## FINANCIAL SUMMARY

(All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

## FY2020 Third Quarter

(April 1, 2019 through December 31, 2019)

English translation from the original Japanese-language document

## FY2020 Third Quarter Consolidated Financial Results

(All financial information has been prepared in accordance with U.S. generally accepted accounting principles) English translation from the original Japanese-language document

Company name
Stock exchanges on which the shares are listed
Code number
URL
Representative
Contact person
Filing date of quarterly securities report
Payment date of cash dividends
Supplemental materials prepared for quarterly financial results
Earnings announcement for quarterly financial results

February 6, 2020

## Toyota Motor Corporation

Tokyo and Nagoya Stock Exchanges in Japan
: 7203
https://global.toyota/ip/
Akio Toyoda, President
Kaname Shimizu, General Manager, Accounting Division
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February 10, 2020
: -
: yes
: yes

1. Consolidated Results for FY2020 First Nine Months (April 1, 2019 through December 31, 2019)
(1) Consolidated financial results (For the nine months ended December 31)

|  | Net revenues |  | Operating income |  | Income before income taxes and equity in earnings of affiliated companies |  | Net income attributable to Toyota Motor Corporation |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Million yen | \% | Million yen | \% | Million yen | \% | Million yen | \% |
| FY2020 first nine months | 22,830,164 | 1.6 | 2,058,783 | 6.2 | 2,515,779 | 45.8 | 2,013,010 | 41.4 |
| FY2019 first nine months | 22,475,548 | 3.1 | 1,937,974 | 9.5 | 1,725,779 | -13.8 | 1,423,307 | -29.3 |

(Note) Comprehensive income: FY2020 first nine months 2,025,004 million yen ( $30.4 \%$ ),
FY2019 first nine months 1,553,353 million yen ( $-36.0 \%$ )

|  | Net income attributable to Toyota <br> Motor Corporation per common <br> share - Basic | Net income attributable to Toyota <br> Motor Corporation per common <br> share - Diluted |
| :--- | ---: | ---: |
| FY2020 first nine months | Yen | Yen |
| FY2019 first nine months | 712.46 | 705.25 |

(2) Consolidated financial position

|  | Total assets | Mezzanine equity and <br> Shareholders' equity | Toyota Motor Corporation <br> shareholders' equity | Ratio of <br> Toyota Motor Corporation <br> shareholders' equity |
| :--- | ---: | ---: | ---: | ---: |
| MY2020 third quarter | Million yen | Million yen | Million yen | \% |
| FY2019 | $53,801,134$ | $21,531,654$ | $20,305,523$ | 37.7 |
| $21,936,949$ | $20,565,210$ | $19,348,152$ |  |  |

2. Cash Dividends

|  | Annual cash dividends per common share |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
|  | End of first <br> quarter | End of second <br> quarter | End of third <br> quarter | Year-end | Total |
| FY2019 | Yen | Yen | Yen | Yen | Yen |
| FY2020 | - | 100.00 | - | 120.00 | 220.00 |
| FY2020 (forecast) | - | 100.00 | - |  |  |
|  |  |  |  | - | - |

(Note) Revisions to the forecast of cash dividends since the latest announcement: none
Please refer to "(Reference) Cash Dividends on Class Shares" for information regarding cash dividends on class shares, which are unlisted and have different rights from common stock.
3. Forecast of Consolidated Results for FY2020 (April 1, 2019 through March 31, 2020)

|  | Net revenues |  | Operating income |  | Income before income taxes and equity in earnings of affiliated companies |  | Net inco attributable to Motor Corp | yota ion | Net income attributable to Toyota Motor Corporation per common share - Basic |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Full-year | $\begin{array}{r} \hline \text { Million yen } \\ 29,500,000 \\ \hline \end{array}$ | $\begin{array}{r} \hline \% \\ -2.4 \end{array}$ | $\begin{gathered} \hline \text { Million yen } \\ 2.500 .000 \end{gathered}$ | $\begin{array}{r} \hline \% \\ 1.3 \end{array}$ | Million yen | $\begin{array}{r} \hline \% \\ 27.3 \\ \hline \end{array}$ | $\begin{array}{r} \hline \text { Million yen } \\ 2.350,000 \end{array}$ | $\begin{array}{r} \hline \% \\ 24.8 \end{array}$ | $\begin{array}{r} \text { Yen } \\ 832.84 \end{array}$ |

