Cautionary Statement with Respect to Forward-Looking Statements and Caution Concerning Insider Trading

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

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.

Caution concerning Insider Trading

Under Japanese securities laws and regulations (the "Regulations"), subject to certain exceptions, any person who receives certain material information relating to the business, etc. of Toyota which may be contained in this document is prohibited from trading in Toyota's shares or certain other transactions related to such shares (as set forth in the Regulations) until such material information is deemed to be made public. Under the Regulations, material information is deemed to be made public when (i) such material information is notified to a stock exchange and is disclosed by ways of electromagnetic means as prescribed by the ordinance of the Cabinet Office (posting on the TDnet (Timely Disclosure Network) information service ) or (ii) twelve (12) hours have elapsed since a listed company, such as Toyota, disclosed such material information to at least two (2) media sources as prescribed by the Regulations.
Actual: Operating income 1.3 trillion yen (+0.2 trillion yen YoY)

- Despite a decrease in production and sales volume in Japan, there was an increase in profit due to the effects of foreign exchange rates and cost reduction efforts. We will continue to work on maintaining and improving our profit structure.

- We would like to express our heartfelt appreciation to our customers around the world who chose us.

- Despite the inability to maintain stable production in Japan due to factors such as certification issues and recalls, we achieved an increase in profit thanks to the support of all our stakeholders, including suppliers and dealers.

- We will firmly strengthen our foundations and proactively invest in human resources as well as in the future. We will continue to accelerate our activities.
FY2025 First Quarter Financial Performance
Consolidated Vehicle Sales

Reference (retail)

<table>
<thead>
<tr>
<th></th>
<th>2023.4-6</th>
<th>2024.4-6</th>
<th>YoY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toyota and Lexus Vehicle Sales</td>
<td>2,538</td>
<td>2,491</td>
<td>98.1%</td>
</tr>
<tr>
<td>Electrified Vehicle [%]</td>
<td>868 [34.2%]</td>
<td>1,075 [43.2%]</td>
<td>123.9%</td>
</tr>
<tr>
<td>HEV</td>
<td>807</td>
<td>998</td>
<td>123.8%</td>
</tr>
<tr>
<td>PHEV</td>
<td>31</td>
<td>34</td>
<td>108.5%</td>
</tr>
<tr>
<td>BEV</td>
<td>29</td>
<td>43</td>
<td>149.5%</td>
</tr>
<tr>
<td>FCEV</td>
<td>1</td>
<td>0</td>
<td>28.8%</td>
</tr>
<tr>
<td>Total Retail Vehicle Sales</td>
<td>2,751</td>
<td>2,636</td>
<td>95.8%</td>
</tr>
</tbody>
</table>

(thousands of vehicles)
# Consolidated Financial Summary

<table>
<thead>
<tr>
<th>(billions of yen)</th>
<th>2023.4-6</th>
<th>2024.4-6</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sales Revenues</strong></td>
<td>10,546.8</td>
<td>11,837.8</td>
<td>+1,291.0</td>
</tr>
<tr>
<td><strong>Operating Income</strong></td>
<td>1,120.9</td>
<td>1,308.4</td>
<td>+187.5</td>
</tr>
<tr>
<td>Margin</td>
<td>10.6%</td>
<td>11.1%</td>
<td></td>
</tr>
<tr>
<td><strong>Other Income</strong></td>
<td>599.6</td>
<td>563.7</td>
<td>-35.8</td>
</tr>
<tr>
<td>Share of Profit (Loss) of Investments Accounted for Using the Equity Method</td>
<td>193.3</td>
<td>164.9 *</td>
<td>-28.4</td>
</tr>
<tr>
<td><strong>Income before Income Taxes</strong></td>
<td>1,720.5</td>
<td>1,872.2</td>
<td>+151.7</td>
</tr>
<tr>
<td><strong>Net Income Attributable to Toyota Motor Corporation</strong></td>
<td>1,311.3</td>
<td>1,333.3</td>
<td>+21.9</td>
</tr>
<tr>
<td>Margin</td>
<td>12.4%</td>
<td>11.3%</td>
<td></td>
</tr>
<tr>
<td><strong>FOREX Rates</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US$</td>
<td>137 yen</td>
<td>156 yen</td>
<td>+19 yen</td>
</tr>
<tr>
<td>€</td>
<td>150 yen</td>
<td>168 yen</td>
<td>+18 yen</td>
</tr>
</tbody>
</table>

* Regarding Japan: 130.0 (+7.6 year on year), China: 14.9 (-39.4 year on year), Other: 19.9 (+3.3 year on year)
Analysis of Consolidated Operating Income

(billions of yen)

Excluding the overall impact of foreign exchange rates and swap valuation gains/losses, etc.: -$100.0

Which includes:
Strengthening Foundation of Suppliers/Materials Prices -40.0
Cost Reduction +95.0

Increase or Decrease in Expenses and Expense Reduction Efforts

Cost Reduction Efforts
+55.0
Marketing Efforts *2 +70.0
Other *4 -82.5

Effects of FOREX Rates *1 +370.0

2023.4-6
137 yen/US$ 150 yen/€

2024.4-6
156 yen/US$ 168 yen/€

Operating Income (+187.5)

*1 Details
Transactional (Imports/Exports) +310.0
- US $ +240.0
- € +35.0
- Other +35.0

Translational FOREX Impact Concerning Overseas Subsidiaries, etc. +60.0

*2 Details
Volume, Model Mix -50.0
Value Chain +40.0
- Financial Services ±0.0
- Accessories / Spare Parts / Used Vehicle / Connected, etc. +40.0
Other +80.0

*3 Details
Labor Cost -75.0
Depreciation Expenses -15.0
R&D Expenses -120.0
Expenses, etc.

