

US Auto & Industrial Tech

US EV market view for 2024; TSLA 4Q deliveries preview; updating EV charging industry model

We believe a key debate and focus for investors in 2024 relates to the rate of EV growth. US EV (BEV) sales are up nearly 50% YTD in 2023, accounting for about 8% of industry sales in recent months and tracking to about 1.2 mn vehicles for the year. However, some OEMs have been struggling to meet their targets, sales volumes of several models have plateaued in recent months even as incentives have risen, and certain OEMs are moderating future EV investment plans (e.g., Ford and GM).

Importantly, we believe that in 2024 (and 2025) new vehicle models and generally lower EV vehicle prices (including point of sale deductibility for IRA credits) will help to support solid EV growth, and we estimate 2024 EV sales in the US will grow about 25% yoy to roughly 1.5 mn (although we recognize this is a meaningful deceleration from the ~50% rate in 2023). Long-term we continue to expect EVs to outgrow the market from the combination (and flywheel effect) of regulations, improving EV economics, and over time rising consumer preference (especially as EVs become more affordable, more models come to market, and charging coverage improves). With some geographies banning the sale of ICE vehicles from the 2035 timeframe, and autos being a long-cycle industry, we do not believe the management teams and boards of traditional OEMs can plan to rely on ICE businesses for the next 10-20 years, and EV market leaders such as BYD and Tesla have shown the potential profitability of EVs.

We show how much auto tier 1 and electronic component stocks have been impacted by EV risk-off sentiment in the market in this note, and we believe APTV and TEL remain especially well positioned for the EV transition given that they each have broad-based OEM exposure (including to leaders such as Tesla and BYD) and a material increase in content per vehicle on a BEV vs. ICE car (about 2X for TEL and 2-3X for APTV).

Separately, we believe that Tesla will report 4Q23 deliveries of about 480K, roughly in line with Visible Alpha consensus at 483K, although we believe deliveries will be back-end weighted.

US EV sales continue to outpace the market, although sales of some models have**Mark Delaney, CFA**

+1(212)357-0535 |
mark.delaney@gs.com
Goldman Sachs & Co. LLC

Will Bryant

+1(212)934-4705 | will.bryant@gs.com
Goldman Sachs & Co. LLC

Morgan Leung

+1(212)934-4683 |
morgan.leung@gs.com
Goldman Sachs & Co. LLC

Aman Gupta

+1(212)357-1549 |
aman.s.gupta@gs.com
Goldman Sachs & Co. LLC

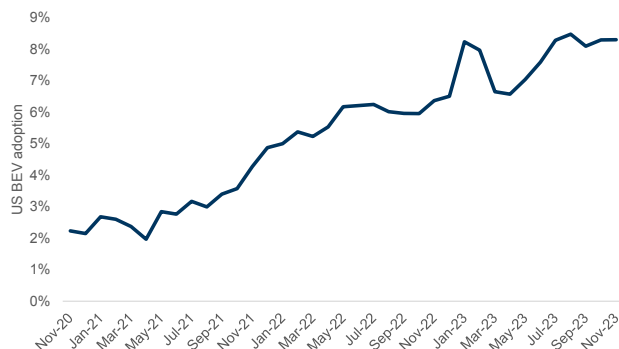
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recently plateaued

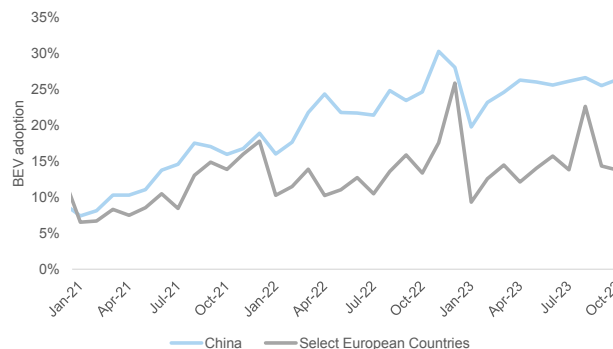
US EV market volume growth has been relatively strong in 2023, with EV sales up nearly 50% yoy in 2023 and accounting for about 8% of industry sales in recent months per Motor Intelligence (Autodata). EV volumes are tracking to about 1.2 mn units for the year. US EV (BEV) mix trails both Europe (where sales are up 34% YTD and tracking to a mid teens percent of the market) and China (where EV sales are up about 25% YTD and make up 25-30% of industry sales).

