

US Autos & Industrial Tech

BEV growth rates likely to remain well ahead of broader industry; prefer stocks of auto tech enablers

EVs remain one of the fastest growing markets in autos. YTD EV (BEV) sales are up nearly 50% in the US, 34% in select European countries, and 25% in China. BEVs account for about 8% of sales in the US, a mid teens percent of sales in select European countries, and 25-30% in China.

We also recognize that some OEMs are struggling with EV sales/profits and will slow their ramp cadence, in particular in the US per comments from Ford and GM (with both companies delaying investments and articulating plans to be more flexible on the timing of new capacity). While we generally hadn't been expecting OEMs to reach 100% of their medium-term EV growth targets, we now believe the US EV market will grow more slowly in the medium term than we had previously expected. In certain categories like pickup trucks we believe this 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). However, we'd note that crossovers and sedans are already very affordable vs. ICE vehicles when factoring in government credits and savings on operating costs.

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 adjust our expectations for US EV share of new light vehicle sales to 7.75% in 2023 (from 8%), 9.25% in 2024 (from 13%) and 13.5% in 2025 (from 20%), and maintain our 50% assumption for 2030.

For the market more broadly, we expect modest volume growth in 2024 in both sales and production. This is consistent with both our latest auto leading

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indicators analysis and consumer sentiment surveys, which are up yoy.

We continue to see the best investment opportunities among the tech enablers in our broader 'supplier' coverage, and we note that a handful have both higher content on EVs vs. ICE vehicles and sell to a majority of EV OEMs (thus being relatively agnostic to the EV market share wars among OEMs). TEL and APTV best fit these criteria.

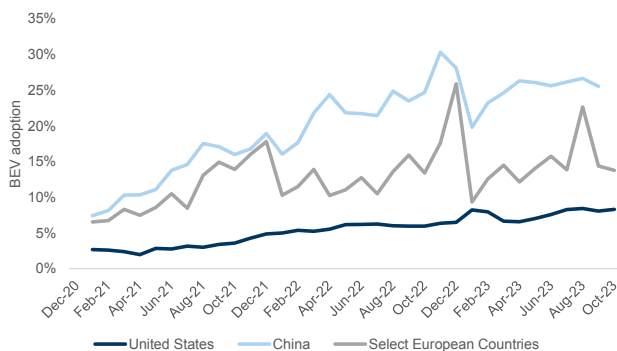
We note that a few of the companies that we see as well positioned for the EV transition have been overly impacted by what we believe is EV risk-off investor sentiment, with APTV and VC underperforming the market despite what we believe were solid 3Q results.

For active safety and ADAS, we believe MBLY, APTV, MGA and INVZ will benefit from increased levels of ADAS penetration going forward. Finally, KEYS and FLEX continue to benefit from their increased exposure to next-gen automotive applications.

We continue to expect strong electric vehicle adoption, albeit at a slower pace

BEV vehicle sales as a percentage of total new vehicle sales has been trending higher in the US, Europe, and China over time. YTD EV (BEV) sales are up nearly 50% in the US, 34% in select European countries, and 25% in China. BEVs account for about 8% of sales in the US, a mid teens percent of sales in select European countries, and 25-30% in China.

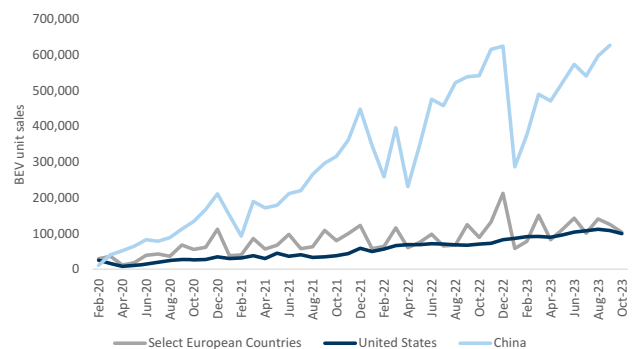
Exhibit 1: BEV adoption has grown in recent years
Monthly BEV mix by geography



