## FINANCIAL SUMMARY

(All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)

## FY2012 Third Quarter <br> (April 1, 2011 through December 31, 2011)

English translation from the original Japanese-language document

## FY2012 Third Quarter Consolidated Financial Results

(All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)
English translation from the original Japanese-language document
February 7, 2012

## Company name

Stock exchanges on which the shares are listed
Code number
URL
Representative
Contact person

Filing date of quarterly securities report
Payment date of cash dividends
Supplemental materials prepared for quarterly financial results
Earnings announcement for quarterly financial results

## Toyota Motor Corporation

Tokyo, Osaka, Nagoya, Sapporo and Fukuoka Stock Exchanges in Japan
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February 14, 2012
: -
: yes
yes

1. Consolidated Results for FY2012 First Nine Months (April 1, 2011 through December 31, 2011)

|  | Net revenues |  | Operating income |  | Income before income taxes and equity in earnings of affiliated companies |  | Net income attributable to Toyota Motor Corporation |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Million yen | \% | Million yen | \% | Million yen | \% | Million yen | \% |
| FY2012 first nine months | 12,881,127 | -10.2 | 117,111 | -72.3 | 197,199 | -62.2 | 162,525 | -57.5 |
| FY2011 first nine months | 14,351,605 | 5.0 | 422,190 | 708.0 | 521,741 | 222.2 | 382,785 | 293.7 |

(Note) Quarterly comprehensive income: FY2012 first nine months -126,072 million yen (— \%), FY2011 first nine months 41,382 million yen (— \%)

|  | Net income attributable to Toyota <br> Motor Corporation per share <br> - Basic | Net income attributable to Toyota <br> Motor Corporation per share <br> - Diluted |
| :--- | ---: | ---: |
| FY2012 first nine months | Yen | Yen |
| FY2011 first nine months | 51.83 | 51.83 |

(2) Consolidated financial position

|  | Total assets | Shareholders' equity | Toyota Motor Corporation <br> shareholders' equity | Ratio of <br> Toyota Motor Corporation <br> shareholders' equity |
| :---: | ---: | ---: | ---: | ---: |
| FY2012 third quarter | Million yen | Million yen | Million yen | \% |
| FY2011 | $28,761,679$ | $10,603,521$ | $10,023,867$ | 34.9 |
| $29,818,166$ | $10,920,024$ | $10,332,371$ | 34.7 |  |

2. Cash dividends

|  | Annual cash dividends per share |  |  |  |  |  |
| :---: | :---: | ---: | ---: | ---: | ---: | :---: |
|  | End of first <br> quarter | End of second <br> quarter | End of third <br> quarter | Year-end | Total |  |
| FY2011 | Yen | Yen | Yen | Yen | Yen |  |
| FY2012 | - | 20.00 | - | 30.00 | 50.00 |  |
| FY2012 (forecast) | - | 20.00 | - |  |  |  |
|  |  |  |  | - | - |  |

(Note) Revisions to the forecast of cash dividends since the latest announcement: none
3. Forecast of consolidated results for FY2012 (April 1, 2011 through March 31, 2012)

|  | Net revenues |  | Operating income |  | Income before income taxes and equity in earnings of affiliated companies |  | Net income attributable to Toyota Motor Corporation |  | Net income attributable to Toyota Motor Corporation per share - Basic |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Million yen | \% | Million yen | \% | Million yen | \% | Million yen | \% | Yen |
| FY2012 | 18,300,000 | -3.7 | 270,000 | -42.3 | 270,000 | -52.1 | 200,000 | -51.0 | 63.78 |

(Note) Revisions to the forecast of consolidated results since the latest announcement: yes
4. Others
(1) Changes in significant subsidiaries during the current quarter
(Changes in specified subsidiaries that caused a change in the scope of consolidation): none
(2) Simplified accounting procedures and specific accounting procedures: yes

Note: For more details, please see page 5 "Other Information".
(3) Changes in accounting policies
(i) Changes by a newly issued accounting pronouncement: yes
(ii) Changes other than (3)-(i) above: none

Note: For more details, please see page 5 "Other Information".
(4) Number of shares issued and outstanding (common stock)
(i) Number of shares issued and outstanding at the end of each period (including treasury stock): FY2012 third quarter 3,447,997,492 shares, FY2011 3,447,997,492 shares
(ii) Number of treasury stock at the end of each period: FY2012 third quarter 312,316,049 shares, FY2011 312,298,805 shares
(iii) Average number of shares issued and outstanding in each period: FY2012 first nine months $3,135,688,230$ shares, FY2011 first nine months 3,135,939,048 shares

## Information Regarding the Quarterly Review Procedures

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

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

This report contains forward-looking statements that reflect Toyota's forecasts for consolidated results. These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include: (i) the impact of the March 11, 2011 Great East Japan Earthquake and ensuing events, and 2011 floods in Thailand, including the negative effect on Toyota's vehicle production and sales; (ii) changes in economic conditions and market demand affecting, and the competitive environment in, the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (iii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the euro, the Australian dollar, the Canadian dollar and the British pound; (iv) changes in funding environment in financial markets; (v) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; (vi) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's automotive operations, particularly laws, regulations and government policies relating to vehicle safety including remedial measures such as recalls, trade, environmental protection, vehicle emissions and vehicle fuel economy, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of current and future litigation and other legal proceedings, government proceedings and investigations; (vii) political instability in the markets in which Toyota operates; (viii) Toyota's ability to timely develop and achieve market acceptance of new products that meet customer demand; (ix) any damage to Toyota's brand image; ( x ) Toyota's reliance on various suppliers for the provision of supplies; and (xi) fuel shortages or interruptions in transportation systems, labor strikes, work stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced, distributed or sold.

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

This report contains summarized and condensed financial information prepared in accordance with accounting principles generally accepted in the United States of America.

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## 1. Qualitative Information Concerning Consolidated Financial Results for FY2012 First Nine Months

(1) Financial Results

Consolidated vehicle unit sales in Japan and overseas decreased by 522 thousand units, or $9.4 \%$, to 4,995 thousand units in FY2012 first nine months (For the nine months ended December 31, 2011) compared with FY2011 first nine months (For the nine months ended December 31, 2010). Vehicle unit sales in Japan decreased by 131 thousand units, or $8.8 \%$, to 1,357 thousand units in FY2012 first nine months compared with FY2011 first nine months. Meanwhile, overseas vehicle unit sales also decreased by 391 thousand units, or $9.7 \%$, to 3,638 thousand units in FY2012 first nine months compared with FY2011 first nine months.

As for the results of operations, net revenues decreased by $1,470.5$ billion yen, or $10.2 \%$, to 12,881.1 billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 305.0 billion yen, or $72.3 \%$, to 117.1 billion yen in FY2012 first nine months compared with FY2011 first nine months. Among the factors contributing to an increase in operating income was cost reduction efforts of 80.0 billion yen. On the other hand, factors contributing to a decrease in operating income primarily included changes in exchange rates of 200.0 billion yen, the effects of marketing activities of 120.0 billion yen, an increase in expenses of 30.0 billion yen, and other factors of 35.0 billion yen. Income before income taxes and equity in earnings of affiliated companies decreased by 324.5 billion yen, or $62.2 \%$, to 197.2 billion yen in FY2012 first nine months compared with FY2011 first nine months. Net income attributable to Toyota Motor Corporation decreased by 220.2 billion yen, or $57.5 \%$, to 162.5 billion yen in FY2012 first nine months compared with FY2011 first nine months.

