# FINANCIAL SUMMARY 

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

## FY2014 Third Quarter

(April 1, 2013 through December 31, 2013)

English translation from the original Japanese-language document

## TOYOTA MOTOR CORPORATION

## FY2014 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
February 4, 2014

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

## Toyota Motor Corporation

: Tokyo, Nagoya, Sapporo and Fukuoka Stock Exchanges in Japan
: 7203
: http://www.toyota.co.jp
: Akio Toyoda, President
: Hiroshi Nishida, Project General Manager, Accounting Division Tel. (0565)28-2121
: February 10, 2014
: —
: yes
: yes

1. Consolidated Results for FY2014 First Nine Months (April 1, 2013 through December 31, 2013)
(1) Consolidated financial results (For the nine months ended December 31)
(Amounts are rounded to the nearest million yen)
(\% of change from previous first nine months)


(Note) Comprehensive income: FY2014 first nine months 2,558,475 million yen (159.4 \%), FY2013 first nine months 986,472 million yen (- \%)

|  | Net income attributable to Toyota <br> Motor Corporation per share <br> - Basic | Net income attributable to <br> Toyota Motor Corporation per <br> share <br> - Diluted |
| :--- | ---: | ---: |
| FY2014 first nine months | Yen | Yen |
| FY2013 first nine months | 481.60 | 481.27 |

(2) Consolidated financial position

|  | Total assets | Shareholders' equity | Toyota Motor Corporation <br> shareholders' equity | Ratio of <br> Toyota Motor Corporation <br> shareholders' equity |
| :---: | ---: | ---: | ---: | ---: |
| FY2014 third quarter | Million yen | Million yen | Million yen | \% |
| FY2013 | $40,518,144$ | $14,883,462$ | $14,210,095$ | 35.1 |

2. Cash dividends

|  | Annual cash dividends per share |  |  |  |  |  |
| :---: | :---: | ---: | ---: | ---: | ---: | :---: |
|  | End of first <br> quarter | End of second <br> quarter | End of third <br> quarter | Year-end | Total |  |
| FY2013 | - | Yen | 30.00 | - | Yen |  |
| FY2014 | - | 65.00 | - | 60.00 | 90.00 |  |
| FY2014 (forecast) |  |  |  |  |  |  |

(Note) Revisions to the forecast of cash dividends since the latest announcement: none
3. Forecast of consolidated results for FY2014 (April 1, 2013 through March 31, 2014)

|  | Net revenues |  | Operating income |  | Income before income taxes and equity in earnings of affiliated companies |  | Net income attributable to Toyota Motor Corporation |  | Net income attributable to Toyota Motor Corporation per share - Basic |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FY2014 | $\begin{array}{r} \text { Million yen } \\ 25,500,000 \\ \hline \end{array}$ | $\begin{array}{r} \% \\ 15.6 \\ \hline \end{array}$ | $\begin{gathered} \hline \text { Million yen } \\ 2,400,000 \\ \hline \end{gathered}$ | $\begin{array}{r} \% \\ 81.7 \\ \hline \end{array}$ | $\begin{array}{r} \hline \text { Million yen } \\ 2,530,000 \\ \hline \end{array}$ | $\begin{array}{r} \% \\ 80.2 \\ \hline \end{array}$ | $\begin{array}{r} \hline \text { Million yen } \\ 1,900,000 \\ \hline \end{array}$ | $\begin{array}{r} \% \\ 97.5 \\ \hline \end{array}$ | $\begin{array}{r} \text { Yen } \\ 599.50 \end{array}$ |

(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 5 "Other Information".
(3) Changes in accounting policies
(i) Changes by a newly issued accounting pronouncement: yes
(ii) Changes other than (3)-(i) above: none

Note: For more details, please see page 5 "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): FY2014 third quarter 3,447,997,492 shares, FY2013 3,447,997,492 shares
(ii) Number of treasury stock at the end of each period: FY2014 third quarter $278,666,087$ shares, FY2013 280,568,824 shares
(iii) Average number of shares issued and outstanding in each period: FY2014 first nine months $3,168,760,703$ shares, FY2013 first nine months $3,166,813,036$ shares

## Information Regarding the Quarterly Review Procedures

At the time of disclosure of this report, the procedures for review of quarterly consolidated financial statements, pursuant to the "Financial Instruments and Exchange Act" of Japan, have not been completed.

## 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 and market demand affecting, and the competitive environment in, 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, 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.

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## 1. Qualitative Information Concerning Consolidated Financial Results for FY2014 First Nine Months

(1) Financial Results

Consolidated vehicle unit sales in Japan and overseas increased by 156 thousand units, or $2.3 \%$, to 6,785 thousand units in FY2014 first nine months (the nine months ended December 31, 2013) compared with FY2013 first nine months (the nine months ended December 31, 2012). Vehicle unit sales in Japan decreased by 26 thousand units, or $1.6 \%$, to 1,642 thousand units in FY2014 first nine months compared with FY2013 first nine months. Meanwhile, overseas vehicle unit sales increased by 182 thousand units, or $3.7 \%$, to 5,143 thousand units in FY2014 first nine months compared with FY2013 first nine months.

As for the results of operations, net revenues increased by $2,895.4$ billion yen, or $17.8 \%$, to $19,122.5$ billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by $1,037.4$ billion yen, or $126.8 \%$, to $1,855.9$ billion yen in FY2014 first nine months compared with FY2013 first nine months. The factors contributing to an increase in operating income were the effects of changes in exchange rates of 800.0 billion yen, cost reduction efforts of 210.0 billion yen, marketing efforts of 140.0 billion yen, and other factors of 67.4 billion yen. On the other hand, the factor contributing to a decrease in operating income was the increase in expenses and others of 180.0 billion yen. Income before income taxes and equity in earnings of affiliated companies increased by $1,096.6$ billion yen, or $118.5 \%$, to $2,022.4$ billion yen in FY2014 first nine months compared with FY2013 first nine months. Net income attributable to Toyota Motor Corporation increased by 877.9 billion yen, or $135.4 \%$, to $1,526.0$ billion yen in FY2014 first nine months compared with FY2013 first nine months.

