



投资决策

剔出亚太买入名单

威孚高科 A (000581.SZ)

证券研究报告

因监管薄弱和卡车业务持续低迷而下调至中性评级（摘要）

调整理由

近期威孚高科的前景因卡车销售增速放缓、排放标准收紧和复苏迹象鲜见而变得黯淡。此前我们认为威孚的垂直整合策略有助于公司推出价格更具竞争力的产品。但是，疲弱的卡车周期导致排放监管的执行力度放松，令卡车司机不愿支付额外的合规成本。威孚的盈利和前景也因此受到拖累。有鉴于此，我们将威孚 A/B 股的 12 个月目标价格下调了 31%/36% 至人民币 18.75 元/12.94 港元，并将威孚 A 股评级从买入下调至中性。自从我们于 2014 年 10 月 24 日给予威孚 A 股买入评级以来，该股累计下跌了 35%，而同期上证 A 股指数上涨了 24%。

当前观点

鉴于中国疲弱的宏观经济前景，我们现在预计卡车周期的低迷状态将比此前预测持续更长时间。基于以下三个原因，我们将我们的 2015-18 年盈利预测下调了 4.4%/25%/36%/40%：

1. 弱于预期的排放监管执行导致国四排放标准设备的市场渗透速度慢于预期。
2. 威孚的市场份额升幅放缓，因其相对优质和高价的产品使得公司在当前疲弱的市场上竞争力较差。
3. 低成本竞争对手和经济放缓导致的购买力降低为公司带来了降价压力。上述因素的部分抵消因素是合规产品的提早面市，因为国五排放标准的执行从我们此前预测的 2018 年提前至 2017 年。我们还计入了监管执行风险，因为需求可能在更长时间内面临压力。

估值：我们将威孚的估值方法从市净率-净资产回报率改为部分加法，因为我们认为威孚博世合资公司和威孚自身业务应该分别进行估值，因为 2016-18 年它们的增长势头有所差异。

风险：卡车/工业领域增速强于/弱于预期；排放标准的执行收紧/放松；潜在的并购和回购。

*全文翻译随后提供

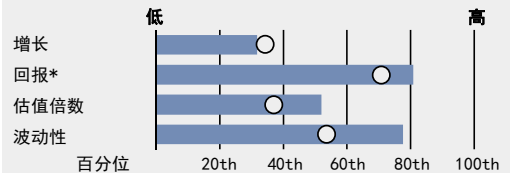
所属投资名单

中性

行业评级：中性

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投资摘要



■ 威孚高科A (000581.SZ)

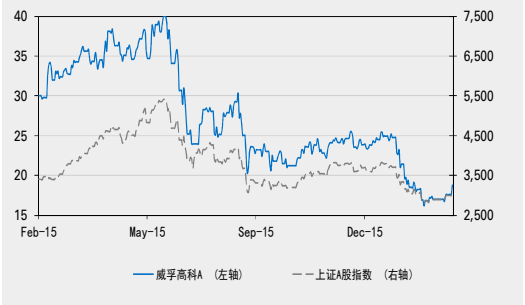
○ 亚太汽车及其零部件行业平均水平

* 回报 - 资本回报率 投资摘要指标的全面描述请参见本报告的信息披露部分。

主要数据

主要数据	当前			
股价 (Rmb)	18.78			
12个月目标价格 (Rmb)	18.75			
200581.SZ 股价 (HK\$)	15.01			
200581.SZ 12个月目标价格 (HK\$)	12.94			
市值 (Rmb mn / US\$ mn)	19,155.6 / 2,937.9			
外资持股比例 (%)	--			
	12/14	12/15E	12/16E	12/17E
每股盈利 (Rmb) 新	1.51	1.53	1.65	1.78
每股盈利调整幅度 (%)	0.0	(4.4)	(25.5)	(36.2)
每股盈利增长 (%)	38.9	1.4	7.6	8.2
每股摊薄盈利 (Rmb) 新	1.51	1.53	1.65	1.78
市盈率 (X)	17.3	12.3	11.4	10.5
市净率 (X)	2.5	1.6	1.4	1.3
EV/EBITDA (X)	25.8	24.3	22.0	19.4
股息收益率 (%)	1.5	2.0	2.5	2.8
净资产回报率 (%)	15.0	13.5	13.2	13.0
CROCI (%)	17.2	17.8	18.7	18.8

股价走势图



股价表现 (%)

股价表现 (%)	3个月	6个月	12个月
绝对	(23.8)	(25.0)	(37.4)
相对于上证A股指数	(5.4)	(10.0)	(30.5)

资料来源：公司数据、高盛研究预测、FactSet (股价为2/22/2016收盘价)

