

Financial Results for 2nd Quarter of FY2026

August 7, 2026

Toyo Tire Corporation

- 1. Financial Results for 2nd Quarter (1st Half) of FY2026**
2. Financial Forecast for FY2026
3. Topics

- Despite **continued strong sales of WLTRs***, tire unit sales declined due to weak markets in the U.S. and other countries.
⇒ Operating income decreased year-on-year to 37.5 billion yen.
- The computer system issue resulted in lost opportunities from the sales decline and higher production costs from reduced production.
⇒ The negative impact on operating income was 4.2 billion yen through June.
- Given the current situation, the full-year operating income forecast for FY2026 has been revised downward to 90.0 billion yen.
(previous forecast: 94.0 billion yen)
- The forecast for the annual dividend per share remains unchanged at **135 yen, an increase** from the previous fiscal year.

* Wide light truck tires

Financial Results for 2nd Quarter of FY2026 (Jan-Jun)



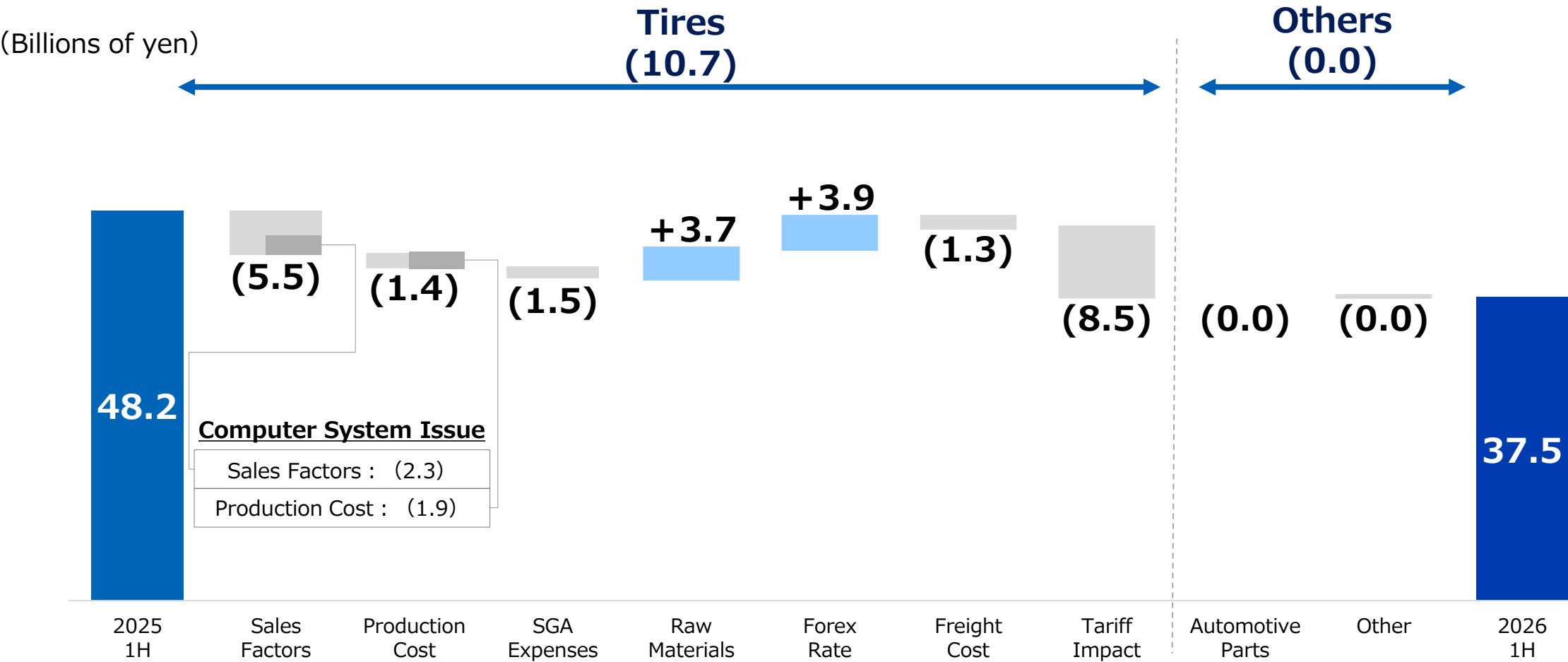
(Millions of yen)	2026 1H Results	2025 1H Results	Change	Change (%)	2026 1H Forecast	Change	2026 Apr-Jun Results	Change (YoY)
Net Sales	284,190	283,410	+779	+0.3%	296,000	(11,809)	153,238	+5,338
Operating Income	37,497	48,176	(10,678)	(22.2%)	42,000	(4,502)	16,887	(8,869)
Margin	13.2%	17.0%	—	—	14.2%	—	11.0%	—
Ordinary Income	39,415	43,730	(4,315)	(9.9%)	32,000	+7,415	18,062	(7,411)
Profit Attributable to Owners of Parent*	29,436	33,330	(3,893)	(11.7%)	20,000	+9,436	13,960	(5,864)

*Profit attributable to parent company shareholders

Interim Dividends per Share	65 Yen	60 Yen	+5 Yen	—
-----------------------------------	---------------	--------	--------	---

