

## UBS Global I/O

# Autos/Industrial Semiconductors

## Q2 strength surprised - steady outlook into H2

### Q2 strength surprised, some risks remain but steady outlook into H2

Heading into Q2 we had some concerns on what we might see from the sector given end demand trends. In the event, content growth continued to provide a buffer for semis and we saw growth accelerate in Q2 rather than slow and expectations are now for y-o-y growth to remain high-single digit in H2. It was telling however that despite strong results, stocks haven't moved much showing what is already priced in. In summary, we maintain our Neutral view on the sector and would look to the structural winners. We believe the industry will see some softening in growth rates in Q3 but at this point no sharp correction. We believe risks remain: 1) Autos OEM inventories appear 2 days above levels normally seen in Q2; 2) Q2 results commentary from some autos OEMs pointed to some production cut-backs (GM) and 3) Auto sales growth continues to slow though the strength in luxury vehicles is providing a buffer.

### What are the key indicators to look at from here?

Following recent trends, we will closely look at the development of car sales in China, US and Europe. We believe semis revenue growth will continue to outperform car production due to content growth but the level seen in H1 (c10%) could slow in our view (we expect c4% content growth through 2020). Although if the momentum in EVs keeps accelerating we could see the inflection in content that we expect this will drive occurring earlier than the 2020 we assume ([see our recent Q-Series report on electric vehicles](#)). From a qualitative perspective, industrial strength was driven by a resilient order outlook while end demand is steady in autos (mainly Europe).

### Inventory levels elevated at OEMs but well managed at semis

Inventory at semis looks healthy at 107 days in line with historic average while Auto OEM inventory came in at 56 days (2 days above historic average) and are in-line with normal levels at Industrial OEMs when adjusted for acquisitions and disposals (would appear 3 days higher otherwise) although there are pockets of excess.

### Reiterate Neutral / selective view on the sector

We have seen the sector grow into multiples recently trading on 19x 1-year forward P/E below recent peak of 21x but above the historic forward average of c17.5x. Within Europe we reiterate our preference for Infineon (Buy) over STMicroelectronics (Sell).

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## Autos / Industrial Semiconductors

UBS Research THESIS MAP MOST FAVORED

LEAST FAVORED

**Infineon, Texas Instruments**

**Melexis, STMicro**

### PIVOTAL QUESTIONS

#### Q: Where are we in the autos / industrial semis cycle?

At this point, lead indicators are mixed - slightly elevated inventory days at autos OEMs but normal levels at semi companies and also industrial OEMs on a normalized basis. Growth rates at expected to remain high-single digit into H2 and surprised on the upside in Q2. The main question mark from here is the car production and industrial demand after a strong H1 17.

#### Q: Is demand improving or worsening in autos / industrial end markets?

Recent trends have suggested some slowing in automotive demand. While part of this is due to the tough comps faced, we would also note that within this a number of the European OEMs are performing better relatively. Overall trends in end demand appear resilient at this point.

### WHAT'S PRICED IN?

**Sector still trading on 5-year high multiples and 4-6% growth.** We estimate that most of the autos / industrial exposed semis names are currently pricing in 4-6% long-term growth in earnings into perpetuity. Within the last 12-months having seen a significant increase in the multiples the sector trades on although more recently this has fallen slightly (19x P/E vs recent peak of 21x).

### UBS VIEW

**Remain selective, long-term trends in tact but valuation rich:** We would recommend investors remain highly selective in the autos / industrial exposed semis names as while the long-term trends are very much in tact, the valuations do appear to be largely pricing this in at these levels. We also see leading indicators are largely depending on the end demand with downside risks in case of slowdown.

### EVIDENCE

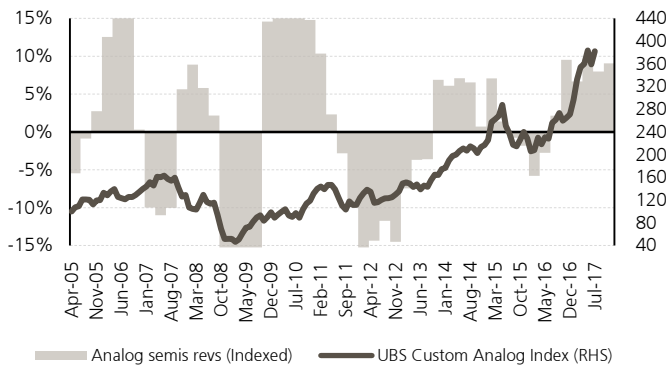
**Inventories slightly high at OEMs and well managed at Semis:** We summarise our work on the lead indicators for the sector in the table below but in general we see the outlook as mixed. We expect y-o-y growth to sustain into H2 for semis but the inventory situation appears slightly high at OEMs to reflect strong outlook.

Figure 1: UBS leading indicators for autos / industrial semis

Indicator	Q2'16	Trend				Commentary
		Q1'17	Q2'17	Q3'17E	Q4'17E	
1) Semis y-o-y revenue growth	-3%	7%	10%	8%	9%	<b>Neutral</b> -We expect y-o-y growth rates to remain resilient into H2
2) Semis vs OEM revenue gap	-7%	2%	11%	1%		<b>Positive</b> - OEM growth accelerating in H2 (with currency tailwind) such that we see semis growth in-line with OEMs - supporting semis growth estimates.
3) Inventory days - Semis	111	108	108			<b>Neutral</b> - well managed
4) Inventory days - OEMs	72	73	71			<b>Negative</b> – Overall ok but slightly elevated inventories within autos
5) Autos production y-o-y	3%	5%	0%			<b>Neutral</b> - Growth estimates recently reduce but y-o-y growth in production could accelerate in H2

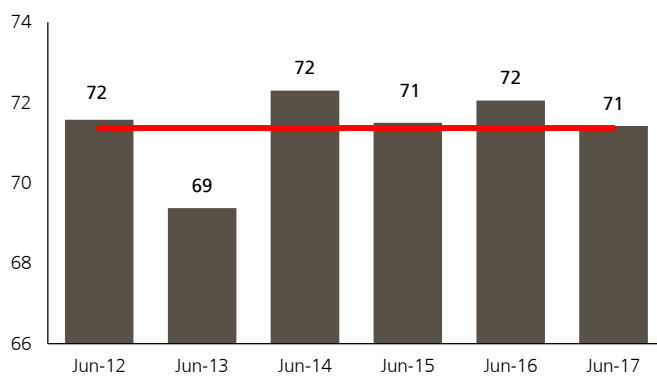
Source: UBS estimates

## OUR THESIS IN PICTURES

[return](#) ↑

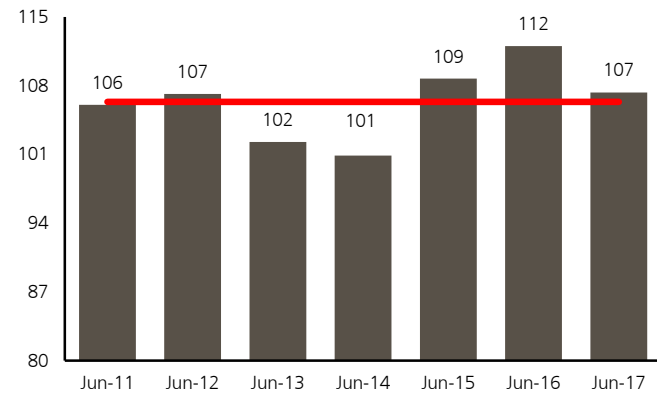
Revenue growth rates are likely to sustain at high single-digit levels in H2...

## Autos / Industrial OEMs inventory days



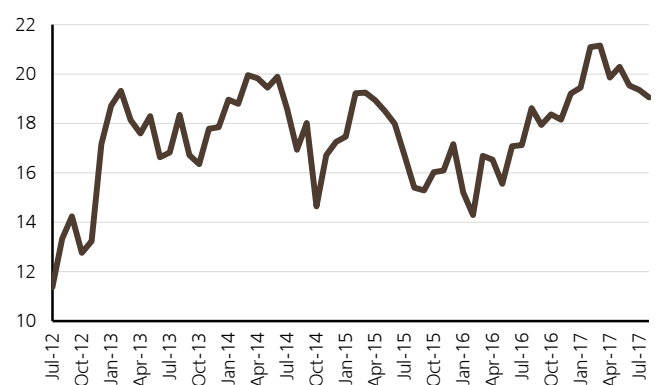
... OEM inventory days appear in-line overall but within the detail is slightly elevated at Autos OEMs...