*Select European countries include: UK, Germany, Norway, France, Italy, Spain

Source: Goldman Sachs Global Investment Research, IHS, CPCA

Exhibit 2: BEV unit sales by region



*Select European countries include: UK, Germany, Norway, France, Italy, Spain

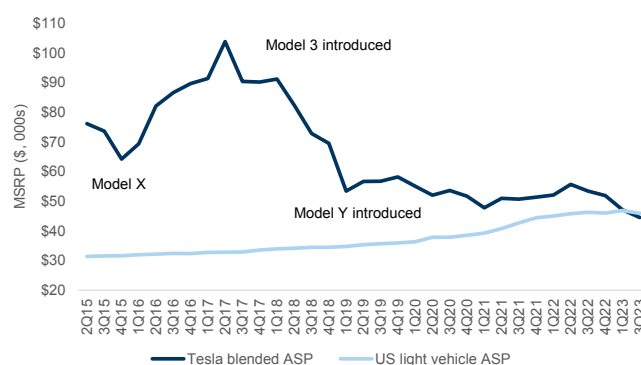
Source: Autodata, CPCA

We expect that EV adoption will continue to increase over time driven by regulations (and EV incentives), improving EV economics, and over time rising consumer preference for EVs (especially as EVs become more affordable, more models come to market, and charging coverage improves). We believe that OEMs will need to continue to invest for EVs as we view them as critical to long-term global competitiveness, in part due to government mandates for EVs to be 100% of new sales by 2035 in some regions.

However, given reduced consumer demand for certain models and profit pressure, some OEMs are planning to slow the pace of new EV investments. Specifically: 1) Ford stated that the company will push out \$12 bn in capex, direct investments, and expenses related to EVs as it tries to better match supply to demand, and it may not invest the full \$12 bn should the demand environment not materialize; 2) GM mentioned that it has pushed out \$1.5 bn in capex related to its Orion plant investment. In addition, GM removed its interim targets of 100k EV production in 2H23 and 400k in total between the end of CY2022 and 1H24 and now plans to have 1 mn units of capacity exiting 2025 in North America, compared to 1 mn by 2025 prior; 3) Tesla implied on its 3Q23 earnings call that there may be only so much growth ahead for certain models, with Model Y already the best selling vehicle globally.

We believe part of the profit pressure was the reduced pricing from Tesla. We show Tesla's blended ASP over time in [Exhibit 3](#), and note that a standard range Model Y (starting at \$44K prior to any subsidies) is now slightly less expensive than the average starting price for a new vehicle in the US.

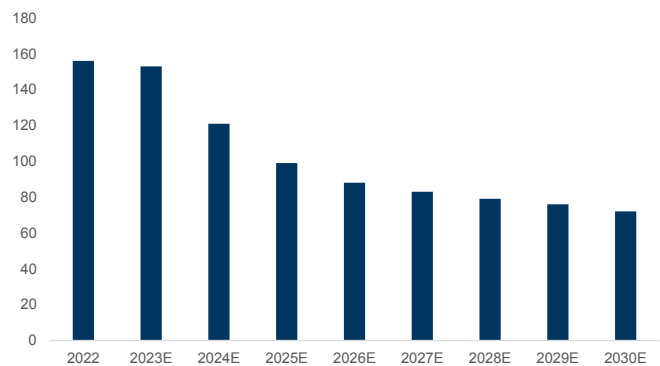
Exhibit 3: Tesla's blended ASP is now below the US light vehicle ASP



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

As Ford and GM develop new EV products and improve their cost structure (and if input costs such as battery prices decline as we expect), we believe their EV margins could improve. Our GS colleagues estimate that battery pricing for the industry could fall by about 35% from 2023 to 2025. We believe this could both help OEM profitability and consumer EV economics.

Exhibit 4: GS analysts expect battery prices to fall going forward
Global battery prices (USD/kWh)



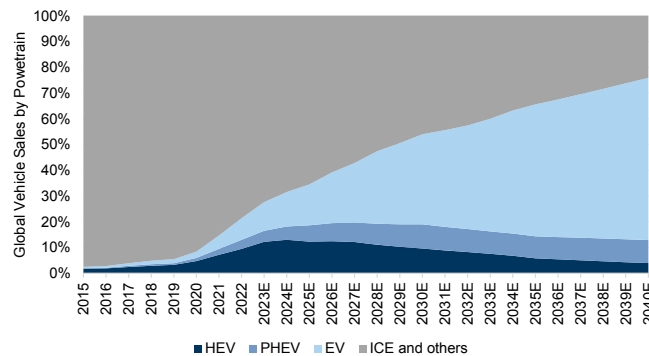
Source: SNE Research, Goldman Sachs Global Investment Research

On a total cost of ownership basis, EV economics are already very attractive in certain categories such as sedans. For example an entry Model 3 with \$7,500 of potential IRA credits has a cost of about \$31.5K, compared for example to a Honda Accord with a starting MSRP of \$27.9K, and EVs if charging at home can save on the order of \$1k per year on fuel vs. a typical ICE vehicle.