(Note) Revisions to the forecast of consolidated results since the latest announcement: yes

## Notes

(1) Changes in significant subsidiaries during the current quarter
(Changes in specified subsidiaries that caused a change in the scope of consolidation): none
(2) Simplified accounting procedures and specific accounting procedures: yes Note: For more details, please see page 9 "Other Information".
(3) Changes in accounting policies
(i) Changes by a newly issued accounting pronouncement: yes
(ii) Changes other than (3)-(i) above: yes

Note: For more details, please see page 9 "Other Information".
(4) Number of shares issued and outstanding (common stock)
(i) Number of shares issued and outstanding at the end of each period (including treasury stock): FY2020 third quarter 3,262,997,492 shares, FY2019 3,262,997,492 shares
(ii) Number of treasury stock at the end of each period: FY2020 third quarter 482,948,520 shares, FY2019 430,558,325 shares
(iii) Average number of shares issued and outstanding in each period: FY2020 first nine months $2,807,226,955$ shares, FY2019 first nine months 2,883,125,232 shares

## This report is not reviewed.

## Cautionary Statement with Respect to Forward-Looking Statements, and Other Information

This report contains forward-looking statements that reflect Toyota's plans and expectations. These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include, but are not limited to: (i) changes in economic conditions, market demand, and the competitive environment affecting the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (ii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the euro, the Australian dollar, the Russian ruble, the Canadian dollar and the British pound, fluctuations in stock prices, and interest rates fluctuations; (iii) changes in funding environment in financial markets and increased competition in the financial services industry; (iv) Toyota's ability to market and distribute effectively; (v) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; (vi) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's automotive operations, particularly laws, regulations and government policies relating to vehicle safety including remedial measures such as recalls, trade, environmental protection, vehicle emissions and vehicle fuel economy, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of current and future litigation and other legal proceedings, government proceedings and investigations; (vii) political and economic instability in the markets in which Toyota operates; (viii) Toyota's ability to timely develop and achieve market acceptance of new products that meet customer demand; (ix) any damage to Toyota's brand image; (x) Toyota's reliance on various suppliers for the provision of supplies; (xi) increases in prices of raw materials; (xii) Toyota's reliance on various digital and information technologies; (xiii) fuel shortages or interruptions in electricity, transportation systems, labor strikes, work stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced, distributed or sold; and (xiv) the impact of natural calamities including the negative effect on Toyota's vehicle production and sales.

A discussion of these and other factors which may affect Toyota's actual results, performance, achievements or financial position is contained in Toyota's annual report on Form 20-F, which is on file with the United States Securities and Exchange Commission.

This report contains summarized and condensed financial information prepared in accordance with U.S. generally accepted accounting principles.
(Reference) Cash Dividends on Class Shares
Cash dividends on class shares, which have different rights from common stock, are as follows:

|  | Annual cash dividends per First Series Model AA Class Share |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
|  | End of first <br> quarter | End of second <br> quarter | End of third <br> quarter | Year-end | Total |
| FY2019 | Yen | Yen | Yen | Yen <br> FY2020 | - |

(Note) The First Series Model AA Class Shares were issued in July 2015.

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Supplemental Material for Financial Results for FY2020 Third Quarter

