

# Tesla Motors

# 4Q:23 quick-take: Trees don't grow to the sky in 2024, next-gen vehicle as expected

Reiterate Rating: NEUTRAL | PO: 280.00 USD | Price: 207.83 USD

# 40:23 results just below BofAe and consensus

TSLA reported 4Q:23 non-GAAP EPS of \$0.71. This was below BofA and consensus at \$0.73. The miss versus our forecast was driven by Automotive, both at the topline and on a margin level, and to a lesser degree on a choppier Service margin. Energy, on the other hand, came in stronger than expectations while operating expenses were lower. In total, this resulted in an operating margin of 8.2% versus BofAe at 8.3%. We reiterate our Neutral rating, balancing near-term risks from the broader macro, increasing competition, and slower EV demand against its efforts to reduce costs, meaningfully grow, and unique ability to remain agile.

# Reduce EPS ests on tax rate, gross margin adjustments

Our EPS estimates decline primarily given the expected increase in tax rate following the release of the tax valuation allowance. TSLA noted that its tax rate will be closer to that of other S&P 500 companies, and we now project a rate of 25% vs. 15%. As for other changes, we modestly temper our gross margin forecast as it appears there is limited upside for 2024, though much will depend on costs and demand for its vehicles. Our PO is now \$280 (was \$290), reflecting the changes to our estimates based on unchanged  $\sim$ 8.5x EV/Sales and  $\sim$ 50x EV/EBITDA (was 48x) on our 2024 estimates.

# 2024 production outlook underwhelming, but expected

TSLA disclosed that 2024 unit growth is likely to be much lower than the 38% YoY growth achieved in 2023 as the development of its next gen vehicle is underway. Recall, we tempered our volume forecast for 2024 ahead of 4Q earnings considering this point and broadly slower EV demand. As for other items, the message remains that TSLA: 1) has sufficient liquidity for its product roadmap and capacity expansion (~\$10bn of capex in 2024); 2) continues to focus on reducing costs in manufacturing/operations (although TSLA is approaching limits to continued cost improvement with the current platform), and hardware-related profits will be accompanied by software-related profits. On product development, Cybertruck production will ramp over 2024 and Tesla appears well-underway in developing the next gen low cost platform we've dubbed the Model Te, which appears likely to enter in production in 2H25. This is consistent with our Car Wars 2024-2027 forecast (see report here). Related to Al developments, Elon Musk clarified from his recent public comment that having 25% ownership (including potentially with a dual voting share structure) would give him more influence on decisions that may not be well digested by other shareholders, but wouldn't be so much that investors couldn't take action if he proved to not be an effective steward of this technology..

Estimates (Dec) (US\$)	2022A	2023A	2024E	2025E	2026E
EPS	4.07	3.13	3.30	4.10	4.70
GAAP EPS	3.62	2.60	2.78	3.55	4.14
EPS Change (YoY)	80.1%	-23.1%	5.4%	24.2%	14.6%
Consensus EPS (Bloomberg)			3.74	5.10	6.98
DPS	0	0	0	0	0
Valuation (Dec)					
P/E	51.1x	66.4x	63.0x	50.7x	44.2x
GAAP P/E	57.4x	79.9x	74.8x	58.5x	50.2x
EV / EBITDA*	38.0x	46.2x	38.1x	30.1x	26.5x
Free Cash Flow Yield*	1.0%	0.6%	0.6%	1.2%	1.7%
* For full definitions of <i>IQ</i> method <sup>≤M</sup> measures, see page 6.					

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Refer to important disclosures on page 7 to 9. Analyst Certification on page 5. Price

Objective Basis/Risk on page 5.

