

FY2019 Third-quarter financial results

Cautionary Statement with Respect to Forward-Looking Statements

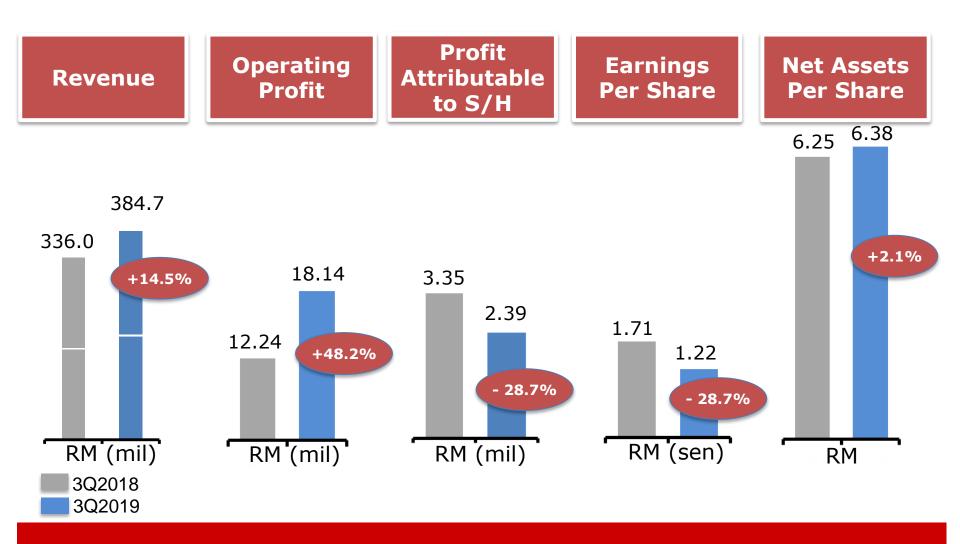
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Key performance indicators



Higher revenue (YoY) due to increase in OEM sales.



3Q19 Operation & Financial Review

Business Update



3Q19 financial review

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RM'000	3Q19	2Q19	3Q18	3Q19 vs 2Q19	
Revenue	384,660	358,369	335,997	7.3%	
Profit before tax	13,836	17,669	13,610	-21.7%	
Net Income	7,526	13,641	8,910	-44.8%	
Profit Attributable to Shareholders	2,385	8,560	3,348	-72.1%	
EPS (Sen)	1.22	4.38	1.71	-72.1%	
Net assets per share	6.38	6.36	6.25	0.3%	
Return on equity (annualised)	0.77%	2.75%	1.09%		
Dividend per share (sen)	-	5.00	-		
Dividend yield	-	1.82%	-		
Net Profit Margin	1.96%	3.81%	2.65%		

Lower profit (QoQ) mainly due to higher share of associate's loss in Indonesia and payment of import duty by Vietnam operation.



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YoY

3Q19 vs 3Q18

14.5%

1.7%

-15.5%

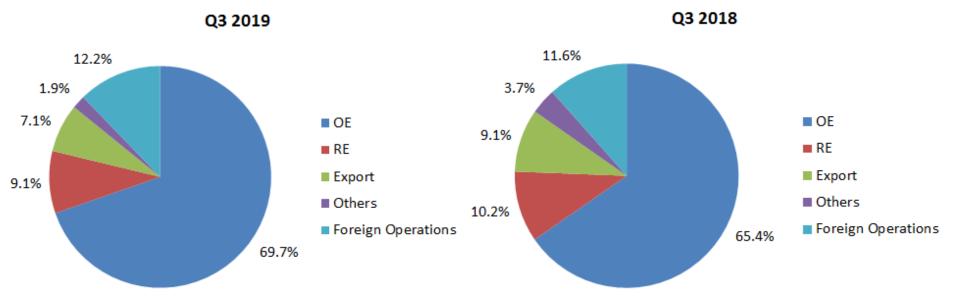
-28.7%

-28.7%

2.1%

Segmental sales

	Q3 2019	%	Q3 2018	%
OE	268,094	69.7%	219,524	65.4%
RE	34,885	9.1%	34,408	10.2%
Export	27,243	7.1%	30,647	9.1%
Others	7,433	1.9%	12,471	3.7%
Foreign Operations	47,005	12.2%	38,947	11.6%
TOTAL REVENUE	384,660	100%	335,997	100%



Increase in revenue due to higher demand from OEMs.



