

24 July 2026

Toyota Credit Canada Inc.
("TCCI")

Annual Financial Report for the financial year ended 31 March 2026

TCCI was incorporated as a corporation under the Canada Business Corporations Act on 19 February 1990. TCCI's Corporation Number is 257476-4. The registered office of TCCI is located at 80 Micro Court, Suite 200, Markham, Ontario L3R 9Z5, Canada. TCCI is a wholly-owned subsidiary of Toyota Financial Services Corporation ("**TFS**"), which is a wholly-owned subsidiary of Toyota Motor Corporation ("**TMC**").

In fiscal year 2022, TCCI Limited Partnership and TCCI Securitization GP Corp. were created for the purpose of facilitating the securitization of finance receivables. TCCI Securitization GP Corp. is wholly owned by TCCI, whereas TCCI Limited Partnership is owned 99.99% by TCCI and 0.01% by TCCI Securitization GP Corp.

TCCI presents its annual financial report for the financial year ended 31 March 2026. References herein to "TCCI" or the "Company" or "we", "our" or "us" denote Toyota Credit Canada Inc. and, where the context requires, its consolidated subsidiaries.

References herein to "Toyota" means TMC and its consolidated subsidiaries.

The principal business of TCCI, which is an integral part of the Toyota group's presence in Canada, is to provide financing services for authorised Toyota and Lexus dealers and users of Toyota products. Financial products offered: (i) to customers, include lease and loan financing (i.e. financing through Toyota and Lexus dealers to assist customers to acquire Toyota and Lexus vehicles); and (ii) to Toyota and Lexus dealers, include floor plan financing (i.e. financing of dealer inventory), wholesale lease financing (i.e. financing of dealer lease portfolios) and dealership financing (i.e. financing of the construction, acquisition or renovation of dealership facilities). Such financing programmes are offered in all provinces and territories of Canada.

In addition to TCCI's principal business of providing finance products to authorised Toyota and Lexus dealers and their customers in Canada, TCCI also provides finance products to authorised Mazda dealers and their customers in Canada pursuant to an agreement that TCCI has entered into with Mazda Canada Inc. ("**Mazda Canada**") and to authorised Subaru dealers and their customers in Canada pursuant to an arrangement TCCI has entered into with Subaru Canada, Inc. ("**Subaru Canada**").

1. Management Report

(A) Review of the development and performance of the Company's business during the financial year and the position of the Company at the end of the financial year.

Our financial results are affected by a variety of economic and industry factors, including but not limited to, new and used vehicle markets, new vehicle incentives, consumer behaviour, employment growth, our ability to respond to changes in interest rates with respect to both contract pricing and funding, and the level of competitive pressure. Changes in these factors can influence the demand for new and used vehicles, the number of contracts that default and the loss per occurrence, the realisability of residual values on our lease earning assets, and our gross margins on financing volume. Additionally, our funding programmes and related costs are influenced by changes in the capital markets and prevailing interest rates, which may affect our ability to obtain cost-effective funding to support earning asset growth.

We measure the performance of our finance operations using the following metrics: financing volume, market share related to Toyota, Lexus, Subaru and Mazda vehicle sales, return on assets, financing margins, operating efficiency, and loss metrics.

Our primary competitors are other financial institutions including national commercial banks, credit unions, savings and loan associations, finance companies and, to a lesser extent, other automobile manufacturers' affiliated finance companies.

References herein to "fiscal 2026" denote the year ended 31 March 2026 and references herein to "fiscal 2025" denote the year ended 31 March 2025.

Unless otherwise indicated in this document, all references to "Canadian dollars", "C\$" or "\$" are to the lawful currency of Canada.

TCCI's net income was C\$488.2 million during fiscal 2026, compared to C\$286.3 million during fiscal 2025. Financing revenues for fiscal 2026 were higher than fiscal 2025 due primarily to higher outstanding finance receivables which offset lower portfolio yields. Interest expense in fiscal 2026 was higher compared to fiscal 2025 levels due primarily to higher average debt balances which offset lower portfolio cost of funds. Total contracts purchased in fiscal 2026 were 233,120, compared to 198,687 in fiscal 2025 due primarily to higher private label sales mainly driven by the Mazda portfolio. Operating expenses, excluding provisions on finance receivables, increased in fiscal 2026 compared to fiscal 2025 levels due to higher costs relating to staff, IT and communications, and other costs. In fiscal 2026, the Company increased its provision for credit losses by C\$13.6 million, compared to an increase of C\$5.8 million in fiscal 2025, to reflect both an increase in the Company's outstanding asset levels, as well as the impact on its portfolio of higher expected rates of delinquency and defaults due to the impact on the broader economy from trade related uncertainty. The Company's write-offs increased to C\$18.9 million in fiscal 2026, compared to C\$15.9 million in the prior fiscal year reflecting a general deterioration in economic conditions. The provision for lease residual values was C\$17.5 million,

compared to a provision of C\$61.5 million in fiscal 2025. The main factor behind this change was that in the previous year there was a decrease in used car values and higher expected losses on battery electric vehicles, while this year these factors have remained stable. In fiscal 2026, TCCI experienced net losses on its lease terminations, compared to a net gain in fiscal 2025. Results in fiscal 2026 were positively affected by unrealised gains on our derivatives used to manage interest rate risk. Overall, TCCI's capital position increased by C\$408.5 million, bringing total equity to C\$2,055.2 million as at 31 March 2026.

In fiscal 2026, TCCI entered into C\$2.5 billion private retail loan securitization transactions, compared to C\$1.5 billion in private retail loan securitization in fiscal 2025.

Derivatives and Hedging Activities

We manage our exposure to market risks such as interest rate and foreign exchange risks with derivative instruments. These instruments include interest rate swaps and currency swaps. Our use of derivatives is limited to the management of interest rate and foreign exchange risks.

Management determines the application of derivative accounting through the identification of hedging instruments, hedged items, and the nature of the risk being hedged, as well as the methodology used to assess the hedging instrument's effectiveness. The fair values of derivative assets and liabilities traded in the over-the-counter market are determined using quantitative models that require the use of multiple market inputs including interest rates, prices and indices to generate continuous yield or pricing curves and volatility factors, which are used to value the position. The predominance of market inputs are actively quoted and can be validated through external sources, including brokers, market transactions and third-party pricing services. Estimation risk is greater for derivative asset and liability positions that are either option-based or have longer maturity dates where observable market inputs are less readily available or are unobservable, in which case quantitative based extrapolations of rate, price or index scenarios are used in determining fair values.

Liquidity and Capital Resources

Liquidity risk is the risk arising from the inability to meet obligations when they come due. Our liquidity strategy is to maintain the capacity to fund assets and repay liabilities in a timely and cost-effective manner even in the event of adverse market conditions. This capacity primarily arises from our ability to raise funds in the domestic and international capital markets as well as our ability to generate liquidity from our balance sheet. This strategy has led us to develop a borrowing base that is diversified by market and geographic distribution, type of security, and investor type, among other factors. Credit support provided by our parent TFS provides an additional source of liquidity to us, although it is not relied upon in our liquidity planning and capital and risk management.

The following table summarises the outstanding components of our funding sources (C\$ in millions):

	31 March	
	2026	2025
Commercial paper	2,268	2,031
Secured term debt	3,203	2,105
Unsecured term debt	11,179	9,932
Total debt	16,650	14,068

We do not rely on any single source of funding and may choose to realign our funding activities depending upon market conditions, relative costs, and other factors. We believe that our funding sources, combined with operating and investing activities, provide sufficient liquidity to meet future funding requirements and business growth. Our funding volume is based on asset growth and debt maturities.

(a) Commercial Paper

Short-term funding needs are met through the issuance of commercial paper in Canada and the United States of America. Commercial paper outstanding under our commercial paper programmes ranged from approximately C\$2,070 million to C\$2,293 million during fiscal 2026, with an average outstanding balance of C\$2,183 million. TCCI's commercial paper programmes are supported by the liquidity facilities discussed later in this section. We believe there is ample capacity to meet our short-term funding requirements.

(b) Secured Term Debt

As part of its funding activities, in fiscal 2026 TCCI entered into secured funding transactions that resulted in the transfer of financial receivables. Any related cash payments collected by TCCI from securitized receivables are restricted for use except for repayment to counterparties.

(c) Unsecured Term Debt

Term funding requirements are also met through the issuance of a variety of debt securities in both the Canadian and international capital markets. To diversify our funding sources, we have issued in a variety of markets, currencies, and maturities, and to a variety of investors, which allows us to broaden our distribution of securities and further enhance liquidity.

The following table summarises our components of unsecured term debt (C\$ in millions):

	Domestic Bonds	Other term debt	Total unsecured term debt
Balance at 31 March 2025	4,991	4,941	9,932
Issuances during fiscal 2026	2,693	1,059	3,752
Payments during fiscal 2026	(1,250)	(1,182)	(2,432)
Change in foreign exchange revaluation and issuance costs during fiscal 2026	3	(76)	(73)
Balance at 31 March 2026	<u>6,437</u>	<u>4,742</u>	<u>11,179</u>

TCCI maintains its Euro Medium Term Note Programme (“**EMTN Programme**”), together with our affiliates Toyota Motor Finance (Netherlands) B.V., Toyota Finance Australia Limited and Toyota Motor Credit Corporation (TCCI and such affiliates, the “**EMTN Issuers**”), providing for the issuance of debt securities in the international capital markets. In September 2025, the EMTN Issuers renewed the EMTN Programme for a one-year period. The maximum aggregate principal amount of debt securities that may be issued by the EMTN Issuers and outstanding under the EMTN Programme at any time is €60 billion, or the equivalent in other currencies, which may be increased from time to time to allow for the continued use of this source of funding. In addition, we may issue bonds or enter into other unsecured financing arrangements through the international capital markets that are not issued under our EMTN Programme. Debt securities issued under the EMTN Programme are issued pursuant to the terms of an agency agreement, which contains customary terms and conditions.

(d) Liquidity Facilities and Letters of Credit

For additional liquidity purposes, we maintain syndicated bank credit facilities with certain banks.

364 Day, Three Year and Five Year Credit Agreements

On 14 November 2025, TCCI and other Toyota affiliates entered into a U.S.\$ 5.0 billion 364 day syndicated bank credit facility pursuant to a 364 Day Credit Agreement, a U.S.\$ 5.0 billion three year syndicated bank credit facility pursuant to a Three Year Credit Agreement and a U.S.\$ 5.0 billion five year syndicated bank credit facility pursuant to a Five Year Credit Agreement. The ability to make drawdowns under the 364 Day Credit Agreement, the Three Year Credit Agreement and the Five Year Credit Agreement is subject to covenants and conditions customary in transactions of this nature, including negative pledge provisions, cross default provisions and limitations on consolidations, mergers and sales of assets. The 364 Day Credit Agreement, the Three Year Credit Agreement and the Five Year Credit Agreement may be used for general corporate

purposes and were not drawn upon as of 31 March 2026. The 364 Day Credit Agreement, the Three Year Credit Agreement and the Five Year Credit Agreement, each dated as of 15 November 2024, were terminated on 14 November 2025.

Letters of Credit Facilities

In addition, TCCI has uncommitted letters of credit facilities totalling C\$61 million at 31 March 2026 and as at 31 March 2025. Of the total credit facilities, C\$nil of the uncommitted letters of credit facilities was used at 31 March 2026 and 2025.

(e) Credit Support Agreements

Under the terms of a credit support agreement between TMC and TFS (“**TMC Credit Support Agreement**”), TMC agreed to: 1) maintain 100 percent ownership of TFS; 2) cause TFS and its subsidiaries to have a net worth of at least ¥10 million; and 3) make sufficient funds available to TFS so that TFS will be able to (i) service the obligations arising out of its own bonds, debentures, notes and other investment securities and commercial paper (collectively “**TFS Securities**”) and (ii) honour its obligations incurred as a result of guarantees or credit support agreements that it has extended. The TMC Credit Support Agreement is not a guarantee by TMC of any securities or obligations of TFS. TMC’s obligations under the TMC Credit Support Agreement rank *pari passu* with its senior unsecured debt obligations. The TMC Credit Support Agreement is governed by, and construed in accordance with, the laws of Japan.

Under the terms of a similar credit support agreement between TFS and TCCI (“**TFS Credit Support Agreement**”), TFS agreed to: 1) maintain 100 percent ownership of TCCI; 2) cause TCCI and its subsidiaries to have a net worth of at least C\$150,000; and 3) make sufficient funds available to TCCI so that TCCI will be able to service the obligations arising out of its own bonds, debentures, notes and other investment securities and commercial paper (collectively, “**TCCI Securities**”). The TFS Credit Support Agreement is not a guarantee by TFS of any TCCI Securities or other obligations of TCCI. TFS’s obligations under the TFS Credit Support Agreement rank *pari passu* with its senior unsecured debt obligations. The TFS Credit Support Agreement is governed by, and construed in accordance with, the laws of Japan.

Holders of TCCI Securities have the right to claim directly against TFS and TMC to perform their respective obligations under the TFS Credit Support Agreement and the TMC Credit Support Agreement by making a written claim together with a declaration to the effect that the holder will have recourse to the rights given under the TFS Credit Support Agreement and/or the TMC Credit Support Agreement, as the case may be. If TFS and/or TMC receives such a claim from any holder of TCCI Securities, TFS and/or TMC shall indemnify, without any further action or formality, the holder against any loss or damage resulting from the failure of TFS and/or TMC to perform any of their respective obligations under the TFS Credit Support Agreement and/or the TMC Credit Support Agreement, as the case may be. The holder of TCCI Securities who made the claim may then enforce the indemnity directly against TFS and/or TMC.

The TMC Credit Support Agreement and the TFS Credit Support Agreement each provide for termination by either party upon 30 days written notice to the other party. Such termination will not take effect until or unless all TFS Securities or all TCCI Securities, respectively, have been repaid or each relevant rating agency has confirmed to TFS or TCCI, respectively, that the debt ratings of all such TFS Securities or all such TCCI Securities, respectively, will be unaffected by such termination.

In connection with the TFS Credit Support Agreement, TCCI and TFS are parties to a credit support fee agreement (“**Credit Support Fee Agreement**”). The Credit Support Fee Agreement requires TCCI to pay to TFS a semi-annual fee which is based upon the weighted average outstanding amount of TCCI Securities entitled to credit support.

(f) Credit Ratings

The cost and availability of unsecured financing is influenced by credit ratings. Lower ratings generally result in higher borrowing costs as well as reduced access to capital markets. Credit ratings are not recommendations to buy, sell, or hold securities and are subject to revision or withdrawal at any time by the assigning nationally recognised statistical rating organisation (“**NRSRO**”). Each NRSRO may have different criteria for evaluating risk, and therefore ratings should be evaluated independently for each NRSRO. TCCI’s credit ratings depend in part on the existence of the credit support agreements of TFS and TMC.

(g) Employee Relations

At 31 March 2026, TCCI had 215 full-time employees, compared to 193 in March 2025. We consider our employee relations to be satisfactory. We are not subject to any collective bargaining agreements with our employees.

(B) Risks and Uncertainties facing TCCI

Each of TCCI, TFS and Toyota may be exposed to certain risks and uncertainties that could have a material adverse impact directly or indirectly on its business, results of operations and financial condition. There may be additional risks and uncertainties not presently known to each of TCCI, TFS and Toyota or that it currently considers immaterial that may also have a material adverse impact on its business, results of operations and financial condition.

INDUSTRY AND BUSINESS RISKS

General business, economic and geopolitical conditions, as well as other market events, may adversely affect TCCI’s business, results of operations and financial condition

TCCI’s results of operations and financial condition are affected by a variety of factors, including changes in the overall market for retail contracts, wholesale motor vehicle financing, leasing or dealer financing, the new and used vehicle market, changes in the

level of sales of Toyota, Lexus, private label vehicles or other vehicles in Canada, the rate of growth in the number and average balance of customer accounts, the Canadian finance industry's regulatory environment, competition from other financiers, rate of default by its customers, changes in the funding markets, its credit ratings, the success of efforts to expand its product lines, levels of its operating and administrative expenses (including, but not limited to, personnel costs, technology costs and premises costs), general economic conditions, inflation, trade policy, consequences from changes in tax laws (including changes to the interpretation of existing laws), fiscal and monetary policies in Canada, the United States, as well as Europe and other countries in which TCCI issues debt. Further, a significant and sustained increase in fuel or energy prices (including as a result of geopolitical conditions such as the current conflict in the Middle East, which has contributed to volatility in global energy markets and fuel prices) could lead to lower new and used vehicle purchases. This could reduce the demand for motor vehicle retail, lease and wholesale financing. In turn, lower used vehicle values could affect return rates, amounts written off and lease residual value provisions.

Adverse economic conditions in Canada may lead to diminished consumer and business confidence, inflation, lower household incomes, increases in unemployment rates, higher consumer debt levels as well as higher consumer and commercial bankruptcy filings, any of which could adversely affect vehicle sales and discretionary consumer spending. These conditions may decrease the demand for TCCI's financing products, as well as increase defaults and credit losses. In addition, as credit exposures of TCCI are generally collateralised by vehicles, the severity of losses can be particularly affected by the decline in used vehicle values. Dealers are also affected by an economic slowdown and recession which increases the risk of default of certain dealers within TCCI's dealer portfolio.

Elevated levels of market disruption and volatility globally or in Canada could increase TCCI's cost of capital and adversely affect its ability to access the international capital markets and fund its business in a similar manner, and at a similar cost, to the funding raised in the past. These market conditions could also have an adverse effect on the results of operations and financial condition of TCCI by diminishing the value of TCCI's investment portfolio and increasing TCCI's cost of funding. If, as a result, TCCI increases the rates TCCI charges its customers and dealers, TCCI's competitive position could be negatively affected. Challenging market conditions may result in less liquidity, greater volatility, widening of credit spreads and lack of price transparency in credit markets. Changes in investment markets, including changes in interest rates, exchange rates and returns from equity, property and other investments, will affect (directly or indirectly) the financial performance of TCCI.

During a continued and sustained period of market disruption and volatility:

- there can be no assurance that TCCI will continue to have access to the capital markets in a similar manner and at a similar cost as it has had in the past;
- issues of debt securities by TCCI may be undertaken at spreads above benchmark rates that are greater than those on similar issuances undertaken during prior periods;

- TCCI may be subject to over-reliance on a particular funding source or a simultaneous increase in funding costs across a broad range of sources; and
- the ratio of TCCI's short-term debt outstanding to total debt outstanding may increase if negative conditions in the debt markets lead TCCI to replace some maturing long-term liabilities with short-term liabilities (for example, commercial paper).