Timestamp: 25 January 2024 06:57AM EST

#### 25 January 2024

#### Equity

Key Changes		
(US\$)	Previous	Current
Price Obj.	290.00	280.00
2024E Rev (m)	111,295.7	111,397.3
2025E Rev (m)	126,520.5	126,398.4
2026E Rev (m)	141,016.3	141,174.4
2024E EPS	3.60	3.30
2025E EPS	4.60	4.10
2026E EPS	5.25	4.70

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## Stock Data

Price	207.83 USD
Price Objective	280.00 USD
Date Established	25-Jan-2024
Investment Opinion	C-2-9
52-Week Range	138.07 USD - 299.29 USD
Mrkt Val (mn) / Shares Out (mn)	725,742 USD / 3,492.0
Free Float	87.0%
Average Daily Value (mn)	22833.46 USD
BofA Ticker / Exchange	TSLA / NAS
Bloomberg / Reuters	TSLA US / TSLA.OQ
ROE (2024E)	16.7%
Net Dbt to Eqty (Dec-2023A)	-17.8%
ESGMeter™	High

ESGMeter is not indicative of a company's future stock price performance and is not an investment recommendation or rating. ESGMeter is independent of BofA Global Research's equity investment rating, volatility risk rating, income rating, and price objective for that company. For full details, refer to "BofA ESGMeter Methodology".

TSLA =Tesla

# **iQ**profile<sup>™</sup> Tesla Motors

iQmethod <sup>™</sup> – Bus Performance*					
(US\$ Millions)	2022A	2023A	2024E	2025E	2026
Return on Capital Employed	24.8%	13.0%	11.3%	12.6%	12.7%
Return on Equity	37.2%	20.2%	16.7%	17.5%	16.9%
Operating Margin	16.8%	9.2%	10.5%	12.8%	13.5%
Free Cash Flow	7,566	4,358	4,060	9,027	12,458
<i>iQ</i> method <sup>™</sup> – <b>Quality of Earnings*</b>					
(US\$ Millions)	2022A	2023A	2024E	2025E	2026
Cash Realization Ratio	1.0x	1.2x	1.2x	1.3x	1.3>
Asset Replacement Ratio	1.9x	1.9x	1.9x	1.8x	1.43
Tax Rate	8.3%	9.3%	25.0%	25.0%	25.0%
Net Debt-to-Equity Ratio	-28.7%	-17.8%	-21.3%	-27.9%	-35.3%
Interest Cover	NM	NM	NM	NM	NM
Income Statement Data (Dec)					
(US\$ Millions)	2022A	2023A	2024E	2025E	2026
Sales	81,458	96,773	111,397	126,398	141,174
% Change	51.3%	18.8%	15.1%	13.5%	11.79
Gross Profit	20,849	17,660	21,224	26,475	30,372
% Change	53.2%	-15.3%	20.2%	24.7%	14.79
EBITDA	18,916	15,542	18,842	23,868	27,050
% Change	61.8%	-17.8%	21.2%	26.7%	13.39
Net Interest & Other Income	63	1,082	1,155	330	230
Net Income (Adjusted) % Change	14,112 84.7%	10,884 -22.9%	11,513 5.8%	14,311 24.3%	16,409 14.79
(US\$ Millions)	2022A	2023A	2024E	2025E	2026
Net Income from Cont Operations (GAAP)	12,552	9,072	9,699	12,406	14,45
Depreciation & Amortization	3,747	4,667	5,200	5,700	6,000
Change in Working Capital	(3,908)	(2,564)	(2,653)	(984)	(1,452
Deferred Taxation Charge	NA	NA	NA	NA	N
Other Adjustments, Net	2,333	2,081	1,814	1,905	1,95
Capital Expenditure	(7,158)	(8,898)	(10,000)	(10,000)	(8,500
Free Cash Flow	7,566	4,358	4,060	9,027	12,45
% Change	50.9%	-42.4%	-6.8%	122.3%	38.0%
Share / Issue Repurchase	541	700	0	0	(
Cost of Dividends Paid	(3.866)	0 2,110	0 (910)	0	
Change in Debt	(3,866)	2,110	(310)	U	(
Balance Sheet Data (Dec) (US\$ Millions)	20224	20224	20245	20255	2026
•	2022A	2023A	2024E	<b>2025E</b>	
Cash & Equivalents Trade Receivables	16,253 2,952	16,531 3,508	20,339 4,120	29,366 4,675	41,824 5,222
Other Current Assets	2,952	29,372	32,445	33,914	35,892
Property, Plant & Equipment	26,111	33,905	38,705	43,005	45,505
Other Non-Current Assets	15,310	23,302	23,862	24,769	25,634
Total Assets	82,338	106,618	119,471	135,729	154,07
Short-Term Debt	1,502	2,373	2,373	2,373	2,37
Other Current Liabilities	25,207	26,375	28,187	30,029	31,966
Long-Term Debt	1,597	2,857	1,947	1,947	1,94
Other Non-Current Liabilities	8,134	11,404	11,589	11,694	11,694
Total Liabilities	36,440	43,009	44,097	46,044	47,98
					•
Total Equity	45,898	63,609	75,375	89,686	106,095 154,076