## 1. Consolidated Financial Statements

(1) Consolidated Balance Sheets


|  | FY2019 <br> (March 31, 2019) | FY2020 third quarter (December 31, 2019) | Increase (Decrease) |
| :---: | :---: | :---: | :---: |
| Liabilities |  |  |  |
| Current liabilities: |  |  |  |
| Short-term borrowings | 5,344,973 | 5,484,398 | 139,425 |
| Current portion of long-term debt | 4,254,260 | 4,485,926 | 231,666 |
| Accounts payable | 2,645,984 | 2,301,240 | $(344,744)$ |
| Other payables | 1,102,802 | 1,044,419 | $(58,383)$ |
| Accrued expenses | 3,222,446 | 2,927,810 | $(294,636)$ |
| Income taxes payable | 320,998 | 212,278 | $(108,720)$ |
| Other current liabilities | 1,335,475 | 1,675,911 | 340,436 |
| Total current liabilities | 18,226,938 | 18,131,982 | $(94,956)$ |
| Long-term liabilities: |  |  |  |
| Long-term debt | 10,550,945 | 10,934,987 | 384,042 |
| Accrued pension and severance costs | 963,406 | 971,702 | 8,296 |
| Deferred income taxes | 1,014,851 | 1,195,432 | 180,581 |
| Other long-term liabilities | 615,599 | 1,035,377 | 419,778 |
| Total long-term liabilities | 13,144,801 | 14,137,498 | 992,697 |
| Total liabilities | 31,371,739 | 32,269,480 | 897,741 |
| Mezzanine equity |  |  |  |
| Model AA Class Shares, no par value, <br> authorized: 150,000,000 shares at March 31, 2019 and December 31, 2019 issued: 47,100,000 shares at March 31, 2019 and December 31, 2019 | 498,073 | 499,848 | 1,775 |
| Shareholders' equity |  |  |  |
| Toyota Motor Corporation shareholders' equity: |  |  |  |
| Common stock, no par value, <br> authorized: 10,000,000,000 shares <br> at March 31, 2019 and December 31, 2019 <br> issued: $3,262,997,492$ shares <br> at March 31, 2019 and December 31, 2019 | 397,050 | 397,050 | - |
| Additional paid-in capital | 487,162 | 487,392 | 230 |
| Retained earnings | 21,987,515 | 23,368,761 | 1,381,246 |
| Accumulated other comprehensive income (loss) | $(916,650)$ | $(970,426)$ | $(53,776)$ |
| Treasury stock, at cost, $(2,606,925)$ <br> $430,558,325$ shares at March 31, 2019 and  |  |  |  |
|  |  |  |  |
| Total Toyota Motor Corporation shareholders' equity | 19,348,152 | 20,305,523 | 957,371 |
| Noncontrolling interests | 718,985 | 726,283 | 7,298 |
| Total shareholders' equity | 20,067,137 | 21,031,806 | 964,669 |
| Commitments and contingencies |  |  |  |
| Total liabilities, mezzanine equity and shareholders' equity | 51,936,949 | 53,801,134 | 1,864,185 |

Note: The total number of authorized shares for common stock and Model AA Class Shares is $10,000,000,000$ shares.
(2) Consolidated Statements of Income and Consolidated Statements of Comprehensive Income

First nine months ended December 31

Consolidated Statements of Income

Note: Net income attributable to common shareholders for the first nine months ended December 31, 2019 and 2018 is $2,000,047$ million yen and $1,412,216$ million yen, respectively, which is derived by deducting dividend and accretion to Model AA Class Shares of 12,963 million yen and 11,091 million yen, respectively, from Net income attributable to Toyota Motor Corporation.

|  | (Yen) |  |  |
| :--- | ---: | ---: | ---: |
| Net income attributable to |  |  |  |
| Toyota Motor Corporation per common share | 489.82 | 712.46 | 222.64 |
| Basic | 485.72 | 705.25 | 219.53 |
| Diluted |  |  |  |

Consolidated Statements of Comprehensive Income


Third quarter for the three months ended December 31

Consolidated Statements of Income

|  |  |  | (Yen in millions) |
| :---: | :---: | :---: | :---: |
|  | FY2019 third quarter (Three months ended December 31, 2018) | FY2020 third quarter (Three months ended December 31, 2019) | Increase (Decrease) |
| Net revenues: |  |  |  |
| Sales of products | 7,257,438 | 6,996,181 | $(261,257)$ |
| Financing operations | 544,104 | 548,388 | 4,284 |
| Total net revenues | 7,801,542 | 7,544,569 | $(256,973)$ |
| Costs and expenses: |  |  |  |
| Cost of products sold | 5,995,359 | 5,787,954 | $(207,405)$ |
| Cost of financing operations | 352,802 | 360,705 | 7,903 |
| Selling, general and administrative | 777,252 | 741,463 | $(35,789)$ |
| Total costs and expenses | 7,125,413 | 6,890,122 | $(235,291)$ |
| Operating income | 676,129 | 654,447 | $(21,682)$ |
| Other income (expense): |  |  |  |
| Interest and dividend income | 65,625 | 66,610 | 985 |
| Interest expense | $(8,905)$ | $(3,469)$ | 5,436 |
| Foreign exchange gain (loss), net | $(52,012)$ | 18,872 | 70,884 |
| Unrealized gains (losses) on equity securities | $(503,661)$ | 215,030 | 718,691 |
| Other income (loss), net | (206) | $(19,196)$ | $(18,990)$ |
| Total other income (expense) | $(499,159)$ | 277,847 | 777,006 |
| Income before income taxes and equity in earnings of affiliated companies | 176,970 | 932,294 | 755,324 |
| Provision for income taxes | 6,148 | 265,901 | 259,753 |
| Equity in earnings of affiliated companies | 32,278 | 97,470 | 65,192 |
| Net income | 203,100 | 763,863 | 560,763 |
| Less - Net income attributable to noncontrolling interests | $(22,185)$ | $(25,829)$ | $(3,644)$ |
| Net income attributable to Toyota Motor Corporation | 180,915 | 738,034 | 557,119 |

