



# **FY2025 Third Quarter Consolidated Financial Results**

**February 12, 2026**

**Daido Metal Co., Ltd.**

**[TSE Prime Market, NSE Premier Market]**

**Code:7245**

Note: This document is a translation of a part of the original Japanese version and provided for reference purposes only.  
In the event of any discrepancy between the Japanese original and this English translation, the Japanese original shall prevail.

# Overview <Actual>

Unit: JPY Million



	Actual		Year-on-year comparison	
	2024/12	2025/12	Amount	%
<b>Net sales</b>	<b>99,441</b>	<b>103,394</b>	<b>3,953</b>	<b>4.0%</b>
<b>Operating profit</b> Operating margin	<b>4,595</b> 4.6%	<b>5,867</b> 5.7%	<b>1,271</b> 1.1pt	<b>27.7%</b>
<b>Ordinary profit</b> Ordinary income margin	<b>4,419</b> 4.4%	<b>5,126</b> 5.0%	<b>707</b> 0.5pt	<b>16.0%</b>
<b>Profit attributable to owners of parent</b> Net profit margin	<b>1,470</b> 1.5%	<b>2,458</b> 2.4%	<b>987</b> 0.9pt	<b>67.1%</b>
<b>Return on Equity (ROE) *1</b>	<b>2.8%</b>	<b>4.4%</b>	<b>1.6pt</b>	—
<b>Net assets to total assets</b>	<b>36.1%</b>	<b>37.4%</b>	<b>1.3pt</b>	—
<b>Net interest bearing debt</b>	<b>38,982</b>	<b>40,325</b>	<b>1,343</b>	<b>3.4%</b>
<b>Exchange rate (USD)</b>	<b>142.73</b>	<b>148.88</b>	Exchange rate is TTM rate as of September 30.	
<b>Exchange rate (EUR)</b>	<b>159.43</b>	<b>174.47</b>		

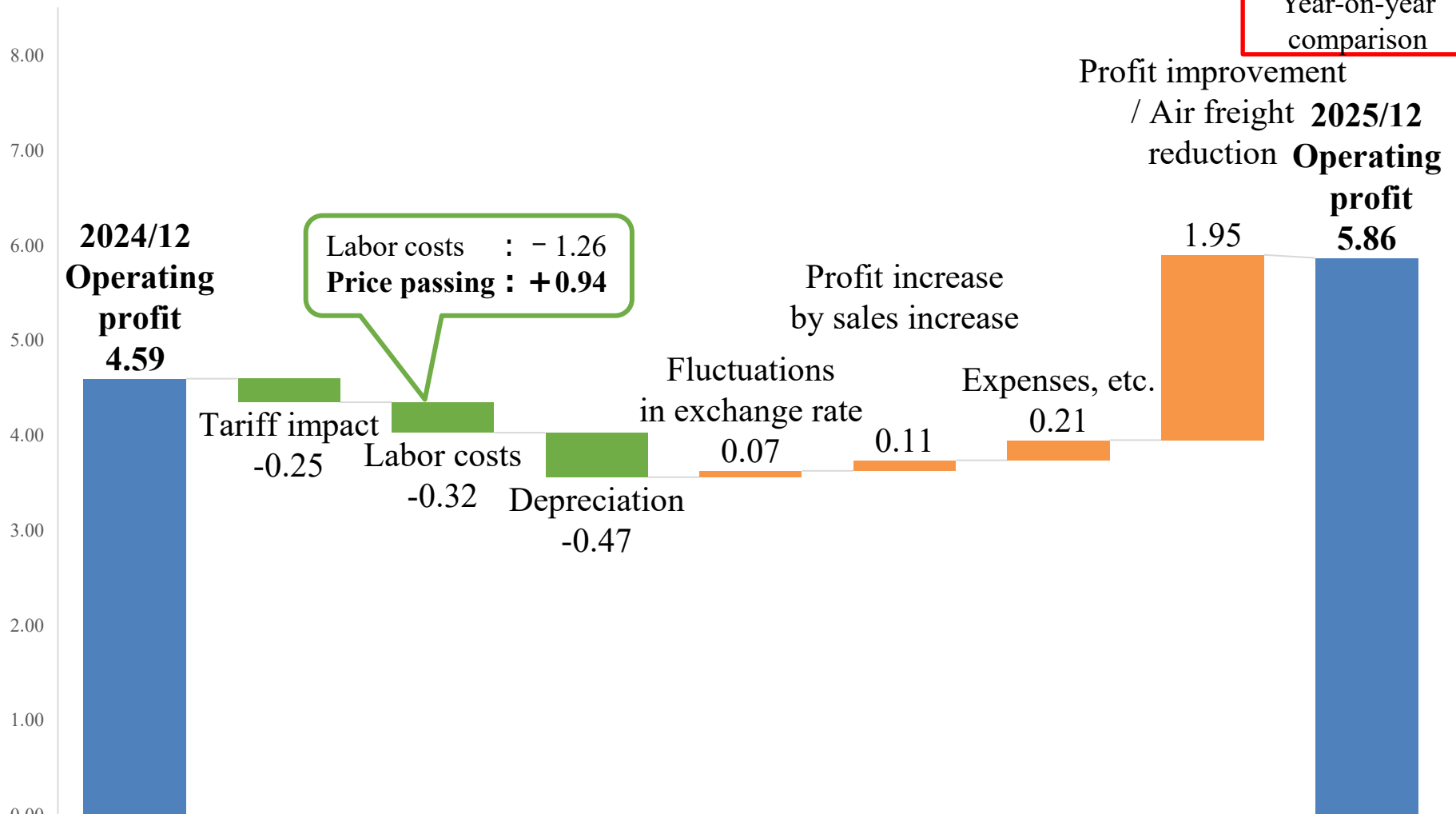
\*1 Annualized

# Causes of Fluctuation in Operating profit

Unit: JPY Billion



Year-on-year  
comparison



Although profit decreased from tariff impact, increase in labor costs and increase in depreciation and others by about 1.98 JPY billion, profit increased by about 1.27 JPY billion in total from the same period of the previous year due to profit increase by price passing of labor costs, fluctuations in exchange rate and sales increase, decrease expenses and, profit improvement / air freight reduction about 3.28 JPY billion.

