## Supplemental Material for Financial Results for FY2017 Second Quarter (Consolidated)

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|  | FY2016 |  |  |  |  |  | FY2017 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2015 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2015 / 7-9) \end{gathered}$ | First Half 6 months (2015/4-9) | $\begin{gathered} 3 Q \\ (2015 / 10-12) \\ \hline \end{gathered}$ | $\begin{gathered} 4 \mathrm{Q} \\ (2016 / 1-3) \end{gathered}$ | 12 months ('15/4-'16/3) | $\begin{gathered} 1 Q \\ (2016 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2016 / 7-9) \end{gathered}$ | First Half 6 months (2016/4-9) |
| Vehicle Production (thousands of units) | 2,093 | 2,166 | 4,259 | 2,146 | 2,171 | 8,576 | 2,149 | 2,240 | 4,389 |
| (Japan) <br> - including Daihatsu \& Hino [Daihatsu \& Hino] | $\left[\begin{array}{cc} 941 \\ {[ } & 193 \end{array}\right]$ | $\left[\begin{array}{c} 1,000 \\ {[ } \end{array}\right.$ | $\left[\begin{array}{c} 1,941 \\ {[ } \end{array}\right.$ | $\left[\begin{array}{c} 1,010 \\ {[ } \end{array}\right.$ | $\left.\begin{array}{c} 1,030 \\ 224 \end{array}\right]$ | $\left[\begin{array}{c} 3,981 \\ {[ } \end{array} \quad 809\right]\left[\begin{array}{c} \end{array}\right]$ | $\left[\begin{array}{c} 934 \\ {[ } \end{array} 194\right][$ | $\left.\begin{array}{c} 1,059 \\ 215 \end{array}\right]$ | 1,993 <br> 409 ] |
| (Overseas) <br> - including Daihatsu \& Hino [Daihatsu \& Hino] | $\left[\begin{array}{c} 1,152 \\ {[ } \end{array} \quad 80\right]\left[\begin{array}{l}  \\ {[ } \end{array}\right.$ | $\left[\begin{array}{rr} 1,166 \\ {[ } & 68] \end{array}\right]$ | $\left[\begin{array}{c} 2,318 \\ {[ } \end{array}\right]$ | $\left.\begin{array}{r} 1,136 \\ 80 \end{array}\right]$ | $\begin{array}{r} 1,141 \\ 74 \end{array}$ | $\left[\begin{array}{c} 4,595 \\ {[ } \end{array}\right.$ | $\left[\begin{array}{r} 1,215 \\ {\left[\begin{array}{rr}  & 86 \end{array}\right]} \end{array}\right.$ | $\left.\begin{array}{r} 1,181 \\ 95 \end{array}\right]$ | 2,396 <br> 181 ] |
| North America | 527 | 462 | 989 | 464 | 516 | 1,970 | 527 | 508 | 1,035 |
| Europe | 135 | 132 | 267 | 152 | 145 | 565 | 144 | 135 | 279 |
| Asia | 372 | 438 | 810 | 414 | 382 | 1,605 | 420 | 409 | 829 |
| Central and South America | 65 | 75 | 140 | 55 | 60 | 255 | 69 | 69 | 138 |
| Oceania | 24 | 28 | 52 | 23 | 21 | 95 | 21 | 27 | 47 |
| Africa | 29 | 31 | 60 | 28 | 17 | 105 | 34 | 33 | 68 |
| Vehicle Sales (thousands of units) | 2,114 | 2,164 | 4,278 | 2,215 | 2,189 | 8,681 | 2,172 | 2,191 | 4,363 |
| (Japan) <br> - including Daihatsu \& Hino [Daihatsu \& Hino] | $\left[\begin{array}{c} 470 \\ {[ } \end{array} \quad 129\right]\left[\begin{array}{l}  \\ {[ } \end{array}\right.$ | $\left[\begin{array}{c} 514 \\ {[ } \\ 137] \end{array}\right]$ | $\left[\begin{array}{c} 984 \\ {[ } \end{array}\right.$ | $\left.\begin{array}{c} 493 \\ 141 \end{array}\right]$ | $\begin{aligned} & 583 \\ & 186] \end{aligned}$ | $\left[\begin{array}{rr} 2,059 \\ {[ } & 592] \end{array}\right]$ | $\left[\begin{array}{c} 511 \\ {[ } \end{array} 132\right]\left[\begin{array}{l} 11 \end{array}\right.$ | $\left.\begin{array}{l} 567 \\ 146 \end{array}\right]$ | 1,078 <br> 278 ] |
| (Overseas) <br> - including Daihatsu \& Hino [Daihatsu \& Hino] | $\left[\begin{array}{r} 1,644 \\ {[ } \end{array} \quad 76\right]$ | $\left[\begin{array}{r} 1,650 \\ {[ } \end{array}\right.$ | $\left[\begin{array}{c} 3,294 \\ {[ } \end{array}\right][142]\left[\begin{array}{c} {[ } \end{array}\right]$ | $\begin{array}{r} 1,722 \\ 70 \end{array}$ | $\begin{array}{r} 1,606 \\ 70 \end{array}$ | $\left[\begin{array}{c} 6,622 \\ {[ } \end{array}\right.$ | $\left[\begin{array}{r} 1,661 \\ {[ } \end{array}\right][2]\left[\begin{array}{r}  \\ \hline \end{array}\right.$ | $\left.\begin{array}{r} 1,624 \\ 70 \end{array}\right]$ | $\left.\begin{array}{c} 3,285 \\ 142 \end{array}\right]$ |
| North America | 729 | 684 | 1,413 | 728 | 698 | 2,839 | 715 | 684 | 1,400 |
| Europe | 206 | 201 | 407 | 210 | 226 | 844 | 222 | 212 | 434 |
| Asia | 328 | 325 | 654 | 362 | 329 | 1,345 | 384 | 381 | 765 |
| Central and South America | 98 | 112 | 209 | 90 | 93 | 392 | 101 | 110 | 210 |
| Oceania | 62 | 61 | 123 | 75 | 61 | 260 | 64 | 65 | 129 |
| Africa | 52 | 55 | 107 | 44 | 40 | 191 | 43 | 47 | 90 |
| Middle East | 167 | 210 | 377 | 211 | 158 | 744 | 130 | 124 | 254 |
| Other | 2 | 2 | 4 | 2 | 1 | 7 | 2 | 1 | 3 |
| Total Retail Unit Sales (thousands of units) [Toyota, Daihatsu and Hino] | 2,502 | 2,477 | 4,979 | 2,652 | 2,463 | 10,094 | 2,529 | 2,538 | 5,067 |
| Housing Sales (units) | 891 | 1,533 | 2,424 | 1,335 | 1,992 | 5,751 | 1,185 | 1,611 | 2,796 |