Exhibit 1: YTD BEV adoption is tracking to 7-8% of total sales
US BEV penetration



Source: Autodata, US Bureau of Economic Analysis (BEA), Wards

Exhibit 2: China BEV adoption is tracking to 25-30% of sales and Europe BEV adoption is tracking to a mid-teens percent in 2023



Source: CPCA, Goldman Sachs Global Investment Research, IHS

Although EV sales are up yoy, sales in the US of several models have trended generally sideways the last several months per Motor Intelligence including Model Y, Model 3, ID.4, Chevy Bolt and the Mustang Mach-E (Exhibit 3).

Exhibit 3: Sales of key EV models in the US

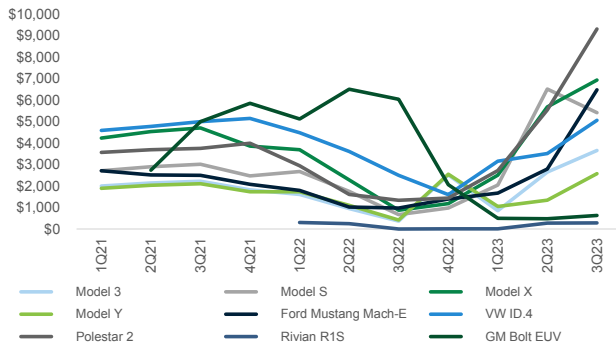
Vehicle model	US EV unit sales by key models												
	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	TTM
Tesla Model Y	20664	30170	33782	34727	32960	33503	35781	35888	35059	31385	30906	31171	385996
Tesla Model 3	18868	19934	22320	20012	18994	19307	19680	19738	19283	17493	17227	17374	230230
Chevrolet Bolt EUV	4590	3702	4827	4279	3017	2183	3318	2452	2933	3408	3391	2840	40940
Ford Mustang Mach-E	4775	2626	1783	998	1606	2917	4110	3937	5033	5872	2732	4294	40683
Volkswagen ID.4	4043	3426	3031	3301	1494	2360	2836	3151	3471	4085	3464	3099	37761
Hyundai Ioniq 5	1720	1548	2074	2114	2323	2446	3136	4135	3572	3958	2979	2372	32377
Tesla Model X	2246	2155	2413	2354	2235	2271	2385	2393	2337	1544	1520	1533	25386
Chevrolet Bolt	2204	2497	2113	2282	1690	1731	2020	2060	2664	2318	1729	1048	24356
Ford F-Series Electric	2359	2264	404	691	1335	1707	1424	1552	1018	933	3712	4393	21792
Tesla Model S	3145	1616	1810	1766	1676	1704	1789	1794	1753	1029	1013	1022	20117
Kia EV6	1107	1110	1294	988	1241	2237	1458	1937	2449	2084	1542	1290	18737
Rivian R1S	114	97	175	280	347	420	170	2125	2496	3017	2744	2799	14784
Hyundai Ioniq 6				222	890	971	1162	1745	1663	1665	1239	1386	10943
Cadillac LYRIQ	32	233	449	286	422	452	474	1482	943	593	904	998	7268

Source: Autodata

Incentives have also been rising for several models (Exhibit 4 and Exhibit 5).

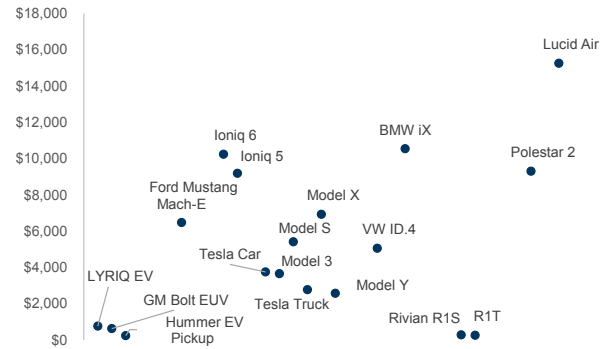
Exhibit 4: Incentives for key EV models have risen in recent quarters