## (2) Segment Operating Results

(i) Automotive:

Net revenues for the automotive operations decreased by 1,403.3 billion yen, or $10.7 \%$, to $11,715.5$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 255.0 billion yen to an operating loss of 152.8 billion yen in FY2012 first nine months compared with FY2011 first nine months. The decrease in operating income was mainly due to decreases in both production volume and vehicle unit sales and the effects of changes in exchange rates.
(ii) Financial services:

Net revenues for the financial services operations decreased by 73.2 billion yen, or $8.1 \%$, to 828.2 billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 45.6 billion yen, or $15.2 \%$, to 254.5 billion yen in FY2012 first nine months compared with FY2011 first nine months. The decrease in operating income was mainly due to effects related to credit losses including provision and reversal in sales finance subsidiaries.
(iii) All other:

Net revenues for all other businesses increased by 33.4 billion yen, or $4.9 \%$, to 717.8 billion yen in FY2012 first nine months compared with FY2011 first nine months. However, operating income decreased by 4.9 billion yen, or $17.3 \%$, to 23.2 billion yen in FY2012 first nine months compared with FY2011 first nine months.
(3) Geographic Information
(i) Japan:

Net revenues in Japan decreased by 734.6 billion yen, or $8.7 \%$, to $7,677.7$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating loss increased by 132.0 billion yen to 306.4 billion yen in FY2012 first nine months compared with FY2011 first nine months. The increase in operating loss was mainly due to decreases in both production volume and vehicle unit sales and the effects of changes in exchange rates.
(ii) North America:

Net revenues in North America decreased by 835.7 billion yen, or $20.1 \%$, to $3,318.9$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 99.3 billion yen, or $39.5 \%$, to 151.8 billion yen in FY2012 first nine months compared with FY2011 first nine months. The decrease in operating income was mainly due to decreases in both production volume and vehicle unit sales.
(iii) Europe:

Net revenues in Europe increased by 36.8 billion yen, or $2.5 \%$, to $1,486.1$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income increased by 15.2 billion yen to 8.5 billion yen in FY2012 first nine months compared with FY2011 first nine months.
(iv) Asia:

Net revenues in Asia decreased by 232.8 billion yen, or $9.4 \%$, to $2,231.3$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 61.8 billion yen, or $26.6 \%$, to 171.0 billion yen in FY2012 first nine months compared with FY2011 first nine months. The decrease in operating income was mainly due to decreases in both production volume and vehicle unit sales and an increase in expenses.
(v) Other (Central and South America, Oceania and Africa):

Net revenues in other regions decreased by 67.2 billion yen, or $5.0 \%$, to $1,284.2$ billion yen in FY2012 first nine months compared with FY2011 first nine months, and operating income decreased by 21.2 billion yen, or $18.1 \%$ to 96.0 billion yen in FY2012 first nine months compared with FY2011 first nine months. The decrease in operating income was mainly due to decreases in both production volume and vehicle unit sales.

## 2. Qualitative Information Concerning Forecast of Consolidated Financial Results for FY2012

Reflecting our recent business performance and the progress of a variety of measures for profit improvement, the current forecast of consolidated financial results for FY2012 (April 1, 2011 through March 31, 2012) is set forth below. This forecast assumes average exchange rates through the fiscal year of 78 yen per US\$1 and 108 yen per 1 euro.

Forecast of consolidated results for FY2012


18,300.0 billion yen (a decrease of 3.7\% compared with FY2011)
270.0 billion yen (a decrease of $42.3 \%$ compared with FY2011)
270.0 billion yen (a decrease of 52.1\% compared with FY2011)
200.0 billion yen (a decrease of 51.0\% compared with FY2011)

These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include: (i) the impact of the March 11, 2011 Great East Japan Earthquake and ensuing events, and 2011 floods in Thailand, including the negative effect on Toyota's vehicle production and sales; (ii) changes in economic conditions and market demand affecting, and the competitive environment in, the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (iii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the euro, the Australian dollar, the Canadian dollar and the British pound; (iv) changes in funding environment in financial markets; (v) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; (vi) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's automotive operations, particularly laws, regulations and government policies relating to vehicle safety including remedial measures such as recalls, trade, environmental protection, vehicle emissions and vehicle fuel economy, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of current and future litigation and other legal proceedings, government proceedings and investigations; (vii) political instability in the markets in which Toyota operates; (viii) Toyota's ability to timely develop and achieve market acceptance of new products that meet customer demand; (ix) any damage to Toyota's brand image; ( x ) Toyota's reliance on various suppliers for the provision of supplies; and (xi) fuel shortages or interruptions in transportation systems, labor strikes, work stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced, distributed or sold.

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

## 3. Other Information

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

## None

(2) Simplified accounting procedures and accounting procedures specific to quarterly consolidated financial statements

Provision for income taxes

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

In October 2009, the Financial Accounting Standards Board ("FASB") issued updated guidance of accounting for and disclosure of revenue recognition with multiple deliverables. This guidance allows the use of estimated selling price for determining the selling price of deliverables, eliminates the residual method of allocation and expands the disclosures related to a vendor's multiple-deliverable revenue arrangements. Toyota and its consolidated subsidiaries ("Toyota") adopted this guidance for revenue arrangements entered into or materially modified in fiscal year beginning on or after June 15, 2010. The adoption of this guidance did not have a material impact on Toyota's quarterly consolidated financial statements.

TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)

## 4. Consolidated Production and Sales

(1) Production
(Units)

| Business segment |  | FY2011 first nine months <br> (April 1, 2010 through <br> December 31, 2010) | FY2012 first nine months <br> (April 1, 2011 through <br> December 31, 2011) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | $2,918,297$ | $2,675,230$ | $(243,067)$ |
|  | North America | 993,152 | 831,423 | $(161,729)$ |
|  | Europe | 264,761 | 262,816 | $(1,945)$ |
|  | Asia | 977,508 | 964,540 | $(12,968)$ |
|  | Other | 295,590 | 291,740 | $(3,850)$ |
|  | Total | $5,449,308$ | $5,025,749$ | $(423,559)$ |
| Other | Housing | 3,691 | 4,024 | 333 |


| Business segment |  | FY2011 third quarter <br> (October 1, 2010 through <br> December 31, 2010) | FY2012 third quarter <br> (October 1, 2011 through <br> December 31, 2011) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | 924,299 | $1,104,352$ | 180,053 |
|  | North America | 323,149 | 366,814 | 43,665 |
|  | Europe | 99,205 | 108,614 | 9,409 |
|  | Asia | 352,604 | 274,006 | $(78,598)$ |
|  | Other | 103,910 | 98,278 | $(5,632)$ |
|  | Total | $1,803,167$ | $1,952,064$ | 148,897 |
| Other | Housing | 1,429 | 1,489 | 60 |