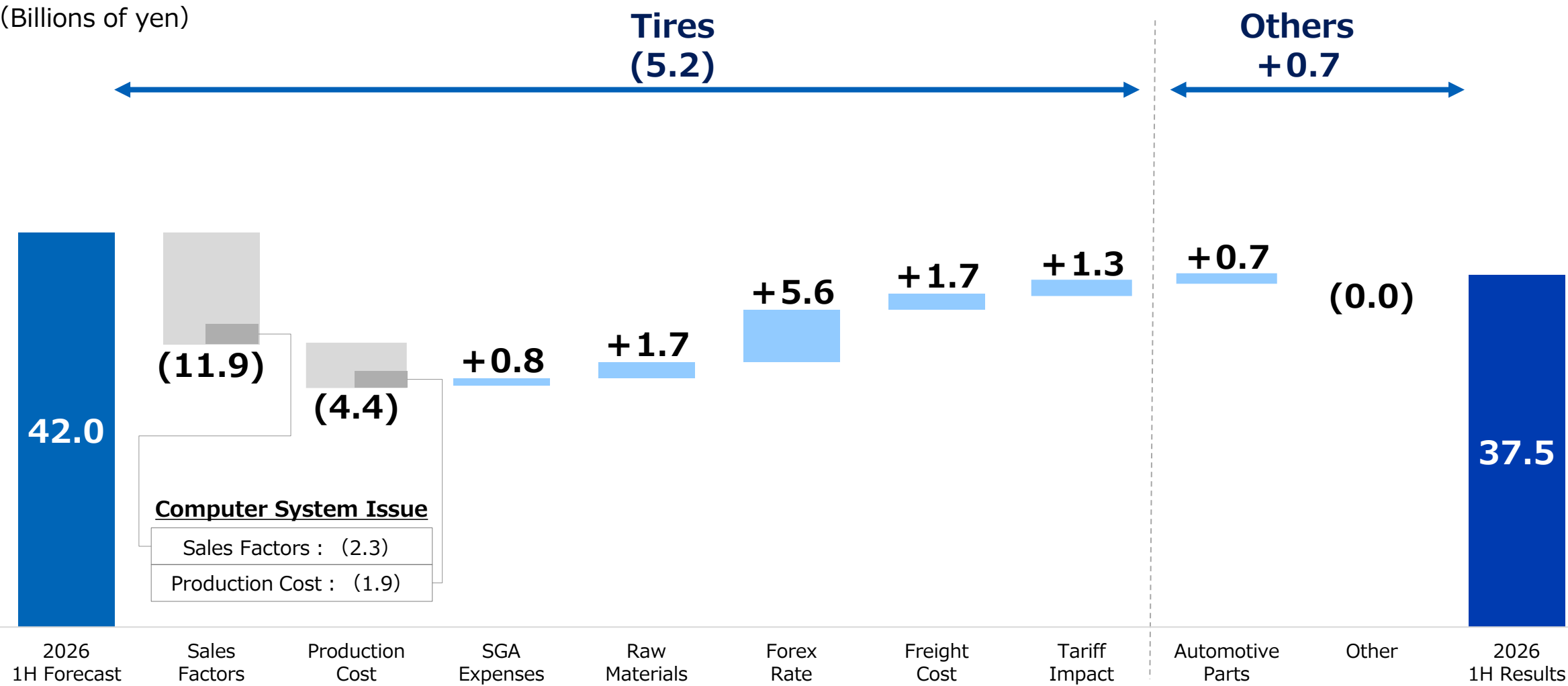
1 USD	158 Yen	149 Yen	+9 Yen
1 EUR	185 Yen	162 Yen	+23 Yen

Analysis of Operating Income for 2nd Quarter of FY2026 (Jan-Jun) (vs 2025)



	Sales Factors	Production Cost	SGA Expenses	Raw Materials	Forex Rate	Freight Cost	Tariff Impact	Automotive Parts	Other	Total
Jan-Mar	(0.0)	(0.4)	(0.9)	+3.9	+0.1	(0.3)	(4.2)	+0.1	(0.0)	(1.8)
Apr-Jun	(5.5)	(1.1)	(0.5)	(0.2)	+3.8	(1.0)	(4.2)	(0.1)	(0.0)	(8.9)

Analysis of Operating Income for 2nd Quarter of FY2026 (Jan-Jun) (vs Previous Forecast)



Business Segments for 2nd Quarter of FY2026 (Jan-Jun)

(Millions of yen)

Net Sales

	2026 1H Results	2025 1H Results	Change	Change (%)	2026 1H Forecast	Change	2026 Apr-Jun Results	Change (YoY)
Tires	260,058	260,409	(351)	(0.1%)	273,000	(12,941)	140,728	+4,083
Automotive Parts	24,132	23,001	+1,131	+4.9%	23,000	+1,132	12,509	+1,255
Other	—	—	—	—	—	—	—	—
Adjustments	—	—	—	—	—	—	—	—
Total	284,190	283,410	+779	+0.3%	296,000	(11,809)	153,238	+5,338

*Net sales include intersegment internal net sales or transfers

Operating Income

	2026 1H Results	2025 1H Results	Change	Change (%)	2026 1H Forecast	Change	2026 Apr-Jun Results	Change (YoY)
Tires Margin	36,425 14.0%	47,084 18.1%	(10,659) —	(22.6%) —	41,600 15.2%	(5,174) —	16,383 11.6%	(8,799) —
Automotive Parts Margin	1,075 4.5%	1,081 4.7%	(5) —	(0.6%) —	400 1.7%	+675 —	508 4.1%	(63) —
Other	(3)	9	(13)	—	—	(3)	(4)	(6)
Adjustments	—	—	—	—	—	—	—	—
Total	37,497	48,176	(10,678)	(22.2%)	42,000	(4,502)	16,887	(8,869)

*Segment profit adjustment amounts include intersegment eliminations

Geographic Area Segments for 2nd Quarter of FY2026 (Jan-Jun)

(Millions of yen)

Net Sales

	2026 1H Results	2025 1H Results	Change	Change (%)	2026 1H Forecast	Change	2026 Apr-Jun Results	Change (YoY)
Japan	50,437	55,462	(5,024)	(9.1%)	58,500	(8,062)	26,611	(1,872)
N.America	201,398	191,926	+9,471	+4.9%	200,600	+798	109,017	+8,636
Other	32,354	36,021	(3,667)	(10.2%)	36,900	(4,545)	17,610	(1,425)
Eliminations or Adjustments	—	—	—	—	—	—	—	—
Total	284,190	283,410	+779	+0.3%	296,000	(11,809)	153,238	+5,338