We see some particular drivers to still solid EV volume growth in the US in 2024 (about 25% yoy), albeit slower than in 2023. One factor is that IRA credits will be deductible at the time of sale. 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). Over time, new models and lower EV price points should help support further EV adoption, in our view.

Overall, we adjust our expectations for US EV share of new light vehicle sales to 7.75% in 2023 (from 8%), 9.25% in 2024 (from 13%) and 13.5% in 2025 (from 20%), and maintain our 50% assumption for 2030. Globally we now expect 13% in 2024, 16% in 2025, 35% in 2030, 51% in 2035, and 63% in 2040.

Exhibit 5: We expect a continued increase in adoption of EVs
Global Vehicle Sales by Powertrain



Source: Goldman Sachs Global Investment Research

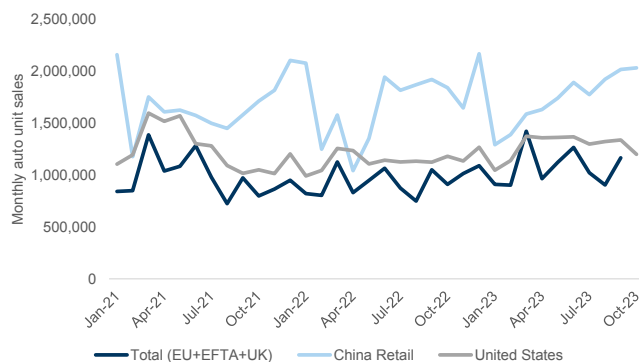
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Automotive supply and demand trends

Auto sales have increased YTD

Auto sales have improved YTD. The US SAAR is tracking to the mid 15 mn range, with sales up 13% YTD, but SAAR is still below the historical average of 16-16.5 mn. Similarly, European sales are up 17% YTD, and China passenger car sales are up 4% YTD per the CPCA.