| FY2017 <br> Forecast <br> 12 months <br> (16/4-17/3) |
| :---: |
|  |

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## Supplemental Material for Financial Results for FY2017 Second Quarter (Consolidated)

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|  | FY2016 |  |  |  |  | $\begin{aligned} & 12 \text { months } \\ & (' 15 / 4-16 / 3) \\ & \hline \end{aligned}$ | FY2017 |  | First Half 6 months (2016/4-9) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 Q \\ (2015 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2015 / 7-9) \\ \hline \end{gathered}$ | First Half 6 months (2015/4-9) | $\begin{gathered} 3 Q \\ (2015 / 10-12) \\ \hline \end{gathered}$ | $\begin{gathered} 4 Q \\ (2016 / 1-3) \end{gathered}$ |  | $\begin{gathered} 1 Q \\ (2016 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2016 / 7-9) \end{gathered}$ |  |
| R\&D Expenses (billions of yen) | 265.7 | 264.1 | 529.8 | 270.3 | 255.4 | 1,055.6 | 274.1 | 258.2 | 532.4 |
| Depreciation Expenses (billions of yen) | 200.3 | 216.7 | 417.0 | 226.8 | 241.2 | 885.1 | 205.8 | 215.1 | 421.0 |
| Geographic Information |  |  |  |  |  |  |  |  |  |
| Japan | 99.5 | 115.7 | 215.3 | 121.3 | 129.4 | 466.2 | 111.9 | 120.2 | 232.1 |
| North America | 49.2 | 49.5 | 98.7 | 48.9 | 46.3 | 194.0 | 42.0 | 43.1 | 85.2 |
| Europe | 12.5 | 12.2 | 24.7 | 14.2 | 18.7 | 57.7 | 11.1 | 11.7 | 22.9 |
| Asia | 30.1 | 32.7 | 62.8 | 34.3 | 36.7 | 133.9 | 32.2 | 31.5 | 63.8 |
| Other | 8.9 | 6.4 | 15.4 | 7.9 | 9.8 | 33.1 | 8.4 | 8.3 | 16.7 |
| Capital Expenditures (billions of yen) | 300.1 | 260.4 | 560.6 | 303.5 | 428.3 | 1,292.5 | 253.3 | 257.8 | 511.1 |
| Geographic Information |  |  |  |  |  |  |  |  |  |
| Japan | 109.1 | 141.6 | 250.7 | 145.2 | 250.8 | 646.8 | 135.1 | 137.3 | 272.5 |
| North America | 57.4 | 48.6 | 106.1 | 57.6 | 70.4 | 234.2 | 70.1 | 85.3 | 155.4 |
| Europe | 10.5 | 16.4 | 27.0 | 14.6 | 36.1 | 77.7 | 10.8 | 12.9 | 23.7 |
| Asia | 90.6 | 29.2 | 119.8 | 66.7 | 53.1 | 239.7 | 29.1 | 14.4 | 43.6 |
| Other | 32.4 | 24.4 | 56.8 | 19.2 | 17.7 | 93.9 | 8.0 | 7.7 | 15.7 |
| Total Liquid Assets (billions of yen) | 8,794.4 | 9,160.1 | 9,160.1 | 9,001.3 | 9,229.9 | 9,229.9 | 8,700.2 | 8,469.6 | 8,469.6 |
| Total Assets (billions of yen) | 48,821.4 | 48,574.5 | 48,574.5 | 48,922.9 | 47,427.5 | 47,427.5 | 44,524.3 | 43,776.1 | 43,776.1 |
| Toyota Motor Corporation Shareholders' Equity (billions of yen) | 17,205.0 | 17,039.6 | 17,039.6 | 17,287.4 | 16,746.9 | 16,746.9 | 16,127.8 | 16,391.9 | 16,391.9 |
| Return on Equity (\%) | 15.2 | 14.2 | 14.8 | 14.6 | 10.0 | 13.8 | 13.4 | 9.6 | 11.4 |
| Return on Asset (\%) | 5.4 | 5.0 | 5.2 | 5.2 | 3.5 | 4.9 | 4.8 | 3.6 | 4.1 |
| Number of Consolidated Subsidiaries (including Variable Interest Entities) | $\square$ | , | , | , | , | 548 | , | , |  |
| No. of Affil. Accounted for Under the Equity Method |  | , | , | $\square$ | , | 54 | $\square$ | , |  |


| FY2017 <br> Forecast <br> 12 months <br> $(16 / 4-17 / 3)$ |
| ---: |
| $1,070.0$ |
| 910.0 |
| 520.0 |
| 165.0 |
| 55.0 |
| 130.0 |
| 40.0 |
| $1,340.0$ |
| 745.0 |
| 325.0 |
| 80.0 |
| 140.0 |
| 50.0 |


| Analysis of Consolidated Net Income for FY2017 <br> (billions of yen, approximately) | (Note 2) | $\begin{gathered} 2 \mathrm{Q} \\ (2016 / 7-9) \end{gathered}$ | First Half 6 months (2016/4-9) |
| :---: | :---: | :---: | :---: |
| Marketing Efforts |  | 120.0 | 205.0 |
| Effects of Changes in Exchange Rates |  | -330.0 | -565.0 |
| Cost Reduction Efforts |  | 130.0 | 220.0 |
| From Engineering |  | 110.0 | 190.0 |
| From Manufacturing and Logistics |  | 20.0 | 30.0 |
| Increases in Expenses, etc. |  | -195.0 | -225.0 |
| Other |  | -77.7 | -101.5 |
| (Changes in Operating Income) |  | -352.7 | -466.5 |
| Non-operating Income |  | 22.3 | -32.0 |
| Equity in Earnings of Affiliated Companies |  | 17.6 | 6.7 |
| Income Taxes, Net Income Attributable to Noncontrolling Interests |  | 94.7 | 179.9 |
| (Changes in Net Income) | (Note 2) | -218.0 | -311.9 |