*Net sales do not include intersegment internal net sales or transfers

Operating Income

	2026 1H Results	2025 1H Results	Change	Change (%)	2026 1H Forecast	Change	2026 Apr-Jun Results	Change (YoY)
Japan	26,858	29,932	(3,074)	(10.3%)	37,300	(10,441)	11,383	(4,567)
N.America	3,486	10,337	(6,850)	(66.3%)	2,100	+1,386	1,168	(3,808)
Other	9,144	8,965	+179	+2.0%	8,300	+844	5,239	+403
Eliminations or Adjustments	(1,992)	(1,059)	(933)	—	(5,700)	+3,707	(903)	(897)
Total	37,497	48,176	(10,678)	(22.2%)	42,000	(4,502)	16,887	(8,869)

1. Financial Results for 2nd Quarter (1st Half) of FY2026
- 2. Financial Forecast for FY2026**
3. Topics

Financial Forecast for FY2026 (Jan-Dec)



(Millions of yen)	2026 Forecast	2025 Results	Change	Change (%)	2026 Previous Forecast	Change	2026 2H Forecast	Change (YoY)
Net Sales	638,000	594,923	+43,076	+7.2%	620,000	+18,000	353,809	+42,297
Operating Income	90,000	97,350	(7,350)	(7.6%)	94,000	(4,000)	52,502	+3,328
Margin	14.1%	16.4%	—	—	15.2%	—	14.8%	—
Ordinary Income	87,000	101,328	(14,328)	(14.1%)	82,000	+5,000	47,584	(10,012)
Profit Attributable to Owners of Parent*	62,000	63,614	(1,614)	(2.5%)	54,000	+8,000	32,563	+2,279

*Profit attributable to parent company shareholders

Annual Dividends per Share	135 Yen	130 Yen	+5 Yen	—	135 Yen	±0 Yen
----------------------------	---------	---------	--------	---	---------	--------

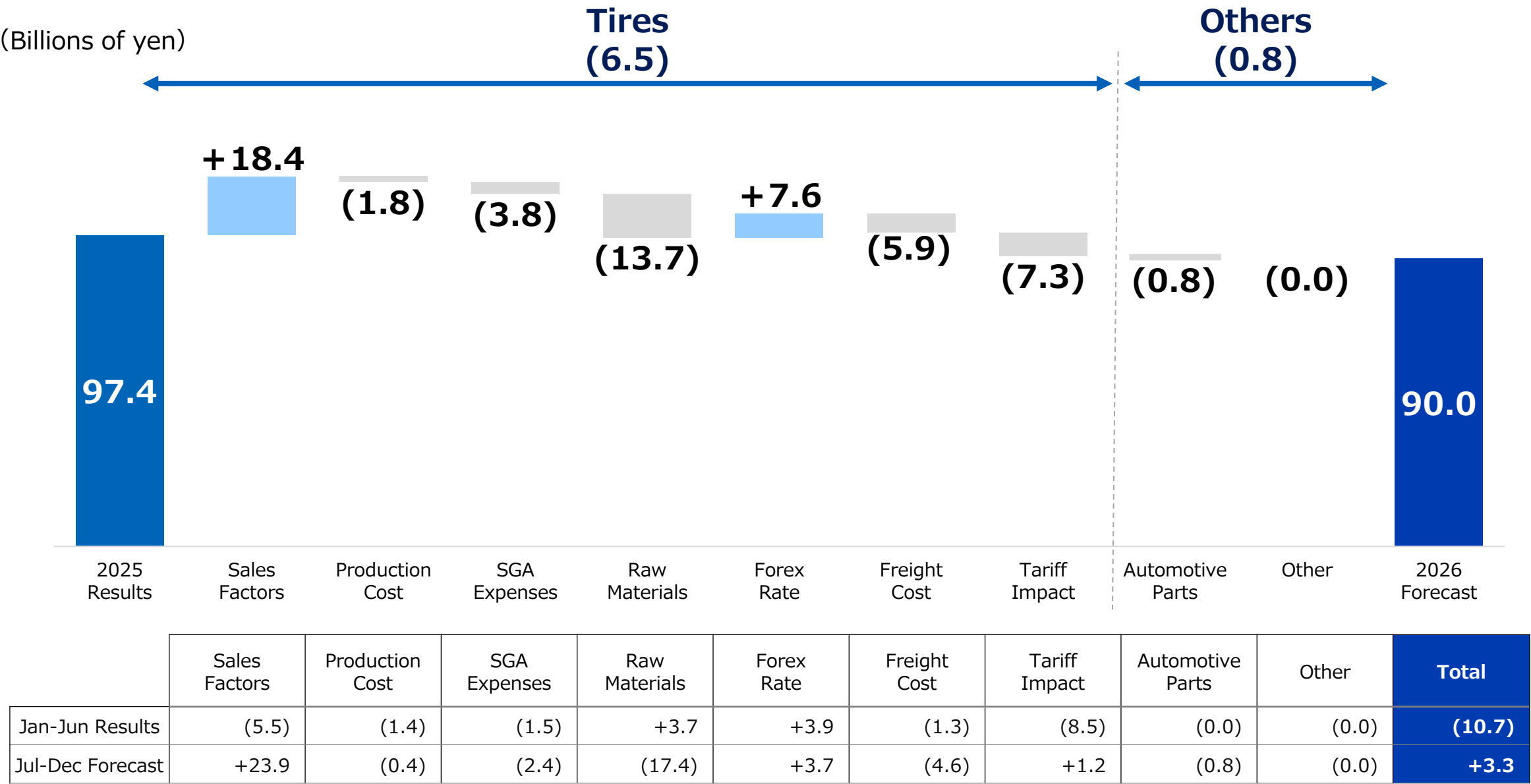
1 USD	157 Yen	150 Yen	+7 Yen
1 EUR	183 Yen	169 Yen	+14 Yen