Any of these developments could have an adverse effect on TCCI's results of operations and financial condition.

Geopolitical conditions and other market events may also impact TCCI's results of operations and financial condition. Restrictive exchange or import controls or other disruptive trade policies (including any international trade disputes and changes in import fees and tariffs), disruption of operations as a result of systemic political or economic instability (including as a result of geopolitical conditions), adverse changes to tax laws and regulations, social unrest, outbreak of war or expansion of hostilities (including the current conflicts in Ukraine and the Middle East), epidemics and other outbreaks, climate-related risks, and acts of terrorism, could lead to, among other things, declines in market liquidity and activity levels, volatile market conditions, a contraction of available credit, inflation, fluctuations in interest rates, weaker economic growth, and reduced business confidence on an international level, each of which could have a material adverse effect on TCCI's results of operations and financial condition.

Changes in interest rates and credit spreads may adversely affect TCCI's business, results of operations and financial condition

When interest rates are high or increasing, TCCI generally expects to earn higher financing revenue from its new originations. Higher interest rates may have an adverse effect on TCCI's business, financial condition and results of operations by increasing its cost of capital and the rates TCCI charges its customers and dealers, which could, in turn, decrease TCCI's financing volume and market share, as a result of customers and dealers seeking alternative solutions or increasing the amount of cash purchases, thereby resulting in a decline in TCCI's competitive position. On the other hand, a low or negative interest rate environment may increase TCCI's financing volume and market share, however it could also have an adverse effect on TCCI's business, financial condition and results of operations by reducing returns on its investments in marketable securities and compressing TCCI's net interest margin. When credit spreads widen, it becomes more expensive for TCCI to borrow. TCCI's credit spreads may widen or narrow not only in response to events and circumstances that are specific to TCCI but also as a result of general economic and geopolitical events and conditions. Changes in credit spreads will affect, positively or negatively, the value of TCCI's derivatives, which could result in volatility in its results of operations, financial condition, and cash flows.

TCCI's results of operations and financial condition are substantially dependent upon the sale of Toyota, Lexus and private label vehicles as well as its ability to offer competitive financing products

The principal business of TCCI is to provide a variety of finance products to authorised Toyota, Lexus and private label dealers and their customers in Canada. Accordingly, TCCI's business is substantially dependent upon the sale of Toyota, Lexus and private label vehicles in Canada.

TCCI's business depends on its relationships with various vehicle distributors (each, a "**Distributor**") in Canada of Toyota, Lexus and private label vehicles. Such Distributors include the primary distributor of Toyota and Lexus vehicles, Toyota Canada Inc.

Changes in the volume of Distributor sales or the volume of sales by other distributors of Toyota, Lexus and private label vehicles may result from changes in consumer demand, new vehicle incentive programmes, recalls, the actual or perceived quality, safety or reliability of Toyota, Lexus and private label vehicles, changes in economic conditions, inflation, increased competition, increases in the price of vehicles due to increased raw material costs, governmental action or changes in or increased governmental regulation, trade policies (including changes in import fees or tariffs on raw materials or imported vehicles), international trade disputes, changes to, or withdrawals from, trade agreements (including the United States-Mexico-Canada Agreement), currency fluctuations, fluctuations in interest rates, and decreased or delayed vehicle production due to extreme weather conditions, natural disasters, supply chain interruptions (including as a consequence of changes in trade policy or other geopolitical conditions such as the conflict in the Middle East), including shortages of parts, components or raw materials, or other events. In particular, the United States has implemented various tariff and trade policies, including tariffs specifically related to the automotive industry, for which other nations have responded by modifying their trade policies. Further, the global tariff environment continues to remain dynamic and continues to evolve. Tariffs and trade policy modifications implemented to date in the United States and globally have impacted, and may continue to impact, automotive manufacturers, including Distributors and TMC, by increasing production costs and disrupting supply chains. At this time, TCCI cannot predict the timing, duration, scope or extent of any future changes to these tariffs and trade policies, or of other tariffs or trade-related actions, and thus, their ultimate impact. While Distributors and TMC have taken, and may continue to take, various mitigating actions related to such additional costs and disruptions, if such tariffs and trade policies continue in the long-term or are expanded, they could continue to increase the cost of vehicles and components imported to Canada which have changed, and may continue to change, levels of production and availability of new vehicles within the automotive industry as a whole, as well as increase consumer costs and lower consumer demand. Any negative impact on the volume of Toyota, Lexus and private label vehicle sales could have a material adverse effect on TCCI's business, results of operations and financial condition.

While Distributors conduct extensive market research before launching new or refreshed vehicles and introducing new services, many factors both within and outside the control of

Distributors affect the success of new or existing products and services in the marketplace. Offering vehicles and services that customers want and value can mitigate the risks of increasing price competition and declining demand, but products and services that are perceived to be less desirable (whether in terms of product mix, price, quality, styling, safety, overall value, fuel efficiency, or other attributes) and the level of availability of products and services that are desirable can exacerbate these risks. With increased consumer interconnectedness through the internet, social media, and other media, mere allegations and consumer perception relating to quality, safety, fuel efficiency, corporate social responsibility (including diverging ideological and social views related to climate change or other environmental or social issues), or other key attributes can negatively impact the reputation of Distributors or market acceptance of their products or services, even where such allegations prove to be inaccurate or unfounded. Any negative impact to the reputation of Distributors or market acceptance of their products or services could have an adverse impact on vehicle sales in Canada, which could have an adverse effect on TCCI's business, results of operations and financial condition.

The volume of Distributor sales may also be affected by Toyota's ability to successfully grow through investments in the area of emerging opportunities such as mobility and connected services, vehicle electrification, fuel cell technology and autonomy, which depends on many factors, including advancements in technology, regulatory changes and other factors that are difficult to predict.

TCCI operates in a highly competitive environment and competes with other financial institutions and, to a lesser extent, other motor vehicle manufacturers' affiliated finance companies primarily through service, quality, TCCI's relationship with Distributors and financing rates.

Certain financing products offered by TCCI may be subsidised by Distributors. The Distributors sponsor special subsidies and incentives on certain new and used Toyota and Lexus vehicles that result in reduced monthly payments by qualified customers for finance products. Support amounts received from Distributors in connection with these programmes approximate the amounts required by TCCI to maintain yields and product profitability at levels consistent with standard products.

TCCI's ability to offer competitive financing products in Canada depends in part on the level of Distributor sponsored subsidies, cash, and contractual residual value support incentive programme activity, which varies based on the Distributors' marketing strategies, economic conditions, and the volume of vehicle sales, among other factors. Any negative impact on the level of Distributor sponsored subsidies, cash, and contractual residual value support incentive programmes could in turn have a material adverse effect on TCCI's business, results of operations and financial condition.

Changes in consumer behaviour could affect the automotive industry, Toyota including TCCI, and as a result, its business, results of operations and financial condition

A number of trends are affecting the automotive industry. These include changing demand for electrified vehicles, including battery electric vehicles and hybrid vehicles (including due to changes in financial incentives and tax credit related to such vehicles), a continued preference for sport utility vehicles (SUVs) and trucks over cars, high demand for incentives, the rise of mobility services such as vehicle sharing and ride hailing, the development of autonomous and electrified vehicles, the impact of demographic shifts in attitudes and behaviours towards vehicle ownership and use, the development of flexible alternatives to traditional financing and leasing, volatility in the focus on environmental and other social initiatives and regulation, adjustments in the geographic distribution of new and used vehicle sales, and advancements in communications and technology. Any one or more of these trends could adversely affect the automotive industry, a Distributor and Toyota, and could in turn have an adverse impact on TCCI's business, results of operations and financial condition.

Recalls and other related announcements by Toyota or private label companies could decrease the sales of Toyota, Lexus and private label vehicles, which could affect the business, results of operations and financial condition of TCCI

Certain members of the Toyota group of companies around the world, or other manufacturers of the vehicles TCCI finances, including Distributors, periodically conduct vehicle recalls, which could include temporary suspensions of sales and production of certain Toyota, Lexus and private label vehicle models. Because TCCI's business is substantially dependent upon the sale of Toyota, Lexus and private label vehicles, such events could adversely affect TCCI's business, results of operations and financial condition.

A decrease in the level of sales, including as a result of the actual or perceived quality, safety or reliability of Toyota, Lexus and private label vehicles or a change in standards of regulatory bodies, will have a negative impact on TCCI's financing volume, earning assets and net financing revenues. The credit performance of TCCI's dealer and consumer portfolios may also be adversely affected. In addition, a decline in the values of used Toyota, Lexus and private label vehicles would have a negative effect on residual values and return rates, which, in turn, could increase TCCI's lease residual value provisions and credit losses. Further, certain Toyota affiliated entities, including Toyota Canada Inc., are or may become subject to litigation and governmental investigations, and have been or may become subject to fines or other penalties. These factors could affect sales of Toyota, Lexus and private label vehicles and, accordingly, could have a negative effect on TCCI's business, results of operations and financial condition.

If TCCI is unable to compete successfully or if competition increases, TCCI's results of operations could be negatively affected

TCCI operates in a highly competitive environment and TCCI has no control over how Toyota dealers source financing for their customers. Competitors of TCCI include commercial banks, credit unions and other financial institutions. To a lesser extent, TCCI competes with other motor vehicle manufacturers' affiliated finance companies. In addition, online financing options provide consumers with alternative financing sources. Increases in competitive pressures could have an adverse impact on contract volume, market share, net financing revenues and margins. Further, the financial condition and viability of competitors and peers of TCCI may have an adverse impact on the financial services industry in which TCCI operates, resulting in a decrease in demand for its products and services. This could have an adverse impact on the volume of TCCI's business and its results of operations.

A failure or interruption in the operations of TCCI could adversely affect its results of operations and financial condition

Operational risk is the risk of loss resulting from, among other factors, lack of established processes, inadequate or failed processes, systems or internal controls (including the processes, systems, or controls of third-party vendors), cyber-attacks (including as a result of artificial intelligence), theft, fraud, extreme weather conditions, natural disasters (such as wildfires or bushfires, floods, tornadoes, earthquakes, hurricanes (including an increase in the frequency of such conditions and disasters as the result of climate change)) or other catastrophes (including without limitation, explosions, terrorist attacks, riots, civil disturbances, epidemics and other outbreaks) that could affect TCCI.

Operational risk can occur in many forms including, but not limited to, errors, business interruptions, failure of controls, failure of systems or other technology, deficiencies in TCCI's insurance risk management programme, inappropriate behaviour or misconduct by employees of, or those contracted to perform services for, TCCI and vendors that do not perform in accordance with their contractual agreements. These events can potentially result in financial losses or other damages to TCCI, including damage to reputation.

TCCI has established business recovery plans to address interruptions in its operations, but can give no assurance that these plans will be adequate to remedy all events that TCCI may face. A catastrophic event that results in the destruction or disruption of any of TCCI's critical business or information technology systems could harm its ability to conduct normal business operations.

TCCI relies on a framework of internal controls designed to provide a sound and well-controlled operating environment. Due to the complex nature of TCCI's business and the challenges inherent in implementing control structures across large organisations, control issues may be identified in the future that could have an adverse effect on TCCI's operations.

In addition, many parts of TCCI's business, including software, technology, marketing and finance, are dependent on key personnel. Competition for such employees is intense, which may increase TCCI's operating and administrative expenses. TCCI's future success depends on its ability to retain existing, and attract, hire and integrate new key personnel and other necessary employees. Any failure to do so could adversely affect TCCI's business, results of operations and financial condition. TCCI's success may be influenced by factors such as technological changes requiring additional skilled employees, targeting of key and experienced personnel by competitors, modifications to hybrid work models, and other macroeconomic factors.

TCCI's provision of private label financial services to Mazda Canada and Subaru Canada dealers and their customers may expose it to additional risks that could adversely affect its business, results of operations and financial condition

TCCI entered into arrangements with Mazda Canada and with Subaru Canada to provide retail and dealer finance products and services to authorised Mazda Canada and Subaru Canada dealers and their customers in Canada.

Although TCCI intends to leverage its strengths and capabilities to serve and retain new and existing private label customers, it may encounter additional costs and may fail to realise the anticipated benefits of its private label financial services programme. The provision and/or servicing of wholesale and retail financing to Mazda Canada and Subaru Canada dealers and their customers may result in additional credit risk exposure, which, if TCCI is unable to appropriately monitor and mitigate, may result in an adverse effect on its results of operations and financial condition. TCCI's private label financial services may also expose it to additional operating risks related to consumer demand for private label vehicles, the profitability and financial condition of private label companies, the level of the private label incentivised retail financing, recalls announced by the private label companies and the perceived quality, safety or reliability of the private label vehicles, and changes in prices of the private label used vehicles and their effect on residual values of the private label off-lease vehicles and return rates, each of which may adversely affect TCCI's business, results of operations and financial condition.

FINANCIAL MARKET AND ECONOMIC RISKS

TCCI's borrowing costs and access to the unsecured debt capital markets depends significantly on its and its parent companies credit ratings and their credit support arrangements

The credit ratings for notes, bonds and commercial paper issued by TCCI depend, in large part, on the existence of the credit support arrangements with TFS and TMC and on the results of operations and financial condition of TMC and its consolidated subsidiaries. If these arrangements (or replacement arrangements acceptable to the rating agencies) are not available to TCCI, or if the credit ratings of TMC and TFS as credit support providers were lowered, the credit ratings for notes, bonds and commercial paper issued by TCCI would be adversely impacted.

Credit rating agencies which rate the credit of TMC and its affiliates, including TFS and TCCI, may qualify or alter ratings at any time. Global economic conditions, epidemics and other geopolitical factors may directly or indirectly affect such ratings. Any downgrade in the sovereign credit ratings of Canada, the United States or Japan may directly or indirectly have a negative effect on the ratings of TMC, TFS and TCCI. Downgrades or placement on review for possible downgrades could result in an increase in TCCI's borrowing costs as well as reduced access to the domestic and international capital markets. These factors would have a negative impact on TCCI's competitive position, results of operations, liquidity and financial condition.

A disruption in funding sources and access to the capital markets would have an adverse effect on liquidity

Liquidity risk is the risk arising from the inability to meet obligations in a timely manner when they become due. TCCI's liquidity strategy is to maintain the capacity to fund assets and repay liabilities in a timely and cost-effective manner even in adverse market conditions. A disruption in TCCI's funding sources may adversely affect its ability to meet its obligations as they become due. An inability to meet obligations in a timely manner would have a negative impact on TCCI's ability to refinance maturing debt and fund new asset growth and would have an adverse effect on its results of operations and financial condition.

Allowances for credit losses may not be adequate to cover actual losses, which may adversely affect its results of operations and financial condition

TCCI maintains an allowance for credit losses to cover expected credit losses as of the balance sheet date resulting from the non-performance of its customers and dealers under their contractual obligations. The determination of the allowance involves significant assumptions, complex analyses, and management judgment and requires TCCI to make significant estimates of current credit risks using existing qualitative and quantitative information. Actual results may differ from TCCI's estimates or assumptions. For example, TCCI reviews and analyses external factors, including changes in economic conditions, actual or perceived quality, safety and reliability of Toyota, Lexus and private label vehicles, unemployment levels, the used vehicle market, customer debt levels and consumer behaviour, among other factors. Internal factors, such as purchase quality mix and operational changes are also considered. A change in any of these factors would cause a change in estimated expected credit losses. As a result, TCCI's allowance for credit losses may not be adequate to cover its actual losses. In addition, changes in accounting rules and related guidance, new information regarding existing portfolios, and other factors, both within and outside of TCCI's control, may require changes to the allowance for credit losses. A material increase in TCCI's allowance for credit losses may adversely affect its results of operations and financial condition.

Use of models, estimates and assumptions – if the design, implementation or use of models is not adequate or if actual results differ from estimates or assumptions, the results of operations and financial condition of TCCI could be materially and adversely affected

TCCI uses quantitative models, estimates and assumptions to price products and services, measure risk, estimate asset and liability values, assess liquidity, manage its balance sheet and otherwise conduct its business and operations. If the design, implementation, or use of any of these models is not adequate or if actual results differ from TCCI's estimates or assumptions, it may adversely affect TCCI's results of operations and financial condition. In addition, to the extent that any inaccurate model outputs are used in reports to regulatory agencies or the public, TCCI could be subjected to supervisory actions, litigation, and other proceedings that may adversely affect TCCI's business, results of operations and financial condition.

TCCI's assumptions and estimates often involve matters that require the exercise of its management's judgment, are inherently difficult to predict and are beyond TCCI's control (for example, macro-economic conditions). In addition, such assumptions and estimates often involve complex interactions between a number of dependent and independent variables, factors, and other assumptions. As a result, TCCI's actual experience may differ materially from these estimates and assumptions. A material difference between the estimates and assumptions and the actual experience may adversely affect TCCI's results of operations and financial condition.

A decrease in the residual values of off-lease vehicles and a higher number of returned lease assets could negatively affect its results of operations and financial condition

Residual value represents an estimate of the end of term market value of a leased asset. Residual value risk is the risk that the estimated residual value at lease origination will not be recoverable at the end of the lease term. TCCI is subject to residual value risk on lease products, where the customer may return the financed vehicle on termination of the lease agreement. The risk increases if the number of returned lease assets is higher than anticipated and/or the loss per unit is higher than anticipated. Fluctuations in the market value of leased assets subsequent to lease origination may introduce volatility in TCCI's profitability, through residual value provisions, gains or losses on disposal of returned assets.

Factors including local, regional and national economic conditions, inflation, trade policy, new vehicle pricing, new vehicle incentive programmes, new vehicle sales, the actual or perceived quality, safety or reliability of Toyota and Lexus vehicles, future plans for new Toyota, Lexus and private label product introductions, competitive actions and behaviour, product attributes of popular vehicles, the mix of used vehicle supply, the level of current used vehicle values, inventory levels and fuel prices heavily influence used vehicle values and thus the actual residual value of off-lease vehicles. Differences between the actual residual values realised on leased vehicles and TCCI's estimates of such values at lease origination could have a negative impact on its results of operations and financial

condition. Actual return volumes may be higher than expected which can be impacted by higher contractual lease-end residual values relative to market values, a higher market supply of certain models of used vehicles, new vehicle incentive programmes and general economic conditions. The return of a higher number of leased vehicles could also adversely affect TCCI's results of operations and financial condition.