Incentives for key EV models



Source: Autodata

Exhibit 5: Incentives for key EV models in 3Q23

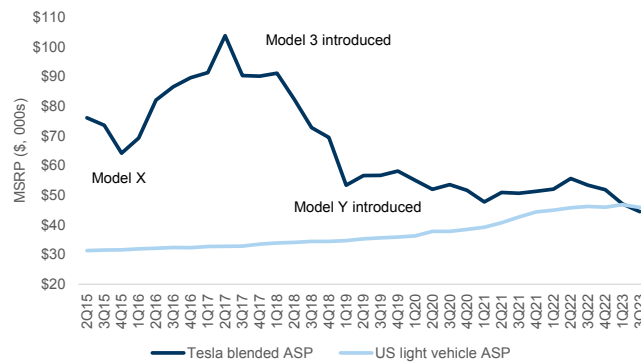


Source: Autodata

In certain categories like pickup trucks we believe slower than expected EV demand is due to premium pricing and/or limits for some potential use cases (e.g., range being impacted by towing). For other potential EV buyers, charging considerations and/or a lack of vehicle choice may be factors (and we recognize for example there is limited supply of more economical options in certain vehicle segments like full-sized SUVs).

We also believe that Tesla's price reductions this year have likely hindered sales of competitor products especially in crossovers and sedans (to the extent competitor vehicles offer less range and lack access to the full Tesla charging network, but are priced at a premium). That said, Tesla has suggested that there may be only so much interest for certain vehicles like Model Y, given how successful it has already been. Importantly, we see cost as less of an issue in sedans and crossovers, with Tesla's blended global prices on par with the average price of a new vehicle in the US in the mid \$40K range (and pricing is especially attractive when considering potential consumer IRA tax credits).

Exhibit 6: Tesla's blended ASP is now similar to the average US LV ASP

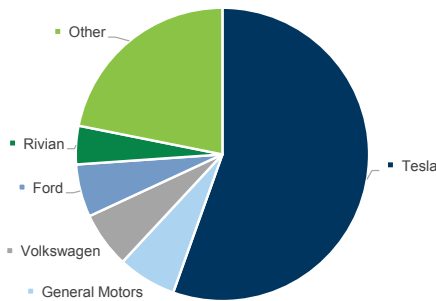


Source: Company data, US Bureau of Economic Analysis (BEA), Goldman Sachs Global Investment Research

Tesla has been able to maintain a strong share of the US EV market with over 50%

share YTD per Motor Intelligence, which we attribute in part to its reduced prices but also vehicle features (e.g., range, acceleration, safety and software) as well as access to the full Tesla charging network.

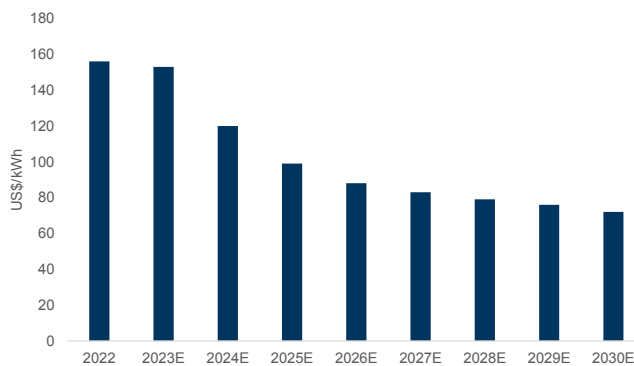
Exhibit 7: Tesla has a strong market position with over 50% market share in the US YTD
YTD US EV market share by OEM



Source: Autodata, Company data

We believe point of sale IRA deductibility (i.e., buyers can receive IRA credits when they purchase a vehicle rather than waiting until filing taxes, although we recognize some vehicles will likely lose credits including some SKUs of Model 3) and increased vehicle choice from new launches and/or expanded supply (e.g., EV9, R1S, Equinox, and potentially a refreshed Model 3) will generally help EV growth in 2024. Moreover, EV battery prices are falling. Our GS colleagues estimate that battery pricing for the industry could fall by about 35% from 2023 to 2025. We believe this will also lead to reduced EV pricing for consumers.

Exhibit 8: GS battery analysts expect battery prices to fall over time
Global average battery pack prices



Source: Company data, Goldman Sachs Global Investment Research, Wood Mackenzie, SNE Research, BNEF

We also note that charging agreements amongst major OEMs in North America could support increased EV adoption (i.e., Tesla opening parts of its Supercharger network to other EV customers including those of Ford, General Motors, and Rivian).

We believe that companies in our coverage that are best positioned for the EV transition

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include TEL and APTV, with both companies having higher content on a BEV vs. an ICE vehicle (about 2X for TEL and 2-3X more for APTV) as well as broad-based OEM exposure (including selling to Tesla and BYD). As we show in [Exhibit 9](#), several companies have been impacted by EV risk-off market sentiment, in particular APTV and VC.