## (2) Segment Operating Results

(i) Automotive:

Net revenues for the automotive operations increased by $2,711.7$ billion yen, or $18.1 \%$, to $17,729.8$ billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by $1,081.8$ billion yen, or 199.7\%, to 1,623.6 billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to the effects of changes in exchange rates and cost reduction efforts.
(ii) Financial services:

Net revenues for the financial services operations increased by 204.7 billion yen, or $24.2 \%$, to $1,052.5$ billion yen in FY2014 first nine months compared with FY2013 first nine months. However, operating income decreased by 42.9 billion yen, or $17.6 \%$, to 200.6 billion yen in FY2014 first nine months compared with FY2013 first nine months. The decrease in operating income was mainly due to the recording of valuation losses on interest rate swaps stated at fair value in sales finance subsidiaries.
(iii) All other:

Net revenues for all other businesses increased by 28.4 billion yen, or $3.8 \%$, to 786.4 billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 3.0 billion yen, or $8.2 \%$, to 40.9 billion yen in FY2014 first nine months compared with FY2013 first nine months.
(3) Geographic Information
(i) Japan:

Net revenues in Japan increased by 1,105.3 billion yen, or 11.8\%, to 10,487.8 billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 894.9 billion yen, or $335.8 \%$, to $1,161.4$ billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to the effects of changes in exchange rates and cost reduction efforts.
(ii) North America:

Net revenues in North America increased by 1,636.0 billion yen, or 35.8\%, to 6,204.8 billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 109.3 billion yen, or $66.1 \%$, to 274.8 billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to increases in both production volume and vehicle unit sales and cost reduction efforts.
(iii) Europe:

Net revenues in Europe increased by 511.2 billion yen, or $33.7 \%$, to $2,029.2$ billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 21.8 billion yen, or $102.4 \%$, to 43.1 billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to increases in both production volume and vehicle unit sales and cost reduction efforts.
(iv) Asia:

Net revenues in Asia increased by 378.0 billion yen, or $11.5 \%$, to $3,652.5$ billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 19.4 billion yen, or $6.8 \%$, to 305.7 billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to cost reduction efforts.
(v) Other (Central and South America, Oceania and Africa):

Net revenues in other regions increased by 280.9 billion yen, or $18.5 \%$, to $1,795.6$ billion yen in FY2014 first nine months compared with FY2013 first nine months, and operating income increased by 17.3 billion yen, or $19.0 \%$, to 108.3 billion yen in FY2014 first nine months compared with FY2013 first nine months. The increase in operating income was mainly due to increases in both production volume and vehicle unit sales.

## 2. Qualitative Information Concerning Forecast of Consolidated Financial Results for FY2014

Reflecting the current trend of foreign currency exchange rates and favorable results obtained from a variety of measures for profit improvement, the current forecast of consolidated financial results for FY2014 (April 1, 2013 through March 31, 2014) is set forth below. This forecast assumes average exchange rates through the fiscal year of 100 yen per US\$1 and 134 yen per 1 euro.

Forecast of consolidated results for FY2014

$25,500.0$ billion yen (an increase of $15.6 \%$ compared with FY2013) $2,400.0$ billion yen (an increase of $81.7 \%$ compared with FY2013)

2,530.0 billion yen (an increase of $80.2 \%$ compared with FY2013)
1,900.0 billion yen (an increase of $97.5 \%$ compared with FY2013)

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 and market demand affecting, and the competitive environment in, 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, 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.

## 3. 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 quarterly consolidated financial statements

In December 2011, the Financial Accounting Standards Board ("FASB") issued updated guidance of disclosures about offsetting assets and liabilities. This guidance requires additional disclosures about gross and net information for assets and liabilities including financial instruments eligible for offset in the balance sheets. The parent company and its consolidated subsidiaries ("Toyota") adopted this guidance from the interim period within the fiscal year, begun on or after January 1, 2013. The adoption of this guidance did not have a material impact on Toyota's quarterly consolidated financial statements.

In February 2013, FASB issued updated guidance on the presentation of items reclassified out of accumulated other comprehensive income. This guidance requires to present, either in a single note or parenthetically on the face of the financial statements, the effect of significant amounts reclassified out of each component of accumulated other comprehensive income based on its source. Toyota adopted this guidance from the interim period within the fiscal year, begun after December 15, 2012. The adoption of this guidance did not have a material impact on Toyota's quarterly consolidated financial statements.

In July 2013, FASB issued updated guidance which permits the Fed Funds Effective Swap Rate (or Overnight Index Swap Rate) to be used as a benchmark interest rate for hedge accounting purposes. This guidance also removes the restriction on using different benchmark rates for similar hedges. Toyota adopted this guidance for qualifying new or redesignated hedging relationships entered into on or after July 17, 2013. The adoption of this guidance did not have a material impact on Toyota's quarterly consolidated financial statements.

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

## 4. Consolidated Production and Sales

(1) Production
(Units)

| Business segment |  | FY2013 first nine months <br> (April 1, 2012 through <br> December 31, 2012) | FY2014 first nine months <br> (April 1, 2013 through <br> December 31, 2013) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | $3,151,099$ | $3,174,234$ | 23,135 |
|  | North America | $1,240,039$ | $1,324,043$ | 84,004 |
|  | Europe | 266,756 | 371,863 | 105,107 |
|  | Asia | $1,435,555$ | $1,445,340$ | 9,785 |
|  | Other | 334,512 | 372,860 | 38,348 |
|  | Total | $6,427,961$ | $6,688,340$ | 260,379 |
| Other | Housing | 4,016 | 4,465 | 449 |


| Business segment |  | FY2013 third quarter <br> (October 1, 2012 through <br> December 31, 2012) | FY2014 third quarter <br> (October 1, 2013 through <br> December 31, 2013) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | 945,417 | $1,031,356$ | 85,939 |
|  | North America | 398,431 | 433,913 | 35,482 |
|  | Europe | 86,861 | 132,406 | 45,545 |
|  | Asia | 487,321 | 509,667 | 22,346 |
|  | Other | 109,264 | 125,489 | 16,225 |
|  | Total | $2,027,294$ | $2,232,831$ | 205,537 |
| Other | Housing | 1,579 | 1,624 | 45 |