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威孚高科 A: 财务数据概要

损益表(Rmb mn)	12/14	12/15E	12/16E	12/17E	资产负债表(Rmb mn)	12/14	12/15E	12/16E	12/17E
主营业务收入	6,354.5	6,726.9	7,181.4	7,602.2	现金及等价物	2,360.0	3,068.7	3,775.7	4,763.6
主营业务成本	(4,555.4)	(5,192.3)	(5,545.9)	(5,861.0)	应收账款	2,199.7	2,482.3	2,516.0	2,775.2
销售、一般及管理费用	(823.6)	(840.9)	(897.7)	(950.3)	存货	1,111.7	1,280.2	1,274.5	1,425.4
研发费用	--	--	--	--	其它流动资产	1,930.5	1,930.5	1,930.5	1,930.5
其它营业收入/(支出)	0.0	0.0	0.0	0.0	流动资产	7,601.9	8,761.8	9,496.7	10,894.7
EBITDA	975.5	693.7	737.8	790.9	固定资产净额	1,827.2	1,891.3	1,918.5	1,954.4
折旧和摊销	(218.2)	(184.6)	(187.1)	(190.3)	无形资产净额	365.6	352.4	339.1	325.8
EBIT	757.2	509.1	550.7	600.6	长期投资	4,180.9	4,667.4	5,141.2	5,588.8
利息收入	52.8	51.8	67.4	82.9	其它长期资产	512.9	512.9	512.9	512.9
财务费用	(27.2)	(29.1)	(32.0)	(34.9)	资产合计	14,488.6	16,185.8	17,408.5	19,276.6
联营公司	881.9	1,072.2	1,148.6	1,236.3	应付账款	1,986.3	2,446.2	2,288.1	2,715.2
其它	47.7	100.0	100.0	100.0	短期贷款	415.0	465.0	515.0	565.0
税前利润	1,712.5	1,704.0	1,834.7	1,984.9	其它流动负债	405.5	383.3	462.6	536.6
所得税	(123.4)	(108.7)	(118.0)	(128.8)	流动负债	2,806.8	3,294.5	3,265.7	3,816.8
少数股东损益	(49.6)	(51.7)	(55.3)	(58.9)	长期贷款	60.0	60.0	60.0	60.0
优先股股息前净利润	1,539.4	1,543.7	1,661.4	1,797.3	其它长期负债	358.7	358.7	358.7	358.7
优先股息	0.0	0.0	0.0	0.0	长期负债	418.7	418.7	418.7	418.7
非经常性项目前净利润	1,539.4	1,543.7	1,661.4	1,797.3	负债合计	3,225.5	3,713.3	3,684.4	4,235.5
税后非经常性损益	0.0	0.0	0.0	0.0	优先股	0.0	0.0	0.0	0.0
净利润	1,539.4	1,543.7	1,661.4	1,797.3	普通股权益	10,859.0	12,016.8	13,213.0	14,471.1
每股基本盈利(非经常性项目前)(Rmb)	1.51	1.53	1.65	1.78	少数股东权益	404.1	455.8	511.1	570.0
每股基本盈利(非经常性项目后)(Rmb)	1.51	1.53	1.65	1.78	负债及股东权益合计	14,488.6	16,185.8	17,408.5	19,276.6
每股摊薄盈利(非经常性项目后)(Rmb)	1.51	1.53	1.65	1.78	每股净资产(Rmb)	10.64	11.91	13.10	14.34
每股股息(Rmb)	0.40	0.38	0.46	0.53					
股息支付率(%)	26.5	25.0	28.0	30.0					
自由现金流收益率(%)	0.3	2.5	1.9	3.1					
增长率和利润率(%)	12/14	12/15E	12/16E	12/17E	比率	12/14	12/15E	12/16E	12/17E
主营业务收入增长率	13.7	5.9	6.8	5.9	CROCI (%)	17.2	17.8	18.7	18.8
EBITDA增长率	21.0	(28.9)	6.4	7.2	净资产回报率(%)	15.0	13.5	13.2	13.0
EBIT增长率	21.8	(32.8)	8.2	9.0	总资产回报率(%)	11.2	10.1	9.9	9.8
净利润增长率	38.9	0.3	7.6	8.2	平均运用资本回报率(%)	18.0	16.3	16.5	17.0
每股盈利增长	38.9	1.4	7.6	8.2	存货周转天数	84.1	84.1	84.1	84.1
毛利率	28.3	22.8	22.8	22.9	应收账款周转天数	127.0	127.0	127.0	127.0
EBITDA利润率	15.4	10.3	10.3	10.4	应付账款周转天数	155.8	155.8	155.8	155.8
EBIT利润率	11.9	7.6	7.7	7.9	净负债/股东权益(%)	(16.7)	(20.4)	(23.3)	(27.5)
					EBIT利息保障倍数(X)	NM	NM	NM	NM
现金流量表(Rmb mn)	12/14	12/15E	12/16E	12/17E	估值	12/14	12/15E	12/16E	12/17E
优先股股息前净利润	1,539.4	1,543.7	1,661.4	1,797.3	基本市盈率(X)	17.3	12.3	11.4	10.5
折旧及摊销	218.2	184.6	187.1	190.3	市净率(X)	2.5	1.6	1.4	1.3
少数股东权益	49.6	51.7	55.3	58.9	EV/EBITDA(X)	25.8	24.3	22.0	19.4
运营资本增减	0.6	8.7	(186.1)	17.1	企业价值/总投资现金(X)	1.5	0.9	0.7	0.6
其它	(918.0)	(1,072.2)	(1,148.6)	(1,236.3)	股息收益率(%)	1.5	2.0	2.5	2.8
经营活动产生的现金流	889.9	716.5	569.1	827.3					
资本开支	(802.5)	(235.4)	(201.1)	(212.9)					
收购	0.0	0.0	0.0	0.0					
剥离	4.5	0.0	0.0	0.0					
其它	4.4	585.7	674.8	788.7					
投资活动产生的现金流	(793.5)	350.2	473.7	575.8					
支付股息的现金(普通股和优先股)	(306.1)	(408.1)	(385.9)	(465.2)					
借款增减	15.5	50.0	50.0	50.0					
普通股发行(回购)	0.0	0.0	0.0	0.0					
其它	106.6	0.0	0.0	0.0					
筹资活动产生的现金流	(183.9)	(358.1)	(335.9)	(415.2)					
总现金流	(87.5)	708.7	706.9	987.9					

注: 最后一个实际年度数据可能包括已公布和预测数据。
资料来源: 公司数据、高盛研究预测

对此报告有贡献的人员

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Overview: Weifu impacted by truck cycle; emissions enforcement

Slowing economy hurts truck sales

Amid an environment of sluggish truck sales growth, tighter emissions standards and slim signs of recovery, we downgrade Weifu A to Neutral from Buy. We maintain Neutral on Weifu B.

In the Chinese autos sector, Weifu is relatively sensitive to the trucking market given it makes parts for diesel engines. Sales of Heavy Duty Trucks (HDT) have been under pressure, with wholesale volumes posting a 26% yoy decline in FY2015, according to CAAM data. We see two reasons for a muted HDT market demand continuing in 2016E:

- 1) The lower FAI growth is likely to continue in 2016E, which we believe will lead to weak demand for infrastructure-related HDT.
- 2) The implementation of stricter emission standards (Euro IV in 2015, early implementation of Euro V in 2016, and national implementation of Euro V in 2017) is likely to increase compliance costs, thus putting pressure on truck demand as end-market consumers are price sensitive.

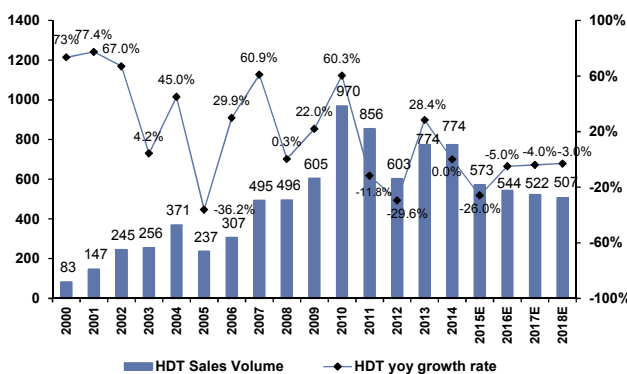
However, demand weakness may be partly offset by relatively strong logistics demand as a result of robust e-commerce/on-line shopping demands. Nevertheless, we cut our 2016-18E HDT total market growth from 5%/6%/5% to -5%/-4%/-3%. Our recent channel checks suggest no sign of a recovery yet, and we see the truck market remaining under pressure.