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

| Business segment | FY2011 first nine months <br> (April 1, 2010 through <br> December 31, 2010) | FY2012 first nine months <br> (April 1, 2011 through <br> December 31, 2011) | Increase <br> (Decrease) |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | $1,487,808$ | $1,357,413$ |
|  | Europe | $1,548,421$ | $1,268,863$ | $(130,395)$ |
|  | Asia | 575,489 | 579,226 | $(279,558)$ |
|  | Other | 910,154 | 894,298 | 3,737 |
|  | Total | 995,075 | 895,833 | $(15,856)$ |
|  | Housing | $5,516,947$ | $4,995,633$ | $(99,242)$ |
| Other | 3,555 | 3,877 | $(521,314)$ |  |


| Business segment |  | FY2011 third quarter <br> (October 1, 2010 through <br> December 31, 2010) | FY2012 third quarter <br> (October 1, 2011 through <br> December 31, 2011) | Increase <br> (Decrease) |
| :---: | :---: | :---: | :---: | :---: |
| Automotive | Japan | 402,476 | 560,350 | 157,874 |
|  | North America | 507,861 | 579,559 | 71,698 |
|  | Europe | 207,621 | 218,104 | 10,483 |
|  | Asia | 334,504 | 279,110 | $(55,394)$ |
|  | Other | 349,219 | 331,604 | $(17,615)$ |
|  | Total | $1,801,681$ | $1,968,727$ | 167,046 |
| Other | Housing | 1,356 | 1,436 | 80 |

[^0]TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)

## 5. Quarterly Consolidated Financial Statements

(1) Quarterly Consolidated Balance Sheets

|  | (Amount: million yen) |  |  |
| :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { FY2011 } \\ \text { (March 31, 2011) } \end{gathered}$ | FY2012 third quarter (December 31, 2011) | Increase (Decrease) |
| Assets |  |  |  |
| Current assets: |  |  |  |
| Cash and cash equivalents | 2,080,709 | 1,533,578 | $(547,131)$ |
| Time deposits | 203,874 | 275,460 | 71,586 |
| Marketable securities | 1,225,435 | 1,122,657 | $(102,778)$ |
| Trade accounts and notes receivable, less allowance for doubtful accounts | 1,449,151 | 1,560,153 | 111,002 |
| Finance receivables, net | 4,136,805 | 3,877,908 | $(258,897)$ |
| Other receivables | 306,201 | 331,074 | 24,873 |
| Inventories | 1,304,242 | 1,465,876 | 161,634 |
| Deferred income taxes | 605,884 | 588,422 | $(17,462)$ |
| Prepaid expenses and other current assets | 517,454 | 648,463 | 131,009 |
| Total current assets | 11,829,755 | 11,403,591 | $(426,164)$ |
| Noncurrent finance receivables, net | 5,556,746 | 5,205,170 | $(351,576)$ |
| Investments and other assets: |  |  |  |
| Marketable securities and other securities investments | 3,571,187 | 3,773,902 | 202,715 |
| Affiliated companies | 1,827,331 | 1,819,465 | $(7,866)$ |
| Employees receivables | 62,158 | 54,223 | $(7,935)$ |
| Other | 661,829 | 632,273 | $(29,556)$ |
| Total investments and other assets | 6,122,505 | 6,279,863 | 157,358 |
| Property, plant and equipment: |  |  |  |
| Land | 1,237,620 | 1,234,006 | $(3,614)$ |
| Buildings | 3,635,605 | 3,599,334 | $(36,271)$ |
| Machinery and equipment | 8,947,350 | 8,801,888 | $(145,462)$ |
| Vehicles and equipment on operating leases | 2,491,946 | 2,288,623 | $(203,323)$ |
| Construction in progress | 298,828 | 262,705 | $(36,123)$ |
| Total property, plant and equipment, at cost | 16,611,349 | 16,186,556 | $(424,793)$ |
| Less - Accumulated depreciation | $(10,302,189)$ | $(10,313,501)$ | $(11,312)$ |
| Total property, plant and equipment, net | 6,309,160 | 5,873,055 | $(436,105)$ |
| Total assets | 29,818,166 | 28,761,679 | $(1,056,487)$ |

TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)


TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)

## (2) Quarterly Consolidated Statements of Income

(First nine months ended December 31)

(Amount: yen)

| Net income attributable to |  |  |  |
| :--- | ---: | ---: | ---: |
| Toyota Motor Corporation per share |  |  |  |
| Basic | 122.06 | 51.83 | (70.23) |
| Diluted | 122.06 | 51.83 | (70.23) |

TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)
(Third quarter for the three months ended December 31)

|  |  |  | (Amount: million yen) |
| :---: | :---: | :---: | :---: |
|  | FY2011 third quarter (Three months ended December 31, 2010) | FY2012 third quarter (Three months ended December 31, 2011) | Increase (Decrease) |
| Net revenues: |  |  |  |
| Sales of products | 4,379,795 | 4,601,657 | 221,862 |
| Financing operations | 293,318 | 263,548 | $(29,770)$ |
| Total net revenues | 4,673,113 | 4,865,205 | 192,092 |
| Costs and expenses: |  |  |  |
| Cost of products sold | 3,954,671 | 4,126,047 | 171,376 |
| Cost of financing operations | 140,296 | 128,588 | $(11,708)$ |
| Selling, general and administrative | 479,076 | 460,886 | $(18,190)$ |
| Total costs and expenses | 4,574,043 | 4,715,521 | 141,478 |
| Operating income | 99,070 | 149,684 | 50,614 |
| Other income (expense): |  |  |  |
| Interest and dividend income | 26,730 | 29,111 | 2,381 |
| Interest expense | $(6,491)$ | $(3,047)$ | 3,444 |
| Foreign exchange gain, net | 6,603 | 14,948 | 8,345 |
| Other income, net | 3,756 | 7,906 | 4,150 |
| Total other income (expense) | 30,598 | 48,918 | 18,320 |
| Quarterly income before income taxes and equity in earnings of affiliated companies | 129,668 | 198,602 | 68,934 |
| Provision for income taxes | 65,718 | 152,535 | 86,817 |
| Equity in earnings of affiliated companies | 46,926 | 55,656 | 8,730 |
| Quarterly net income | 110,876 | 101,723 | $(9,153)$ |
| Less: Quarterly net income attributable to the noncontrolling interest | $(17,247)$ | $(20,779)$ | $(3,532)$ |
| Quarterly net income attributable to Toyota Motor Corporation | 93,629 | 80,944 | $(12,685)$ |

(Amount: yen)

| Quarterly net income attributable to |  |  |
| :--- | ---: | ---: |
| Toyota Motor Corporation per share |  |  |
| Basic | 29.86 | 25.81 |
| Diluted | 29.86 | 25.81 |

(4.05)
(3) Quarterly Consolidated Statements of Cash Flows
(Amount: million yen)

