Fiscal First Quarter Ended June 30, 2026 Financial Results

August 5, 2026

HONDA
The Power of Dreams
How we move you.
CREATE ▸ TRANSCEND, AUGMENT

First of all, I would like to express our heartfelt sympathies to all those affected by the Kumamoto Earthquake, which occurred on July 28th, as well as to their families.
We also sincerely pray for the swift recovery and reconstruction of the affected areas.

Operating status of our major production sites following the 2026 Kumamoto Earthquake

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As of August 5, 2026

Factory	Business	Operating status	Production Suspension Days	Schedule
Kumamoto Factory	Motorcycle	• Production suspended from the evening of July 28 through August 7 (Operations resumed on August 5 (today) in certain processes where recovery has been completed)	9 days	Monitor developments and determine actions
Saitama Factory	Automobile	Production suspended • from August 5 through August 7 • from August 17 through August 19	6 days	
Suzuka Factory (Honda Auto Body Co., Ltd. is included)	Automobile	Production suspended • from August 6 through August 7 • from August 17 through August 19	5 days	

* originally no operation plans from August 8 through August 16 due to the summer holiday period

This slide shows the operating status of our major production sites following the 2026 Kumamoto Earthquake.

Regarding Kumamoto Factory, production was suspended for nine days from the evening of July 28 following the earthquake through August 7, while recovery efforts were underway. As a result, operations have resumed today in certain processes where recovery has been completed.

In addition, our automobile production site, production schedules have also been affected by parts shortages resulting from damage sustained by some suppliers.

At the Saitama Factory, production will be suspended for a total of six days, from today through August 19, including the summer holiday period.

At the Suzuka Factory, production will be suspended for a total of five days, from August 6 through August 19, including the summer holiday period.

We will continue to monitor the situation and make decisions regarding the resumption of production as appropriate.

We will also continue to provide updates on the operating status in a timely manner as appropriate.

Now, I would like to explain the financial results for the first quarter of the fiscal year ending March 31, 2027.

Summary

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Fiscal Q1 Ended June 30, 2026 Financial Results

Operating Profit **530.7** billion yen (YoY + 117.4%)

Profit for the period attributable to owners of the parent **450.9** billion yen (YoY + 129.3%)

【Business Segment】

	Group Unit Sales (thousand)	Operating Profit (billion yen)	Operating Margin
Motorcycle Business	**5,663**	**233.9**	**20.5%**
Automobile Business	786	192.1	**5.0%**
Financial Services Business	–	105.8	10.3%
Power Products and Other Businesses	752	- 1.1	- 1.2%

Motorcycle Business

Record-high quarterly operating profit and operating margin were achieved, driven by strong global sales, particularly in India and Brazil.

Automobile Business

Struggle in China, but sales volume increased mainly in in North America, resulting in operating margin 192.1 billion yen and an operating margin of 5.0%.

Fiscal Year Ending March 31, 2027 Financial Forecast

Operating Profit Forecast

Uncertainty surrounding the situation in the Middle East makes it necessary to **carefully assess risks** related to sales volume, material costs and other factors.

Only exchange rate assumptions were revised from the previous forecast (May 14).

Previous forecast 500.0 billion yen (Adjusted Operating Profit 1,000.0 billion yen)

Revised Forecast **650.0 billion yen** (YoY + 1,064.3 billion yen) (Adjusted Operating Profit 1,170.0 billion yen)

Losses resulting from the review of our automobile electrification strategy

- 500.0 billion yen ▶ - 520.0 billion yen (Reflecting the change in exchange rate assumption)

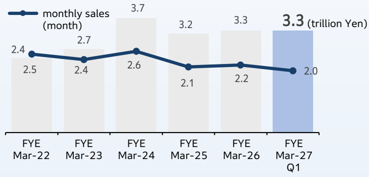
Exchange rate assumption

155 yen per USD (10 yen weaker than the previous forecast)

Financial Foundation / Shareholder Return

Cash Flows of Non-Financial Services Businesses

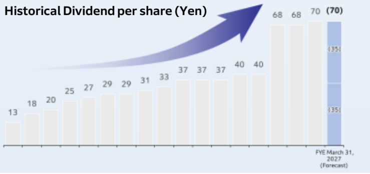
3.3 trillion yen at the end of Q1 (Equivalent to 2.0 months' sales)



Shareholder Return

We will strive to achieve dividends with a target of DOE 3.0% to provide a more stable and continuous return.

DPS 70 yen (No change has been made from the previous forecast)



Operating profit for the first quarter of the fiscal year ending March 31, 2027, was a record high for a quarter, at 530.7 billion yen.
In addition, no EV-related losses were incurred during the first quarter.

Motorcycle business: Record-high quarterly operating profit and operating margin were achieved, driven by strong global sales, particularly in India and Brazil.
Automobile business: There was a struggle in China, but sales volume steadily increased, mainly in North America, resulting in operating profit of 192.1 billion yen and an operating margin of 5.0%.

Regarding the consolidated business forecast for the fiscal year ending March 31, 2027, we revised the exchange rate assumption to 155 yen per U.S. dollar.

Operating profit has been revised upward by 150.0 billion yen to 650.0 billion yen.
Uncertainty surrounding the situation in the Middle East makes it necessary to carefully assess risks related to sales volume, material costs and other factors. Therefore, these assumptions remain unchanged from the previous forecast.
EV-related losses have also been revised to reflect the updated foreign exchange assumptions.
Excluding EV-related losses, adjusted operating profit is now projected at 1.17 trillion yen, an increase of 170 billion yen from the previous forecast.

Next, I will explain our financial foundation and shareholder returns.

As of the end of the first quarter of the fiscal year ending March 31, 2027, net cash of non-financial services businesses stood at 3.3 trillion yen. We continue to maintain a substantial net cash position and a strong financial profile.

Regarding shareholder returns, the forecast for the annual dividend for the fiscal year ending March 31, 2027, remains unchanged from the previous forecast at 70 yen per share.

While targeting a DOE of 3%, we will strive to provide stable and sustainable dividend payments.

Fiscal First Quarter Ended June 30, 2026
Financial Results

Next, I will explain the details of the financial results.

