

Japan Automobiles/Auto Parts

Revisiting our stock preferences: Focus on US growth potential

Price Objective Change

Oct-Dec results review

We highlight five takeaways from Japanese OEM Oct-Dec results: 1) winners and losers in the US market are becoming clearer as the competitive environment normalizes; 2) with supply chains still unstable in Oct-Dec, operational capabilities also had an impact on relative earnings performance; 3) expectations for an ASEAN sales recovery in FY3/25 are receding; 4) OEMs plan to continue providing support to suppliers in FY3/25 (higher parts procurement costs); and 5) while HEV sales are likely to rise near term, OEMs have not drastically revised their BEV strategies.

HEVs proving to be key asset in US as market normalizes

The competitive environment in the US is returning to normal. Sales competition intensified towards the end of 2023 as auto OEMs offered more generous incentives. The common factor in the dominant sales performance by **Toyota** and **Honda** was HEV models. Incentives for HEVs were very low, driving an improvement in profitability at both OEMs.

ASEAN slump and continued supplier support in FY3/25

Points 3) and 4) above are risk factors for FY3/25 earnings: 3) the outlook for the ASEAN has been deteriorating for some time now (see our Year Ahead report), with Isuzu now saying demand Thailand may not start to recover until CY25, and 4) while the increase in some input costs has leveled off, suppliers still face rising fixed costs, including labor costs in Japan and North America. As flagged by **Toyota**, OEMs are likely to bear quite a large share of the higher fixed costs, which will most likely impact earnings in FY3/25.

Share prices following momentum trend since results; Honda/Mazda look attractive on low valuations

The momentum trend for auto sector stocks appears to have accelerated since Oct-Dec results, and investor views on **Honda** have diverged. As in 2Q **Honda** recognized considerable recall costs in 3Q, but these were only temporary expenses, since **Honda** will likely seek compensation from its supplier. **Honda**'s auto and motorcycle businesses are firm and the announcement of another buyback was positive.

27 February 2024

Equity Japan Autos/Auto Parts

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OEM: Original Equipment
Manufacturer
BEV: Battery Electric Vehicle
HEV: Hybrid Electric Vehicle

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Honda: Buy, PO ¥2,000→¥2,100

Exhibit 10: Honda: Our estimates and PO, background to changes

Steady improvement in underlying earnings

Honda Motor (7267)

			R	etail auto	sales ('00	0s)	Comments (production, sales)
Ratin	5		24/3 E	25/3E	26/3E	24/3 CoE	We keep our sales assumptions for FY3/24, revise down slightly for FY3/25 onward. We assume group sales
New C-1-7	BUY	New	4,151	4,222	4,443	NA	of 4.19mn units in FY3/24 (+14% YoY), 4.19mn in FY3/25 (flat). Temporary production capacity shortages in
Old C-1-7	BUY	Old	4,151	4,273	4,468	NA	the US are a factor militating against FY3/25 volume growth.
			(Operating	g profit (¥b	on)	Comments (OP, NP)
Price obje	ctive		24/3 E	25/3E	26/3E	24/3 CoE	We fine tune our estimates. We assume increases in N. American labor cost and incentives in FY3/25 and
New	2,100	New	1,325	1,493	1,598	1,250	beyond but still see growth in profit on the dropout of FY3/24 one-off costs (¥200bn), and improvement in
Old	2,000	Old	1,322	1,492	1,585	1,250	mix on growth in HEV sales. We still expect OPM to reach 7% in FY3/25 (¥145/\$).
					ROE		Price Objective
2/27/2024]	24/3 E	25/3E	26/3E	24/3 CoE	We revise our 12-month PO for Honda Motor from ¥2,000 to ¥2,100. We calculate a PO basis EV/EBITDA
Share price	1,777	New	9.1%	8.8%	8.8%	NA	multiple of 1.6x by taking the FY3/18-20 average of 1.3x (ex finco) and adding a 10% decarbonization premium and 10% premium for potential efforts to remedy share price weakness (net +20%; we remove

less a 30% discount (¥2.2tn) to derive total market cap.

our 10% top-line visibility discount). We calculate fair-value market cap (ex finco) by applying this to 12-month forward EBITDA of ¥1.76tn (ex finco). We add back financial services shareholders' equity of ¥3.2tn

Source: Company data, BofA Global Research estimate.