## Autos / Industrial Semis inventory days



... but well managed on semi company balance sheets

## 12-month forward P/E multiple



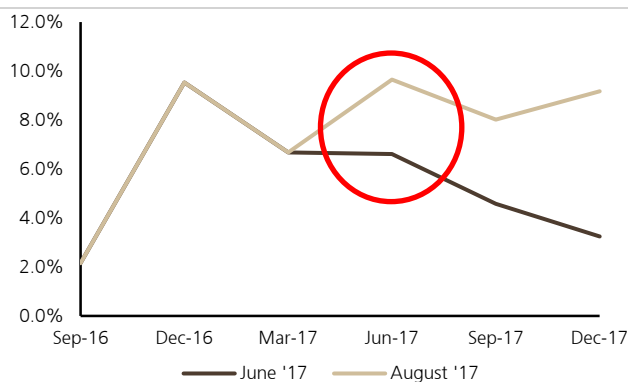
Sector still trading on high multiples but has fallen below recent highs

Source for all Figures: UBS, Company data, Datastream

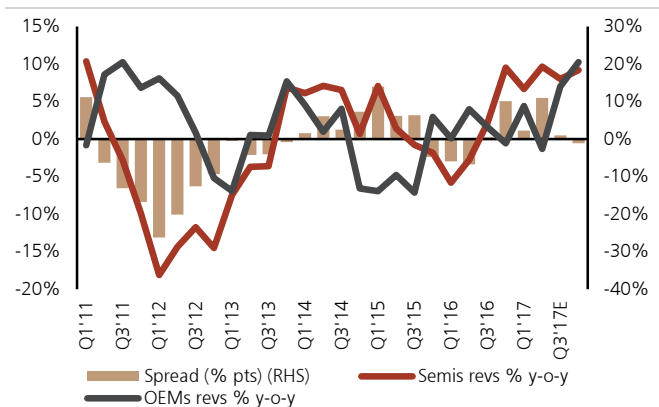
## KEY TRENDS IN Q2

[return](#) ↑**Overall growth accelerated in Q2 and likely to sustain in H2**

One of the key surprises in Q2 was the level of growth that sustained, higher than we had expected and is now expected to sustain at this level into H2. Previously we had assumed that growth would likely slow through H2. This removes one of the reasons we had some caution on the sector earlier this year and is supported by the expected OEM acceleration in H2 (although some of this is the currency tailwind of converting EUR sales into US\$). The growth rates we expect in H2 are now consistent between semis and OEMs having seen a period of outperformance by semis, this is encouraging as otherwise we would expect to be seeing inventory building up on OEM balance sheets.

**Figure 2: Revenue growth surprised in Q2 stable in H2**

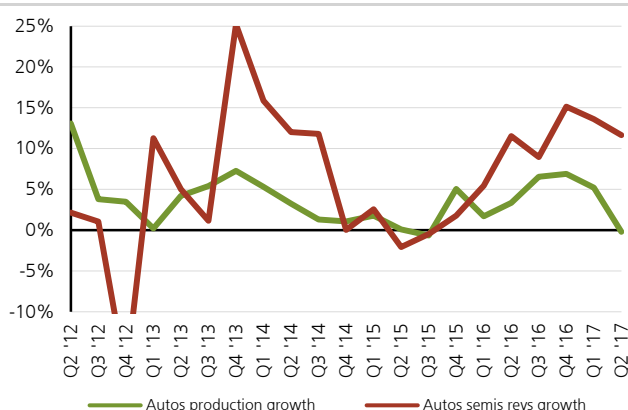
Source: UBS, Datastream consensus, Company data

**Figure 3: Inventory situation slightly elevated in autos**

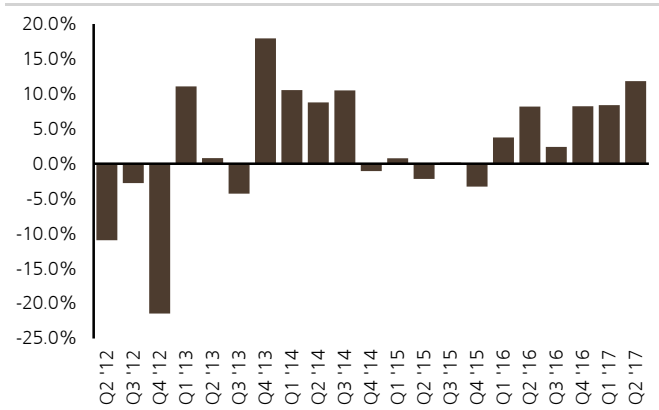
Source: UBS, Company data

**Content growth tailwind continued in Q2 17**

As seen in the past quarters, content growth continued in Q2 17 at c+12% after +8% in Q1 17. Comments from the industry remained positive with strong bookings driven mainly by China and dragged down by sluggish performance in US. That said, some players are talking about normalization of auto revenues in the second half of the year (i.e Infineon).

**Figure 4: Quarterly production growth vs. auto semis revenue growth (y-o-y) – Content growth continues**

Source: UBS estimates, Company data, IHS Global Insight

**Figure 5: Delta car production yoy growth and semis revs growth shows +11.8% content growth in Q2 17**

Source: UBS estimates, Company data, IHS Global Insight

## Comments from OEMs consistent with our analysis

We also looked at comments from some select OEMs regarding inventories in the table below. As a summary, we believe the situation is still under control but downside risk remains as car sales growth is slowing down.

**Figure 6: Comments on inventory from Automotive OEMs**

Companies	Comments
<b>Ford Motors</b>	Company is comfortable with current inventory position and believes that it is optimally managed. They still have some inventory holds in other parts of business for various reasons, which have subsequently unwound.
<b>General Motors</b>	GM built inventory in the first half in preparation for previously announced downtime in trucks and crossovers in the second half of the year. Are on track with inventory days at 105 and committed to bring inventory in-line with end 2016 levels of about 70 days by end of 2017. This will primarily come from lower production levels at 800-825 '000 units from 980,000 units last year.
<b>Nissan</b>	Company is taking action to reduce inventory by following month-in, month-out to maintain a healthy level. So, as an example, reduction in the sale of mid-size sedan has led to adjustment in production to prevent too much inventory. Currently, Inventory is around 85-day supply, which is healthy and within the target range and significantly lower than the typical range in the market. On the contrary, that some of Nissan's competitors have increased inventory significantly. Company will continue to adjust as needed on an ongoing basis.
<b>Peugeot</b>	There are different challenges, the one is to move from a push mode to a pull mode, this is a significant change in terms of sales policies and the way companies interact with their dealers. They are supportive of this change because it puts a lower burden on their finances in terms of carrying the inventory but it needs sometime because company is trying to reduce the inventories in China.
<b>Renault</b>	The increase in inventory of 3 days reflects the need of available cars to show the business. The inventory days at 63 remains within the targeted range. In absolute terms also the inventories increased in order to respond to the market growth. Independent dealer inventory were at 410,000 units compared to 371,000 units a year ago. This is expected to boost the supply chain.

Source: Company conference call transcript, UBS

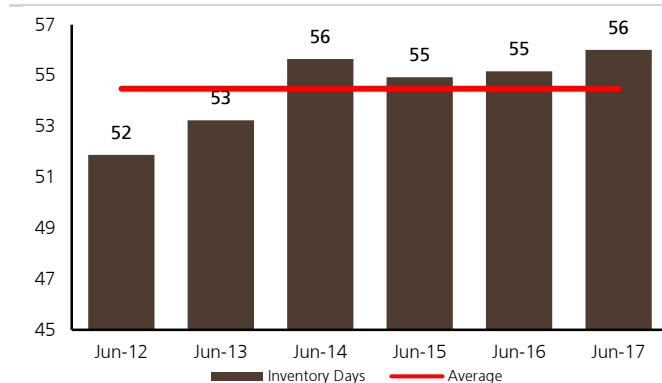
**Figure 7: Comments on inventory from industrial OEMs**

Companies	Comments
<b>Arrow</b>	Customers are largely getting what they want, although, they would like to have a little more inventory. Company is comfortable with three months' inventories sitting on the shelf. Inventory is expected to be lower but doesn't want to put a number out there right now because company is still looking for internal efficiencies where it can help offset some of those investments to be made in inventory. Its a six-month cycle from the build-up of inventory at the frontend to support the sales growth all the way through the growth ramping and then the collections on the other end, before a normal run rate
<b>Avnet</b>	Inventory declined during the quarter. While lead times are expanding, the inventory philosophy is also improving. The company is balancing inventory levels with customer needs as performance improves and also take advantage of near-term opportunities by broadening their base.
<b>Johnson Controls</b>	Power Solutions inventory build was driven by customer requests to meet their stocking demands in coming six months. Some buffer capacities will help the company to offset some of the need for inventory in the future. In Q1 17, the company incurred incremental service and support costs and likely lost business opportunities due to inventory shortages during the peak season. Hence the increase in inventory to minimize the loss in preparation for the H2 CY. Inventory is much higher than it was a year ago (that's twofold). One is it's a response to the fact that Company had having service problems over the last year-and-a-half and also during the peak season, because its peak capacity is probably 120% of our total capacity.
<b>Philips</b>	The company is decreasing its inventory in order to increase working capital efficiencies. Currently, inventory as a percentage of sales decreased to 14.4% y/y and improved a 120 basis points

Source: Company transcript, UBS

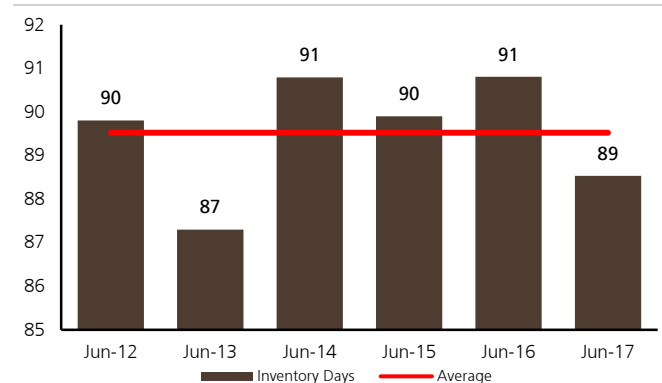
Looking at the inventory level by sub sector, we see autos OEMs still are slightly high levels but also for industrial to reflect strong outlook. The Industrial OEM inventory days we show below has been adjusted to exclude companies where we have seen a step change in inventories related to either acquisitions or disposals which disrupt the time series element of our data. Although we would note that one of the companies we remove - Johnston Controls - called out on its investor call that inventories were elevated on an underlying basis.