|  | FY2011 first nine months (Nine months ended December 31, 2010) | FY2012 first nine months (Nine months ended December 31, 2011) |
| :---: | :---: | :---: |
| Cash flows from operating activities: |  |  |
| Net income | 436,916 | 208,056 |
| Adjustments to reconcile net income to net cash provided by operating activities |  |  |
| Depreciation | 880,017 | 791,835 |
| Provision for doubtful accounts and credit losses | $(22,289)$ | $(1,313)$ |
| Pension and severance costs, less payments | 2,788 | 4,655 |
| Losses on disposal of fixed assets | 19,525 | 20,698 |
| Unrealized losses on available-for-sale securities, net | 7,710 | 3,706 |
| Deferred income taxes | 146,028 | 29,468 |
| Equity in earnings of affiliated companies | $(180,742)$ | $(135,182)$ |
| Changes in operating assets and liabilities, and other | 144,839 | $(151,230)$ |
| Net cash provided by operating activities | 1,434,792 | 770,693 |
| Cash flows from investing activities: |  |  |
| Additions to finance receivables | $(6,344,161)$ | $(6,177,455)$ |
| Collection of and proceeds from sales of finance receivables | 5,996,255 | 5,970,145 |
| Additions to fixed assets excluding equipment leased to others | $(419,908)$ | $(463,187)$ |
| Additions to equipment leased to others | $(836,796)$ | $(555,203)$ |
| Proceeds from sales of fixed assets excluding equipment leased to others | 28,407 | 21,341 |
| Proceeds from sales of equipment leased to others | 372,039 | 334,115 |
| Purchases of marketable securities and security investments | $(3,235,491)$ | $(2,424,890)$ |
| Proceeds from sales of and maturity of marketable securities and security investments | 2,555,742 | 2,195,803 |
| Changes in investments and other assets, and other | 183,023 | 15,403 |
| Net cash used in investing activities | $(1,700,890)$ | $(1,083,928)$ |
| Cash flows from financing activities: |  |  |
| Proceeds from issuance of long-term debt | 2,282,530 | 1,422,742 |
| Payments of long-term debt | $(1,909,777)$ | $(1,891,213)$ |
| Increase in short-term borrowings | 124,700 | 548,278 |
| Dividends paid | $(141,120)$ | $(156,785)$ |
| Purchase of common stock, and other | $(28,657)$ | $(32,361)$ |
| Net cash provided by (used in) financing activities | 327,676 | $(109,339)$ |
| Effect of exchange rate changes on cash and cash equivalents | $(148,027)$ | $(124,557)$ |
| Net decrease in cash and cash equivalents | $(86,449)$ | $(547,131)$ |
| Cash and cash equivalents at beginning of period | 1,865,746 | 2,080,709 |
| Cash and cash equivalents at end of period | 1,779,297 | 1,533,578 |
|  |  |  |

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

## (4) Going Concern Assumption

## None

TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)
(5) Segment Information
(i) Segment operating results

FY2011 first nine months (Nine months ended December 31, 2010)

|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 13,110,680 | 888,151 | 352,774 | - | 14,351,605 |
| Inter-segment sales and transfers | 8,029 | 13,327 | 331,638 | $(352,994)$ | - |
| Total | 13,118,709 | 901,478 | 684,412 | $(352,994)$ | 14,351,605 |
| Operating expenses | 13,016,569 | 601,328 | 656,290 | $(344,772)$ | 13,929,415 |
| Operating income | 102,140 | 300,150 | 28,122 | $(8,222)$ | 422,190 |

FY2012 first nine months (Nine months ended December 31, 2011)
(Amount: million yen)

|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 11,696,038 | 806,311 | 378,778 | - | 12,881,127 |
| Inter-segment sales and transfers | 19,425 | 21,986 | 339,069 | $(380,480)$ | - |
| Total | 11,715,463 | 828,297 | 717,847 | $(380,480)$ | 12,881,127 |
| Operating expenses | 11,868,302 | 573,788 | 694,592 | $(372,666)$ | 12,764,016 |
| Operating income (loss) | $(152,839)$ | 254,509 | 23,255 | $(7,814)$ | 117,111 |

FY2011 third quarter (Three months ended December 31, 2010)


FY2012 third quarter (Three months ended December 31, 2011)
(Amount: million yen)

|  | Automotive | Financial Services | All Other | Inter-segment Elimination | Consolidated |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Net revenues: |  |  |  |  |  |
| Sales to external customers | 4,464,150 | 263,548 | 137,507 | - | 4,865,205 |
| Inter-segment sales and transfers | 7,311 | 7,930 | 134,657 | $(149,898)$ | - |
| Total | 4,471,461 | 271,478 | 272,164 | $(149,898)$ | 4,865,205 |
| Operating expenses | 4,414,290 | 187,974 | 256,896 | $(143,639)$ | 4,715,521 |
| Operating income | 57,171 | 83,504 | 15,268 | $(6,259)$ | 149,684 |

TOYOTA MOTOR CORPORATION FY2012 Third Quarter Financial Summary (All financial information has been prepared in accordance with accounting principles generally accepted in the United States of America)

## (ii) Geographic information

FY2011 first nine months (Nine months ended December 31, 2010)

| (Amount: million yen) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |  |  |
| Sales to external customers | 5,335,590 | 4,088,148 | 1,408,024 | 2,295,159 | 1,224,684 | - | 14,351,605 |
| Inter-segment sales and transfers | 3,076,701 | 66,502 | 41,341 | 168,942 | 126,664 | $(3,480,150)$ | - |
| Total | 8,412,291 | 4,154,650 | 1,449,365 | 2,464,101 | 1,351,348 | $(3,480,150)$ | 14,351,605 |
| Operating expenses | 8,586,724 | 3,903,499 | 1,456,020 | 2,231,230 | 1,234,238 | $(3,482,296)$ | 13,929,415 |
| Operating income (loss) | $(174,433)$ | 251,151 | $(6,655)$ | 232,871 | 117,110 | 2,146 | 422,190 |

FY2012 first nine months (Nine months ended December 31, 2011)
(Amount: million yen)

|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Net revenues: |  |  |  |  |  |  |  |
| Sales to external customers | 4,929,968 | 3,251,192 | 1,431,512 | 2,086,012 | 1,182,443 | - | 12,881,127 |
| Inter-segment sales and transfers | 2,747,728 | 67,711 | 54,576 | 145,360 | 101,775 | $(3,117,150)$ | - |
| Total | 7,677,696 | 3,318,903 | 1,486,088 | 2,231,372 | 1,284,218 | $(3,117,150)$ | 12,881,127 |
| Operating expenses | 7,984,156 | 3,167,026 | 1,477,540 | 2,060,350 | 1,188,254 | $(3,113,310)$ | 12,764,016 |
| Operating income (loss) | $(306,460)$ | 151,877 | 8,548 | 171,022 | 95,964 | $(3,840)$ | 117,111 |

Note: "Other" consists of Central and South America, Oceania and Africa.
FY2011 third quarter (Three months ended December 31, 2010)

| (Amount: million yen) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Japan | North America | Europe | Asia | Other | Inter-segment Elimination | Consolidated |
| Net revenues: |  |  |  |  |  |  |  |
| Sales to external customers | 1,624,511 | 1,312,704 | 510,699 | 779,848 | 445,351 | - | 4,673,113 |
| Inter-segment sales and transfers | 1,061,560 | 20,669 | 13,533 | 55,284 | 44,274 | $(1,195,320)$ | - |
| Total | 2,686,071 | 1,333,373 | 524,232 | 835,132 | 489,625 | $(1,195,320)$ | 4,673,113 |
| Operating expenses | 2,808,517 | 1,228,103 | 521,972 | 766,479 | 445,419 | $(1,196,447)$ | 4,574,043 |
| Operating income (loss) | $(122,446)$ | 105,270 | 2,260 | 68,653 | 44,206 | 1,127 | 99,070 |

FY2012 third quarter (Three months ended December 31, 2011)