Exposure to credit risk could negatively affect TCCI's results of operations and financial condition

Credit risk is the risk of loss arising from the failure of a customer, dealer or other party to meet the terms of any retail, lease or dealer financing contract or other contract with TCCI or otherwise fail to perform as agreed. An increase in credit risk would increase TCCI's provision for credit losses, which would have a negative impact on its results of operations and financial condition. There can be no assurance that TCCI's monitoring of credit risk and its efforts to mitigate credit risk are, or will be, sufficient to prevent an adverse effect on its results of operations and financial condition.

The level of credit risk on TCCI's consumer portfolio is influenced by factors such as: the total number of contracts that default and the amount of loss per occurrence, which in turn are influenced by various economic factors, the used vehicle market, purchase quality mix, contract term length and operational changes. The used vehicle market is impacted by the supply of, and demand for, used vehicles, interest rates, inflation, new vehicle incentive programmes, the manufacturer's actual or perceived reputation for quality, safety and reliability and the general economic outlook.

The level of credit risk on TCCI's dealer portfolio is influenced primarily by the financial strength of dealers within that portfolio, dealer concentration, collateral quality and other economic factors. The financial strength of dealers within TCCI's dealer portfolio is influenced by general macroeconomic conditions, the overall demand for new and used vehicles and the financial condition of motor vehicle manufacturers, among other factors.

An economic slowdown and recession in Canada, extreme weather conditions, natural disasters, epidemics and other factors increase the risk that a customer or dealer may not meet the terms of a retail, lease or dealer financing or other contract with TCCI or may otherwise fail to perform as agreed. A weak economic environment evidenced by, among other things, unemployment, underemployment and consumer bankruptcy filings, may affect some of TCCI's customers' or dealers' ability to make their scheduled payments.

TCCI's results of operations, financial condition and cash flows may be adversely affected by market risks related to changes in interest rates, foreign currency exchange rates and market prices

Market risk is the risk that changes in interest rates and foreign currency exchange rates cause volatility in TCCI's results of operations, financial condition and cash flows.

Derivative financial instruments are entered into by TCCI to economically hedge or manage its exposure to market risk. However, changes in interest rates, foreign currency exchange rates and market prices cannot always be predicted or hedged.

Changes in interest rates or foreign currency exchange rates (due to inflationary pressure or other factors) could affect TCCI's interest expense and the value of its derivative financial instruments, which could result in volatility in its results of operations, financial condition and cash flows.

The failure or commercial soundness of TCCI's counterparties and other financial institutions may have an effect on TCCI's liquidity, results of operations or financial condition

TCCI has exposure to many different financial institutions and TCCI routinely executes transactions with counterparties in the financial industry. TCCI's debt, derivative and investment transactions, and its ability to borrow under committed and uncommitted credit facilities, could be adversely affected by the actions and commercial soundness of other financial institutions. TCCI cannot guarantee that its ability to borrow under committed and uncommitted credit facilities will continue to be available on reasonable terms or at all. Deterioration of social, political, employment or economic conditions in a specific country or region may also adversely affect the ability of financial institutions, including TCCI's derivative counterparties and lenders, to perform their contractual obligations. Financial institutions are interrelated as a result of trading, clearing, lending or other relationships and, as a result, financial and political difficulties in one country or region may adversely affect financial institutions in other jurisdictions, including those with which TCCI has relationships. The failure of any of the financial institutions and other counterparties to which TCCI has exposure, directly or indirectly, to perform their contractual obligations, and any losses resulting from that failure, may materially and adversely affect TCCI's liquidity, results of operations and financial condition.

REGULATORY, LEGAL AND OTHER RISKS

Changes in accounting standards could adversely affect TCCI's results of operations and financial condition

The audited consolidated financial statements of TCCI for the financial year ended 31 March 2026 have been prepared in accordance with IFRS accounting standards, as issued by the International Accounting Standards Board ("IASB").

The IASB is continuing to develop new accounting standards where it perceives they are required and to rewrite existing standards where it perceives they can be improved. Any future change in IFRS accounting standards adopted by the IASB may have a beneficial or detrimental impact on the reported earnings of TCCI.

Accounting standards are periodically revised and/or expanded. The application of accounting principles is also subject to varying interpretations over time. Accordingly,

TCCI is required to adopt new or revised accounting standards or comply with revised interpretations that are issued from time to time by various parties, including accounting standard setters and those who interpret the standards, such as the IASB. Those changes could adversely affect TCCI's results of operations and financial condition.

A failure or interruption of the information systems of TCCI could adversely affect its business, results of operations and financial condition

TCCI relies on its own information systems and third-party information systems to manage its operations which creates meaningful operational risk for TCCI. Any failure or interruption of TCCI's information systems or the third-party information systems on which it relies as a result of inadequate or failed processes or systems, human error, employee misconduct, catastrophic events, security breaches, acts of vandalism, computer viruses, malware, ransomware, misplaced or lost data, or other events could disrupt TCCI's normal operating procedures, damage its reputation and have an adverse effect on its business, results of operations and financial condition. In addition, an increased reliance on cloud-based systems and other digital infrastructure owned by third parties creates particular risk for TCCI. Any outage, misconfiguration, or loss of data within the systems or infrastructure of these third parties could impair the performance of TCCI's services from time to time. These operational risks may be increased as a result of remote or hybrid work arrangements.

In addition, any modernisation, upgrade or replacement of TCCI's existing transaction systems and treasury systems could have a significant impact on its ability to conduct its core business operations and increase the risk of loss resulting from disruptions of normal operating processes and procedures that may occur during and after the implementation of new systems. For example, the development and implementation of new systems and any future upgrades related thereto may require significant expenditure and divert management attention and other resources from TCCI's core business operations. There are no assurances that such new systems will provide TCCI with any of the anticipated benefits and efficiencies. There can also be no assurance that the time and resources management will need to devote to implementation and upgrades, potential delays in the implementation or upgrade or any resulting service interruptions, or any impact on the reliability of TCCI's data from any upgrade of its legacy system, will not have a material adverse effect on its business, results of operations and financial condition.

A security breach or a cyber-attack could adversely affect TCCI's business, results of operations and financial condition

TCCI collects and stores certain personal and financial information from customers, employees and other third parties. TCCI and other financial institutions continue to be targets of ever evolving cyber-security threats and cyber-attacks (including due to the evolution of artificial intelligence). Additional security breaches or cyber-attacks involving TCCI's systems or facilities, including those shared with affiliates of TCCI, or the systems or facilities of third-party providers, could expose TCCI to a risk of loss of personal information of customers, employees and third parties or other confidential,

proprietary or competitively sensitive information, business interruptions, regulatory scrutiny, actions and penalties, litigation, reputational harm, a loss of confidence and other financial and non-financial costs, all of which could potentially have an adverse impact on TCCI's future business with current and potential customers, results of operations and financial condition.

TCCI relies on encryption and other information security technologies licensed from third parties to provide security controls necessary to help in securing online transmission of confidential information pertaining to customers, employees and other aspects of TCCI's business. Advances in information system capabilities, new discoveries in the field of cryptography, the use of artificial intelligence by third-parties or other events or developments may result in a compromise or breach of the technology that TCCI uses to protect sensitive data. A party who is able to circumvent these security measures by methods such as hacking, fraud, trickery or other forms of deception could misappropriate proprietary information or cause interruption to the operations of TCCI. TCCI has been required to expend capital and other resources to protect against such security breaches or cyber-attacks or to remedy problems caused by such breaches or attacks, and TCCI may be required to expend significant additional resources. TCCI's security measures are designed to protect against security breaches and cyber-attacks, but TCCI's failure to prevent such security breaches and cyber-attacks could subject it to liability, decrease its profitability and damage its reputation. Even if a failure of, or interruption in, TCCI's systems or facilities is resolved in a timely manner or an attempted cyber incident or other security breach is successfully avoided or thwarted, it may require TCCI to expend substantial resources or to take actions that could adversely affect customer satisfaction or behaviour and expose TCCI to reputational harm.

From time to time, TCCI is also subjected to cyber-attacks that result in slow performance and loss or temporary unavailability of its information systems. Information security risks have increased because of new technologies, the use of the internet and telecommunications technologies (including mobile devices and in-vehicle systems) to conduct financial and other business transactions, and the increased sophistication and activities of state-sponsored actors, organised crime, perpetrators of fraud, terrorists, and others. In addition, TCCI may face increased cyber-security risks and increased vulnerability to security breaches and other information technology disruptions as a result of remote or hybrid work arrangements among its workforce. TCCI may not be able to anticipate or implement effective preventative measures against all security breaches of these types, especially because the techniques used change frequently and because attacks can originate from a wide variety of sources. The occurrence of any of these events could have a material adverse effect on TCCI's business, results of operations and financial condition.

TCCI's enterprise data practices, including the collection, use, sharing, disposal and security of personal and financial information of its customers, employees and third-party individuals, are subject to increasingly complex, restrictive, and punitive laws and regulations which could adversely affect TCCI's business, results of operations and financial condition

Under these laws and regulations, the failure to maintain compliant data practices could result in consumer complaints, lawsuits and regulatory inquiry, resulting in civil or criminal penalties, as well as brand impact or other harm to TCCI's business. In addition, increased consumer sensitivity to real or perceived failures in maintaining acceptable data practices, including through the use of artificial intelligence, could damage TCCI's reputation and deter current and potential customers from using its products and services. For example, well-publicised allegations involving the misuse or inappropriate sharing of personal information have led to expanded governmental scrutiny of practices relating to the safeguarding of personal information and the use or sharing of personal data by companies in Canada and other countries. That scrutiny has in some cases resulted in, and could in the future lead to, the adoption of stricter laws and regulations relating to the use and sharing of personal information which, if applicable to TCCI, could impact its business. These types of laws and regulations could prohibit or significantly restrict financial services providers such as TCCI from sharing information among affiliates or with third parties such as vendors, and thereby increase compliance costs, or could restrict TCCI's use of personal data when developing or offering products or services to its customers. These restrictions could inhibit TCCI's development or marketing of certain products or services or increase the costs of offering them to customers. Because many of these laws and regulations are new, there is little clarity as to their interpretation, as well as a lack of precedent for the scope of enforcement. Additionally, the rapid evolution and increased adoption of artificial intelligence technologies (and the related laws and regulations) may intensify these risks. The cost of compliance with these laws and regulations will be high and is likely to increase in the future. Any failure or perceived failure of TCCI to comply with applicable privacy or data protection laws and regulations could, for TCCI, result in requirements to modify or cease certain of its operations or practices, significant liabilities or fines, penalties or other sanctions.

The regulatory environment in which TCCI operates could have a material adverse effect on its business and results of operations

Regulatory risk is the risk to TCCI arising from the failure or alleged failure to comply with applicable regulatory requirements and the risk of liability and other costs imposed under various laws and regulations, including changes in applicable law, regulation and regulatory guidance. The level of regulatory scrutiny may fluctuate over time based on numerous factors. TCCI is unable to predict the form or nature of any future changes to the laws, rules, regulations, or supervisory guidance and policies, including the interpretation, implementation, or enforcement thereof. The failure to comply with the applicable regulatory requirements in Canada, and liability and other costs imposed under various laws and regulations, including changes in applicable law, regulation and

regulatory guidance, could have a material adverse effect on its business and results of operations.

Changes to Laws, Regulations or Government Policies

Changes to the laws, regulations or to the policies of governments (federal, provincial or local) of Canada or of any other national governments (federal, state, provincial or local) of any other jurisdiction in which TCCI conducts its business or of any other national governments (federal, state or local) or international organisations (and the actions flowing from such changes to policies) may have a negative impact on TCCI's business or require significant expenditure by TCCI, or significant changes to TCCI's processes and procedures, to ensure compliance with those laws, regulations or policies so that it can effectively carry on its business.

Compliance with applicable laws and regulations is costly and such costs can adversely affect TCCI's results of operations. Compliance requires forms, processes, procedures, controls and the infrastructure to support these requirements. Compliance may create operational constraints and place limits on pricing, as the laws and regulations in the financial services industry are designed primarily for the protection of consumers. Changes in laws and regulations could restrict TCCI's ability to operate its business as currently operated, could impose substantial additional costs or require TCCI to implement new processes, which could adversely affect its business, prospects, financial performance or financial condition. The failure to comply with applicable laws and regulations could result in significant statutory civil and criminal fines, penalties, monetary damages, attorney or legal fees and costs, restrictions on TCCI's ability to operate its business, possible revocation of licenses and damage to TCCI's reputation, brand and valued customer relationships. Any such costs, restrictions, revocations or damage could adversely affect TCCI's business, prospects, results of operations or financial condition.

A negative outcome in legal proceedings may adversely affect TCCI's results of operations and financial condition

TCCI is, and may be, subject to various legal actions, governmental proceedings and other claims arising in the ordinary course of business. A negative outcome in one or more of these legal proceedings may adversely affect TCCI's results of operations and financial condition.

Environmental, Sustainability and Other Social Related Regulation

Concern over climate change or other environmental matters has resulted in, and may continue to result in, increased legal and regulatory requirements intended to mitigate factors contributing to, or intended to address the potential impacts of, climate change or other environmental concerns. For example, various governmental entities have adopted, or are considering adopting, requirements for companies to provide expanded climate-related disclosures, including reporting on greenhouse gas emissions and laws and regulations aimed at limiting greenhouse gas emitting products or services, as well as those

providing for financial incentives regarding electrified vehicles. Conversely, various governmental entities have adopted or are considering legislation, regulation or policies that reflect diverging and, in some cases, potentially conflicting policy goals, for example, on social and environmental topics (including changes in financial incentives and tax credits related to electric vehicles).

Such regulations and changes in government incentives have required, and may continue to require, TCCI to alter its proposed business plans, lead to increased compliance costs and changes to its operations (including from the establishment of new procedures for internal controls and oversight), and affect vehicle sales, residual values, and the automotive industry and wider economy in ways not yet known, which could have an adverse effect on its business, results of operations and financial condition.

Industry and Business Risks - Toyota

The worldwide automotive market is highly competitive

The worldwide automotive market is highly competitive. Toyota faces intense competition from automotive manufacturers in the markets in which it operates. In recent years, competition in the automotive industry has further intensified amidst difficult overall market conditions. In addition, competition is likely to further intensify as technological advances in areas such as Connected, Autonomous / Automated, Shared, and Electric technologies progress in the worldwide automotive industry, possibly resulting in industry reorganisations. Factors affecting competition include product quality and features, safety, reliability, fuel economy, the amount of time required for innovation and development, pricing, customer service, financing terms and tax credits or other government policies in various countries. Increased competition may lead to lower vehicle unit sales, which may result in further downward price pressure and adversely affect Toyota's financial condition, results of operations, cash flows and prospects. Toyota's ability to adequately respond to the recent rapid changes in the automotive market, particularly shifts in consumer preferences to electrified vehicles, and to maintain its competitiveness will be fundamental to its future success in existing and new markets and to maintain its market share. There can be no assurances that Toyota will be able to compete successfully in the future.

The worldwide automotive industry is highly volatile

Each of the markets in which Toyota competes has been subject to considerable volatility in demand. Demand for vehicles depends to a large extent on economic, social and political conditions in a given market and the introduction of new vehicles and technologies. As Toyota's revenues are derived from sales in markets worldwide, economic conditions in such markets are particularly important to Toyota.

Changes in demand for automobiles are continuing, and it is unclear how this situation will transition in the future. Toyota's financial condition, results of operations, cash flows and prospects may be adversely affected if the changes in demand for automobiles continue or progress further beyond Toyota's expectations. In addition, demand has been affected, and

may in the future be affected, by factors directly impacting vehicle price or the cost of purchasing and operating vehicles such as sales and financing incentives, prices of raw materials and parts and components, cost of fuel and governmental regulations (including tariffs, import regulation and other taxes). Volatility in demand may lead to lower vehicle unit sales, which may result in downward price pressure and adversely affect Toyota's financial condition, results of operations, cash flows and prospects.

Toyota's future success depends on its ability to offer new, innovative and competitively priced products that meet customer demand on a timely basis

Meeting customer demand by introducing attractive new vehicles and reducing the amount of time required for product development are critical to automotive manufacturers. In particular, it is critical to meet customer demand with respect to quality, safety, reliability and sustainability. The timely introduction of new vehicle models and vehicle features, at competitive prices, meeting rapidly changing customer preferences and demand is more fundamental to Toyota's success than ever, as the automotive market is rapidly transforming in light of the changing global economy and technological advances.

There is no assurance, however, that Toyota will adequately and appropriately respond to changing customer preferences and demand with respect to quality, safety, reliability, styling, sustainability and other features in a timely manner. Even if Toyota succeeds in perceiving customer preferences and demand, there is no assurance that Toyota will be capable of developing and manufacturing new, price competitive products in a timely manner with its available technology, intellectual property, sources of raw materials and parts and components, and production capacity, including cost reduction capacity. Further, there is no assurance that Toyota will be able to offer new products or implement capital expenditures at the level and times planned by management, including as described in targets or goals that Toyota has disclosed publicly. Toyota's inability to develop and offer products that meet customers' preferences and demand with respect to quality, safety, reliability, styling, sustainability and other features in a timely manner could result in a lower market share and reduced sales volumes and margins, and may adversely affect Toyota's financial condition, results of operations, cash flows and prospects.

Toyota's ability to market and distribute effectively is an integral part of Toyota's successful sales

Toyota's success in the sale of vehicles depends on its ability to market and distribute effectively based on distribution networks and sales techniques tailored to the needs of its customers. There is no assurance that Toyota will be able to develop sales techniques and distribution networks that effectively adapt to changing customer preferences or changes in the geopolitical and regulatory environment in the major markets in which it operates. Toyota's inability to maintain well-developed sales techniques and distribution networks may result in decreased sales and market share and may adversely affect its financial condition, results of operations, cash flows and prospects.

Toyota's success is significantly impacted by its ability to maintain and develop its brand image and reputation

In the highly competitive automotive industry, it is critical to maintain and develop a brand image and reputation. In order to do so, it is necessary to further increase stakeholders' confidence by ensuring that Toyota and its suppliers comply with laws and regulations, provide safe, high-quality products that meet customer preferences and demand, as well as timely and appropriately disseminate information to stakeholders. It is also becoming increasingly important for companies to contribute to sustainability.