Note: 1 Production in "Automotive" indicates production units of vehicles (new).
2 "Other" in "Automotive" consists of Central and South America, Oceania and Africa.
(2) Sales (by destination)

| Business segment |  | FY2013 first nine months (April 1, 2012 through December 31, 2012) | FY2014 first nine months (April 1, 2013 through December 31, 2013) | Increase (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | 1,667,977 | 1,641,420 | $(26,557)$ |
|  | North America | 1,865,450 | 1,962,212 | 96,762 |
|  | Europe | 602,591 | 629,713 | 27,122 |
|  | Asia | 1,267,933 | 1,201,290 | $(66,643)$ |
|  | Other | 1,225,531 | 1,349,888 | 124,357 |
|  | Total | 6,629,482 | 6,784,523 | 155,041 |
| Other | Housing | 3,909 | 4,000 | 91 |


| Business segment |  | FY2013 third quarter <br> (October 1, 2012 through <br> December 31, 2012) | FY2014 third quarter <br> (October 1, 2013 through <br> December 31, 2013) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | North America | 476,047 | 540,214 |
|  | Europe | 604,722 | 664,168 | 64,167 |
|  | Asia | 190,425 | 222,779 | 59,446 |
|  | Other | 428,068 | 421,704 | 32,354 |
|  | Total | 414,034 | 467,897 | $(6,364)$ |
| Other | Housing | $2,113,296$ | $2,316,762$ | 203,863 |

Note: 1 Sales in "Automotive" indicates sales units of vehicles (new).
2 "Other" in "Automotive" consists of Central and South America, Oceania, Africa and the Middle East, etc.

## 5. Quarterly Consolidated Financial Statements

## (1) Quarterly Consolidated Balance Sheets

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { FY2013 } \\ \text { (March 31, 2013) } \end{gathered}$ | FY2014 third quarter (December 31, 2013) | Increase <br> (Decrease) |
| Assets |  |  |  |
| Current assets: |  |  |  |
| Cash and cash equivalents | 1,718,297 | 1,843,393 | 125,096 |
| Time deposits | 106,700 | 208,628 | 101,928 |
| Marketable securities | 1,445,663 | 1,521,096 | 75,433 |
| Trade accounts and notes receivable, less allowance for doubtful accounts | 1,971,659 | 1,831,092 | $(140,567)$ |
| Finance receivables, net | 5,117,660 | 5,798,636 | 680,976 |
| Other receivables | 432,693 | 331,382 | $(101,311)$ |
| Inventories | 1,715,786 | 1,889,127 | 173,341 |
| Deferred income taxes | 749,398 | 710,910 | $(38,488)$ |
| Prepaid expenses and other current assets | 527,034 | 661,962 | 134,928 |
| Total current assets | 13,784,890 | 14,796,226 | 1,011,336 |
| Noncurrent finance receivables, net | 6,943,766 | 8,216,877 | 1,273,111 |
| Investments and other assets: |  |  |  |
| Marketable securities and other securities investments | 5,176,582 | 6,975,378 | 1,798,796 |
| Affiliated companies | 2,103,283 | 2,354,406 | 251,123 |
| Employees receivables | 53,741 | 46,729 | $(7,012)$ |
| Other | 569,816 | 588,711 | 18,895 |
| Total investments and other assets | 7,903,422 | 9,965,224 | 2,061,802 |
| Property, plant and equipment: |  |  |  |
| Land | 1,303,611 | 1,312,892 | 9,281 |
| Buildings | 3,874,279 | 4,040,719 | 166,440 |
| Machinery and equipment | 9,716,180 | 10,308,885 | 592,705 |
| Vehicles and equipment on operating leases | 3,038,011 | 3,642,068 | 604,057 |
| Construction in progress | 291,539 | 284,637 | $(6,902)$ |
| Total property, plant and equipment, at cost | 18,223,620 | 19,589,201 | 1,365,581 |
| Less - Accumulated depreciation | $(11,372,381)$ | (12,049,384) | $(677,003)$ |
| Total property, plant and equipment, net | 6,851,239 | 7,539,817 | 688,578 |
| Total assets | 35,483,317 | 40,518,144 | 5,034,827 |
|  |  |  |  |

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

|  | (Amount: million yen) |  |  |
| :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { FY2013 } \\ \text { (March 31, 2013) } \end{gathered}$ | FY2014 third quarter (December 31, 2013) | Increase <br> (Decrease) |
| Liabilities |  |  |  |
| Current liabilities: |  |  |  |
| Short-term borrowings | 4,089,528 | 4,944,528 | 855,000 |
| Current portion of long-term debt | 2,704,428 | 2,815,575 | 111,147 |
| Accounts payable | 2,113,778 | 1,864,729 | $(249,049)$ |
| Other payables | 721,065 | 726,749 | 5,684 |
| Accrued expenses | 2,185,537 | 2,247,518 | 61,981 |
| Income taxes payable | 156,266 | 431,716 | 275,450 |
| Other current liabilities | 941,918 | 1,066,927 | 125,009 |
| Total current liabilities | 12,912,520 | 14,097,742 | 1,185,222 |
| Long-term liabilities: |  |  |  |
| Long-term debt | 7,337,824 | 8,612,914 | 1,275,090 |
| Accrued pension and severance costs | 766,112 | 798,798 | 32,686 |
| Deferred income taxes | 1,385,927 | 1,786,038 | 400,111 |
| Other long-term liabilities | 308,078 | 339,190 | 31,112 |
| Total long-term liabilities | 9,797,941 | 11,536,940 | 1,738,999 |
| Total liabilities | 22,710,461 | 25,634,682 | 2,924,221 |
|  |  |  |  |
| Shareholders' equity |  |  |  |
| Toyota Motor Corporation shareholders' equity: |  |  |  |
| Common stock, no par value, authorized: 10,000,000,000 shares at March 31, 2013 and December 31, 2013 issued: $3,447,997,492$ shares at March 31, 2013 and December 31, 2013 | 397,050 | 397,050 | - |
| Additional paid-in capital | 551,040 | 551,399 | 359 |
| Retained earnings | 12,689,206 | 13,819,263 | 1,130,057 |
| Accumulated other comprehensive income (loss) | $(356,123)$ | 567,813 | 923,936 |
| Treasury stock, at cost, $\quad$ (1,133,138) $\quad$ ( $1,125,430$ ) |  |  |  |
| 280,568,824 shares at March 31, 2013 and <br> $278,666,087$ shares at December 31, 2013 |  |  |  |
| Total Toyota Motor Corporation shareholders' equity | 12,148,035 | 14,210,095 | 2,062,060 |
| Noncontrolling interests | 624,821 | 673,367 | 48,546 |
| Total shareholders' equity | 12,772,856 | 14,883,462 | 2,110,606 |
| Commitments and contingencies |  |  |  |
| Total liabilities and shareholders' equity | 35,483,317 | 40,518,144 | 5,034,827 |
|  |  |  |  |