Three Months Ended June 30, 2026: Honda Unit Sales

HONDA

Unit (thousand)

Honda Group Unit Sales	Motorcycles: Three Months Ended June 30			Automobiles: Three Months Ended June 30			Power Products: Three Months Ended June 30		
	2025	**2026**	Change	2025	**2026**	Change	2025	**2026**	Change
Japan	59	**38**	- 21	124	**139**	+ 15	62	**62**	- 0
North America	142	**139**	- 3	457	**461**	+ 4	232	**194**	- 38
Europe	122	**117**	- 5	17	**17**	- 0	179	**151**	- 28
Asia	4,284	**4,753**	+ 469	202	**127**	- 75*	279	**274**	- 5
Other Regions	536	**616**	+ 80	39	**42**	+ 3	76	**71**	- 5
Total	5,143	**5,663**	+ 520	839	**786**	- 53	828	**752**	- 76
Change (%)			+ 10.1%			- 6.3%			- 9.2%
Consolidated Unit Sales	3,465	**3,774**	+ 309	685	**708**	+ 23	828	**752**	- 76

* - 74 in China are included.

First, for the first quarter ended June 30, 2026,

total group unit sales were as follows compared with the same period of the previous year:

Motorcycle business sales increased mainly in Asia and other regions, particularly in Brazil to 5 million 663 thousand units;

Automobile business sales decreased to 786 thousand units, primarily due to lower sales in Asia, particularly in China;

Power Products business sales decreased mainly in North America to 752 thousand units.

Fiscal First Quarter Ended June 30, 2026: Consolidated Financial Results

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Yen (billion)	Three Months Ended June 30			
	2025	2026	Amount	Change
Sales revenue	5,340.2	**6,061.5**	+ 721.2	+ 13.5%
Operating profit ①	244.1	**530.7**	+ 286.5	+ 117.4%
Operating margin	4.6%	**8.8%**		+ 4.2pt
Share of profit (loss) of investments accounted for using the equity method	4.2	**22.6**	+ 18.4	+ 437.5%
Profit before income taxes	292.3	**605.0**	+ 312.6	+ 107.0%
Profit for the period attributable to owners of the parent	196.6	**450.9**	+ 254.2	+ 129.3%
Earnings per share attributable to owners of the parent (Yen)	46	**115**		+ 69
EV-related losses*1 ②	- 122.0	**—**	+ 122.0	—
Adjusted operating profit*1 ① - ②	366.1	**530.7**	+ 164.5	+ 44.9%
Adjusted operating margin	6.9%	**8.8%**		+ 1.9pt
Market average rate (Yen)				
U.S. Dollar	145	**159**		+ 14*2

*1 Please refer to Appendix, page 29, for details on EV-related losses and adjusted profit.
*2 + weak yen / - strong yen

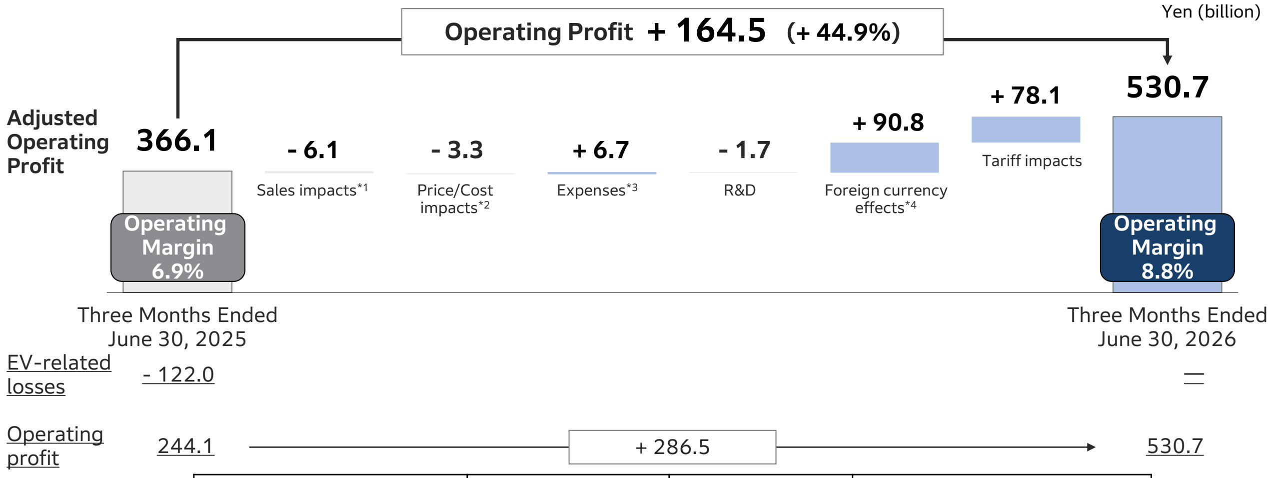
For the consolidated financial results for the first quarter three-month period, compared with the same period of the previous year:

Operating profit increased by 286.5 billion yen to 530.7 billion yen.

Equity method investment profit increased by 18.4 billion yen to 22.6 billion yen.

Quarterly profit attributable to owners of the parent company increased by 254.2 billion yen to 450.9 billion yen.

Three Months Ended June 30, 2026: Change in Operating Profit



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	+ 38.5	Price revision	+ 51.9	Warranty	+ 1.0	JPY / USD	+ 43.0
Incentive	- 29.0	Cost reduction, etc.	- 55.2	Finance	+ 0.7	USD / Others (BRL, CAD, MXN)	+ 11.0
Finance	+ 7.9			Other	+ 5.0	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	+ 7.5
Other	- 23.5					Other	+ 29.3

Next, I will explain the factors behind the change in adjusted operating profit excluding EV-related losses compared with the same period of the previous year.

Operating profit increased by 164.5 billion yen from the previous fiscal year to 530.7 billion yen.

Sales impact: Although unit sales increased, higher sales incentives and other factors resulted in a profit decrease of 6.1 billion yen.

Selling price and cost impact: Due to factors including the impact of rising material costs, this resulted in a profit decreased by 3.3 billion yen.