*4 Details
Valuation Gains / Losses from Swaps, etc. -11.9
Impact of Inflation Accounting, etc. -35.8
Other -34.8
Operating Income (billions of yen) (excluding Valuation Gains/Losses relating to Swaps, etc.)

<table>
<thead>
<tr>
<th>Region</th>
<th>2023.4-6</th>
<th>2024.4-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>700.7</td>
<td>885.2</td>
</tr>
<tr>
<td>N. America</td>
<td>123.3</td>
<td>100.7</td>
</tr>
<tr>
<td>Europe</td>
<td>82.0</td>
<td>123.8</td>
</tr>
<tr>
<td>Asia</td>
<td>186.9</td>
<td>244.6</td>
</tr>
<tr>
<td>Other</td>
<td>80.5</td>
<td>33.6</td>
</tr>
</tbody>
</table>

+184.4

Consolidated Vehicle Sales (thousands of vehicles)

<table>
<thead>
<tr>
<th>Region</th>
<th>2023.4-6</th>
<th>2024.4-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>532</td>
<td>421</td>
</tr>
<tr>
<td>N. America</td>
<td>682</td>
<td>705</td>
</tr>
<tr>
<td>Europe</td>
<td>286</td>
<td>291</td>
</tr>
<tr>
<td>Asia</td>
<td>417</td>
<td>436</td>
</tr>
<tr>
<td>Other</td>
<td>408</td>
<td>398</td>
</tr>
</tbody>
</table>

Operating Income including Valuation Gains/Losses relating to Swaps, etc. (billions of yen)

<table>
<thead>
<tr>
<th>2023.4-6</th>
<th>2024.4-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>701.9</td>
<td>881.2</td>
</tr>
<tr>
<td>119.6</td>
<td>85.0</td>
</tr>
<tr>
<td>83.0</td>
<td>124.6</td>
</tr>
<tr>
<td>186.2</td>
<td>245.9</td>
</tr>
<tr>
<td>85.4</td>
<td>41.7</td>
</tr>
</tbody>
</table>
China Business / Financial Services

(Ref.) China Business

- Operating Income of Consolidated Subsidiaries (billions of yen)
- Share of Profit of Investments Accounted for Using the Equity Method of Associates and Joint Ventures (billions of yen)
- Toyota and Lexus Vehicle Retail Sales (thousands of vehicles)

Operating Income Including Valuation Gains/Losses Relating to Swaps, etc. (billions of yen)

- Operating Income (billions of yen)
  - Excluding Valuation Gains/Losses relating to Swaps, etc.

Financial Services

- Operating Income including Valuation Gains/Losses relating to Swaps, etc.
  - Effects of Marketing Activities, etc.
  - Effects of Increase in Loan Balance, etc.

2023.4-6
- 53.6
  - Effects of Marketing Activities, etc.
  - 54.3
  - Effects of Marketing Activities, etc.

2024.4-6
- 44.6
  - Effects of Marketing Activities, etc.
  - 14.9
  - Effects of Marketing Activities, etc.

(82.4%)
Transition of Financial Performance

Consolidated Vehicle Sales
(thousands of vehicles)

Sales Revenues (trillions of yen)

Operating Income (billions of yen)

Net Income Attributable to Toyota Motor Corporation (billions of yen)

Total Liquid Assets (billions of yen)

Total Shareholder Return (billions of yen)

R&D Expenses (billions of yen)

Capital Expenditures (billions of yen)

*1 Cash and cash equivalents, time deposits, public and corporate bonds and its investment in monetary trust funds, excluding in each case those relating to financial services.
*2 Not including lease liabilities
*3 Dividends per common share on a post-stock split (a five-for-one stock split of shares of our common stock that was conducted on October 1, 2021) basis
*4 R&D activity related expenditures incurred during the reporting period

Forecast
(Ref.) Definitions of Consolidated and Retail Vehicle Sales

Daihatsu- and Hino- brand vehicles

- Number of vehicles produced for wholesale by Toyota Motor Corporation and its consolidated subsidiaries
- Number of vehicles produced for wholesale by Toyota’s unconsolidated entities (e.g. joint ventures in China, etc.)

*There are a limited number of exceptional cases where sales are made other than in accordance with the flowchart above.

Consolidated Vehicle Sales

Distributors or Dealers outside consolidation

Total Retail Vehicle Sales

Customers