However, Toyota cannot ensure that it or its suppliers do so in all cases. For example, at the consolidated subsidiary level, Hino Motors, Ltd. and Daihatsu Motor Co., Ltd. announced vehicle model certification issues in March 2022 and in April 2023, respectively. In addition, Toyota investigated certain of its model certification applications as per instructions from the Ministry of Land, Infrastructure, Transport and Tourism of Japan ("MLIT") on 26 January 2024. Toyota has confirmed that since 2014 seven models, including some that have already been discontinued, were tested as part of such model certification applications using methods that differed from government standards, and it reported this to the MLIT on 31 May 2024. In July 2024, Toyota received a correction order from the MLIT regarding its model certification applications. Following on-site investigations, the MLIT indicated eight new cases involving seven vehicles that did not comply with the standards. In August 2024, Toyota submitted a report on measures to prevent recurrence of such conduct to the MLIT.

In addition, actual or perceived failures on the part of Toyota or its suppliers to contribute to sustainability or to meet certain sustainability-related goals or objectives, including those relating to climate change or the protection of human rights in Toyota's supply chain, may also harm Toyota's reputation. Any insufficient measures taken by Toyota or its suppliers to maintain and develop Toyota's brand image and reputation may have an adverse effect on Toyota's financial condition, results of operations, cash flows and prospects.

Toyota relies on suppliers for the provision of certain supplies including parts, components and raw materials

Toyota purchases supplies including parts, components and raw materials from a number of external suppliers located around the world. For some supplies, Toyota relies on a single supplier or a limited number of suppliers, whose replacement with another supplier may be difficult. Inability to obtain supplies from a single or limited source supplier may result in difficulty obtaining supplies and may restrict Toyota's ability to produce vehicles. Furthermore, even if Toyota were to rely on a large number of suppliers, first-tier suppliers with whom Toyota directly transacts may in turn rely on a single second-tier supplier or limited second-tier suppliers.

Irrespective of the number of suppliers, Toyota's ability to continue to obtain supplies from its suppliers in a timely and cost-effective manner is subject to a number of factors, some of which are not within Toyota's control. These factors include the ability of Toyota's

suppliers to provide a continued source of supply, and Toyota's ability to effectively compete and obtain competitive prices from suppliers. Circumstances that may adversely affect such abilities include geopolitical tensions as well as related governmental actions such as economic sanctions and export controls that may be relevant to certain suppliers.

A loss of any single or limited source supplier, or inability to obtain supplies from suppliers in a timely and cost-effective manner, could lead to increased costs or delays or suspensions in Toyota's production and deliveries, which could have an adverse effect on Toyota's financial condition, results of operations, cash flows and prospects.

The worldwide financial services industry is highly competitive

The worldwide financial services industry is highly competitive. Increased competition in automobile financing may lead to decreased margins. A decline in Toyota's vehicle unit sales, an increase in residual value risk due to lower used vehicle prices, an increase in the ratio of credit losses and increased funding costs are additional factors which may impact Toyota's financial services operations. If Toyota is unable to adequately respond to the changes and competition in automobile financing, Toyota's financial services operations may adversely affect its financial condition, results of operations, cash flows and prospects.

Toyota's operations and vehicles rely on various digital and information technologies, as well as information security, which are subject to frequent attack

Toyota depends on various information technology networks and systems, some of which are managed by third parties, to process, transmit and store electronic information, including sensitive data, and to manage or support a variety of business processes and activities, including manufacturing, research and development, supply chain management, sales and accounting. In addition, Toyota's vehicles may rely on various digital and information technologies, including information service and driving assistance functions.

Despite security measures, Toyota's digital and information technology networks and systems may be vulnerable to damage, disruptions, shutdowns due to unauthorised access or attacks by hackers, computer viruses, breaches due to unauthorised use, errors or malfeasance by employees and others who have or gain access to the networks and systems Toyota depends on or otherwise uses, service failures or bankruptcy of third parties such as software development or cloud computing vendors, power shortages and outages, and utility failures or other catastrophic events like natural disasters. In particular, cyber-attacks or other intentional malfeasance are increasing in terms of intensity, sophistication and frequency, and Toyota has been and expects to continue to be the subject of such attacks. Such attacks have, in some cases, and could again disrupt critical operations, disclose sensitive data, interfere with information services and driving assistance functions in Toyota's vehicles, and/or give rise to legal claims or proceedings, liability or regulatory penalties under applicable laws, which could have an adverse effect on Toyota's brand image and its financial condition, results of operations, cash flows and prospects. Moreover, similar attacks on Toyota's suppliers and business partners have had, and may

in the future have, a similar negative impact on Toyota's financial condition, results of operations, cash flows and prospects.

Toyota is exposed to risks associated with climate change, including the physical risks of climate change and risks from the transition to a lower-carbon economy

Risks associated with climate change are subject to increasing societal and political, including regulatory, focus in Japan and globally. These risks include the physical risks of climate change and risks from the transition to a lower-carbon economy.

The physical risks of climate change include both acute, event-driven risks such as those relating to hurricanes, floods, tornadoes, drought and wildfires, as well as longer-term weather patterns and related effects, such as sustained higher temperatures and sea level rise. While Toyota has a business continuity plan, in addition to large-scale disasters due to extreme weather conditions, the increase and intensification of severe weather events such as heat waves is expected to increase the risk of heat stroke and water shortages due to drought. Such severe weather events and other natural conditions have in the past harmed, and may in the future again harm, Toyota's employees or its facilities and other assets, as well as those of Toyota's suppliers and other business partners, thereby adversely affecting Toyota's production, sales or other operational capacities. Large-scale disasters and other events may also adversely affect the financial condition of Toyota's customers, and thereby demand for its products and services.

Transition risks are those attributable to regulatory, technological and market changes to address the mitigation of, or adaptation to, climate-related risks. For example, Toyota is subject to the risk of changes in customer demand for vehicles due to such factors as changes in laws, regulations and government policies relating to climate change, technological innovation to address climate change, and new entrants into the automobile industry that seek to capitalise on changing market dynamics. Changes in customer demand may pose ancillary risks and challenges, such as Toyota's having to establish new, or enhance existing, supply networks in order to source the raw materials, parts and components necessary for it to manufacture the products then in demand at desired volumes and at competitive costs. Toyota may incur significant costs and expenses as a result of the materialisation of such risks, or in its efforts to mitigate or adapt to such risks. Toyota's inability to develop and offer products that meet customers' preferences and demand in a timely manner could result in a lower market share and reduced sales revenues and margins, and may adversely affect Toyota's financial condition, results of operations, cash flows and prospects.

Furthermore, Toyota has published disclosures on climate change related matters relating to its business and its partners. Such disclosures include forward-looking statements based on Toyota's expectations and assumptions, involving substantial discretion and forecasts about costs and future circumstances, which may prove to be incorrect. In addition, Toyota's initiatives relating to climate change may not have the intended results, and estimates concerning the timing and cost of implementing, and ability to meet, stated goals

are subject to risks and uncertainties. As a result, Toyota may not be able to meet its goals on expected timing or within expected costs.

In particular, progress towards achieving Toyota's climate-related targets requires significant investment of resources and management time, as well as further improvement of compliance and risk management systems, internal controls and other internal procedures. Toyota's ability to achieve its climate-related goals, which are to be pursued over the long-term and are inherently aspirational, is subject to numerous risks and uncertainties, many of which are outside of Toyota's control, such as changes in environmental and energy regulation and policy, the pace of technological change and innovation, and the actions of Toyota's customers and competitors. Any failure, or perceived failure, by Toyota to achieve its climate change related goals could adversely impact its reputation, financial condition, results of operations, cash flows and prospects.

Toyota's operations are dependent on securing, retaining and developing talented, diverse employees

Given in particular the rapid changes in its business environment and its efforts to transform into a mobility company, Toyota's success depends on its ability to continue to recruit, retain and develop talented and diverse employees. However, competition for such employees is intense and if Toyota cannot recruit and retain diverse employees with a high level of expertise and extensive experience as planned, or it is unable to provide its employees with the opportunities, training and resources they need to develop themselves further, it may reduce Toyota's competitiveness, and its financial condition, results of operations, cash flows and prospects could be adversely affected.

Financial Market and Economic Risks – Toyota

Toyota's operations are subject to currency and interest rate fluctuations

Toyota is sensitive to fluctuations in foreign currency exchange rates and is principally exposed to fluctuations in the value of the Japanese yen, the U.S. dollar and the euro and, to a lesser extent, the Australian dollar, the Canadian dollar and the British pound. Toyota's consolidated financial statements, which are presented in Japanese yen, are affected by foreign currency exchange fluctuations through translation risk, and changes in foreign currency exchange rates may also affect the price of products sold and materials purchased by Toyota in foreign currencies through transaction risk. In particular, strengthening of the Japanese yen against the U.S. dollar can have an adverse effect on Toyota's operating results.

Toyota believes that its use of certain derivative financial instruments including foreign exchange forward contracts and interest rate swaps and increased localised production of its products have reduced, but not eliminated, the effects of interest rate and foreign currency exchange rate fluctuations. Nonetheless, a negative impact resulting from fluctuations in foreign currency exchange rates and changes in interest rates may adversely affect Toyota's financial condition, results of operations, cash flows and prospects.

High prices of raw materials and strong pressure on Toyota's suppliers has and could continue to negatively impact Toyota's profitability

Increases in prices for raw materials that Toyota and Toyota's suppliers use in manufacturing their products or parts and components such as steel, precious metals, non-ferrous alloys including aluminium, and plastic parts, may lead to higher production costs for parts and components. This could, in turn, negatively impact Toyota's profitability if Toyota is not able to pass all those costs on to its customers.

A downturn in the financial markets could adversely affect Toyota's ability to raise capital

Should the world economy suddenly deteriorate, a number of financial institutions and investors will face difficulties in providing capital to the financial markets at levels corresponding to their own financial capacity, and, as a result, there is a risk that companies may not be able to raise capital under terms that they would expect to receive with their creditworthiness. If Toyota is unable to raise the necessary capital under appropriate conditions on a timely basis, Toyota's financial condition, results of operations, cash flows and prospects may be adversely affected.

Regulatory, Legal, Political and Other Risks – Toyota

The automotive industry is subject to various laws, regulations and governmental actions

The worldwide automotive industry is subject to various laws and regulations. Toyota has incurred significant costs as a result of laws, regulations and governmental actions or in response thereto, and expects to incur such costs in the future. Furthermore, new legislation or regulations or changes in existing legislation or regulations may also subject Toyota to additional costs in the future. If Toyota incurs significant costs related to laws, regulations and governmental actions, Toyota's financial condition, results of operations, cash flows and prospects may be materially and adversely affected. Such laws, regulations and governmental actions may also limit or restrict Toyota's businesses or operations, which may also materially and adversely affect its financial condition, results of operations, cash flows and prospects.

For example, Toyota is subject to various laws and regulations related to vehicle safety and environmental matters such as emission levels, fuel economy, noise and pollution. In particular, automotive manufacturers such as Toyota are required to implement safety measures such as recalls for vehicles that do not or may not comply with the safety standards prescribed in laws and regulations. In addition, Toyota may, in order to reassure its customers of the safety of Toyota's vehicles, decide to voluntarily implement sales suspensions, recalls or other safety measures even if the vehicle complies with the safety standards of relevant laws and regulations. If Toyota launches products that result in safety measures such as recalls (including where parts related to recalls or other measures were procured by Toyota from a third party), Toyota may incur various costs including significant costs for free repairs. The failure to comply with such laws and regulations could result in legal proceedings, recalls, negotiated remedial actions, fines, corrective

orders, revocations of government approvals and the imposition of other government sanctions, restricted product offerings, compensatory payments or adverse consequences.

Similarly, many governments also impose tariffs and other trade barriers, taxes and levies, or enact export, price or exchange controls. For example, in 2025, a significant increase in tariffs on exports to the United States, including tariffs specifically related to the automotive industry, were announced. Such elevated tariff rates remain in effect. Toyota cannot predict the timing, duration, scope or extent of any future changes to such tariffs and trade policies, or of other tariffs or trade-related actions. In addition, export controls governing components incorporated into certain vehicles also have been enacted. The recently announced tariffs and trade actions have increased the cost of Toyota's products and may cause stagnation in demand for them in the future. They have also adversely affected Toyota's supply chains and distribution networks, which negatively impacts Toyota's production and sales. The effects described above are primarily focused in the United States, but they are not limited to the United States, given Toyota's cross-border operations. Should the current situation continue for an extended period, it could potentially negatively impact not only Toyota but other participants in the entire automotive industry as well as related industries, which could in turn further adversely affect Toyota's financial condition, results of operations, cash flows and prospects. Furthermore, Toyota's efforts to mitigate the impact of such tariffs or trade-related actions may themselves require Toyota to incur costs and dedicate management attention.

Toyota may become subject to various legal proceedings

Toyota may become subject to legal proceedings in respect of various issues, including issues relating to product liability and infringement of intellectual property. Toyota may also be subject to legal proceedings brought by its shareholders and governmental proceedings and investigations. Toyota is in fact currently subject to a number of pending legal proceedings and government investigations. A negative outcome in one or more of these pending legal proceedings could adversely affect Toyota's reputation, brand image, financial condition, results of operations, cash flows and prospects.

Toyota may be adversely affected by natural calamities, epidemics, political and economic instability, fuel shortages or interruptions in social infrastructure, wars, terrorism and labour strikes

Toyota is subject to various risks associated with conducting business worldwide. These risks include natural calamities, epidemics, political and economic instability, fuel shortages, interruption in social infrastructure including energy supply, transportation systems, gas, water or communication systems resulting from natural hazards or technological hazards, wars, terrorism, labour strikes and work stoppages. Disruptions, delays and other adverse changes in the operations of Toyota's business have ensued from such risks materialising in the past. Should the major markets in which Toyota purchases materials, parts and components and supplies for the manufacture of Toyota products or in which Toyota's products are produced, distributed or sold be affected by any of these events, it may result in future disruptions, delays and other adverse changes in the

operations of Toyota's business. Should significant or prolonged disruptions, delays or other adverse changes related to Toyota's business operations occur, it may adversely affect Toyota's financial condition, results of operations, cash flows and prospects.

2. Consolidated Financial Statements for the financial years ended 31 March 2026 and 31 March 2025 and Auditor's Report

Toyota Credit Canada Inc.

Consolidated Financial Statements
March 31, 2026 and March 31, 2025
(in thousands of Canadian dollars)



Independent auditor's report

To the Shareholder of Toyota Credit Canada Inc.

Our opinion

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of Toyota Credit Canada Inc. and its subsidiaries (together, the Company) as at March 31, 2026 and 2025, and its financial performance and its cash flows for the years then ended in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board (IFRS Accounting Standards).

What we have audited

The Company's consolidated financial statements comprise:

- the consolidated statements of financial position as at March 31, 2026 and 2025;
- the consolidated statements of income and comprehensive income for the years then ended;
- the consolidated statements of changes in equity for the years then ended;
- the consolidated statements of cash flows for the years then ended; and
- the notes to the consolidated financial statements, comprising material accounting policy information and other explanatory information.

Basis for opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the consolidated financial statements* section of our report.

PricewaterhouseCoopers LLP
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"PwC" refers to PricewaterhouseCoopers LLP, an Ontario limited liability partnership.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence

We are independent of the Company in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada. We have fulfilled our other ethical responsibilities in accordance with these requirements.

Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the consolidated financial statements for the year ended March 31, 2026. These matters were addressed in the context of our audit of the consolidated financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Key audit matter	How our audit addressed the key audit matter
Allowances for residual value losses on retail finance leases Refer to note 4 – Critical accounting estimates and judgments and note 5 – Finance receivables – net to the consolidated financial statements. As at March 31, 2026 the Company’s retail finance leases amounted to \$12.1 billion. An allowance for residual value losses, of \$114.8 million, was recognized on retail finance leases. Residual value risk is the risk the estimated residual value will not be recoverable at the end of the lease term. Residual value represents an estimate of the end of the term fair value of a leased asset. When the fair value of a leased vehicle at contract maturity is less than its contractual lease end value, there is a higher probability the vehicle will be returned to the Company. A higher rate of vehicle returns exposes the Company to a greater risk of loss at the end of the lease term.	Our approach to addressing the matter included the following procedures, among others: • Evaluated the design and tested the operating effectiveness of controls related to the allowance for residual value losses on retail finance leases. • Tested management’s process for estimating the allowance for residual value losses on retail finance leases, which included the following: – Tested the appropriateness of the mathematical regression model. – Tested the underlying data used in the estimate. – Evaluated the reasonableness of assumptions used in the estimate by considering external data.

Key audit matter	How our audit addressed the key audit matter
Allowance for residual value losses is computed using a mathematical regression model, which is based on external data, management judgments and assumptions, including the expected equity values, expected return rates, and discount rate. We considered this a key audit matter due to the judgments applied by management in developing assumptions to determine the allowance for residual value losses. This in turn resulted in significant audit effort and subjectivity in performing procedures to test the allowance for residual value losses.	

Other information

Management is responsible for the other information. The other information comprises the information, other than the consolidated financial statements and our auditor's report thereon, included in the Annual Financial Report.

Our opinion on the consolidated financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the consolidated financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the consolidated financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of management and those charged with governance for the consolidated financial statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with IFRS Accounting Standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

Auditor's responsibilities for the audit of the consolidated financial statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the Company as a basis for forming an opinion on the consolidated financial statements. We are responsible for the direction, supervision and review of the audit work performed for purposes of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the consolidated financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

The engagement partner on the audit resulting in this independent auditor's report is Jonathan Willis.

/s/PricewaterhouseCoopers LLP

Chartered Professional Accountants, Licensed Public Accountants

Toronto, Ontario

July 24, 2026

Toyota Credit Canada Inc.