+18.2%

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Exhibit 11: Honda: BofAe, CoE, consensus

Expect double-digit profit growth again in FY3/25

Old

9.0%

8.3%

8.4%

Honda Motor (7267)

+/- vs PO

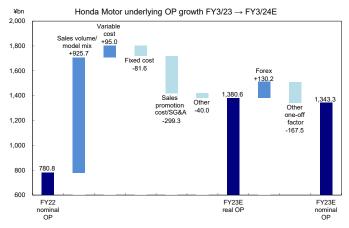
		Sales	Sales			Net Profit Bo	efore Tax	Net Pr	ofit	EPS	P/E	P/B	ROE
		JPY mn	yoy %	JPY mn	yoy %	JPY mn	yoy %	JPY mn	yoy %	JPY	Х	Х	%
iscal Year													
FY3/23	Actual	16,907,725	+16.2%	780,769	-10.4%	897,565	-16.1%	651,416	-7.9%	384.0	4.6	0.3	6.0%
FY3/24	E New	21,373,700	+26.4%	1,325,300	+69.7%	1,538,300	+71.4%	1,039,600	+59.6%	212.7	8.4	0.7	9.19
	E Old	21,230,400	+25.6%	1,321,500	+69.3%	1,516,500	+69.0%	1,025,900	+57.5%	210.3	8.4	0.7	9.0%
	IFIS E	20,516,291	+21.3%	1,324,036	+69.6%	1,523,710	+69.8%	1,028,615	+57.9%	217.9	8.2		
	CoE	20,000,000	+18.3%	1,250,000	+60.1%	1,445,000	+61.0%	960,000	+47.4%	189.6	9.4		
FY3/25	E New	21,717,600	+1.6%	1,493,000	+12.7%	1,580,900	+2.8%	1,063,600	+2.3%	207.1	8.6	0.7	8.8%
	E Old	21,299,600	+0.3%	1,492,300	+12.9%	1,614,800	+6.5%	1,004,500	-2.1%	206.0	8.6	0.7	8.3%
	IFIS E	21,277,391	+3.7%	1,434,373	+8.3%	1,583,230	+3.9%	1,058,009	+2.9%	213.0	8.3		
FY3/26	E New	22,499,900	+3.6%	1,598,100	+7.0%	1,681,300	+6.4%	1,131,400	+6.4%	224.1	7.9	0.7	8.8%
	E Old	22,069,300	+3.6%	1,584,700	+6.2%	1,719,000	+6.5%	1,069,600	+6.5%	219.3	8.1	0.7	8.4%
	IFIS E	21,783,070	+2.4%	1,465,240	+2.2%	1,612,978	+1.9%	1,082,040	+2.3%	220.1	8.1		
1H (Apr-Sep)													
FY3/23	Actual	8,085,304	+15.7%	453,452	+2.5%	515,831	-8.0%	338,514	-13.0%				
FY3/24	Actual	9,609,392	+18.9%	696,573	+53.6%	879,285	+70.5%	616,301	+82.1%				
2H (Oct-Mar)													
FY3/23	Actual	8,822,421	+16.6%	327,317	-23.7%	381,734	-25.1%	312,902	-1.6%				
FY3/24	E New	11,843,408	+34.2%	642,527	+96.3%	659,015	+72.6%	423,299	+35.3%				
	E Old	11,621,008	+31.7%	624,927	+90.9%	637,215	+66.9%	409,599	+30.9%				
1Q (Apr-Jun)						•							
FY3/23	Actual	3,829,550	+6.9%	222,216	-8.6%	237,404	-23.8%	149,219	-32.9%				
FY3/24	Actual	4,624,996	+20.8%	394,447	+77.5%	514,924	+116.9%	363,069	+143.3%				
2Q (Jul-Sep)				·		·		·					
FY3/23	Actual	4,255,754	+25.0%	231,236	+16.2%	278,427	+11.8%	189,295	+13.6%				
FY3/24	Actual	4,984,396	+17.1%	302,126	+30.7%	364,361	+30.9%	253,232	+33.8%				
3Q (Oct-Dec)						•							
FY3/23	Actual	4,438,186	+20.3%	280,491	+22.2%	343,546	+20.6%	244,655	+26.8%				
FY3/24	Actual	5,436,200	+22.5%	390.700	+39.3%	385,239	+12.1%	253,308	+3.5%				
4Q (Jan-Mar)		-,,				,							
FY3/23	Actual	4,384,235	+13.1%	46,826	-76.5%	38,188	-83.0%	68,247	-45.4%				
FY3/24	E New	6,407,208	+46.1%	251.827	+437.8%	273,776	+616.9%	169.991	+149.1%				
	E Old	6.230.908	+42.1%	245.115	+423.5%	251.976	+559.8%	156.291	+129.0%				