# Overview <Forecast> for the FY2025

Unit: JPY Million



	Actual	Forecast		Year-on-year comparison		Comparison with previous forecast	
	2025/3	2026/3 Previous	Revisions	Amount	%	Amount	%
Net sales	136,303	134,000	134,000	- 2,303	- 1.7%	—	—
Operating profit Operating margin	7,091 5.2%	8,000 6.0%	8,000 6.0%	908 0.8pt	12.8%	—	—
Ordinary profit Ordinary income margin	6,820 5.0%	7,000 5.2%	7,000 5.2%	179 0.2pt	2.6%	—	—
Profit attributable to owners of parent Net profit margin	2,720 2.0%	3,500 2.6%	4,000 3.0%	1,279 1.0pt	47.0%	500 0.4pt	14.3%
Exchange rate (USD)	158.18	150.00	156.56	-1.62		6.56	
Exchange rate (EUR)	164.92	174.00	184.33	19.41		10.33	

\*TTM rate as of December 31.

\*TTM rate as of December 31.

The FY2025 forecast for profit attributable to owners of parent has been revised from the forecast announced on November 13, 2025 due to the recording of extraordinary income (gain on sales of investment securities).

# Dividend/ Dividend Payout Ratio

Unit: JPY



(Forecast)

	FY2021	FY2022	FY2023	FY2024	FY2025
Interim	10	10	2	7	12
Year-end	15	2	13	11	16 4 yen dividend increase*
Annual	25	12	15	18	28 4 yen dividend increase*
Dividend Payout Ratio	61.4%	—	27.5%	31.2%	32.8%
Dividend Yield (Year-end price basis)	4.4%	2.3%	2.2%	3.6%	—

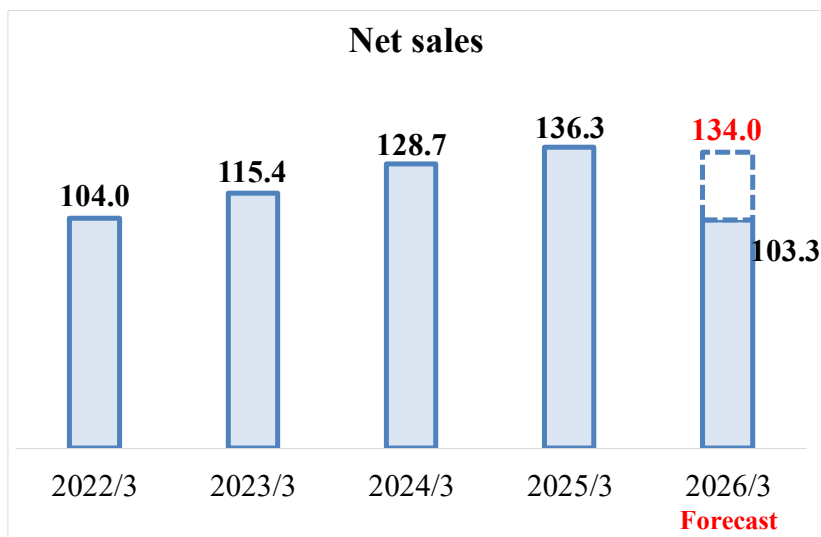
\*The year-end dividend forecast for FY2025 has been revised to 16 yen, **an increase of 4 yen per share** from the November 13, 2025 announcement. (annual dividend is 28 yen per share)