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)
(2) Quarterly Consolidated Statements of Income and Quarterly Consolidated Statements of Comprehensive Income

First nine months ended December 31

Quarterly Consolidated Statements of Income

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | FY2013 first nine months <br> (Nine months ended December 31, 2012) | FY2014 first nine months <br> (Nine months ended December 31, 2013) | Increase (Decrease) |
| Net revenues: |  |  |  |
| Sales of products | 15,400,712 | 18,101,814 | 2,701,102 |
| Financing operations | 826,394 | 1,020,715 | 194,321 |
| Total net revenues | 16,227,106 | 19,122,529 | 2,895,423 |
| Costs and expenses: |  |  |  |
| Cost of products sold | 13,420,793 | 14,840,183 | 1,419,390 |
| Cost of financing operations | 427,598 | 629,594 | 201,996 |
| Selling, general and administrative | 1,560,208 | 1,796,768 | 236,560 |
| Total costs and expenses | 15,408,599 | 17,266,545 | 1,857,946 |
| Operating income | 818,507 | 1,855,984 | 1,037,477 |
| Other income (expense): |  |  |  |
| Interest and dividend income | 84,426 | 93,528 | 9,102 |
| Interest expense | $(18,985)$ | $(15,321)$ | 3,664 |
| Foreign exchange gain, net | 13,366 | 63,035 | 49,669 |
| Other income, net | 28,472 | 25,255 | $(3,217)$ |
| Total other income (expense) | 107,279 | 166,497 | 59,218 |
| Income before income taxes and equity in earnings of affiliated companies | 925,786 | 2,022,481 | 1,096,695 |
| Provision for income taxes | 378,199 | 644,928 | 266,729 |
| Equity in earnings of affiliated companies | 182,044 | 248,077 | 66,033 |
| Net income | 729,631 | 1,625,630 | 895,999 |
| Less: Net income attributable to noncontrolling interests | $(81,448)$ | $(99,543)$ | $(18,095)$ |
| Net income attributable to Toyota Motor Corporation | 648,183 | 1,526,087 | 877,904 |

(Amount: yen)
Net income attributable to Toyota Motor Corporation per share Basic
Diluted
204.67
481.60
276.92
276.60

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

Quarterly Consolidated Statements of Comprehensive Income

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | FY2013 first nine months (Nine months ended December 31, 2012) | FY2014 first nine months (Nine months ended December 31, 2013) | Increase (Decrease) |
| Net income | 729,631 | 1,625,630 | 895,999 |
| Other comprehensive income (loss), net of tax |  |  |  |
| Foreign currency translation adjustments | 121,442 | 335,614 | 214,172 |
| Unrealized gains (losses) on securities | 127,053 | 597,990 | 470,937 |
| Pension liability adjustments | 8,346 | (759) | $(9,105)$ |
| Total other comprehensive income (loss) | 256,841 | 932,845 | 676,004 |
| Comprehensive income | 986,472 | 2,558,475 | 1,572,003 |
| Less: Comprehensive income attributable to noncontrolling interests | $(85,981)$ | $(108,452)$ | $(22,471)$ |
| Comprehensive income attributable to Toyota Motor Corporation | 900,491 | 2,450,023 | 1,549,532 |

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

Third quarter for the three months ended December 31
Quarterly Consolidated Statements of Income

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | FY2013 third quarter (Three months ended December 31, 2012) | FY2014 third quarter (Three months ended December 31, 2013) | Increase (Decrease) |
| Net revenues: |  |  |  |
| Sales of products | 5,024,823 | 6,229,811 | 1,204,988 |
| Financing operations | 293,929 | 355,233 | 61,304 |
| Total net revenues | 5,318,752 | 6,585,044 | 1,266,292 |
| Costs and expenses: |  |  |  |
| Cost of products sold | 4,435,517 | 5,133,757 | 698,240 |
| Cost of financing operations | 162,539 | 213,436 | 50,897 |
| Selling, general and administrative | 595,939 | 637,342 | 41,403 |
| Total costs and expenses | 5,193,995 | 5,984,535 | 790,540 |
| Operating income | 124,757 | 600,509 | 475,752 |
| Other income (expense): |  |  |  |
| Interest and dividend income | 29,937 | 35,398 | 5,461 |
| Interest expense | $(6,190)$ | $(5,583)$ | 607 |
| Foreign exchange gain (loss), net | $(13,662)$ | 46,311 | 59,973 |
| Other income, net | $(3,593)$ | 2,321 | 5,914 |
| Total other income (expense) | 6,492 | 78,447 | 71,955 |
| Quarterly income before income taxes and equity in earnings of affiliated companies | 131,249 | 678,956 | 547,707 |
| Provision for income taxes | 67,353 | 207,748 | 140,395 |
| Equity in earnings of affiliated companies | 58,187 | 89,286 | 31,099 |
| Quarterly net income | 122,083 | 560,494 | 438,411 |
| Less: Quarterly net income attributable to noncontrolling interests | $(22,169)$ | $(35,030)$ | $(12,861)$ |
| Quarterly net income attributable to Toyota Motor Corporation | 99,914 | 525,464 | 425,550 |

(Amount: yen)
Quarterly net income attributable to Toyota Motor Corporation per share Basic

Diluted

|  | (Amount: yen) |  |
| :--- | :--- | :--- |
| 31.55 |  |  |
| 31.55 | 165.80 | 134.25 |

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)