[^1](6) Significant Changes in Shareholders' Equity

None

Supplemental Material for Financial Results for FY2012 Third Quarter (Consolidated)
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|  | FY2011 |  |  |  |  | 12 months ('10/4-11/3) | FY2012 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2011 / 4-12) \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2010 / 4-6) \end{gathered}$ | $\begin{gathered} 2 Q \\ (2010 / 7-9) \end{gathered}$ | $\begin{gathered} 3 Q \\ (2010 / 10-12) \end{gathered}$ | 9 months <br> (2010/4-12) | $\begin{gathered} 4 \mathrm{Q} \\ (2011 / 1-3) \end{gathered}$ |  | $\begin{gathered} 1 \mathrm{Q} \\ (2011 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2011 / 7-9) \\ \hline \end{gathered}$ | $\begin{gathered} 3 Q \\ (2011 / 10-12) \end{gathered}$ |  |
| Vehicle Production (thousands of units) | 1,793 | 1,853 | 1,803 | 5,449 | 1,720 | 7,169 | 1,189 | 1,884 | 1,952 | 5,025 |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left[\begin{array}{c}970 \\ {\left[\begin{array}{c}165] \\ {[ }\end{array} 024\right]}\end{array}\right.$ | $\left[\begin{array}{r}1,024 \\ {\left[\begin{array}{r}167\end{array}\right]} \\ {\left[\begin{array}{c}\text { 26 }\end{array}\right]}\end{array}\right.$ | $\left[\begin{array}{c}924 \\ {\left[\begin{array}{c}154\end{array}\right]} \\ {\left[\begin{array}{ll}26\end{array}\right]}\end{array}\right.$ | $\left[\begin{array}{r}2,918 \\ {\left[\begin{array}{rr}486\end{array}\right]} \\ {\left[\begin{array}{c}76\end{array}\right]}\end{array}\right.$ | $\left.\begin{array}{c}803 \\ 133 \\ 23\end{array}\right]$ | $\left[\begin{array}{rr}3,721 \\ {[ } & 619\end{array}\right]$ | $\left[\begin{array}{rr}556 \\ {[ } & 122 \\ {[ } & 23 \\ \hline\end{array}\right.$ | 1,015 162 29 | $\left.\begin{array}{r} 1,104 \\ 193 \\ 34 \end{array}\right][\text { [ }$ | $\left[\begin{array}{c}2,675 \\ {\left[\begin{array}{r}477\end{array}\right]} \\ {\left[\begin{array}{c}86\end{array}\right]}\end{array}\right.$ |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left.\begin{array}{r}823 \\ 40 \\ 2\end{array}\right]$ | $\left.\begin{array}{r}829 \\ 37 \\ 3\end{array}\right]$ | $\left.\begin{array}{r}879 \\ 48 \\ 2\end{array}\right]$ | $\left[\begin{array}{r} 2,531 \\ {[ } \end{array} \quad 125\right]\left[\begin{array}{r} ] \\ {[ } \end{array}\right]$ | $\left.\begin{array}{r} 917 \\ 45 \\ 2 \end{array}\right]$ | $\left[\begin{array}{rr}3,448 \\ {\left[\begin{array}{rr} \\ 170\end{array}\right]} \\ & 9\end{array}\right]$ | $\left[\begin{array}{r}633 \\ {[ }\end{array}\right.$ | $\begin{array}{r} 869 \\ 52 \\ 4 \end{array}$ | $\left.\begin{array}{r} 848 \\ 52 \\ 3 \end{array}\right]$ | $\left[\begin{array}{r}2,350 \\ {\left[\begin{array}{r}146\end{array}\right]} \\ {\left[\begin{array}{r}3\end{array}\right]}\end{array}\right.$ |
| North America | 343 | 327 | 323 | 993 | 345 | 1,338 | 188 | 276 | 367 | 831 |
| Europe | 83 | 82 | 100 | 265 | 107 | 372 | 75 | 78 | 109 | 263 |
| Asia | 299 | 326 | 353 | 978 | 366 | 1,344 | 280 | 411 | 274 | 965 |
| Central and South America | 39 | 37 | 39 | 116 | 32 | 148 | 36 | 35 | 42 | 114 |
| Oceania | 31 | 30 | 27 | 88 | 25 | 113 | 21 | 28 | 20 | 68 |
| Africa | 28 | 27 | 37 | 91 | 42 | 133 | 33 | 41 | 36 | 109 |
| Vehicle Sales (thousands of units) | 1,820 | 1,895 | 1,802 | 5,517 | 1,791 | 7,308 | 1,221 | 1,805 | 1,969 | 4,995 |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left[\begin{array}{r}500 \\ {\left[\begin{array}{c}137\end{array}\right]} \\ {\left[\begin{array}{c}6]\end{array}\right]}\end{array}\right.$ | $\left.\begin{array}{r}586 \\ 153 \\ 7\end{array}\right]$ | $\left[\begin{array}{rr}403 \\ {\left[\begin{array}{c}110\end{array}\right]} \\ {[ } & 8\end{array}\right]$ | $\left[\begin{array}{r}1,488 \\ {\left[\begin{array}{r}400\end{array}\right]} \\ {\left[\begin{array}{c}21]\end{array}\right]}\end{array}\right.$ | $\left[\begin{array}{rr}425 \\ {\left[\begin{array}{rr}128\end{array}\right]} \\ {[ } & 8\end{array}\right]$ | $\left[\begin{array}{rr}1,913 \\ {[ } & 528\end{array}\right]\left[\begin{array}{c} \\ {[ }\end{array}\right]$ | $\left[\begin{array}{rr}  & 292 \\ {[ } & 107 \\ {[ } & 5 \end{array}\right]$ | $\begin{array}{r} 505 \\ 139 \\ 11 \end{array}$ | $\left.\begin{array}{r} 561 \\ 152 \\ 10 \end{array}\right]$ | $\left[\begin{array}{r}1,357 \\ {\left[\begin{array}{rr}398\end{array}\right]} \\ {\left[\begin{array}{rr}26\end{array}\right]}\end{array}\right.$ |
| (Overseas) - including Daihatsu \& Hino [Daihatsu] [Hino] | $\left[\begin{array}{r}1,320 \\ {[ } \\ {\left[\begin{array}{c}44\end{array}\right]} \\ 19]\end{array}\right]$ | $\left[\begin{array}{r}1,309 \\ {\left[\begin{array}{c}39\end{array}\right]} \\ {\left[\begin{array}{c}10\end{array}\right]}\end{array}\right.$ | $\left[\begin{array}{r}1,399 \\ {\left[\begin{array}{r}45\end{array}\right]} \\ {\left[\begin{array}{l}19\end{array}\right]}\end{array}\right.$ | $\left[\begin{array}{c}4,029 \\ {\left[\begin{array}{r}128\end{array}\right]} \\ {\left[\begin{array}{c}59\end{array}\right]}\end{array}\right.$ |  | $\left[\begin{array}{r} 5,395 \\ {[ } \end{array}\right]\left[\begin{array}{r} 170 \end{array}\right]$ | $\left[\begin{array}{rr} 929 \\ {[ } & 40 \\ {[ } & 16 \end{array}\right.$ | $\begin{array}{r} 1,300 \\ 50 \\ 21 \end{array}$ | $\left.\begin{array}{r} 1,408 \\ 47 \\ 22 \end{array}\right]$ | $\left[\begin{array}{c}3,638 \\ {\left[\begin{array}{c}137\end{array}\right]} \\ {\left[\begin{array}{c}60\end{array}\right]}\end{array}\right.$ |
| North America | 526 | 515 | 507 | 1,548 | 483 | 2,031 | 276 | 413 | 579 | 1,268 |
| Europe | 187 | 181 | 208 | 576 | 220 | 796 | 174 | 187 | 219 | 580 |
| Asia | 285 | 289 | 335 | 910 | 345 | 1,255 | 259 | 355 | 279 | 894 |
| Central and South America | 69 | 75 | 76 | 221 | 60 | 281 | 52 | 75 | 84 | 211 |
| Oceania | 62 | 54 | 70 | 187 | 61 | 248 | 34 | 61 | 61 | 156 |
| Africa | 49 | 46 | 57 | 151 | 58 | 209 | 40 | 55 | 62 | 157 |
| Middle East | 140 | 148 | 145 | 432 | 137 | 569 | 91 | 152 | 123 | 366 |
| Other | 2 | 1 | 1 | 4 | 2 | 6 | 3 | 2 | 1 | 6 |
| Total Retail Unit Sales (thousands of units) [Toyota, Daihatsu and Hino] | 2,072 | 2,166 | 2,086 | 6,324 | 2,099 | 8,423 | 1,616 | 2,058 | 2,174 | 5,849 |
| Housing Sales (units) | 866 | 1,333 | 1,356 | 3,555 | 1,602 | 5,157 | 879 | 1,562 | 1,436 | 3,877 |