# Consolidated Financial Results

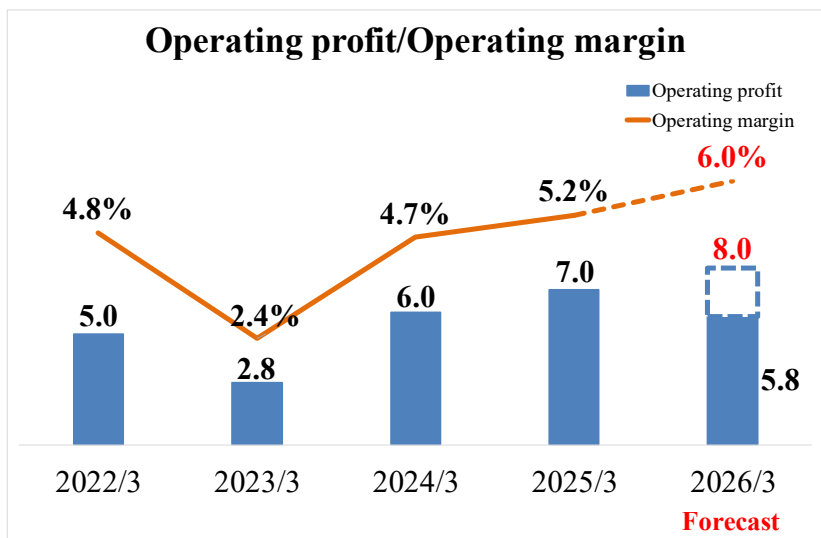
Unit: JPY Billion



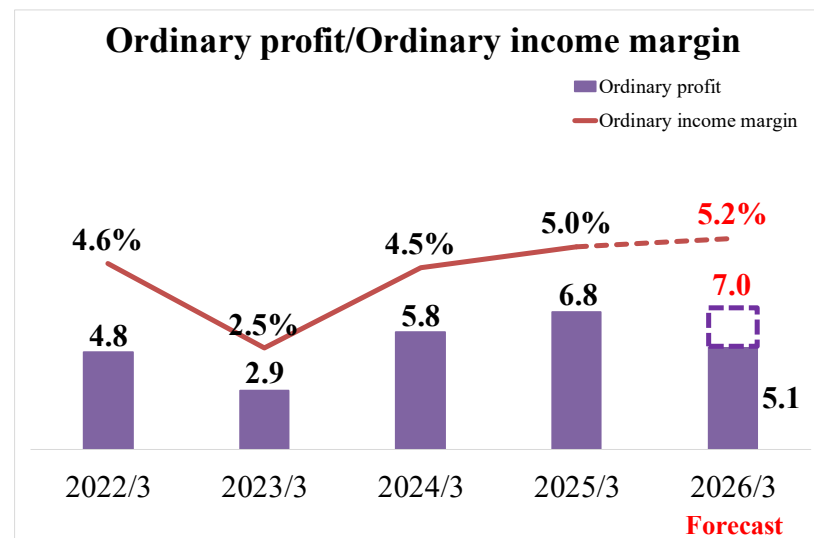
## Net sales



## Operating profit/Operating margin



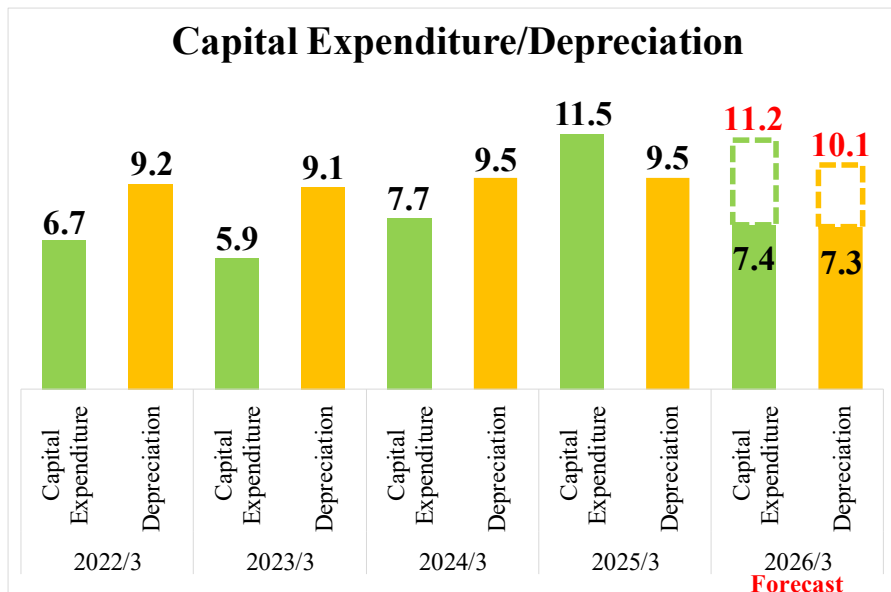
## Ordinary profit/Ordinary income margin



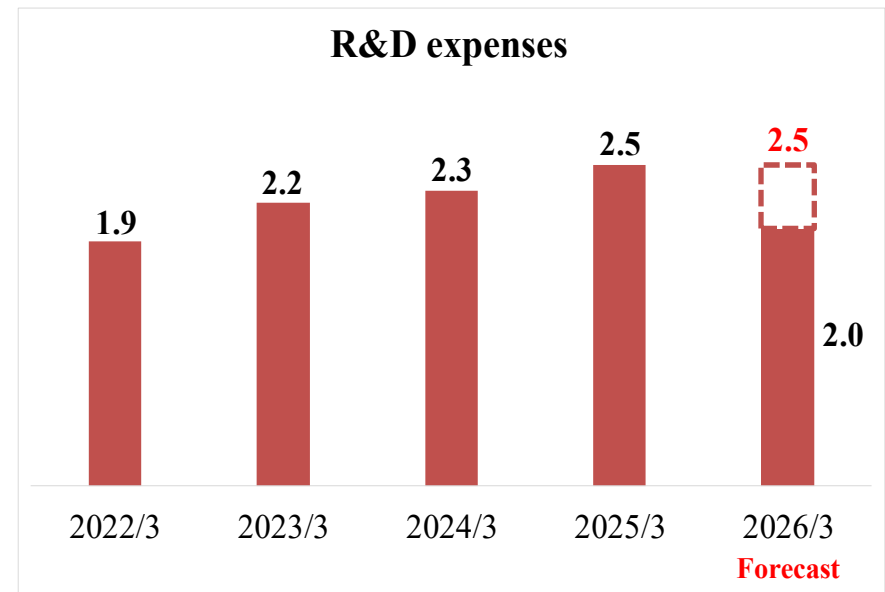
# Capital Expenditure, Depreciation and R&D expenses

Unit: JPY Billion

## Capital Expenditure/Depreciation



## R&D expenses



# Overview <Sales and Operating profit by Segment>

Unit: JPY Million

Year-on-year  
comparison

Segment	Net sales ratio 2025/12	【Net sales】		【Operating profit or loss】	
		Amount	%	Amount	%
Powertrain business (Previous segment: Automotive engine bearings )	52.2%	1,993	3.8%	519	7.8%
Marine & Energy business (Previous segment: Non-automotive bearings )	13.7%	1,157	8.8%	113	4.2%
Life business (Previous segment: Automotive non-engine bearings)	16.2%	1,489	9.7%	590	26.1%
Frontier business (Previous segment: Other automotive parts)	16.3%	- 691	- 3.9%	572	—
Others	1.6%	- 149	- 8.3%	29	9.6%
Elimination of inter-segment transactions		153		- 554	
Total :		3,953	4.0%	1,271	27.7%



# Sales and Operating profit by Segment

(Before elimination of inter-segment transactions)