SG&A expenses: Operating profit increased by 6.7 billion yen.

R&D expenses: Operating profit decreased by 1.7 billion yen.

Foreign exchange impact: Operating profit increased by 90.8 billion yen.

Tariff impact: Operating profit increased by 78.1 billion yen.

Three Months Ended June 30, 2026:
Sales Revenue/Operating Profit (Margin) by Business Segment

HONDA

upper: Three Months Ended June 30, 2026 lower: Three Months Ended June 30, 2025	Motorcycle Business	Automobile Business	Financial Services Business	Power Products and Other Businesses
Unit (thousand) Honda Group Unit Sales (Consolidated Unit Sales)	**5,663** **(3,774)**	**786** **(708)**	**—** **—**	**752** **(752)**
	5,143 (3,465)	839 (685)	— —	828 (828)
Yen (billion) Sales Revenue	**1,141.1**	**3,879.1**	**1,027.0**	**94.4**
	951.5	3,543.9	832.6	92.8
Operating Profit	**233.9**	**192.1**	**105.8**	**- 1.1**
	189.0	- 29.6	85.0	- 0.2
Operating Margin	**20.5%**	**5.0%**	**10.3%**	**- 1.2%**
	19.9%	- 0.8%	10.2%	- 0.2%
Adjusted Operating Profit	**233.9**	**192.1**	**105.8**	**- 1.1**
	189.0	92.3	85.0	- 0.2
Adjusted Operating Margin	**20.5%**	**5.0%**	**10.3%**	**- 1.2%**
	19.9%	2.6%	10.2%	- 0.2%

* Operating profit from aircraft and aircraft engines included in above

Yen (billion)
- 8.6*
- 8.3*

In the financial services business, Honda mainly provides retail lending and leasing to customers to support the sale of its automobile products.

Next, operating profit by business segment was as follows:

Motorcycle business operations recorded 233.9 billion yen, achieving record-high operating profit and operating margin for a quarter.

Automobile business operations recorded 192.1 billion yen, and the Financial Services business operations recorded 105.8 billion yen.

Power Products and other businesses segment posted a loss of 1.1 billion yen.

Three Months Ended June 30, 2026:
Change in Operating Profit for Motorcycle Business

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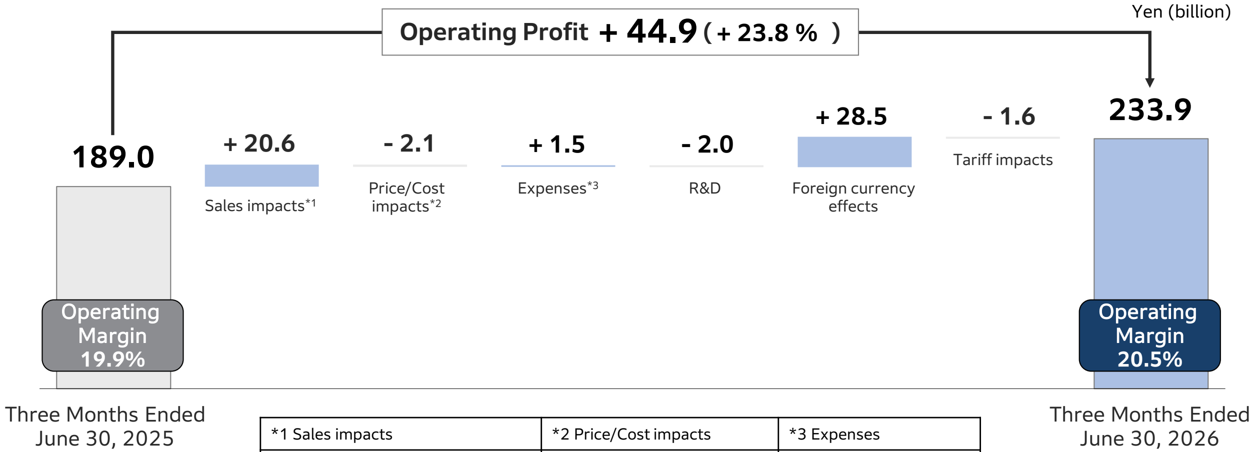
Operating profit increased mainly due to higher sales volume in India and Brazil, achieving record-high quarterly operating profit and operating margin.



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses	
Sales volume, model mix	+ 20.3	Price revision	+ 13.4	Warranty	+ 2.8
Incentive	+ 0.9	Cost reduction, etc.	- 15.5	Other	- 1.3
Other	- 0.6				

Motorcycle business operating profit increased compared with the same period of the previous year by 44.9 billion yen to 233.9 billion yen.

As for the factors behind the increase/decrease:

Sales impact: Mainly due to increased unit sales in India and Brazil, operating profit increased by 20.6 billion yen.

Selling price and cost impact: Due to factors including the impact of rising material costs, operating profit decreased by 2.1 billion yen.

SG&A expenses: Operating profit increased by 1.5 billion yen.

R&D expenses: Operating profit decreased by 2.0 billion yen.

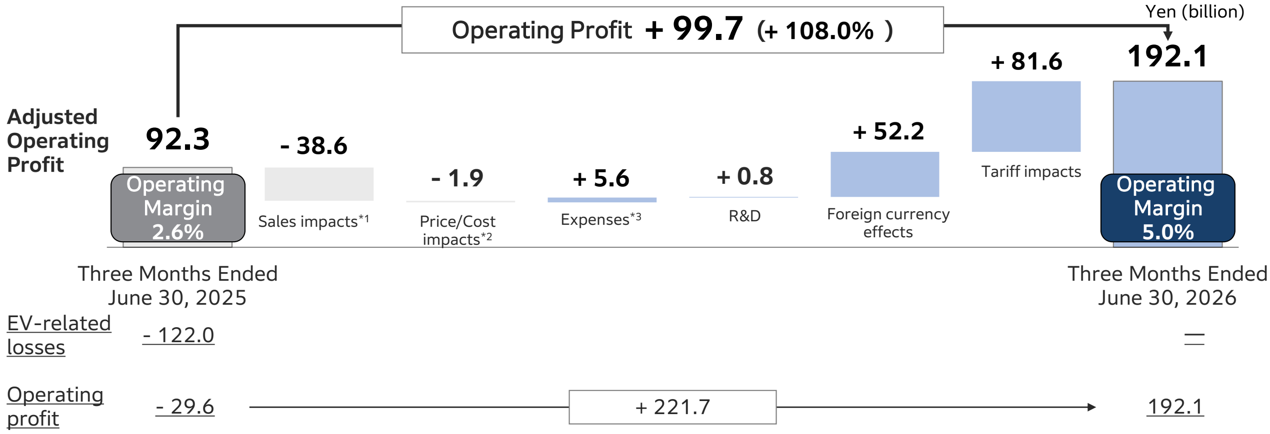
Foreign exchange impact: Operating profit increased by 28.5 billion yen.

