

Financial Results Briefing for Q2 of the Year Ending March 2018

| Item | Speaker |
| :--- | :--- |
| (From the Secretariat) | Chairperson |
| 1. Introduction | Hiroyuki Kado, Executive Vice <br> President |
| 2. Summary of Accounts for Q2 of the Year Ending 3/18 <br> and Forecasted Results for the Year Ending 3/18 | Osamu Ikejiri, General Manager - <br> Accounting Department |
| (Q\&A) |  |

## Introduction

Hiroyuki Kado

Executive Vice President

## Q2 Results for the Year Ending 3/18

|  | Results for the first half of the year ending $3 / 17$ | Plan for the first half of the year ending $3 / 18$ | Results for the first half of the year ending 3/18 | Increase YoY | $\begin{aligned} & \text { crease } \\ & \text { Plan } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Net sales | 2,996 | 3,110 | 3,178 | 181 | 68 |
| Operating income (operating profit ratio) | $\begin{gathered} 167 \\ 5.6 \% \end{gathered}$ | $\begin{array}{r} 160 \\ 5.1 \% \end{array}$ | $\begin{array}{r} 166 \\ 5.2 \% \end{array}$ | $\begin{array}{r} \triangle 1 \\ \triangle 0.4 \% \end{array}$ | 6 $0.1 \%$ |
| Ordinary income (foreign exchange profit or loss) | $\begin{aligned} & 140 \\ & \triangle 39 \end{aligned}$ | $\begin{array}{r} 160 \\ \triangle 7 \end{array}$ | $\begin{array}{r} 187 \\ 4 \end{array}$ | $\begin{array}{r} 46 \\ 43 \end{array}$ | 27 11 |
| Profit attributable to owners of parent (extraordinary profit or loss) | $\begin{array}{r} 102 \\ 7 \end{array}$ | 110 $\triangle 3$ | 126 | 24 $\triangle 7$ | 16 |
| Average exchange rate US\$ <br> Thai baht | $\begin{array}{r} 106.4 \\ 3.2 \\ \hline \end{array}$ | $\begin{array}{r}110.0 \\ 3.1 \\ \hline\end{array}$ | 111.4 3.3 | 5.0 0.1 | 1.4 <br> 0.2 |
| Exchange rate at end of year <br> US\$ (End of current year) <br> (End of previous year) | $\begin{aligned} & 101.1 \\ & 112.7 \end{aligned}$ | $\begin{aligned} & 110.0 \\ & 112.2 \end{aligned}$ | $\begin{aligned} & 112.7 \\ & 112.2 \end{aligned}$ | $\begin{array}{r} 0.5 \\ \triangle 11.6 \end{array}$ | 2.7 |
| Thai baht (End of current year) <br> (End of previous year) | $\begin{aligned} & 2.9 \\ & 3.3 \end{aligned}$ | 3.1 3.2 | $\begin{aligned} & 3.3 \\ & 3.2 \end{aligned}$ | $\begin{array}{r} 0.1 \\ \triangle 0.4 \end{array}$ | 0.2 |

## Full Year Plan for the Year Ending 3/18

(100 million yen)