## Supplemental Material for Financial Results for FY2017 Second Quarter (Unconsolidated)

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|  | FY2016 |  |  |  |  | $\begin{aligned} & 12 \text { months } \\ & \text { ('15/4-16/3) } \\ & \hline \end{aligned}$ | FY2017 |  | First Half 6 months (2016/4-9) | FY2017 <br> Forecast 12 months <br> ('16/4-17/3) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} 1 \mathrm{Q} \\ (2015 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2015 / 7-9) \\ \hline \end{gathered}$ | First Half 6 months (2015/4-9) | $\begin{gathered} 3 Q \\ (2015 / 10-12) \\ \hline \end{gathered}$ | $\begin{gathered} 4 \mathrm{Q} \\ (2016 / 1-3) \\ \hline \end{gathered}$ |  | $\begin{gathered} 1 \mathrm{Q} \\ (2016 / 4-6) \\ \hline \end{gathered}$ | $\begin{gathered} 2 \mathrm{Q} \\ (2016 / 7-9) \\ \hline \end{gathered}$ |  |  |
| Toyota \& Lexus brand |  |  |  |  |  |  |  |  |  |  |
| Domestic Vehicle Production (thousands of units) | 748 | 813 | 1,561 | 805 | 806 | 3,172 | 740 | 844 | 1,584 | 3,200 |
| Overseas Vehicle Production (thousands of units) | 1,432 | 1,440 | 2,872 | 1,473 | 1,413 | 5,758 | 1,494 | 1,422 | 2,916 | 5,850 |
| Domestic Vehicle Retail Sales (thousands of units) | 335 | 370 | 705 | 364 | 419 | 1,488 | 366 | 413 | 779 | 1,600 |
| Exports Vehicle Sales (thousands of units) | 418 | 449 | 867 | 476 | 416 | 1,759 | 393 | 456 | 849 | 1,750 |
| North America | 184 | 209 | 393 | 192 | 187 | 772 | 160 | 175 | 335 | 730 |
| Europe | 43 | 37 | 80 | 67 | 60 | 207 | 60 | 73 | 133 | 270 |
| Asia | 52 | 57 | 109 | 64 | 52 | 225 | 59 | 77 | 136 | 260 |
| Central and South America | 11 | 10 | 21 | 10 | 10 | 41 | 10 | 14 | 24 | 50 |
| Oceania | 34 | 37 | 71 | 38 | 30 | 139 | 36 | 43 | 79 | 150 |
| Africa | 18 | 16 | 34 | 11 | 10 | 55 | 13 | 15 | 28 | 60 |
| Middle East | 74 | 82 | 156 | 92 | 65 | 313 | 54 | 57 | 111 | 230 |
| Other | 2 | 1 | 3 | 2 | 2 | 7 | 1 | 2 | 3 |  |
| Net Revenues (billions of yen) | 2,772.1 | 2,932.9 | 5,705.0 | 3,080.1 | 2,800.6 | 11,585.8 | 2,644.8 | 2,854.8 | 5,499.7 | 11,000.0 |
| Domestic | 868.0 | 935.7 | 1,803.8 | 909.1 | 1,007.6 | 3,720.6 | 939.6 | 1,036.7 | 1,976.4 |  |
| Exports | 1,904.1 | 1,997.1 | 3,901.2 | 2,170.9 | 1,793.0 | 7,865.2 | 1,705.2 | 1,818.0 | 3,523.3 |  |