Forex Rate Sensitivity 2026

USD	0.8 Billion Yen/Year
EUR	0.1 Billion Yen/Year

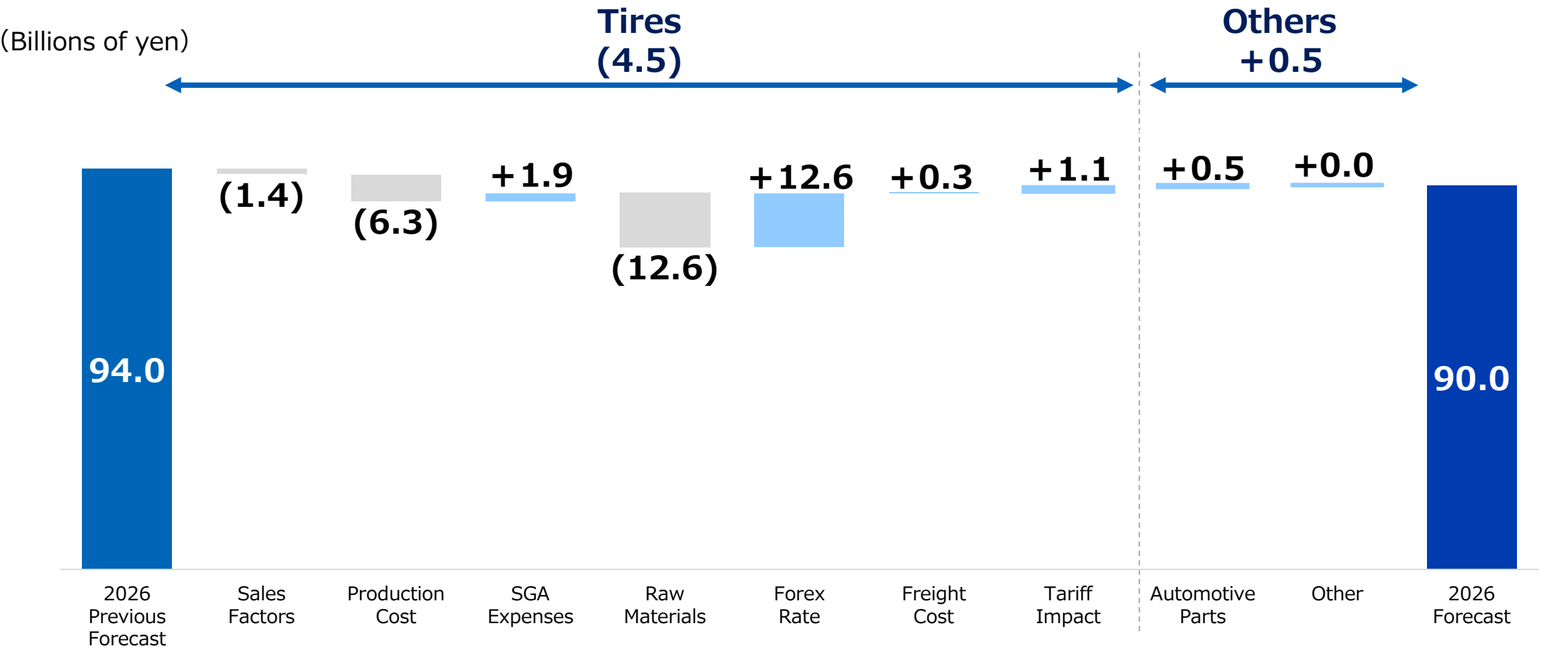
Impact of 1 yen fluctuation on operating income

Analysis of Operating Income for FY2026 (Jan-Dec) (vs 2025)



Analysis of Operating Income for FY2026 (Jan-Dec)
(vs Previous Forecast)

TOYO TIRES



2026 2H Previous Forecast	Sales Factors	Production Cost	SGA Expenses	Raw Materials	Forex Rate	Freight Cost	Tariff Impact	Automotive Parts	Other	2026 2H Forecast
52.0	+10.4	(1.9)	+1.2	(14.3)	+6.9	(1.4)	(0.2)	(0.2)	+0.0	52.5

Business Segments for FY2026 (Jan-Dec)

(Millions of yen)

Net Sales

	2026 Forecast	2025 Results	Change	Change (%)	2026 Previous Forecast	Change	2026 2H Forecast	Change (YoY)
Tires	590,000	547,697	+42,302	+7.7%	574,000	+16,000	329,941	+42,653
Automotive Parts	48,000	47,225	+774	+1.6%	46,000	+2,000	23,867	(356)
Other	—	—	—	—	—	—	—	—
Adjustments	—	—	—	—	—	—	—	—
Total	638,000	594,923	+43,076	+7.2%	620,000	+18,000	353,809	+42,297

*Net sales include intersegment internal net sales or transfers

Operating Income

	2026 Forecast	2025 Results	Change	Change (%)	2026 Previous Forecast	Change	2026 2H Forecast	Change (YoY)
Tires	89,000	95,509	(6,509)	(6.8%)	93,500	(4,500)	52,574	+4,149
Margin	15.1%	17.4%	—	—	16.3%	—	15.9%	—
Automotive Parts	1,000	1,821	(821)	(45.1%)	500	+500	(75)	(815)
Margin	2.1%	3.9%	—	—	1.1%	—	(0.3%)	—
Other	—	19	(19)	—	—	—	3	(6)
Adjustments	—	—	—	—	—	—	—	—
Total	90,000	97,350	(7,350)	(7.6%)	94,000	(4,000)	52,502	+3,328

*Segment profit adjustment amounts include intersegment eliminations

Geographic Area Segments for FY2026 (Jan-Dec)

(Millions of yen)