Consolidated Statements of Financial Position

As at March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2026 \$	2025 \$
Assets		
Cash and cash equivalents	1,184,510	991,559
Restricted cash (notes 18 and 19)	162,428	109,581
Finance receivables – net (notes 5 and 8)	19,097,363	16,089,148
Derivative assets (note 6)	100,745	221,506
Income and other taxes receivable (note 10)	-	12,957
Other assets (note 5)	39,682	47,383
Collateral assets (note 6)	51,990	103,240
	<u>20,636,718</u>	<u>17,575,374</u>
Liabilities		
Cheques and other items in transit	1,939	1,187
Accounts payable and accrued liabilities (note 9)	11,656	22,405
Due to affiliated companies (note 8)	205,260	169,699
Income and other taxes payable (note 10)	69,256	-
Interest payable – net (note 7)	122,070	105,658
Debt payable (notes 7 and 8)	13,447,298	11,963,176
Derivative liabilities (note 6)	94,809	209,354
Securitization liabilities (notes 7 and 18)	3,203,470	2,105,121
Collateral liabilities (note 6)	17,120	61,550
Deferred income taxes (note 10)	1,408,659	1,290,547
	<u>18,581,537</u>	<u>15,928,697</u>
Shareholder's Equity		
Share capital (note 11)	60,000	60,000
Retained earnings	1,995,181	1,586,677
	<u>2,055,181</u>	<u>1,646,677</u>
Approved by Management	<u>20,636,718</u>	<u>17,575,374</u>

Darren Cooper Chairman, President & CEO Fernando Belfiglio Vice-President, Finance

The accompanying notes are an integral part of these consolidated financial statements.

Toyota Credit Canada Inc.

Consolidated Statements of Income and Comprehensive Income For the years ended March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2026 \$	2025 \$
Retail loan revenue (notes 8 and 16)	542,162	474,580
Retail lease revenue (notes 8 and 16)	749,634	638,118
Other dealer financing revenue (notes 8 and 16)	18,919	24,128
Interest income on cash and cash equivalents and other income	41,365	52,127
	1,352,080	1,188,953
Other gains (losses) – net (note 13)	82,791	(57,379)
Expenses		
Interest (note 8)	538,782	499,666
Interest on securitization liabilities	89,747	84,542
Employee salaries and benefits (notes 8 and 9)	40,285	37,520
Provision for credit losses (note 5)	37,380	21,037
Provision for lease residual values (note 5)	17,511	61,474
Registration and search costs	315	347
IT and communications	26,576	23,225
Occupancy	1,127	1,033
Depreciation and amortization	4,979	4,274
Other	11,556	8,410
	768,258	741,528
Income before income taxes	666,613	390,046
Income taxes (note 10)		
Current	62,611	55,638
Deferred	115,761	48,079
	178,372	103,717
Net income for the year	488,241	286,329
Other comprehensive income		
Item that will not be reclassified to income		
Actuarial gains on defined benefit pension plans – net of income tax expense of \$2,351 (2025 – \$376) (notes 9 and 10)	6,473	1,037
Comprehensive income for the year – attributable to the owner of the parent	494,714	287,366

The accompanying notes are an integral part of these consolidated financial statements.

Toyota Credit Canada Inc.

Consolidated Statements of Changes in Equity For the years ended March 31, 2026 and 2025

(in thousands of Canadian dollars)

For the twelve-month period ended March 31, 2026

	Share capital \$	Retained earnings \$	Total shareholder's equity \$
Balance – March 31, 2024	60,000	1,625,215	1,685,215
Net income for the year	-	286,329	286,329
Actuarial gains on defined benefit plans – net of income tax expense	-	1,037	1,037
Comprehensive income for the year	-	287,366	287,366
Dividends paid (note 11)	-	(325,904)	(325,904)
Balance – March 31, 2025	60,000	1,586,677	1,646,677
Net income for the year		488,241	488,241
Actuarial gains on defined benefit plans – net of income tax expense		6,473	6,473
Comprehensive income for the year		494,714	494,714
Dividends paid (note 11)		(86,210)	(86,210)
Balance – March 31, 2026	60,000	1,995,181	2,055,181

The accompanying notes are an integral part of these consolidated financial statements.

Toyota Credit Canada Inc.

Consolidated Statements of Cash Flows

For the years ended March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2026 \$	2025 \$
Cash provided by (used in)		
Operating activities		
Net income for the year	488,241	286,329
Items not requiring cash		
Provision for credit losses	37,380	21,037
Provision for lease residual values	17,511	61,474
Amortization of other assets	4,979	4,274
Amortization of bond issue costs	6,590	5,709
Amortization of securitization issue costs	1,172	700
Amortization of debt issuance costs	5,275	4,841
Amortization of debt premiums/discounts	278	258
Foreign exchange change in unrealized (losses) gains on debt payable	(77,401)	76,833
Deferred income taxes	118,112	48,455
	602,137	509,910
Changes in operating accounts		
Increase in cheques and other items in transit	752	424
(Increase) in restricted cash	(52,847)	(38,864)
Decrease (Increase) in income and other taxes receivable	12,957	(12,957)
Increase (Decrease) in income and other taxes payable	69,256	(17,779)
Decrease (Increase) in other assets and collateral assets	47,381	(73,532)
Increase in interest payable – net	16,412	16,909
(Decrease) Increase in accounts payable and accrued liabilities, collateral liabilities and other	(48,706)	57,706
Increase (Decrease) in due to affiliated company	35,561	(46,420)
Decrease (Increase) in derivative assets	120,761	(104,863)
(Decrease) Increase in derivative liabilities	(114,545)	47,861
Acquisitions of finance receivables	(16,525,340)	(14,051,675)
Collections and liquidations of finance receivables	13,462,234	12,363,487
	(2,373,987)	(1,349,793)
Financing activities		
Issuance of bonds and loans payable	3,751,579	3,601,583
Repayment of bonds and loans payable	(2,432,228)	(2,824,960)
Increase in commercial paper – net	236,619	451,735
Payment of dividends	(86,210)	(325,904)
Issuance of securitization loans	2,496,122	1,499,054
Repayment of securitization loans	(1,398,944)	(924,596)
	2,566,938	1,476,912
Change in cash and cash equivalents during the year	192,951	127,119
Cash and cash equivalents – Beginning of year	991,559	864,440
Cash and cash equivalents – End of year	1,184,510	991,559
Supplementary cash flow information related to operating activities		
Income taxes paid	56,437	55,446
Interest paid	584,862	568,379
Interest received	977,423	881,404

The accompanying notes are an integral part of these consolidated financial statements.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

1 Nature of operations

Toyota Credit Canada Inc. (the Company) is a consolidated wholly owned subsidiary of Toyota Financial Services Corporation, Japan (TFSC), which is wholly owned by Toyota Motor Corporation, Japan (TMC). The Company is incorporated and domiciled in Canada. Its registered office and principal place of business is 80 Micro Court, Suite 200, Markham, Ontario L3R 9Z5.

The Company operates in the auto finance industry throughout Canada. Its principal business is to provide financing services for authorized Toyota and Lexus dealers and users of Toyota products. The Company also provides finance products to authorized Mazda and Subaru (private label) dealers and their customers in Canada pursuant to an agreement that TCCI has entered into with Mazda Canada, Inc. and Subaru Canada, Inc., respectively. The operations consist of providing the following financing products: retail loans and leases to consumers and wholesale financing and mortgage loans to Toyota, Lexus and other vehicle dealers, and securitization of retail loans.

In fiscal year 2022, TCCI (Toyota Credit Canada Inc.) Limited Partnership and TCCI Securitization GP Corp. were created for the purpose of facilitating the securitization of finance receivables. TCCI Securitization GP Corp. is wholly owned by TCCI, whereas TCCI Limited Partnership is owned 99.99% by TCCI and 0.01% by TCCI Securitization GP Corp.. The accompanying consolidated financial statements include the accounts of the Company and its subsidiaries TCCI Limited Partnership and TCCI Securitization GP Corp. collectively referred to herein as the Company in accordance with IFRS 10 Consolidated Financial Statements. Notwithstanding the presentation of these accounts of the entities collectively referred to as Toyota Credit Canada Inc. on a consolidated basis, each entity is the beneficial owner of, and responsible for only, its own separate assets and liabilities (including any guaranteed liability), which have not been separately itemized in these consolidated financial statements. The Company has one reportable business segment.

2 Basis of preparation

The consolidated financial statements of the Company have been prepared in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board (IFRS Accounting Standards). The consolidated financial statements have been prepared under the historical cost basis, as modified by financial assets and financial liabilities (including derivative instruments) at fair value through income or loss. The preparation of financial statements in conformity with IFRS Accounting Standards requires the use of certain critical accounting estimates. Actual results could differ from those estimates. It also requires management to exercise its judgment in the process of applying the Company's accounting policies. The areas involving a higher degree of judgment or complexity, or areas where assumptions and estimates are significant to the consolidated financial statements, are disclosed in note 4.

These consolidated financial statements were approved by management for issue on July 24, 2026.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

3 Summary of material accounting policies

Basis of consolidation

The consolidated financial statements comprise the financial statements of the Company, TCCI Limited Partnership, and TCCI Securitization GP Corp. The financial results have been consolidated on a basis that is consistent with current reporting standards. The Company has control over TCCI Limited Partnership and TCCI Securitization GP Corp. as it is exposed to and has rights to variable returns from its involvement with TCCI Limited Partnership and TCCI Securitization GP Corp. and it has the ability to affect those returns through its power over their relevant activities.

All intragroup assets and liabilities, equity, income, expenses and cash flows relating to transactions between the members of the Group are eliminated on consolidation.

Classification and measurement of financial assets and liabilities

Financial assets are classified as either fair value through income or loss (FVTPL), fair value through other comprehensive income (FVOCI) or amortized cost. The classification and measurement of financial assets is based on the type of financial asset, the business model to which it belongs and its contractual cash flow characteristics. Lease receivables are outside the scope of IFRS 9 classification and measurement requirements and are not subject to the policies outlined below.

- Debt instruments

The classification and subsequent measurement of financial assets that are debt instruments, such as finance receivables, depend on: (i) the Company's business model for managing the asset; and (ii) the cash flow characteristics of the asset.

Business model: the business model reflects how the Company manages the assets in order to generate cash flows. That is, whether the Company's objective is solely to collect the contractual cash flows from the assets or is to collect both the contractual cash flows and cash flows arising from the sale of assets. If neither of these is applicable, the financial assets are measured at FVTPL. The Company's business model for managing financial assets is to hold and collect the associated contractual cash flows.

Cash flow characteristics: Following the assessment of the business model, the Company assesses whether the financial instruments' cash flows represent solely payments of principal and interest (the SPPI test). In making this assessment, the Company considers whether the contractual cash flows are consistent with a basic lending arrangement. Where the contract terms introduce exposure to risk or volatility that are inconsistent with basic lending arrangements, the related financial asset is classified and measured at FVTPL.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Based on these factors, the Company classifies its financial assets into one of the following three measurement categories:

- **Amortized cost:** Assets that are held for collection of contractual cash flows where those cash flows represent solely payments of principal and interest (SPPI), and that are not designated at FVTPL, are measured at amortized cost. The carrying amount of these assets is adjusted by an expected credit loss (ECL) allowance recognized. Interest income from these financial assets is included in income or loss using the effective interest rate method. The Company has classified its cash, restricted cash, short-term investment, finance receivables, and any securitized retail loans that do not qualify for derecognition at amortized cost, and any securitized retail loans that do not qualify for derecognition at amortized cost.
- **FVOCI:** Financial assets that are held for collection of contractual cash flows and for selling the assets, where the assets' cash flows represent SPPI, and that are not designated at FVTPL, are measured at FVOCI. The Company has not classified any financial assets at FVOCI.
- **FVTPL:** Assets that do not meet the criteria for amortized cost or FVOCI are measured at FVTPL. The Company has classified its derivative assets at FVTPL.

Financial liabilities are classified and subsequently measured at amortized cost, except for derivative liabilities that are financial liabilities held for trading and are classified at FVTPL. The Company has classified due to affiliated companies, debt payable, interest payable and accounts payable and accrued liabilities at amortized cost.

The Company uses the effective interest rate method of calculating the amortized cost of financial instruments and of allocating the interest income or interest expense over the relevant period. The effective interest rate is the rate that discounts estimated future cash payments or receipts through the expected life of the financial instrument. When calculating the effective interest rate, the Company estimates the cash flows considering all contractual terms of the financial instrument.

The Company derecognizes a financial asset when:

- the contractual rights to receive the cash flows from the asset have expired; or
- the Company has transferred its rights to receive future cash flows of the financial asset, or it retains the contractual rights to receive the cash flows of the financial asset but assumes a contractual obligation to pay the cash flows to one or more recipients and either:
 - i. the Company has transferred substantially all the risks and rewards of ownership of the financial asset; or
 - ii. the Company has neither retained nor transferred substantially all the risks and rewards of ownership in the financial asset but has transferred control of the asset.

Financial liabilities are derecognized when they are extinguished, discharged, cancelled or expired.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Under certain circumstances, the Company may permit a payment extension for a short time frame. These modifications do not lead to derecognition. Given the short-term frame of the permitted payment extensions or delays, the impact of any modification gain or loss is considered insignificant. Modifications will be tracked, on an annual basis, to continue to confirm that the number (level) of modifications continue to be insignificant.

Impairment of financial assets

At initial recognition, the Company recognizes allowances for ECLs on all financial assets measured at amortized cost. ECLs are also recognized for lease receivables.

At each reporting date, the Company is required to assess and group the financial assets measured at amortized cost into one of three stages (general approach):

- financially healthy with no sign of increased credit risk (Stage 1);
- increased credit risk when compared to origination but not credit-impaired (Stage 2). Full lifetime ECL is recognized at this stage; and
- credit-impaired (Stage 3).

The Company has applied the simplified approach to its retail lease receivables to apply lifetime ECL at all times.

Stage 1 represents financial assets that have not experienced a significant increase in credit risk since the time of origination. The credit loss provision on financial assets in Stage 1 is measured as the ECL in the 12 months following the reporting date. In addition, interest revenue is calculated on the gross carrying amount of these Stage 1 financial assets.

If there is a significant increase in credit risk (SICR) since initial recognition, the financial asset is moved into Stage 2 and a lifetime ECL is recorded. Interest revenue continues to be calculated on the gross carrying amount of the Stage 2 financial assets. SICR is deemed to have occurred when the contractual payment is 30 days past due.

When the financial asset becomes credit-impaired (Stage 3), the effective interest rate in subsequent reporting periods is applied to the net carrying amount after deduction of the loss allowance (i.e. the amortized cost). A financial asset is credit-impaired when one or more events that have a detrimental impact on the expected future cash flows of that financial asset have occurred. Evidence of credit-impairment includes observable data about the following events:

- significant life event of the borrower, such as death or job loss;
- a breach of contract, such as a default or past due event; and
- cancellation of insurance.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The Company generally considers 90 days past due status or a repossession event, whichever is earlier, to be an indicator of credit impairments.

The Company directly reduces the gross carrying amount of a financial asset, along with the associated impairment allowance, when it has no reasonable expectations of recovering the financial asset either partly or in full.

The Company's measurement of ECL incorporates an assessment of the following parameters: probability of default (PD), exposure at default (EAD) and loss given default (LGD). Allowance for ECLs is calculated based on a range of scenarios including base, pessimistic and optimistic outlooks. Forward-looking macroeconomic variables such as real Canadian gross domestic product, Canadian Debt-to-GDP, Canadian unemployment rate, Canadian housing affordability, new housing price index, Canadian housing market outlook, Government of Canada benchmark 2-year bond yield, consumer price index, consumer price index – transportation, and credit market debt to disposable income are used to estimate and forecast PD. The forward-looking macroeconomic information on used vehicles and other collateral is incorporated into LGD.

Revenue recognition

- Retail loans, dealer financing and mortgages

Revenue associated with retail loans, dealer financing and mortgages are recognized under the effective interest rate method over the expected contract life. Incremental direct costs incurred in connection with the acquisition of retail loans and dealer financing receivables are capitalized and amortized as part of effective interest. Payments received on affiliate and private label sponsored special rate programs (subvention) are deferred and recognized to approximate a level rate of return over the term of the related contracts.

- Retail financing leases

At lease inception, the Company records the aggregate future minimum lease payments and contractual residual value of the leased vehicle less unearned income as finance receivables. Unearned income includes deferred subvention payments received from its affiliate and private label distributors. Revenue is recognized over the lease term to approximate an equal rate of return on the outstanding net investment. Incremental direct costs incurred in connection with the acquisition of retail leases are capitalized and amortized as part of effective interest.

Contractual residual values of finance leases represent an estimate of the values of the vehicles at the end of the lease contracts. During the term of each lease, management evaluates the adequacy of its estimate of the residual value and adjusts the related provision to the extent the fair value at lease maturity is estimated to be less than the contractual lease residual value.

Classification of leases

Where the Company is the lessor, all of the leases are classified as finance leases and are reported in finance receivables – net. The leases transfer substantially all risks and rewards of ownership of the vehicle to the customer at the inception of the lease.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Fair value

The Company's consolidated financial statements reflect certain financial assets and financial liabilities measured at fair value. Financial assets and financial liabilities measured at fair value on a recurring basis on the statements of financial position include derivative financial instruments. Financial assets and financial liabilities of which fair value is on a recurring basis for disclosure include finance receivables and debt payable.

Fair value is the price that would be received to sell a financial asset or paid to transfer a financial liability in an orderly transaction between market participants at the measurement date. The estimation of fair value should be based on assumptions that market participants would use, including consideration of non-performance risk.

In determining fair value, the Company uses valuation models and prioritizes the use of observable inputs for certain financial instruments. The availability of observable inputs varies by financial instrument and depends on a variety of factors including the type of financial instrument, whether the financial instrument is actively traded and other characteristics particular to the transaction. For many financial instruments, pricing inputs are readily observable in the market, the valuation methodology used is widely accepted by market participants and the valuation does not require significant management judgment.

Offsetting financial instruments

Financial assets and liabilities are offset and the net amount reported in the statements of financial position when there is a legally enforceable right to offset the recognized amounts and there is an intention to settle on a net basis or realize the asset and settle the liability simultaneously. The legally enforceable right must not be contingent on future events and must be enforceable in the normal course of business and in the event of default, insolvency or bankruptcy of the Company or the counterparty.

Pension and other post-employment benefit plans

The Company provides defined benefit pension plans and an optional group registered retirement savings plan (RRSP), administered by an affiliated company, to cover substantially all of its employees and executives.

The cost of the defined benefit pension plans is determined by the Company's actuary using the projected unit credit method, based on pro-rated service and estimates of long-term discount rates, long-term rates of return on plan assets and expected inflationary rates of compensation increases.

Effective September 1, 2016, the defined benefit component of the plan was closed to all new hires for both associates' and executives' pension plan. All new hires joined the new defined contribution component of the plans.