# **Company Sector**

Autos/Car Manufacturers

# **Company Description**

Tesla designs, manufactures, and sells electric vehicles, including its high-end Model S and X, mass-market oriented Model 3 and Model Y, as well as the forthcoming Cybertruck and Semi. Tesla also generates revenue from selling zero-emission vehicle credits to OEMs, installing, operating and selling solar energy systems, and manufacturing and selling energy storage systems to customers. Tesla was founded in 2003, became publicly listed in June 2010, and is headquartered in Palo Alto, California.

#### **Investment Rationale**

We view Tesla as a trailblazer in the EV market, and believe it could be successful as EV demand increases over time. TSLA's self-funding status and ongoing access to relatively low-cost capital should also help support future growth. That said, the company is facing a number of hurdles including the broader macro environment, risks to EV demand, growing competition and management distractions that could persist over the near-term. Therefore, we rate the stock Neutral.

#### **Stock Data**

Average Daily Volume 109,866,024

# **Quarterly Earnings Estimates**

	2023	2024
Q1	0.85A	0.75E
Q2	0.91A	0.80E
Q3	0.66A	0.85E
Q4	0.71A	0.90E

<sup>\*</sup> For full definitions of  $\emph{\textbf{\textit{IQ}}}\textit{method}^{\text{\tiny SM}}$  measures, see page 6.

# Review of 4Q:23 results

TSLA reported 4Q:23 adjusted (non-GAAP) EPS of \$0.71, which came in below our estimate of \$0.73 and the Bloomberg consensus of \$0.73. Highlights from the quarter include the following:

- 1. Earlier this month, TSLA announced 4Q:23 deliveries of 484,507 vehicles, which came a bit above consensus estimates at the time (compiled by the company) of 480,483 vehicles, and higher than 3Q:23 deliveries of 435,059.
  - a. Specifically, by model, TSLA reported 4Q deliveries of 22,969 Model S/X vehicles, above our original estimate of 19,720 and consensus of 18,652, and representing a 44% increase from 3Q:23 and a 34% YoY increase from 4Q:22. Model 3/Y deliveries of 461,538 came in below our original estimate of 472,600 but was higher than consensus of 460,189, which represented a 10% QoQ increase and a 19% YoY increase.
- 2. TSLA reported consolidated GAAP revenue of \$25.17bn, slightly above our \$25.87bn estimate, and up 4% YoY. Revenue was lower than we had projected driven by weaker Auto Sales performance and Energy.
  - a. Total GAAP revenue of \$25.17bn was below consensus of \$25.72bn, while Automotive (including ZEV revenue and leasing) was also below (\$21.56bn vs. \$21.72bn consensus). Energy Generation & Storage was below consensus (\$1.44bn vs. \$1.77bn consensus) together with Services & Other (\$2.17bn vs. \$2.24bn consensus).
- 3. Automotive Sales (ex. Automotive Leasing and regulatory credits) revenue increased about 2% YoY. On a unit basis, this was driven by volume growth both in Model 3/Y and Model S/X partially mitigated by weaker prices, which resulted in Automotive Sales revenue of \$21.56bn to be slightly below our \$22.09bn forecast.
- 4. Energy Generation & Storage revenue (\$1,438mm) increased 10% YoY, which was below our estimate of \$1,602mm, with less Megawatts deployed (41MW vs. BofAe of 60MW) for solar.
- 5. Consolidated GAAP gross margin of 17.6% came in below our 17.8% forecast, and declined about 610bp YoY from 23.7% in 4Q:22. Automotive Sales gross margin (GAAP) of 18.3 % was slightly below our forecast of 18.4%, and compares with gross margin of 25.5% in 4Q:22. Automotive Leasing gross margin (GAAP) of 40.8% was above our expectation (BofAe 37.8%) but down roughly 40bp YoY.
  - a. On a GAAP basis, consolidated gross margin of 17.6% came in line with consensus of 17.6%. By segment this included: Automotive (including ZEV revenue/profit and leasing) (18.9% vs. 19.5% consensus), Energy Generation & Storage (21.8% vs. 18.5% consensus), and Other (2.7% vs. 6.6% consensus).
- 6. Energy Generation & Storage posted a gross margin of 21.8%, which was above our estimate of 20.0%, and up 970bp YoY. Service & Other gross margin declined 290bp YoY from 5.6% in 4Q:22 to 2.7% in 4Q:23 and was below our 5.5% estimate.
- 7. Operating expenses (SG&A, R&D, ex. restructuring), in total, were below our estimate (\$2.37bn vs. BofAe \$2.47bn). Notably, operating expenses were up 27% YoY but down 2% sequentially.
  - a. SG&A on a QoQ basis was up 2% to \$1,280mm and increased 24% on a YoY basis from \$1,032mm in 4Q:22. R&D declined 6% QoQ to \$1,094mm in 4Q:23 from \$1,161mm in 3Q:23, and but was up 35% YoY from \$810mm in 4Q:22.



- 8. TSLA reported free cash flow of \$2.07bn in 4Q:23, well above cons. of \$1.49bn; operating cash flow came in higher than expected (\$4.37bn vs. cons. \$3.82bn).
  - a. Capex was \$2.31bn, down 6% sequentially from \$2.46bn in 3Q:23 and compared to the average quarterly run rate of \$1.8bn over 2022.
  - b. Cash was higher QoQ at \$17.19bn at the end of 4Q:23, versus \$16.59bn at the end of 3Q:23.