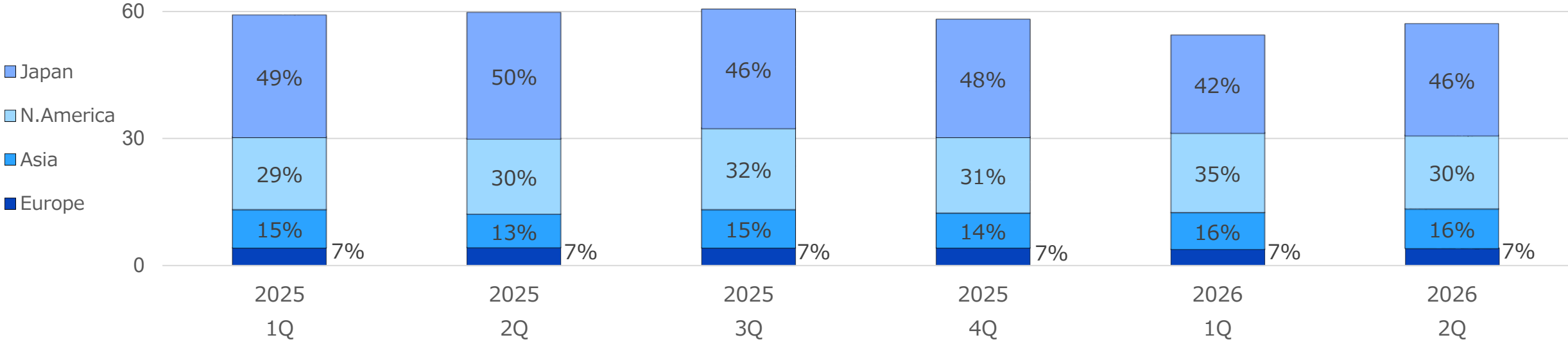
Net Sales	2026 Forecast	2025 Results	Change	Change (%)	2026 Previous Forecast	Change	2026 2H Forecast	Change (YoY)
Japan	125,500	121,985	+3,514	+2.9%	130,900	(5,400)	75,062	+8,539
N.America	444,900	403,915	+40,984	+10.1%	420,200	+24,700	243,501	+31,512
Other	67,600	69,021	(1,421)	(2.1%)	68,900	(1,300)	35,245	+2,245
Eliminations or Adjustments	—	—	—	—	—	—	—	—
Total	638,000	594,923	+43,076	+7.2%	620,000	+18,000	353,809	+42,297

*Net sales do not include intersegment internal net sales or transfers

Operating Income	2026 Forecast	2025 Results	Change	Change (%)	2026 Previous Forecast	Change	2026 2H Forecast	Change (YoY)
Japan	60,500	64,094	(3,594)	(5.6%)	69,900	(9,400)	33,641	(519)
N.America	19,100	17,989	+1,110	+6.2%	11,300	+7,800	15,613	+7,960
Other	13,700	15,559	(1,859)	(11.9%)	15,200	(1,500)	4,555	(2,039)
Eliminations or Adjustments	(3,300)	(293)	(3,006)	—	(2,400)	(900)	(1,307)	(2,073)
Total	90,000	97,350	(7,350)	(7.6%)	94,000	(4,000)	52,502	+3,328

Bar graph values show tire production volume composition ratio by region

(Unit: 1,000 Tons)



2025				
1Q	2Q	3Q	4Q	Total
28.8	29.8	28.1	27.8	114.6
17.1	17.8	19.2	17.9	72.0
9.0	7.8	9.0	8.2	34.0
4.2	4.3	4.2	4.2	16.8
59.1	59.7	60.5	58.1	237.4
98%	107%	103%	103%	103%

	2026			2026
Unit:1000 Ton	1Q	2Q	1H	Forecast
Japan	23.1	26.4	49.5	108.2
N.America	18.8	17.3	36.1	73.5
Asia	8.6	9.3	17.9	35.8
Europe	3.9	4.1	8.1	16.2
Total	54.4	57.1	111.6	233.7
YoY	92%	96%	94%	98%

Change in Tire Sales Quantity by Region (YoY)

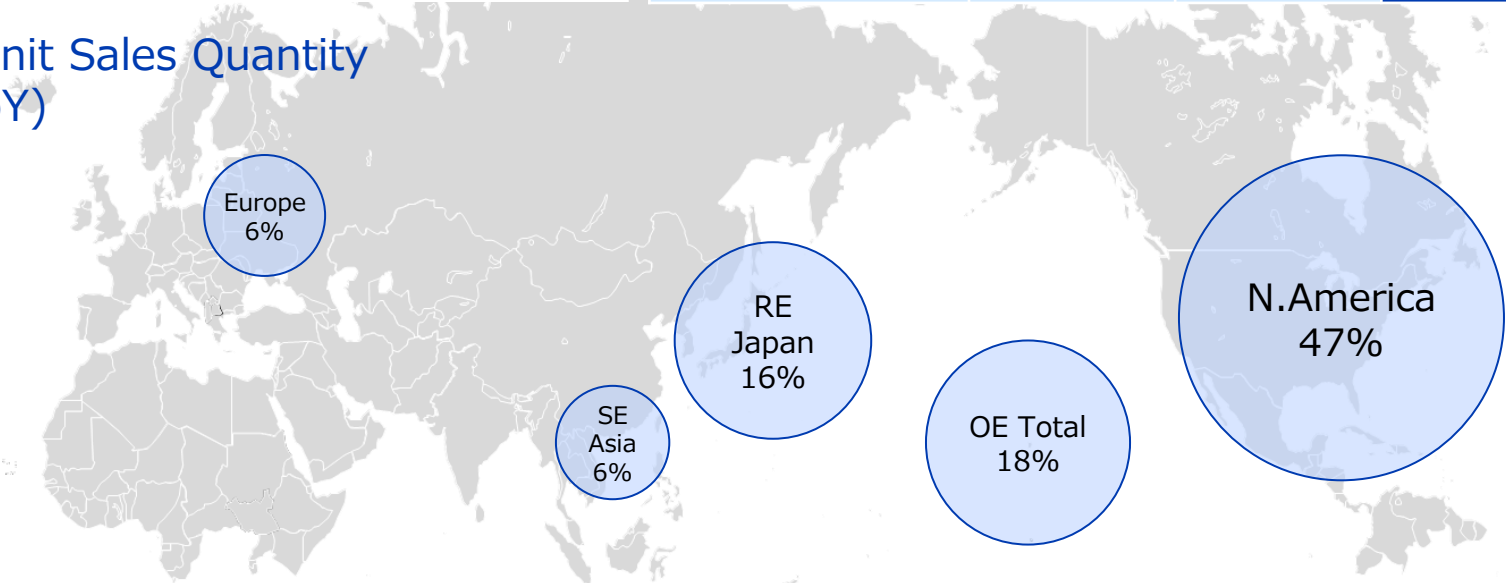
Year-on-Year when the same period of the previous year = 100