|  | Results for the year ending $3 / 17$ | Initial plan for the year ending 3/18 | Revised plan for the year ending $3 / 18$ | Increase / Previous FY | crease <br> nitial plan |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Net sales | 6,269 | 6,380 | 6,580 | 310 | 200 | EPS <br> - Current year: 109.66 yen <br> - Previous year: 103.70 yen |
| Operating income (operating profit ratio) | $\begin{array}{r} 406 \\ 6.5 \% \end{array}$ | $\begin{array}{r} 360 \\ 5.6 \% \end{array}$ | $\begin{array}{r} 370 \\ 5.6 \% \end{array}$ | $\begin{array}{r} \triangle 36 \\ \triangle 0.9 \% \end{array}$ | $\begin{array}{r} 10 \\ \triangle 0.0 \% \end{array}$ | ROE <br> - Current year: 9.0\% <br> - Previous year: 9.3\% |
| Ordinary income (foreign exchange profit or loss) | $\begin{array}{r} 416 \\ \triangle 9 \end{array}$ | $\begin{array}{r} 370 \\ \triangle 7 \end{array}$ | $\begin{array}{r} 390 \\ \triangle 2 \end{array}$ | $\begin{array}{r} \triangle 26 \\ 7 \end{array}$ | $\begin{array}{r} 20 \\ 5 \end{array}$ | ```Year ending 3/17 extraordinary profits or losses``` <br> - Profits from revising the retirement |
| Profit attributable to owners of parent (extraordinary profit or loss) | $\begin{aligned} & 250 \\ & \triangle 39 \end{aligned}$ | $\begin{array}{r} 250 \\ \triangle 6 \end{array}$ | $\begin{array}{r} 260 \\ \triangle 6 \end{array}$ | $\begin{array}{r} 9 \\ 33 \end{array}$ | 10 | benefit plans <br> - Impairment loss $\begin{array}{r} 10 \\ \triangle 15 \end{array}$ <br> - Loss on valuation of stocks of subsidiaries / affiliates <br> $\triangle 14$ |
| Average exchange rate US\$ <br> Thai baht | $\begin{array}{r} 109.0 \\ 3.1 \end{array}$ | $\begin{array}{r} 110.0 \\ 3.1 \end{array}$ | $\begin{array}{r} 111.1 \\ 3.3 \end{array}$ | $\begin{aligned} & 2.0 \\ & 0.2 \end{aligned}$ | $\begin{aligned} & 1.1 \\ & 0.2 \end{aligned}$ | - Loss from closure of factories $\triangle 11$ <br> - Attorney compensation, etc. $\triangle 5$ <br> - Other |
| Exchange rate at end of year <br> US\$ (End of current year) <br> (End of previous year) | $\begin{aligned} & 112.2 \\ & 112.7 \end{aligned}$ | $\begin{aligned} & 110.0 \\ & 112.2 \end{aligned}$ | $\begin{aligned} & 110.0 \\ & 112.2 \end{aligned}$ | $\begin{aligned} & \triangle 2.2 \\ & \triangle 0.5 \end{aligned}$ | - | Year ending 3/18 extraordinary profits or losses (forecast) <br> - Attorney compensation, etc. $\triangle 6$ |
| Thai baht (End of current year) (End of previous year) | $\begin{aligned} & 3.2 \\ & 3.3 \end{aligned}$ | $\begin{aligned} & 3.1 \\ & 3.2 \end{aligned}$ | $\begin{aligned} & 3.2 \\ & 3.2 \end{aligned}$ | $\begin{aligned} & \triangle 0.0 \\ & \triangle 0.1 \end{aligned}$ | 0.1 |  |

## Result Trends

Net sales


Operating income


## Dividends



## Summary of Accounts for Q2 of the Year Ending 3/18 and Forecasted Results for the Year Ending 3/18

Osamu Ikejiri
General Manager - Accounting Department

## Summary of Accounts for Q2 of the Year Ending 3/18

## Q2 Results for the Year Ending 3/18 (1) Net Sales / Operating Income by Segment

- Automotive-related segments performed well in Japan and Asia, but saw a decline in profits in North America due to reduced volume and variance in the model type of vehicles.
- The precision springs \& components segment performed favorably along with automotive-related and HDD-related segments.
- The industrial machinery \& other segments saw a growth in sales for semiconductor-related components and other business.

- Japan: Automotive-related and HDD-related and semi-conductor-related components segments all performed favorably.
- Asia: Income and profits both increased as a result of strong performance in different regions.
- North America \& Others: Sales increased, yet profits fell due to variance in the model type of vehicles.
(100 million yen)

|  |  | Results for the first half of the year ending $3 / 17$ | Plan for the first half of the year ending $3 / 18$ | Results for the first half of the year ending $3 / 18$ | YoY |  | Versus plan |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Difference |  |  | Ratio | Difference | Ratio |
| Japan | Net sales |  | 1,787 | 1,863 | 1,938 | 150 | 8.4\% | 75 | 4.1\% |
|  | Operating income | 96 | 85 | 109 | 13 | 14.2\% | 24 | 29.3\% |
|  | Ratio | 5.4\% | 4.6\% | 5.7\% | 0.3\% | - | 1.1\% | - |
| Asia | Net sales | 699 | 700 | 726 | 27 | 3.9\% | 26 | 3.8\% |
|  | Operating income | 53 | 68 | 65 | 12 | 23.9\% | $\triangle 2$ | $\triangle 3.4 \%$ |
|  | Ratio | 7.6\% | 9.7\% | 9.0\% | 1.5\% | - | $\triangle 0.7 \%$ | - |
| North America \& Others | Net sales | 509 | 547 | 512 | 3 | 0.7\% | $\triangle 34$ | $\triangle 6.2 \%$ |
|  | Operating income | 18 | 7 | $\triangle 9$ | $\triangle 27$ | $\triangle 149.6 \%$ | $\triangle 16$ | $\triangle 230.2 \%$ |
|  | Ratio | 3.6\% | 1.3\% | $\triangle 1.8 \%$ | $\triangle 5.4 \%$ | - | $\triangle 3.1 \%$ | - |
| Total | Net sales | 2,996 | 3,110 | 3,178 | 181 | 6.1\% | 68 | 2.2\% |
|  | Operating income | 167 | 160 | 166 | $\triangle 1$ | $\triangle 0.7 \%$ | 6 | 4.1\% |
|  | Ratio | 5.6\% | 5.1\% | 5.2\% | $\triangle 0.4 \%$ | - | 0.1\% | - |