# Exhibit 1: TSLA 4Q:23 YoY and variance table versus BofAe - reported results (\$000s)

TSLA reported 4Q:23 non-GAAP EPS of \$0.71 vs. BofAe of \$0.73

YoY Change			Variance vs BofAe			
4Q:23	4Q:22	YoY D	Actual	BofAe	Variance	
\$25,167,000	\$24,314,250	3.5%	\$25,167,000	\$25,870,516	-2.7%	
20,729,000	18,541,000	11.8%	20,729,000	21,260,219	<u>-2.5%</u>	
\$4,438,000	\$5,773,250	-23.1%	\$4,438,000	\$4,610,297	-3.7%	
1,094,000	810,000	35.1%	1,094,000	1,190,044	-8.1%	
<u>1,280,000</u>	1,032,000	24.0%	1,280,000	<u>1,280,591</u>	0.0%	
\$2,374,000	\$1,876,000	26.5%	\$2,374,000	\$2,470,634	-3.9%	
\$2,064,000	\$3,897,250	-47.0%	\$2,064,000	\$2,139,663	-3.5%	
333,000	157,000	112.1%	333,000	260,000	28.1%	
(61,000)	(33,000)	nm	(61,000)	(30,000)	nm	
(145,000)	(42,000)	<u>nm</u>	(145,000)	<u>3,750</u>	<u>nm</u>	
\$2,191,000	\$3,979,250	-44.9%	\$2,191,000	\$2,373,413	-7.7%	
175,000	276,000	-36.6%	175,000	237,341	-26.3%	
484,000	419,000	15.5%	484,000	450,000	7.6%	
(16,000)	(20,000)	<u>-20.0%</u>	(16,000)	(25,000)	<u>nm</u>	
\$2,484,000	\$4,137,250	-40.0%	\$2,484,000	\$2,561,071	-3.0%	
\$0.71	\$1.19	-40.3%	\$0.71	\$0.73	-3.0%	
3,492,000	3,471,000	0.6%	3,492,000	3,493,000	0.0%	
4Q:23	4Q:22	YoY D	Actual	3Q:23	Variance	
17.6%	23.7%	-611 bps	17.6%	17.8%	-19 bps	
4.3%	3.3%	102 bps	4.3%	4.6%	-25 bps	
5.1%	4.2%	84 bps	5.1%	5.0%	14 bps	
9.5%	17.6%	-803 bps	9.5%	10.0%	-48 bps	
	4Q:23 \$25,167,000 20,729,000 \$4,438,000 1,094,000 1,280,000 \$2,374,000 \$2,064,000 333,000 (61,000) (145,000) \$2,191,000 175,000 484,000 (16,000) \$2,484,000 \$2,484,000 \$1,492,000 40,23 17.6% 43% 5.1%	4Q:23         4Q:22           \$25,167,000         \$24,314,250           20,729,000         18,541,000           \$4,438,000         \$5,773,250           1,094,000         810,000           1,280,000         1,032,000           \$2,374,000         \$1,876,000           \$2,064,000         \$3,897,250           333,000         157,000           (61,000)         (33,000)           (145,000)         (42,000)           \$2,191,000         \$3,979,250           175,000         276,000           484,000         419,000           (16,000)         (20,000)           \$2,484,000         \$4,137,250           \$0.71         \$1.19           3,492,000         3,471,000           4Q:23         4Q:22           17.6%         23.7%           4.3%         3.3%           5.1%         4.2%	4Q:23         4Q:22         YoY D           \$25,167,000         \$24,314,250         3.5%           20,729,000         18,541,000         11.8%           \$4,438,000         \$5,773,250         -23.1%           1,094,000         810,000         35.1%           1,280,000         1,032,000         24.0%           \$2,374,000         \$1,876,000         26.5%           \$2,064,000         \$3,897,250         -47.0%           333,000         157,000         112.1%           (61,000)         (33,000)         nm           \$2,191,000         \$3,979,250         -44.9%           175,000         276,000         -36.6%           484,000         419,000         15.5%           (16,000)         (20,000)         -20.0%           \$2,484,000         \$4,137,250         -40.0%           \$0.71         \$1.19         -40.3%           3,492,000         3,471,000         0.6%           4Q:23         4Q:22         YoY D           17.6%         23.7%         -611 bps           4.3%         3.3%         102 bps           5.1%         4.2%         84 bps	4Q:23         4Q:22         YoY D         Actual           \$25,167,000         \$24,314,250         3.5%         \$25,167,000           20,729,000         18,541,000         11.8%         20,729,000           \$4,438,000         \$5,773,250         -23.1%         \$4,438,000           1,094,000         810,000         35.1%         1,094,000           1,280,000         1,032,000         24.0%         1,280,000           \$2,374,000         \$1,876,000         26.5%         \$2,374,000           \$2,064,000         \$3,897,250         -47.0%         \$2,064,000           333,000         157,000         112.1%         333,000           (61,000)         (33,000)         nm         (61,000)           (145,000)         (42,000)         nm         (145,000)           \$2,191,000         \$3,979,250         -44.9%         \$2,191,000           \$2,191,000         \$3,979,250         -44.9%         \$2,191,000           \$2,191,000         \$3,979,250         -44.9%         \$2,191,000           \$2,484,000         419,000         15.5%         484,000           (16,000)         (20,000)         -20.0%         (16,000)           \$2,484,000         \$4,137,250         -	4Q:23         4Q:22         YoY D         Actual         BofAe           \$25,167,000         \$24,314,250         3.5%         \$25,167,000         \$25,870,516           20,729,000         18,541,000         11.8%         20,729,000         21,260,219           \$4,438,000         \$5,773,250         -23.1%         \$4,438,000         \$4,610,297           1,094,000         810,000         35.1%         1,094,000         1,190,044           1,280,000         1,032,000         24.0%         1,280,000         12,80,591           \$2,374,000         \$1,876,000         26.5%         \$2,374,000         \$2,470,634           \$2,064,000         \$3,897,250         -47.0%         \$2,064,000         \$2,139,663           333,000         157,000         112.1%         333,000         260,000           (61,000)         (33,000)         nm         (61,000)         (30,000)           (145,000)         (42,000)         nm         (145,000)         \$2,373,413           175,000         276,000         -36.6%         175,000         237,341           484,000         419,000         15.5%         484,000         450,000           (16,000)         (20,000)         -20.0%         (16,000)	

