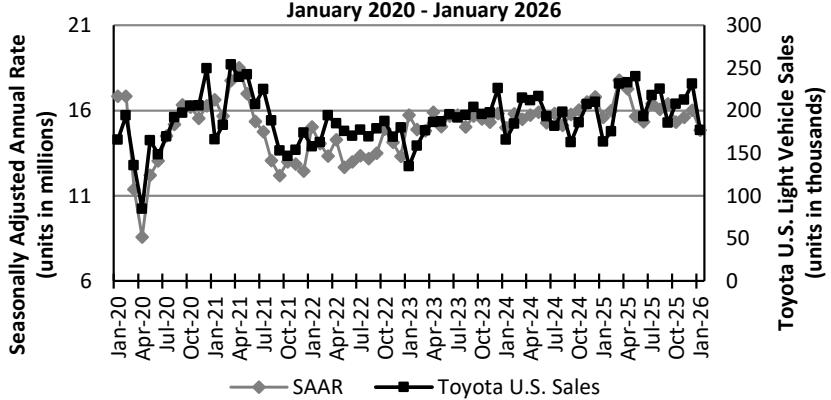




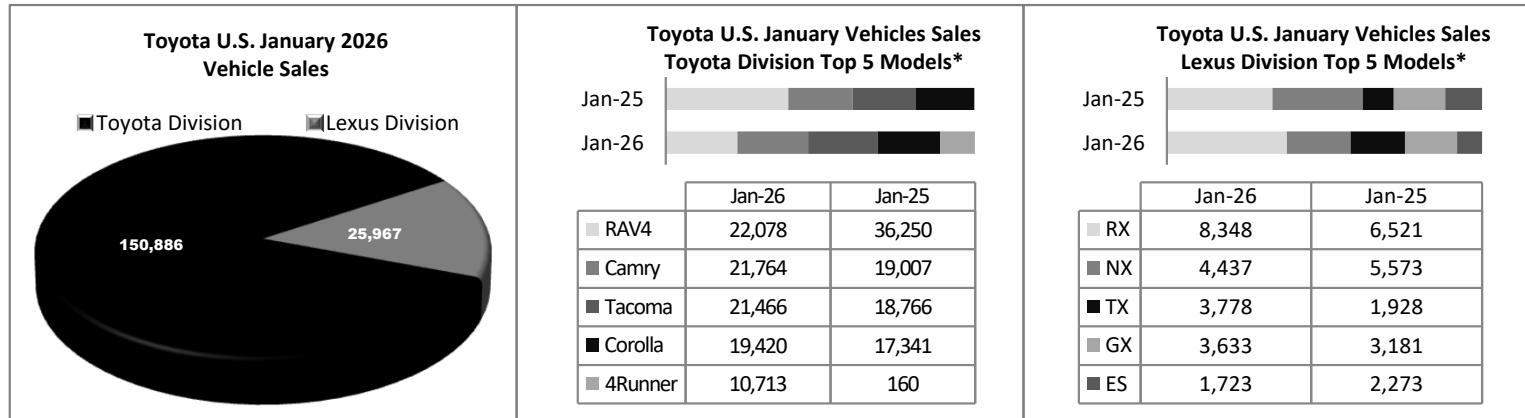
## TOYOTA MOTOR NORTH AMERICA, INC. (Toyota U.S.) MONTHLY RESULTS

- The U.S. automobile SAAR figure for January 2026 came in at 14.9M units, down from January 2025 at 15.6M units.
- Toyota U.S. reported January 2026 sales of 176,853 units, an increase of 4.0% on a daily selling rate (DSR) basis and 8.1% on a volume basis versus January 2025.
- Toyota division posted January 2026 sales of 150,886 units, an increase of 2.9% on a DSR basis and 7.0% on a volume basis versus January 2025.
- Lexus division posted January 2026 sales of 25,967 units, an increase of 10.4% on a DSR basis and 14.8% on a volume basis versus January 2025.