Quarterly Consolidated Statements of Comprehensive Income

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | FY2013 third quarter (Three months ended December 31, 2012) | FY2014 third quarter (Three months ended December 31, 2013) | Increase (Decrease) |
| Quarterly net income | 122,083 | 560,494 | 438,411 |
| Other comprehensive income (loss), net of tax |  |  |  |
| Foreign currency translation adjustments | 337,702 | 240,983 | $(96,719)$ |
| Unrealized gains (losses) on securities | 195,795 | 292,424 | 96,629 |
| Pension liability adjustments | 5,652 | $(2,848)$ | $(8,500)$ |
| Total other comprehensive income (loss) | 539,149 | 530,559 | $(8,590)$ |
| Quarterly comprehensive income | 661,232 | 1,091,053 | 429,821 |
| Less: Quarterly comprehensive income attributable to noncontrolling interests | $(44,708)$ | $(46,425)$ | $(1,717)$ |
| Quarterly comprehensive income attributable to Toyota Motor Corporation | 616,524 | 1,044,628 | 428,104 |

## (3) Quarterly Consolidated Statements of Cash Flows

(Amount: million yen)


Note: In the Quarterly Consolidated Statements of Cash Flows, cash and cash equivalents include cash on hand, bank deposits that can be withdrawn at any time and short-term investments that can be converted into cash at any time and carry minimal risk of change in value.

## (4) Going Concern Assumption

None

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)
(5) Segment Information

## (i) Segment operating results

FY2013 first nine months (Nine months ended December 31, 2012)

| (Amount: million yen) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 14,988,873 | 826,394 | 411,839 | - | 16,227,106 |
| Inter-segment sales and transfers | 29,215 | 21,385 | 346,200 | $(396,800)$ | - |
| Total | 15,018,088 | 847,779 | 758,039 | $(396,800)$ | 16,227,106 |
| Operating expenses | 14,476,303 | 604,225 | 720,159 | $(392,088)$ | 15,408,599 |
| Operating income | 541,785 | 243,554 | 37,880 | $(4,712)$ | 818,507 |

FY2014 first nine months (Nine months ended December 31, 2013)

|  | (Amount: million yen) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| Net revenues: <br> Sales to external customers <br> Inter-segment sales and transfers | $\begin{array}{r} 17,694,453 \\ 35,403 \end{array}$ | $\begin{array}{r} 1,020,715 \\ 31,828 \end{array}$ | $\begin{aligned} & 407,361 \\ & 379,116 \end{aligned}$ | $(446,347)$ | $19,122,529$ |
| Total | 17,729,856 | 1,052,543 | 786,477 | $(446,347)$ | 19,122,529 |
| Operating expenses | 16,106,238 | 851,935 | 745,498 | $(437,126)$ | 17,266,545 |
| Operating income | 1,623,618 | 200,608 | 40,979 | $(9,221)$ | 1,855,984 |

FY2013 third quarter (Three months ended December 31, 2012)

| (Amount: million yen) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 4,879,235 | 293,929 | 145,588 | - | 5,318,752 |
| Inter-segment sales and transfers | 9,999 | 7,382 | 116,506 | $(133,887)$ | - |
| Total | 4,889,234 | 301,311 | 262,094 | $(133,887)$ | 5,318,752 |
| Operating expenses | 4,845,510 | 232,263 | 246,673 | $(130,451)$ | 5,193,995 |
| Operating income | 43,724 | 69,048 | 15,421 | $(3,436)$ | 124,757 |

FY2014 third quarter (Three months ended December 31, 2013)
(Amount: million yen)

|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 6,082,074 | 355,233 | 147,737 | - | 6,585,044 |
| Inter-segment sales and transfers | 14,513 | 9,667 | 130,677 | $(154,857)$ | - |
| Total | 6,096,587 | 364,900 | 278,414 | $(154,857)$ | 6,585,044 |
| Operating expenses | 5,581,017 | 297,590 | 257,749 | $(151,821)$ | 5,984,535 |
| Operating income | 515,570 | 67,310 | 20,665 | $(3,036)$ | 600,509 |

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)
(ii) Geographic Information

FY2013 first nine months (Nine months ended December 31, 2012)


FY2014 first nine months (Nine months ended December 31, 2013)

|  |  |  | (Amount: million yen) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| Net revenues: <br> Sales to external customers <br> Inter-segment sales and transfers | $\begin{aligned} & 6,084,001 \\ & 4,403,855 \end{aligned}$ | $\begin{array}{r} 6,082,728 \\ 122,081 \end{array}$ | $\begin{array}{r} 1,951,706 \\ 77,567 \end{array}$ | $\begin{array}{r} 3,353,948 \\ 298,608 \end{array}$ | $\begin{array}{r} 1,650,146 \\ 145,514 \end{array}$ | $\begin{array}{r} - \\ (5,047,625) \end{array}$ | $19,122,529$ |
| Total | 10,487,856 | 6,204,809 | 2,029,273 | 3,652,556 | 1,795,660 | $(5,047,625)$ | 19,122,529 |
| Operating expenses | 9,326,432 | 5,929,977 | 1,986,155 | 3,346,836 | 1,687,312 | $(5,010,167)$ | 17,266,545 |
| Operating income | 1,161,424 | 274,832 | 43,118 | 305,720 | 108,348 | $(37,458)$ | 1,855,984 |

Note: "Other" consists of Central and South America, Oceania and Africa.
FY2013 third quarter (Three months ended December 31, 2012)

| (Amount: million yen) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |  |  |
| Sales to external customers | 1,765,672 | 1,510,486 | 494,529 | 1,047,203 | 500,862 | - | 5,318,752 |
| Inter-segment sales and transfers | 1,210,589 | 14,530 | 13,860 | 65,378 | 29,473 | $(1,333,830)$ | - |
| Total | 2,976,261 | 1,525,016 | 508,389 | 1,112,581 | 530,335 | $(1,333,830)$ | 5,318,752 |
| Operating expenses | 2,960,596 | 1,542,136 | 499,136 | 1,020,798 | 497,998 | $(1,326,669)$ | 5,193,995 |
| Operating income (loss) | 15,665 | $(17,120)$ | 9,253 | 91,783 | 32,337 | $(7,161)$ | 124,757 |

FY2014 third quarter (Three months ended December 31, 2013)

|  |  |  | (Amount: million yen) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |  |  |
| Sales to external customers | 2,078,307 | 2,096,235 | 701,982 | 1,154,295 | 554,225 | - | 6,585,044 |
| Inter-segment sales and transfers | 1,465,757 | 40,622 | 24,249 | 98,366 | 49,228 | $(1,678,222)$ | - |
| Total | 3,544,064 | 2,136,857 | 726,231 | 1,252,661 | 603,453 | $(1,678,222)$ | 6,585,044 |
| Operating expenses | 3,212,667 | 2,024,325 | 708,524 | 1,142,583 | 571,251 | $(1,674,815)$ | 5,984,535 |
| Operating income | 331,397 | 112,532 | 17,707 | 110,078 | 32,202 | $(3,407)$ | 600,509 |

Note: "Other" consists of Central and South America, Oceania and Africa.

