

# FY2018 Fourth-quarter financial results

#### **Cautionary Statement with Respect to Forward-Looking Statements**

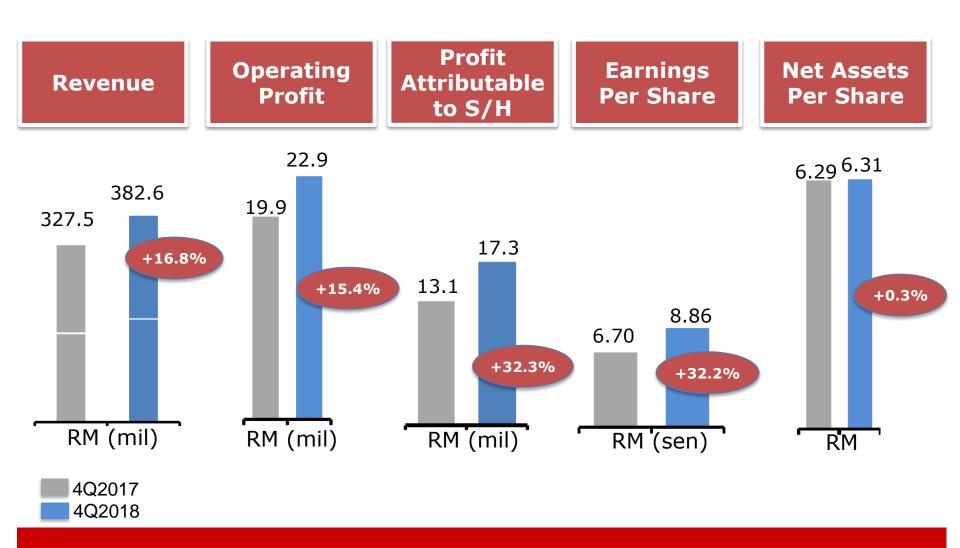
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# **Key performance indicators**



Higher revenue (YoY) due to increase in OEM sales



# **4Q18 Operation & Financial Review**

# **Business Update**



# **4Q18** financial review

RM'000	4Q18	3Q18	4Q17
Revenue	382,585	335,997	327,538
Profit before tax	24,438	13,610	21,877
Net Income	24,346	8,910	18,147
Profit Attributable to Shareholders	17,335	3,348	13,098
EPS (Sen)	8.86	1.71	6.70
let assets per share	6.31	6.25	6.29
Return on equity (annualised)	5.62%	1.09%	4.26%
Dividend per share (sen)	7.00	-	8.50
Dividend yield	2.61%	-	2.37%
Net Profit Margin	6.36%	2.65%	5.54%

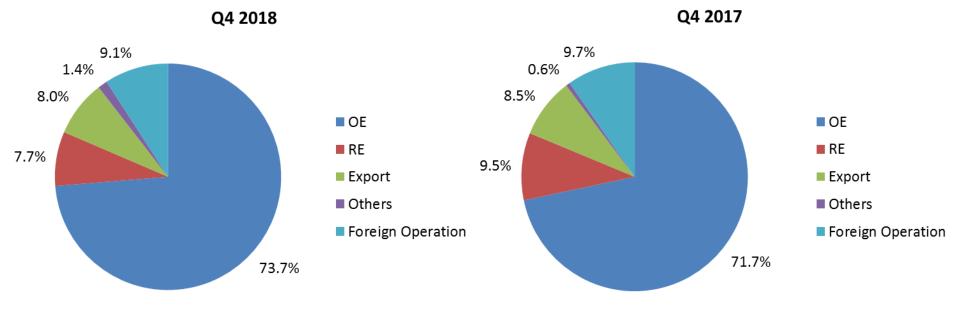
QoQ	YoY
4Q18 vs 3Q18	4Q18 vs 4Q17
13.9%	16.8%
79.6%	11.7%
173.2%	34.2%
417.8%	32.3%
418.1%	32.2%
1.0%	0.3%

Higher revenue and profit due to increase in OEM sales



# **Segmental sales**

	Q4 2018	%	Q4 2017	%
OE	281,968	73.7%	234,794	71.7%
RE	29,634	7.7%	31,161	9.5%
Export	30,790	8.0%	27,793	8.5%
Others	5,204	1.4%	1,911	0.6%
Foreign Operations	34,989	9.1%	31,879	9.7%
TOTAL REVENUE	382,585	100%	327,538	100%



Increased in revenue due to increased demand from OEMs



# **Segmental performance**

REVENUE (RM'000)	Q4 2018	Q4 2017	Change
Suspension	21,412	18,792	13.9%
Interior & Plastics	236,105	193,623	21.9%
Electrical & Heat Exchange	30,905	27,901	10.8%
Marketing	52,377	52,468	-0.2%
Others	6,798	2,874	136.5%
Malaysia Operations	347,597	295,658	17.6%
<b>Operations outside Malaysia</b>	34,988	31,880	
TOTAL REVENUE	382,585	327,538	16.8%