For Weifu, we factor in this weaker demand and weaker regulation enforcement despite the earlier adoption of EU V. We cut our 2015-18E earnings estimates by 4.4%/25%/36%/40%. Reflecting our estimate cuts, and the change in our valuation methodology for Weifu to SOTP from P/B-ROE (as we think Weifu-Bosch JVs and Weifu's own business should be valued separately given their different growth momentum in 2016-18E), our 12-month target prices for Weifu A/B decline 31%/36% to Rmb18.75/HK\$12.94.

In this report, we also run a scenario analysis, with our bear case implied valuations for Weifu A/B suggesting 2.5%/18.0% downside vs. the current price.

Exhibit 1: We expect the total HDT market to remain under pressure during 2016-18E...

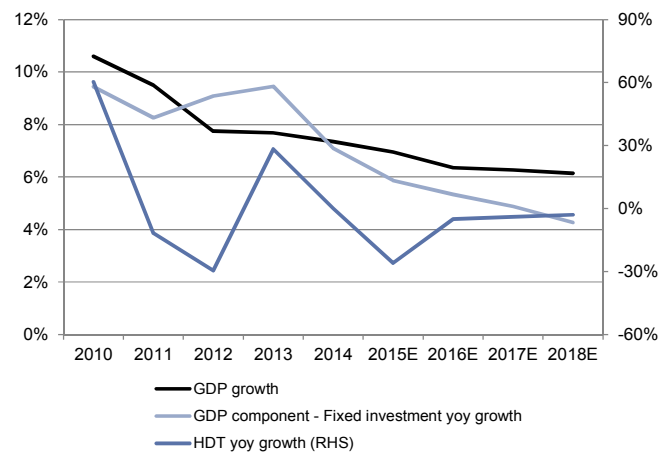
China HDT market (000 units) and yoy growth (%), 2000-18E



Source: CAAM, Gao Hua Securities Research.

Exhibit 2: ...mainly due to normalizing macro/investment

China GDP, fixed investment, HDT market yoy growth, 2010-2018E



Source: CAAM, Goldman Sachs Global Investment Research, Gao Hua Securities Research.

Emission upgrades brought forward, but loose enforcement

Govt. announced earlier-than-expected Euro V upgrade schedule

On January 18, the Ministry of Industry and Information Technology (MIIT) and Ministry of Environmental Protection (MEP) jointly announced the adoption of the EU V emission standard on commercial vehicles from January 2017, which is one year earlier than our previous expectation of 2018 (Exhibit 3).

Exhibit 3: The government announced an earlier-than-expected Euro V upgrade schedule

Emission standard upgrade schedule, 2006-2024E

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Commercial vehicle	Heavy	EU II		EU III				EU IV		EU V				EU VI					
	Light	EU II		EU III				EU IV		EU V				EU VI					
Off-road machinery	EUA		EU I			EU II				EU III				EU IV		EU V			
Agricultural vehicles	NA	EU I	EU II				EU III				EU IV		EU V						

▲ Govt. announced schedule

△ Our previous forecast

Source: Ministry of Industry and Information Technology, Ministry of Environmental Protection, Gao Hua Securities Research.

Previously, one of the major obstacles for emission upgrades in China had been poor diesel quality. We see this as less of a concern going forward, as the government has already mandated oil majors to supply Euro V standard diesel across the country starting in 2016, which we believe should pave the way for Euro V compliance (Exhibit 4).

Exhibit 4: The government mandated oil majors to supply Euro V standard diesel by end-2016, which we believe will pave the way for commercial vehicle Euro V compliance

Diesel quality upgrade schedule

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Beijing	EU III (<350)		EU IV (<50)			EU V (<10)				EU VI (<5)										
Shanghai	EU III (<350)		EU IV (<50)			EU V (<10)				EU VI (<5)										
Guangzhou	EU II (<2000)		EU III (<350)			EU IV (<50)				EU V (<10)				EU VI (<5)						
Rest of China	EU II (<2000)		EU III (<350)			EU IV (<50)				EU V (<10)				EU VI (<5)						

Note: Fuel quality upgrade schedule is confirmed by the Government's Atmospheric Pollution Prevention Action Plan, announced on Sept, 2013.

Source: Ministry of Industry and Information Technology, Ministry of Environmental Protection, Gao Hua Securities Research.

Relatively less additional content product for EU V vs. EU IV

A quick recap from our Weifu initiation report: *Transforming China: Emission controls to drive secular upgrade demand cycle*; June 13, 2014 is below:

Higher emission standards require a substantial reduction of major pollutants such as particulate matter (PM) and Nitrogen Oxide (Nox). To achieve this, engine optimization and after-treatment products are required to be installed within the engine and outside it.

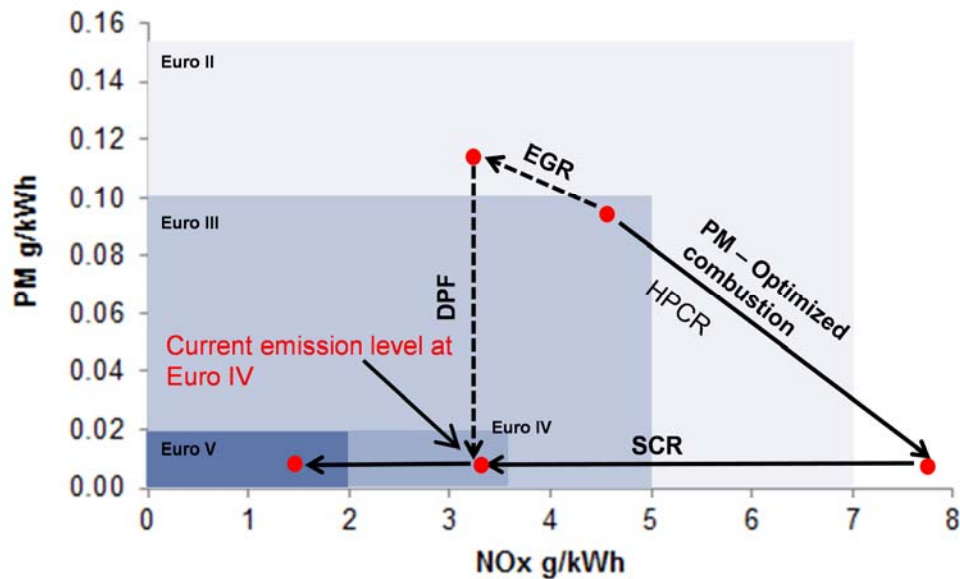
The upgrade in 2008 from Euro III to Euro IV standard facilitates reductions of 80% PM and 60% Nox, and we see a mainstream technology solution in "High Pressure Common Rail (HPCR) + Selective Catalytic Reduction (SCR)". HPCR is an engine optimization product that optimizes combustion within an engine's cylinders by increasing pressure and temperature, so carbon

residuals such as PM are reduced. SCR is an after-treatment product that catalyzes the engine exhaust (mainly Nox) to harmless nitrogen.