Segmental performance

REVENUE (RM'000)	Q3 2019	Q3 2018	Change
Suspension	17,922	18,697	-4.1%
Interior & Plastics	232,096	176,666	31.4%
Electrical & Heat Exchange	26,520	29,294	-9.5%
Marketing	52,265	58,224	-10.2%
Others	8,852	14,169	-37.5%
Malaysia Operations	337,655	297,050	13.7%
Operations outside Malaysia	47,005	38,947	20.7%
TOTAL REVENUE	384,660	335,997	14.5%

Increase in revenue due to higher demand from OEMs.

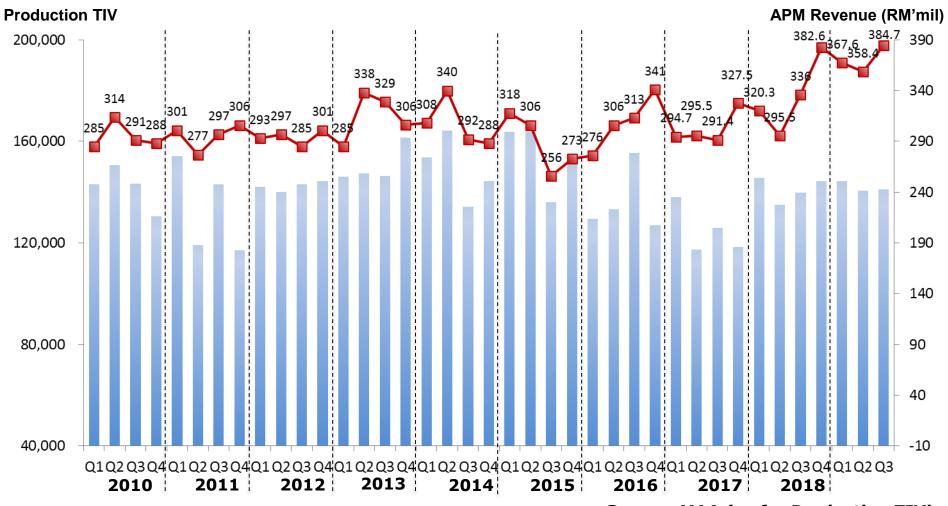


3Q19 Operation & Financial Review

Business Update



Production TIV

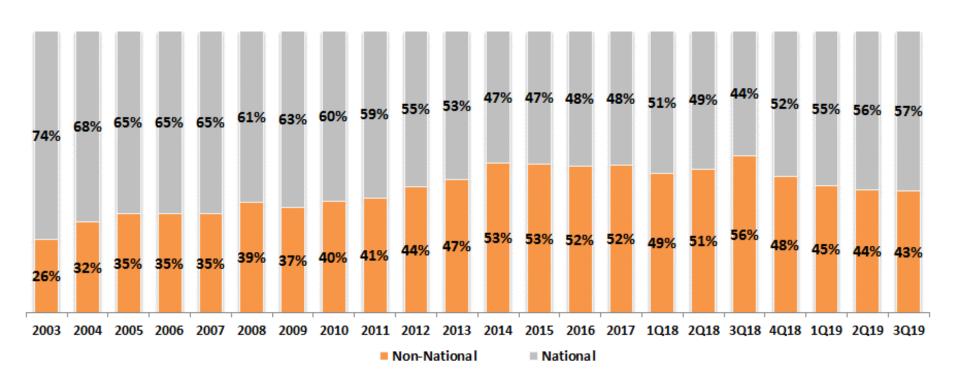


Source: MAA (as for Production TIV)

Revenues are holding above RM300million per quarter.