### U.S. Light Vehicle Seasonally Adjusted Annual Rate (SAAR) and Toyota U.S. Sales



Source: Toyota, Bloomberg, Ward's Automotive Group  
Toyota U.S. monthly results include fleet sales volume



\*Bar chart represents vehicles sales as % of Top 5 Models sales

## TOYOTA MOTOR CORPORATION (TMC) FINANCIAL RESULTS

TMC Consolidated Financial Performance		Yen in millions	
		Q3 FYTD26	Q3 FYTD25
Sales revenues		¥38,087,604	¥35,673,545
Operating income		3,196,722	3,679,491
Net income		3,144,293	4,079,342

TMC Consolidated Balance Sheet		Q3 FY26	Q3 FY25
Current assets		¥41,027,276	¥35,760,980
Receivables related to financial services, non-current		24,849,592	22,884,954
Investments and other assets		20,051,450	20,623,658
Property, plant and equipment, net		16,416,281	15,404,824
<b>Total assets</b>		<b>¥102,344,599</b>	<b>¥94,674,416</b>
 Liabilities		 ¥62,352,060	 ¥57,817,889
Shareholders' equity		39,992,539	36,856,527
<b>Total liabilities and shareholders' equity</b>		<b>¥102,344,599</b>	<b>¥94,674,416</b>

Operating Income by Geographic Region		Yen in billions	
		Q3 FY26	Q3 FY25
Japan		¥679	¥815
North America		163	58
Europe		124	157
Asia		191	195
Other*		56	39
<b>Elimination</b>		<b>(22)</b>	<b>(49)</b>



Production (units)	Units in thousands	
	Q3 FY26	Q3 FY25
Japan	1,076	1,052
North America	511	467
Europe	217	206
Asia	459	455
Other‡	99	132

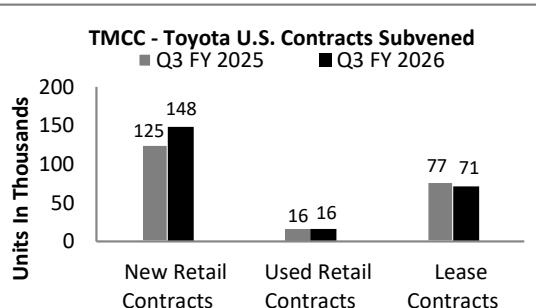
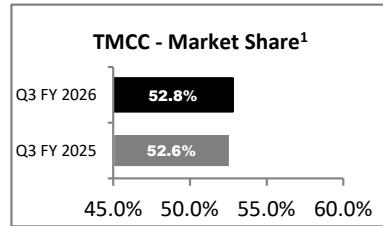
Sales (units)	Q3 FY26	Q3 FY25
Japan	546	516
North America	784	695
Europe	308	318
Asia	471	473
Other‡	407	441

‡ "Other" consists of Central and South America, Oceania, Africa, Middle East and Other. Source: TMC company filings.

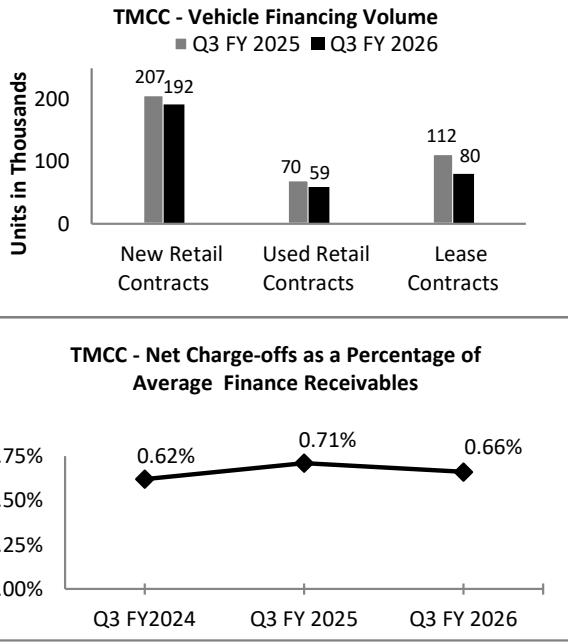
# TOYOTA MOTOR CREDIT CORPORATION (TMCC)

## FINANCIAL RESULTS

TMCC Financial Performance	U.S. dollars in millions	
	Q3 FY 2025	Q3 FY 2026
Total financing revenues	\$3,368	\$3,405
Income before income taxes	565	630
Net Income	429	479
Debt-to-Equity Ratio	6.9x	6.4x