The upgrade from Euro IV to Euro V standard facilitates reduction of 50% Nox and no substantial reduction of PM. To achieve this, engine optimization and after-treatment products are required to be installed within the engine and after it. For heavy commercial vehicles, we see “HPCR+SCR” (with reconfiguration/calibration) solution sufficient to fulfill the EU V target. Nevertheless, for light commercial vehicle, we see current Euro IV solution “HPCR+POC+DOC” might need to be upgraded to “HPCR+SCR”.

Exhibit 5: “HPCR+SCR” likely to remain as the core technology solution for Euro V compliance in China

Technology solution



Note: Exhaust Gas Recirculation (EGR) is an alternative way to reduce Nox; Diesel Particulate Filter (DPF) is an alternative way to reduce PM.

Source: Cummins, Gao Hua Securities Research

We saw weak EU IV regulation enforcement in 2015

During 2015, EU IV regulation enforcement was weaker than our previous expectation.

While truck makers said they were conforming to the EU IV standard, according to our channel check on January 16, there was certain leeway in the installed content. The mass production product might not be 100% compliant with requirements.

We believe the 2k product, which is similar to portions of SCR technology and introduced in 2015, as a major indicator of the weak enforcement to reach the emissions standard, as we believe it requires a 10k SCR system. We also haven't seen any material sign of change for such distortion in 2H15. Weifu began development of after-treatment products in 2012 and is likely the best-positioned company in the SCR product category with its high vertical integration rate, in our view.

Exhibit 7 outlines Weifu's abilities to produce the four core SCR system components in house. Competitors might not have the technology or favorable cost structure to produce dinitrogen

reactors and ammonia injection systems and thus will likely have to source from its Weifu/Bosch JV. We expected Weifu's vertical integration abilities would help it to launch products with competitive cost structures and ramp up its SCR market share to 40-50%, driven by:

- Long-term partnerships with engine/truck makers: 1) strong HPCR position might help with SCR expansion as HPCR+SCR is a package solution; 2) 1.5- to 2-year calibration period favors mature players such as Weifu.
- R&D capabilities: Weifu started R&D on SCR in 2012 with technology support from Bosch. Currently, most of Weifu's domestic competitors are SCR system assemblers, as technology for dinitrogen reactor and ammonia injection system parts is dominated by foreign names such as Bosch, Cummins, Denso, etc.
- Bosch technology support: Bosch owns world-leading SCR technology, and Weifu has highlighted that its development team has been trained and helped by Bosch.

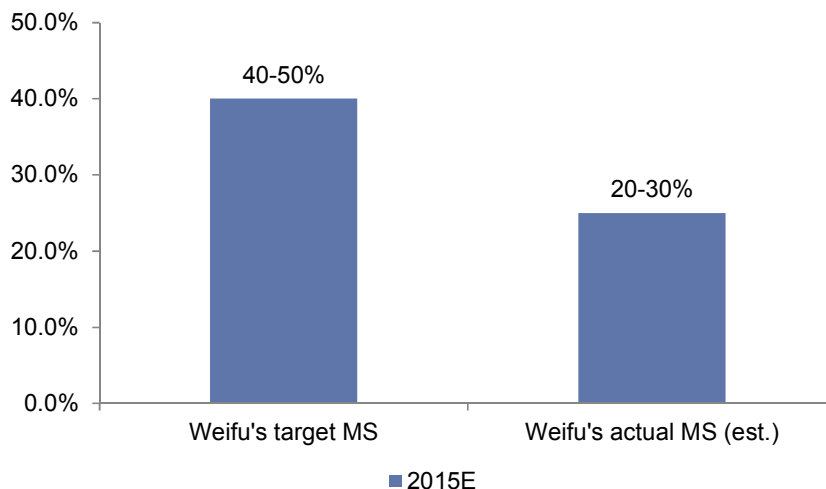
However, the 2015 weak truck cycle weighed on emission regulation enforcement as the weak economy meant truck buyers are even more reluctant to pay for the additional compliance cost for the emission upgrade. As a result, Weifu's downstream (i.e. engine/truck makers) started to only source SCR components (i.e. ammonia storage and supply tanks) instead of the whole system from suppliers such as Weifu. As highlighted in Exhibit 8, Ammonia storage and supply tanks are relatively low tech content within the SCR system and other local peers also have the abilities to produce such components. In such distorted industry conditions, the after treatment segment saw a phenomenon widely known as "bad money driving out good money" which led to:

1) Slower ramp-up of Weifu's SCR business; we estimated 2015 Weifu's market share in SCR segment is c. 20-30% vs. previously expected 40-50%, see Exhibit 6.

2) Lower ASP as only SCR components were sourced by downstream instead of the whole SCR system (where Weifu has an advantage over peers).

3) SCR component price erosion as the ammonia storage and supply tank product has lower entry barriers and therefore likely low-cost competition. We see Weifu's technology advantages as less likely to be appreciated amid current market conditions, and they might suffer from lower market share/pricing in the low-cost competition with local peers. We believe such loose enforcement is likely to stay for longer given the reluctance from the downstream to absorb the additional emission upgrade compliance costs. We take the central government's earlier adoption though of EU V as a positive yet remain concerned about the regulation enforcement in a weak truck cycle without effective scrutiny measures.

Exhibit 6: We expect slower Weifu market share ramp-up on low cost competition, especially in SCR
Weifu's SCR MS



Source: Company data, Gao Hua Securities Research.

Exhibit 7: Weifu has highest vertical integration vs. peers
SCR vertical integration ability comparison

Vertical integration level	SCR system parts breakdown			
	Nox-removal catalyst	Denitrogen reactor	Ammonia injection system	Ammonia storage and supply tanks
Weifu	√	√	√	√
Competitor 1	√	×	×	√
Competitor 2	×	×	×	√
Competitor 3	×	×	×	√

Source: Gao Hua Securities Research.

Exhibit 8: Weifu is priced higher than local peers
SCR component ASP comparison

Vertical integration level	SCR system parts price breakdown			
	NOx-removal catalyst	Denitrogen reactor	Ammonia injection system	Ammonia storage and supply tanks
Weifu	NA	NA	NA	Rmb2K-3K
Competitor 1	NA	NA	NA	Below2K
Competitor 2	NA	NA	NA	Below2K
Competitor 3	NA	NA	NA	Below2K

Source: Gao Hua Securities Research.

Turning point is likely increased scrutiny on emission regulation

On May 12, 2014, CCTV reported a case with a truck failing to meet EU VI standards, which catalyzed HPCR product penetration ramp-up in both heavy and light truck categories.

