Supplemental Material for Financial Results for FY2010 Second Quarter (Consolidated)
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|  | FY2009 |  |  |  |  |  | FY2010 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2008 / 4-6) \end{gathered}$ | $\begin{gathered} 2 Q \\ (2008 / 7-9) \end{gathered}$ | First half 6 months (2008/4-9) | $\begin{gathered} 3 Q \\ (2008 / 10-12) \end{gathered}$ | $\begin{gathered} 4 \mathrm{Q} \\ (2009 / 1-3) \end{gathered}$ | $\begin{aligned} & 12 \text { months } \\ & \text { ('08/4-'09/3) } \end{aligned}$ | $\begin{gathered} 1 Q \\ (2009 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2009 / 7-9) \end{gathered}$ | First half 6 months (2009/4-9) |
| Vehicle Production (thousands of units) | 2,137 | 1,952 | 4,089 | 1,751 | 1,211 | 7,051 | 1,319 | 1,635 | 2,954 |
| (Japan) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left.\begin{array}{r}1,252 \\ 197 \\ 28\end{array}\right]$ | $\left.\begin{array}{r}1,198 \\ 190 \\ 29\end{array}\right]$ | $\left.\begin{array}{r}2,451 \\ 387 \\ 57\end{array}\right]$ | $\left[\begin{array}{cr}1,088 \\ {[ } & 193 \\ {[ } & 21\end{array}\right][$ [ | $\left.\begin{array}{r}716 \\ 191 \\ 13\end{array}\right]$ | $\left[\begin{array}{rr}4,255 \\ {[ } & 771 \\ {\left[\begin{array}{lr} \\ 91\end{array}\right]}\end{array}\right.$ | $\left.\begin{array}{r}761 \\ 159 \\ 13\end{array}\right]$ | $\begin{array}{r}947 \\ 159 \\ 18 \\ \hline\end{array}$ | $\left.\begin{array}{r}1,708 \\ 318 \\ 31\end{array}\right]$ |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left.\begin{array}{r}885 \\ 34\end{array}\right]$ | $\begin{array}{r} 754 \\ 36 \\ -\quad] \end{array}$ | $\left.\begin{array}{r} 1,638 \\ 70 \end{array}\right]$ | $\left[\begin{array}{cc} 663 \\ {[ } & 29 \end{array}\right]\left[\begin{array}{lll}  \\ {[ } & - & ] \end{array}\right]$ | $\left.\begin{array}{r} 495 \\ 25 \end{array}\right]$ | $\left[\begin{array}{cc} 2,796 \\ {[ } & 124 \end{array}\right]$ | $\left[\begin{array}{c} 558 \\ {[ } \end{array} \begin{array}{c} 25 \end{array}\right]$ | $688$ <br> $26]$ <br> $-\quad]$ | $\left.\begin{array}{r} 1,246 \\ 51 \end{array}\right]$ |
| North America | 326 | 237 | 563 | 208 | 148 | 919 | 201 | 251 | 452 |
| Europe | 168 | 126 | 294 | 99 | 89 | 482 | 93 | 113 | 206 |
| Asia | 263 | 259 | 521 | 250 | 176 | 947 | 192 | 236 | 428 |
| Central and South America | 40 | 44 | 85 | 37 | 29 | 151 | 34 | 37 | 71 |
| Oceania | 38 | 38 | 76 | 31 | 23 | 130 | 19 | 25 | 44 |
| Africa | 50 | 50 | 99 | 38 | 30 | 167 | 19 | 26 | 45 |
| Vehicle Sales (thousands of units) | 2,186 | 2,064 | 4,250 | 1,838 | 1,479 | 7,567 | 1,401 | 1,729 | 3,130 |
| (Japan) <br> - including Daihatsu \& Hino [Daihatsu] [Hino] | $\left.\begin{array}{r}512 \\ 145 \\ \hline\end{array}\right]$ | $\left.\begin{array}{r}504 \\ 142 \\ 11\end{array}\right]$ | $\left.\begin{array}{r} 1,016 \\ 287 \\ 20 \end{array}\right]$ | $\left[\begin{array}{rr}465 \\ {[ } & 140 \\ {[ } & 8\end{array}\right][$ [ | $\left.\begin{array}{r}464 \\ 162 \\ 7\end{array}\right]$ | $\left[\begin{array}{r}1,945 \\ {[ }\end{array} \quad \begin{array}{r}589\end{array}\right]$ | $\left[\begin{array}{c}407 \\ 127 \\ 5\end{array}\right]$ | $\left.\begin{array}{r} 496 \\ 136 \\ 7 \end{array}\right]$ | $\left.\begin{array}{c} 903 \\ 264 \\ 11 \end{array}\right]$ |