(%)

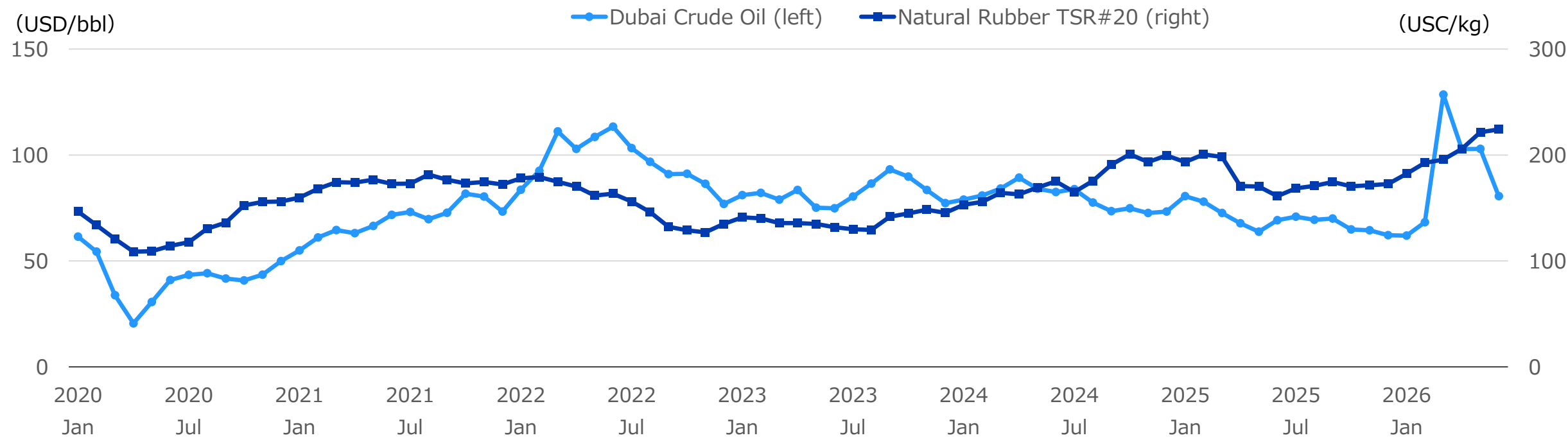
2025				
1Q	2Q	3Q	4Q	Total
104	98	103	104	102
97	107	109	91	100
99	98	92	98	97
105	100	100	108	103
67	99	40	62	67
103	103	94	94	98
99	99	96	98	98

	2026			2026
	1Q	2Q	1H	Forecast
OE Total	117	107	112	111
RE Japan	67	76	72	92
RE Overseas	85	90	88	99
N.America	94	95	95	101
Europe	48	61	55	87
SE Asia	90	95	93	104
Total	89	91	90	100

Reference : Ratio in Tire Unit Sales Quantity
by Region (YoY)
(2025 Result)



Change in Dubai Crude Oil and Natural Rubber TSR #20 Prices (SICOM)



Price Changes & Impact of Raw Materials (Operating Income Basis) (Unit: Billions of Yen)

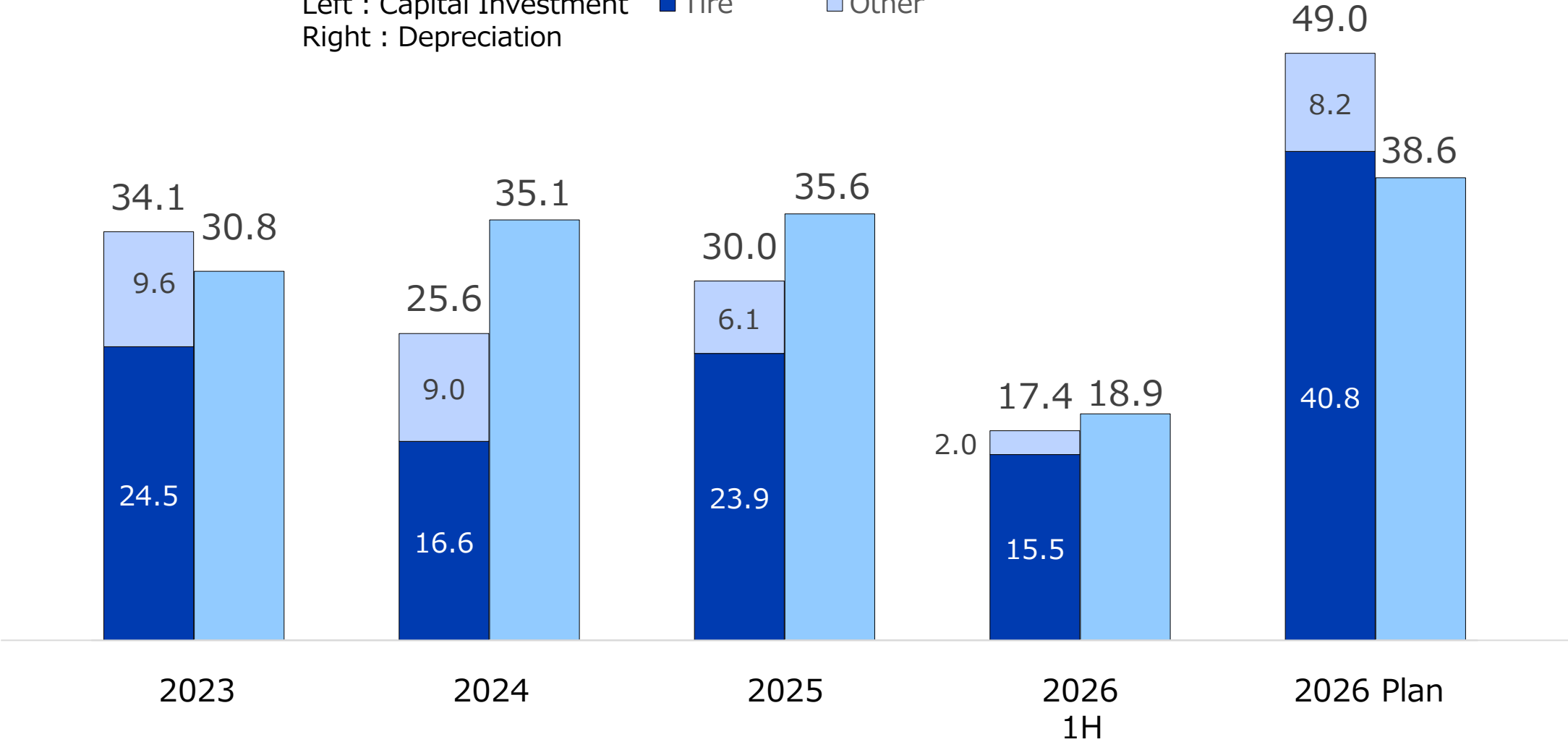
2025						2026			2026
1Q	2Q	3Q	4Q	Total		1Q	2Q	1H	Forecast
(2.8)	(2.6)	(0.3)	+1.1	(4.6)	Natural Rubber	+1.4	+0.7	+2.1	(3.4)
(0.3)	+0.4	+2.2	+2.2	+4.5	Petroleum Products	+2.1	(0.8)	+1.3	(8.4)
+0.3	(0.1)	(0.3)	+0.2	+0.1	Other Raw Materials	+0.4	(0.1)	+0.3	(1.9)
(2.8)	(2.3)	+1.7	+3.5	+0.0	Total	+3.9	(0.2)	+3.7	(13.7)