TOYOTA MOTOR CORPORATION FY2014 Third Quarter Financial Summary (All financial information has been prepared in accordance with U.S. generally accepted accounting principles)
(6) Significant Changes in Shareholders' Equity

None

Supplemental Material for Financial Results for FY2014 Third Quarter (Consolidated)
<U.S. GAAP >

|  | FY2013 |  |  |  |  | $\begin{array}{\|l\|} \hline 12 \text { months } \\ (' 12 / 4-13 / 3) \end{array}$ | FY2014 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2013 / 4-12) \\ & \hline \end{aligned}$ | FY2014 <br> Forecast 12 months ('13/4-'14/3) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2012 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} \text { 2Q } \\ (2012 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2012 / 10-12) \\ \hline \end{gathered}$ | 9 months <br> (2012/4-12) | $\begin{gathered} 4 Q \\ (2013 / 1-3) \\ \hline \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2013 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} \text { 2Q } \\ (2013 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2013 / 10-12) \\ \hline \end{gathered}$ |  |  |
| Vehicle Production (thousands of units) | 2,236 | 2,164 | 2,028 | 6,428 | 2,271 | 8,698 | 2,254 | 2,201 | 2,233 | 6,688 |  |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{c}1,105 \\ {\left[\begin{array}{c} \\ 243\end{array}\right]}\end{array}\right.$ | $\left.\begin{array}{r} 1,100 \\ 225 \end{array}\right]$ | $\begin{gathered} 946 \\ {\left[\begin{array}{c} 967 \end{array}\right]} \end{gathered}$ | $\left.\begin{array}{r} 3,151 \\ 665 \end{array}\right]$ | $\left.\begin{array}{r} 1,126 \\ 243 \end{array}\right]$ | $\left\lvert\, \begin{gathered} 4,276 \\ {[ } \end{gathered}\right.$ | $\left[\begin{array}{c} 1,059 \\ {[ } \end{array}\right.$ | $\left.\begin{array}{r} 1,083 \\ 230 \end{array}\right]$ | $\left.\left[\begin{array}{c} 1,032 \\ {[ } \end{array}\right] 241\right]$ | $\left.\begin{array}{r} 3,174 \\ 700 \end{array}\right]$ |  |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{c} 1,131 \\ {[ } \end{array}\right.$ | $1,064$ | 1,082 <br> 621 | $\left.\begin{array}{r} 3,277 \\ 182 \end{array}\right]$ | $1,145$ <br> $61]$ | $\left[\begin{array}{c} 4,422 \\ {[ } \end{array}\right.$ | 1,195 <br> $67]$ | $\begin{array}{r} 1,118 \\ 67 \end{array}$ | $\left[\begin{array}{r} 1,201 \\ {[ } \end{array}\right]$ | $\left.\begin{array}{r} 3,514 \\ 226 \end{array}\right]$ |  |
| North America | 451 | 391 | 398 | 1,240 | 437 | 1,677 | 484 | 406 | 434 | 1,324 |  |
| Europe | 102 | 78 | 87 | 267 | 102 | 368 | 108 | 131 | 132 | 372 |  |
| Asia | 470 | 478 | 488 | 1,436 | 488 | 1,924 | 474 | 462 | 510 | 1,446 |  |
| Central and South America | 44 | 48 | 57 | 150 | 55 | 205 | 64 | 61 | 63 | 188 |  |
| Oceania | 24 | 30 | 23 | 76 | 23 | 100 | 27 | 32 | 25 | 83 |  |
| Africa | 40 | 39 | 29 | 108 | 40 | 148 | 38 | 26 | 37 | 101 |  |
| Vehicle Sales (thousands of units) | 2,269 | 2,247 | 2,113 | 6,629 | 2,241 | 8,871 | 2,232 | 2,235 | 2,317 | 6,785 | 9,100 |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\begin{aligned} & 577 \\ & 191 \end{aligned}$ | $\left.\begin{array}{l} 615 \\ 175 \end{array}\right][$ | $\begin{aligned} & 476 \\ & 137 \end{aligned}$ | $\left.\begin{array}{r} 1,668 \\ 504 \end{array}\right]$ | $\begin{aligned} & 611 \\ & 1931 \end{aligned}$ | $\left[\begin{array}{c} 2,279 \\ {[ } \end{array}\right]$ | $\left.\begin{array}{l} 526 \\ 167 \end{array}\right]$ | $\left.\begin{array}{l} 575 \\ 168 \end{array}\right]$ | $\begin{aligned} & 540 \\ & 169 \end{aligned}$ | $\left.\begin{array}{c} 1,642 \\ 505 \end{array}\right]$ | $\left[\begin{array}{r}2,280 \\ {\left[\begin{array}{cr}680\end{array}\right]}\end{array}\right.$ |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu \& Hino] | $\left[\begin{array}{c} 1,692 \\ {\left[\begin{array}{c} 75 \end{array}\right]} \end{array}\right.$ | $\left.\begin{array}{r} 1,632 \\ 75 \end{array}\right]$ | $\begin{array}{r} 1,637 \\ 74 \end{array}$ | $\left.\begin{array}{r} 4,961 \\ 224 \end{array}\right]$ | 1,630 <br> $74]$ | $\left[\begin{array}{c} 6,592 \\ {[ } \end{array}\right.$ | $\begin{array}{r} 1,706 \\ 79 \end{array}$ | $\begin{array}{r} 1,660 \\ 78 \end{array}$ | $\left[\begin{array}{r} 1,777 \\ {[ } \end{array} \quad 85\right.$ | $\begin{array}{r} 5,143 \\ 242 \end{array}$ | $\left[\begin{array}{r}6,820 \\ {\left[\begin{array}{l} \\ 320]\end{array}\right]}\end{array}\right.$ |
| North America | 663 | 598 | 604 | 1,865 | 603 | 2,469 | 689 | 609 | 664 | 1,962 | 2,600 |
| Europe | 209 | 203 | 191 | 603 | 196 | 799 | 193 | 214 | 223 | 630 | 830 |
| Asia | 418 | 421 | 428 | 1,267 | 416 | 1,684 | 394 | 385 | 422 | 1,201 | 1,640 |
| Central and South America | 86 | 100 | 87 | 273 | 92 | 364 | 106 | 105 | 112 | 323 | 410 |
| Oceania | 67 | 63 | 70 | 200 | 71 | 271 | 60 | 68 | 64 | 193 | 260 |
| Africa | 62 | 68 | 62 | 192 | 67 | 259 | 67 | 65 | 71 | 203 | 270 |
| Middle East | 186 | 177 | 194 | 557 | 183 | 741 | 196 | 212 | 219 | 626 | 810 |
| Other | 1 | 2 | 1 | 4 | 2 | 5 | 1 | 2 | 2 | 5 |  |
| Total Retail Unit Sales (thousands of units) [Toyota, Daihatsu and Hino] | 2,485 | 2,431 | 2,345 | 7,262 | 2,430 | 9,692 | 2,480 | 2,501 | 2,568 | 7,550 | 10,100 |
| Housing Sales (units) | 930 | 1,494 | 1,485 | 3,909 | 1,969 | 5,878 | 988 | 1,677 | 1,335 | 4,000 | 6,300 |

