVs) | 1,016 | 797 | 394 | +49 | +14.2\% | 1,190 | +174 | +17.2\% | 1,515 | +148 | +10.8\% |
|  | (ATVs only) | 14 | 9 | 7 | +1 | +24.6\% | 15 | +1 | +7.6\% | 19 | +1 | +5.0\% |

5 February 2018
SUZUKI MOTOR CORPORATION
(Unit : Thousand)
(Amount: Billions of yen)

|  |  | FY2016 first nine months <br> April - December 2016 |  | FY2017 first nine months <br> April - December 2017 |  | Change |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Unit | Amount |  |
|  |  | Unit | Amount |  |  | Unit | Amount | Change | Ratio | Change | Ratio |
|  | Japan |  |  | 494 | 699.0 | 533 | 753.0 | +39 | +7.9\% | +54.0 | +7.7\% |
|  | Overseas | 1,589 | 1,360.1 | 1,838 | 1,736.6 | +250 | +15.6\% | +376.5 | +27.7\% |
|  | Europe | 169 | 264.3 | 196 | 332.3 | +27 | +15.4\% | +68.0 | +25.7\% |
|  | North America | - | 1.7 | - | 1.1 | - | - | -0.6 | -33.1\% |
|  | Asia (Of which India) | $\begin{array}{r} 1,279 \\ (1,061) \end{array}$ | $\begin{array}{r} 936.6 \\ (708.5) \end{array}$ | $\begin{gathered} 1,492 \\ (1,226) \end{gathered}$ | $\begin{aligned} & 1,223.7 \\ & (924.7) \end{aligned}$ | $\begin{array}{r} +212 \\ (+166) \end{array}$ | $\begin{array}{r} +16.6 \% \\ (+15.5 \%) \end{array}$ | $\begin{array}{r} +287.1 \\ (+216.2) \end{array}$ | $\begin{array}{r} +30.7 \% \\ (+30.5 \%) \end{array}$ |
|  | Other areas | 140 | 157.5 | 151 | 179.5 | +11 | +7.2\% | +22.0 | +13.9\% |
|  | Total | 2,083 | 2,059.1 | 2,371 | 2,489.6 | +288 | +13.8\% | +430.5 | +20.9\% |
| $\begin{array}{\|c} \frac{0}{0} \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ \vdots \\ \vdots \end{array}$ | Japan | 45 | 14.6 | 46 | 15.9 | +1 | +1.4\% | +1.3 | +8.7\% |
|  | Overseas | 713 | 128.6 | 875 | 165.1 | +163 | +22.6\% | +36.5 | +28.4\% |
|  | Europe | 30 | 24.5 | 33 | 32.0 | +3 | +6.0\% | +7.5 | +30.9\% |
|  | North America | 19 | 16.5 | 24 | 22.8 | +5 | +24.7\% | +6.3 | +38.0\% |
|  | Asia | 537 | 61.7 | 699 | 83.3 | +162 | +30.0\% | +21.6 | +35.0\% |
|  | Other areas | 126 | 25.9 | 120 | 27.0 | -6 | -4.9\% | +1.1 | +4.2\% |
|  | Total | 759 | 143.2 | 922 | 181.0 | +162 | +21.4\% | +37.8 | +26.4\% |
|  | Japan |  | 11.7 |  | 11.1 |  |  | -0.6 | -5.0\% |
| $\left\lvert\, \begin{aligned} & 0 \\ & 0 \\ & 5 \\ & 0 \end{aligned}\right.$ | Overseas |  | 38.0 |  | 43.2 |  |  | +5.2 | +13.7\% |
| 亮 | Europe |  | 9.6 |  | 11.8 |  |  | +2.2 | +23.3\% |
| $\begin{array}{\|l\|} \hline 0 \\ 0 \\ \vdots \end{array}$ | North America |  | 17.8 |  | 19.4 |  |  | +1.6 | +9.0\% |
| $\begin{aligned} & 2 \\ & 0 \\ & \infty \\ & \infty \end{aligned}$ | Asia |  | 3.7 |  | 4.4 |  |  | +0.7 | +18.4\% |
| $\left\lvert\, \begin{aligned} & 0 \\ & \stackrel{\rightharpoonup}{c} \\ & \stackrel{\rightharpoonup}{\sigma} \end{aligned}\right.$ | Other areas |  | 6.9 |  | 7.6 |  |  | +0.7 | +10.0\% |
|  | Total |  | 49.7 |  | 54.3 |  |  | +4.6 | +9.3\% |
| $\left\lvert\, \begin{aligned} & \bar{\Pi} \\ & \stackrel{\rightharpoonup}{\circ} \\ & \hline \end{aligned}\right.$ | Japan |  | 725.3 |  | 780.0 |  |  | +54.7 | +7.5\% |
|  | Overseas |  | 1,526.7 |  | 1,944.9 |  |  | +418.2 | +27.4\% |
|  | Europe |  | 298.4 |  | 376.1 |  |  | +77.7 | +26.0\% |
|  | North America |  | 36.0 |  | 43.3 |  |  | +7.3 | +20.3\% |
|  | Asia |  | 1,002.0 |  | 1,311.4 |  |  | +309.4 | +30.9\% |
|  | Other areas |  | 190.3 |  | 214.1 |  |  | +23.8 | +12.5\% |
|  | Total |  | 2,252.0 |  | 2,724.9 |  |  | +472.9 | +21.0\% |

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

- "Change" and "Ratio" are the amounts compared to the same period of previous 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.
- FY2017 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).


[^0]:    *Auto: Automobile Moto: Motorcycle Others: Marine and Power products, etc.