Exhibit 9: Tier 1 suppliers in our coverage (APTV, VC) are laggards when comparing relative stock performance and EPS revisions

	Change in consensus EPS estimates since 3Q report	Stock performance relative to S&P 500			Estimate changes vs. stock performance	3Q EPS Result vs. consensus		*CY23 Guidance vs. consensus at the mid-point	
	2023	1 trading session post 3Q report	1 trading session post 3Q report-Current	Before 3Q report-Current	Dif between relative stock performance and EPS revision	% dif	Beat/Miss	% dif	Beat/Miss
Tier 1 Suppliers									
BWA	-0.7%	-15.0%	-5.3%	-20.9%	-20.2%	4%	Beat	-4%	Miss
VC	2.7%	4.1%	-18.5%	-14.3%	-17.1%	22%	Beat	1%	Beat
APTV	0.4%	-12.2%	-3.3%	-16.3%	-16.7%	5%	Beat	0%	In line
LEA	3.6%	4.1%	-14.6%	-10.4%	-14.0%	10%	Beat	2%	Beat
GNTX	0.3%	-6.9%	-3.6%	-11.2%	-11.5%	2%	Beat	-1%	Miss
MGA	4.1%	8.2%	-5.4%	2.9%	-1.2%	9%	Beat	5%	Beat
Tier 1 average	1.7%	-2.9%	-8.4%	-11.7%	-13.4%	8.8%		0.4%	
Tier 1 median	1.5%	-1.4%	-5.3%	-12.8%	-15.3%	7.3%		0.7%	
**Electronic Components									
ST	-2.3%	-7.2%	-2.9%	-10.8%	-8.5%	1%	Beat	-11%	Miss
TEL	0.0%	3.2%	1.2%	4.8%	4.7%	1%	Beat	0%	In line
APH	1.1%	1.9%	8.2%	10.5%	9.4%	5%	Beat	0%	In line
Electronic components average	-0.4%	-0.7%	2.2%	1.5%	1.9%	2.6%		-3.6%	
Electronic components median	0.0%	1.9%	1.2%	4.8%	4.7%	1.3%		-0.2%	

*BWA, APTV, MGA use adj. EPS; LEA and GNTX use adj. EBIT; VC uses adj. EBITDA for CY23 guidance

**ST, TEL, APH use 4QCY23 EPS guidance

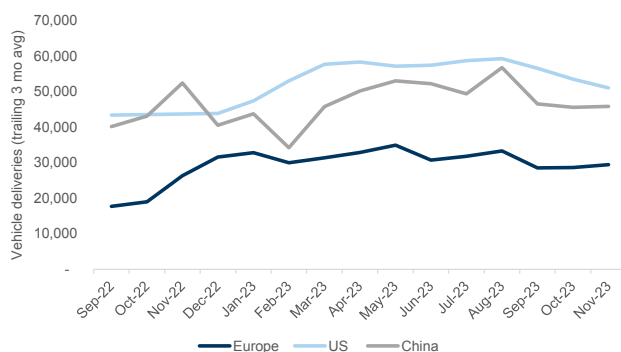
Source: FactSet, Company data

Tesla 4Q deliveries preview - expect about 480K

We believe that Tesla will report 4Q23 deliveries of about 480K (up about 10% qoq), roughly in line with Visible Alpha Consensus Data at 483K, although we believe deliveries will be back-end weighted. Tesla will likely report deliveries on or about January 2nd.

While trailing 3-month sales in Europe, China (per the CPCA) and the US (per Motor Intelligence) are relatively flat sequentially ([Exhibit 10](#)), November production in China reached over 90K units per CPCA data (and a new high; [Exhibit 11](#)) which we believe implies Tesla is preparing for a stronger December. In addition, Tesla [insurance registrations in China](#) have ranged between 15-18K in recent weeks implying a solid 4Q for China.

We also expect a strong close in Europe, with some of the China production for exports to Europe. Sales in European countries that report daily registrations through the first week of December are up a mid single digit percent vs. the first week of September (i.e. comparing the last month of each quarter).