Capital Investment and Depreciation

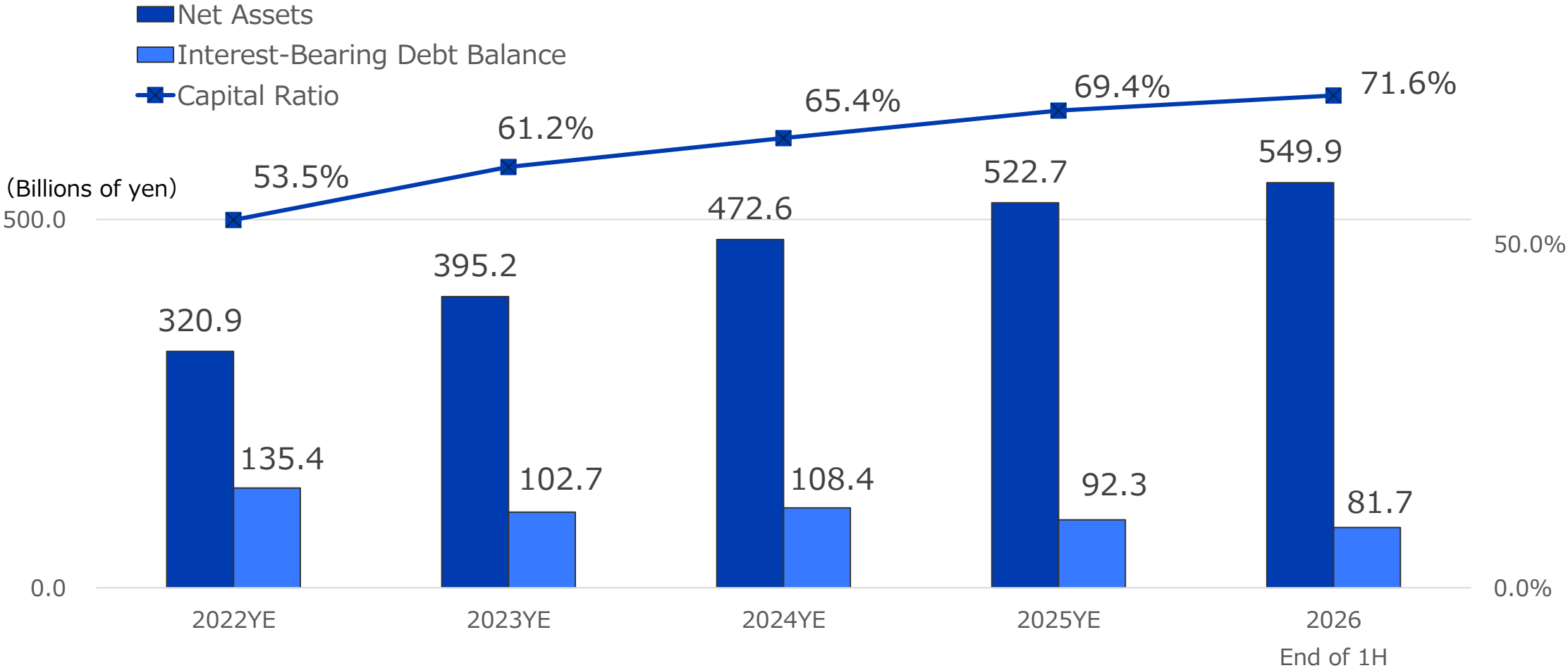
(Unit: Billions of Yen)

Note) Figures for capital expenditure do not include right-of-use assets, whereas figures for depreciation do.