Exhibit 6: Monthly regional auto sales

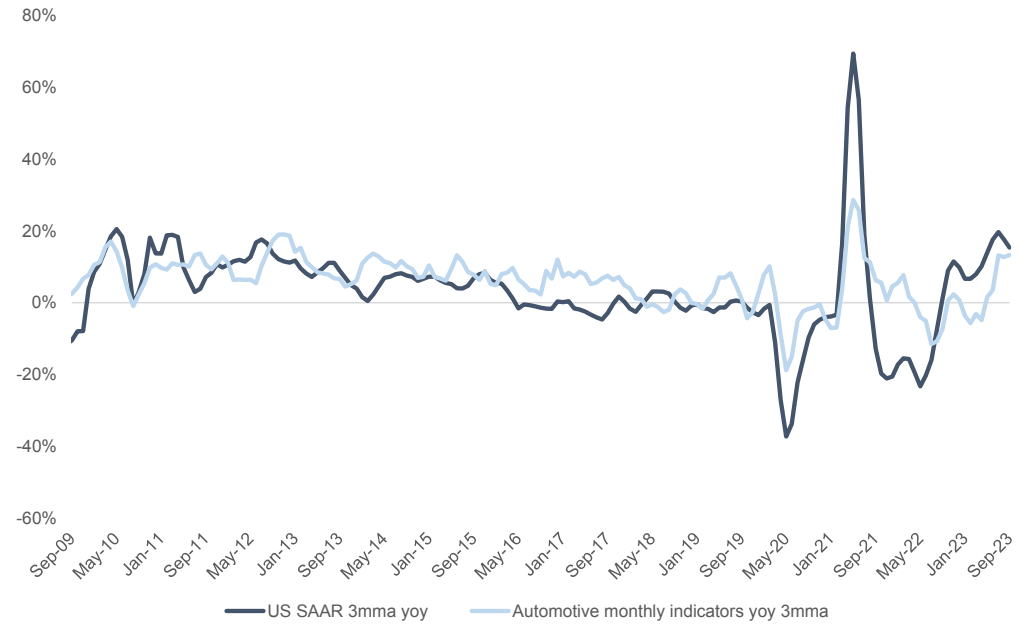


Source: Goldman Sachs Global Investment Research, IHS, CPCA

Demand indicators point to modest growth ahead

Our auto monthly indicators index tracks key inputs including Google search traffic, housing starts, and consumer sentiment. It has recently shown signs of improvement ([Exhibit 7](#)) with consumer surveys on plans to buy a car, and consumer sentiment, up yoy in the past several months.

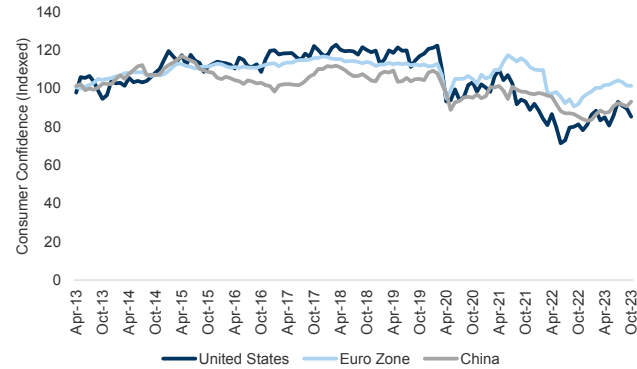
Exhibit 7: Auto monthly indicators have shown signs of improvement
US SAAR vs. Auto Monthly Indicators



Source: Company data, Goldman Sachs Global Investment Research, University of Michigan, The Conference Board, St. Louis Federal Reserve

Consumer confidence has improved off of the bottom, but is still at lower levels vs. history in key regions.

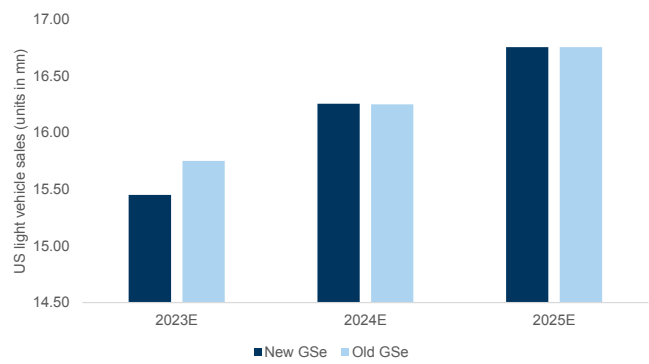
Exhibit 8: Consumer confidence remains low in key regions but has improved yoy
Consumer Confidence Indexed to 100



Source: FactSet

We adjust our US SAAR forecast for 2023 to 15.45 mn from 15.75 mn to reflect the UAW strike and slightly slower YTD sales than we had previously expected. Our forecast assumes that SAAR for November and December remains in the mid 15 mn range. We maintain our 2024/2025 estimates of 16.25 mn/16.75 mn. Our estimates do not assume any additional labor disruptions/strikes in the US.

Exhibit 9: We lower our 2023 SAAR forecast to 15.45 mn and maintain 2024/25 forecasts at 16.25 mn and 16.75 mn



Source: Goldman Sachs Global Investment Research

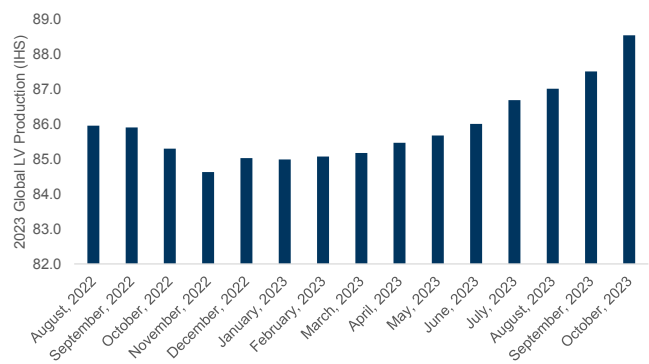
Auto production higher yoy

In 3Q23 North America production was up 9% yoy, Europe was up 6% yoy, and China was flat yoy, per IHS. We attribute this strength in part to easing supply chain constraints.