| FY2012 <br> Forecast <br> 12 months <br> $(11 / 4-12 / 3)$ |
| :---: |
|  |

## Supplemental Material for Financial Results for FY2012 Third Quarter (Consolidated)

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|  | FY2011 |  |  |  |  | 12 months ('10/4-'11/3) | FY2012 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2011 / 4-12) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 \mathrm{Q} \\ (2010 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2010 / 7-9) \end{gathered}$ | $\begin{gathered} 3 Q \\ (2010 / 10-12) \end{gathered}$ | 9 months <br> (2010/4-12) | $\begin{gathered} 4 \mathrm{Q} \\ (2011 / 1-3) \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2011 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2011 / 7-9) \end{gathered}$ | $\begin{gathered} 3 Q \\ (2011 / 10-12) \end{gathered}$ |  |
| Foreign Exchange Rates |  |  |  |  |  |  |  |  |  |  |
| Yen to US Dollar Rate | 92 | 86 | 83 | 87 | 82 | 86 | 82 | 78 | 77 | 79 |
| Yen to Euro Rate | 117 | 111 | 112 | 113 | 113 | 113 | 117 | 110 | 104 | 111 |
| Market Share (Japan) |  |  |  |  |  |  |  |  |  |  |
| Toyota (excluding Mini-Vehicles) (\%) | 50.1 | 46.1 | 48.9 | 48.2 | 44.6 | 47.3 | 37.7 | 44.8 | 48.2 | 44.3 |
| Toyota, Daihatsu and Hino (including Mini-Vehicles) (\%) | 45.2 | 43.3 | 44.6 | 44.3 | 41.9 | 43.7 | 37.1 | 42.9 | 45.8 | 42.5 |
| Number of Employees | 319,910 | 318,001 | 317,734 | 317,734 | 317,716 | 317,716 | 322,046 | 322,809 | 324,747 | 324,747 |
| Net Revenues (billions of yen) | 4,871.8 | 4,806.7 | 4,673.1 | 14,351.6 | 4,642.0 | 18,993.6 | 3,441.0 | 4,574.9 | 4,865.2 | 12,881.1 |
| Geographic Information |  |  |  |  |  |  |  |  |  |  |
| Japan | 2,806.6 | 2,919.6 | 2,686.1 | 8,412.3 | 2,573.9 | 10,986.2 | 1,784.5 | 2,869.0 | 3,024.2 | 7,677.7 |
| North America | 1,483.6 | 1,337.6 | 1,333.3 | 4,154.6 | 1,274.5 | 5,429.1 | 853.5 | 1,085.7 | 1,379.5 | 3,318.9 |
| Europe | 459.8 | 465.3 | 524.2 | 1,449.3 | 532.1 | 1,981.4 | 459.9 | 499.2 | 527.0 | 1,486.1 |
| Asia | 834.9 | 794.2 | 835.1 | 2,464.1 | 910.5 | 3,374.6 | 700.0 | 827.3 | 704.2 | 2,231.3 |
| Other | 453.7 | 408.0 | 489.7 | 1,351.4 | 457.7 | 1,809.1 | 368.8 | 455.3 | 460.2 | 1,284.2 |
| Elimination | -1,166.8 | -1,118.0 | -1,195.3 | -3,480.1 | -1,106.7 | -4,586.8 | -725.7 | -1,161.6 | -1,229.9 | -3,117.1 |
| Business Segment |  |  |  |  |  |  |  |  |  |  |
| Automotive | 4,467.8 | 4,395.8 | 4,255.1 | 13,118.8 | 4,218.5 | 17,337.3 | 3,060.8 | 4,183.1 | 4,471.4 | 11,715.5 |
| Financial Services | 307.6 | 296.3 | 297.5 | 901.4 | 290.8 | 1,192.2 | 285.8 | 271.0 | 271.5 | 828.2 |
| All Other | 212.9 | 233.5 | 238.0 | 684.4 | 287.8 | 972.2 | 190.5 | 255.2 | 272.2 | 717.8 |
| Elimination | -116.5 | -118.9 | -117.5 | -353.0 | -155.1 | -508.1 | -96.1 | -134.4 | -149.9 | -380.4 |
| Operating Income (billions of yen) (Operating Income Ratio) (\%) | $\begin{array}{\|r} 211.6 \\ \left(\begin{array}{r} 2 \\ \hline \end{array}\right. \\ \hline \end{array}$ | $\left.\begin{array}{r} \hline 111.5 \\ 2.3 \end{array}\right)$ | $\begin{array}{r} 99.0 \\ \left(\begin{array}{r}  \\ 2.1 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 422.1 \\ 2.9 \end{array}$ | $\begin{array}{r} 46.1 \\ \hline 1.0 \\ \hline \end{array}$ | $\begin{array}{r} 468.2 \\ 2.5 \end{array}$ | $\left.\begin{array}{\|r\|} \hline-108.0 \\ ( \\ -3.1 \end{array}\right)$ | $\begin{array}{r} 75.4 \\ \left(\begin{array}{r} 1.6 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 149.6 \\ \hline \\ \hline \end{array}$ | $\begin{array}{r} \hline 117.1 \\ 0.9 \\ \hline \end{array}$ |
| Geographic Information |  |  |  |  |  |  |  |  |  |  |
| Japan | -27.5 | -24.5 | -122.4 | -174.4 | -188.0 | -362.4 | -206.6 | -69.3 | -30.5 | -306.4 |
| North America | 109.7 | 36.1 | 105.2 | 251.1 | 88.4 | 339.5 | 28.9 | 32.5 | 90.3 | 151.8 |
| Europe | -6.8 | -2.1 | 2.2 | -6.7 | 19.8 | 13.1 | -7.5 | 5.6 | 10.4 | 8.5 |
| Asia | 90.2 | 74.0 | 68.6 | 232.8 | 80.2 | 313.0 | 60.1 | 70.4 | 40.5 | 171.0 |
| Other | 41.0 | 31.9 | 44.3 | 117.2 | 42.9 | 160.1 | 21.0 | 37.1 | 37.9 | 96.0 |
| Elimination | 5.0 | -3.9 | 1.1 | 2.1 | 2.8 | 4.9 | -3.9 | -0.9 | 1.0 | -3.8 |
| Business Segment |  |  |  |  |  |  |  |  |  |  |
| Automotive | 96.7 | 33.0 | -27.5 | 102.2 | -16.2 | 86.0 | -202.5 | -7.5 | 57.1 | -152.8 |
| Financial Services | 115.1 | 68.6 | 116.4 | 300.1 | 58.1 | 358.2 | 94.6 | 76.4 | 83.5 | 254.5 |
| All Other | 4.0 | 10.7 | 13.4 | 28.1 | 7.1 | 35.2 | -2.0 | 9.9 | 15.3 | 23.2 |
| Elimination | -4.2 | -0.8 | -3.3 | -8.3 | -2.9 | -11.2 | 1.9 | -3.4 | -6.3 | -7.8 |
| Income before Income Taxes (billions of yen) (Income before Income Taxes Ratio) (\%) | $\begin{array}{r} 263.0 \\ 5.4 \\ \hline \end{array}$ | $\begin{array}{r} 129.1 \\ \left(\begin{array}{r} 2.7 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 129.6 \\ (\quad 2.8 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 521.7 \\ (3.6 \\ \hline \end{array}$ | (r $\begin{array}{r}41.5 \\ 0.9\end{array}$ | $\begin{array}{r} 563.2 \\ 3.0 \end{array}$ | $\begin{array}{r} \hline-80.5 \\ -2.3 \\ \hline \end{array}$ | $\left.\begin{array}{r\|r\|} \hline & 79.1 \\ ( & 1.7 \end{array}\right)\left(\begin{array}{l} 1 \\ \hline \end{array}\right.$ | $\begin{array}{r} 198.6 \\ (\quad 4.1 \\ \hline \end{array}$ | $\begin{array}{r} \hline 197.2 \\ 1.5 \\ \hline \end{array}$ |
| Equity in Earnings of Affiliated Companies (billions of yen) | 70.0 | 63.8 | 46.9 | 180.7 | 34.3 | 215.0 | 40.2 | 39.3 | 55.6 | 135.2 |
| Net Income (billions of yen) (Net Income Ratio) (\%) | $\begin{array}{\|r} 190.4 \\ (\quad 3.9 \\ \hline \end{array}$ | $\begin{array}{r} 98.7 \\ \left(\begin{array}{r} 2.1 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 93.6 \\ 1 \\ \hline \end{array}$ | $\begin{array}{r} 382.7 \\ \left(\begin{array}{r} 2.7 \\ \hline \end{array}\right. \\ \hline \end{array}$ | (r $\begin{array}{r}25.4 \\ \text { ( } 0.5 \\ \hline\end{array}$ | $\begin{array}{r\|} \hline 408.1 \\ 2.1 \\ \hline \end{array}$ | $\begin{aligned} & 1.1 \\ & \left(\begin{array}{l} 1.0 \end{array}\right) \\ & \hline \end{aligned}$ | $\begin{array}{r\|} \hline 80.4 \\ ( \\ \hline \end{array}$ | $\begin{array}{r} 80.9 \\ (\quad 1.7 \\ \hline \end{array}$ | $\begin{array}{r} \hline 162.5 \\ 1.3 \\ \hline \end{array}$ |
| Shareholder Return |  |  |  |  |  |  |  |  |  |  |
| Cash Dividends (billions of yen) | - | 62.7 | - | 62.7 | 94.1 | 156.8 | - | 62.7 | - | 62.7 |
| Cash Dividends per Share (yen) | - | 20 | - | 20 | 30 | 50 | - | 20 | - | 20 |
| Payout Ratio (\%) | - | 21.7 | - | - | 79.1 | 38.4 | - | 76.9 | - | - |
| Value of Shares Repurchased (billions of yen) | - | - | - | - | - | - | - | - | - | - |
| Number of Shares Canceled (thousands) | - | - | - | - | - | - | - | - | - | - |
| Number of Outstanding Shares (thousands) | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 | 3,447,997 |