Tariff impact: Operating profit decreased by 1.6 billion yen.

Three Months Ended June 30, 2026:
Change in Operating Profit for Automobile Business

HONDA

Despite factors including the impact of rising material costs, operating profit increased mainly due to higher sales volume, favorable foreign exchange effects and tariff impacts.



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses	
Sales volume, model mix	+ 16.3	Price revision	+ 38.0	Warranty	- 2.0
Incentive	- 28.8	Cost reduction, etc.	- 39.9	Other	+ 7.6
Other	- 26.1				

Adjusted operating profit for the automobile business increased by 99.7 billion yen compared with the same period of the previous year to 192.1 billion yen.

As for the factors behind the increase/decrease:

Sales impact: Due to factors including higher sales incentives, this resulted in a profit decrease of 38.6 billion yen.

Selling price and cost impact: Due to factors including the impact of rising material costs, this resulted in a profit decrease of 1.9 billion yen.

SG&A expenses: Profit increased by 5.6 billion yen.

R&D expenses: Profit increased by 0.8 billion yen.

Foreign exchange impact: Profit increased by 52.2 billion yen.

Tariff impact: Profit increased by 81.6 billion yen.

Cash Flows of Non-Financial Services Businesses

Yen (billion)

	Three Months Ended June 30, 2025	Three Months Ended June 30, 2026
Cash flows from operating activities	+ 390.0	+ 529.1
Cash flows from investing activities	- 95.9	- 400.8
Free cash flow	**+ 294.0**	**+ 128.3**
Cash flows from financing activities	- 568.4	+ 119.0
Effects of exchange rate changes	- 49.5	+ 79.1
Net change of cash and cash equivalents	- 323.9	+ 326.5
Cash & cash equivalents at end of period	**3,537.8**	**4,941.6**
Cash and cash equivalents included in assets held for sale	—	51.6
Cash & cash equivalents at end of period (Excluding cash and cash equivalents included in assets held for sale)	**3,537.8**	**4,890.0**
Net cash at end of period (Excluding cash and cash equivalents included in assets held for sale)	**2,907.9**	**3,331.8**
Operating cash flows after R&D adjustment*	+ 583.0	+ 737.1

* Cash Flows from operating activities (CFO) excluding R&D expenses
(CFO of non-financial services businesses + R&D expenditures – amount transferred to development assets)

Continuing, I will explain the cash flow situation.

Free cash flow for our operating companies, excluding the Financial Services business, was 128.3 billion yen.

The net cash balance at the end of at the end of the quarter was 3 trillion 331.8 billion yen.

Adjusted operating cash flow after R&D was 737.1 billion yen.

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Fiscal Year Ending March 31, 2027 Financial Forecast

Next, I will explain the consolidated earnings forecast for the fiscal year ending March 31, 2027.

Forecast for FYE March 31, 2027: Honda Unit Sales

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No change has been made from the previous forecast

Unit (thousand)

Honda Group Unit Sales	Motorcycles FYE March 31, 2027 Previous Forecast	Motorcycles FYE March 31, 2027 Revised Forecast	Motorcycles Change	Automobiles FYE March 31, 2027 Previous Forecast	Automobiles FYE March 31, 2027 Revised Forecast	Automobiles Change	Power Products FYE March 31, 2027 Previous Forecast	Power Products FYE March 31, 2027 Revised Forecast	Power Products Change
Japan	160	**160**	—	600	**600**	—	275	**275**	—
North America	610	**610**	—	1,705	**1,705**	—	955	**955**	—
Europe	440	**440**	—	95	**95**	—	715	**715**	—
Asia	19,220	**19,220**	—	815	**815**	—	1,340	**1,340**	—
Other Regions	2,370	**2,370**	—	175	**175**	—	365	**365**	—
Total	22,800	**22,800**	—	3,390	**3,390**	—	3,650	**3,650**	—
FYE March 31, 2026 Results	22,101			3,387			3,589		
Consolidated Unit Sales	15,190	**15,190**	—	2,820	**2,820**	—	3,650	**3,650**	—

Group unit sales forecasts remain unchanged from the previous outlook:

Motorcycle business: 22.80 million units.

Automobile business: 3.39 million units.

Power Products business: 3.65 million units.

Consolidated Financial Forecast for FYE March 31, 2027

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Yen (billion)	FYE March 31, 2026 Results	FYE March 31, 2027 Revised forecast	Amount	Change	Change from previous forecast
Sales revenue	21,796.6	**24,150.0**	+ 2,353.3	+ 10.8%	+ 1,000.0
Operating profit ①	- 414.3	**650.0**	+ 1,064.3	—	+ 150.0
Operating margin	- 1.9%	**2.7%**		+ 4.6pt	+ 0.5pt
Share of profit (loss) of investments accounted for using the equity method	- 162.0	**0.0**	+ 162.0	—	—
Profit before income taxes	- 403.3	**660.0**	+ 1,063.3	—	+ 160.0
Profit for the year attributable to owners of the parent	- 423.9	**400.0**	+ 823.9	—	+ 140.0
Earnings per share attributable to owners of the parent (Yen)	- 106	**102**		+ 208	+ 35
EV-related losses ②	- 1,453.6	**- 520.0**	+ 933.6	—	- 20.0
Adjusted operating profit ① - ②	1,039.3	**1,170.0**	+ 130.6	+ 12.6%	+ 170.0
Adjusted operating margin	4.8%	**4.8%**		+ 0.0pt	+ 0.5pt
Market average rate (Yen)					
U.S. Dollar	151	**155**		+ 4	+ 10