## Variable Factor Analysis for Operating Income

By business segment


$\nabla$ Versus the previous year's performance: This was impacted by the decrease in volume from North American subsidiaries, but the subsidiaries in China and India performed favorably.
$\nabla$ Versus the initial plan: While the North American subsidiaries failed to hit their planned figures, we secured an increase in income and profits overall.

$\nabla$ Versus the previous year's performance: While domestic sales increased, profits declined due to changes in the model type of vehicles ordered.
$\nabla$ Versus the initial plan: Net sales surpassed the planned figures for the segment as a whole, yet it still failed to hit its planned figures due to the changes in the model type of vehicles ordered.

| Net sales |
| :---: |
| (left axis) |

(100 million yen) | Operating income |
| :---: |
| (right axis) |
| (100 million yen) |

800

$\nabla$ Versus the previous year's performance: Each business segment achieved strong results centered mainly around semiconductor-related segments.
$\nabla$ Versus the initial plan: Every product section performed favorably and surpassed their planned figures.

Q2 Results for the Year Ending 3/18 (8) Assets
(100 million yen)

|  | Results for the <br> year ending 3/14 | Results for the <br> year ending 3/15 | Results for the <br> year ending 3/16 | Results for the <br> year ending 3/17 <br> Results for the <br> first half of the <br> year ending 3/18 | Increase I <br> decrease |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Total assets | 4,649 | 5,298 | 5,098 | 5,417 | 5,549 | 131 |
| Shareholders' <br> equity | 2,182 | 2,626 | 2,572 | 2,796 | 2,877 | 80 |
| Shareholders' <br> equity <br> assets totalio | $46.9 \%$ | $49.6 \%$ | $50.5 \%$ | $51.6 \%$ | $51.9 \%$ | - |
| Cash and deposits | 622 | 837 | 725 | 825 | 935 | 109 |
| Interest-bearing <br> debt | 610 | 645 | 573 | 533 | 572 | 38 |
| Net cash | 12 | 191 | 152 | 291 | 362 | 70 |

## Q2 Results for the Year Ending 3/18 (9) BS

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Balance Sheet
Cash \& deposits

(100 million yen)


Balance Sheet trends
(100 million yen)


$\nabla$ Assets : These increased by 13.1 billion yen compared with the end of the previous year due to increases in cash, deposits, tangible fixed assets, and so on.
$\nabla$ Liabilities : These increased by 4.4 billion yen compared with the end of the previous year due to the increase in long-term debt and other factors.
$\nabla$ Net assets : These increased by 8.7 billion yen compared with the end of the previous year due to the rise in retained earnings from the quarterly profits attributable to owners of parent and other factors.

Q2 Results for the Year Ending 3/18 (10) CF


## Forecasted Results for the Year Ending 3/18

Forecasted Results for the Year Ending 3/18 (1)

## Plan for the Full Year Ending March 2018

Results for Initial plan for Revised plan for the year ending the year ending the year ending 3/17

3/18 3/18

Vs. the initial plan

| Net sales | 6,269 | 6,380 | 6,580 | $5.0 \%$ | $3.1 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Operating income | 406 | 360 | 370 | $\Delta 8.9 \%$ | $2.8 \%$ |
| Ordinary income | 416 | 370 | 390 | $\Delta 6.3 \%$ | $5.4 \%$ |
| Profit attributable to <br> owners of parent | 250 | 250 | 260 | $3.6 \%$ | $4.0 \%$ |
| EPS <br> (Unit: yen) | 103.70 | 105.44 | 109.66 | - | - |
| ROE | $9.3 \%$ | $8.7 \%$ | $9.0 \%$ | - | - |
| Exchange rate <br> (US\$) <br> (Thai baht) | 109.0 |  |  |  |  |
| 3.1 |  |  |  |  |  |

Forecasted Results for the Year Ending 3/18 (2)

## Variable Factor Analysis for Operating Income

By business segment


By factor (100 million yen)


Forecasted Results for the Year Ending 3/18 (3)

## Net Sales / Operating Income by Segment

- For automotive-related segments, due to the impact from the shift in demand in North America from sedans to SUVs, net sales are expected to fall in the North American region. However, net sales are expected to exceed the planned figures for every segment in Japan and the China region.
- Of the precision springs \& components segments, those related to HDD are expected to perform favorably in Japan.