**Figure 8: Auto OEMs inventory days vs historic still relatively high vs the average of the last 5 years**



Source: UBS, Company data

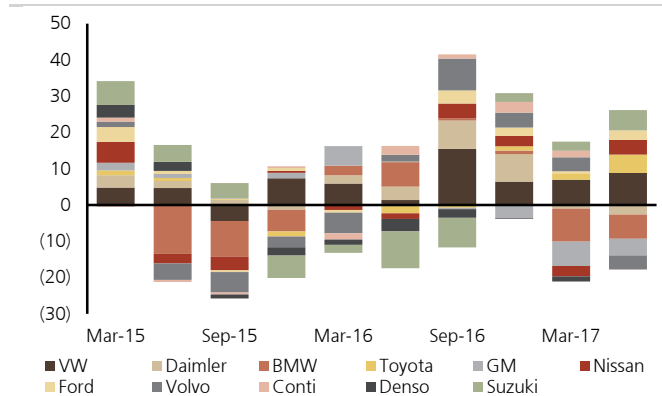
**Figure 9: Industrial OEMs inventory days look slightly better than normal seasonality**



Source: UBS, Company data, excluding Avnet, Johnson Controls and Emerson that we would normally include for comparability reasons

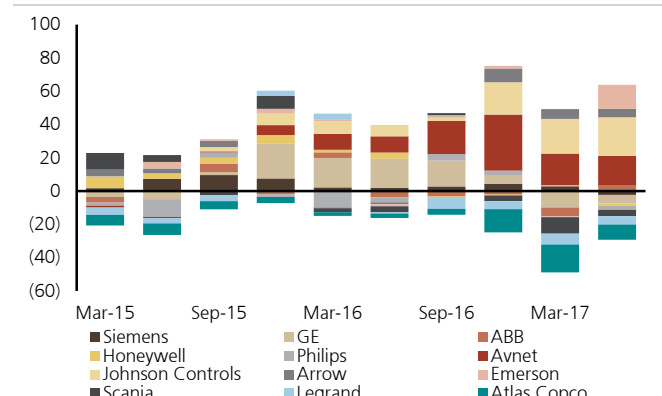
We analyse below the principal drivers. From a quantitative perspective, VW and Toyota are driving the increase in autos at OEMs but we note that this is mainly driven by recalls from VW. The slight decrease from GM however is caused mainly by the divestment of Opel. As shown above, GM is expected to cut production in the second half to lower its inventory level target of c70 days. On the industrial side, on a headline basis inventory days increased by c3 days but if we adjust for the impact of acquisitions/disposals (Avnet, Emerson and Johnson Controls), on an underlying basis the inventory level is broadly in line with historical average.

**Figure 10: Auto inventory days change y-o-y: VW and Toyota driving the increase**



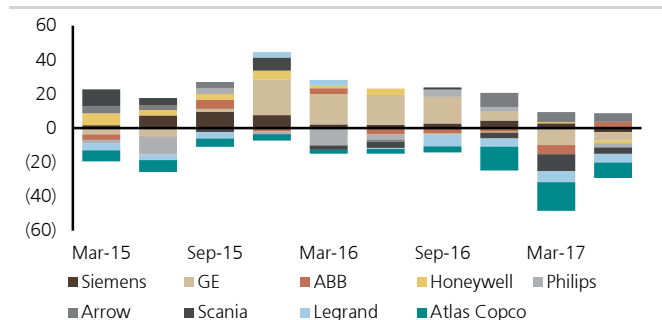
Source: UBS estimates, Company data

**Figure 11: Industrial inventory days change y-o-y: increase due primarily to accounting at three companies**



Source: UBS estimates, Company data

**Figure 12: Excluding these industrial well managed**



Source: UBS estimates, Company data

## PIVOTAL QUESTIONS

[return](#) ↑**Q: Where are we in the analog semis cycle?****UBS VIEW**

At this point, lead indicators are mixed - slightly elevated inventory days at autos OEMs but normal levels at semi companies and also industrial OEMs on a normalized basis. Growth rates are expected to remain high-single digit into H2 and surprised on the upside in Q2. The main question mark from here is the car production and industrial demand after a strong H1 17.

**EVIDENCE**

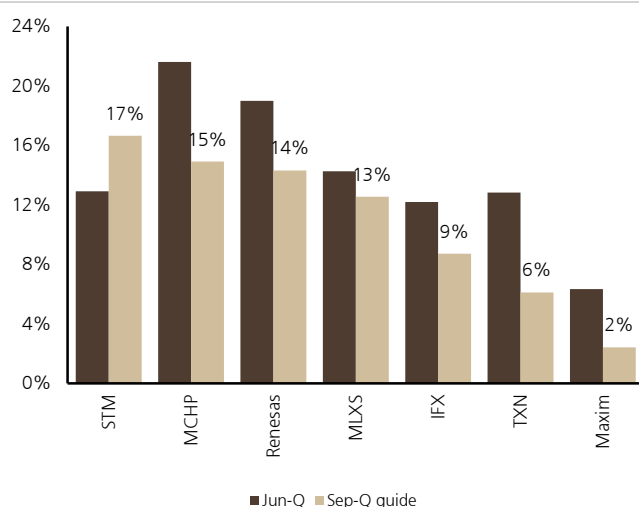
Our analysis shows that y-o-y revenue growth is likely to sustain at high-single digit levels through H2. Inventory are slightly high at autos OEMs while semis inventories seem to be under control.

**WHAT'S PRICED IN?**

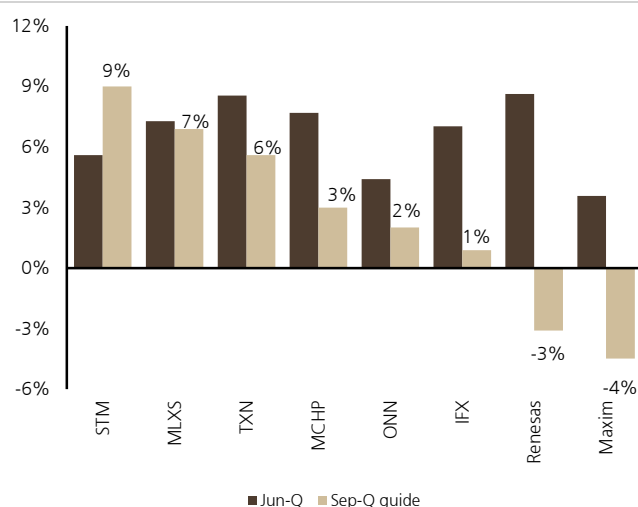
With the sector on 5-year high multiples and pricing in solid long-term growth, we believe the market is assuming the recent strength will sustain and is not pricing in a significant correction (we don't envisage one at present).

**Lead indicators****#1 y-o-y semis growth – past the peak**

The first leading indicator we focus on, and often the most important one, is the trend in y-o-y growth for the sector. If we look across the autos and industrial semis companies, the trend into CQ3 is quite mixed, with some guiding to an improvement (STM) but others are mentioning slower trend in the rest of the year (IFX/Sensata). This could be explained by either some normalisation in the content growth trend mentioned above along with more challenging comps.

**Figure 13: y-o-y revenue trend comparison (in US\$)**

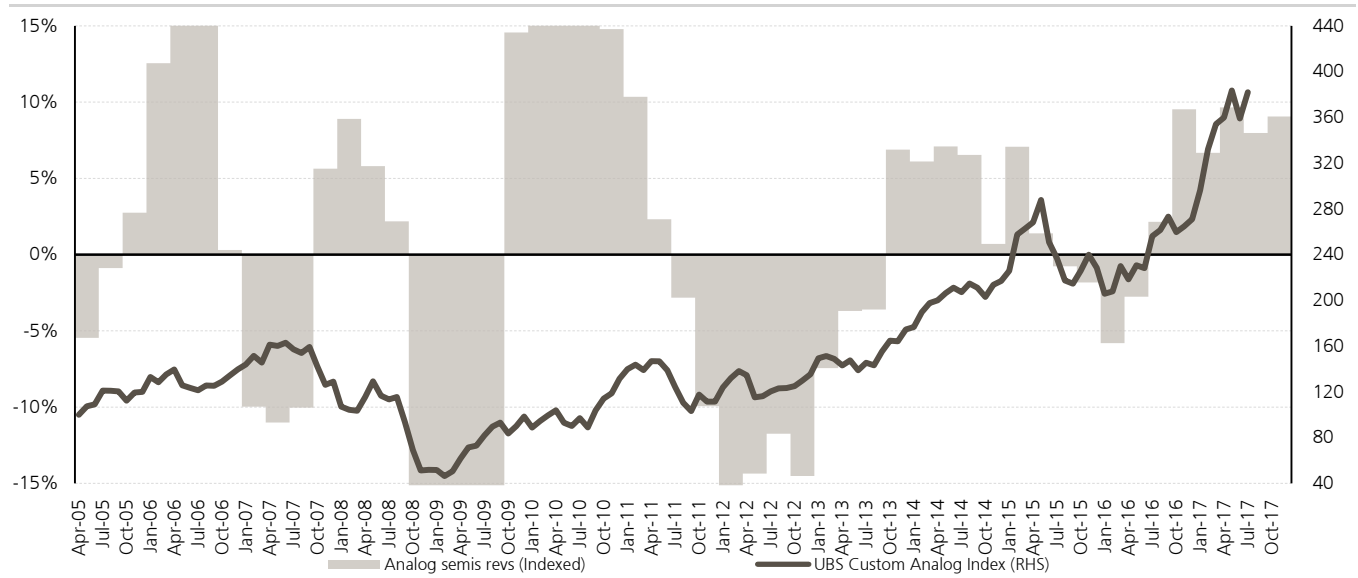
Source: Company reports; NOTE: Sep-Q guide has been converted into US\$ using assumed exchange rates by company or spot rate where none specified

**Figure 14: q-o-q revenue trend comparison (in US\$)**

Source: Company reports; NOTE: Jun-Q guide has been converted into US\$ using assumed exchange rates by company or spot rate where none specified

Historically it has proven right to turn more cautious on the sector few months ahead of the peak as the y-o-y growth trends slow. However, in more recent cycles the stocks – driven by fiscal easing in particular – have continued to see multiple expansion even after the lead indicators have turned. At this point - revenue growth appears to be sustaining at high-single digit levels through H2.