 $\textbf{Source:} \ \mathsf{Company} \ \mathsf{data}, \mathsf{IFIS} \ \mathsf{Consensus}, \mathsf{BofA} \ \mathsf{Global} \ \mathsf{Research} \ \mathsf{estimate}.$



Exhibit 12: Honda: FY3/24 BofAe OP variance analysis (YoY)

High profit growth in FY3/24 yet significant one-off hits

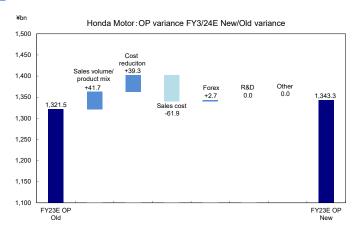


Source: Company data, BofA Global Research estimate.

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Exhibit 14: Honda: FY3/24 BofAe OP variance analysis (vs previous BofAe)

Assume incentives rise with US market normalization, mix improvement a big factor

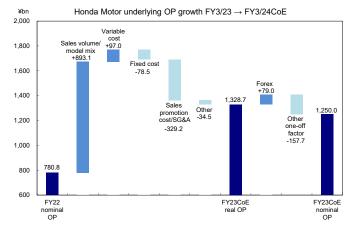


Source: Company data, BofA Global Research estimate.

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Exhibit 13: Honda: FY3/24 CoE OP variance analysis (YoY)

Guidance still conservative, FX assumptions included

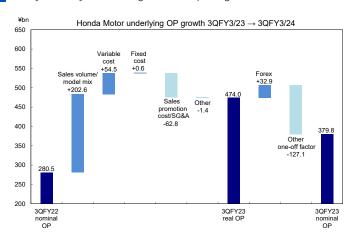


Source: Company data, BofA Global Research estimate.

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Exhibit 15: Honda: 3Q FY3/24 OP variance analysis (YoY)

Yachiyo Industry restructuring costs in 3Q plus significant one-off recall costs



Source: Company data, BofA Global Research estimate.



Toyota: Buy, PO ¥3,600→¥3,900

Exhibit 16: Toyota: Our estimates and PO, background to changes

Outstanding earnings levels and reliability

	Toyota Motor (7203)									
	Retail auto sales ('000s)						Comments (production, sales)			
Rating	5		24/3 E	25/3E	26/3E	24/3 CoE	We made our revisions at the time of 3Q results. In FY3/25 we assume Toyota/Lexus retail sales			
New B-1-7	BUY	New	10,391	10,627	10,757	10,400	growth of only 2% YoY based on the company stance of keeping to sustainable production levels. We assume flat consolidated wholesale sales (with some lingering impact from Daihatsu irregularities).			
Old B-1-7	BUY	Old	10,391	10,627	10,757	10,400	We still expect buoyant global demand.			
				Operating	profit (¥bn)	Comments (OP, NP)			
Price obje	ctive		24/3 E	25/3E	26/3E	24/3 CoE	We revise our estimates after following up on results. In FY3/25 we shift to an assumption of			
New	3,900	New	4,655	5,031	5,117	4,900	continued support for suppliers and revise down, but still see exceedingly high profits. The dropout of			
Old	3,600	Old	5,021	5,895	6,098	4,900	one-off costs is a factor but the basic FY3/25 profit growth drivers we see are improvement in mix on			
							growth in HEV sales, and more widespread boosts from repricing.			
				R	ROE		Price Objective			
2/27/2024			24/3 E	25/3E	26/3E	24/3 CoE	We revise our 12-month PO for Toyota Motor from ¥3,600 to ¥3,900. We calculate a PO basis			
Share price	3,582	New	16.2%	15.4%	14.3%	NA	EV/EBITDA multiple of 4.7x by taking the FY3/17-19 average of 3.9X (ex finco) and adding a 15% decarbonization premium and 5% premium for potential efforts to remedy share price weakness,			
+/- vs PO	+8.9%	Old	15.2%	15.3%	14.4%	-	with no discount for top-line visibility (previously -10%; net +20%). We calculate fair-value market cap (ex finco) by applying this to 12-month forward EBITDA of ¥7.5tn (ex finco). We then add back ¥5.0tn in financial services shareholders' equity to derive total market cap.			