The Company measures its accrued benefit obligations and the fair value of plan assets for accounting purposes as at March 31 (measurement date) of each year. The most recent actuarial valuation of the defined benefit pension plans for funding purposes for the associates' and executives' pension plan was as at December 31, 2024. The dates of the next required funding valuations are 2027 for the pension benefit plans and 2027 for the post-retirement benefit plan.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Actuarial gains and losses, net of income taxes, are recognized in full in the period in which they occur in other comprehensive income (loss). Amounts recognized in other comprehensive income (loss) are recognized immediately in retained earnings. Current service costs, the recognized element of any past service cost, the expected return on plan assets and the interest expense arising on the pension liability are included in the same line item in the statements of income and comprehensive income as the related employee benefits expense.

Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and other short-term highly liquid investments readily convertible into cash with minimal risk of a change in fair value.

Restricted Cash

The Company securitizes receivables by entering into agreements with counterparties to distribute cash collected from customers. Any cash collected from the securitized receivables is restricted for use except for repayment to counterparties.

Securitizations

The Company securitizes receivables by entering into agreements to distribute the customer collections on securitized receivables as payments on the related loans payable. Receivables that are sold to third parties and do not qualify for derecognition continue to be classified as Finance Receivables on the Consolidated Statements of Financial Position and are measured at amortized cost.

In addition, these transactions are considered secured financing and result in the recognition of securitization liabilities. Securitization liabilities are measured at amortized cost, plus accrued interest, and are reported net of any transaction costs incurred in obtaining the secured financing. Interest expense is allocated over the expected term of borrowing by applying the effective interest rate to the carrying amount of the liability.

Other assets

Other assets consist of prepaid expenses, right-of-use assets, property, plant and equipment and inventoried units.

Collateral

The Company enters into derivative contracts with counterparties that require collateral to be pledged or received when the Company's derivative portfolio exceeds certain predetermined thresholds. Any cash collateral pledged or received by the Company is identified in the statements of financial position as a separate asset or liability.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Foreign currency translation

The consolidated financial statements are presented in Canadian dollars, which is the functional currency of the Company. Monetary assets and liabilities denominated in foreign currencies are translated at exchange rates prevailing at the statements of financial position dates. Foreign currency income and expenses are translated at average exchange rates prevailing throughout the year. Unrealized translation gains and losses and all realized gains and losses are included in other gains (losses) in the statements of income and comprehensive income.

Income taxes

Income tax comprises current and deferred taxes. Income tax is recognized in net income except to the extent that it relates to items recognized directly in other comprehensive income (loss), in which case the income tax is also recognized directly in other comprehensive income (loss).

Current tax is the expected income tax payable on the taxable income for the year, using tax rates enacted or substantively enacted, at the end of the reporting period, and any adjustment to tax payable in respect of previous years.

In general, deferred tax is recognized in respect of temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the consolidated financial statements. Deferred tax is determined on a non-discounted basis using tax rates and laws that have been enacted or substantively enacted at the statements of financial position dates and are expected to apply when the deferred tax asset is realized or the liability is settled. Deferred tax assets are recognized to the extent that it is probable that future taxable income will be available against which these temporary differences can be utilized.

The Company presents deferred taxes on a net basis when appropriate. The Company meets the criteria for offsetting deferred tax liabilities against deferred tax assets when it has the legally enforceable right to set off current tax assets against current tax liabilities and when the deferred taxes relate to income taxes levied by the same taxation authority.

Accounting and reporting changes

IFRS 18 Presentation and Disclosure in Financial Statements (IFRS 18)

In April 2024, the IASB issued IFRS 18 which sets out requirements for the presentation and disclosure of information in the financial statements. IFRS 18 will replace IAS 1 Presentation of Financial Statements and accompanies limited amendments to other standards which will be effective upon the adoption of the new standard. The standard introduces new defined subtotals to be presented in the Consolidated Statements of Income, disclosure of management-defined performance measures and requirements for grouping of information. This standard will be effective for us on April 1, 2027. TCCI is currently assessing the impact of adopting this standard on our Consolidated Financial Statements.

Amendments to the Classification and Measurement of Financial Instruments

In May 2024, the IASB issued Amendments to the Classification and Measurement of Financial Instruments which amends IFRS 9 financial Instruments and IFRS 7 Financial Instruments: Disclosures. The amendments

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

address classification guidance for financial assets with environmental, social and governance linked and contingent features. Furthermore, the amendments clarify the derecognition of a financial liability settled through electronic transfer. The amendments will also introduce disclosure requirements for equity instruments along with financial instruments with contingent features classified through other comprehensive income (FVOCI). The amendments will be effective for us on April 1, 2026, with early adoption permitted. TCCI is currently assessing the impact of adopting these amendments. Based on the current assessment, the Company notes the impact is immaterial to date.

4 Critical accounting estimates and judgments

The preparation of consolidated financial statements in accordance with IFRS Accounting Standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities as at the dates of the financial statements and the reported amounts of revenue and expenses during the reporting periods. The following discusses the most significant accounting judgments and estimates the Company has made in the preparation of the consolidated financial statements.

Allowance for credit losses

There is significant estimation uncertainty in regard to establishing the amount of the allowance for credit losses, taking into consideration counterparty credit risk, the criteria for establishing a significant increase in credit risk, the fair value of underlying collateral, the expected residual value of the underlying leased assets, the tariffs the United States placed on the automotive industry, current economic trends and past experience.

As at March 31, 2026, the Company determined PD and LGD considering the following forecasted macroeconomic variables, including Canadian Debt-to-GDP, Canadian housing affordability, new housing price index, Canadian housing market outlook, Government of Canada benchmark 2-year bond yield, consumer price index, consumer price index – transportation based on new assumptions. In the prior year, the Company determined PD and LGD using national unemployment rates, annual GDP growth, consumer credit and credit market debt to disposable income. The Company determined the PD separately for the retail loan and retail lease portfolios due to the observed differences in credit behaviour and macroeconomic sensitivity between the two portfolios. Using the regression analysis, the Company determined which factors have a relationship with historical Retail Loan and Retail Lease write-offs.

Retail Leases was found to be most sensitive to the Government of Canada 2-year bond yield and therefore the Government of Canada 2-year bond yield was selected as one of the PD risk drivers for the lease PD model. Retail Loans was found to be most sensitive to housing affordability and therefore was selected as one of the PD risk drivers for the loans PD model. While national unemployment rate doesn't exhibit statistical significance to the influence of loan defaults, the Company believes that qualitatively national unemployment is expected to drive default behaviour because it represents a borrower's capacity to repay. As such, unemployment was added as a PD risk driver for both the loans and leases portfolio.

The LGD model was determined using a structural approach anchored in collateral values, recovery dynamics, and observed long-term loss experience. The collateral values were sourced from the Canadian Black Book (CBB) value estimate of the wholesale residual values of each vehicle based on model and mileage. The Company made an adjustment to the CBB residual values to align the historical losses on the loan and lease portfolios experienced by the Company.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The Company has applied accounting estimates in the consolidated financial statements based on economic conditions that reflect expectations and assumptions as at March 31, 2026 about events that management believes are reasonable in the circumstances. There is a considerable degree of judgment involved in preparing the forecasts. The underlying assumptions are also subject to uncertainties that are often outside the control of the Company. Accordingly, actual economic conditions are likely to be different from those forecasts since anticipated events frequently do not occur as expected, and the effect of those differences may significantly impact accounting estimates in the consolidated financial statements.

Allowance for retail finance lease residual losses

Residual value risk is the risk the estimated residual value will not be recoverable at the end of the lease term. Residual value represents an estimate of the end of the term fair value of a leased asset. When the fair value of a leased vehicle at contract maturity is less than its contractual lease end value, there is a higher probability the vehicle will be returned to the Company. A higher rate of vehicle returns exposes the Company to a greater risk of loss at the end of the lease term. Allowance for residual value losses is computed using a mathematical regression model, which is based on external data, management judgments and assumptions, including the expected equity values, expected return rates, and discount rate. Residual values are updated on a quarterly basis.

Lease end values are estimated at lease inception by examining external industry data and the Company's own experience. Factors considered in this evaluation include, but are not limited to, expected economic conditions, new vehicle pricing, new vehicle sales, used vehicle supply, the level of current used vehicle values and other economic factors. The Company's management periodically reviews the estimated residual values of leased vehicles to assess the appropriateness of the Company's carrying values. To the extent the estimated residual of a leased vehicle is lower than the lease end value established at lease inception, management records a lease market reserve for the anticipated shortfall. This provision is represented by the allowance for retail finance lease residual value losses disclosed in note 5. Factors affecting the estimated end of term fair value are similar to those considered in the evaluation of the lease end value at lease inception. These factors are evaluated in the context of their historical trends to anticipate potential changes in the relationship among those factors in the future.

The vehicle lease return rate represents the number of end of term leased vehicles returned to the Company for sale as a percentage of lease contracts that were originally scheduled to mature in the same period less certain qualified early terminations. As at March 31, 2026, holding other estimates constant, if the return rate for the Company's existing portfolio of leased vehicles were to increase by 1% from the Company's estimates, the effect would be to decrease the operating income by approximately \$1,724 (2025 – \$1,743) and an increase of \$1,648 (2025 – \$1,649) to the operating income were the return rate to decrease by 1%.

End of term fair values determine the amount of loss severity at lease maturity. Loss severity is the extent to which the end of term fair value of a leased vehicle is less than the lease end value at inception. The Company incurs losses to the extent the residual value of a leased vehicle is less than the lease end value at inception and the vehicle is returned to the Company. As at March 31, 2026, holding other estimates constant, if end of term fair values for returned units of leased vehicles were to decrease by 1% from the Company's estimates, the effect would be a decrease to the operating income by approximately \$13,978 (2025 – \$11,304) and an increase of \$12,549 (2025 – \$10,288) to the operating income were the fair values for returned units to increase by 1%.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Critical judgment for lease accounting

In applying its accounting policy for classification of retail leases, the Company must determine at lease inception whether the substance of the transaction results in the classification of an operating or finance lease. Central to this determination is an evaluation of the extent to which risks and rewards incidental to ownership of a leased vehicle lie with the Company or the customer. The Company classifies the entire retail lease portfolio as finance leases on the premise that the leases, at lease inception, contain an option to purchase the asset at a price that is expected to be sufficiently lower than the fair value at the date the option becomes exercisable (bargain purchase option). Leases involving Mazda vehicles are a new area of business and thus additional judgment is required with regard to the transfer of risk and rewards of ownership of the vehicle to the customer.

The Company estimates its residual values at lease inception by examining external industry data and the Company's historical experience. Factors considered in this evaluation include, but are not limited to, expected economic conditions, new vehicle pricing, new vehicle sales, used vehicle supply, the level of current used vehicle values and other economic factors. The Company also reviews the history of vehicle lease return rates; a higher rate of vehicle returns suggests that a bargain purchase option has not been included in the lease. Management's stated objective in setting initial lease end value is to minimize returned vehicles. Management monitors its lease classification on an ongoing basis and considers all appropriate facts and circumstances in making this assessment.

5 Finance receivables – net

	2026 \$	2025 \$
Retail finance leases	12,055,866	9,857,473
Unearned income	(1,520,994)	(1,302,712)
	10,534,872	8,554,761
Retail loans	8,263,435	7,273,413
Unearned income – net of accrued interest	(223,194)	(186,644)
	8,040,241	7,086,769
Dealer financing	695,877	590,168
Add: Accrued interest	1,679	1,605
	697,556	591,773
	19,272,669	16,233,303
Less: Allowances for		
Retail finance lease residual value losses	114,780	97,270
Credit losses	60,331	46,747
Limited Debt Waiver Impairment Provision	195	138
	175,306	144,155
	19,097,363	16,089,148

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Inventoried vehicles have been classified as other assets, which also includes prepaid expenses, right-of-use assets and property, plant and equipment.

The contractual maturities of retail finance leases, retail loans and dealer financing as at March 31 are summarized as follows:

	2026			
	Retail finance leases \$	Retail loans \$	Dealer financing \$	Total \$
Year ending				
2026	3,607,105	2,165,470	515,116	6,287,691
2027	3,016,637	1,931,000	14,749	4,962,386
2028	2,950,485	1,593,736	11,571	4,555,792
2029	1,670,981	1,225,534	10,144	2,906,659
2030	764,786	816,574	10,000	1,591,360
Thereafter	45,872	531,121	134,297	711,290
	12,055,866	8,263,435	695,877	21,015,178

The retail loans receivables balance includes securitized receivables.

	2025			
	Retail finance leases \$	Retail loans \$	Dealer financing \$	Total \$
Year ending				
2026	3,297,198	1,881,491	409,361	5,588,050
2027	2,317,192	1,646,406	14,714	3,978,312
2028	2,218,002	1,380,529	10,978	3,609,509
2029	1,403,174	1,071,546	9,947	2,484,667
2030	584,877	739,672	9,087	1,333,636
Thereafter	37,030	553,769	136,081	726,880
	9,857,473	7,273,413	590,168	17,721,054

Included in retail finance leases are unguaranteed residual values of \$7,175,056 (2025 – \$5,968,128).

When assets are leased to customers under finance leases, the present value of the lease payments is recognized as a receivable. The difference between the gross receivable and the present value of the receivable is recognized as unearned finance income. Lease income is recognized over the term of the lease using the effective rate of return method, which reflects a constant periodic rate of return. The present value of minimum lease payments may be analyzed as follows, along with a reconciliation to the gross investment in finance lease receivables.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2026 \$	2025 \$
Present value of minimum lease payments	11,019,220	8,909,674
Unearned finance income on finance leases	1,036,646	947,799
Gross investment in finance lease receivables	12,055,866	9,857,473

Allowance for credit losses is the Company's estimate of the ECL inherent in finance receivables as at the statements of financial position dates. Consistent with the Company's normal practices and policies, the Company assesses the adequacy of the allowance for credit losses semi-annually and regularly evaluates the assumptions and models used in establishing the allowance.

The following table represents the breakdown of the allowance for credit losses by category as at March 31:

	2026 \$	2025 \$
Retail finance leases	29,239	28,782
Retail loans	29,598	17,413
Dealer financing	1,494	552
	<u>60,331</u>	<u>46,747</u>

The following table represents the reconciliation of the changes in the allowance for credit losses for 2026 and 2025:

	2026 \$	2025 \$
Balance – Beginning of year	46,747	40,941
Write-offs	(18,893)	(15,930)
Net provision for current year	<u>32,477</u>	<u>21,736</u>
Balance – End of year	<u>60,331</u>	<u>46,747</u>

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The following table explains the changes in the allowances for credit losses for 2026, which are due to the factors below:

- Retail loans (general approach)

	12-month ECL \$	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	Total \$
Balance as at April 1, 2025	6,347	5,169	5,897	17,413
Transfers				
Transfer from Stage 1 to Stage 2	(6,518)	6,518	-	-
Transfer from Stage 1 to Stage 3	(1,232)	-	1,232	-
Transfer from Stage 2 to Stage 1	2,991	(2,991)	-	-
Transfer from Stage 2 to Stage 3	-	(1,260)	1,260	-
Transfer from Stage 3 to Stage 1	117	-	(117)	-
Transfer from Stage 3 to Stage 2	-	52	(52)	-
New financial assets originated/remeasurement	11,222	3,859	16,939	32,020
Finance receivables derecognized during the year	(3,079)	(2,703)	-	(5,782)
Write-offs	-	-	(14,053)	(14,053)
Balance as at March 31, 2026	9,848	8,644	11,106	29,598
	12-month ECL \$	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	Total \$
Balance as at April 1, 2024	4,943	3,306	5,424	13,673
Transfers				
Transfer from Stage 1 to Stage 2	(4,197)	4,197	-	-
Transfer from Stage 1 to Stage 3	(639)	-	639	-
Transfer from Stage 2 to Stage 1	3,137	(3,137)	-	-
Transfer from Stage 2 to Stage 3	-	(620)	620	-
Transfer from Stage 3 to Stage 1	142	-	(142)	-
Transfer from Stage 3 to Stage 2	-	144	(144)	-
New financial assets originated/remeasurement	5,167	3,074	11,129	19,370
Finance receivables derecognized during the year	(2,206)	(1,795)	-	(4,001)
Write-offs	-	-	(11,629)	(11,629)
Balance as at March 31, 2025	6,347	5,169	5,897	17,413

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

- Retail leases (simplified approach)

	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	Total \$
Balance as at April 1, 2025	26,206	2,576	28,782
Transfers between stages	(583)	583	-
New financial assets originated/remeasurement	11,006	5,234	16,240
Finance receivables derecognized during the year	(10,942)	-	(10,942)
Write-offs	-	(4,841)	(4,841)
Balance as at March 31, 2026	25,687	3,552	29,239
	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	Total \$
Balance as at April 1, 2024	24,318	2,448	26,766
Transfers between stages	(174)	174	-
New financial assets originated/remeasurement	10,654	4,255	14,909
Finance receivables derecognized during the year	(8,592)	-	(8,592)
Write-offs	-	(4,301)	(4,301)
Balance as at March 31, 2025	26,206	2,576	28,782

The following table contains an analysis of the credit risk exposure of finance receivables for 2026. The gross carrying amount of finance receivables below also represents the Company's maximum exposure to credit risk on these finance receivables for 2026. The Company has not purchased any credit-impaired finance receivables.

- Retail loans (general approach)

	12-month ECL \$	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	2026 Total \$
Gross carrying amount	8,223,684	28,645	11,106	8,263,435
Loss allowance	(9,848)	(8,644)	(11,106)	(29,598)
Carrying amount – End of year	8,213,836	20,001	-	8,233,837

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The following table contains an analysis of the credit risk exposure of finance receivables for March 31, 2025. The gross carrying amount of finance receivables below also represents the Company's maximum exposure to credit risk on these finance receivables for 2025. The Company has not purchased or originated any credit-impaired finance receivables.

	12-month ECL \$	Lifetime ECL not credit- impaired \$	Lifetime ECL credit- impaired \$	2025 Total \$
Gross carrying amount	7,241,811	25,705	5,897	7,273,413
Loss allowance	(6,347)	(5,169)	(5,897)	(17,413)
Carrying amount – End of year	7,235,464	20,536	-	7,256,000

6 Derivative assets and derivative liabilities

The Company's derivative arrangements with other financial institutions contain provisions that may require either the Company or the counterparty to post cash collateral in the event the fair value valuation of the derivative position with that counterparty exceeds certain predetermined thresholds. As at March 31, 2026, \$17,120 (2025 – \$61,550) of cash collateral had been posted by the counterparties and \$51,990 (2025 – \$103,240) of cash collateral had been posted by the Company.