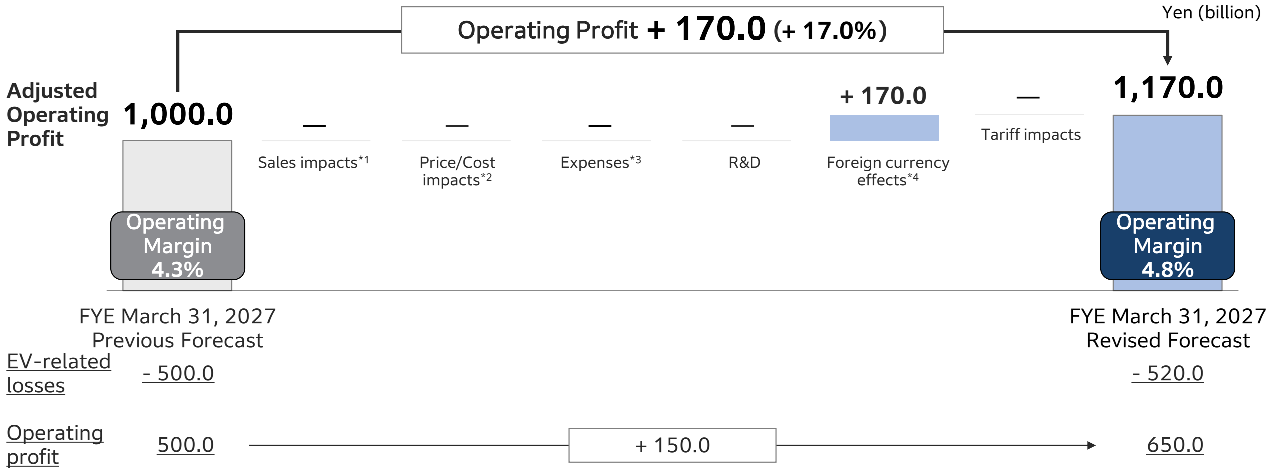
Next, regarding the consolidated earnings forecast for the fiscal year ending March 31, 2027, compared with the previous forecast, operating profit has been revised upward by 150.0 billion yen to 650.0 billion yen.

Profit attributable to owners of the parent has been revised upward by 140.0 billion yen to 400.0 billion yen.

Adjusted operating profit has been revised upward by 170.0 billion yen to 1 trillion 170.0 billion yen.

As for our exchange rate assumption, we have set the full-year exchange rate at 155 yen per U.S. dollar.

Forecast for FYE March 31, 2027: Change in Operating Profit



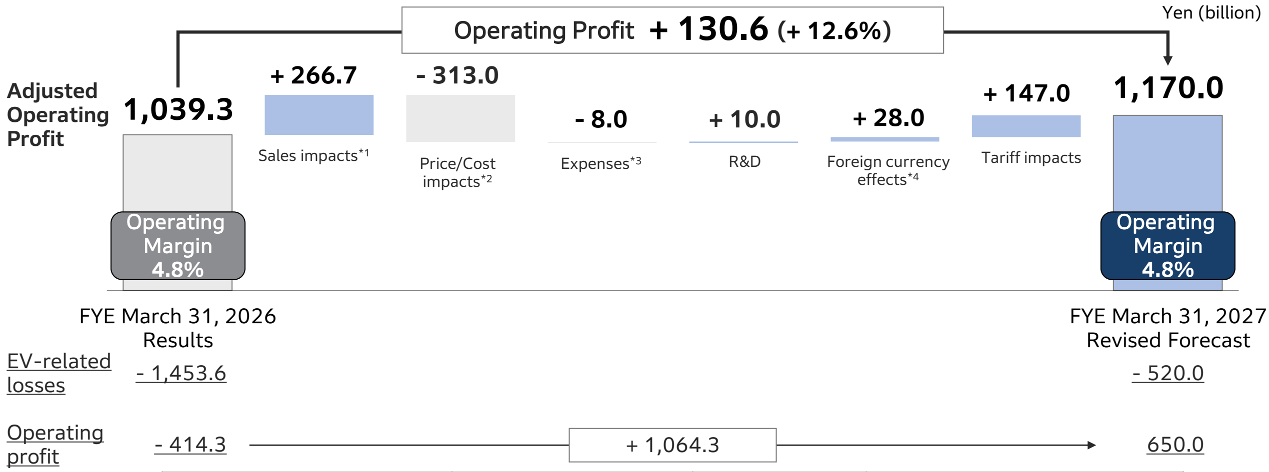
*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	—	Price revision	—	Warranty	—	JPY / USD	+ 113.5
Incentive	—	Cost reduction, etc.	—	Finance	—	USD / Others (BRL, CAD, MXN)	- 1.0
Finance	—			Other	—	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	+ 9.0
Other	—					Other	+ 48.5

Next, I will explain the factors behind the change in operating profit compared to the previous forecast.

Adjusted operating profit is expected to increase compared with the previous forecast by 170.0 billion yen due to the change in exchange rate assumption to 155 yen per U.S. dollar.

Forecast for FYE March 31, 2027: Change in Operating Profit

HONDA



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	+ 214.1	Price revision	+138.0	Warranty	- 46.0	JPY / USD	+ 52.0
Incentive	- 36.7	Cost reduction, etc.	- 451.0	Finance	+ 66.0	USD / Others (BRL, CAD, MXN)	- 1.5
Finance	+ 49.0			Other	- 28.0	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 17.5
Other	+ 40.3					Other	- 5.0

Next, I will explain the factors behind the increase/decrease in operating profit compared with the previous fiscal year.

Adjusted operating profit is expected to increase by 130.6 billion yen compared with the previous fiscal year.

As for the factors behind the increase/decrease:

Sales impact: An increase in sales volume of motorcycles and automobiles resulting in an increase in profit of 266.7 billion yen

Selling price and cost impact: Although there are profit increases due to cost reduction initiatives and price revisions contributed positively, the impact of rising material costs—including the effects related to the Middle East—resulting in a decrease in profit of 313.0 billion yen.