Source: Company data, BofA Global Research estimate.

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Exhibit 17: Toyota: Honda: BofAe, CoE, consensus

See double-digit profit growth as feasible in FY3/25 given factors such as Daihatsu production normalization

Toyota Motor (7203)

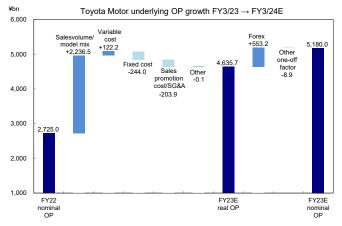
		Sales		OP		Net Profit Be	fore Tax	Net Pro	ofit	EPS	P/E	P/B	ROE
		JPY mn	yoy %	JPY mn	yoy %	JPY mn	yoy %	JPY mn	yoy %	JPY	Х	Х	%
iscal Year													
FY3/23	Actual	37,154,298	+18.4%	2,725,025	-9.0%	3,668,733	-8.1%	2,451,318	-14.0%	179.5	20.0	1.7	9.0
FY3/24	E New	43,282,000	+16.5%	4,655,000	+70.8%	6,534,000	+78.1%	4,821,300	+96.7%	311.8	11.5	1.5	16.2
	E Old	43,367,000	+16.7%	5,021,000	+84.3%	6,104,800	+66.4%	4,501,900	+83.7%	332.8	10.8	1.6	15.29
	IFIS E	44,136,100	+18.8%	4,958,871	+82.0%	6,231,693	+69.9%	4,473,586	+82.5%	329.4	10.9		
	CoE	43,000,000	+15.7%	4,900,000	+79.8%	6,200,000	+69.0%	4,500,000	+83.6%	292.0	12.3		
FY3/25	E New	43,545,000	+0.6%	5,031,000	+8.1%	6,848,200	+4.8%	5,047,400	+4.7%	339.8	10.5	1.4	15.4°
	E Old	43,129,000	-0.5%	5,895,000	+17.4%	6,958,800	+14.0%	4,989,800	+10.8%	370.9	9.7	1.4	15.39
	IFIS E	45,850,200	+3.9%	5,106,986	+3.0%	6,233,164	+0.0%	4,420,750	-1.2%	326.2	11.0		
FY3/26	E New	43,968,000	+1.0%	5,117,000	+1.7%	7,014,500	+2.4%	5,170,200	+2.4%	350.0	10.2	1.3	14.39
	E Old	43,788,000	+1.5%	6,098,000	+3.4%	7,193,100	+3.4%	5,157,800	+3.4%	385.6	9.3	1.3	14.49
	IFIS E	47,400,000	+3.4%	5,233,685	+2.5%	6,388,508	+2.5%	4,524,215	+2.3%	335.0	10.7		
irst Half (Apr-S	Sep)												
FY3/23	Actual	17,709,348	+14.4%	1,141,444	-34.7%	1,834,276	-14.4%	1,171,084	-23.2%				
FY3/24	Actual	21,981,617	+24.1%	2,559,294	+124.2%	3,521,525	+92.0%	2,589,428	+121.1%				
econd Half (Od	ct-Mar)												
FY3/23	Actual	19,444,950	+22.3%	1,583,581	+26.9%	1,834,457	-0.7%	1,280,234	-3.4%				
FY3/24	E New	20,836,383	+7.2%	2,228,706	+40.7%	3,012,475	+64.2%	2,231,872	+74.3%				
	E Old	21,385,383	+10.0%	2,461,706	+55.5%	2,583,275	+40.8%	1,912,472	+49.4%				
irst Quarter (A	pr-Jun)												
FY3/23	Actual	8,491,116	+7.0%	578,655	-42.0%	1,021,748	-18.7%	736,820	-17.9%				
FY3/24	Actual	10,546,831	+24.2%	1,120,900	+93.7%	1,720,553	+68.4%	1,311,372	+78.0%				
econd Quarter	r (Jul-Sep)			•									
FY3/23	Actual	9,218,232	+22.2%	562,789	-25.0%	812,528	-8.4%	434,264	-30.7%				
FY3/24	Actual	11,434,786	+24.0%	1,438,394	+155.6%	1,800,972	+121.7%	1,278,056	+194.3%				
hird Quarter (0				, -,		, , , , ,		, .,					
FY3/23	Actual	9,754,685	+25.3%	956,652	+22.0%	1,034,998	-5.4%	727,942	-8.1%				
FY3/24	Actual	11,404,000	+16.9%	1,264,000	+32.1%	1,835,540	+77.3%	1,357,814	+86.5%				
ourth Quarter		,,,	70	, ,,_ 30		.,,- 10	70	.,,-/	22.270				
FY3/23	Actual	9,690,265	+19.4%	626,929	+35.2%	799,459	+6.2%	552,292	+3.4%				
FY3/24	E New	9,432,383	-2.7%	964,706	+53.9%	1,176,935	+47.2%	874,058	+58.3%				
	E Old	9.344.280	-3.6%	780.763	+24.5%	747,735	-6.5%	554,658	+0.4%				