IHS has increased its global auto production outlook for 2023 in each month since the start of 2023 with some variation by region. Additionally, IHS is now forecasting that 2023 auto production will be up 6% yoy in North America, up 12% yoy in Europe, and up 6% yoy in China vs. its September 2023 outlook of +6%/+13%/+2% in North America/Europe/China. IHS now expects 2023 global production to be +8% yoy (to 88.6 mn units), compared to +6% as of its September update, and 2024 to be 89.1 mn.

Exhibit 10: 2023 IHS production estimates have increased throughout the year

2023 Global LV production



Source: IHS

We are increasing our 2023/2024/2025 global production estimates to 88.9 mn/90.3 mn/92.7 mn from 85.0 mn/88.4 mn/91.7 mn. While we lower our North American production estimate for 4Q23 to reflect the UAW strike (we estimate the strike will impact 175-250K units of production for 2023, assuming no further labor disruptions), North America volume was stronger than we expected in 3Q even with a small strike

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impact, and international regions have been stronger YTD.

Stock trading recap from 3Q results so far

3Q earnings reports have been mixed so far for our covered companies. Street estimates for auto OEM stocks were generally revised lower, while estimates for auto suppliers were about unchanged on average. Consensus estimates for companies with datacenter exposure (e.g. VRT and APH) had consensus estimates move higher.

Exhibit 11: 2023 and 2024 estimate revisions since 3Q reports and YTD

	Change in consensus EPS estimates			
	2023		2024	
	Since 3Q report	YTD	Since 3Q report	YTD
Auto OEMs				
GM	-0.1%	28.9%	-3.6%	11.9%
F	-6.8%	8.8%	-1.8%	-2.5%
TSLA	-5.5%	-44.0%	-12.8%	-44.5%
Tier 1 Suppliers				
BWA	-0.7%	-11.5%	-2.0%	-12.0%
LEA	3.0%	-5.8%	0.6%	-8.9%
GNTX	0.3%	-2.0%	-1.0%	-2.3%
MGA	3.3%	-7.0%	2.3%	-12.0%
APT	0.1%	2.2%	-3.4%	-5.8%
VC	2.0%	-9.0%	-1.7%	-6.3%
Electronic Components				
APH	1.1%	-3.3%	0.5%	-5.9%
TEL	0.2%	-3.3%	-1.3%	-6.4%
ST	-2.1%	-0.8%	-3.3%	-7.0%
BDC	-6.8%	0.3%	-17.4%	-19.3%
Lidar & Autonomy				
MBLY	8.2%	14.4%	-2.2%	-2.6%
EMS				
FLEX	3.4%	4.6%	7.4%	10.5%
Power & Thermal Management				
VRT	6.6%	55.8%	9.4%	53.5%

Source: FactSet

In the first trading session following 3Q reports, stocks in our coverage were down 3% at the median relative to the S&P 500. Many stocks have continued to lag, and from the time companies have reported through the 11/13/23 close, stocks are down 8% relative to the S&P 500.