| (Overseas) <br> - including Daihatsu \& Hino <br> [Daihatsu] <br> [Hino] | $\left.\begin{array}{r} 1,674 \\ 59 \\ 19 \end{array}\right]$ | $\left.\begin{array}{r} 1,560 \\ 57 \\ 17 \end{array}\right]$ | $\left.\begin{array}{r} 3,234 \\ 116[ \\ 36 \end{array}\right]$ | $\left[\begin{array}{rr}1,373 \\ {[ } & 45\end{array}\right]\left[\begin{array}{l}16\end{array}\right][$ | $\left.\begin{array}{r} 1,015 \\ 33 \\ 11 \end{array}\right]$ | $\left.\left[\begin{array}{r}5,622 \\ {[ }\end{array}\right] \begin{array}{c}194\end{array}\right]$ | $\left.\begin{array}{c} 994 \\ 31 \\ 13 \end{array}\right]$ | $1,233$ <br> 33 ] <br> 11 ] | $2,227$ <br> 63 ] <br> $25]$ |
| North America | 729 | 629 | 1,357 | 521 | 334 | 2,212 | 387 | 518 | 904 |
| Europe | 301 | 277 | 579 | 235 | 248 | 1,062 | 213 | 222 | 435 |
| Asia | 262 | 247 | 510 | 222 | 173 | 905 | 194 | 227 | 422 |
| Central and South America | 85 | 82 | 167 | 67 | 45 | 279 | 44 | 52 | 97 |
| Oceania | 81 | 68 | 149 | 62 | 50 | 261 | 51 | 60 | 111 |
| Africa | 77 | 81 | 158 | 79 | 52 | 289 | 36 | 44 | 79 |
| Middle East | 137 | 174 | 310 | 185 | 111 | 606 | 68 | 108 | 176 |
| Other | 2 | 2 | 4 | 2 | 2 | 8 | 1 | 2 | 3 |
| Total Retail Unit Sales (thousands of units) [Toyota, Daihatsu and Hino] | 2,406 | 2,233 | 4,639 | 1,920 | 1,768 | 8,327 | 1,796 | 2,081 | 3,878 |
| Housing Sales (units) | 916 | 1,520 | 2,436 | 1,501 | 1,505 | 5,442 | 774 | 1,285 | 2,059 |



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| Analysis of Consolidated Net Income for FY2010 (Note 2) (billions of yen, approximately) | $\begin{gathered} 2 \mathrm{Q} \\ (2009 / 7-9) \\ \hline \end{gathered}$ | First half 6 months (2009/4-9) |
| :---: | :---: | :---: |
| Effects of Sales Volume and Mix | -260.0 | -910.0 |
| Effects of Changes in Exchange Rates | -180.0 | -320.0 |
| Cost Reduction Efforts | 130.0 | 210.0 |
| From Engineering | 110.0 | 160.0 |
| From Manufacturing and Logistics | 20.0 | 50.0 |
| Reduction in Fixed Costs | 240.0 | 390.0 |
| Other | -41.5 | -88.9 |
| (Changes in Operating Income) | -111.5 | -718.9 |
| Non-operating Income | 3.6 | 19.5 |
| Equity in Earnings of Affiliated Companies | -108.2 | -199.6 |
| Income Taxes, Net Income Attributable to the Noncontrolling Interest | 98.1 | 349.6 |
| (Changes in Net Income) (Note 2) | -118.0 | -549.4 |

[^0]
## Supplemental Material for Financial Results for FY2010 Second Quarter (Unconsolidated)

 < Japan GAAP >|  | FY2009 |  |  |  |  |  | FY2010 |  |  | FY2010 <br> Forecast <br> 12 months <br> ('09/4-10/3) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2008 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2008 / 7-9) \end{gathered}$ | First half 6 months (2008/4-9) | $\begin{gathered} 3 Q \\ (2008 / 10-12) \end{gathered}$ | $\begin{gathered} 4 \mathrm{Q} \\ (2009 / 1-3) \end{gathered}$ | 12 months <br> ('08/4-'09/3) | $\begin{gathered} 1 Q \\ (2009 / 4-6) \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2009 / 7-9) \end{gathered}$ | First half 6 months (2009/4-9) |  |
| Domestic vehicle production (thousands of units) | 1,027 | 980 | 2,007 | 874 | 512 | 3,393 | 589 | 770 | 1,359 | 3,120 |
| Overseas vehicle production (thousands of units) | 1,164 | 998 | 2,162 | 895 | 653 | 3,710 | 785 | 996 | 1,781 | 3,930 |
| Vehicle Sales (thousands of units) | 1,033 | 992 | 2,025 | 915 | 539 | 3,479 | 587 | 770 | 1,357 | 3,150 |
| Domestic | 368 | 354 | 722 | 322 | 296 | 1,340 | 280 | 353 | 633 | 1,550 |
| Exports | 665 | 638 | 1,303 | 593 | 243 | 2,139 | 307 | 417 | 724 | 1,600 |
| North America | 310 | 273 | 583 | 268 | 77 | 928 | 131 | 182 | 313 | 650 |
| Europe | 117 | 108 | 225 | 80 | 46 | 351 | 58 | 68 | 126 | 270 |
| Asia | 48 | 44 | 92 | 32 | 17 | 141 | 31 | 34 | 65 | 150 |