- Our consolidated net income was \$479 million for the third quarter of fiscal 2026, compared to \$429 million for the same period in fiscal 2025. The increase in net income for the third quarter of fiscal 2026, compared to the same period in fiscal 2025, was primarily due to a \$142 million increase in investment and other income, net, a \$37 million increase in total financing revenues, a \$31 million increase in voluntary protection contract revenues and insurance earned premiums, and a \$29 million decrease in provision for credit losses, partially offset by a \$93 million increase in depreciation on operating leases, a \$34 million increase in interest expense, a \$33 million increase in operating and administrative expense, and a \$15 million increase in provision for income taxes.
- We recorded a provision for credit losses of \$152 million for the third quarter of fiscal 2026, compared to \$181 million for the same period in fiscal 2025. The decrease in the provision for credit losses for the third quarter of fiscal 2026, compared to the same period in fiscal 2025, was due to a decrease in the size in our retail loan portfolio as well as improvements in delinquencies and a decrease in charge-offs.
- Our net charge-offs as a percentage of average finance receivables for the first nine months of fiscal 2026 decreased to 0.66 percent from 0.71 percent for the same period in fiscal 2025. Our average finance receivables loss severity per unit for the first nine months of fiscal 2026 decreased to \$13,506 from \$14,081 in the same period in fiscal 2025. The decrease in net charge-offs and loss severity per unit is primarily due to a refinement of purchasing and collection activities as well as improvements in general macroeconomic conditions.



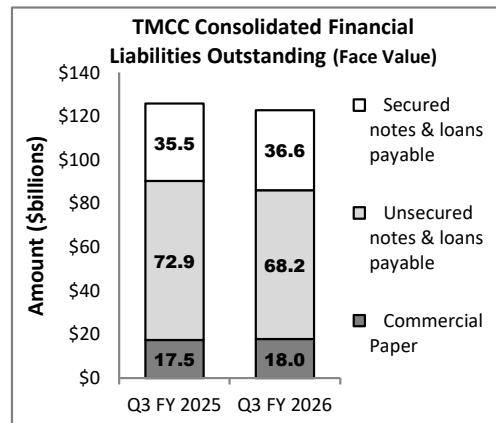
<sup>1</sup>TMCC market share represents the percentage of total domestic Toyota U.S. sales of new Toyota and Lexus vehicles financed by us, excluding sales under dealer rental car and commercial fleet programs, sales of a private Toyota distributor and private label vehicles financed.

## SHORT-TERM FUNDING PROGRAMS

- TMCC†, Toyota Credit de Puerto Rico Corp. (TCP), Toyota Credit Canada Inc. (TCCI)†, Toyota Finance Australia Limited (TFA)† and Toyota Motor Finance (Netherlands) B.V. (TMFNL)† maintain direct relationships with institutional commercial paper investors through TMCC's **Sales & Trading team**, providing each access to a variety of domestic and global markets through five, distinct 3(a)(3) programs.
- Short-term funding needs are met through the issuance of commercial paper in the U.S. Commercial paper outstanding under our commercial paper programs ranged from approximately \$17.4 billion to \$18.3 billion during the quarter ended December 31, 2025, with an average outstanding balance of \$17.8 billion.

<sup>†</sup>TCCI, TFA, and TMFNL are subsidiaries of Toyota Financial Services Corporation (TFSC), a wholly-owned subsidiary of Toyota Motor Corporation (TMC). TMCC is a wholly-owned subsidiary of Toyota Financial Service International Corporation (TFSIC), a wholly-owned subsidiary of TFSC.

<sup>‡</sup>TMCC consolidated financial liabilities include TMCC and its consolidated subsidiaries, which includes TCP.



## LET'S GO PLACES

Toyota Motor Corporation aims to begin introducing three models produced in the United States—the Camry sedan, Highlander SUV, and Tundra pickup truck—to the Japanese market from 2026. By selling these three popular American models in Japan, Toyota will be able to meet the diverse needs of a broad range of customers, while also helping to improve Japan-U.S. trade relations. As part of preparations to introduce these models to Japan, Toyota will also make use of a new system being considered by the Ministry of Land, Infrastructure, Transport and Tourism following bilateral negotiations.