Source: Company data, IFIS Consensus, BofA Global Research estimate.



Exhibit 18: Toyota: FY3/24 BofAe OP variance analysis (YoY)

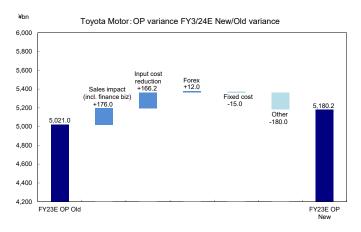
Volume growth, mix improvement, repricing boosts big factors in FY3/24



Source: Company data, BofA Global Research estimate.

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Exhibit 20: Toyota: FY3/24 BofAe OP variance analysis (vs previous BofAe) Assume ¥100bn in one-off costs related to Daihatsu

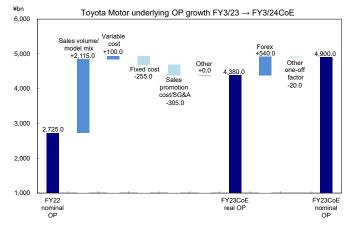


Source: Company data, BofA Global Research estimate.

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Exhibit 19: Toyota: FY3/24 CoE OP variance analysis (YoY)

We take guidance to be a bare minimum

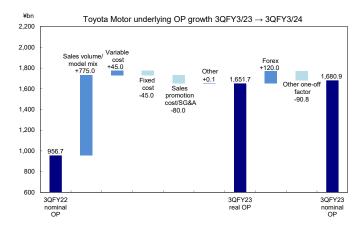


Source: Company data, BofA Global Research estimate.

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Exhibit 21: Toyota: 3Q FY3/24 OP variance analysis (YoY)

Superb sales performance again in 3Q, OPM reached astonishing 14%



Source: Company data, BofA Global Research estimate.



Price objective basis & risk

Toyota Motor (7203 / TOYOF / TM)

Our 12-month PO for Toyota is ¥3,900 (ADR: \$260.51). We calculate a fair-value EV/EBITDA multiple of 3.9x by taking the FY3/17-3/19 average EV/EBITDA of 3.9x (ex finco), applying a 15% decarbonization premium, 5% for potential action in response to share price weakness, and a 10% top-line visibility discount (net +10%). We calculate fair-value market cap (ex finco) by applying this to our FY3/25 EBITDA estimate of ¥7.6tn (ex finco). We then add back ¥5.0tn in financial services shareholders' equity to derive total market cap. Risks are forex swings, a prolonged semiconductor shortage, and an increase in material costs.