| (100 million yen) |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Results for the year ending 3/17 | Initial plan for the year ending $3 / 18$ | Results for the first half of the year ending 3/18 | Results for the second half of the year ending $3 / 18$ | Revised plan for the year ending $3 / 18$ | YoY | Difference with initial plan |
| Automotive suspension springs | Net sales | 1,195 | 1,210 | 603 | 631 | 1,235 | 39 | 25 |
|  | Operating income | 115 | 93 | 50 | 44 | 95 | $\triangle 20$ | 2 |
|  | Ratio | 9.6\% | 7.7\% | 8.4\% | 7.0\% | 7.7\% | - | - |
| Automotive seating | Net sales | 2,859 | 2,890 | 1,420 | 1,543 | 2,964 | 104 | 74 |
|  | Operating income | 139 | 134 | 39 | 67 | 107 | $\triangle 32$ | $\triangle 27$ |
|  | Ratio | 4.9\% | 4.6\% | 2.8\% | 4.4\% | 3.6\% | - | - |
| Precision springs \& components | Net sales | 1,390 | 1,410 | 726 | 757 | 1,484 | 93 | 74 |
|  | Operating income | 96 | 84 | 51 | 56 | 108 | 11 | 24 |
|  | Ratio | 6.9\% | 6.0\% | 7.1\% | 7.5\% | 7.3\% | - | - |
| Industrial machinery \& others | Net sales | 823 | 870 | 426 | 470 | 897 | 73 | 27 |
|  | Operating income | 54 | 49 | 24 | 35 | 60 | 5 | 11 |
|  | Ratio | 6.7\% | 5.6\% | 5.8\% | 7.5\% | 6.7\% | - | - |
| Total | Net sales | 6,269 | 6,380 | 3,178 | 3,401 | 6,580 | 310 | 200 |
|  | Operating income | 406 | 360 | 166 | 203 | 370 | $\triangle 36$ | 10 |
|  | Ratio | 6.5\% | 5.6\% | 5.2\% | 6.0\% | 5.6\% | - | - |

Forecasted Results for the Year Ending 3/18 (4)

## Net Sales / Operating Income by Region

- Japan: Due to the robust automotive and HDD-related segments, both income and profits are expected to increase over the figures in the initial plan.
- Asia: Sales will increase compared with the figures in the initial plan, yet operating income is expected to fall just slightly short of the target.
- North America \& others: As a result of the impact from the shift in demand in North America from sedans to SUVs and the variance in the model type of vehicles both income and profits are expected to fall.
(100 million yen)

|  |  | Results for the year ending 3/17 | Initial plan for the year ending $3 / 18$ | Results for the first half of the year ending 3/18 | Results for the second half of the year ending $3 / 18$ | Revised plan for the year ending $3 / 18$ | YoY | Difference with initial plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Japan | Net sales | 3,809 | 3,836 | 1,938 | 2,071 | 4,010 | 200 | 174 |
|  | Operating income | 262 | 202 | 109 | 141 | 251 | $\triangle 11$ | 49 |
|  | Ratio | 6.9\% | 5.3\% | 5.7\% | 6.8\% | 6.3\% | - | - |
| Asia | Net sales | 1,407 | 1,431 | 726 | 804 | 1,531 | 123 | 100 |
|  | Operating income | 114 | 133 | 65 | 61 | 127 | 12 | $\triangle 6$ |
|  | Ratio | 8.1\% | 9.3\% | 9.0\% | 7.6\% | 8.3\% | - | - |
| North America \& Others | Net sales | 1,052 | 1,113 | 512 | 526 | 1,039 | $\triangle 13$ | $\triangle 74$ |
|  | Operating income | 29 | 25 | $\triangle 9$ | 1 | $\triangle 8$ | $\triangle 37$ | $\triangle 33$ |
|  | Ratio | 2.8\% | 2.2\% | $\triangle 1.8 \%$ | 0.2\% | $\triangle 0.8 \%$ | - | - |
| Total | Net sales | 6,269 | 6,380 | 3,178 | 3,401 | 6,580 | 310 | 200 |
|  | Operating income | 406 | 360 | 166 | 203 | 370 | $\triangle 36$ | 10 |
|  | Ratio | 6.5\% | 5.6\% | 5.2\% | 6.0\% | 5.6\% | - | - |



Forecasted Results for the Year Ending 3/18 (6): Segment (2) Automotive seating



Forecasted Results for the Year Ending 3/18 (8): Segment (4) Industrial Machinery \& Others