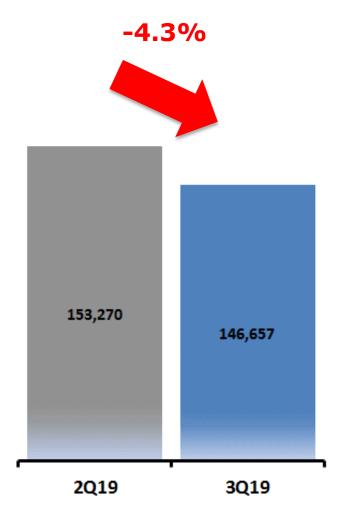
National & Non-national Market Share



National brands regaining market share.



3Q19 TIV



	Q-o-Q %
Perodua	-6.8%
Proton	4.6%
	Q-o-Q %
Toyota	-6.7%
Nissan	1.5%
Honda	-5.5%
Mitsubishi	-9.3%
Isuzu	-8.2%
Mazda	-22.8%
	Q-o-Q %
Ford	11.9%
VW	15.1%
BMW	-5.9%
Mercedes	-19.6%

TIV decreased mainly due to general reduction in demand.



FY19 business update

- 3Q19 TIV 146.7K; -4.3% QoQ mainly due to lower sales post Raya from 2Q19.
- APM underlying OEM businesses buck the trend due to earlier counter measures.
- Counter measures include:
 - Expansion of new business new products / segment
 - Intensify the development of parts for replacement markets
 - Consolidate certain operations to reduce overhead costs
 - Expansion into new products via JV or acquisition of business
 - Study of other sources of supply to reduce material costs



M&A Opportunities

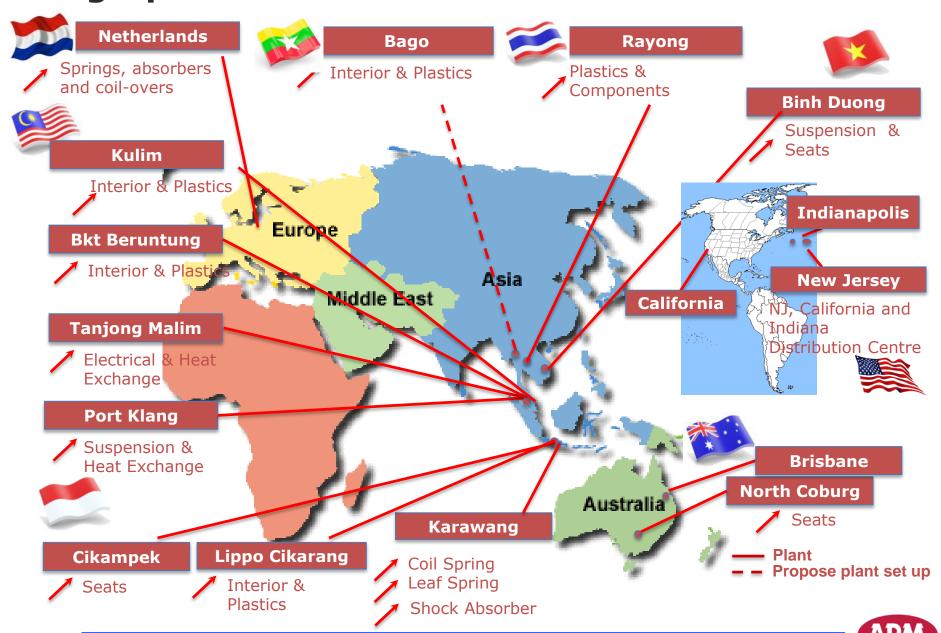
Strategic Purpose	Our Vision		Our Strategy
Environment	Global Market Review	Asia Pacific Market Review	Malaysia Market Review
Market Assessment		Tier 1 Local	
Target Opportunities	Ta	rgeted Researd	ch
Growth Opportunities	M&A Opportunities	Tier 1 Supplier	Tier 2 Supplier
Risk Management	Due Diligence Pro	IP Legal & Partners	_
Implementation Plan	.IV	Local Quotationsources Proposa	