In an increased regulation scrutiny scenario, we will likely see compliance products market conditions improve (such as downstream sourcing SCR system from suppliers) and a shifting focus to product quality/durability from cost. We believe Weifu will be poised to benefit in an increased scrutiny environment given its technology/product leadership. However, China's government might be reluctant to increase scrutiny given the weak demand cycle as the corresponding compliance cost might dampen demand dynamics further.

Cutting earnings on bearish assumptions

We are turning more conservative about Weifu's 2016-18E growth. We factor in weaker demand and weaker regulation enforcement despite the earlier adoption of EU V. Our detailed macro/industry/Weifu's market share assumption is detailed in Exhibit 9.

Exhibit 9: We factor in a more conservation industry growth/regulation enforcement scenario

Assumption summary

		2011	2012	2013	2014	2015E	2016E	2017E	2018E
GDP yoy growth	%	9.5%	7.7%	7.7%	7.4%	6.9%	6.4%	6.3%	
FAI yoy growth	%	8.3%	9.1%	9.5%	7.1%	5.9%	5.3%	4.9%	
Diesel engine vol.									
Commercial vehicle	unit	3,249	2,915	3,139	2,899	2,565	2,516	2,472	2,436
Heavy/middle	unit	1,296	997	1,147	1,077	837	796	759	731
Small	unit	1,953	1,918	1,992	1,822	1,728	1,720	1,713	1,705
Off-road machinery	unit	3,490	3,500	3,439	3,386	2,943	2,796	2,668	2,556
Multi-cylinder	unit	1,190	1,200	1,254	1,310	1,179	1,120	1,075	1,043
Single-cylinder	unit	2,300	2,300	2,185	2,076	1,764	1,676	1,592	1,513
Compliance content penetration		Target penetration							
Fuel injection - EU IV and after - HPCR									
Commercial vehicle									
Heavy/middle	%		100% by 2015			50%	55%	65%	70%
Light	%		100% by 2015			75%	80%	85%	95%
After treatment - EU IV and after									
Commercial vehicle									
Heavy/middle (SCR)	%		100% by 2015			55%	55%	70%	80%
Small (POC+DOC)	%		100% by 2015			50%	55%	60%	70%
Small (SCR+DOC)	%		100% by 2018						
ASP		Target ASP							
Fuel injection - EU IV and after - HPCR									
Commercial vehicle									
Heavy/middle	Rmb 000		9.5K			9.5	9.3	9.1	8.9
Small	Rmb 000		4.5K			4.5	4.4	4.3	4.2
After treatment - EU IV and after									
Commercial vehicle									
Heavy/middle (SCR)	Rmb 000		9-10K			2.0	2.0	2.5	3.0
Small (POC+DOC)	Rmb 000		2K			2.0	2.0	1.9	1.9
Small (SCR+DOC)	Rmb 000		4-5K						
Weifu's market share (implied by vol. assumption)									
Fuel injection - EU IV and after - HPCR									
Commercial vehicle									
Heavy/middle	%					80%	80%	80%	80%
Small	%					80%	80%	80%	80%
After treatment - EU IV and after									
Commercial vehicle									
Heavy/middle (SCR)	%					25%	25%	27%	29%
Small (POC+DOC)	%					70%	70%	70%	70%
Small (SCR+DOC)	%								

Source: CAAM, Company data, Gao Hua Securities Research.

Our earnings now below consensus forecasts

Given the weaker-for-longer truck cycle and emission regulation enforcement, we expect lower earnings opportunities for technology leaders such as Weifu and cut its 2016-18E earnings by 25%/36%/40%. Our current 2016-17E estimates are 11%/16% below Wind consensus.

Exhibit 10: We cut 2016E-18E by avg. 34% factoring in weak end market demand cycle and regulation enforcement risks

(Rmb mn)	2015E			2016E			2017E			2018E		
	New	Old	Diff.	New	Old	Diff.	New	Old	Diff.	New	Old	Diff.
Revenue	6,727	6,852	-1.8%	7,181	8,957	-19.8%	7,602	11,815	-35.7%	8,282	13,322	-37.8%
Gross profit (excl. D&A)	1,535	1,631	-5.9%	1,635	2,233	-26.7%	1,741	3,013	-42.2%	1,984	3,356	-40.9%
EBIT	509	590	-13.7%	551	939	-41.4%	601	1,367	-56.1%	754	1,471	-48.7%
Pretax profit	1,704	1,774	-3.9%	1,835	2,461	-25.5%	1,985	3,133	-36.7%	2,298	3,801	-39.5%
Reported net profit	1,544	1,614	-4.4%	1,661	2,230	-25.5%	1,797	2,815	-36.2%	2,063	3,449	-40.2%
Reported EPS (Rmb)	1.53	1.60	-4.4%	1.65	2.21	-25.5%	1.78	2.79	-36.2%	2.04	3.42	-40.2%

Source: Gao Hua Securities Research.

Exhibit 11: Our 2016E-17E earnings estimates is 11%/16% below consensus

(Rmb mn)	2015E			2016E			2017E		
	GH	Wind	Diff.	GH	Wind	Diff.	GH	Wind	Diff.
Revenue	6,727	6,296	7%	7,181	7,164	0%	7,602	8,533	-11%
Gross profit (excl. D&A)	1,535	NA	NA	1,635	NA	NA	1,741	NA	NA
EBIT	509	649	-22%	551	873	-37%	601	1,138	-47%
Pretax profit	1,704	1,766	-4%	1,835	2,101	-13%	1,985	2,452	-19%
Reported net profit	1,544	1,611	-4%	1,661	1,869	-11%	1,797	2,134	-16%
Reported EPS (Rmb)	1.53	1.60	-4%	1.65	1.85	-11%	1.78	2.11	-16%

Source: Wind, Gao Hua Securities Research.

Key risks: Truck cycle and regulation scrutiny

We view the truck cycle and regulation scrutiny as the key risks to our estimates. In a weaker truck growth scenario, we will likely see a slower acceptance of higher compliance cost from buyers given the weak demand dynamics, and a “bad money driving out good money” dynamic might prolong the current market distortion (such as downstream only sourcing SCR components instead of the whole system). In an increased regulation scrutiny scenario, we will likely see compliance products market conditions being restored (such as downstream sourcing SCR system from suppliers) and a shifting focus to product quality/durability from cost. We believe Weifu would be poised to benefit in an increased scrutiny environment given its technology/product leadership. However, China’s government might be reluctant to increase scrutiny given the weak demand cycle as the compliance cost might dampen demand dynamics further. We see potential M&A into segments where Weifu might have transferrable know-how such as environmental protection, auto electronics as well as intelligent manufacturing as potential upside. We also believe there is potential that company buy-backs could boost the stock price.