Note: Net income attributable to common shareholders for the third quarter ended December 31, 2019 and 2018 is 733,713 million yen and 177,218 million yen, respectively, which is derived by deducting dividend and accretion to Model AA Class Shares of 4,321 million yen and 3,697 million yen, respectively, from Net income attributable to Toyota Motor Corporation.
(Yen)

| Net income attributable to |  |  |  |
| :--- | ---: | ---: | ---: |
| Toyota Motor Corporation per common share | 61.85 | 263.41 | 201.56 |
| Basic | 62.12 | 260.56 | 198.44 |
| Diluted |  |  |  |

Consolidated Statements of Comprehensive Income

|  |  |  | (Yen in millions) |
| :---: | :---: | :---: | :---: |
|  | FY2019 third quarter (Three months ended December 31, 2018) | FY2020 third quarter (Three months ended December 31, 2019) | Increase (Decrease) |
| Net income | 203,100 | 763,863 | 560,763 |
| Other comprehensive income (loss), net of tax |  |  |  |
| Foreign currency translation adjustments | $(133,039)$ | 163,687 | 296,726 |
| Unrealized gains (losses) on securities | $(33,495)$ | $(33,327)$ | 168 |
| Pension liability adjustments | 119 | 881 | 762 |
| Total other comprehensive income (loss) | $(166,415)$ | 131,241 | 297,656 |
| Comprehensive income | 36,685 | 895,104 | 858,419 |
| Less - Comprehensive income attributable to noncontrolling interests | $(16,389)$ | $(28,068)$ | $(11,679)$ |
| Comprehensive income attributable to Toyota Motor Corporation | 20,296 | 867,036 | 846,740 |

## (3) Consolidated Statements of Cash Flows

|  | FY2019 first nine months <br> (Nine months ended December 31, 2018) | FY2020 first nine months <br> (Nine months ended December 31, 2019) |
| :---: | :---: | :---: |
| Cash flows from operating activities: |  |  |
| Net income | 1,500,905 | 2,078,652 |
| Adjustments to reconcile net income to net cash provided by operating activities |  |  |
| Depreciation | 1,321,612 | 1,193,770 |
| Provision (reversal) for doubtful accounts and credit losses | 51,772 | 60,305 |
| Pension and severance costs, less payments | 25,306 | 17,167 |
| Losses on disposal of fixed assets | 27,627 | 25,083 |
| Unrealized losses (gains) on securities | 361,112 | $(365,615)$ |
| Deferred income taxes | $(85,615)$ | 224,422 |
| Equity in earnings of affiliated companies | $(254,865)$ | $(303,422)$ |
| Changes in operating assets and liabilities, and other | $(81,084)$ | $(41,481)$ |
| Net cash provided by operating activities | 2,866,770 | 2,888,881 |
| Cash flows from investing activities: |  |  |
| Additions to finance receivables | $(11,961,107)$ | $(12,818,380)$ |
| Collection of and proceeds from sales of finance receivables | 11,145,254 | 11,711,540 |
| Additions to fixed assets excluding equipment leased to others | $(1,052,940)$ | $(1,057,718)$ |
| Additions to equipment leased to others | $(1,799,469)$ | $(1,726,189)$ |
| Proceeds from sales of fixed assets excluding equipment leased to others | 34,095 | 26,580 |
| Proceeds from sales of equipment leased to others | 1,055,835 | 1,064,860 |
| Purchases of marketable securities and security investments | $(1,563,763)$ | $(1,166,695)$ |
| Proceeds from sales of and maturity of marketable securities and security investments | 1,893,797 | 1,615,904 |
| Changes in investments and other assets, and other | $(94,370)$ | $(338,780)$ |
| Net cash used in investing activities | $(2,342,668)$ | $(2,688,878)$ |
| Cash flows from financing activities: |  |  |
| Proceeds from issuance of long-term debt | 3,799,869 | 4,115,758 |
| Payments of long-term debt | $(3,251,657)$ | $(3,279,188)$ |
| Increase in short-term borrowings | 181,037 | 284,542 |
| Dividends paid to Toyota Motor Corporation class shareholders | $(8,690)$ | $(11,186)$ |
| Dividends paid to Toyota Motor Corporation common shareholders | $(636,117)$ | $(618,801)$ |
| Dividends paid to noncontrolling interests | $(69,132)$ | $(54,369)$ |
| Reissuance (repurchase) of treasury stock | $(451,420)$ | $(370,330)$ |
| Net cash provided by (used in) financing activities | $(436,110)$ | 66,426 |
| Effect of exchange rate changes on cash and cash equivalents and restricted cash and cash equivalents | $(13,704)$ | $(41,290)$ |
| Net increase in cash and cash equivalents and restricted cash and cash equivalents | 74,288 | 225,139 |
| Cash and cash equivalents and restricted cash and cash equivalents at beginning of period | 3,219,639 | 3,706,515 |
| Cash and cash equivalents reclassified to assets held for sale | - | $(49,010)$ |
| Cash and cash equivalents and restricted cash and cash equivalents at end of period | 3,293,927 | 3,882,644 |