Overseas operations saw increased in coach seats demand in Australia

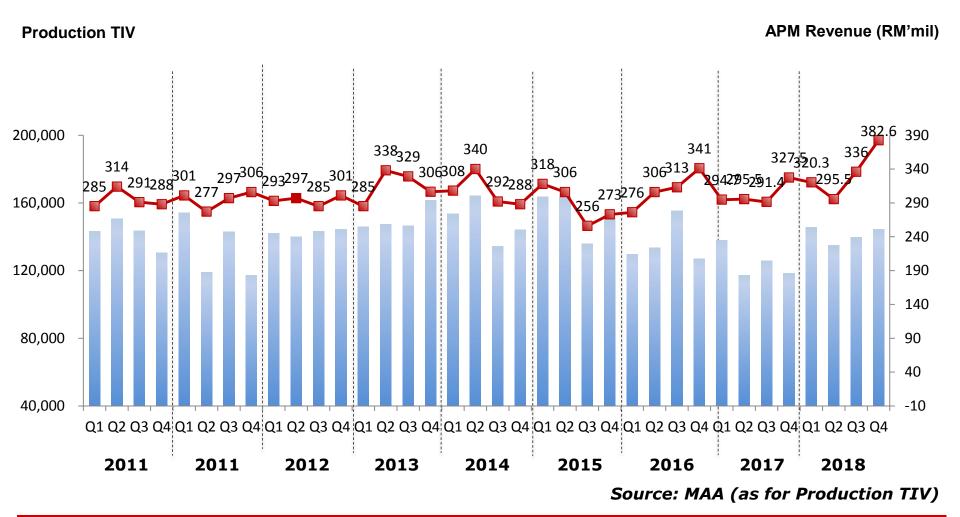


# **4Q18 Operation & Financial Review**

# **Business Update**



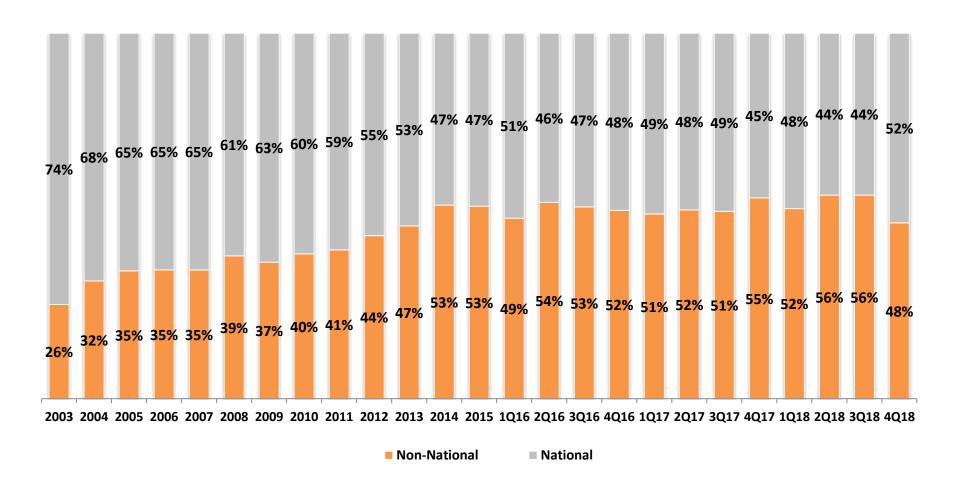
#### **Production TIV**



Revenue increased due to increase in production as well



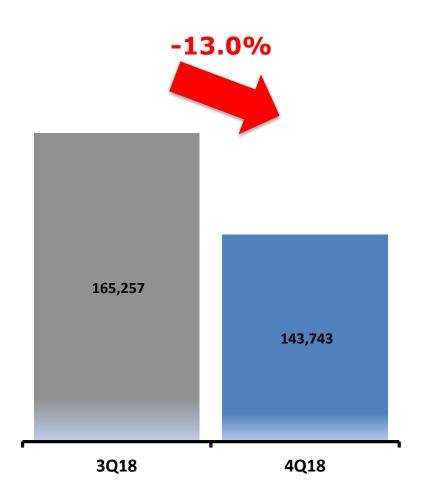
#### **National & Non-national Market Share**



#### **National brands regaining market share**



# **4Q18 TIV**



	Q-o-Q %
Perodua	15.5%
Proton	-29.9%
	Q-o-Q %
Toyota	-38.4%
Nissan	-10.6%
Honda	-21.7%
Mitsubishi	-29.0%
Isuzu	-24.1%
Mazda	14.8%
	Q-o-Q %
Ford	-37.5%
VW	-42.6%
BMW	-16.9%
Mercedes	-2.8%

#### TIV decreased due to post zero GST effect



## FY18 business update

- 4Q18 TIV 143.7K; -13.0% QoQ mainly due to post tax holiday effects.
- 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**