Exhibit 12: Stock performance

	Stock Performance							
	1 trading session post 3Q report		1 trading session post 3Q report-Current		Before 3Q report-Current		YTD	
	Absolute	Relative to S&P 500	Absolute	Relative to S&P 500	Absolute	Relative to S&P 500	Absolute	Relative to S&P 500
Auto OEMs								
GM	-2.3%	-3.0%	-5.8%	-9.7%	-7.9%	-12.6%	-20.0%	-34.9%
F	-12.2%	-11.8%	-1.4%	-8.6%	-13.5%	-20.1%	-15.6%	-30.5%
TSLA	-9.3%	-8.5%	1.6%	-1.5%	-7.8%	-10.1%	81.6%	66.7%
RIVN	-2.4%	-2.5%	-4.8%	-5.4%	-7.1%	-7.8%	-12.2%	-27.1%
Tier 1 Suppliers								
BWA	-13.1%	-15.0%	0.8%	-1.4%	-12.4%	-16.5%	-8.1%	-23.0%
LEA	2.9%	4.1%	-4.1%	-10.7%	-1.3%	-6.6%	3.2%	-11.7%
GNTX	-7.4%	-6.9%	5.5%	-1.6%	-2.3%	-8.9%	8.8%	-6.1%
MGA	9.1%	8.2%	-1.9%	-3.1%	7.0%	4.8%	-6.6%	-21.5%
APTV	-10.3%	-12.2%	-2.3%	-4.5%	-12.4%	-16.5%	-19.0%	-33.9%
VC	2.9%	4.1%	-11.8%	-18.5%	-9.3%	-14.6%	-13.8%	-28.7%
Electronic Components								
APH	0.5%	1.9%	8.4%	3.1%	9.0%	5.1%	13.4%	-1.5%
TEL	4.3%	3.2%	1.7%	-2.4%	6.0%	0.8%	8.9%	-6.0%
ST	-6.5%	-7.2%	-2.5%	-7.7%	-8.9%	-14.8%	-23.1%	-38.0%
BDC	-12.7%	-14.5%	3.6%	1.4%	-9.6%	-13.7%	-9.7%	-24.6%
Lidar & Autonomy								
AUR	6.1%	4.2%	-4.2%	-6.3%	1.7%	-2.4%	52.1%	37.2%
LAZR	-14.9%	-14.1%	-3.5%	-5.0%	-17.9%	-18.6%	-39.0%	-53.9%
INVZ	10.8%	10.7%	6.5%	5.9%	18.1%	17.3%	-50.1%	-65.0%
MBLY	7.2%	8.4%	5.4%	-1.3%	13.0%	7.6%	9.4%	-5.5%
EMS								
FLEX	11.0%	12.2%	0.9%	-5.7%	12.0%	6.6%	21.2%	6.3%
Power & Thermal Management								
VRT	-4.2%	-2.8%	13.1%	7.7%	8.4%	4.5%	209.6%	194.7%
EV Battery								
QS	-7.0%	-5.8%	5.9%	-0.7%	-1.4%	-6.8%	-2.5%	-17.4%

Source: FactSet

Notably, 2023 EPS estimates for tier 1 suppliers in our coverage are up 1% at the median while the stocks are down 12% since reporting 3Q results (all tier 1s in our coverage beat consensus EPS estimates for 3Q23).

We note that a few of the companies that we see as well positioned for the EV transition have been overly impacted by what we believe is EV risk-off sentiment, with APTV and VC underperforming the market materially (by ~16 percentage points and ~15 percentage points respectively since they reported through 11/13/23) despite having solid earnings reports.

Exhibit 13: We note tier 1 suppliers in our coverage (APTV, VC) are laggards when comparing relative stock performance and EPS revisions

Tier 1 Suppliers	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 2023 EPS revision	% dif	Beat/Miss	% dif	Beat/Miss
APTV	0.1%	-12.2%	-4.5%	-16.5%	-16.5%	5%	Beat	0%	In line
BWA	-0.7%	-15.0%	-1.4%	-16.5%	-15.8%	4%	Beat	-4%	Miss
VC	2.0%	4.1%	-18.5%	-14.6%	-16.6%	22%	Beat	1%	Beat
GNTX	0.3%	-6.9%	-1.6%	-8.9%	-9.2%	2%	Beat	-1%	Miss
LEA	3.0%	4.1%	-10.7%	-6.6%	-9.6%	10%	Beat	2%	Beat
MGA	3.3%	8.2%	-3.1%	4.8%	1.5%	9%	Beat	5%	Beat
Average	1.3%	-2.9%	-6.6%	-9.7%	-11.0%	8.8%		0.4%	
Median	1.1%	-1.4%	-3.8%	-11.8%	-12.7%	7.3%		0.7%	

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

Source: FactSet, Company data

We show upside/downside valuation scenarios for established companies in our

coverage in [Exhibit 14](#).