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| Analysis of Consolidated Net Income for FY2012 (Note 2) (billions of yen, approximately) | $\begin{gathered} 3 Q \\ (2011 / 10-12) \end{gathered}$ | 9 months <br> (2011/4-12) |
| :---: | :---: | :---: |
| Effects of Marketing Activities | 100.0 | -120.0 |
| Effects of Changes in Exchange Rates | -70.0 | -200.0 |
| Cost Reduction Efforts | 30.0 | 80.0 |
| From Engineering | 20.0 | 55.0 |
| From Manufacturing and Logistics | 10.0 | 25.0 |
| Increases in Expenses, etc. | 10.0 | -30.0 |
| Other | -19.4 | -35.0 |
| (Changes in Operating Income) | 50.6 | -305.0 |
| Non-operating Income | 18.4 | -19.5 |
| Equity in Earnings of Affiliated Companies | 8.7 | -45.5 |
| Income Taxes, Net Income Attributable to the Noncontrolling Interest | -90.4 | 149.8 |
| (Changes in Net Income) (Note 2) | -12.7 | -220.2 |

## Supplemental Material for Financial Results for FY2012 Third Quarter (Unconsolidated)

## < Japan GAAP >

|  | FY2011 |  |  |  |  | 12 months <br> ('10/4-11/3) | FY2012 |  |  | $\begin{aligned} & 9 \text { months } \\ & (2011 / 4-12) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2010 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2010 / 7-9) \end{gathered}$ | $\begin{gathered} 3 Q \\ (2010 / 10-12) \end{gathered}$ | 9 months <br> (2010/4-12) | $\begin{gathered} 4 \mathrm{Q} \\ (2011 / 1-3) \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2011 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2011 / 7-9) \end{gathered}$ | $\begin{gathered} 3 Q \\ (2011 / 10-12) \\ \hline \end{gathered}$ |  |
| Toyota \& Lexus brand |  |  |  |  |  |  |  |  |  |  |
| Domestic Vehicle Production (thousands of units) | 781 | 831 | 744 | 2,356 | 648 | 3,004 | 411 | 824 | 878 | 2,113 |
| Overseas Vehicle Production (thousands of units) | 1,032 | 1,041 | 1,121 | 3,194 | 1,144 | 4,338 | 779 | 1,133 | 1,112 | 3,024 |
| Domestic Vehicle Retail Sales (thousands of units) | 373 | 431 | 282 | 1,086 | 321 | 1,407 | 179 | 346 | 355 | 880 |
| Exports Vehicle Sales (thousands of units) | 424 | 420 | 458 | 1,302 | 396 | 1,698 | 199 | 466 | 507 | 1,172 |
| North America | 159 | 163 | 159 | 481 | 119 | 600 | 65 | 163 | 168 | 396 |
| Europe | 74 | 69 | 85 | 228 | 101 | 329 | 43 | 86 | 118 | 247 |
| Asia | 38 | 38 | 59 | 135 | 47 | 182 | 24 | 52 | 60 | 136 |
| Central and South America | 20 | 22 | 22 | 64 | 17 | 81 | 9 | 23 | 25 | 57 |
| Oceania | 40 | 41 | 43 | 124 | 34 | 158 | 17 | 49 | 47 | 113 |
| Africa | 18 | 18 | 21 | 57 | 14 | 71 | 7 | 17 | 17 | 41 |
| Middle East | 73 | 68 | 68 | 209 | 63 | 272 | 33 | 75 | 71 | 179 |
| Other | 2 | 1 | 1 | 4 | 1 | 5 | 1 | 1 | 1 | 3 |
| Net Revenues (billions of yen) | 2,136.4 | 2,220.0 | 2,039.2 | 6,395.6 | 1,847.2 | 8,242.8 | 1,207.3 | 2,139.3 | 2,288.0 | 5,634.6 |
| Domestic | 804.6 | 932.9 | 670.3 | 2,407.8 | 651.4 | 3,059.2 | 433.8 | 790.6 | 902.9 | 2,127.3 |
| Exports | 1,331.7 | 1,287.2 | 1,368.8 | 3,987.7 | 1,195.8 | 5,183.5 | 773.4 | 1,348.7 | 1,385.1 | 3,507.2 |
| Operating Income (billions of yen) (Operating Income Ratio) (\%) | $\begin{array}{r} \hline-63.8 \\ (\quad-3.0 \\ \hline \end{array}$ | $\begin{array}{r} \hline-85.6 \\ -3.9 \\ \hline \end{array}$ | $\left.\begin{array}{r} \hline-134.1 \\ -6.6 \end{array}\right)$ | $\begin{array}{r} -283.5 \\ -4.4 \\ \hline \end{array}$ | $\left.\begin{array}{c\|} \hline-197.4 \\ -10.7 \end{array}\right)$ | $\begin{array}{r} \hline-480.9 \\ -5.8 \\ \hline \end{array}$ | $\left.\begin{array}{r} \hline-194.6 \\ -16.1 \end{array}\right)$ | $\left.\begin{array}{r} \hline-127.7 \\ -6.0 \end{array}\right)$ | $\begin{array}{c\|} \hline-98.1 \\ -4.3 \\ \hline \end{array}$ | $\begin{array}{r} \hline-420.4 \\ -7.5 \\ \hline \end{array}$ |
| Ordinary Income (billions of yen) (Ordinary Income Ratio) (\%) | 163.1 <br> 7.6 <br> 180.3 | $\begin{array}{r} 27.7 \\ 1.2 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline-77.4 \\ -3.8 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 113.4 \\ 1.8 \\ \hline \end{array}$ | $\left.\begin{array}{r} \hline-160.4 \\ -8.7 \end{array}\right)$ | $\begin{array}{\|r\|} \hline-47.0 \\ ( \\ -0.6 \\ \hline \end{array}$ | $\left.\begin{array}{l} \hline-3.6 \\ -0.3 \end{array}\right)$ | $\left.\begin{array}{c} \hline-72.0 \\ -3.4 \end{array}\right)$ | $\begin{array}{r} 15.8 \\ 0.7 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline-59.8 \\ -1.1 \\ \hline \end{array}$ |