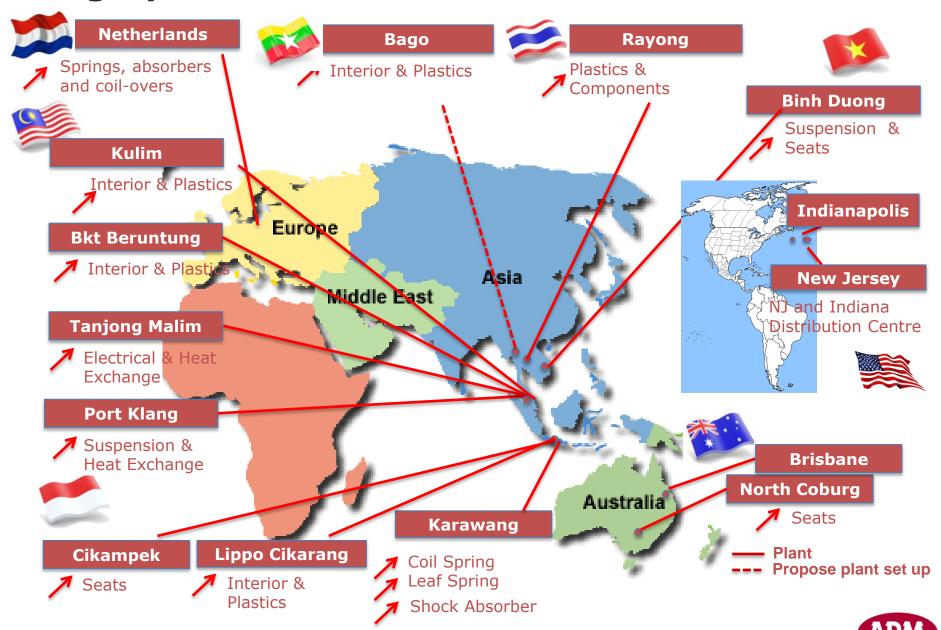
Strategic Purpose	Our Vision Our Strategy
Environment	Global Market Asia Pacific Market Malaysia Market Review Review Review
Market Assessment	Economy & Tier 1 Environment Competition Local Supplier Learned
Target Opportunities	Targeted Research
Growth Opportunities	M&A Opportunities Tier 1 Supplier Tier 2 Supplier
Risk Management	Due Diligence IP Production Legal & HR Detailed Partnerships Planning
Implementation Plan	Local Quotation & Supplier/Tool Resources Proposals Resource



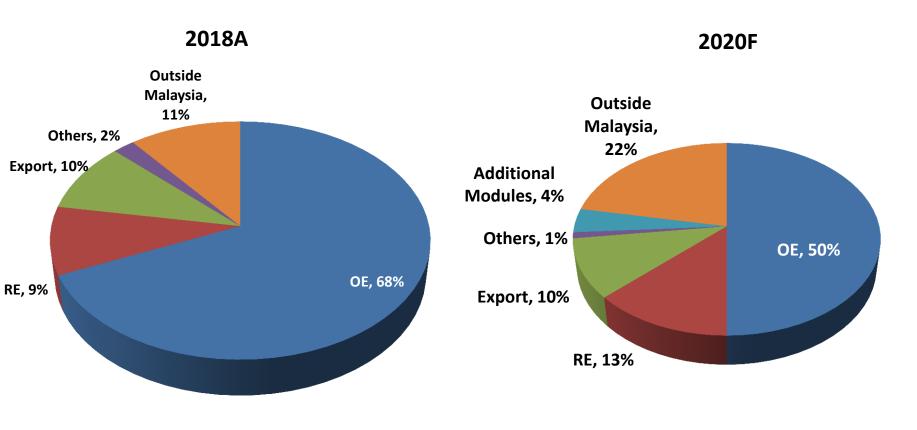
# **Moving Forward**



# **Geographical Diversification**



# **Sales Guidance through Balance & Diversity**

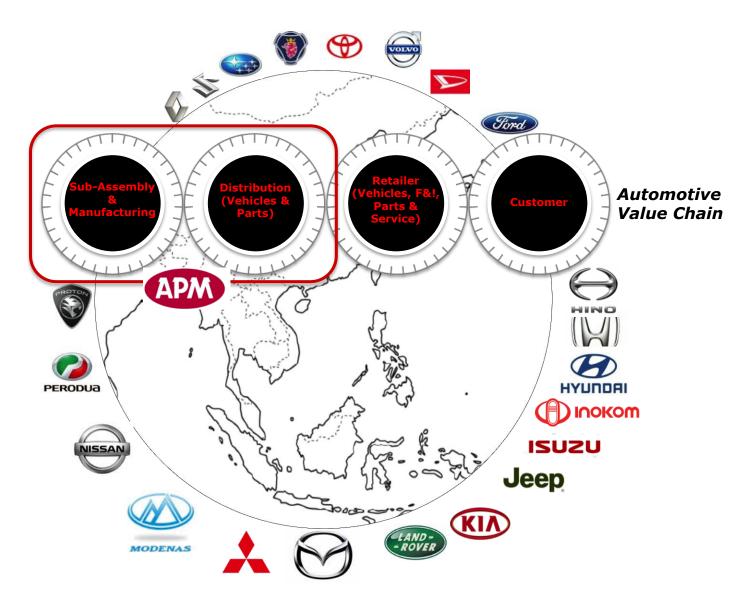


Turnover: RM 1.3b Turnover: RM 2.0b

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