| Operating Income (billions of yen) (Operating Income Ratio) (\%) | $\begin{array}{r} 382.9 \\ \left(\begin{array}{r} 13.8 \end{array}\right) \\ \hline \end{array}$ | $\left.\begin{array}{\|r\|} \hline 443.4 \\ (\quad 15.1 \end{array}\right)$ | $\begin{array}{r} 826.3 \\ \left(\begin{array}{r} 14.5 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 325.3 \\ \left(\begin{array}{r} 10.6 \end{array}\right) \\ \hline \end{array}$ | $\begin{array}{r} 250.3 \\ (\quad 8.9 \\ \hline \end{array}$ | (r $\left.\begin{array}{r}1,402.1 \\ \text { ( } 12.1\end{array}\right)$ | $\begin{array}{r} 243.6 \\ \left(\begin{array}{r} 2 \end{array}\right) \\ \hline \end{array}$ | $\left.\begin{array}{\|r\|} 116.3 \\ ( \\ 4.1 \end{array}\right)$ | $\left.\begin{array}{\|r\|} \hline 359.9 \\ ( \\ 6.5 \end{array}\right)\left(\begin{array}{l}  \\ \hline \end{array}\right.$ | $\begin{array}{r}520.0 \\ \left(\begin{array}{r}\text { r }\end{array}\right. \\ \hline 1.420 .0\end{array}$ |
| Ordinary Income (billions of yen) <br> (Ordinary Income Ratio) (\%) | $\left.\begin{array}{r} 671.5 \\ 24.2 \end{array}\right)$ | $\begin{array}{r} 740.6 \\ \left(\begin{array}{r} 75.3 \end{array}\right) \end{array}$ | $\begin{array}{r} 1,412.1 \\ \left(\begin{array}{r} 24.8 \end{array}\right) \end{array}$ | $\begin{gathered} 617.3 \\ \left(\begin{array}{rl} 6 & 20.0 \end{array}\right) \end{gathered}$ | $\begin{array}{r} 254.6 \\ \left(\begin{array}{r} \hline \end{array}\right) \end{array}$ | $\binom{2,284.0}{$ ( 19.7} | $\binom{479.2}{18.1}$ | $\binom{383.3}{13.4}$ | ( $\left.\begin{array}{r}862.5 \\ 15.7\end{array}\right)$ | (r $\begin{array}{r}1,420.0 \\ \left(\begin{array}{r}\text { 12.9 }\end{array}\right. \\ \hline\end{array}$ |
| Net Income (billions of yen) <br> (Net Income Ratio) (\%) | $\begin{array}{r} 542.6 \\ \left(\begin{array}{r} 19.6 \end{array}\right) \end{array}$ | $\begin{array}{r} 609.6 \\ \binom{6}{20.8} \end{array}$ | $\left(\begin{array}{r}1,152.2 \\ \left(\begin{array}{r} \\ 20.2\end{array}\right)\end{array}\right.$ | $\left.\begin{array}{\|c\|} \hline 521.7 \\ ( \\ 16.9 \end{array}\right)$ | $\begin{array}{r} 136.4 \\ \left(\begin{array}{r} \hline \end{array}\right) \end{array}$ | $\left(\begin{array}{r}1,810.3 \\ \text { ( } \\ 15.6\end{array}\right)$ | $\binom{406.8}{15.4}$ | $\binom{331.1}{$ ( 11.6} | $\binom{737.9}{$ ( 13.4} | $\left(\begin{array}{r}1,220.0 \\ \left(\begin{array}{r}11.1\end{array}\right)\end{array}\right.$ |
| R\&D Expenses (billions of yen) | 230.2 | 227.8 | 458.0 | 237.1 | 228.2 | 923.4 | 237.4 | 226.4 | 463.8 | 940.0 |
| Depreciation Expenses (billions of yen) | 45.7 | 46.4 | 92.2 | 46.8 | 44.9 | 184.0 | 57.5 | 55.6 | 113.1 | 220.0 |
| Capital Expenditures (billions of yen) | 50.0 | 59.1 | 109.2 | 66.2 | 113.6 | 289.1 | 64.9 | 56.8 | 121.7 | 330.0 |