The following table presents the recognized financial instruments that are offset in the statements of financial position, or subject to enforceable master netting agreements but are not offset in the statements of financial position, as at March 31, 2026, and shows the net impact on the Company's financial position if all set-off rights were exercised.

	2026	
	Financial assets \$	Financial liabilities \$
Gross amounts subject to agreements	101,068	95,132
Net settled – amounts on the statements of financial position	(323)	(323)
Net amount presented in the statements of financial position	100,745	94,809
Amounts subject to master netting agreements	(18,442)	(18,442)
Cash collateral	(17,120)	(51,990)
Net	65,183	24,377

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2025	
	Financial assets \$	Financial liabilities \$
Gross amounts subject to agreements	222,839	210,687
Net settled – amounts on the statements of financial position	(1,333)	(1,333)
Net amount presented in the statements of financial position	221,506	209,354
Amounts subject to master netting agreements	(65,052)	(65,052)
Cash collateral	(61,550)	(103,240)
Net	94,904	41,062

The following table represents a breakdown of the estimated fair values of derivative assets and derivative liabilities, excluding any related accrued interest, as at March 31:

	2026 \$	2025 \$
Derivative assets		
Interest rate swap agreements	63,813	93,928
Cross-currency interest rate swap agreements	17,796	94,088
Foreign currency forward contracts	19,136	33,490
	100,745	221,506
Derivative liabilities		
Interest rate swap agreements	94,700	209,196
Cross-currency interest rate swap agreements	-	-
Foreign currency forward contracts	109	158
	94,809	209,354

As at March 31, 2026, the Company held interest rate swap agreements and cross-currency interest rate swap agreements with a notional principal of \$7,170,200 (2025 – \$6,612,150) and floating interest rates, with maturity dates from July 2026 to February 2031 (2025 – April 2025 to December 2029) and interest rate swap agreements with a notional principal of \$10,605,000 (2025 – \$9,180,000) and fixed rates, ranging from 2.25% to 4.70% (2025 – 0.74% to 4.85%), with maturity dates from June 2026 to December 2031 (2025 – May 2025 to December 2031). The Company also held foreign exchange forward contract agreements with a notional principal of \$1,288,581 (2025 – \$990,583), with maturity dates from April 2026 to December 2026 (2025 – April 2025 to December 2025).

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

7 Debt payable

Interest rates and debt outstanding as at March 31 were as follows:

	Effective interest rates			
	2026 %	2025 %	2026 \$	2025 \$
Total debt payable ⁽ⁱ⁾ and securitization liabilities				
Commercial paper	2.60	3.37	2,268,140	2,031,520
Bonds payable	3.82	3.78	6,437,142	4,990,738
Loans payable	3.48	3.99	4,742,016	4,940,918
Securitization loans payable	3.27	3.81	3,203,470	2,105,121
			16,650,768	14,068,297
Less: Debt payable due within one year				
Commercial paper			2,268,140	2,031,520
Bonds payable			949,554	1,249,340
Loans payable			1,459,692	1,238,021
Securitization loans payable			1,505,191	1,071,606
			6,182,577	5,590,487
Between 1 and 2 years			3,780,425	3,041,403
Between 2 and 5 years			6,687,766	5,436,407
Total long-term debt payable due after one year			10,468,191	8,477,810

(i) All debt payable in the table listed above are unsecured with the exception of securitization loans payable.

Debt payable includes debt denominated in foreign currencies translated at the statements of financial position dates exchange rate as follows:

	2026 \$	2025 \$
US\$1,395,000 (2025 - US\$1,685,022)	1,941,282	2,424,241

The Company is not in default with respect to any outstanding obligation.

Included in interest payable are the following amounts:

	2026 \$	2025 \$
Interest payable – net		
Debt payable	72,171	64,879
Interest swap agreements	45,291	39,161
Securitization loans	4,584	1,440
Interest – collateral and other	24	178
	122,070	105,658

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

8 Related party transactions

TFSC, the immediate parent of the Company, directly owns 100% of the shares of the Company. TMC is the ultimate controlling party of the Company.

Due to affiliated companies

The due to affiliated companies balance totalling \$ 205,260 (2025 – \$169,699) includes the balance owing to affiliates with respect to vehicles being financed by the Company under dealer wholesale loans (due 15 days after shipment to dealers) and certain administrative expenses (due 30 days after the invoice date).

Debt payable

The Company and an affiliate are party to an uncommitted loan finance agreement under which the affiliate may make loans to the Company in amounts not exceeding \$2,500,000 (2025 – \$2,500,000). The terms are determined at the time of each loan based on business factors and market conditions.

Included in debt payable are total loans of \$1,800,000 (2025 – \$1,848,156) owing to the affiliate. Interest on debt charged by a Toyota group company during the year ended March 31, 2026 amounts to \$61,638 (2025 – \$52,826). Interest payable to a Toyota group company during the year ended March 31, 2026 amounts to \$6,426 (2025 – \$13,137).

The Company pays a fee for credit support and guarantees from affiliates for purposes of debt and commercial paper issuance. The total payments made to these affiliates of \$10,933 (2025 – \$9,637) have been included in interest expense in the statements of income and comprehensive income. Debt and commercial paper guaranteed by affiliates amounts to \$8,705,282 (2025 – \$7,022,258).

Post-employment benefits

The Company provides defined benefit pension plans and an optional group RRSP, administered by an affiliated company, to cover substantially all its associates and executives.

Related expenses amounting to \$1,884 (2025 – \$1,792) have been included in employee benefits.

Subvention program

As part of its sales promotion arrangements with authorized Toyota and Lexus vehicle dealers and consumers, an affiliate funds various interest rate reduction programs on loans and leases. The affiliate reimburses the Company for the difference between the face amount and the fair value of the retail lease or loan to consumers. Finance receivables – net included in the statements of financial position as at March 31, 2026, are net of \$366,645 (2025 – \$345,979) related to these reimbursements received from an affiliate. Financing revenue includes \$210,887 (2025 – \$213,856) related to these reimbursements received from an affiliate.

Included within finance receivables – net is \$21,131 (2025 – \$7,856) owed by an affiliate in respect of certain sales promotion arrangements with Toyota dealers.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Administrative expenses

The Company has shared service agreements with affiliates under which the affiliates provide treasury, administrative services, and credit support services.

Services from affiliates amounted to \$19,333 (2025 – \$16,767) and have been included in operating expenses in the statements of income and comprehensive income.

The transactions with affiliates are considered to have taken place in the normal course of business.

Key management compensation

The key management personnel comprise the President, Executive Vice-President, and Vice Presidents. Key management personnel compensation during the year consisted only of short-term employee benefits of \$3,153 (2025 – \$2,523), which includes salaries and bonuses payable within one year.

9 Pension and post-employment benefit plans

Defined benefit plan obligations

	<u>Pension benefit plans</u>		<u>Other future benefit plans</u>	
	2026	2025	2026	2025
	\$	\$	\$	\$
Accrued benefit obligation				
Balance – Beginning of year	58,445	53,134	782	730
Current service cost	1,758	1,617	40	35
Interest cost	2,682	2,594	32	34
Benefits paid	(1,505)	(1,331)	(50)	(37)
Remeasurements	-	-	-	-
Actuarial gains and losses arising from changes in demographic assumptions	-	-	-	-
Actuarial gains and losses arising from changes in financial assumptions	(3,462)	2,615	(24)	29
Actuarial gains and losses arising from experience adjustments	15	(184)	(16)	(9)
Balance – End of year	57,933	58,445	764	782

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Defined pension plan assets

	Pension benefit plans		Other future benefit plans	
	2026 \$	2025 \$	2026 \$	2025 \$
Balance – Beginning of year	59,914	53,274	-	-
Non-investment expenses	(201)	(199)	-	-
Interest income	2,786	2,641	-	-
Return on plan assets, excluding amounts included in net interest expense	5,338	3,864	-	-
Company's contributions	1,380	1,618	50	37
Employees' contributions	43	47	-	-
Benefits paid	(1,505)	(1,331)	(50)	(37)
Balance – End of year	67,755	59,914	-	-

Asset allocation

	Pension benefit plans		Other future benefit plans	
	2026 \$	2025 \$	2026 \$	2025 \$
Asset category				
Canadian equity-pooled funds	29.22	26.17	-	-
Foreign equity-pooled funds	39.96	38.59	-	-
Canadian bonds	30.39	34.97	-	-
Cash and other	0.43	0.27	-	-
	100.00	100.00	-	-

Pension assets' values are based on observable inputs other than quoted prices in an active market and are classified as Level 2 within the fair value hierarchy (note 12).

The expected long-term rate of return on assets from the defined benefit pension plan is determined as the mean return resulting from a Monte Carlo simulation applied to the actuary's proprietary multi-variable asset model using the plan's target asset mix.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Reconciliation of the funded status of the defined benefit pension plans to the amounts recorded in the statements of financial position

	Pension benefit plans		Other future benefit plans	
	2026 \$	2025 \$	2026 \$	2025 \$
Fair value of plan assets	67,755	59,914	-	-
Accrued benefit obligations	(57,933)	(58,445)	(764)	(782)
Funded status	9,822	1,469	(764)	(782)
Effect of limit	-	-	-	-
Accrued benefit asset – net	9,822	1,469	(764)	(782)

The net accrued benefit asset is included in accounts payable and accrued liabilities.

Elements of defined benefit costs recognized during the year

	Pension benefit plans		Other future benefit plans	
	2026 \$	2025 \$	2026 \$	2025 \$
Current service cost, net of employees' contributions	1,716	1,570	40	35
Interest cost	(105)	(47)	32	34
Non-investment expenses	201	199	-	-
	1,812	1,722	72	69

These costs are included in employee salaries and benefits in the statements of income and comprehensive income.

Risks

Through its defined benefit pension plans, the Company is exposed to a number of risks, the most significant of which are detailed below:

- Investment risk

The defined benefit obligation is calculated with a discount rate. If the return on assets is lower than the discount rate, it will create a deficit.

- Interest rate risk

A variation in bond rates will affect the value of the defined benefit obligations and expense.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

- Longevity risk

A greater increase in life expectancy than the one predicted by the mortality table used will increase the defined benefit obligations and expense.

- Inflation risk

The defined benefit obligation is calculated taking into account an increase in level of salary and cost of living adjustment. If actual inflation is greater than expected, that would result in an increase in the defined benefit obligations and expense. The amount of inflationary adjustment shall be increased annually by 75% of the increase in the consumer price index to a maximum benefit increase of 8%.

- Trend

The benefit obligation and expense is calculated taking into account an increase in the cost of medical and dental coverage over time. If actual trend rates are greater than expected, this would result in an increase in the benefit obligations and expense.

- Government plan design

The delisting of certain government services could result in increased benefit obligations and expense.

Significant assumptions

The significant assumptions used are as follows (weighted average):

	Pension benefit plans		Other future benefit plans	
	2026 %	2025 %	2026 %	2025 %
Accrued benefit obligation as at March 31				
Discount rate	5.05	4.65	4.70	4.30
Rate of compensation increase	3.25	3.25	-	-
Benefit costs for year ended March 31				
Discount rate	5.05	4.65	-	-
Rate of compensation increase	3.25	3.25	-	-
Other assumptions				
Rate of inflation	2.00	2.00	-	-
Mortality rate		Canadian Pensioners Mortality 2014 Private Sector Mortality Table (sex distinct) with MI-2017 Improvement scale		Canadian Pensioners Mortality 2014 Private Sector Mortality Table (sex distinct) with MI-2017 Improvement scale

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The Company expects to make a contribution of \$1,181 to the defined benefit plans during the next financial year. The weighted average duration of the benefit obligations as at March 31, 2026 is 13.5 years (2025 – 14.5 years).

Assumed health-care cost trend rates as at March 31

	2026	2025
Initial health-care cost trend rate	5.30%	4.91%
Cost trend rate increases/declines to	4.05%	4.05%
Year the rate reaches the rate it is assumed to remain at	March 31, 2040	March 31, 2040

Sensitivity analyses

The sensitivity analyses below have been determined based on reasonably possible changes of the respective assumptions occurring at the end of the reporting period, while holding all other assumptions constant.

Assumed health-care cost trend rates have a significant effect on the amounts reported for post-retirement liabilities. A 1% change in assumed health-care cost trend rates would have the following effects:

	2026		2025	
	Increase \$	Decrease \$	Increase \$	Decrease \$
Total of service and interest cost	-	-	-	-
Accrued benefit obligation	5	7	5	6

- Sensitivity to change in discount rate

An increase of 1% in the discount rate assumption would decrease the March 31, 2026 accrued benefit obligation by \$7,135 (2025 – \$7,534) for the pension plans.

An increase of 1% in the discount rate assumption would decrease the March 31, 2026 accrued benefit obligation by \$54 (2025 – \$56) for the other future benefit plans.

- Sensitivity to change in mortality assumption

A decrease of the probability of death of 10% in the mortality assumption would increase the March 31, 2026 accrued benefit obligation by \$979 (2025 – \$974) for the defined benefit plan.

A decrease of the probability of death of 10% in the mortality assumption would increase the March 31, 2026 accrued benefit obligation by \$2 (2025 – \$2) for the other future benefit plans. The overall sensitivity to mortality rate may be less than a typical other future benefit plan because benefits are limited to age 65.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

- Sensitivity to change in rate of compensation increase

An increase of 1% in salary scale assumption would increase the March 31, 2026 accrued benefit obligation by \$1,302 (2025 – \$1,529) for the pension plans. There is no impact to the other future benefit plans.

The sensitivity analyses presented above may not be representative for the actual change in the defined benefit obligation as it is unlikely the change in assumptions would occur in isolation of one another as some of the assumptions may be correlated.

10 Income taxes

The Company's provision for income taxes for the years ended March 31 is as follows:

	2026 \$	2025 \$
Current income taxes		
Provision for current year	71,206	61,428
Adjustment to prior years' income taxes	(8,595)	(5,790)
	<u>62,611</u>	<u>55,638</u>
Deferred taxes		
Origination and reversal of temporary differences	107,085	42,619
Change in tax rates	22	(348)
Adjustment to prior years' income taxes	8,654	5,808
	<u>115,761</u>	<u>48,079</u>
Provision for income taxes	<u>178,372</u>	<u>103,717</u>

A reconciliation of income tax calculated at the statutory rate to the income tax provision at the effective tax rate in the consolidated financial statements for the years ended March 31 is summarized in the following table:

	2026 \$	2025 \$
Reconciliation of income taxes		
Income taxes at the Canadian statutory rate	177,624	103,918
Prior year adjustment for rate difference	58	18
Change in tax rates for deferred tax	22	(348)
Other	668	129
	<u>178,372</u>	<u>103,717</u>

The change in accrued pension liability resulted in other comprehensive income tax of \$2,351 (2025 - \$376).

The Canadian statutory rate was 26.7% (2025– 26.7%) as at March 31, 2026. Income taxes payable were \$18,402 within income and other taxes payable as at March 31, 2026 and \$12,244 within income and other taxes payable as at March 31, 2025 on the statements of financial position.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

The analysis of deferred tax assets and deferred tax liabilities is as follows:

	Finance receivables \$	Other \$	Debt payable \$	Derivative assets and liabilities \$	Total \$
As at March 31, 2024	1,257,758	1,161	(4,877)	(11,950)	1,242,092
Charged (credited) to statements of income and comprehensive income	62,737	193	(36,042)	21,191	48,079
Credited to other comprehensive income		376			376
As at March 31, 2025	1,320,495	1,730	(40,919)	9,241	1,290,547
Charged (credited) to statements of income and comprehensive income	92,899	743	40,184	(18,065)	115,761
Credited to other comprehensive income		2,351			2,351
As at March 31, 2026	1,413,394	4,824	(735)	(8,824)	1,408,659

Deferred tax liability

	2026 \$	2025 \$
Deferred tax liability to be realized within 12 months	318,833	333,337
Deferred tax liability to be realized after more than 12 months	1,089,826	957,210
	1,408,659	1,290,547

Management expects the recorded deferred income tax liabilities will be realized in the normal course of operations. The Deferred tax liabilities include the impact of securitization activities (i.e. securitization transaction costs).

11 Share capital

The Company is authorized to issue an unlimited number of common shares. As at March 31, 2026, there are 6,000 common shares (2025 – 6,000) issued and outstanding, having a par value of \$10 each.

A dividend of \$86,210 (2025 – \$325,904) was paid to TFSC.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

12 Financial instruments

a) Fair value measurement levels of financial instruments

Fair value measurements are categorized within a hierarchy that prioritizes based on the degree to which the inputs to fair value measurement are observable and the significance of the inputs to the fair value measurement in its entirety. The three levels of the fair value hierarchy are:

- Level 1 – unadjusted quoted prices in active markets for identical financial assets or financial liabilities;
- Level 2 – inputs other than quoted prices included in Level 1 that are observable for the financial asset or financial liability either directly or indirectly; and
- Level 3 – inputs that are not based on observable market data.

As at March 31, 2026, the Company's derivative assets and derivative liabilities measured at fair value on a recurring basis are within Level 2 of the fair value hierarchy. Debt and interest payable, which are not measured at fair value but for which fair values are disclosed, are within Level 2 of the fair value hierarchy. Finance receivables, which are not measured at fair value but for which fair values are disclosed, are within Level 3 of the fair value hierarchy. Securitization financial assets and financial liability (i.e. securitization liabilities), which are not measured at fair value but for which fair values are disclosed, are within Level 2 of the fair value hierarchy.

There were no transfers between Levels 1 and 2 or Levels 2 and 3 during the year.

b) Carrying and fair value of financial instruments

The following table represents the carrying values and estimated fair values of the Company's financial instruments:

	Fair value hierarchy	2026		2025	
		Carrying value \$	Estimated fair value \$	Carrying value \$	Estimated fair value \$
FVTPL – recurring measurements					
Financial assets					
Derivative assets	Level 2	100,745	100,745	221,506	221,506
Financial liabilities					
Derivative liabilities	Level 2	94,809	94,809	209,354	209,354
Amortized cost – fair values disclosed					
Financial assets					
Cash equivalents	Level 2	1,199,746	1,199,746	1,004,369	1,004,369
Loans and receivables					
Finance receivables	Level 3	19,097,363	19,299,008	16,089,148	16,259,686
Financial liabilities					
Debt and interest payable	Level 2	13,569,368	13,590,982	12,068,834	12,108,388
Securitization liabilities	Level 2	3,203,470	3,221,451	-	-
Securitization liabilities	Level 3	-	-	2,105,121	2,116,942

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Securitization liabilities were classified as Level 3 in the prior year; however, they have been reclassified to Level 2 in the current year. This change was driven by a valuation input becoming observable in 2026 that was not observable in prior periods. As a result, all significant inputs used in the valuation are now observable, supporting classification within Level 2 of the fair value hierarchy.