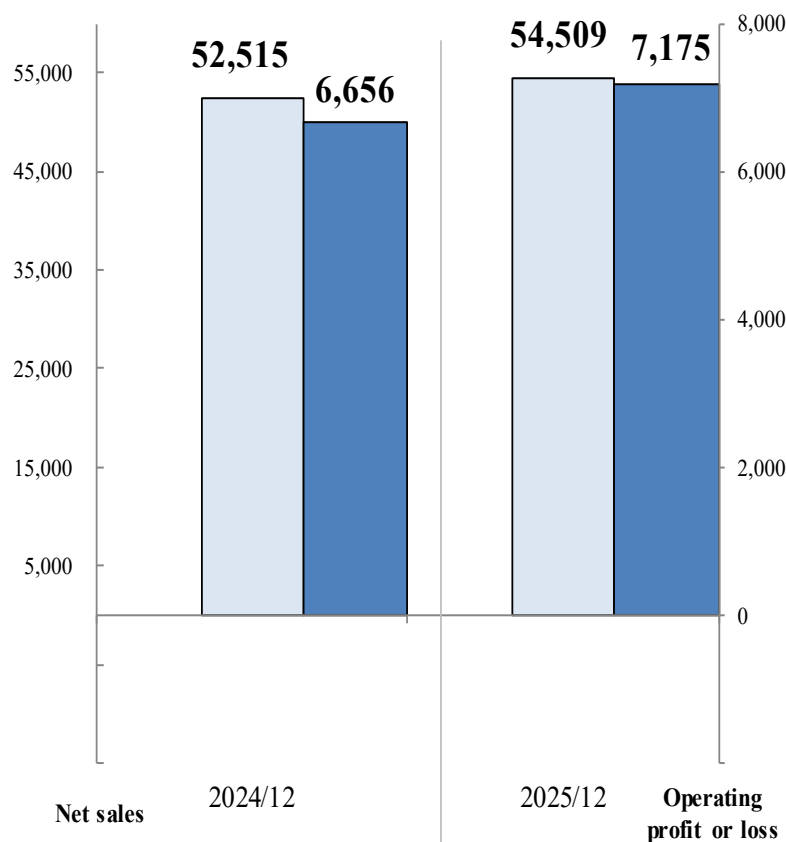
Unit: JPY Million



## Powertrain business

Previous segment  
: Automotive engine bearings

□ Net sales  
■ Operating profit or loss



(+)Gains (-)Losses

**【Net sales】 +1,993 (+3.8%)**

Year-on-year  
comparison

(+) Japan (Trucks): Orders increased due to recovery in demand for industrial machinery exports to China and the impact of price increases.

(+) South Korea: Orders increased due to overall market recovery and strong demand for hybrid vehicles.

(+) China: Orders increased due to a recovery in demand from Chinese brand vehicles, expanding sales of plug-in hybrid vehicles and development of Chinese brand motorcycles.

(+) North America: Orders increased mainly due to strong demand from North American manufacturers for hybrid vehicles and increased market share for downsizing engines.

(-) Europe: Orders decreased due to slump in the automobile industry and decline in demand for internal combustion engine vehicles due to the impact of vehicle electrification.

**【Operating profit or loss】 +519 (+7.8%)**

(+) Japan: Profit improvement due to price increase of unprofitable products.

(+) South Korea/China: Impact of increased sales.

(+) North America: Impact of dollar appreciation against the peso which had led to decreased production costs for Mexican parts, decreasing in depreciation.

(-) Europe: Despite cost reductions in SG&A (e.g., warehouse and logistics), profit declined due to lower sales.

# Sales and Operating profit by Segment

(Before elimination of inter-segment transactions)

Unit: JPY Million



## Marine & Energy business

(+)Gains (-)Losses

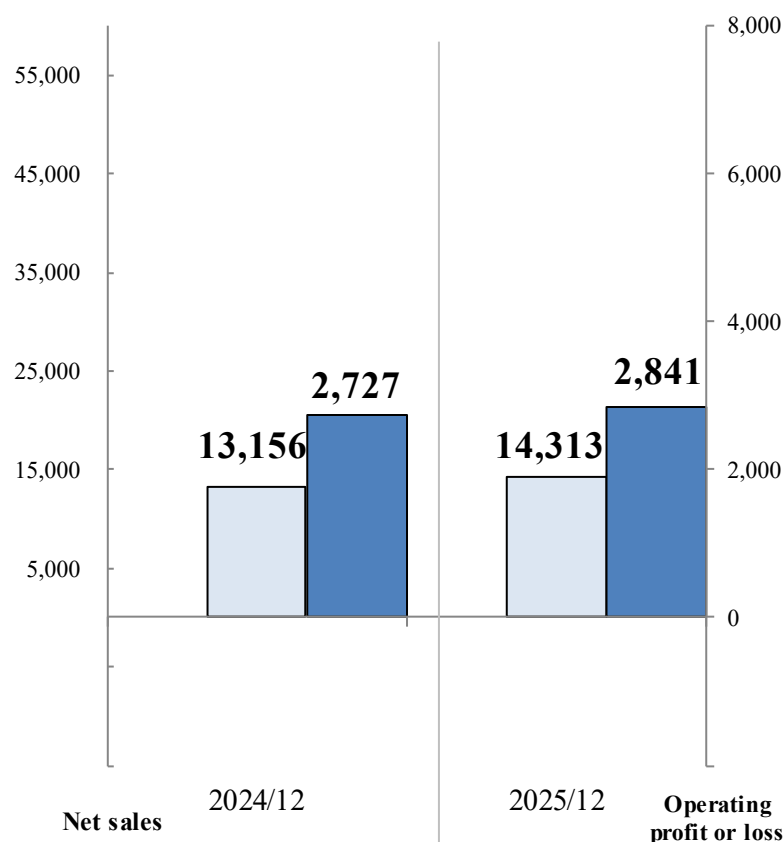
Year-on-year  
comparison

Previous segment

: Non-automotive bearings

□ Net sales

■ Operating profit or loss



**【Net sales】 +1,157 (+8.8%)**

(+) Large ships: Increased shipments due to strong demand for assembly and auxiliary parts as well as the effects of the expansion of facilities in our company.