Exhibit 14: Upside/downside scenarios for select stocks in our coverage

	Upside/Downside Scenario								
	Current Price (11/13/2023)	Trough Multiple (NTM P/E)	NTM EPS (G\$e)	Downside Valuation (Trough Multiple on NTM EPS)	Downside %	Upside Multiple (NTM P/E)	FY2025 EPS (G\$e)	Upside Valuation (Trailing Typical Median Multiple on FY25 EPS)	Upside %
Tier-1 Suppliers									
BWA	\$33	7X	\$3.90	\$27	(16%)	12X	\$4.65	\$56	72%
GNTX	\$30	12X	\$1.90	\$23	(23%)	17X	\$2.40	\$40	33%
LEA	\$128	7X	\$14.25	\$100	(22%)	12X	\$20.00	\$230	80%
MGA	\$52	7X	\$6.00	\$42	(20%)	11X	\$8.00	\$84	60%
VC	\$113	12X	\$9.10	\$109	(3%)	23X	\$12.50	\$285	152%
APTV	\$75	13X	\$5.75	\$75	(1%)	24X	\$8.00	\$191	153%
Component Suppliers									
APH	\$86	19X	\$3.10	\$59	(32%)	33X	\$3.35	\$111	28%
BDC	\$65	7X	\$5.20	\$36	(44%)	15X	\$7.50	\$113	73%
ST	\$31	8X	\$3.70	\$30	(5%)	12X	\$4.40	\$53	70%
TEL	\$125	14X	\$7.50	\$105	(16%)	23X	\$8.75	\$201	61%
EMS									
FLEX	\$26	6X	\$2.70	\$16	(38%)	13X	\$2.85	\$37	43%
Test & Measurement									
KEYS	\$123	15X	\$7.40	\$111	(10%)	22X	\$9.00	\$198	61%
Power & Thermal Management									
VRT	\$42	7X	\$1.90	\$13	(69%)	25X	\$2.25	\$56	33%
* EPS estimates exclude SBC									

* EPS estimates exclude SBC

Upside/Downside Scenario									
	Current Price (11/13/2023)	Downside Multiple	NTM GSe	Downside Valuation	Downside %	Upside Multiple	2025 GSe	Upside Valuation	Upside %
Auto OEMs		Trough NTM P/E	NTM EPS	Trough Multiple on NTM EPS		Upside P/E View	2025 EPS	Upside Multiple on 2025 EPS	
F	\$10	4X	\$1.20	\$5	(51%)	8X	\$2.00	\$15	54%
GM	\$27	4X	\$5.60	\$22	(17%)	8X	\$7.45	\$60	122%
TSLA	\$224	25X	~\$3.10-\$3.75	~\$75-\$95	~(65%)-(55%)	55X	~\$5.55-\$6.10	~\$305-\$340	~35%-55%