## Supplemental Material for Financial Results for FY2014 Third Quarter (Consolidated)

<U.S. GAAP >


Supplemental Material for Financial Results for FY2014 Third Quarter (Consolidated)
<U.S. GAAP >


| Analysis of Consolidated Net Income for FY2014 |  |  |
| :---: | :---: | :---: |
| (billions of yen, approximately) | $\begin{gathered} 3 Q \\ (2013 / 10-12) \end{gathered}$ | 9 months <br> (2013/4-12) |
| Marketing Efforts | 100.0 | 140.0 |
| Effects of Changes in Exchange Rates | 260.0 | 800.0 |
| Cost Reduction Efforts | 70.0 | 210.0 |
| From Engineering | 55.0 | 170.0 |
| From Manufacturing and Logistics | 15.0 | 40.0 |
| Increases in Expenses, etc. | 10.0 | -180.0 |
| Other | 35.7 | 67.4 |
| (Changes in Operating Income) | 475.7 | 1,037.4 |
| Non-operating Income | 71.9 | 59.2 |
| Equity in Earnings of Affiliated Companies | 31.0 | 66.0 |
| Income Taxes, Net Income Attributable to Noncontrolling Interests | -153.2 | -284.8 |
| (Changes in Net Income) (Note 2) | 425.5 | 877.9 |