(+) Small/Medium ships, Industrial generator, Construction machinery, etc.: Impact of strong demand for bearings used in medium and high-speed engines, especially for marine auxiliary equipment and industrial generators including those for data centers, leading to an increase in orders, as well as increased orders transferred from competitors.

(+) Electric energy, industrial compressors, etc.: Orders increased due to higher orders for compressor bearings business for plant resulting from orders transferred from competitors, despite a decrease in orders caused by the absence of spot projects for bearings for hydroelectric generators.

**【Operating profit or loss】 +113 (+4.2%)**

(+) Impact of compressor bearings for plants and effects of profit improvement.

# Sales and Operating profit by Segment

(Before elimination of inter-segment transactions)

Unit: JPY Million



## Life business

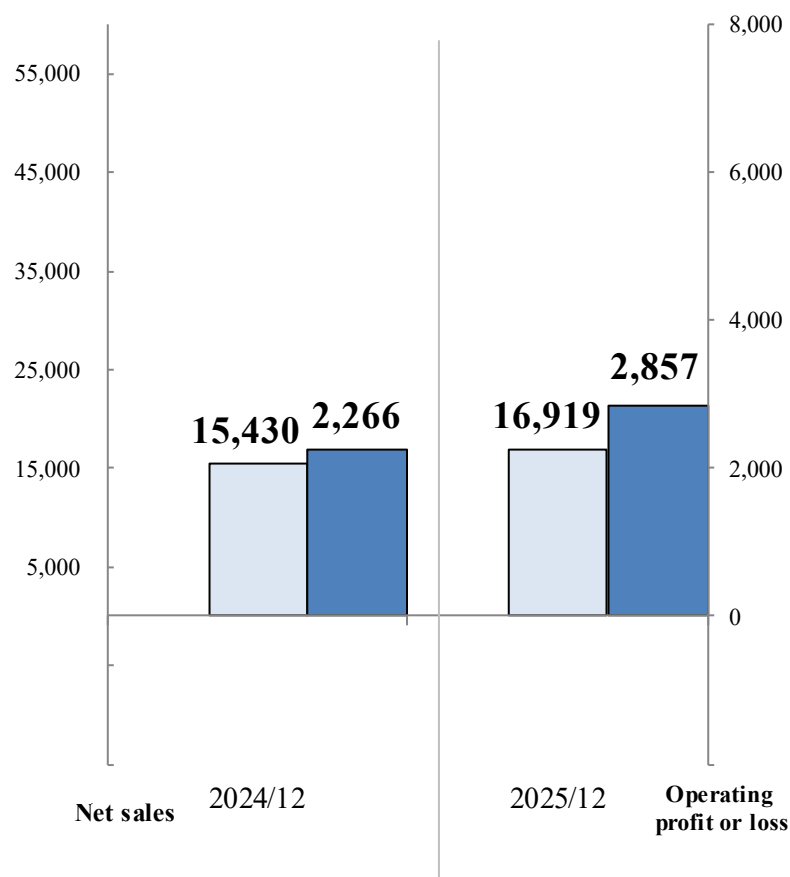
(+)Gains (-)Losses

Year-on-year  
comparison

Previous segment

: Automotive non-engine bearings □ Net sales

■ Operating profit or loss



**【Net sales】 +1,489 (+9.7%)**

(+) Japan: Impact of a rebound from the previous year's vehicle certification issues and price increases.

(+) China: Orders increased in bearings for shock absorbers due to increase in share of new car sales in China.

**【Operating profit or loss】 +590 (+26.1%)**

(+) Japan: Impact of increased sales and sales price improvement.

# Sales and Operating profit by Segment

(Before elimination of inter-segment transactions)