**Figure 15: Revenue growth likely to peak in Q4 and slow in Q1/Q2**

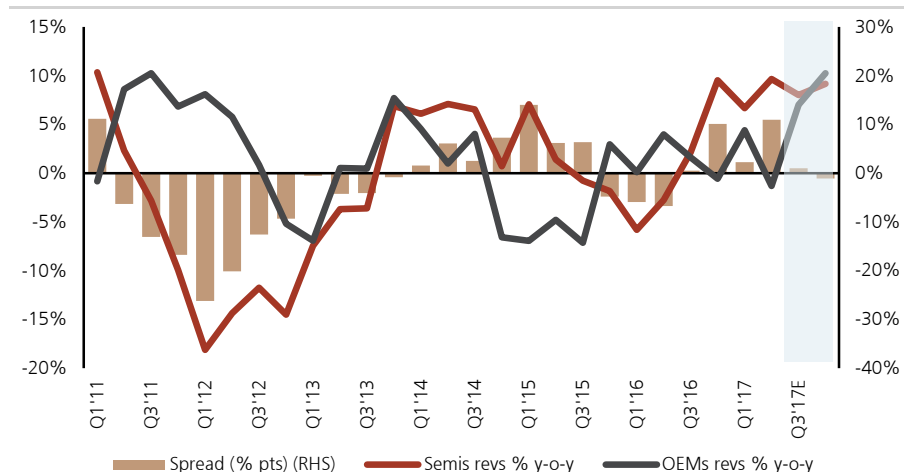


Source: UBS estimates, Company data, IBES consensus NOTE: Analog semis index calculated as a simple average of the performance of the share prices of Analog Devices, ams, Texas Instruments, STMicro, Infineon, ON Semi, Microchip, Maxim, Melexis and NXP

## #2 – Semis vs. OEMs revenue gap

Through 2016 we saw a tale of two halves - with the OEMs experiencing a strong first half while semis saw a challenging correction but with both seeing a reversal of fortunes in H2 that sustained into H1'17. As we enter H2, we expect that semis will largely grow at similar rates to OEMs which we would see as a positive signal for the sector. We would note that so far monthly sales for autos slowed down towards the end of Q2 and comps are tough especially in China for the second half of the year (H2 16 production in China was up +21% y-o-y) but at this point industrial demand is providing a buffer.

**Figure 16: Autos/industrial semis vs. OEM revs (y-o-y)**

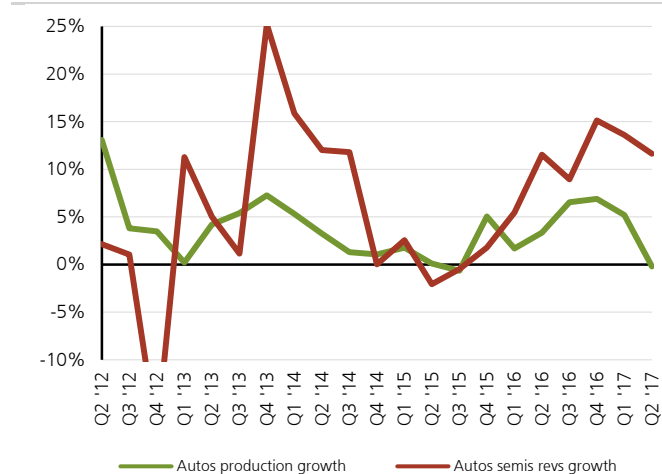


Source: Company data, IBES consensus data, UBS estimates, (13 semis, 23 OEMs)



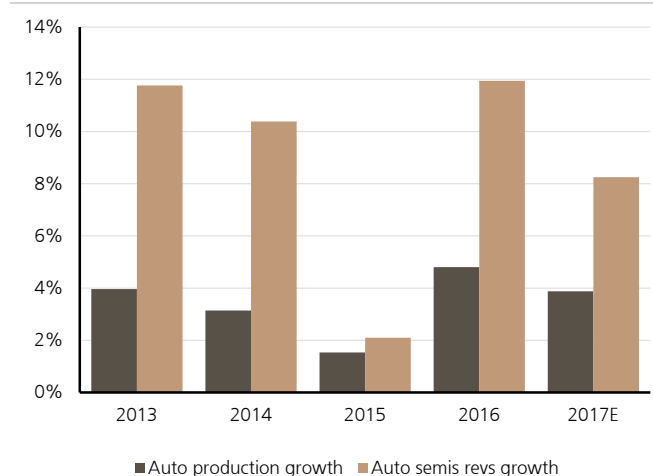
Looking specifically at the automotive semi market, we show that following a year of significant outperformance vs. production growth in 2014, we saw a soft landing in 2015 with only marginal outperformance (although currency didn't help with this). In 2016 outperformance returned and we expect that in 2017E this will remain strong again, driven by content growth resuming strongly (particularly drivers likely to be electric drive trains and RADAR sensors as called out by Infineon).

**Figure 17: Autos semis revenues vs. autos production**



Source: UBS estimates, Company data, IHS Global Insight

**Figure 18: Autos semis revenues vs. autos production**

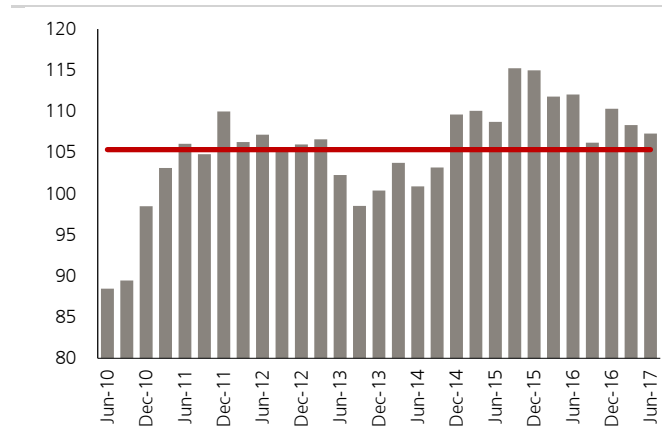


Source: UBS estimates, Company data, IHS Global Insight

### #3 – Inventories in normal ranges for semis but relatively high for OEMs

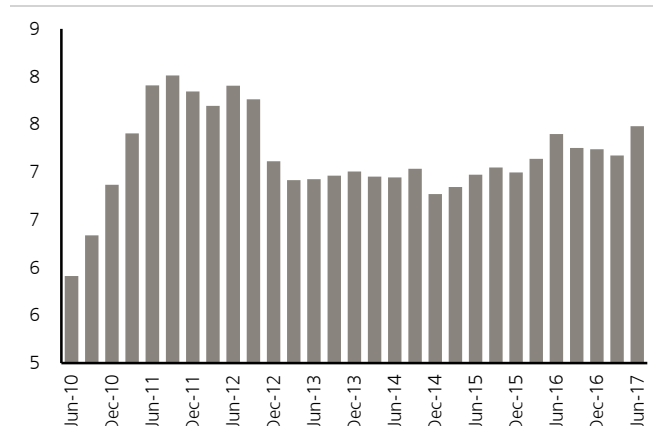
Q2 semis inventory in days remained flat at 107 days, but remains largely in-line with the long-term average inventory days in the sector.

**Figure 19: Autos / industrial semis inventory days**



Source: UBS, Company data

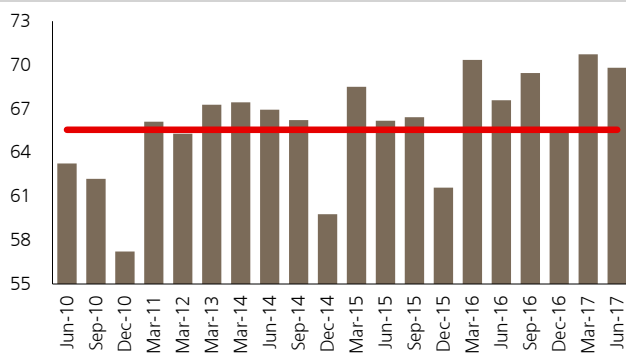
**Figure 20: Autos / industrial semis inventory (US\$bn)**



Source: UBS, Company data

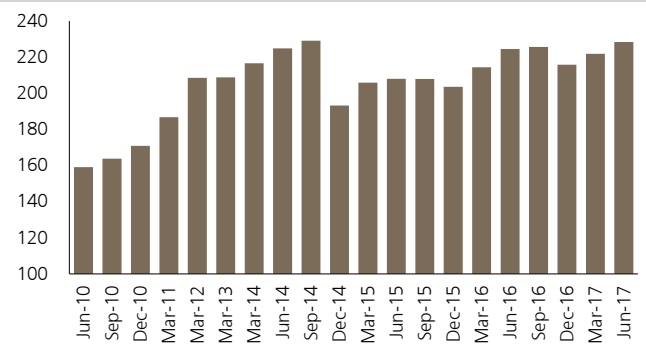
When we look at the OEMs, the inventory appears high vs historic mainly driven by Industrial companies. Inventory days have decreased sequentially in Q2 but not as much as expected and are up 2 day vs. Q1'17 and up 2% y-o-y in absolute terms. While this may not pose an issue if end demand remains as resilient as it has been recently, it could become a significant problem if the trends start to slow.