Honda Motor (7267 / HNDAF / HMC)

Our 12-month PO for Honda Motor is ¥2,100 (ADR US\$41.95). We derive a fair-value EV/EBITDA multiple of 1.4x by taking the average FY3/18-3/20 EV/EBITDA (ex finco) of 1.3x, applying a 10% decarbonization premium and 10% for potential from action in response to share price weakness, as well as a top-line visibility adjustment discount of 10% (net +10%). We calculate fair-value market cap (ex finco) by applying this to 12-month forward EBITDA of ¥1.7tn (ex finco). We add back financial services shareholders' equity of ¥3.0tn less a 30% discount (¥2.1tn) to derive all-company market cap. Downside risks are the speed of US recovery in demand, forex fluctuations, a prolonged semiconductor shortage, an increase in material costs, and changes in expectation for its aggressive BEV shift.

Analyst Certification

I, Kei Nihonyanagi, hereby certify that the views expressed in this research report accurately reflect my personal views about the subject securities and issuers. I also certify that no part of my compensation was, is, or will be, directly or indirectly, related to the specific recommendations or view expressed in this research report.

Special Disclosures

BofA Securities is currently acting as financial advisor to Daimler Truck Holding AG in connection with the proposed business combination between its subsidiary Mitsubishi Fuso Truck and Bus Corporation and Hino Motors, Ltd., a subsidiary of Toyota Motor Corporation, which was announced on May 30, 2023. The proposed transaction is subject to approval by shareholders of Hino Motors, Ltd. This research report is not intended to (1) provide voting advice, (2) serve as an endorsement of the proposed transaction, or (3) result in the procurement, withholding or revocation of a proxy.



APR - Autos Coverage Cluster

Investment rating	Company	BofA Ticker	Bloomberg symbol	Analyst
BUY				
	Aima Technology	XIHBF	603529 CH	Joey Yang, CFA
	Bajaj Auto	XBJBF	BJAUT IN	Gunjan Prithyani
	BYD	BYDDF	1211 HK	Ming Hsun Lee, CFA
	BYD	XYMPF	002594 CH	Ming Hsun Lee, CFA
	BYD	BYDDY	BYDDY US	Ming Hsun Lee, CFA
	CATL	XMOQF	300750 CH	Ming Hsun Lee, CFA
	DENSO	DNZOF	6902 JP	Kei Nihonyanagi
	EVE	XEVEF	300014 CH	Ming Hsun Lee, CFA
	Fuyao Glass	XFGIF	600660 CH	Edward Leung, CFA
	Fuyao Glass	FIGIF	3606 HK	Edward Leung, CFA