Note: Cash and cash equivalents and restricted cash and cash equivalents for the first nine months ended December 31, 2019 include restricted cash and cash equivalents of 131,811 million yen and 123,404 million yen at the beginning of the period and the end of the period, respectively. Restricted cash and cash equivalents were included in Prepaid expenses and other current assets in the consolidated balance sheets.
(4) Going Concern Assumption

None
(5) Significant Changes in Shareholders' Equity

None

## 2. Other Information

(1) Changes in significant subsidiaries during the current period (Changes in specified subsidiaries that caused a change in the scope of consolidation)

None
(2) Simplified accounting procedures and accounting procedures specific to quarterly consolidated financial statements

Provision for income taxes

The provision for income taxes is computed by multiplying income before income taxes and equity in earnings of affiliated companies for the first nine months by estimated annual effective tax rates. These estimated annual effective tax rates reflect anticipated investment tax credits, foreign tax credits and other items, including changes in valuation allowances, that are expected to affect estimated annual effective tax rates.
(3) Changes in accounting principles, procedures, and disclosures for consolidated financial statements

Adoption of new accounting standard
In February 2016, the Financial Accounting Standards Board ("FASB") issued updated guidance for leases. This guidance requires lessees to recognize substantially all leases on their balance sheet as a right-of-use asset and a lease liability. The parent company and its consolidated subsidiaries ("Toyota") adopted this guidance on April 1, 2019 using the modified retrospective method of adoption and elected the transition method that allows for application of the standard at the adoption date. Additionally, Toyota elected the package of practical expedients of not reassessing lease classifications and others for lease contracts that expired or exist as of the adoption date. As a result of adoption, Toyota recognized an additional balance of $¥ 365,866$ million as right-of-use assets as of December 31, 2019, which is included in "Other" of "Investments and other assets" of Toyota's consolidated balance sheet. Lease liabilities are included in "Other current liabilities" and "Other longterm liabilities," and were $¥ 57,844$ million and $¥ 307,817$ million, respectively.

In August 2017, the FASB issued updated guidance for hedge accounting. This guidance simplifies and expands the application of hedge accounting. Toyota adopted this guidance on April 1, 2019. The adoption of this guidance did not have a material impact on Toyota's consolidated financial statements.

## Change in depreciation method

Toyota used the declining-balance method mainly for the parent company and Japanese subsidiaries, and the straight-line method for foreign subsidiary companies, regarding the depreciation method of property, plant and equipment. In recent years, Toyota has been strengthening competitiveness globally through the investments in areas such as the remodeling of cars by introducing a new platform and powertrain units, the improvement of technological capabilities and productivity, as well as the promotion of equipment versatility. In response to such recent changes, effective as of April 1, 2019, Toyota changed the depreciation method of the parent company and Japanese subsidiaries to the straight-line method because Toyota believes it better reflects the future economic benefit from the stable usage of property, plant and equipment. The impact of the change in depreciation method is recognized prospectively as a change in accounting estimate in accordance with the FASB Accounting Standards Codification (ASC) 250 "Accounting Changes and Error Corrections".