**Figure 21: Auto / industrial OEM inventory days**



Source: UBS, Company data

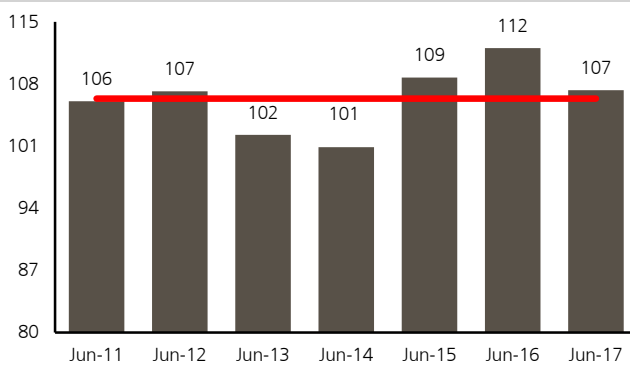
**Figure 22: Autos / industrial OEM inventory (US\$m)**



Source: UBS, Company data

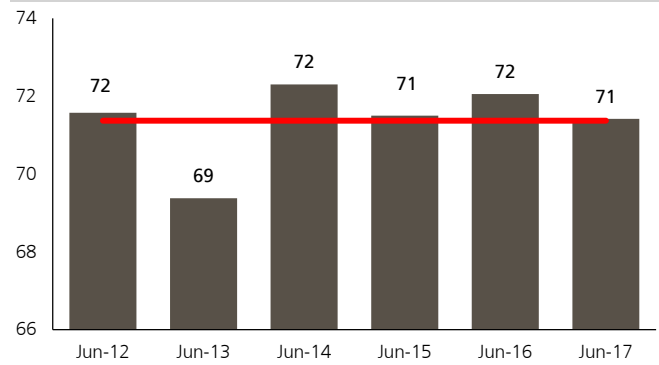
If we adjust for seasonality and focus on the y-o-y trends in inventory it reinforces the trend that inventory levels is well managed across the OEM base as well.

**Figure 23: Inventory levels more consistent with normal seasonality at semi companies (average based)**



Source: UBS, Company data

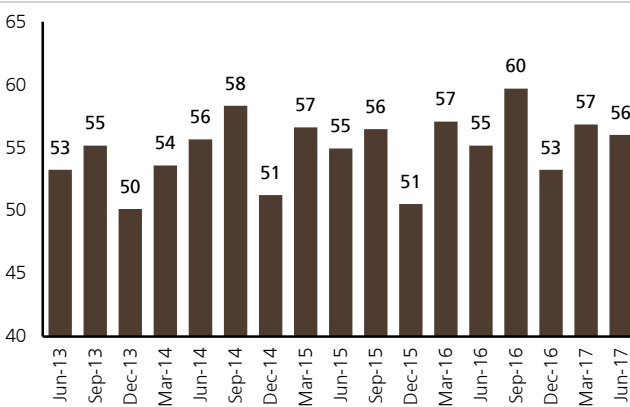
**Figure 24: OEM inventory days are in-line with normal seasonality (average based)**



Source: UBS, Company data, excluding Avnet, Johnson Controls and Emerson for comparability

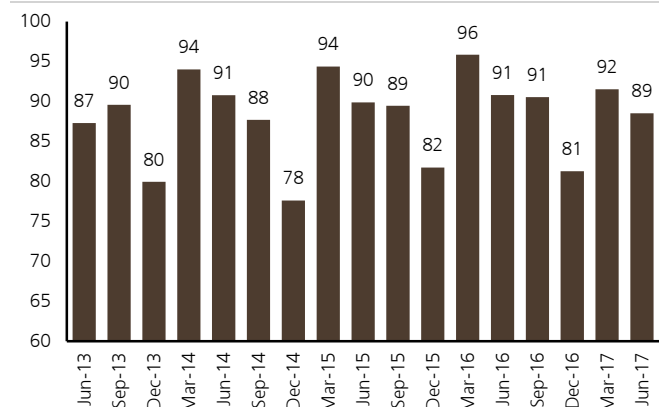
Segmenting this into the sub-industries, we have seen a decrease in the sector industrial and auto but when adjusted for seasonality, we find autos inventory has increased relatively which industrial appears ok. The data is somewhat impacted by acquisitions being done by many of the industrial OEMs but we have attempted where possible to adjust for this (or excluded the data).

**Figure 25: Autos OEMs inventory days**



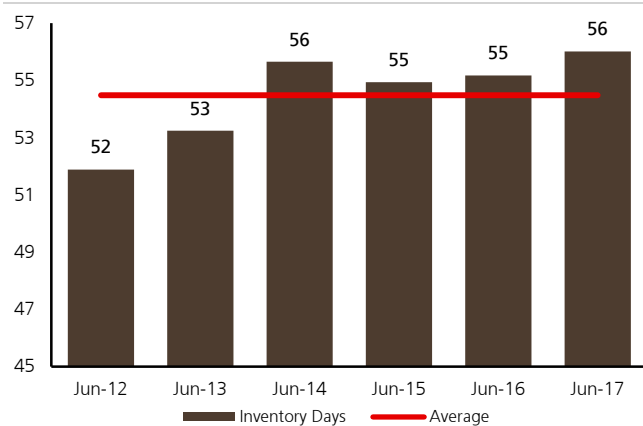
Source: UBS, Company data

**Figure 26: Industrial OEMs inventory days**



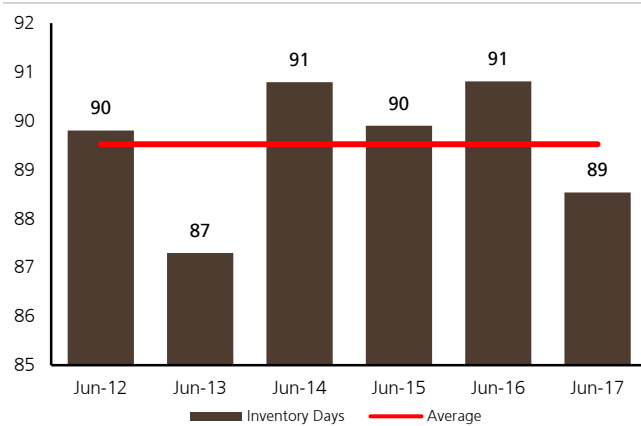
Source: UBS, Company data

**Figure 27: Auto OEMs inventory days vs historic still relatively high vs the average of the last 4 years**



Source: UBS, Company data

**Figure 28: Industrial OEMs inventory day vs historic is healthy**



Source: UBS, Company data, excluding Avnet, Johnson Controls and Emerson for comparability which we would normally include

## PIVOTAL QUESTIONS

[return](#) ↑**Q: Is demand improving or worsening in autos / industrial end markets?****UBS VIEW**

Recent trends have suggested some slowing in automotive demand. While part of this is due to the tough comps faced, we would also note that within this a number of the European OEMs are performing better relatively. Overall trends in end demand appear resilient at this point.

**EVIDENCE**

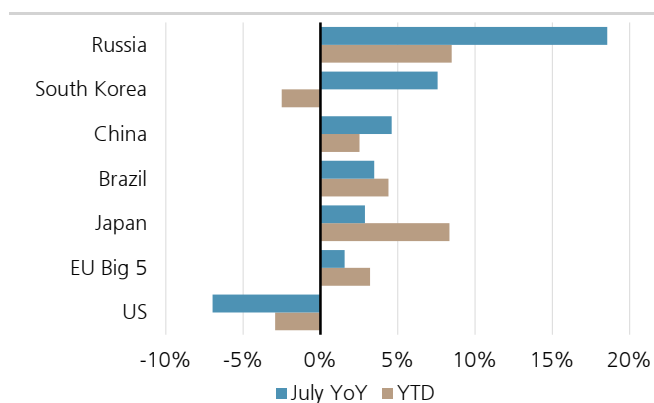
Data from Q2 show that Automotive production is slowing to flat in Q2 vs +5% in Q1.

**WHAT'S PRICED IN?**

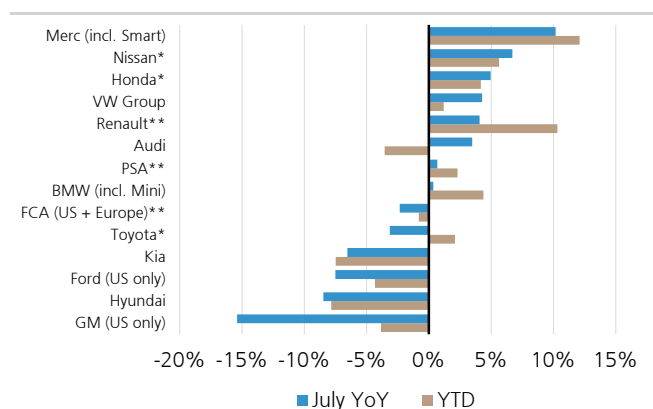
With the sector on 5-year high multiples and pricing in solid long-term growth, we believe the market is assuming the recent strength will sustain and is not pricing in a significant correction (we don't envisage one at present).