 $\textbf{Source:} \ \mathsf{Company} \ \mathsf{filings}, \mathsf{BofA} \ \mathsf{Global} \ \mathsf{Research} \ \mathsf{estimates}$ 

BofA GLOBAL RESEARCH

# Price objective basis & risk

#### **Tesla Motors (TSLA)**

Our price objective of \$280 is based on 8.5x EV/Sales and 50x EV/EBITDA on our 2024 estimates, which implies roughly 3x EV/Sales and 22x EV/EBITDA on pro-forma capital-induced 2025 estimates. Our valuation framework for TSLA includes the following steps: 1) What the current stock price affords to TSLA in incremental plants/units. 2) What the incremental units translates into in incremental revenue/profits. 3) What the incremental revenue/profits translates into in terms of multiples on theoretical pro-forma 2025 metrics.

Downside risks: 1) inability to continue raising low-cost capital to fund business ventures, 2) inability to generate positive earnings/FCF, 3) slower ramp in electric vehicle demand, 4) setbacks or lack of advancements in battery technology, 5) fierce competition from incumbent OEMs, 6) inability to execute efficiently with higher volume, 7) low gasoline prices, and 8) loss of management.

Upside risks: 1) better execution and cost containment, 2) a sharp/sustained rise in gasoline prices, 3) a breakthrough in advanced battery technology, 4) increase in federal or state incentives, 5) short covering.

# **Analyst Certification**

I, John Murphy, CFA, 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.

**US - Automotives Coverage Cluster** 

Investment rating	Company	BofA Ticker	Bloomberg symbol	Analyst
BUY				
	Adient Plc	ADNT	ADNT US	John Murphy, CFA
	Aptiv PLC	APTV	APTV US	John Murphy, CFA
	Asbury Auto	ABG	ABG US	John Murphy, CFA
	AutoNation, Inc.	AN	AN US	John Murphy, CFA
	BorgWarner	BWA	BWA US	John Murphy, CFA
	Ferrari	RACE	RACE US	John Murphy, CFA
	Ferrari NV	XJHKF	RACE IM	John Murphy, CFA
	Ford Motor	F	FUS	John Murphy, CFA
	General Motors Company	GM	GM US	John Murphy, CFA
	Group 1 Auto	GPI	GPI US	John Murphy, CFA
	Lear Corp.	LEA	LEA US	John Murphy, CFA
	Lithia Motors A	LAD	LAD US	John Murphy, CFA
	Magna Intl	MGA	MGA US	John Murphy, CFA
	Magna Intl	YMG	MG CN	John Murphy, CFA
	Penske Auto Group	PAG	PAG US	John Murphy, CFA
	Rivian Automotive	RIVN	RIVN US	John Murphy, CFA
	Visteon	VC	VC US	John P. Babcock
NEUTRAL				
	Gentex	GNTX	GNTX US	John Murphy, CFA
	Lucid Group	LCID	LCID US	John Murphy, CFA
	Luminar Technologies	LAZR	LAZR US	John P. Babcock
	Tesla Motors	TSLA	TSLA US	John Murphy, CFA
UNDERPERFORM				
	American Axle	AXL	AXL US	John Murphy, CFA
	America's Car-Mart, Inc.	CRMT	CRMT US	John Murphy, CFA
	CarMax, Inc.	KMX	KMX US	John Murphy, CFA
	Mobileye	MBLY	MBLY US	John Murphy, CFA
	OPENLÂNE	KAR	KAR US	John Murphy, CFA