We shift our valuation methodology to SOTP from P/B-ROE

We shift our valuation methodology to SOTP from P/B-ROE as we believe Weifu and its Bosch JVs should be valued separately. We see the Bosch JVs part of the earnings remaining intact on solid HPCR market positioning, but we expect more pressure on Weifu's own business given weak truck/regulation enforcement. We continue to use P/B-ROE to value Weifu's Bosch JVs business (see Exhibit 13) but switch to using historical trough P/B to value Weifu's own business given the currently challenging industry environment (see Exhibit 14). Please refer to Exhibit 12 for a detailed calculation walk-through.

Our new Weifu A/B TPs are Rmb18.75/HK\$12.94 (-31%/-31% from Rmb27.19/HK\$20.18), implying 7.5% upside and 9.5% downside. We downgrade Weifu A to Neutral from Buy but maintain Neutral on Weifu B.

Exhibit 12: We derive Weifu A/B TPs at Rmb18.75/HK\$12.94 using SOTP

SOTP calculation walk-thru

		2014	2015E	2016E	2017E	2018E
Weifu EPS	Rmb	1.51	1.53	1.65	1.78	2.04
- Bosch JVs (investment income)	Rmb	0.64	0.47	0.51	0.56	0.68
- Weifu own business (consolidated)	Rmb	0.86	1.06	1.14	1.23	1.37
Weifu BVPS	Rmb	10.64	11.91	13.10	14.34	15.77
- Bosch JVs (investment income)	Rmb	3.25	3.74	4.34	4.91	5.57
- Weifu own business (consolidated)	Rmb	7.39	8.17	8.76	9.43	10.20
Weifu ROE	%	15.0%	13.5%	13.2%	13.0%	13.6%
- Bosch JVs (investment income)	%	26.6%	28.4%	26.2%	24.9%	24.5%
- Weifu own business (consolidated)	%	9.1%	6.0%	6.0%	6.1%	6.9%

Weifu SOTP walk-thru

1. Bosch JVs

Weifu (Bosch JVs) ROE (3 year average)	%	25.2%
Global technology parts - slope	X	10.13
Global technology parts - intercept	X	0.15
Target PB	X	2.71
x. Weifu (Bosch JVs) BVPS 2016	Rmb	4.34
Weifu (Bosch JVs) target valuation per share	Rmb	11.74

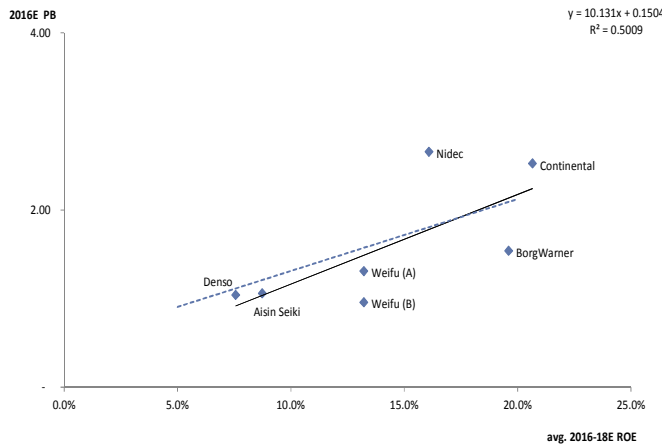
2. Weifu own business

Weifu (own business) BVPS 2016	Rmb	8.76
Historical trough PB (2008 bottom)	X	0.80
Weifu (own business) target valuation per share	Rmb	7.01

Weifu A TP	Rmb	18.75
Upside/downside	%	9%
X exchange rate (target)	HK\$/Rmb	1.15
Weifu B vs. A discount	%	40%
Weifu B TP	HK\$/Rmb	12.94
Upside/downside	%	-13%

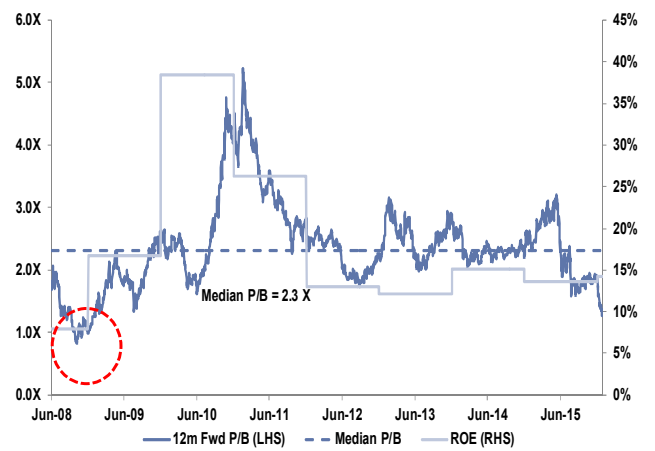
Source: Company data, Gao Hua Securities Research.

Exhibit 13: We use global technology parts peers to value Weifu's Bosch JVs
2016E PB vs. average 2016-18E



Source: Datastream, Gao Hua Securities Research.

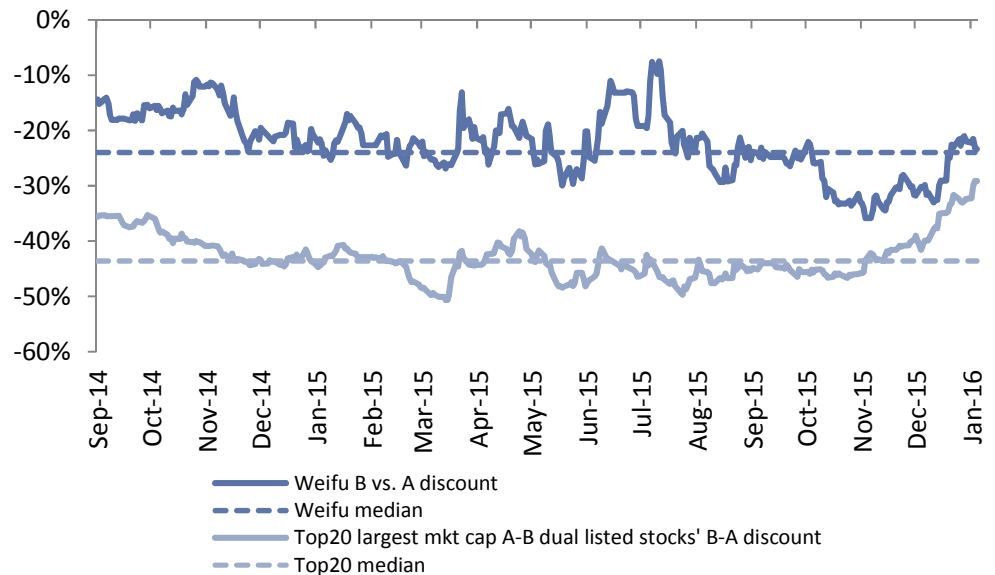
Exhibit 14: Weifu A historical trough P/B is trading at 0.8X
Weifu A's 12M forward PB-ROE trading range



Source: Quantum, Gao Hua Securities Research.