| Analysis of Unconsolidated Net Income for FY2017 (billions of yen, approximately) | $\begin{gathered} 2 \mathrm{Q} \\ (2016 / 7-9) \end{gathered}$ | First Half 6 months (2016/4-9) |
| :---: | :---: | :---: |
| Marketing Efforts | 55.0 | 25.0 |
| Effects of Changes in Exchange Rates | -270.0 | -460.0 |
| Cost Reduction Efforts | 65.0 | 140.0 |
| From Engineering | 60.0 | 130.0 |
| From Manufacturing and Logistics | 5.0 | 10.0 |
| Increases in Expenses, etc. | -175.0 | -170.0 |
| Other | -2.1 | -1.3 |
| (Changes in Operating Income) | -327.1 | -466.3 |
| Non-operating Income | -30.2 | -83.2 |
| Income Taxes, etc. | 78.8 | 135.3 |
| (Changes in Net Income) | -278.5 | -414.2 |

[^0](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) $2 \mathrm{Q}=$ Interim Dividend, $4 \mathrm{Q}=$ Year-end Dividend, $\mathrm{FY}=$ Annual Dividend
(Note 4) Value of common shares repurchased (excluding shares constituting less than one unit that were purchased upon request)
(Note 5) Value of common shares repurchased (shareholder return on Net Income for the period, excluding repurchases made to avoid dilution of shares)
(Note 6) Number of common shares canceled
(Note 7) Figures for depreciation expenses and capital expenditures do not include vehicles in operating lease
(Note 8) 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, 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 Russian ruble, the Canadian dollar and British pound, and interest rates fluctuations, (iil) hanges in fility to envirke and distribute effectively; (v) Toseas, 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' 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 stoppages or other interruptions to, or difficulties in, the employment of labor in the major markets where Toyota purchases materials, components and supplies for the production of its products or where its products are produced distributed or sold; and (xiv) the impact of natural calamities including the negative effect on Toyota's vehicle production and sales.
    A discussion of these and other factors which may affect Toyota's actual results, performance, achievements or financial position is contained in Toyota's annual report on Form 20-F, which is on file with the United States Securities and Exchange Commission