| Central and South America | 26 | 25 | 51 | 22 | 6 | 79 | 5 | 12 | 17 | 50 |
| Oceania | 51 | 44 | 95 | 38 | 27 | 160 | 34 | 40 | 74 | 150 |
| Africa | 35 | 32 | 67 | 41 | 17 | 125 | 10 | 16 | 26 | 70 |
| Middle East | 76 | 110 | 186 | 110 | 51 | 347 | 36 | 64 | 100 | 260 |
| Other | 2 | 2 | 4 | 2 | 2 | 8 | 2 | 1 | 3 | $\square$ |
| Housing Sales (units) | 771 | 1,278 | 2,049 | 1,342 | 944 | 4,335 | 673 | 982 | 1,655 | 4,400 |
| Net Revenues (billions of yen) | 2,890.5 | 2,758.7 | 5,649.2 | 2,292.2 | 1,337.0 | 9,278.4 | 1,628.7 | 2,027.9 | 3,656.6 | 8,200.0 |
| Domestic | 859.9 | 816.6 | 1,676.5 | 740.6 | 642.7 | 3,059.8 | 658.4 | 776.1 | 1,434.5 | - |
| Exports | 2,030.6 | 1,942.1 | 3,972.7 | 1,551.6 | 694.2 | 6,218.5 | 970.3 | 1,251.7 | 2,222.0 | - |
| Operating Income (billions of yen) <br> (Operating Income Ratio) (\%) | $\begin{array}{r} 173.5 \\ \binom{1}{\hline} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 79.0 \\ \left(\begin{array}{r} 2.9 \end{array}\right. \\ \hline \end{array}$ | $\binom{252.5}{$ ( 4.5} | $\binom{-149.2}{$ (-6.5 } | $\binom{-291.2}{-21.8}$ | $\binom{-187.9}{-2.0}$ | $\binom{-181.8}{-11.2}$ | $\binom{-83.9}{(-4.1}$ | $\left(\begin{array}{r}-265.7 \\ \left(\begin{array}{r}\text {-7.3 }\end{array}\right) \\ \hline\end{array}\right.$ | $\begin{array}{\|r\|} \hline-520.0 \\ ( \\ \hline \end{array}$ |
| Ordinary Income (billions of yen) <br> (Ordinary Income Ratio) (\%) | $\left(\begin{array}{c}401.4 \\ \left(\begin{array}{c}13.9\end{array}\right) \\ \hline\end{array}\right.$ | ( $\left.\begin{array}{r}193.8 \\ 7.0\end{array}\right)$ | $\binom{595.2}{$ 10.5 } | $\binom{-83.4}{-3.6}$ | $\binom{-329.3}{-24.6}$ | $\binom{182.5}{$ ( 2.0} | $\binom{12.4}{0.8}$ | $\binom{-58.7}{(-2.9}$ | $\left(\begin{array}{r}-46.3 \\ \left(\begin{array}{r}1.3\end{array}\right) \\ \hline\end{array}\right.$ | $\left(\begin{array}{r}-280.0 \\ \left(\begin{array}{r} \\ -3.4\end{array}\right) \\ \hline\end{array}\right.$ |
| Net Income (billions of yen) <br> (Net Income Ratio) (\%) | $\binom{321.1}{(11.1}$ | $\left.\begin{array}{\|r\|r\|} \hline 151.1 \\ ( & 5.5 \end{array}\right)$ | $\begin{array}{\|r\|r\|} \hline 472.2 \\ ( & 8.4 \\ \hline \end{array}$ | $\left.\begin{array}{\|l\|} \hline-6.4 \\ ( \\ -0.3 \end{array}\right)$ | $\left.\begin{array}{\|r\|} \hline-409.2 \\ ( \\ -30.6 \end{array}\right)$ | $\binom{56.6}{0.6}$ | $\binom{5.9}{0.4}$ | $\binom{-24.7}{(1.2}$ | $\left(\begin{array}{l}-18.8 \\ \left(\begin{array}{l}-0.5\end{array}\right) \\ \hline\end{array}\right.$ | $\begin{array}{r}-120.0 \\ \left(\begin{array}{r}-1.5\end{array}\right) \\ \hline\end{array}$ |
| R\&D Expenses (billions of yen) | 199.6 | 208.8 | 408.4 | 182.0 | 179.4 | 769.8 | 176.0 | 164.7 | 340.7 | 680.0 |
| Depreciation Expenses (billions of yen) | 68.8 | 76.8 | 145.6 | 79.6 | 89.7 | 314.9 | 70.0 | 74.0 | 144.0 | 310.0 |
| Capital Expenditures (billions of yen) | 64.5 | 92.6 | 157.1 | 93.3 | 118.7 | 369.1 | 29.9 | 23.0 | 52.9 | 180.0 |


| Analysis of Unconsolidated Net Income for FY2010 (billions of yen, approximately) | $\begin{gathered} 2 \mathrm{Q} \\ (2009 / 7-9) \end{gathered}$ |  |
| :---: | :---: | :---: |
| Effects of Sales Volume and Mix | -240.0 | -580.0 |
| Effects of Changes in Exchange Rates | -160.0 | -280.0 |
| Cost Reduction Efforts | 110.0 | 170.0 |
| From Engineering | 105.0 | 160.0 |
| From Manufacturing and Logistics | 5.0 | 10.0 |
| Reduction in Fixed Costs | 130.0 | 170.0 |
| Other | -2.9 | 1.8 |
| (Changes in Operating Income) | -162.9 | -518.2 |