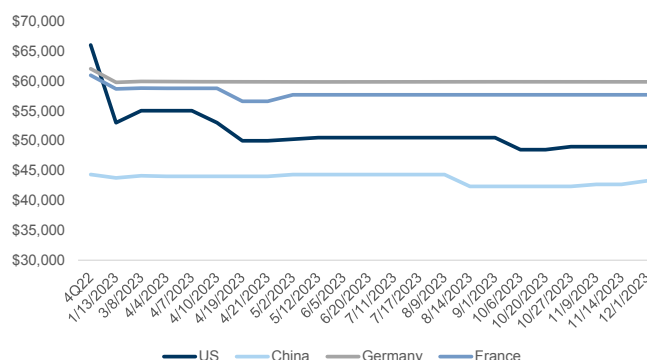
Exhibit 10: Tesla vehicle deliveries by region (trailing 3 month average)

Source: Autodata, CPCA

Exhibit 11: Tesla's monthly production in China hit an all-time high in November

Source: CPCA

We believe the recent slight increases to Model Y list pricing in China is also a positive sign for near-term momentum in that region. However, we note that Tesla has used discounts and incentives on new vehicles acquired out of inventory, including in the US for Models 3 and Y. We believe this suggests a more measured 4Q in the US.

Exhibit 12: Tesla Model Y Long Range prices have come down YTD in the US, China, and France

Source: Company data, Goldman Sachs Global Investment Research

We are Neutral-rated on Tesla shares. Our 12-month price target remains \$235 and is still based on 45X Q5-Q8 EPS including SBC. Key downside/upside risks to our view relate to increase competition in the EV space, key person risk, delays/earlier releases with products/capabilities, and a larger/earlier impact from AI-enabled products.

Charging forecast update

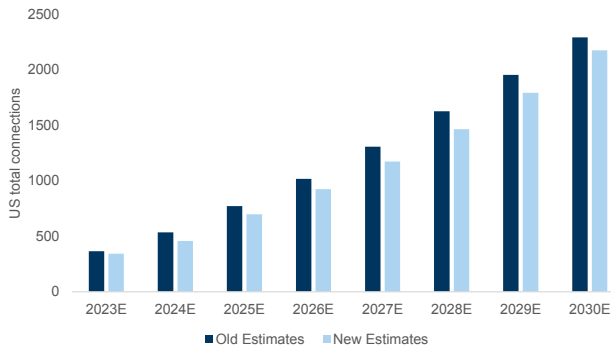
We are adjusting our EV charging forecast reflecting the changes we made to our BEV volume forecast on 11/13, with the total outlook relatively similar but with slower growth in the US offset by modestly higher global deployments.

In the US market, we believe that charging builds have been more measured due to macroeconomic headwinds (with corporations/enterprises deferring capex),

work-from-home (allowing some companies with workplace charging for employees to invest more slowly), and reduced EV investment plans (including car dealerships adjusting to slower EV investment ramp plans from OEMs like Ford and GM).

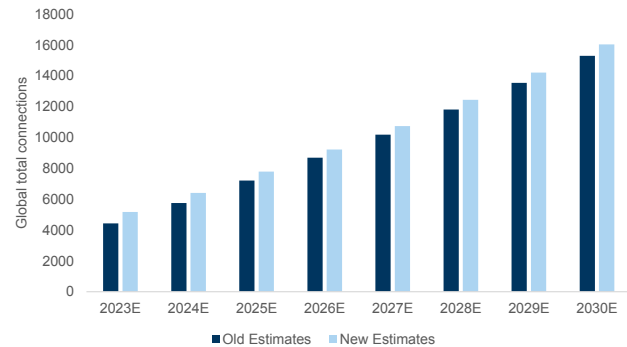
However, we still expect the total number of public charging points to grow at a roughly 20% CAGR over the next five years globally, and at a more than 30% CAGR in the US.

Exhibit 13: Old vs. new US total connections GS estimates



Source: Goldman Sachs Global Investment Research

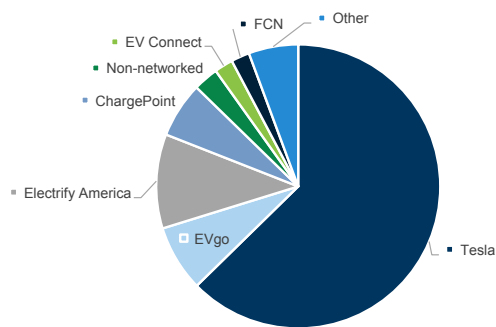
Exhibit 14: Old vs new global total connections GS estimates



Source: Goldman Sachs Global Investment Research

In the US market, Tesla remains the leader in DC charging with about 2/3 of the connection points according to the Alternative Fuels Data Center (AFDC).