Unit: JPY Million



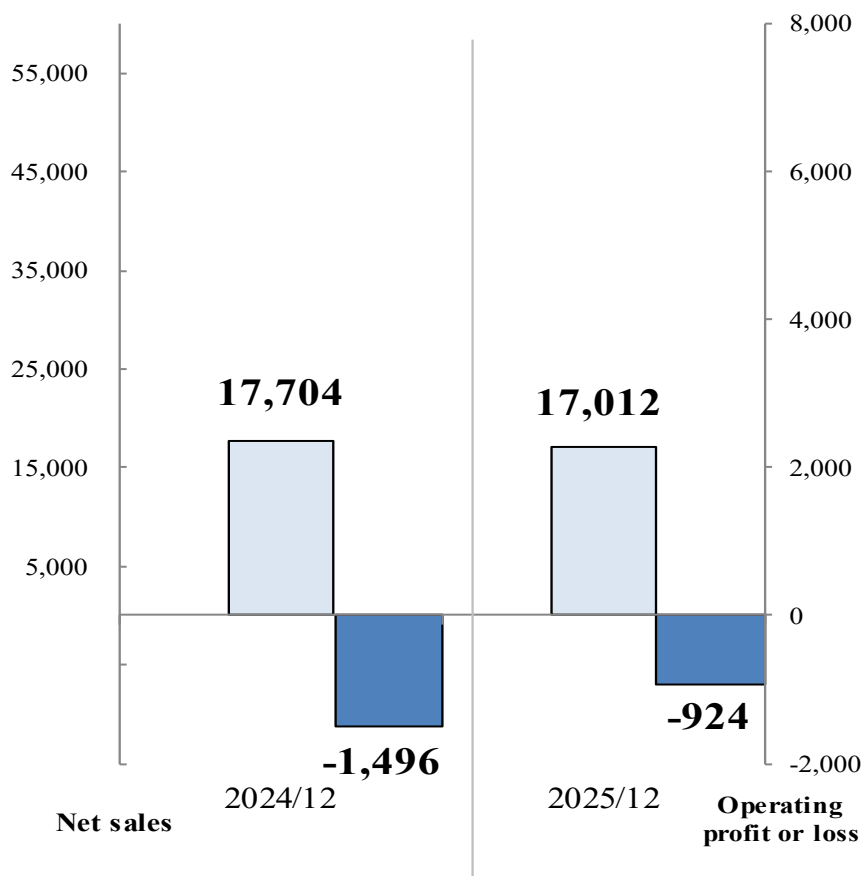
(+)Gains (-)Losses

Year-on-year  
comparison

## Frontier business

Previous segment  
: Other automotive parts

□ Net sales  
■ Operating profit or loss



**【Net sales】 - 691 (- 3.9%)**

(-) Aluminum die cast products: Orders decreased due to the end of production for some Japanese bound products and orders decreased due to semiconductor shortages in North America and declining demand in Thailand.

(-) Precision metal work parts: Orders decreased due to sluggish demand for Japanese brand vehicles in China and end of production of some products.

**【Operating profit or loss】 +572 (-)**

(+) Aluminum die cast products: Losses were reduced due to lower air freight costs resulting from manufacturing improvements. In the second quarter, temporary factors that negatively impacted earnings in the first quarter were resolved, leading to a recovery in profitability.

In the third quarter, performance fell below the planned budget due to the impact of decreased sales, delays in mold approvals, as well as an increase in mold modifications and trial runs.

Going forward, we aim to improve productivity by accelerating the introduction of new molds and ensuring their early stabilization in mass production.

(-) Precision metal work parts: Improvements in delivery times due to increased production capacity resulted in a reduction in air freight, but impact of decreased sales, and earnings were impacted by delayed pass-through of material and labor costs to customers.

We will further strengthen cost-reduction activities through process improvements and expense reduction efforts.

# Sales and Operating profit by Segment

(Before elimination of inter-segment transactions)

Unit: JPY Million



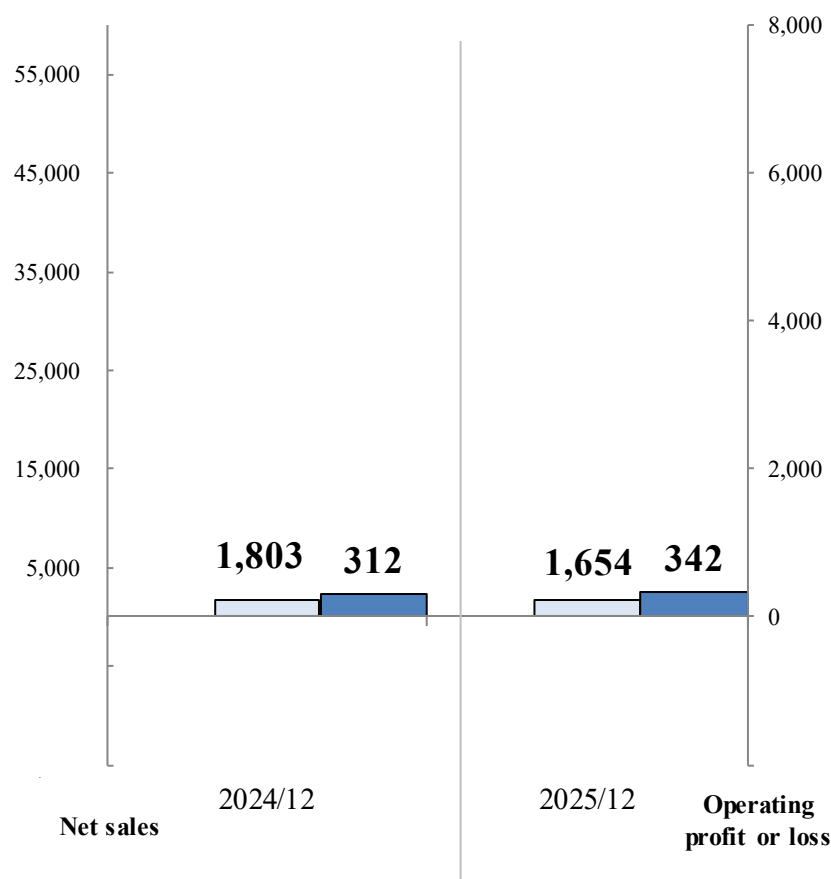
## Others

(+)Gains (-)Losses

Year-on-year  
comparison

□ Net sales

■ Operating profit or loss



**【Net sales】 - 149 (- 8.3%)**

(-) Although the pump related products business were supported by recovery from the previous year's decline in demand, price improvements and an increase in orders from new business development and steady demand for lubricants for equipment, large spot orders were not received for metal based non-lubricated bearings in the previous year.

**【Operating profit or loss】 +29 (+9.6%)**

(+) Impact of sales price improvement.

\* "Others" includes the metallic dry bearings business, pump-related products businesses, and electrode sheets for electric double layer capacitors.