As a result of the change in depreciation method, depreciation expense for the first nine months ended December 31, 2019 decreased by $¥ 123,002$ million. Net income attributable to Toyota Motor Corporation and basic net income attributable to Toyota Motor Corporation per common share for the first nine months ended December 31, 2019 increased by $¥ 83,192$ million and $¥ 29.63$, respectively.

Supplemental Material for Financial Results for FY2020 Third Quarter (Consolidated)
<U.S. GAAP >

|  | FY2019 |  |  |  |  | 12 months ('18/4-'19/3) | FY2020 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2019 / 4-12) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2018 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2018 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2018 / 10-12) \\ \hline \end{gathered}$ | 9 months (2018/4-12) | $\begin{gathered} 4 \mathrm{Q} \\ (2019 / 1-3) \\ \hline \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2019 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2019 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2019 / 10-12) \\ \hline \end{gathered}$ |  |
| Vehicle Production (thousands of units) | 2,199 | 2,184 | 2,262 | 6,645 | 2,340 | 8,985 | 2,311 | 2,236 | 2,146 | 6,693 |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{c} 1,003 \\ {[ } \end{array}\right.$ | $\left.\begin{array}{r} 1,004 \\ 257 \end{array}\right]$ | $\left[\begin{array}{r} 1,099 \\ {[ } \end{array}\right]\left[\begin{array}{r}  \\ {[ } \end{array}\right]$ | 3,106 <br> 8041 | $\begin{array}{r} 1,203 \\ 292 \end{array}$ | $\left[\begin{array}{c} 4,309 \\ {[ } \\ 1,096 \end{array}\right]\left[\begin{array}{l}  \\ \hline \end{array}\right.$ | $\left.\begin{array}{r} 1,134 \\ 265 \end{array}\right]$ | $\left.\begin{array}{r} 1,122 \\ 275 \end{array}\right]$ | $\left.\begin{array}{r} 1,066 \\ 277 \end{array}\right]$ | 3,322 <br> 817 ] |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{c} 1,196 \\ {[ } \end{array}\right]$ | $\left.\begin{array}{r} 1,180 \\ 162 \end{array}\right]$ | $\left[\begin{array}{r} 1,163 \\ {[ } \end{array}\right]$ | $\left.\begin{array}{r} 3,539 \\ \\ 457 \end{array}\right]$ | $\left.\begin{array}{r} 1,138 \\ 141 \end{array}\right]$ | $\left[\begin{array}{r} 4,676 \\ {[ } \end{array} \quad 598\right]\left[\begin{array}{l} {[ } \end{array}\right]$ | $\left.\begin{array}{r} 1,178 \\ 124 \end{array}\right]$ | $\left.\begin{array}{r} 1,114 \\ 155 \end{array}\right]\left[\begin{array}{l} {[ } \end{array}\right.$ | $\left.\begin{array}{r} 1,080 \\ 138 \end{array}\right]$ | $\left.\begin{array}{r} 3,371 \\ 418 \end{array}\right]$ |
| North America | 517 | 447 | 435 | 1,399 | 442 | 1,841 | 499 | 456 | 434 | 1,389 |
| Europe | 168 | 159 | 173 | 500 | 180 | 679 | 174 | 143 | 182 | 498 |
| Asia | 402 | 449 | 429 | 1,280 | 402 | 1,682 | 386 | 413 | 366 | 1,165 |
| Central and South America | 82 | 93 | 96 | 271 | 82 | 353 | 86 | 69 | 76 | 231 |
| Africa | 28 | 31 | 30 | 89 | 32 | 121 | 33 | 32 | 22 | 87 |
| Vehicle Sales (thousands of units) | 2,236 | 2,183 | 2,282 | 6,701 | 2,276 | 8,977 | 2,302 | 2,333 | 2,196 | 6,830 |
| (Japan) <br> - including Daihatsu \& Hino [Daihatsu \& Hino] | $\left[\begin{array}{c} 510 \\ {[ } \end{array}\right]$ | $\begin{aligned} & 521 \\ & 161 \end{aligned}$ | $\left[\begin{array}{c} 565 \\ {[ } \\ \\ 169 \end{array}\right]$ | $\left.\begin{array}{r} 1,595 \\ 485 \end{array}\right]$ | $\left.\begin{array}{l} 631 \\ 203 \end{array}\right]$ | $\left[\begin{array}{r} 2,226 \\ {[ } \end{array}\right]\left[\begin{array}{r}  \\ 688 \end{array}\right]\left[\begin{array}{r}  \\ \hline \end{array}\right]$ | $\begin{aligned} & 555 \\ & 158 \end{aligned}$ | $\left.\begin{array}{l} 585 \\ 183 \end{array}\right]$ | $\begin{aligned} & 516 \\ & 139 \end{aligned}$ | $\begin{array}{r} 1,656 \\ 480 \end{array}$ |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{r} 1,726 \\ {\left[\begin{array}{rr}  & 75 \end{array}\right]} \end{array}\right.$ | $\left.\begin{array}{r} 1,662 \\ 87 \end{array}\right]$ | $\left[\begin{array}{r} 1,717 \\ {[ } \end{array}\right.$ | $\left.\begin{array}{r} 5,105 \\ 251 \end{array}\right]$ | $\left.\begin{array}{r} 1,645 \\ 86 \end{array}\right]$ | $\left[\begin{array}{r} 6,751 \\ {[ } \end{array}\right]\left[\begin{array}{l}  \\ \hline \end{array}\right]\left[\begin{array}{l} {[ } \end{array}\right]$ | $\left.\begin{array}{r} 1,746 \\ 65 \end{array}\right]$ | $\left.\begin{array}{r} 1,748 \\ 76 \end{array}\right]\left[\begin{array}{l} {[ } \end{array}\right.$ | $\left.\begin{array}{r} 1,679 \\ 70 \end{array}\right]$ | $\left.\begin{array}{r} 5,174 \\ 211 \end{array}\right]$ |
| North America | 746 | 665 | 680 | 2,091 | 654 | 2,745 | 744 | 702 | 668 | 2,114 |
| Europe | 253 | 240 | 232 | 725 | 269 | 994 | 274 | 250 | 246 | 770 |
| Asia | 394 | 417 | 464 | 1,275 | 410 | 1,684 | 398 | 431 | 406 | 1,235 |
| Central and South America | 117 | 120 | 114 | 351 | 97 | 448 | 104 | 109 | 114 | 327 |
| Oceania | 72 | 74 | 66 | 212 | 60 | 272 | 66 | 64 | 63 | 193 |
| Africa | 48 | 50 | 54 | 152 | 48 | 200 | 54 | 63 | 43 | 159 |
| Middle East | 93 | 95 | 105 | 293 | 104 | 398 | 106 | 128 | 138 | 371 |
| Other | 2 | 2 | 2 | 6 | 2 | 8 | 2 | 2 | 2 | 5 |
| Total Retail Unit Sales (thousands of units) [Toyota, Daihatsu and Hino] | 2,616 | 2,677 | 2,707 | 8,000 | 2,602 | 10,603 | 2,709 | 2,745 | 2,685 | 8,140 |
| Housing Sales (units) | 1,892 | 4,808 | 2,656 | 9,356 | 5,777 | 15,133 | 2,164 | 4,821 | 2,610 | 9,595 |