**Automotive – China and US showed weakness in H1. Europe strong**

Our global auto sales forecast was recently trimmed to reflect the latest market trends. We reduced our China growth to +3% to reflect a softer than expected ytd growth (from +7%), but increased our forecast for Western Europe. We believe the latest purchase incentive campaign by German OEMs to trade in old diesel cars can boost new car sales, in particular in Germany. We now forecast +3% growth for Western Europe this year (from +1%). Our US forecast remained unchanged at -2% y/y. All in all markets were resilient in July. Western Europe grew in the mid-single digit range excluding UK. UK declined 9.3% continuing its lumpy path, after a recovery in sales numbers in June. China was up +4.6%. Russia enjoyed its fastest growth in 4.5 years and Brazil continued on its recently established recovery trend. For the second half of the year, we expect a return to better growth in China (the pre-buying effect ahead of the sales tax incentive expiry at year-end should kick in); moderate growth in Europe on a tougher base and a stable US market on a sequential basis.

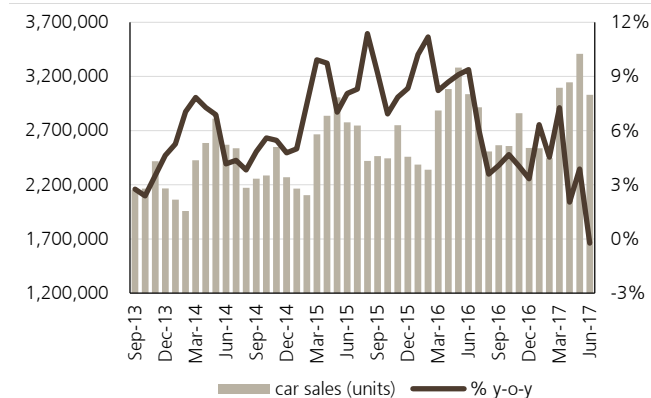
**Figure 29: Sales growth in key markets in July**

Source: Bloomberg, respective car associations, UBS.

**Figure 30: Unit sales growth by OEM in July**

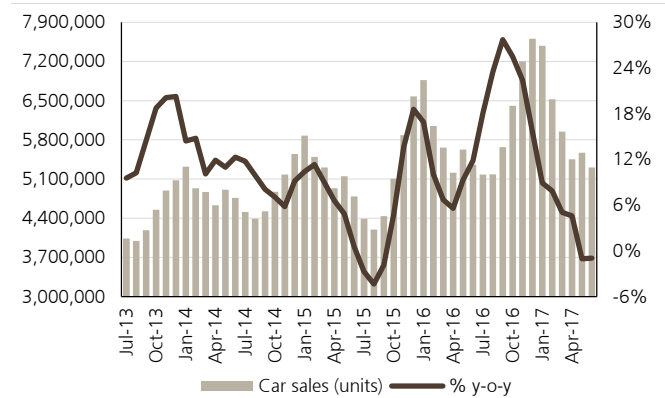
Source: Company data, UBS. Note: \* June production data for Toyota & Honda and June sales for Nissan. Note: \*\* June sales data for PSA, Renault and FCA

**Figure 31: EU big 5 - Car sales growth (rolling quarters)**



Source: UBS, ACEA

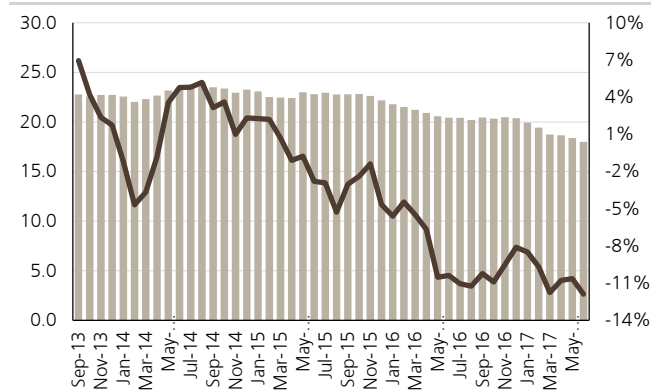
**Figure 32: China - Car sales growth (rolling quarters)**



Source: UBS, CAAM

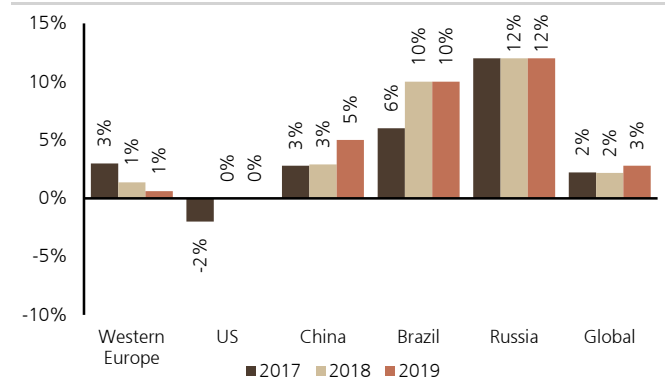
As shown below, we continue to expect 3% sales growth for the full year 2017 globally and +4% y-o-y for the production.

**Figure 33: US - Car sales growth (rolling quarters)**



Source: UBS, Bloomberg

**Figure 34: UBS sales forecast across regions**

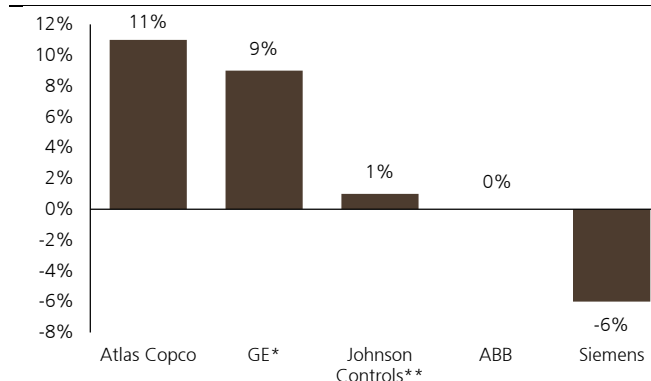


Source: UBS

## Industrial bookings still favourable

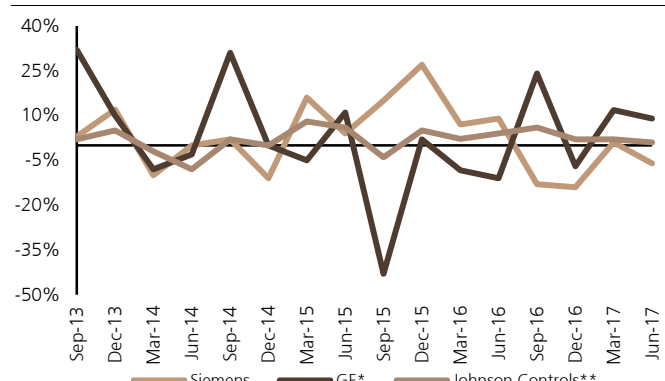
In Q2'17, order bookings were positively skewed for the major industrial OEMs (except Siemens) posting increase in orders. Both Atlas Copco and GE reported order strong growth of 11% and 9% y/y, respectively.

**Figure 35: Orders growth (y-o-y) – Q2'17**



Source: UBS, company data (\* GE Equipment \*\*Building Efficiency)

**Figure 36: Orders growth (y-o-y)**



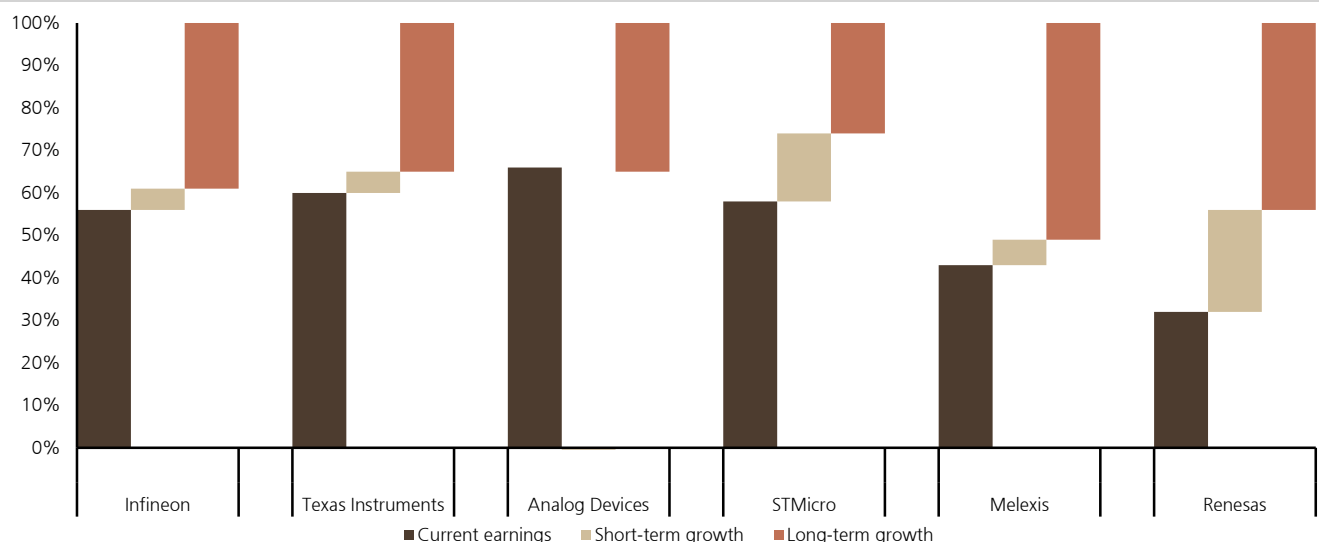
Source: UBS, company data (\* GE Equipment \*\*Building Efficiency)

## WHAT'S PRICED IN?

[return](#) ↑

To calculate what is priced in at current levels, we use a residual income model based on current book value and two years forward consensus forecasts. This shows (using a consistent discount rate of 9%), the implied value (between short-term and long-term growth) for each of the key stocks in the sector.