# Overview <Sales and Operating profit by Region>

Unit: JPY Million

Year-on-year  
comparison

Region	Net sales ratio 2025/12	【Net sales】		【Operating profit or loss】	
		Amount	%	Amount	%
Japan	52.1%	1,430	2.2%	240	7.3%
Asia	26.1%	- 592	- 1.8%	1,336	710.3%
North America	13.1%	1,373	9.0%	291	36.8%
Europe	8.7%	- 5	- 0.1%	- 576	—
Elimination of inter-segment transactions		1,747		- 20	
Total :		3,953	4.0%	1,271	27.7%

# Sales and Operating profit by Region

(Before elimination of internal transactions)

Unit: JPY Million



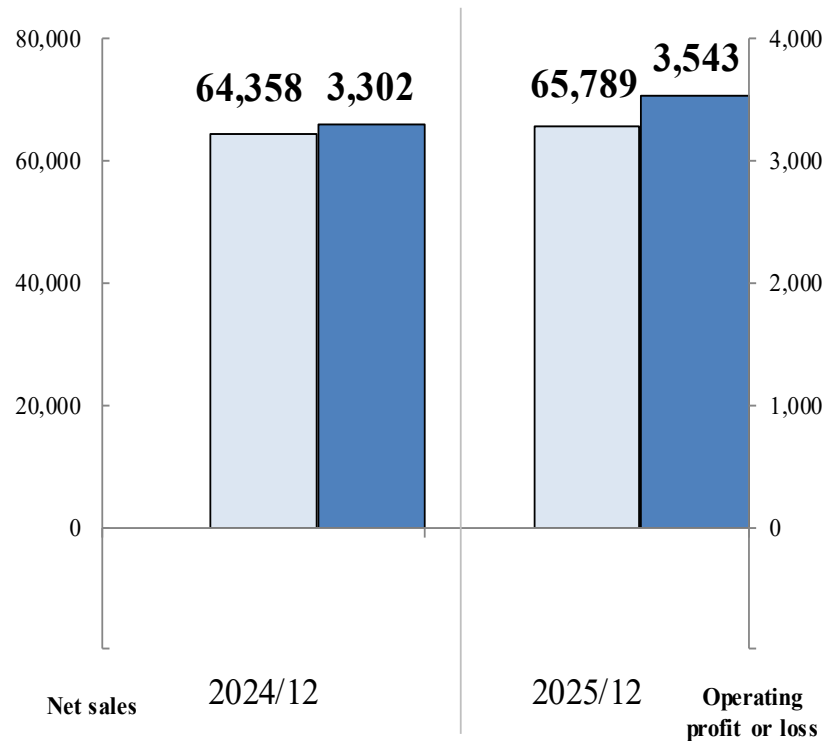
Year-on-year  
comparison

## Japan

(+)Gains (-)Losses

□ Net sales

■ Operating profit or loss



**【Net sales】 +1,430 (+2.2%)**

(+) Orders increased due to strong demand for automotive bearings and Marine & Energy business.

**【Operating profit or loss】 +240 (+7.3%)**

(+) Impact of increased sales, continuous cost improvement, sales price adjustments, and profit improvement resulting from price increases for unprofitable products.

(-) Precision metal work parts: Delayed pass-through of material and labor costs to customers.

# Sales and Operating profit by Region

(Before elimination of internal transactions)

Unit: JPY Million

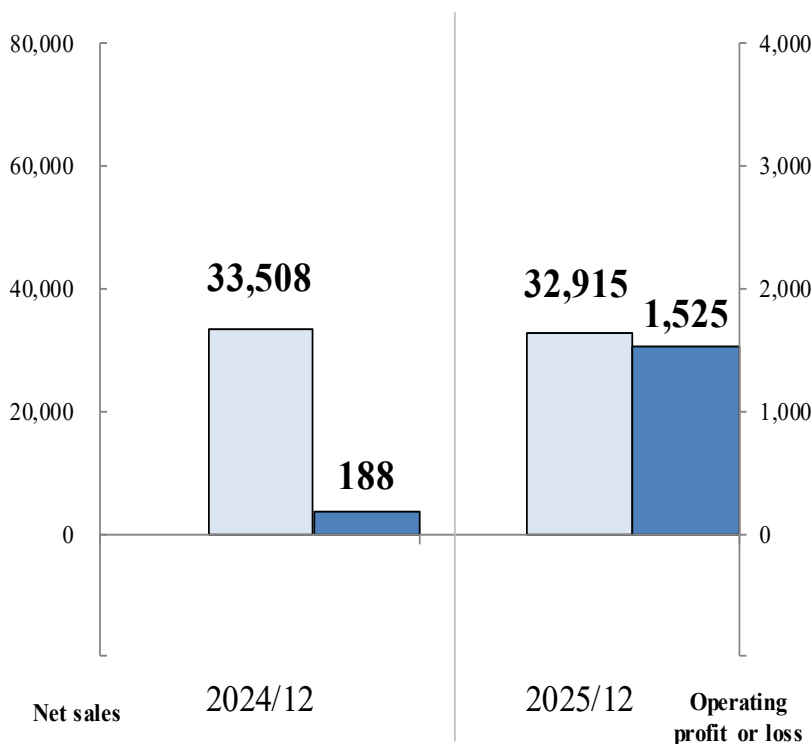


Year-on-year  
comparison

## Asia

(+)Gains (-)Losses

□ Net sales  
■ Operating profit or loss



**【Net sales】 - 592 (- 1.8%)**

(+) Automotive engine bearings in South Korea : Orders increased due to overall market recovery and strong sales of hybrid vehicles.

(+) Automotive bearings in China: Orders increased in bearings for shock absorbers due to increase in share of new car sales in China.

(-) Aluminum die cast products: Orders decreased due to the end of production for some Japanese bound products and orders decreased due to semiconductor shortages in North America and declining demand in Thailand.

(-) Precision metal work parts: Orders decreased due to sluggish demand for Japanese brand vehicles in China and end of production of some products.

**【Operating profit or loss】 +1,336 (+710.3%)**

(+) Automotive engine bearings in South Korea and Automotive bearings in China: Impact of increased sales

(+) Automotive bearings in Thailand: Reduction of cost of sales by reducing labor and expenses.