| FY2020 <br> Forecast <br> 12 monts <br> ('19/4-20/3) |
| :---: |
|  |

## Supplemental Material for Financial Results for FY2020 Third Quarter (Consolidated)

<U.S. GAAP >


Supplemental Material for Financial Results for FY2020 Third Quarter (Consolidated)
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| Analysis of Consolidated Net Income for FY2020 <br> (billions of yen, approximately) | $3 Q$ <br> (2019/10-12) | 9 months <br> (2019/4-12) |
| :---: | :---: | :---: |
| Marketing Efforts | -25.0 | 160.0 |
| Effects of Changes in Exchange Rates | -160.0 | -250.0 |
| Cost Reduction Efforts | 50.0 | 110.0 |
| From Engineering | 35.0 | 70.0 |
| From Manufacturing and Logistics | 15.0 | 40.0 |
| Increase or decrease in expenses and expense reduction efforts | 70.0 | -50.0 |
| Other | 43.4 | 150.8 |
| (Changes in Operating Income) *1 *2 | -21.6 | 120.8 |
| Non-operating Income *2 | 777.0 | 669.1 |
| Equity in Earnings of Affiliated Companies *2 | 65.1 | 48.5 |
| Income Taxes, Net Income Attributable to Noncontrolling Interests | -263.3 | -248.8 |
| (Changes in Net Income) *1 *2 | 557.1 | 589.7 |