Left : Capital Investment ■ Tire ■ Other
Right : Depreciation



Changes in Interest-Bearing Debt Balance and Capital Ratio



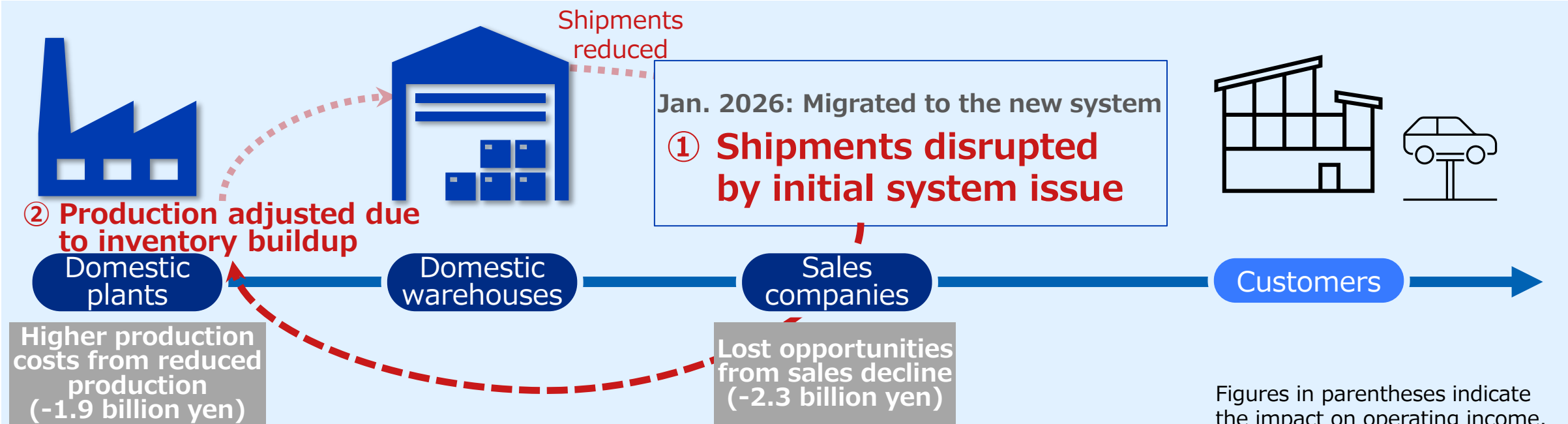
	2022YE	2023YE	2024YE	2025YE	2026 End of 1H
D/E Ratio	0.42	0.26	0.23	0.18	0.15
Net D/E Ratio	0.29	0.13	0.05	(0.05)	(0.06)

1. Financial Results for 2nd Quarter (1st Half) of FY2026
2. Financial Forecast for FY2026

3. Topics

→ **Shipment disruptions caused by the initial system issue in Japan have been resolved. We will work to catch up on production and bolster sales in 2026 2H and beyond.**

- Jan. 2026: The initial system issue in Japan disrupted shipments to the domestic market.
- The resulting inventory buildup at domestic warehouses forced domestic plants to adjust production during 2026 1Q.
- The shipment disruptions were resolved by the end of June ⇒ Efforts are currently underway to clear the remaining backorders.
- A detailed assessment showed that the issue reduced operating income by 4.2 billion yen during the January-June period.



Progress on key sustainability indicators

► Reduce GHG emissions throughout product

Indicator	2025	2030 Target
Scope 1 & 2 emissions reduction (vs. 2019)	50.1%* ¹	50%
Scope 3 emissions reduction contribution per tire (vs. 2019)	11.9%* ²	20%

Key initiatives

- 2025 renewable energy usage ratio: 91.9% (on a purchased energy basis)
- Started procuring electricity for Kuwana Plant via off-site PPA in June 2026

► Promote responsible procurement

Indicator	2026 1H	2030 Target
Natural rubber traceability (district level)	Processing initiatives	95% or above
Sustainable supplier ratio	59%* ³	85% or above

Key initiatives

- Reviewing sustainable supplier evaluation criteria, transitioning to objective and fact-based quantitative evaluations of environmental and social risk response.

Topics: Integrated Report 2026 published

● Value-creation stories centered around Medium-Term '26 Plan

Organizes value creation process, external environments, Medium-Term '26 Plan strategy, and sustainability policies in an integrated manner, presenting the medium- to long-term growth strategies and approaches to enhancing corporate value.

● Linking business and sustainability strategy

Illustrates the competitive edge gained through technology, product branding, sales, production and supply strategies, lists KPIs for materiality targets, and clearly indicates the connections between these strategies and non-financial considerations.

● Updating key ESG themes

Reflects progress on key initiatives such as decarbonization, supply chains, natural capital, and governance. Presents TCFD-based risk and opportunity reassessment results for decarbonization.



*¹ Third-party verified data

*² Average rolling resistance coefficient (RRC) reduction rate + Procurement process emissions reduction rate (both 2025 results). Supplier-specific emission intensity is used for the procurement process and CDP-ACS sector average emission intensity is applied for undisclosed suppliers. Company estimates. Not independently verified.

*³ Based on Toyo Tire Group supplier evaluation criteria

New

DELVEX M635, an all-weather tire for light trucks and buses (Launched in Sept. 2026)

- **Enhanced wear resistance** for superior durability under frequent stop-and-go driving. Engineered to maintain reliable performance across varying weather and road surface conditions.
- For light-load driving, the central area of the tread surface is widened to stabilize road contact performance. **Wear life improved by 14%* and heel-and-toe wear on the block surface reduced by 40%.**
* Compared with our existing model, M634
- The tread pattern with sipes (narrow slits) **maintains tread block rigidity yet enhances traction on wet roads and in light snow.**



**DELVEX
M635**

Awards

Grand Prix in the PARTS OF THE YEAR 2026 1H from *Minna-no Car Life*, an automotive social media site

- OPEN COUNTRY R/T and PROXES CL1 SUV (a fuel-efficient tire for SUVs) won the highest rating in the SUV/4X4 Tire and Eco-friendly Tire categories, respectively.



OPEN COUNTRY R/T PROXES CL1 SUV



「OPEN COUNTRY」

Selected as original equipment for the All-New MAZDA CX-5 Crossover SUV

- **OPEN COUNTRY H/T selected for the new MAZDA CX-5**, which went on sale in the North American market in March 2026.
- **Supporting the comfortable, confident driving dynamics** that the all-new MAZDA CX-5 aims to deliver.



「MAZDA CX-5」

The above image of the vehicles is provided courtesy of Mazda Motor Corporation. Unauthorized copying and replication of this image are prohibited.

TOYO TIRES

OPEN COUNTRY



**Entering the Ultimate Class
World Rally Raid Championship**



The forward-looking statements contained in these business outlooks and plans are based on information available at the current time and contain potential risks and uncertainties.

Therefore, please keep in mind that actual results may, due to a variety of factors, differ from those expressed in the forward-looking statements.