SG&A expenses: An 8.0 billion yen decrease is forecast.

R&D expenses: A 10.0 billion yen increase is forecast.

Foreign exchange effects: Reflecting the change in exchange rate assumptions, a 28.0 billion yen increase is forecast.

Tariff impacts: A 147.0 billion yen increase is forecast.

Forecast for FYE March 31, 2027:
Capital Expenditures/Depreciation and Amortization/R&D Expenditures

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Yen (billion)	FYE March 31, 2026 Results	**FYE March 31, 2027 Revised forecast**	Change	Change from previous forecast
Capital expenditures*1	751.3	**1,280.0**	+ 528.6	+ 30.0
Depreciation and amortization*1	410.2	**400.0**	- 10.2	+ 10.0
Research and development expenditures*2	1,174.8	**1,190.0**	+ 15.1	+ 20.0

*1 Capital expenditures as well as Depreciation in Results and Forecast shown above exclude investment in operating leases, right-of-use assets, and intangible assets.
*2 Research and development expenditures are research and development activities related costs incurred during the reporting period. In accordance with IFRS, a portion of research and development expenditures is recognized as an intangible asset and amortized over its estimated useful life. As such, this amount is not in conformity with "Research and development" on Consolidated Statements of Income.

The outlook for capital expenditures, depreciation, and R&D spending for the fiscal year ending March 31, 2027, is as shown.

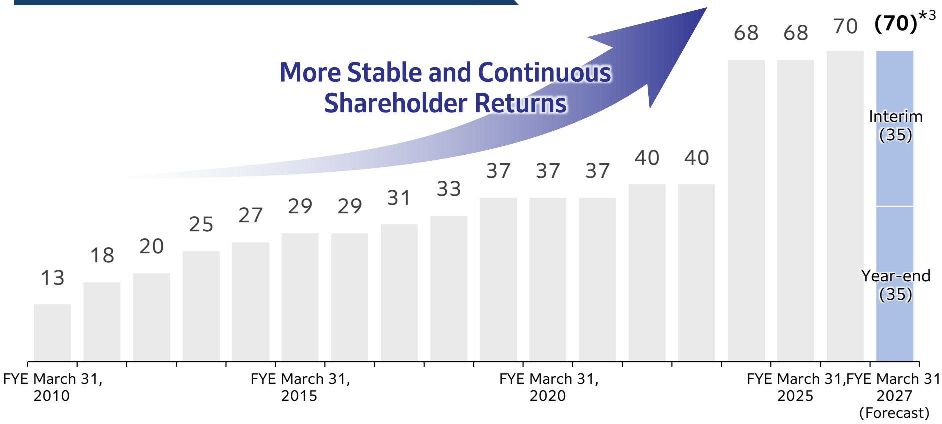
In addition, this reflects an increase in capital expenditures resulting from the acquisition of the factory building for the battery production joint venture in the U.S. with LG Energy Solution, among other factors.

Dividends

HONDA

FYE March 31, 2027	We will strive to achieve dividends with a target of DOE*1 3.0%
	Dividend per Share (forecast) **70 Yen** (No change has been made from the previous forecast)

Historical Dividend per share (Yen)*2



Dividend per Share (Yen)

	FYE March 31, 2026 Results	FYE March 31, 2027 Forecast
Fiscal Year	**70**	**(70)**
Interim Dividend	35	(35)
Year-end Dividend	35	(35)

*1 DOE: Adjusted dividend on equity attributable to owners of the parent (Excluding "Other components of equity" from "Equity attributable to owners of the parent")
*2 A stock split was conducted with September 30, 2023 as the record date and October 1, 2023 as the effective date. Dividend per share figures have been adjusted accordingly.
*3 ( ) : Forecast

Finally, regarding dividends:

The forecast annual dividend for the fiscal year ending March 31, 2027, remains unchanged from the previous forecast at 70 yen per share.

Caution with Respect to Forward-Looking Statements:

This slide contains forward-looking statements about the performance of Honda, which are based on management's assumptions and beliefs taking into account information currently available to it. Therefore, please be advised that Honda's actual results could differ materially from those described in these forward-looking statements as a result of numerous factors, including general economic conditions in Honda's principal markets and fluctuation of foreign exchange rates, as well as other factors detailed from time to time.

Notice on Consolidated Financial Results:

Earnings per share attributable to owners of the parent and quarterly earnings per share attributable to owners of the parent are presented after rounding down fractions of one yen.

Accounting standards:

Our consolidated financial statements are prepared in conformity with International Financial Reporting Standards (IFRS), as issued by the International Accounting Standards Board (IASB).

Notice on the Factors for Increases and Decreases in Income:

With respect to the discussion above of the changes, identified factors and used what it believes to be a reasonable method to analyze the respective changes in such factors. Analyzed changes in these factors at the levels of the Company and its material consolidated subsidiaries.

(1) "Foreign currency effects" consist of "translation adjustments", which come from the translation of the currency of foreign subsidiaries' financial statements into Japanese yen, and "foreign currency adjustments", which result from foreign-currency-denominated transaction. With respect to "foreign currency adjustments", analyzed foreign currency adjustments primarily related to the following currencies: U.S. dollar, Japanese yen and others at the level of the Company and its material consolidated subsidiaries.
(2) With respect to "Price and Cost impacts", analyzed effects of changes in sales price, cost reductions, effects of raw material cost fluctuations and others, excluding foreign currency effects.
(3) With respect to "Sales impacts", analyzed changes in sales volume and in the mix of product models sold that resulted in increases/decreases in profit, changes in sales revenue of Financial services business that resulted in increases/decreases in profit, as well as certain other reasons for increases/decreases in sales revenue and cost of sales, excluding foreign currency effects.
(4) With respect to "Expenses", analyzed reasons for an increase/decrease in selling, general and administrative expenses from the previous fiscal year excluding foreign currency translation effects.
(5) With respect to "Research and Development expenses", analyzed reasons for an increase/decrease in research and development expenses from the previous fiscal year excluding foreign currency translation effects.