## Supplemental Material for Financial Results for FY2014 Third Quarter (Unconsolidated)

## < Japan GAAP >

|  | FY2013 |  |  |  |  | $\begin{gathered} 12 \text { months } \\ (' 12 / 4-13 / 3) \end{gathered}$ | FY2014 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2013 / 4-12) \\ & \hline \end{aligned}$ | FY2014 <br> Forecast <br> 12 months <br> $(13 / 4-14 / 3)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 \mathrm{Q} \\ (2012 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2012 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2012 / 10-12) \\ \hline \end{gathered}$ | $\begin{aligned} & 9 \text { months } \\ & (2012 / 4-12) \\ & \hline \end{aligned}$ | $\begin{gathered} 4 \mathrm{Q} \\ (2013 / 1-3) \\ \hline \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2013 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2013 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2013 / 10-12) \\ \hline \end{gathered}$ |  |  |
| Toyota \& Lexus brand |  |  |  |  |  |  |  |  |  |  |  |
| Domestic Vehicle Production (thousands of units) | 862 | 875 | 749 | 2,486 | 883 | 3,369 | 829 | 854 | 791 | 2,474 | 3,400 |
| Overseas Vehicle Production (thousands of units) | 1,371 | 1,270 | 1,217 | 3,858 | 1,337 | 5,195 | 1,412 | 1,326 | 1,460 | 4,198 | 5,650 |
| Domestic Vehicle Retail Sales (thousands of units) | 383 | 430 | 346 | 1,159 | 453 | 1,612 | 353 | 404 | 374 | 1,131 | 1,600 |
| Exports Vehicle Sales (thousands of units) | 523 | 465 | 459 | 1,447 | 476 | 1,923 | 500 | 463 | 461 | 1,424 | 1,850 |
| North America | 200 | 167 | 176 | 543 | 166 | 709 | 198 | 179 | 183 | 560 | 730 |
| Europe | 88 | 79 | 67 | 234 | 88 | 322 | 70 | 60 | 61 | 191 | 270 |
| Asia | 55 | 58 | 38 | 151 | 44 | 195 | 52 | 52 | 54 | 158 | 210 |
| Central and South America | 26 | 21 | 20 | 67 | 23 | 90 | 22 | 23 | 18 | 63 | 80 |
| Oceania | 43 | 43 | 46 | 132 | 42 | 174 | 39 | 47 | 41 | 127 | 150 |
| Africa | 17 | 16 | 16 | 49 | 18 | 67 | 20 | 17 | 17 | 54 | 60 |
| Middle East | 93 | 80 | 95 | 268 | 94 | 362 | 98 | 84 | 85 | 267 | 350 |
| Other | 1 | 1 | 1 | 3 | 1 | 4 | 1 | 1 | 2 | 4 |  |
| Net Revenues (billions of yen) | 2,480.8 | 2,398.4 | 2,242.8 | 7,122.0 | 2,633.9 | 9,755.9 | 2,693.0 | 2,716.6 | 2,779.4 | 8,189.0 | 11,000.0 |
| Domestic | 882.1 | 956.5 | 785.3 | 2,624.0 | 972.1 | 3,596.1 | 845.7 | 942.0 | 889.7 | 2,677.5 |  |
| Exports | 1,598.7 | 1,441.8 | 1,457.4 | 4,497.9 | 1,661.7 | 6,159.7 | 1,847.2 | 1,774.6 | 1,889.6 | 5,511.5 |  |
| Operating Income (billions of yen) (Operating Income Ratio) (\%) | $\begin{array}{\|c} 18.8 \\ \left(\begin{array}{r} 18.8 \end{array}\right) \\ \hline \end{array}$ | $\begin{gathered} 48.8 \\ \left(\begin{array}{c} 2.0 \end{array}\right) \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c\|} \hline-46.2 \\ ( \\ -2.1 \end{array}\right)$ | $\begin{array}{r} 21.5 \\ \left(\begin{array}{r}  \\ ( \end{array}\right) .3 \end{array}$ | $\begin{array}{\|r\|} \hline \end{array} \begin{array}{r} 220.6 \\ ( \\ ( \end{array}$ | $\left.\begin{array}{\|r\|} \hline \end{array} \begin{array}{r} 242.1 \\ ( \\ ( \end{array} 2.5\right)$ | $\begin{array}{\|c\|} \hline 342.6 \\ \left(\begin{array}{l} 12.7 \end{array}\right) \\ \hline \end{array}$ | ( $\left.\begin{array}{r}304.2 \\ \text { (11.2 }\end{array}\right)$ | ( $\left.\begin{array}{r}274.4 \\ (9.9\end{array}\right)$ | ( $\left.\begin{array}{r}921.3 \\ (11.3\end{array}\right)$ | $\begin{array}{\|c\|} \hline 1,220.0 \\ \left(\begin{array}{rl} 2 \end{array}\right) \\ \hline \end{array}$ |
| Ordinary Income (billions of yen) (Ordinary Income Ratio) (\%) | $\begin{array}{r} 241.5 \\ \left(\begin{array}{r} 9.7 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 164.0 \\ \left(\begin{array}{r} 6.8 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 212.6 \\ \left(\begin{array}{r} \hline \end{array}\right) \\ \hline \end{array}$ | $\left.\begin{array}{\|r\|r\|} \hline & 618.2 \\ ( & 8.7 \end{array}\right)$ | $\begin{array}{\|r\|} \hline 237.9 \\ ( \\ ( \end{array}$ | $\begin{array}{\|r\|} \hline \\ \\ \left(\begin{array}{rl} 856.1 \\ ( & 8.8 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 634.0 \\ \left(\begin{array}{rl}  & 23.5 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} \hline 477.1 \\ \left(\begin{array}{r} 17.6 \end{array}\right) \\ \hline \end{array}$ | $\begin{gathered} 500.0 \\ \left(\begin{array}{c} 18.0 \end{array}\right) \\ \hline \end{gathered}$ | $\begin{gathered} 1,611.3 \\ \left(\begin{array}{r} 19.7 \end{array}\right) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 1,880.0 \\ \left(\begin{array}{l} 17.1 \end{array}\right) \\ \hline \end{array}$ |
| Net Income (billions of yen) (Net Income Ratio) (\%) | $\begin{array}{\|r\|} \hline 188.8 \\ \left(\begin{array}{r} 18.6 \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{r} 127.9 \\ \left(\begin{array}{r} 123 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 200.8 \\ \left(\begin{array}{r} \hline \end{array}\right) \\ \hline \end{array}$ | $\left.\begin{array}{\|r\|} \hline 517.6 \\ ( \\ ( \end{array}\right)$ | $\left.\begin{array}{\|r\|} \hline 180.0 \\ ( \\ ( \end{array}\right)$ | $\begin{array}{\|r\|} \hline 697.7 \\ \left(\begin{array}{r} 4.2 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 482.7 \\ ( \\ \hline \end{array}$ | $\begin{array}{r} 372.9 \\ (\quad 13.7 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 437.8 \\ \left(\begin{array}{r} 15.8 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 1,293.4 \\ \left(\begin{array}{r} 15.8 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 1,500.0 \\ (\quad 13.6 \\ \hline \end{array}$ |
| R\&D Expenses (billions of yen) | 175.6 | 180.0 | 175.0 | 530.8 | 180.0 | 710.9 | 210.3 | 206.7 | 197.0 | 614.1 | 790.0 |
| Depreciation Expenses (billions of yen) | 43.1 | 49.5 | 47.6 | 140.3 | 42.0 | 182.3 | 44.5 | 41.1 | 41.3 | 127.0 | 170.0 |
| Capital Expenditures (billions of yen) | 27.7 | 38.3 | 47.0 | 113.0 | 57.8 | 170.8 | 36.2 | 38.4 | 37.4 | 112.1 | 180.0 |


| Analysis of Unconsolidated Net Income for FY2014 (billions of yen, approximately) | $\begin{gathered} 3 Q \\ (2013 / 10-12) \\ \hline \end{gathered}$ | $\begin{aligned} & 9 \text { months } \\ & (2013 / 4-12) \end{aligned}$ |
| :---: | :---: | :---: |
| Marketing Efforts | 70.0 | 145.0 |
| Effects of Changes in Exchange Rates | 260.0 | 790.0 |
| Cost Reduction Efforts | 30.0 | 110.0 |
| From Engineering | 25.0 | 95.0 |
| From Manufacturing and Logistics | 5.0 | 15.0 |
| Increases in Expenses, etc. | -40.0 | -145.0 |
| Other | 0.7 | -0.2 |
| (Changes in Operating Income) | 320.7 | 899.8 |
| Non-operating Income | -33.3 | 93.2 |
| Income Taxes, etc. | -50.3 | -217.2 |
| (Changes in Net Income) | 237.0 | 775.7 |

Cautionary Statement with Respect to Forward-Looking Statements
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 and market demand affecting, and the competitive environment in, 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, 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; ( v ) 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 few 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, (xi) 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 purchas ald: (iv) the impact of natural calamities including the negative effect on Toyota's vehicle production and sal A discusion of the fich
 tates Securities and Exchange Commission
(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) 2Q= Interim Dividend, 4Q= Year-end Dividend, FY= Annual Dividend
(Note 4) Figures for depreciation expenses and capital expenditures do not include vehicles in operating lease
(Note 5) Excludes financial subsidiaries