| Net Income (billions of yen) <br> (Net Income Ratio) (\%) | $\begin{array}{r} 180.3 \\ 8.4 \end{array}$ | $\begin{array}{r} \hline 20.7 \\ 0.9 \end{array}$ | $\left.\begin{array}{\|c\|} \hline-38.0 \\ ( \\ -1.9 \end{array}\right)$ | $\begin{array}{r} 163.0 \\ 2.5 \end{array}$ | $\left.\begin{array}{r} \hline-110.3 \\ -6.0 \end{array}\right)$ | $\left.\begin{array}{\|c\|} \hline 52.7 \\ ( \\ 0.6 \end{array}\right)$ | $\left.\begin{array}{c} 50.6 \\ 4.2 \end{array}\right)$ | $\left.\begin{array}{c} -0.9 \\ -0.0 \end{array}\right)$ | $\left.\begin{array}{\|c\|} \hline-80.1 \\ -3.5 \end{array}\right)$ | $\begin{array}{r} \hline-30.4 \\ -0.5 \end{array}$ |
| R\&D Expenses (billions of yen) | 159.7 | 164.4 | 156.0 | 480.1 | 155.8 | 635.9 | 165.7 | 169.1 | 168.1 | 502.9 |
| Depreciation Expenses (billions of yen) | 51.9 | 55.9 | 56.4 | 164.2 | 58.2 | 222.4 | 45.6 | 48.5 | 50.4 | 144.5 |
| Capital Expenditures (billions of yen) | 15.2 | 30.0 | 23.4 | 68.6 | 63.9 | 132.5 | 27.0 | 24.5 | 31.4 | 82.9 |


| FY2012 <br> Forecast 12 months <br> ('11/4-'12/3) |  |
| :---: | :---: |
| 3,120 |  |
| 4,410 |  |
| 1,390 |  |
| 1,690 |  |
| 590 |  |
| 340 |  |
| 190 |  |
| 80 |  |
| 160 |  |
| 60 |  |
| 270 |  |
|  |  |
| 8,200.0 |  |
|  |  |
|  | $\begin{array}{r} \hline-490.0 \\ -6.0 \end{array}$ |
| -120.0 |  |
| -60.0 |  |
|  | -0.7 |
| 660.0 |  |
| 200.0 |  |
| 140.0 |  |


| Analysis of Unconsolidated Net Income for FY2012 (billions of yen, approximately) | $\begin{gathered} 3 Q \\ (2011 / 10-12) \end{gathered}$ | $\begin{aligned} & 9 \text { months } \\ & (2011 / 4-12) \end{aligned}$ | Cautionary Statement with Respect to Forward-Looking Statements <br> This report contains forward-looking statements that reflect Toyota's plans and expectations. <br> These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include: (i) the impact of the March 11, 2011 Great East Japan Earthquake and ensuing events, and 2011 floods in Thailand, including the negative effect on Toyota' s vehicle production and sales; (ii) changes in economic conditions and market demand affecting, and the competitive environment in, the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (iii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the euro, the Australian dollar, the Canadian dollar and the British pound; (iv) changes in funding environment in financial markets; (v) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; (vi) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's automotive operations, particularly laws, regulations and government policies relating to vehicle safety including remedial measures such as recalls, trade, environmental protection, vehicle emissions and vehicle fuel economy, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of current and future litigation and other legal proceedings, government proceedings and investigations; (vii) political instability in the markets in which Toyota operates; (viii) Toyota's ability to timely develop and achieve market acceptance of new products that meet customer demand; (ix) any damage to Toyota's brand image; ( x ) Toyota' s reliance on various suppliers for the provision of supplies; and (xi) fuel shortages or interruptions in transportation systems, labor strikes, work stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced, distributed or sold. A discussion of these and other factors which may affect Toyota's actual results, performance, achievements or financial position is contained in Toyota's annual report on Form 20-F, which is on file with the United States Securities and Exchange Commission. |
| :---: | :---: | :---: | :---: |
| Effects of Marketing Activities | 70.0 | -30.0 |  |
| Effects of Changes in Exchange Rates | -80.0 | -210.0 |  |
| Cost Reduction Efforts | 30.0 | 80.0 |  |
| From Engineering | 25.0 | 75.0 |  |
| From Manufacturing and Logistics | 5.0 | 5.0 |  |
| Decreases in Expenses, etc. | 20.0 | 30.0 |  |
| Other | -4.0 | -6.9 |  |
| (Changes in Operating Income) | 36.0 | -136.9 |  |
| Non-operating Income | 57.2 | -36.3 |  |
| Income Taxes, etc. | -135.3 | -20.2 |  |
| (Changes in Net Income) | -42.1 | -193.4 |  |

(Note 1) Shows the number of employees as of the end of each period (excluding loan employees from Toyota
and its consolidated subsidiaries ("Toyota") to outside Toyota and including loan employees from outside Toyota to Toyota)
(Note 2) Shows "Net income attributable to Toyota Motor Corporation"
(Note 3) 2Q= Interim Dividend, 4Q= Year-end Dividend, FY= Annual Dividend
(Note 4) Figures for depreciation expenses and capital expenditures do not include vehicles in operating lease
(Note 5) Excludes financial subsidiaries


[^0]:    Note: 1 Sales in "Automotive" indicates sales units of vehicles (new).
    2 "Other" in "Automotive" consists of Central and South America, Oceania, Africa and the Middle East, etc.

[^1]:    Note: "Other" consists of Central and South America, Oceania and Africa.