	Great Wall Motor	GWLLF	2333 HK	Ming Hsun Lee, CFA
	GS Yuasa	GYUAF	6674 JP	Kentaro Hosoda
	Guangzhou Automobile Group	GNZUF	2238 HK	Ming Hsun Lee, CFA
	Hankook Tire	XHTRF	161390 KS	KJ Hwang
	Hero Motocorp	HRHDF	HMCL IN	Gunjan Prithyani
	Hesai	HSAI	HSAI US	Jessie Lo
	HL Mando	XMADF	204320 KS	KJ Hwang
	Honda Motor	HMC	HMC US	Kei Nihonyanagi
	Honda Motor	HNDAF	7267 JP	Kei Nihonyanagi
	Huayu	XHASF	600741 CH	Jessie Lo
	Hyundai Motor	HYMLF	005380 KS	KJ Hwang
	Isuzu Motors	ISUZF	7202 JP	Kei Nihonyanagi
	Joyson	XQMWF	600699 CH	Jessie Lo
	Leapmotor	XZSSF	9863 HK	Ming Hsun Lee, CFA
	Li Auto	LI	LIUS	Ming Hsun Lee, CFA
	Li Auto	LAAOF	2015 HK	Ming Hsun Lee, CFA
	Maruti	MUDGF		•
			MSIL IN	Gunjan Prithyani
	Mazda Motor	MZDAF	7261 JP	Kei Nihonyanagi
	Minth	MNTHF	425 HK	Jessie Lo
	Ningbo Tuopu	XNCGF	601689 CH	Joey Yang, CFA
	Nissan Motor	NSANF	7201 JP	Kei Nihonyanagi
	Nissan Motor	NSANY	NSANY US	Kei Nihonyanagi
	PARK24	PKCOF	4666 JP	Kei Nihonyanagi
	SAMIL (Motherson International)	XMSUF	MOTHERSO IN	Gunjan Prithyani
	Shenzhen Kedali	XWCSF	002850 CH	Jessie Lo
				· ·
	Shuanghuan Driveline	XZSHF	002472 CH	Jessie Lo
	Sumitomo Rubber Industries	SMTUF	5110 JP	Kentaro Hosoda
	Suzuki Motor	SZKMF	7269 JP	Kei Nihonyanagi
	Tata Motors	XTTSF	TTMT IN	Gunjan Prithyani
	Toyo Tire	TOTTF	5105 JP	Kentaro Hosoda
	Toyota Motor	TOYOF	7203 JP	Kei Nihonyanagi
	Toyota Motor	TM	TM US	Kei Nihonyanagi
	Wencan	XSCDF	603348 CH	Joey Yang, CFA
	Wuxi Lead	XZSRF	300450 CH	Ming Hsun Lee, CFA
				•
	XPeng Inc	XPEV	XPEV US	Ming Hsun Lee, CFA
	XPeng Inc.	XPNGF	9868 HK	Ming Hsun Lee, CFA
	Yadea	YADGF	1585 HK	Joey Yang, CFA
	Yunnan Energy	XLGFF	002812 CH	Jessie Lo
	Zhejiang Sanhua	XZSIF	002050 CH	Jessie Lo
	Zhongsheng Auto	ZHSHF	881 HK	Joey Yang, CFA
EUTRAL	0 0 0			, ,
EUIKAL	Aisin	ASEKF	7259 JP	Kei Nihonyanagi
			•	
	Ashok Leyland	XDBVF	AL IN	Gunjan Prithyani
	Bridgestone	BRDCF	5108 JP	Kei Nihonyanagi
	Bridgestone	BRDCY	BRDCY US	Kei Nihonyanagi
	CALB	XCLSF	3931 HK	Ming Hsun Lee, CFA
	Dong Feng	DNFGF	489 HK	Ming Hsun Lee, CFA
	Eicher Motors	XEIMF	EIM IN	Gunjan Prithyani
	Hino Motors	HINOF	7205 JP	Kei Nihonyanagi
		HYPLF	012330 KS	
	Hyundai Mobis			KJ Hwang
	Kia Corp	KIMTF	000270 KS	KJ Hwang
	Mahindra & Mahindra (M&M)	XKQRF	MM IN	Gunjan Prithyani
	MeiDong Auto	CMEIF	1268 HK	Joey Yang, CFA