Source: FactSet, Goldman Sachs Global Investment Research

Price targets and key risks

Exhibit 15: Price targets and key risks

	Company	Ticker	GS Rating	Price Target	PT Methodology	Target Multiple	Key upside/downside risks
Auto OEMs							
	Tesla	TSLA	Neutral	\$235	Q5-Q8 EPS	45X	EV adoption, margins, market share, the auto cycle, operational execution, key person risk
	General Motors	GM	Buy	\$42	Norm. EPS	6X	The auto cycle, market share, margins, FCF, and the ability to pivot to growth areas such as EVs and AVs
	Ford	F	Neutral	\$12	Norm. EPS	7X	The auto cycle, market share, margins, and the ability to pivot to growth areas such as EVs and AVs
	Rivian	RIVN	Neutral	\$25	Q5-Q8 Sales	2X	Pre-orders/sales volumes, production ramp, market share, margins, software/services mix, the auto cycle, and EV adoption
Tier 1 Suppliers							
	BorgWarner	BWA	Neutral	\$42	Norm. EPS	10X	Revenue growth including ability to outgrow market due to EV portfolio, diesel exposure, the auto cycle, margins, and market share
	Gentex	GNTX	Neutral	\$31	Norm. EPS	14X	Revenue growth, margins, and multiple expansion
	Lear	LEA	Buy	\$180	Norm. EPS	10X	The auto cycle, ability to benefit from increasing EV industry mix, margins, market share
	Magna	MGA	Buy	\$73	Norm. EPS	10X	The auto cycle, market share, ability to outgrow production and capitalize on secular growth themes, capital allocation, and FCF
	Visteon	VC	Buy	\$198	Norm. EPS	18X	Ability to capitalize on EVs and AVs, margins, revenue, market share, general macroeconomic risk, multiple expansion/contraction
	Aptiv	APTV	Buy	\$128	Norm. EPS	18X	Ability to grow CPV, the auto cycle, market share, margins, debt
Electronic Components							
	Amphenol	APH	Buy	\$98	Norm. EPS	30X	Sales trends, margins, capital allocation
	TE Connectivity	TEL	Buy	\$175	Norm. EPS	20X	Revenue growth and auto demand, margins, and M&A
	Belden	BDC	Buy	\$91	Norm. EPS	13X	Industrial/macro trends, margins, leverage, and M&A
	Sensata	ST	Buy	\$48	Norm. EPS	12X	Auto production, margins, leverage, tax rate, FX, and ability to increase CPV in EVs and hybrids
Lidar and Autonomy							
	Aurora	AUR	Neutral	\$1.75	2027 Sales (Discounted)	3.5X	Time to market, industry pricing per mile, ability to expand geographic reach, competition, balance sheet
	Innoviz	INVZ	Buy	\$3.00	2025 Sales (Discounted)	2.0X	Lidar adoption and ASPs, margins, market share, M&A, balance sheet
	Luminar	LAZR	Sell	\$3.00	2025 Sales (Discounted)	3X	Lidar adoption and ASPs, margins, market share, M&A, balance sheet
	Mobileye	MBLY	Buy	\$46	Q5-Q8 EBITDA	35X	ADAS/AV adoption, competition, geopolitics, market share, supply constraints and supplier/partner readiness
EMS							
	Flex	FLEX	Buy	\$34	Q5-Q8 EPS	13X	Tariff and geopolitical uncertainty, global macroeconomic demand, and margin and cash flow trends
Test and Measurement							
	Keysight	KEYS	Buy	\$164	Norm. EPS	21X	Revenue growth (especially in 5G), margins, M&A, and the impact the US/China trade relations on fundamentals
Power and Thermal Management							
	Vertiv	VRT	Buy	\$46	Q5-Q8 EBITDA	15X	Revenue growth, margins, leverage
Voice Technology							
	Cerence	CRNC	Neutral	\$28	Q5-Q8 Sales	3.5X	Industry and macro environment, competition, margins, natural ASP degradation, mature contract with Toyota
EV Battery							
	QuantumScape	QS	Sell	\$4.50	2028 Sales (Discounted)	2X	Ability to hit its targeted battery specs and ramp production, technological breakthroughs in today's lithium-ion batteries
Warehouse Automation							
	Symbotic	SYM	Neutral	\$36	FY2026 EBITDA (Discounted)	35X	Customer concentration, industry competition, warehouse automation investment trends, revenue growth

*Our 12-month PT for MG.TO listed in Canada is 100 CAD
**TEI is on the GS Americas Conviction List
Base case multiples shown for AUR, LAZR, QS, and SYM

Source: Goldman Sachs Global Investment Research

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Reg AC

We, Mark Delaney, CFA, Will Bryant, Morgan Leung and Aman Gupta, hereby certify that all of the views expressed in this report accurately reflect our personal views about the subject company or companies and its or their securities. We also certify that no part of our compensation was, is or will be, directly or indirectly, related to the specific recommendations or views expressed in this report.

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Growth is based on a stock's forward-looking sales growth, EBITDA growth and EPS growth (for financial stocks, only EPS and sales growth), with a higher percentile indicating a higher growth company. **Financial Returns** is based on a stock's forward-looking ROE, ROCE and CROCI (for financial stocks, only ROE), with a higher percentile indicating a company with higher financial returns. **Multiple** is based on a stock's forward-looking P/E, P/B, price/dividend (P/D), EV/EBITDA, EV/FCF and EV/Debt Adjusted Cash Flow (DACF) (for financial stocks, only P/E, P/B and P/D), with a higher percentile indicating a stock trading at a higher multiple. The **Integrated** percentile is calculated as the average of the Growth percentile, Financial Returns percentile and (100% - Multiple percentile).

Financial Returns and Multiple use the Goldman Sachs analyst forecasts at the fiscal year-end at least three quarters in the future. Growth uses inputs for the fiscal year at least seven quarters in the future compared with the year at least three quarters in the future (on a per-share basis for all metrics).

For a more detailed description of how we calculate the GS Factor Profile, please contact your GS representative.

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