Unit sales:

Motorcycle Business

Honda Group Unit Sales is the total unit sales of completed products, including motorcycles, ATVs, and Side-by-Sides of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed products of Honda and its consolidated subsidiaries.

Automobile Business

Honda Group Unit Sales is the total unit sales of completed products of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed products of Honda and its consolidated subsidiaries. Certain sales of automobiles that are financed with residual value type auto loans and other by our Japanese finance subsidiaries and provided through our consolidated subsidiaries are accounted for as operating leases in conformity with IFRS and are not included in consolidated sales revenue to the external customers in our Automobile business. Accordingly, they are not included in Consolidated Unit Sales, but are included in Honda Group Unit Sales of our Automobile business.

Power Product Business

Honda Group Unit Sales is the total unit sales of completed power products of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed power products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed power products of Honda and its consolidated subsidiaries. In Power Product business, there is no discrepancy between Honda Group Unit Sales and Consolidated Unit Sales since no affiliate and joint venture accounted for using the equity method was involved in the sale of Honda power

* Earnings per share attributable to owners of the parent is calculated based on weighted average number of shares outstanding as shown below:

- 1st Quarter	Ended June 30, 2025	4,202,222,000 (approx.) ,		Ended June 30, 2026	3,892,689,000 (approx.)
- Twelve Months	Ended March 31, 2026	3,997,277,000 (approx.) ,	Forecast	Ending March 31, 2027	3,892,916,000 (approx.)

This concludes my explanation.

Thank you very much for your attention.

HONDA
The Power of Dreams

How we move you.
CREATE ► TRANSCEND, AUGMENT

Appendix

Change in Sales Revenue (sales revenue from external customers)

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Three Months

Compared with Three Months Ended June 30, 2025: + 721.2 billion yen / + 13.5 %
(Excluding foreign currency translation effects: + 195.4 billion yen / + 3.7 %)

Sales Revenue Yen (billion)	FYE March 31, 2026	FYE March 31, 2027	Change	Change excluding currency translation effects (%)	
Motorcycle Business	951.5	**1,141.1**	+ 189.5	+ 88.7	+ 9.3%
Automobile Business	3,474.6	**3,807.3**	+ 332.7	+ 1.3	+ 0.0%
Financial Services Business	831.6	**1,026.1**	+ 194.5	+ 107.5	+ 12.9%
Power Products and Other Businesses	82.4	**86.8**	+ 4.4	- 2.2	- 2.7%
Total	5,340.2	**6,061.5**	+ 721.2	+ 195.4	+ 3.7%

Market average rate (Yen)

U.S. Dollar	145	**159**

Fiscal First Quarter Ended June 30, 2026:
Sales Revenue/Operating Profit by Geographical Segment

HONDA

Yen (billion)

Three Months	Japan		North America		Europe		Asia		Other Regions	
	2025	**2026**	2025	**2026**	2025	**2026**	2025	**2026**	2025	**2026**
Sales Revenue	1,300.9	**1,373.6**	3,366.5	**3,782.2**	237.2	**251.5**	1,085.6	**1,244.9**	315.6	**459.8**
Operating Profit	- 9.0	**66.7**	62.2	**245.4**	7.4	**2.2**	112.5	**132.0**	48.6	**75.6**
Change	+ 75.7 billion yen		+ 294.2%		- 69.6%		+ 17.4%		+ 55.3%	

Fiscal First Quarter Ended June 30, 2026:
Capital Expenditures/Depreciation and Amortization/R&D Expenditures

HONDA

Yen (billion)	Three Months Ended June 30		
	2025 Results	2026 Results	Change
Capital expenditures	90.9	**606.2**	+ 515.2
Depreciation and amortization	107.0	**102.9**	- 4.1
Research and development expenditures	229.1	**238.4**	+ 9.2

Three Months Ended June 30, 2026: Consolidated Statements of Financial Position Divided into Non-financial Services Businesses and Finance Subsidiaries

HONDA

Yen (billion)

Assets	FYE March 31, 2026	Q1 Ended June 30, 2026
Cash and cash equivalents	4,563.4	4,890.0
Trade receivables	1,285.0	1,153.4
Inventories	2,522.2	2,541.1
Investments accounted for using the equity method	1,128.1	1,171.6
Property, plant and equipment	3,183.2	3,699.7
Other assets	4,433.6	4,121.7
Non-financial Services Businesses	**17,115.8**	**17,577.7**
Cash and cash equivalents	503.3	406.4
Receivables from financial services	9,895.6	10,164.5
Equipment on operating leases	6,433.7	6,606.1
Other assets	449.7	474.6
Finance Subsidiaries	**17,282.5**	**17,651.6**
Reconciling items	- 889.1	- 791.4
Total assets	**33,509.2**	**34,437.9**

Liabilities and Equity	FYE March 31, 2026	Q1 Ended June 30, 2026
Trade payables	1,664.5	1,524.1
Financing liabilities	1,238.8	1,558.1
Other liabilities	4,864.2	4,776.6
Non-financial Services Businesses	**7,767.7**	**7,859.0**
Financing liabilities	12,252.6	12,516.0
Other liabilities	1,847.4	1,837.4
Finance Subsidiaries	**14,100.1**	**14,353.6**
Reconciling items	- 506.7	- 403.2
Total liabilities	**21,361.2**	**21,809.3**
Non-financial Services Businesses equity	9,348.0	9,718.7
Finance Subsidiaries equity	3,182.4	3,298.0
Reconciling items	- 382.4	- 388.1
Total equity	**12,148.0**	**12,628.5**
Total liabilities and equity	**33,509.2**	**34,437.9**

Sales Revenue/Operating Profit by Business Segment

Yen(billion)