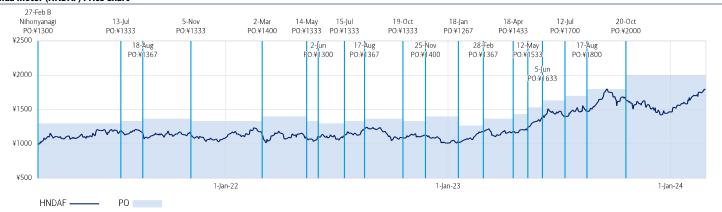
APR - Autos Coverage Cluster

Investment rating	Company	BofA Ticker	Bloomberg symbol	Analyst
	Motherson Sumi Wiring	XMWDF	MSUMI IN	Gunjan Prithyani
	NIO	NIO	NIO US	Ming Hsun Lee, CFA
	NIO	NIOIF	9866 HK	Ming Hsun Lee, CFA
	NIO	XLTWF	NIO SP	Ming Hsun Lee, CFA
	Shenzhen Senior	XHYRF	300568 CH	Jessie Lo
	Subaru Corp	FUJHF	7270 JP	Kei Nihonyanagi
	Subaru Corp	FUJHY	FUJHY US	Kei Nihonyanagi
	Toyota Industries Corporation	TYIDF	6201 JP	Kentaro Hosoda
	Toyota Industries Corporation	TYIDY	TYIDY US	Kentaro Hosoda
	TVS Motors	XFKMF	TVSL IN	Gunjan Prithyani
	Yokohama Rubber	YORUF	5101 JP	Kentaro Hosoda
	Yongda	CYYHF	3669 HK	Joey Yang, CFA
UNDERPERFORM				
	Astra International	PTAIF	ASII IJ	Paul Dewberry
	BAIC Motor	BMCLF	1958 HK	Ming Hsun Lee, CFA
	Bharat Forge	XUUVF	BHFC IN	Gunjan Prithyani
	China Grand Auto	XMURF	600297 CH	Joey Yang, CFA
	Desay SV	XGDFF	002920 CH	Jessie Lo
	Escorts Kubota	XSCOF	ESCORTS IN	Gunjan Prithyani
	GAC	XGNHF	601238 CH	Ming Hsun Lee, CFA
	Great Wall Motor	XGWMF	601633 CH	Ming Hsun Lee, CFA
	Hyundai Wia	XWHYF	011210 KS	KJ Hwang
	Mitsubishi Motors	MMTOF	7211 JP	Kei Nihonyanagi
	Nextage	NXAGF	3186 JP	Kentaro Hosoda
	Nexteer	NTXVF	1316 HK	Jessie Lo
	Putailai	XVHGF	603659 CH	Jessie Lo
	SAIC Motor	XZNJF	600104 CH	Ming Hsun Lee, CFA
	Sona Comstar	XBNXF	SONACOMS IN	Gunjan Prithyani
	Tinci Materials	XCVHF	002709 CH	Miriam Chan, CFA
	Yamaha Motor	YAMHF	7272 JP	Kei Nihonyanagi
RVW				
	Geely	GELYF	175 HK	Ming Hsun Lee, CFA

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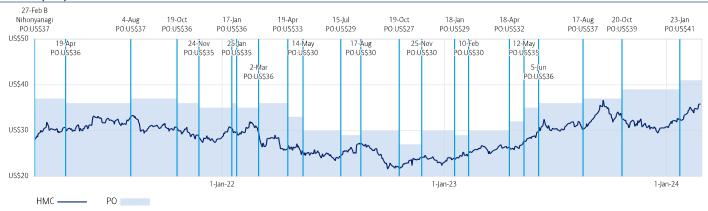
Honda Motor (HNDAF) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading "Fundamental Equity Opinion Key". Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.

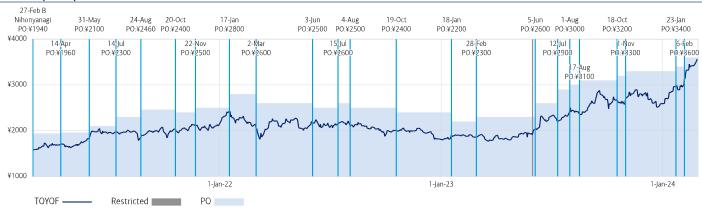
Honda Motor (HMC) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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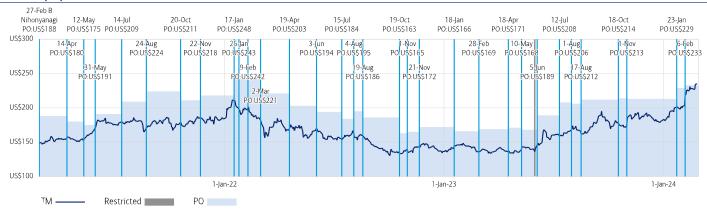
Toyota Motor (TOYOF) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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Toyota Motor (TM) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading 'Fundamental Equity Opinion Key'. Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.



Equity Investment Rating Distribution: Autos Group (as of 31 Dec 2023)

Coverage Universe	Count	Percent	Inv. Banking Relationships R1	Count	Percent
Buy	67	55.83%	Buy	39	58.21%
Hold	30	25.00%	Hold	15	50.00%
Sell	23	19.17%	Sell	12	52.17%

Equity Investment Rating Distribution: Global Group (as of 31 Dec 2023)

Coverage Universe	Count	Percent	Inv. Banking Relationships R1	Count	Percent
Buy	1895	53.62%	Buy	1083	57.15%
Hold	832	23.54%	Hold	454	54.57%
Sell	807	22.84%	Sell	383	47.46%

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Investment rating Total return expectation (within 12-month period of date of initial rating) Ratings dispersion guidelines for coverage cluster^{R2}

Buy	≥ 10%	≤ 70%
Neutral	≥ 0%	≤ 30%
Underperform	N/A	≥ 20%

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