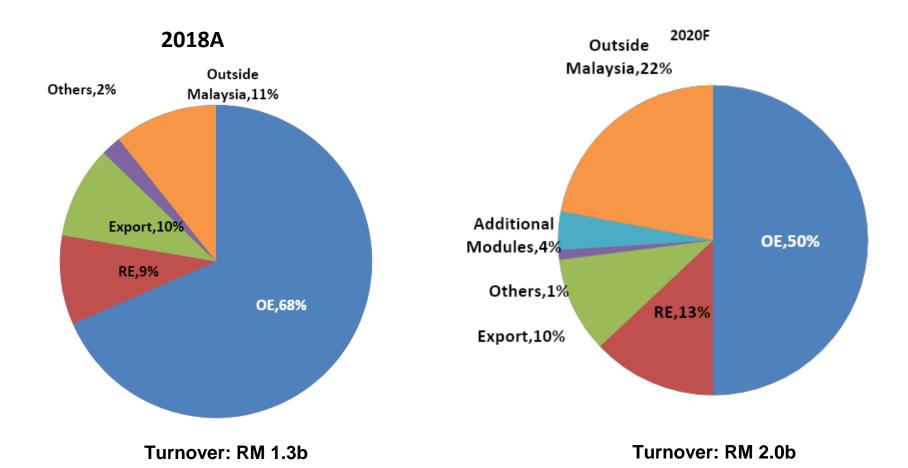
Moving Forward



Geographical Diversification



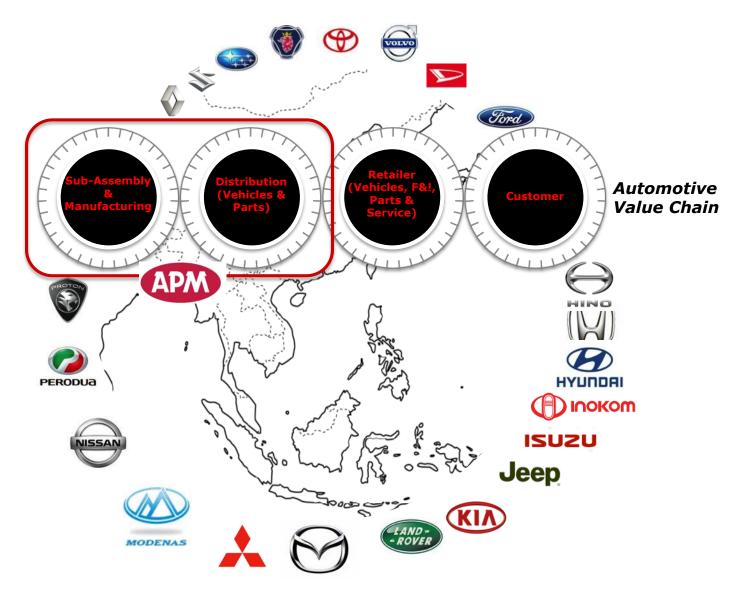
Sales Guidance through Balance & Diversity



RM2b sales target (RM1b existing OE & RM1b exports, overseas & others)



Integral Player within Local Automotive Eco-systems





Consumer

Auto Cycle Investing

Global OEM

- Brand owner
- Patent rights
- Product development
- Technology provider

Cost Plus

High risk high return – product acceptance vs. model development cost

Localization Partner

- Manufacturing & assembly capability
- Parts supplier & integrator
- Ensure quality compliance
- Made to order.
 Guaranteed Offtaker

Cost Plus

High barriers to entry for CBU. Minimum local content. Optimal risk-adjusted returns.

Distributor

- Managing Principal Relationship
- □ Sourcing & Localization
- Quality assurance
- Managing sellthrough process
- SSI
- Sales mgmt
- After-sales mgmt
- Inventory mgmt

Cyclical returns.
Working capital risk.
Margin volatility –
boom-bust cycles (FX,
Rates, GDP, π).



Thank You