Segment Information	QTD									
	FYE March 31, 2026				FYE March 31, 2027				Change	Change (%)
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Sales Revenue										
Motorcycle Business	951.5	969.1	1,012.9	1,085.1	1,141.1				+ 189.5	+ 19.9%
Automobile Business	3,543.9	3,456.3	3,434.5	3,732.0	3,879.1				+ 335.2	+ 9.5%
Financial Services Business	832.6	846.1	879.0	974.8	1,027.0				+ 194.3	+ 23.3%
PP & Other Businesses	92.8	100.3	97.5	129.6	94.4				+ 1.6	+ 1.8%
Reconciling items	- 80.6	- 79.6	- 81.1	- 100.8	- 80.3				+ 0.3	—
Total	5,340.2	5,292.4	5,342.9	5,820.9	6,061.5				+ 721.2	+ 13.5%
Operating Profit										
Motorcycle Business	189.0	179.2	178.2	185.3	233.9				+ 44.9	+ 23.8%
Automobile Business	- 29.6	- 43.4	- 93.4	- 1,244.6	192.1				+ 221.7	—
Financial Services Business	85.0	58.2	74.7	57.5	105.8				+ 20.8	+ 24.5%
PP & Other Businesses	- 0.2	- 0.0	- 6.2	- 4.0	- 1.1				- 0.9	—
Total	244.1	193.9	153.3	- 1,005.8	530.7				+ 286.5	+ 117.4%
Operating profit from aircraft and aircraft engines	- 8.3	- 8.4	- 9.0	- 11.3	- 8.6				- 0.3	—

Honda Group Unit Sales/Consolidated Unit Sales

Unit (thousand)

	QTD									Forecast		
	FYE March 31, 2026				FYE March 31, 2027				Change	FYE March 31, 2026 Results	FYE March 31, 2027 Forecast	Change
Honda Group Unit Sales	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q				
Motorcycles	5,143	5,620	5,677	5,661	5,663				+ 520	22,101	22,800	+ 699
Japan	59	53	50	43	38				- 21	205	160	- 45
North America	142	131	131	134	139				- 3	538	610	+ 72
Europe	122	103	75	107	117				- 5	407	440	+ 33
Asia	4,284	4,784	4,841	4,829	4,753				+ 469	18,738	19,220	+ 482
Other Regions	536	549	580	548	616				+ 80	2,213	2,370	+ 157
Automobiles	839	841	881	826	786				- 53	3,387	3,390	+ 3
Japan	124	156	152	173	139				+ 15	605	600	- 5
North America	457	399	355	394	461				+ 4	1,605	1,705	+ 100
Europe	17	26	18	29	17				- 0	90	95	+ 5
Asia	202	222	315	190	127				- 75	929	815	- 114
Other Regions	39	38	41	40	42				+ 3	158	175	+ 17
Power Products	828	871	808	1,082	752				- 76	3,589	3,650	+ 61
Japan	62	90	58	90	62				- 0	300	275	- 25
North America	232	241	196	258	194				- 38	927	955	+ 28
Europe	179	133	124	276	151				- 28	712	715	+ 3
Asia	279	321	334	361	274				- 5	1,295	1,340	+ 45
Other Regions	76	86	96	97	71				- 5	355	365	+ 10
Consolidated Unit Sales												
Motorcycles	3,465	3,643	3,789	3,776	3,774				+ 309	14,673	15,190	+ 517
Japan	59	53	50	43	38				- 21	205	160	- 45
North America	142	131	131	134	139				- 3	538	610	+ 72
Europe	122	103	75	107	117				- 5	407	440	+ 33
Asia	2,606	2,807	2,953	2,944	2,864				+ 258	11,310	11,610	+ 300
Other Regions	536	549	580	548	616				+ 80	2,213	2,370	+ 157
Automobiles	685	677	645	704	708				+ 23	2,711	2,820	+ 109
Japan	103	135	130	147	120				+ 17	515	505	- 10
North America	457	399	355	394	461				+ 4	1,605	1,705	+ 100
Europe	17	26	18	29	17				- 0	90	95	+ 5
Asia	69	79	101	94	68				- 1	343	340	- 3
Other Regions	39	38	41	40	42				+ 3	158	175	+ 17
Power Products	828	871	808	1,082	752				- 76	3,589	3,650	+ 61
Japan	62	90	58	90	62				- 0	300	275	- 25
North America	232	241	196	258	194				- 38	927	955	+ 28
Europe	179	133	124	276	151				- 28	712	715	+ 3
Asia	279	321	334	361	274				- 5	1,295	1,340	+ 45
Other Regions	76	86	96	97	71				- 5	355	365	+ 10

Electrified Automobile Retail Sales per Power Trains

Unit (thousand)

Electrified Automobile Retail Sales*		QTD FYE March 31, 2026 1Q	2Q	3Q	4Q	QTD FYE March 31, 2027 1Q	2Q	3Q	4Q	Change	YTD FYE March 31, 2026 Results
Global											
	HEV	225	229	230	245	249				+ 24	929
	PHEV	3	3	2	3	1				- 2	11
	EV	18	32	15	9	14				- 4	73
	FCEV	0	0	0	0	0				- 0	0
Excluding China											
	HEV	206	215	214	234	239				+ 33	870
	PHEV	1	1	1	1	1				- 0	4
	EV	15	27	8	8	12				- 3	57
	FCEV	0	0	0	0	0				- 0	0

* Figures are based on information available at the time of Financial Results.

Honda's Proprietary Metrics

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【Adjusted profit】

Operating profit excluding one-time special factors, such as losses resulting from the review of our automobile electrification strategy

Adjusted operating profit＝Operating profit — EV-related losses

【EV-related losses】

Yen (billion)

		FYE March 31, 2026 Results					FYE March 31, 2027	
		Q1	Q2	Q3	Q4	FYE March 31, 2026 Results	Q1	Forecast
Operating profit	Disposal and impairment of development assets/equipment	—	—	—	- 643.9	- 643.9	—	—
	Incremental expenses related to strategy change	—	—	—	- 542.6	- 542.6	—	**- 520.0**
	EV-related losses incurred through Q3	- 122.0	- 101.7	- 43.4	—	- 267.1	—	—
	Subtotal	- 122.0	- 101.7	- 43.4	- 1,186.4	- 1,453.6	—	**- 520.0**
Share of profit (loss) of investments accounted for using the equity method		—	—	—	- 124.1	- 124.1	—	—
	Total	- 122.0	- 101.7	- 43.4	- 1,310.6	- 1,577.8	—	**- 520.0**