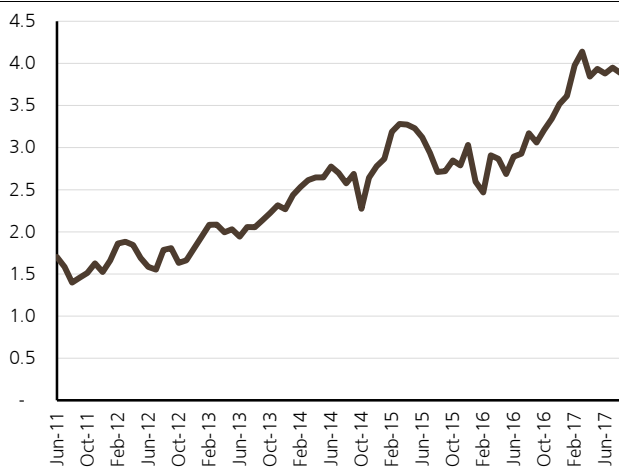
**Figure 37: Creation of value horizon across the Autos / Industrial Semis space (priced as of 30 August 2017)**



Source: UBS estimates

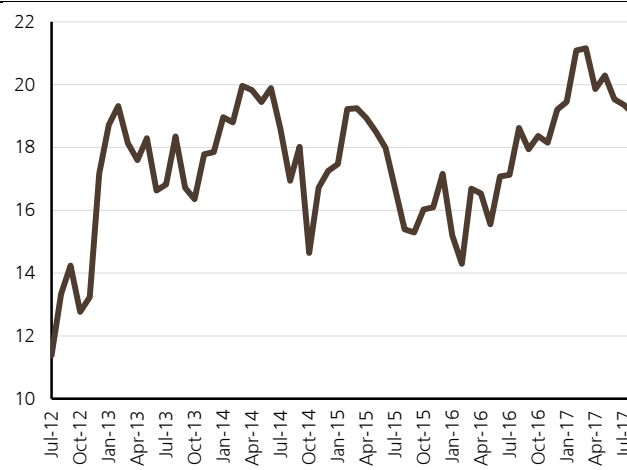
There has been a significant increase in the growth outlook being priced into the sector through this year. While there are still growth opportunities in the sector we are concerned at the current valuation levels across the sector. The analog and industrial semis sector is currently trading on one-year fwd P/E of 19x down from the recent peak of 21x and compared to its historical average of c17.5x but EV/EBITDA multiple at c11.5x is still above its average c8x. We remain Neutral in our ratings for the autos and industrial names as valuation multiples remains high.

**Figure 38: Autos/Industrial semis Forward EV/Sales**



Source: UBS, DataStream

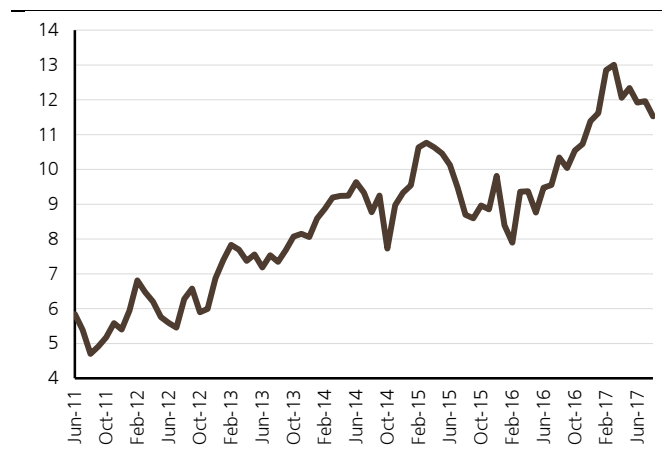
**Figure 39: Autos/Industrial semis Forward P/E**



Source: UBS, DataStream

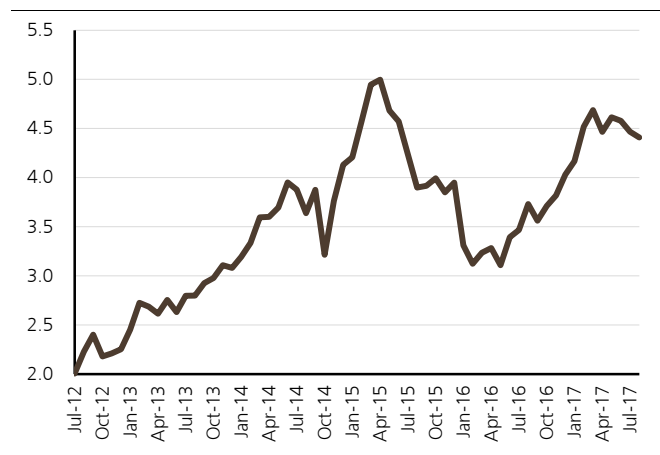
We show the multiples for each company in the sector; the historic multiples the sector has traded on and a chart showing EV/Sales against EBITDA margin which we believe provides a good visual indicator to valuation discrepancies.