We keep a 40% illiquidity B-A discount in light of HK-SZ connex

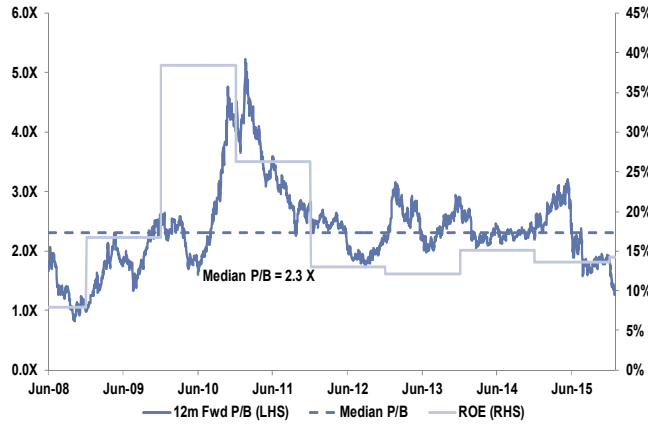
Exhibit 15: We keep 40% illiquidity B-A discount in light of HK-SZ connex
B-A discount



Source: Datastream.

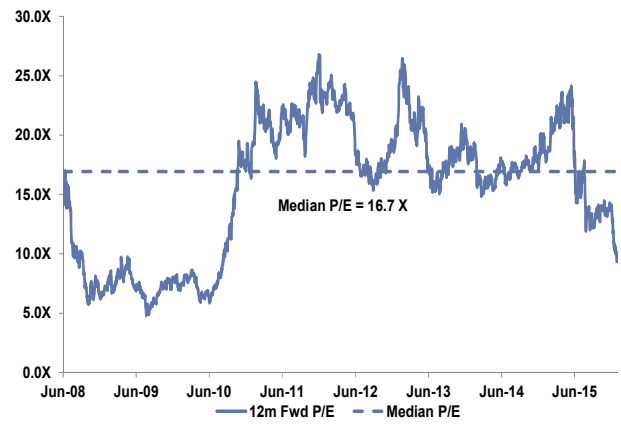
Weifu A is currently trading at below historical median – 1STD level

Exhibit 16: Weifu A is trading at 1.3X 12M forward P/B, below historical median - 1STD (1.6X), the lowest range except 2008
12M forward P/B vs. ROE



Source: Datastream, Gao Hua Securities Research.

Exhibit 17: Weifu A is trading at 9.3X 12M forward P/E, below historical median - 1STD (11.2X) 12M forward P/E



Source: Datastream, Gao Hua Securities Research.

Scenario analysis

Our bear-case analysis incorporates the risk of a worse than base case enforcement in China's transition into Euro IV/V, leading to a slower ramp-up of after-treatment product (SCR/POC/DOC) volumes/ASP/margins. Our bear case implied valuations for Weifu A/B suggest 2.5%/18.0% downside vs. the current price.

Our base case is more close to our bear case than our bull case, as we are turning bearish on truck growth and emission standard implementation in China. In the base case, we factor in continuous truck demand contraction (vs. industry consensus of mild recovery in 2016), and only a marginal increase in penetration ramp-up during 2016-18E despite the earlier introduction of the EU V emission standard.

Currently we see limited visibility about the restoration of proper implementation of emission standards, which might call for increased scrutiny and correspond penalty measures. But if there are more reports of default products, we believe it might draw public and the government's attention and as a result see increased scrutiny and compliant product penetration ramp-up accelerating. We see Weifu benefitting from increased scrutiny in this bull case scenario.

Exhibit 18: Our base case assumptions are closer to our bear case than our bull case

Scenario analysis summary

(Weifu A/B)	Bench 2015E	Bear case (key assumptions)			Base case (key assumptions)			Bull case (key assumptions)			
		2016E	2017E	2018E	2016E	2017E	2018E	2016E	2017E	2018E	
1 HDT demand yoy growth	end market growth	-26%	-10%	-5%	-4%	-5%	-4%	-3%	5%	4%	3%
2 Off-road machinery demand yoy growth	end market growth	-10%	-10%	-5%	-4%	-5%	-4%	-3%	5%	4%	3%
3 HPCR peneration in HCV	regulation enforcement	50%	50%	55%	60%	60%	65%	70%	70%	75%	80%
4 HPCR peneration in LCV	regulation enforcement	75%	75%	80%	85%	85%	90%	95%	95%	100%	105%
5 SCR ASP	regulation enforcement	2.2	2.2	2.2	2.2	2.2	2.9	3.1	2.2	4.4	8.8
6 SCR penetration in HCV	regulation enforcement	55%	55%	55%	55%	65%	65%	65%	75%	75%	75%
7 POC+DOC penetration in LCV	regulation enforcement	50%	50%	50%	50%	60%	60%	60%	70%	70%	70%
8 Mechanic pump penetration in machinery	regulation enforcement	3%	3%	4%	5%	3%	5%	7%	5%	10%	15%
9 VE pump penetration in machinery	regulation enforcement	5%	5%	7%	9%	7%	9%	11%	10%	20%	30%
Earnings per share		1.53	1.51	1.55	1.67	1.65	1.78	2.04	1.76	2.02	2.60
<i>YoY growth</i>			-1%	3%	8%	8%	8%	15%	15%	15%	29%
Weifu A implied value			17.00			18.75			22.50		
Weifu B implied value			11.73			12.94			15.53		
Weifu A - potential upside/downside (%)			-2.5%			7.5%			29.0%		
Weifu B - potential upside/downside (%)			-18.0%			-9.5%			8.6%		

ote: upside/downside is vs. Feb 16 close.

Source: Datastream, Gao Hua Securities Research.