The carrying value and fair value of cash and restricted cash are identical.

The fair values of accounts payable and accrued liabilities approximate their carrying values due to their short-term nature.

The Company does not have any assets or liabilities measured at fair value on a non-recurring basis.

The weighted average of the discount rates used to fair value the finance receivables are 6.54% and 7.07% for March 31, 2026 and 2025, respectively.

The estimated fair values for finance receivables, debt and interest payable, accounts payable, accrued liabilities, and securitization liabilities are based on discounted cash flow calculations that use market interest rates currently applicable to financial instruments with similar terms and conditions.

The following tables reflect the terms, notional values and fair values of the Company's derivative contracts:

				2026
Derivative contracts	Maturity date	Interest rate terms	Notional value \$	Fair Value \$
Paying fixed interest rates				
Interest rate swap agreements	2026-2031	2.25%-4.70%	10,605,000	(35,320)
Paying variable interest rates				
Interest rate swap agreements (CORRA)	2026-2031	CORRA+0.41 CORRA+1.45 CORRA+1.27	6,560,000	4,432
Cross-currency interest rate swap agreements (CORRA)	2029	CORRA+1.32	610,200	17,796
Foreign currency forward contracts	2026		1,288,581	19,027
				2025
Derivative contracts	Maturity date	Interest rate terms	Notional value \$	Fair Value \$
Paying fixed interest rates				
Interest rate swap agreements	2025-2031	0.74%-4.85%	9,180,000	(191,366)
Paying variable interest rates				
Interest rate swap agreements (CORRA)	2025-2029	CORRA+0.41 CORRA+1.45 CORRA+0.58	5,310,000	76,097
Cross-currency interest rate swap agreements (CORRA)	2025-2029	CORRA+1.32	1,302,150	94,088
Foreign currency forward contracts	2025		990,583	33,333

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Fair values of derivative contracts have been estimated using valuation models. These models project future cash flows and discount the future amounts to a present value using market-based expectations for interest rates, foreign currency exchange rates and the contractual terms of the derivative instruments.

The calculation of estimated fair values is based on market conditions at a specific point in time and should not be interpreted as being realizable in the event of immediate settlement or as being reflective of future fair values.

13 Other gains (losses)

	2026 \$	2025 \$
Net realized and change in unrealized gains and losses on derivative assets and liabilities	(6,216)	57,002
Net foreign exchange change in unrealized and realized gains and losses	89,007	(114,381)
	<u>82,791</u>	<u>(57,379)</u>

14 Commitments and contingencies

Commitments

In the normal course of business, the Company enters into commitments to provide financing to various franchised vehicle dealers in relation to dealer financing. The amount of these commitments was \$1,324,006 as at March 31, 2026 (2025 – \$1,279,880).

The Company enters into a syndicated securitization transaction. The unfunded commitment amount was \$3,055,112 as at March 31, 2026.

TCCI and other Toyota affiliates are party to a \$5.0 billion 364-day syndicated bank credit facility, a \$5.0 billion three-year syndicated bank credit facility, and a \$5.0 billion five-year syndicated bank credit facility. These agreements were not drawn upon and had no outstanding balances as of March 31, 2026 and 2025.

Contingencies

From time to time, in the ordinary course of business, the Company is a defendant or party to a number of pending or threatened legal actions and proceedings. It is not possible to determine the ultimate outcome of such matters; however, based on current knowledge, management believes that liabilities, if any, arising from pending litigation will not have a material adverse effect on the financial position or financial performance of the Company.

15 Financial risk management objectives and policies

The Company's activities expose it to a variety of financial risks: credit risk, liquidity risk and market risk (including currency risk, interest rate risk and other price risk). The Company uses different methods to measure and manage the various types of risk to which it is exposed; these methods are explained below.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Credit risk

Credit risk is the risk of loss arising from the failure of a customer or dealer to meet the terms of any contract with the Company or otherwise fail to perform as agreed. The level of credit risk on the Company's wholesale, retail and fleet portfolios is influenced primarily by two factors: the total number of contracts that default and the amount of loss per occurrence, which in turn are influenced by various economic factors: the used vehicle market, purchase quality mix, contract term length and operations changes. The Company is also subject to the risk a counterparty may fail to perform on its contractual obligations in a derivative or money market contract. The Company actively limits the total exposure to individual counterparties to mitigate the credit risk.

Whereas the credit risk associated with finance receivables is generally represented by their carrying values, the credit risk related to swap agreements and all other derivatives is normally a small fraction of the notional amount of the contract and only exposes the Company to potential risk if the counterparty defaults on payment. Credit risk on finance receivables is somewhat mitigated by the fair value of the Company's security interest in the underlying assets. Maximum credit exposure of financial assets is the carrying values of such assets as at March 31, 2026. Management mitigates the credit risk associated with each finance receivable by assessing the creditworthiness of each retail customer or wholesale dealer at the inception of the finance receivables. Management continuously monitors the collectability of the finance receivables throughout their contractual term. Credit risk on derivative financial instruments is mitigated by adherence to investment policy limits on credit ratings and exposure to individual derivative counterparties. Management regularly monitors the creditworthiness of counterparties throughout the contractual term.

Measurement of ECL

The ECL is determined by projecting the PD, LGD and EAD for each future month and for each individual exposure or collective segment. These three components are multiplied together to project ECL over either the next 12 months or the entire lifetime of the financial asset. This is then discounted back to the reporting period using a discount rate based on the instrument's original effective interest rate.

The PD represents the likelihood of a contract defaulting on its financial obligation, either over the next 12 months or the remaining lifetime (depending on the stage to which the financial asset belongs). The EAD is based on the amounts the Company expects to be owed at the time of default, over the next 12 months or the remaining lifetime. The LGD represents the Company's expectation of the extent of a loss on a defaulted contract.

The Company's dealer financing products are secured by collateral and as such, the LGD on these products is low. Therefore, the ECL on dealer financing is low.

In determining the cash flows the Company expects to receive, an assessment of historical prepayment and the impact of prepayments to ECL provisioning has been performed and is considered insignificant.

The assumptions underlying the ECL calculation are monitored and reviewed semi-annually.

The Company considers forward-looking macroeconomic factors and historical write-off experience in its ECL model to understand whether there could be a relationship between these macroeconomic factors. Management applies significant judgement when considering forward-looking macroeconomic information and historical

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

write-off experience in its ECL model and qualitative macroeconomic overlay to adjust the allowance for ECL derived from the ECL model.

The forward-looking macroeconomic information considered include:

- Real Canadian GDP;
- Canadian Debt-to-GDP
- Canadian unemployment rates;
- Canadian housing affordability;
- New housing price index;
- Canadian housing market outlook;
- Government of Canada benchmark 2-year bond yield;
- Consumer price index;
- Consumer price index – transportation; and
- Credit market debt to disposable income.

Retail Leases was found to be most sensitive to the Government of Canada 2-year bond yield and therefore the Government of Canada 2-year bond yield was selected as one of the PD risk drivers for the lease PD model.

Retail Loans was found to be most sensitive to housing affordability and therefore was selected as one of the PD risk drivers for the loans PD model. While national unemployment rate doesn't exhibit statistical significance to the influence of loan defaults, we believe that qualitatively national unemployment is expected to drive default behaviour because it represents a borrower's capacity to repay. As such, unemployment was added as a PD risk driver for both the loans and leases portfolio.

The Company considers historical default and loss experience as inputs for its Retail Leases and Retail Loans in order to develop its ECL. In addition, the Company considers forward-looking information, and updates its historical information for current economic conditions as well as reasonable and supportable forecasts of future economic conditions, by overlaying a management adjustment to the historical rates as needed. The lifetime ECL is calculated using the loss rate that reflects the Company's expectation of LGD and PD as a percentage over the remaining expected life of the loan.

The impact of forward-looking information is reassessed semi-annually to identify whether there has been a significant increase in credit risk on a contract by contract basis, as well as to consider when measuring ECL. Adjustments to the measurement of ECL, if applicable in future periods, will be made through an adjustment to the ECL calculation.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Credit quality of financial assets

The credit rating for dealers is included in the table below:

	2026 \$	2025 \$
Dealer financing		
Grade 1-7 normal risk	697,556	591,773
Grade 8-11 watchlist	-	-
Grade 12 default (credit impaired)	-	-
	<u>697,556</u>	<u>591,773</u>

The credit quality of derivative, and cash and cash equivalents is included in the table below:

	2026 \$	2025 \$
Standard & Poor's rating		
Derivative assets		
AA-	12,901	21,708
A+	82,224	190,244
A	5,620	9,554
	<u>100,745</u>	<u>221,506</u>
Short-term investment – Restricted cash, cash and cash equivalents		
AA-	252,667	184,964
A+	969,335	690,950
A	124,936	225,226
	<u>1,346,938</u>	<u>1,101,140</u>

Liquidity risk

Liquidity risk is the risk an entity will encounter difficulty in meeting obligations associated with financial liabilities that are settled by delivering cash or another financial asset. The Company has a liquidity strategy to maintain the capacity to fund assets and repay liabilities in a timely and cost-effective manner under adverse market conditions.

The table below analyzes the financial liabilities and net-settled derivative liabilities into relevant maturity groupings based on the remaining period at the statements of financial position dates to the contractual maturity date.

Management monitors rolling forecasts of the Company's liquidity position based on expected maturities and expected cash flows. The liquidity management policy involves projecting undiscounted contractual cash flows and considering the level of liquid assets necessary to meet the requirement, monitoring the statements of financial position liquidity ratios against internal requirements and maintaining debt financing plans.

Interest payable consists of the undiscounted interest on debt instruments and all related derivative instruments.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

	2026				
	Less than 1 year \$	Between 1 and 2 years \$	Between 2 and 5 years \$	Over 5 years \$	Total \$
Debt payable	4,677,386	2,847,680	5,922,232	-	13,447,298
Derivative liabilities	15,401	23,687	55,721	-	94,809
Accounts payable and accrued liabilities	11,656	-	-	-	11,656
Securitization liabilities	1,505,191	932,745	765,534	-	3,203,470
Due to affiliates	205,260	-	-	-	205,260
Interest payable	498,499	328,964	293,789	283	1,121,535
Collateral liabilities	17,120	-	-	-	17,120
Cheques and other items in transit	1,939	-	-	-	1,939
	6,932,452	4,133,076	7,037,276	283	18,103,087
	2025				
	Less than 1 year \$	Between 1 and 2 years \$	Between 2 and 5 years \$	Over 5 years \$	Total \$
Debt payable	4,518,881	2,407,808	5,036,487	-	11,963,176
Derivative liabilities	27,663	46,667	130,351	4,673	209,354
Accounts payable and accrued liabilities	22,405	-	-	-	22,405
Securitization liabilities	1,071,606	633,595	399,920	-	2,105,121
Due to affiliates	169,699	-	-	-	169,699
Interest payable	457,642	300,455	325,745	176	1,084,018
Collateral liabilities	61,550	-	-	-	61,550
Cheques and other items in transit	1,187	-	-	-	1,187
	6,330,633	3,388,525	5,892,503	4,849	15,616,510

The figures in the table above are revised to be the contractual undiscounted cash flows of interest payable.

Market risk

Market risk is the risk the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. Market risk comprises three types of risk: currency risk, interest rate risk and other price risk. These changes could possibly negatively affect the Company's income, capital and value. Policies governing market risk exposure are established and periodically reviewed by the Company's senior management, as conditions warrant. The Company uses derivative financial instruments and other tools and strategies to manage its market risk and has established procedures to ensure its risk management, including its use of derivatives, is in accordance with its policy framework. The Company does not use hedge accounting. As at March 31, 2026 (March 31, 2025), the Company is not exposed to other price risk.

- Currency risk

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

Currency risk is the risk the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates. The Company is exposed to currency risk through foreign currency derivatives and foreign currency debt payable. Changes in foreign currency values against the Canadian dollar can result in a change in the fair values and future cash flows of these financial instruments.

The Company uses various economic hedging strategies to manage currency risk and maintains no realized foreign currency exposure. As at March 31, 2026 (March 31, 2025), the Company has no net currency exposure.

- Interest rate risk

Interest rate risk is the risk the fair value of future cash flows of a financial instrument will fluctuate because of changes in market rates. The Company's finance receivables and the related debt payable have different pricing terms and maturities, and consequently, respond differently to changes in interest rates. As the Company's financial assets consist primarily of fixed rate contracts, it is not able to re-price its existing contracts. The Company's debt consists of short and long-term borrowings at both fixed and floating interest rates.

The Company's objective is to mitigate volatility in its cash flows and financial condition from changes in interest rates based on an established risk tolerance. The Company has a match funding policy whereby the interest rate profile (fixed or floating rate) of the debt portfolio is matched, within certain parameters, to the interest rate profile of the earning asset portfolio. The Company's management meets to proactively and collaboratively manage and monitor the interest rate risk of the Company. The Company uses a combination of interest rate risk swaps and other hedging instruments to mitigate interest rate risk. The Company maintains risk management control systems to monitor interest rates and their related hedge positions. Positions are monitored using a variety of analytical techniques including fair value, sensitivity analysis and value at risk models.

As at March 31, 2026, if interest rates had been 100 basis points higher/lower with all other variables held constant, the impact on other gains (losses) in the statements of income and comprehensive income of the Company's interest rate sensitivity positions would have been \$1,684 (2025 – \$987) lower/higher.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

16 Segment reporting

The Company has one operating segment that earns revenue through the following products offered to external customers: retail loans, retail leases, dealer floorplan, wholesale leases and mortgages. The Company's segment operates exclusively in Canada.

	2026 \$	2025 \$
Financing revenue		
Retail loan revenue		
Retail loans	542,162	474,580
	<u>542,162</u>	<u>474,580</u>
Retail lease revenue		
Retail leases	749,634	638,118
	<u>749,634</u>	<u>638,118</u>
Other dealer financing revenue		
Dealer floorplan	8,306	11,416
Mortgages	9,667	11,629
Wholesale leases	946	1,083
	<u>18,919</u>	<u>24,128</u>
	<u>1,310,715</u>	<u>1,136,826</u>

17 Capital management

The Company considers capital to comprise debt and shareholder's equity, which consists of share capital and retained earnings. The Company's objective when managing capital is to safeguard the Company's ability to continue as a going concern so that it can continue to provide returns to its shareholder and to maintain its desired capital structure. The Company is not subject to any regulatory imposed capital requirements.

The following table provides a summary with respect to the Company's capital structure and financial position as at March 31:

	2026 \$	2025 \$
Commercial paper	2,268,140	2,031,520
Bond payable	6,437,142	4,990,738
Loans payable (includes securitization liabilities)	<u>7,945,486</u>	<u>7,046,039</u>
Total debt payable	16,650,768	14,068,297
Share capital	60,000	60,000
Retained earnings	<u>1,995,181</u>	<u>1,586,677</u>
	<u>18,705,949</u>	<u>15,714,974</u>

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

18 Securitization activity

In the normal course of business, the Company conducts asset-backed securitization of its earning asset portfolio to provide the Company with an alternative source of funding. The Company's securitization transactions involve the transfer of securitized assets to the TCCI Limited Partnership whereby the cash flows from these assets are available solely for the benefit of the investors in these asset-backed securities.

In the period ended March 31, 2026, the Company entered into additional securitization transactions. This includes an additional revolving syndicated facility. TCCI securitizes finance receivables through an amortizing funding structure. TCCI's transactions do not meet the transfer or derecognition criteria because the Company remains exposed to the credit risk of the receivables. Accordingly, the assets continue to be reported on TCCI's consolidated statement of financial position as Finance receivables, net and a securitization liability is recognised for the initial securitization proceeds received.

The following table presents the outstanding balances associated with the principal amount of the Company's statements of financial position's receivables assigned as collateral for the securitization transactions. The transferred retail loans are recorded as securitized receivables.

	Year ended March 31, 2026 \$	Year ended March 31, 2025 \$
Transfers of Securitized Receivables that fail derecognition criteria		
Restricted Cash	162,428	109,581
Securitized receivables	3,345,898	2,202,509
Allowance for credit losses	(10,419)	(4,057)
Finance receivables, net	3,335,479	2,198,452
Related securitization liabilities	3,203,470	2,105,121

The Company estimates that the principal amount of securitization liabilities will be paid as follows:

	Year ended March 31, 2026 \$	Year ended March 31, 2025 \$
1 year	1,505,191	1,071,606
2 years	932,745	633,595
3 years	610,787	318,636
Thereafter	154,747	81,284

19 Restricted Cash

Restricted cash represents payments collected from securitized loans awaiting payment to their respective investors. These amounts are held in cash accounts or short-term investment at major Canadian banks.

Toyota Credit Canada Inc.

Notes to Consolidated Financial Statements

March 31, 2026 and 2025

(in thousands of Canadian dollars)

20 Fees paid/payable to independent auditor

The Company's independent auditors are PricewaterhouseCoopers LLP, Chartered Professional Accountants. The following fees were paid or payable to PricewaterhouseCoopers LLP for the year ended March 31, 2026 and 2025:

	For the year ended March 31, 2026 \$	For the year ended March 31, 2025 \$
Audit of the consolidated financial statements	651	628
Other services provided to the Company	355	416
	1,006	1,044

3. Responsibility Statement

Mr. Darren Cooper – Chairman, President & CEO and Mr. Fernando Belfiglio – Vice-President, Finance confirm that to the best of their knowledge:

- (a) the consolidated financial statements, prepared in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board, give a true and fair view of the assets, liabilities, financial position and profit or loss of Toyota Credit Canada Inc. and the undertakings included in the consolidation taken as a whole; and
- (b) the management report includes a fair review of the development and performance of the business and the position of Toyota Credit Canada Inc. and the undertakings included in the consolidation taken as a whole, together with a description of the principal risks and uncertainties that they face.