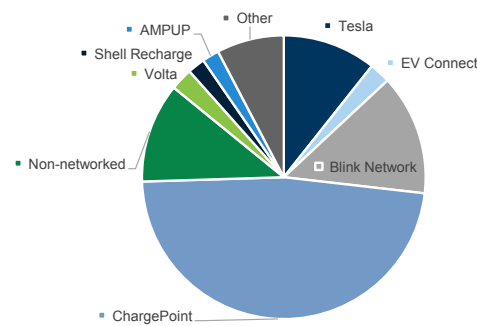
Exhibit 15: Tesla is a leader in the US DCFC market
US DCFC market share



December 2023

Source: AFDC

Exhibit 16: ChargePoint has nearly 50% of the US L2 charging market
US L2 market share



December 2023

Source: AFDC

Price targets and key risks

We are Buy-rated on TEL shares. Our 12-month price target of \$175 is based on 20X our normalized EPS estimate. Key downside risks to our thesis relate to auto demand, margins, CPV growth, and the macro environment.

We are Buy-rated on APTV shares. Our 12-month price target of \$128 is based on 18X our normalized EPS estimate. Key risks to our view relate to Aptiv's ability to grow its

content per vehicle ahead of industry production, the auto cycle, Aptiv's market share, margins, Aptiv's net debt position, and component shortages in the auto supply chain.

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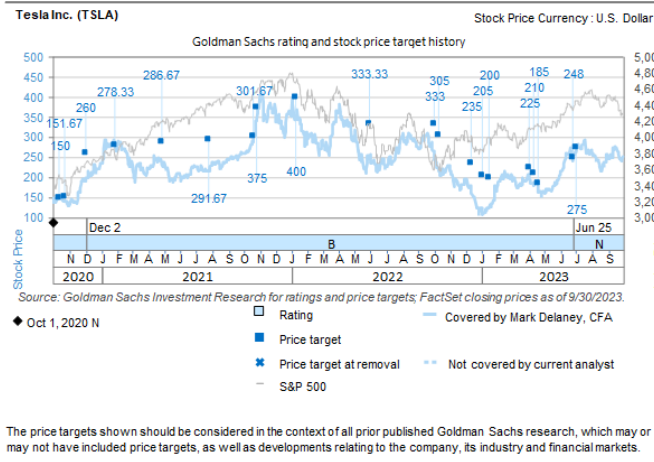
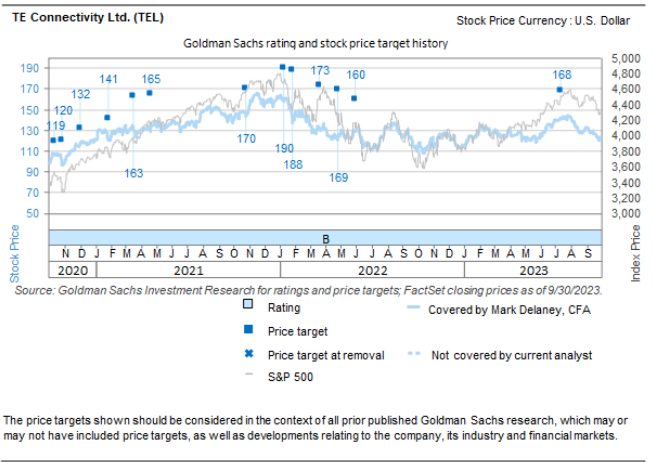
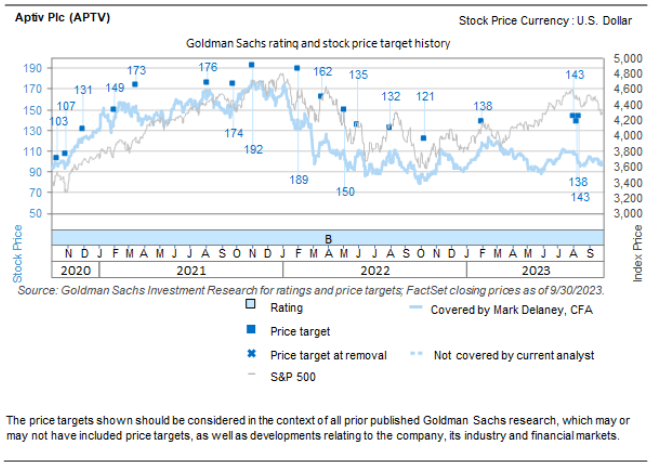
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	Rating Distribution				Investment Banking Relationships		
	Buy	Hold	Sell		Buy	Hold	Sell
Global	48%	36%	16%		62%	56%	44%

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Price target and rating history chart(s)



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