**Figure 40: Autos/Industrial semis Forward EV/EBITDA**



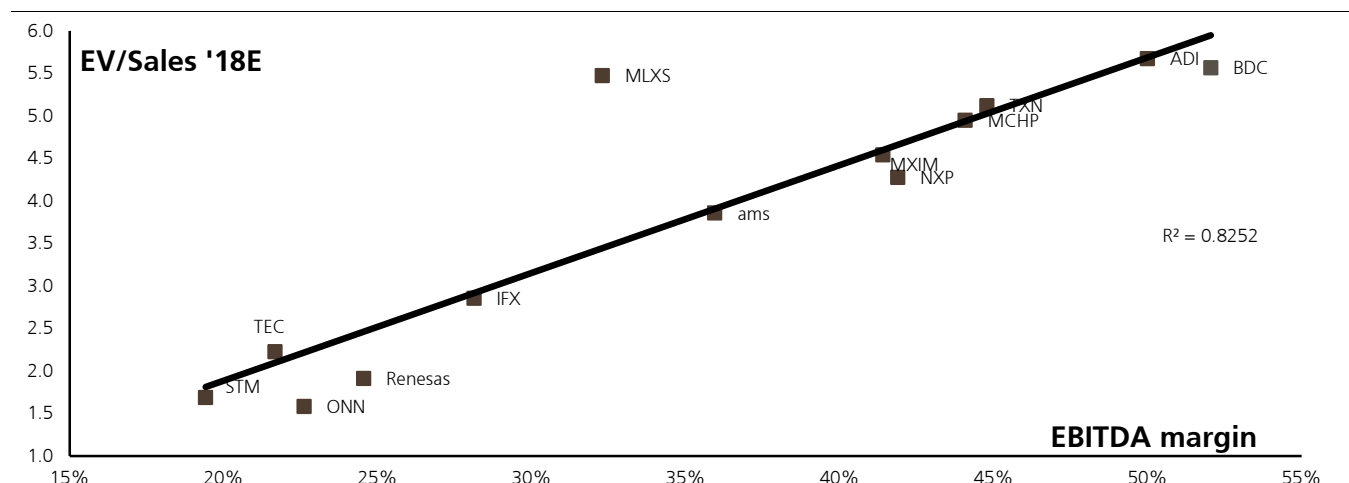
Source: UBS, DataStream

**Figure 41: Autos/Industrial semis Forward P/BV**



Source: UBS, DataStream

**Figure 42: 2018E EV/Sales vs. EBITDA margin for analog semis**



Source: UBS estimates; Datastream consensus used for non-covered companies

**Figure 43: Analog Semis Global Valuation Multiples (Priced on 30 August 2017)**

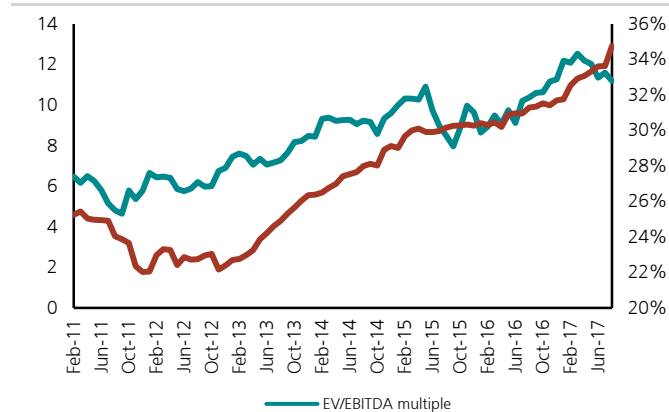
Company	Rating	Price (lc)	Price Target (lc)	Market Cap (\$m)	EV/Sales		EV/EBITDA		Price/Earnings		Price/Book		Dividend Yield	
					2017E	2018E	2017E	2018E	2017E	2018E	2017E	2018E	2017E	2018E
Analog Devices	Neutral (UR)	79.55	94.00	27,152	5.6	5.7	11.9	11.4	18.0	17.3	2.4	nm	2.2%	2.3%
ams AG	Neutral	65.20	70.00	5,762	5.1	3.8	22.4	10.6	47.8	17.3	4.5	3.9	0.3%	1.2%
Infineon	Buy	18.95	21.00	25,516	3.0	2.8	11.0	10.0	20.4	18.7	3.6	3.3	1.7%	1.9%
Maxim Integrated	Neutral	44.75	48.00	12,653	4.7	4.5	11.7	10.9	19.7	18.2	5.3	4.6	3.1%	3.2%
Microchip Technology	Not Covered	83.83	-	19,510	5.4	5.0	12.4	11.2	17.0	15.1	5.7	4.5	1.7%	1.7%
Melexis	Sell	76.27	53.00	3,706	5.9	5.5	18.8	17.0	27.6	25.7	10.7	9.9	2.8%	2.9%
NXP	Not Covered	112.31	-	38,860	4.9	4.3	13.9	10.2	17.8	15.8	2.8	2.5	nm	nm
ON Semi	Not Covered	16.18	-	6,821	1.7	1.6	7.9	7.0	11.7	10.2	3.0	2.3	nm	nm
Renesas Electronics	Neutral	1075.00	1,150	16,521	2.1	1.9	10.3	7.9	28.7	19.6	3.8	3.3	0.9%	0.9%
STMicroelectronics	Sell	14.10	13.00	15,005	1.9	1.7	10.0	8.5	19.7	17.7	2.9	2.6	1.5%	1.4%
TE Connectivity	Not Covered	78.53	-	27,751	2.4	2.2	10.9	10.4	16.3	15.4	3.0	2.7	2.0%	2.1%
Texas Instruments	Buy	81.03	93.00	80,544	5.4	5.1	12.3	11.5	20.0	19.1	7.4	7.1	2.6%	2.9%
<b>Analog Semis</b>				<i>Mean</i>	<b>4.0</b>	<b>3.7</b>	<b>12.8</b>	<b>10.5</b>	<b>22.1</b>	<b>17.5</b>	<b>4.6</b>	<b>4.2</b>	<b>1.9%</b>	<b>2.1%</b>
				<i>Median</i>	<b>4.8</b>	<b>4.0</b>	<b>11.8</b>	<b>10.5</b>	<b>19.7</b>	<b>17.5</b>	<b>3.7</b>	<b>3.3</b>	<b>1.8%</b>	<b>2.0%</b>

Source: UBS estimates, IBES consensus used for non-covered stocks

### But we do recognise that returns in the industry have improved

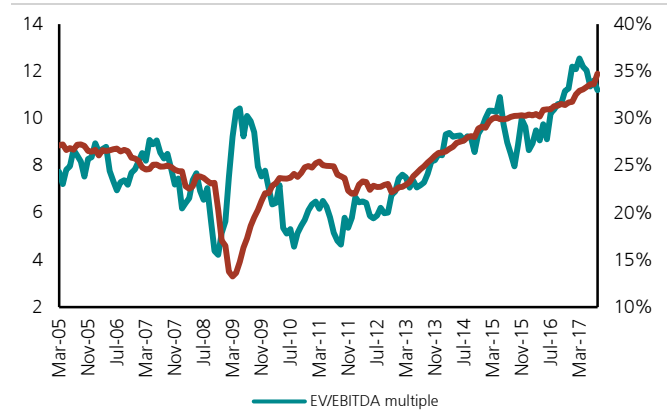
One factor that does in part justify the increase in multiples for the sector is the increase in profitability that we have seen which is arguably a structural change towards higher earnings quality in the sector that it has had historically.

**Figure 44: Forward EV/EBITDA multiple vs. EBITDA margin**



Source: UBS, Datastream

**Figure 45: Forward EV/EBITDA multiple vs. EBITDA margin**



Source: UBS, Datastream



Figure 46: Recent commentary from major analog semis companies

Company	Date	Current Q	Next Q guide	Comments				
				Inventories	Autos trend Q2	Industrials trend Q2	Orders and book-to-bill	General comments
Maxim	20-Jul	Up 3.6% q/q, Up 6.3% y/y	Down 4.5% q/q	Distributor channel down 2 days q/q driven by strong resales	Expect it to grow in low teens y/y		-	Softness seen broadly across auto market for the second consecutive quarter. LT auto demand intact led by fully autonomous cars and electric vehicles
Texas Instruments	25-Jul	Up 8.6% q/q, Up 12.8% y/y	Up 5.6% q/q	Inventory days were down q/q to 133. Dist. Inventory at 4wks, down q/q	Continued to remain strong - increased semis content	also strengthened with broad-based growth	B2B overall was 1.06	Lead times remains stable, confident to gain market share in the range of 30-40bps
STMicro	26-Jul	Up 5.6% q/q, Up 12.9% y/y	Up 9.0% q/q	Inventory days down q/q (distributors inventory are at very low level)	To be up y/y	-	is positive ( trends of bookings has increased in the month of june and month of july)	Continue to see healthy demand from our point-of-sales data
Xilinx	26-Jul	Up 1.0% q/q, Up 7.0% y/y	Up 0.8% q/q	increased slightly primarily from advanced products	Q3 expected to be up q/q	Q3 to be down driven by wireless	-	Each of the end markets in the Industrial and A&D space is growing and company see strength across the board
Infineon	1-Aug	Up 3.6% q/q, Up 12.2% q/q	flat q/q	Healthy inventory both in-house and in the channel. Overall no inventory buildup	Remains very solid	strong ( more growth coming from industrial IoT with the embedded SIM)	Overall 1.1 (vs 1.2 in CQ2), 1.2 in autos (vs. 1.0), 1.3 in IPC (vs. 1.3), 1.1 in PMM (vs. 1.4)	Automotive demand continues to be strong, while they see some normalization in terms of car unit growth
Renesas	28-Jul	Up 11.5% q/q	down 1.2% q/q	increased slightly up q/q	Expect it to be down q/q	Expect a seasonal down, around the white goods	-	Auto is expected to be down led by softening in the end market primarily in the US and to a lesser extent China
Microchip	3-Aug	Up 7.7% q/q	Up 3% q/q	Inventory days are at a 7-year low, and don't expect inventory to grow in Q3	Consistent growth and expect Q3 to perform well	Broad based growth	Bookings are strong	Aggressively adding capacity to support the growth; current capacity increases is not able to keep pace with rise in demand
On Semi	7-Aug	Up 4.4% q/q, Up 9.0% y/y	Up 2% q/q	Inventory days down 3 days q/q to 108 Distis inventory flat	Q3 to be flat q/q as opposed to normal seasonality of decline	Q3 to be down q/q	Backlog levels represent ~80% - 85% of anticipated Q3 revenue	Didn't see any evidence of inventory build in distribution channel or of anomalous booking patterns

Source: Company results, call transcripts

### **Valuation Method and Risk Statement**

The upside risks to the semiconductor sector include stronger end demand from OEMs and tightness of supply due to the financial distress of competitors. Downside risks include macro-economic factors, over-capacity in times of peaking demand and poor yields. The semiconductor sector is high cyclical and vulnerable to sudden shifts in customer sentiment while many companies also have high cost bases meaning they can go loss-making in the downturn.

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12-Month Rating	Definition	Coverage <sup>1</sup>	IB Services <sup>2</sup>
<b>Buy</b>	FSR is > 6% above the MRA.	45%	28%
<b>Neutral</b>	FSR is between -6% and 6% of the MRA.	38%	27%
<b>Sell</b>	FSR is > 6% below the MRA.	17%	11%
Short-Term Rating	Definition	Coverage <sup>3</sup>	IB Services <sup>4</sup>
<b>Buy</b>	Stock price expected to rise within three months from the time the rating was assigned because of a specific catalyst or event.	<1%	<1%
<b>Sell</b>	Stock price expected to fall within three months from the time the rating was assigned because of a specific catalyst or event.	<1%	<1%

Source: UBS. Rating allocations are as of 30 June 2017.

1: Percentage of companies under coverage globally within the 12-month rating category.

2: Percentage of companies within the 12-month rating category for which investment banking (IB) services were provided within the past 12 months.

3: Percentage of companies under coverage globally within the Short-Term rating category.

4: Percentage of companies within the Short-Term rating category for which investment banking (IB) services were provided within the past 12 months.

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Company Name	Reuters	12-month rating	Short-term rating	Price	Price date
<b>ams AG</b> <sup>13</sup>	AMS.S	Neutral	N/A	CHF65.70	30 Aug 2017
<b>Analog Devices Inc.</b> <sup>16</sup>	ADI.O	Neutral (UR)	N/A	US\$83.72	30 Aug 2017
<b>Infineon Technologies AG</b> <sup>7</sup>	IFXGn.DE	Buy	N/A	€19.04	30 Aug 2017
<b>Melexis NV</b>	MLXS.BR	Sell	N/A	€76.47	30 Aug 2017
<b>Renesas Electronics</b>	6723.T	Neutral	N/A	¥1,070	30 Aug 2017
<b>STMicroelectronics</b> <sup>5, 7, 16</sup>	STM.PA	Sell	N/A	€14.20	30 Aug 2017
<b>Texas Instruments Inc.</b> <sup>16</sup>	TXN.O	Buy	N/A	US\$82.31	30 Aug 2017

Source: UBS. All prices as of local market close.

Ratings in this table are the most current published ratings prior to this report. They may be more recent than the stock pricing date

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