Forecasted Results for the Year Ending 3/18 (9) Capital Investment / Depreciation \& Amortization

|  |  | Results for the year ending 3/16 | Results for the year ending 3/17 | Year ending 3/18 <br> Initial plan | Year ending 3/18 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Revised plan |  |  | First half results |
| Capital investment | Domestic |  | 135 | 165 | 219 | 251 | 102 |
|  | Overseas | 138 | 91 | 114 | 148 | 50 |
|  | Subtotal | 273 | 256 | 334 | 400 | 153 |
|  | Nonconsolidated | 39 | 58 | 27 | 35 | 9 |
|  | Total | 313 | 315 | 361 | 435 | 162 |
| Depreciation \& amortization | Domestic | 124 | 128 | 149 | 143 | 63 |
|  | Overseas | 111 | 103 | 101 | 101 | 52 |
|  | Total | 235 | 231 | 251 | 245 | 115 |

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## Supplementary Materials

Supplementary Materials: Overseas Expansion
Major Overseas Locations


Q: What are our sales percentages to each of the major car makers?
A : Our results for the year ending March 2017 are shown in the table below.

| Major car makers | Results for the year <br> ending 3/16 | Results for the <br> year ending 3/17 |
| :--- | :---: | :---: |
| Nissan Group | $18 \%$ | $19 \%$ |
| SUBARU Group | $15 \%$ | $16 \%$ |
| Toyota Group | $15 \%$ | $14 \%$ |
| Isuzu Group | $6 \%$ | $6 \%$ |
| Honda Group | $4 \%$ | $4 \%$ |
| Suzuki Group | $4 \%$ | $4 \%$ |
| Mitsubishi Group | $2 \%$ | $2 \%$ |
| Mazda Group | $2 \%$ | $2 \%$ |
| Top 3 companies | $48 \%$ | $49 \%$ |
| Others | $52 \%$ | $51 \%$ |

Q: What are the quantities of HDD suspensions by each location (on both a calendar year and fiscal year basis)?
A: The results for both 2016 and 2017 are shown in the table below.

| (Unit: million units) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calendar year basis | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| 2016 results | 136 | 145 | 281 | 172 | 177 | 348 | 629 |
| <Japan> | 60 | 57 | 117 | 65 | 64 | 129 | 246 |
| <China> | 37 | 31 | 68 | 42 | 48 | 90 | 158 |
| <Thailand> | 40 | 56 | 96 | 64 | 65 | 129 | 225 |
| 2017 results | 174 | 149 | 323 | 168 | - | - | - |
| <Japan> | 65 | 57 | 121 | 69 | - | - | - |
| <China> | 44 | 40 | 84 | 29 | - | - | - |
| <Thailand> | 65 | 52 | 117 | 71 | - | - | - |


| Fiscal year basis | FQ1 | FQ2 | First half | FQ3 | FQ4 | Second half | Full year |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2016 results | 134 | 152 | 286 | 171 | 177 | 348 | 634 |
| <Japan> | 57 | 65 | 122 | 64 | 65 | 129 | 251 |
| <China> | 37 | 31 | 68 | 42 | 48 | 90 | 158 |
| <Thailand> | 40 | 56 | 96 | 64 | 65 | 129 | 225 |
| 2017 results | 166 | 161 | 327 | - | - | - | - |
| <Japan> | 57 | 69 | 125 | - | - | - | - |
| <China> | 44 | 40 | 84 | 29 | - | - | - |
| <Thailand> | 65 | 52 | 117 | 71 | - | - | - |

Supplementary Materials : Answers to Frequently Asked Questions (3) HDD-related Results

No. of HDD units (million units)

|  | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2016 results | 101 | 99 | 199 | 114 | 111 | 225 | 424 |
| 2017 results | 99 | 97 | 196 | 104 | - | - | - |

Total demand for suspension units (million units)

|  | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2016 results | 399 | 438 | 837 | 471 | 487 | 959 | 1,795 |
| 2017 results | 439 | 414 | 853 | 434 | - | - | - |

Suspension count (units)

|  | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2016 results | 3.97 | 4.45 | 4.21 | 4.15 | 4.37 | 4.26 | 4.23 |
| 2017 results | 4.46 | 4.26 | 4.35 | 4.17 | - | - | - |

NHK volume (million units)

|  | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2017 results | 174 | 149 | 323 | 168 | - | - | - |


| NHK share (\%) |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
|  | CQ1 | CQ2 | First half | CQ3 | CQ4 | Second half | Full year |
| 2017 results | 39.5 | 36.0 | 37.8 | 38.7 | - | - | - |