[^0]
## Supplemental Material for Financial Results for FY2020 Third Quarter (Unconsolidated) < Japan GAAP >



| Analysis of Unconsolidated Net Income for FY2020 (billions of yen, approximately) | $\begin{gathered} 3 Q \\ (2019 / 10-12) \\ \hline \end{gathered}$ | 9 months (2019/4-12) | This report contains forward-looking statements that reflect Toyota's plans and expectations. These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include, but are not limited to: (i) changes in economic conditions, market demand, and the competitive environment affecting the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (ii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the euro, the Australian dollar, the Russian ruble, the Canadian dollar and the British pound, fluctuations in stock prices, and interest rates fluctuations; (iii) changes in funding environment in financial markets and increased competition in the financial services industry; (iv) Toyota's ability to market and distribute effectively; (v) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; (vi) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's automotive operations, particularly laws, regulations and government policies relating to vehicle safety including remedial measures such as recalls, trade, environmental protection, vehicle emissions and vehicle fuel economy, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of current and future litigation and other legal proceedings, government proceedings and investigations; (vii) political and economic instability in the markets in which Toyota operates; (viii) Toyota's ability to timely develop and achieve market acceptance of new products that meet customer demand; (ix) any damage to Toyota's brand image; ( $x$ ) Toyota's reliance on various suppliers for the provision of supplies; ( $x$ ) increases in prices of raw materials; ( $x i i$ ) Toyota's reliance on various digital suppliers for the provision of supplies; (xi) increases in prices of raw materials; (xii) oyotas reliance on various digital and information technologies; (xiii) fuel shortages or interruptions in electricity, transportation systems, labor strikes, work stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced, distributed or sold; and (xiv) the impact of natural calamities including the negative effect on Toyota's vehicle production and sales. <br> financial portich may affect Toyota's actual results, performance, achievements or Securities and Exchange Commission. |
| :---: | :---: | :---: | :---: |
| Effects of Marketing Activities | -80.0 | -50.0 |  |
| Effects of Changes in Exchange Rates | -120.0 | -135.0 |  |
| Cost Reduction Efforts | 35.0 | 90.0 |  |
| From | 25.0 | 70.0 |  |
| From Manufacturing and Logistics | 10.0 | 20.0 |  |
| Increase or decrease in expenses and expense reduction efforts | 30.0 | -95.0 |  |
| Other | -2.4 | -2.7 |  |
| (Changes in Operating Income) | -137.4 | -192.7 |  |
| Non-operating Income | 28.1 | -122.7 |  |
| Income Taxes, etc. | 11.7 | 75.8 |  |
| (Changes in Net Income) | -97.6 | -239.6 |  |

(Note 1) Shows the number of employees as of the end of each period (excluding loan employees from Toyota
and its consolidated subsidiaries ("Toyota") to outside Toyota and including loan employees from outside Toyota to Toyota)
(Note 2) Shows "Net income attributable to Toyota Motor Corporation"
(Note 3) $2 Q=$ Interim Dividend, $4 Q=$ Year-end Dividend, $F Y=$ Annual Dividend
(Note 4) Value of common shares repurchased (excluding shares constituting less than one unit that were purchased upon request)
(Note 5) Value of common shares repurchased (shareholder return on Net Income for the period)
(Note 6) Figures for depreciation expenses and capital expenditures do not include vehicles in operating lease
The amounts include finance lease assets until the fiscal year ended March 31, 2019, whereas it does not for the fiscal year ending March 31, 2020.
(Note 7) Cash and cash equivalents, time deposits, marketable debt securities and its investment in monetary trust funds, excluding in each case those relating to financial services


[^0]:    *1 Toyota changed the depreciation method of the parent company and Japanese subsidiaries to the straight-line method, effective as of April 1 , 2019.
    The impact of this change for the third quarter ended December 31, 2019 was a decrease in depreciation expense of 123.0 billion yen and an increase in net income attributable to Toyota Motor Corporation of 83.1 billion yen. The impact of this change for the fiscal year ending March 31, 2020 (Forecast) is expected to be a decrease in depreciation expense of approximately 165.0 billion yen and an increase in net income attributable to Toyota Motor Corporation of approximately 110.0 billion yen.
    *2 Net income attributable to Toyota Motor Corporation for the third quarter ended December 31, 2019 and 2018 includes a profit of 267.1 billion yen and a loss of 310.0 billion yen, respectively, which is attributable to the effect of unrealized gains (losses) on equity securities (net of tax, etc.).