| Non-operating Income | -89.6 | -123.3 |
| Income Taxes, etc | 76.7 | 150.5 |
| (Changes in Net Income) | -175.8 | -491.0 |

[^1](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) "Net income attributable to Toyota Motor Corporation", equivalent to "Net Income" up to FY2009
(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]:    Cautionary Statement with Respect to Forward-Looking Statements
    This report contains forward-looking statements that reflect Toyota's plans and expectations. These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance, achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include: (i) changes in economic conditions and market demand affecting, and the competitive environment in, the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (ii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the Euro, the Australian dollar, the Canadian dollar and the British pound; (iii) changes in funding environment in financial markets; (iv) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; ( $v$ ) changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota s automotive operations, particularly laws, regulations and government policies relating to trade, environmental protection, vehicle emissions, vehicle fuel economy and vehicle safety, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of future litigation and other legal proceedings; (vi) political instability in the markets in which Toyota operates; (vii) Toyota's ability to timely develop and achieve market acceptance of new products; and (viii) 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.

[^1]:    Cautionary Statement with Respect to Forward-Looking Statements
    This report contains forward-looking statements that reflect Toyota's plans and expectations. These forward-looking statements are not guarantees of future performance and involve known and unknown risks, uncertainties and other factors that may cause Toyota's actual results, performance achievements or financial position to be materially different from any future results, performance, achievements or financial position expressed or implied by these forward-looking statements. These factors include: (i) changes in economic conditions and market demand affecting, and the competitive environment in, the automotive markets in Japan, North America, Europe, Asia and other markets in which Toyota operates; (ii) fluctuations in currency exchange rates, particularly with respect to the value of the Japanese yen, the U.S. dollar, the Euro, the Australian dollar, the Canadian dollar and the British pound; (iii) changes in funding environment in financial markets; (iv) Toyota's ability to realize production efficiencies and to implement capital expenditures at the levels and times planned by management; $(v)$ changes in the laws, regulations and government policies in the markets in which Toyota operates that affect Toyota's law, regulations and goverricularly laws, regulations and government policies relating to trade, environmental protection, vehicle emissions, vehicle fuel economy and vehicle safety, as well as changes in laws, regulations and government policies that affect Toyota's other operations, including the outcome of future litigation and other legal proceedings; (vi) political instability in the markets in which Toyota operates; (vii) Toyota's ability to timely develop and achieve market acceptance of new products; and (viii) 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.