# **US - Automotives Coverage Cluster**

Investment rating	<b>Company</b> Sonic Automotive	<b>BofA Ticker</b> SAH	<b>Bloomberg symbol</b> SAH US	<b>Analyst</b> John Murphy, CFA
RVW		5	5, 11, 05	yena.priy, e.v.
	Fisker	FSR	FSR US	John P. Babcock

# **IQ**method<sup>™</sup> Measures Definitions

Business Performance	Numerator	Denominator
Return On Capital Employed	NOPAT = (EBIT + Interest Income) $\times$ (1 - Tax Rate) + Goodwill Amortization	Total Assets – Current Liabilities + ST Debt + Accumulated Goodwill Amortization
Return On Equity	Net Income	Shareholders' Equity
Operating Margin	Operating Profit	Sales
Earnings Growth	Expected 5 Year CAGR From Latest Actual	N/A
Free Cash Flow	Cash Flow From Operations — Total Capex	N/A
Quality of Earnings	Numerator	Denominator
Cash Realization Ratio	Cash Flow From Operations	Net Income
Asset Replacement Ratio	Capex	Depreciation
Tax Rate	Tax Charge	Pre-Tax Income
Net Debt-To-Equity Ratio	Net Debt = Total Debt - Cash & Equivalents	Total Equity
Interest Cover	EBIT	Interest Expense
Valuation Toolkit	Numerator	Denominator
Price / Earnings Ratio	Current Share Price	Diluted Earnings Per Share (Basis As Specified)
Price / Book Value	Current Share Price	Shareholders' Equity / Current Basic Shares
Dividend Yield	Annualised Declared Cash Dividend	Current Share Price
Free Cash Flow Yield	Cash Flow From Operations – Total Capex	Market Cap = Current Share Price × Current Basic Shares
Enterprise Value / Sales	EV = Current Share Price × Current Shares + Minority Equity + Net Debt +	Sales
	Other LT Liabilities	
EV / EBITDA	Enterprise Value	Basic EBIT + Depreciation + Amortization

Method \*\* is the set of BofA Global Research standard measures that serve to maintain global consistency under three broad headings: Business Performance, Quality of Earnings, and validations. The key features of iQmethod are: A consistently structured, detailed, and transparent methodology. Guidelines to maximize the effectiveness of the comparative valuation process, and to identify some common pitfalls.

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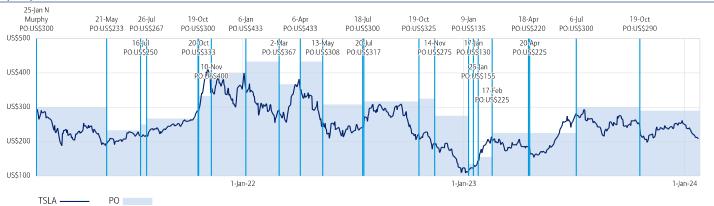
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B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

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%

R1 Issuers that were investment banking clients of BofA Securities or one of its affiliates within the past 12 months. For purposes of this Investment Rating Distribution, the coverage universe includes only stocks. A stock rated Neutral is included as a Hold, and a stock rated Underperform is included as a Sell.

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# Investment rating Total return expectation (within 12-month period of date of initial rating) Ratings dispersion guidelines for coverage cluster<sup>R2</sup>

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

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