(+) Aluminum die cast products: Losses were reduced due to lower air freight costs resulting from manufacturing improvements.

(+) Precision metal work parts: Although there was a decrease in sales, there was a reduction in air freight due to improvements in delivery times through increased production capacity.



# Sales and Operating profit by Region

(Before elimination of internal transactions)

Unit: JPY Million

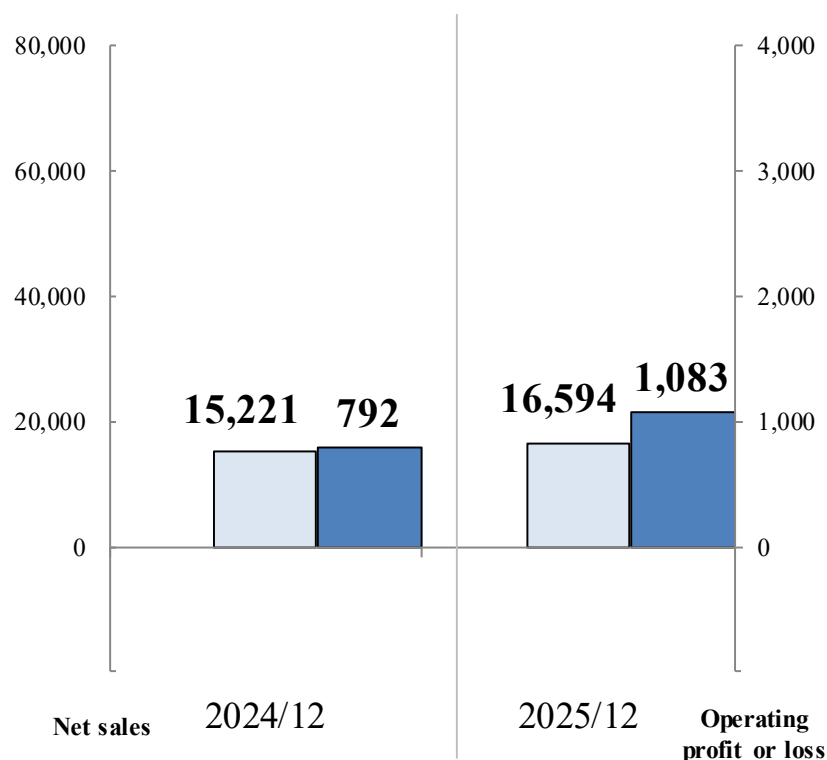


## North America

(+)Gains (-)Losses

Year-on-year  
comparison

□ Net sales  
■ Operating profit or loss



**【Net sales】 +1,373 (+9.0%)**

(+) Orders increased for steady demand for Automotive bearings and strong demand for bearings used in medium and high-speed engines for data centers.

(+) Impact of yen depreciation.

**【Operating profit or loss】 +291 (+36.8%)**

(+) Impact of increased sales, dollar appreciation against the peso which had led to decreased production costs for Mexican parts, and decreasing in depreciation.

(-) Precision metal work parts: Delayed pass-through of material and labor costs to customers.

# Sales and Operating profit by Region

(Before elimination of internal transactions)

Unit: JPY Million



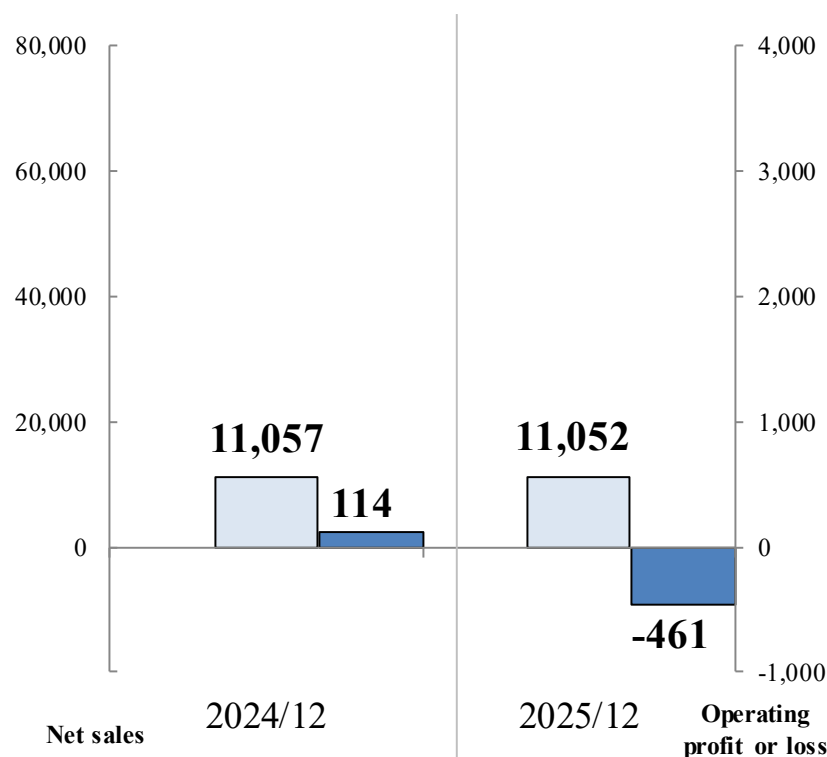
## Europe

(+)Gains (-)Losses

Year-on-year  
comparison

□ Net sales

■ Operating profit or loss



**【Net sales】 -5 (- 0.1%)**

(-) Orders decreased due to slump in the automobile industry and decline in demand for automotive bearings due to the impact of vehicles electrification.  
(+) Impact of yen depreciation.

**【Operating profit or loss】 - 576 (-)**

(-) Impact of decreased sales for automotive bearings.

# *Supporting Your Movement.*



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## **[rounding method used in this document]**

numbers: rounded down to the nearest

ratio: rounded to the nearest