Exhibit 19: Global suppliers comps
Global technology and commodity parts comps

Valuation Summary - Global technology parts		Company name		Currency	Close	Rating	Market cap	EPS %	P/E				P/B				ROE				Dividend yield				CROCI			
Ticker	Company name	Currency	Close	Rating	Market cap	EPS %	15-18E CAGR	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	
CONG.DE	Continental	EUR	187.65	Buy*	41,684	10%	13.6X	12.0X	11.0X	10.2X	3.0X	2.5X	2.2X	1.9X	23%	22%	21%	19%	2%	2%	3%	3%	3%	12%	12%	12%	12%	
7259.T	Asin Seiki	JPY	4,420.00	Buy	11,044	15%	14.6X	13.1X	11.7X	10.6X	1.0X	1.0X	1.0X	0.9X	7%	8%	9%	9%	3%	2%	3%	3%	3%	8%	9%	9%	9%	
6902.T	Denso	JPY	4,151.00	Neutral	29,663	0%	13.8X	13.1X	12.2X	11.4X	1.3X	1.0X	0.9X	0.9X	10%	8%	7%	8%	2%	3%	3%	3%	3%	7%	8%	9%	9%	
BWA	BorgWarner Inc.	USD	32.30	Buy	7,160	12%	17.1X	9.8X	8.4X	7.5X	3.3X	1.8X	1.6X	1.4X	19%	19%	20%	19%	1%	2%	2%	2%	2%	14%	15%	16%	15%	
DLPH	Delphi	USD	65.16	Buy*	16,199	16%	15.4X	10.6X	9.0X	7.8X	10.2X	6.5X	5.0X	3.9X	11%	13%	13%	12%	1%	2%	2%	2%	2%	24%	25%	24%	23%	
6594.T	Nidec	JPY	7,253.00	Buy*	18,928	29%	27.1X	21.1X	15.7X	13.1X	2.8X	2.8X	2.3X	2.1X	12%	13%	16%	17%	1%	1%	2%	2%	2%	14%	16%	21%	21%	
000581.SZ	Wefu A	CNY	17.61	Neutral	2,755	10%	11.5X	10.7X	9.9X	8.6X	1.5X	1.3X	1.2X	1.1X	13%	13%	13%	13%	14%	2%	3%	3%	3%	18%	19%	19%	5%	
200581.SZ	Wefu B	HKD	14.30	Neutral	1,876	10%	7.6X	7.3X	6.7X	5.9X	1.0X	0.9X	0.8X	0.8X	13%	13%	13%	14%	3%	4%	4%	5%	5%	18%	19%	19%	5%	
Global glass avg.						13%	15.1X	12.2X	10.6X	9.4X	3.0X	2.2X	1.9X	1.6X	27%	27%	20%	19%	2%	2%	3%	3%	14%	15%	16%	12%		

Valuation Summary - Global Parts		Company name		Currency	Close	Rating	Market cap	EPS %	P/E				P/B				ROE				Dividend yield				CROCI			
Ticker	Company name	Currency	Close	Rating	Market cap	EPS %	15-18E CAGR	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	2015E	2016E	2017E	2018E	
1316.HK	Nesteer	HKD	7.79	Not covered	2,488	0%	13.3X	10.9X	9.2X	NA	3.1X	2.5X	2.0X	NA	26%	25%	25%	NA	1%	2%	2%	2%	NA	NA	NA	NA	NA	
1148.HK	Xinchen	HKD	1.14	Not covered	187	3%	8.1X	5.3X	5.5X	NA	0.6X	0.5X	0.5X	NA	9%	10%	8%	NA	NA	NA	1%	NA	NA	NA	NA	NA	NA	
0425.HK	Mintih	HKD	14.56	Neutral	1,788	12%	10.0X	8.7X	8.3X	7.4X	1.5X	1.3X	1.2X	1.1X	15%	16%	15%	16%	4%	5%	5%	5%	12%	18%	16%	17%		
3606.HK	Fuyao (H)	HKD	16.72	Neutral	5,396	15%	12.5X	11.6X	10.4X	8.6X	2.2X	2.0X	1.9X	1.7X	21%	19%	19%	20%	4%	4%	5%	6%	19%	17%	18%	18%		
600660.SS	Fuyao (A)	CNY	13.93	Neutral	5,360	15%	12.9X	11.4X	10.3X	8.6X	2.2X	2.0X	1.8X	1.7X	21%	19%	19%	20%	4%	4%	5%	6%	19%	17%	18%	18%		
600741.SS	Huayu	CNY	13.88	Neutral	5,499	-1%	7.5X	7.8X	8.0X	7.6X	1.3X	1.1X	1.0X	0.9X	19%	17%	13%	13%	4%	4%	4%	4%	22%	25%	16%	15%		
600699.SS	Jiayuan	CNY	31.23	Rating Suspended	3,274	31%	46.3X	35.5X	26.8X	20.6X	5.6X	4.9X	4.3X	3.7X	14%	15%	17%	19%	0%	1%	1%	1%	16%	16%	17%	19%		
000581.SZ	Wefu A	CNY	17.61	Neutral	2,755	10%	11.5X	10.7X	9.9X	8.6X	1.5X	1.3X	1.2X	1.1X	13%	13%	13%	14%	2%	3%	3%	3%	18%	19%	19%	5%		
200581.SZ	Wefu (B)	HKD	14.30	Neutral	1,876	10%	7.6X	7.3X	6.7X	5.9X	1.0X	0.9X	0.8X	0.8X	13%	13%	13%	14%	3%	4%	4%	5%	18%	19%	19%	5%		
China avg.						11%	14.2X	12.1X	10.6X	9.6X	2.1X	1.9X	1.7X	1.6X	17%	16%	16%	17%	3%	3%	3%	4%	18%	19%	18%	14%		
012330.KS	Hyundai Mobis	KRW	259.000	Neutral	19,840	3%	7.1X	7.4X	7.5X	NA	0.8X	0.8X	0.8X	NA	13%	12%	11%	NA	2%	1%	1%	1%	NA	9%	8%	7%	NA	
161390.KS	Hankook Tire	KRW	50.400	Buy	5,057	11%	7.5X	8.2X	7.9X	NA	1.1X	1.1X	0.9X	NA	13%	13%	13%	NA	1%	1%	1%	1%	NA	11%	11%	NA	NA	
Korea avg.						7%	7.8X	7.9X	7.7X	NA	1.0X	1.0X	0.9X	NA	13%	13%	12%	NA	1%	1%	1%	1%	NA	10%	9%	9%	NA	
ALV	Autoliv	USD	108.72	Neutral	9,578	14%	22.1X	16.8X	14.7X	14.3X	2.9X	2.6X	2.4X	2.3X	9%	15%	17%	16%	2%	2%	3%	3%	3%	8%	10%	11%	11%	
CNHI	CNH Industrial	USD	6.30	Neutral	8,574	50%	44.8X	19.9X	13.3X	10.5X	2.2X	1.7X	1.6X	1.4X	5%	9%	12%	14%	2%	2%	2%	4%	8%	8%	8%	8%		
CONG.DE	Continental	EUR	187.65	Buy*	41,684	10%	13.6X	12.0X	11.0X	10.2X	3.0X	2.5X	2.2X	1.9X	23%	22%	21%	19%	2%	2%	3%	3%	3%	12%	12%	12%	12%	
EPED.PA	Faurecia	EUR	31.30	Buy	4,318	15%	10.6X	8.6X	7.7X	7.0X	1.9X	1.5X	1.3X	1.1X	22%	23%	20%	18%	2%	2%	3%	3%	12%	12%	12%	12%		
GNL	GN	GBP	279.20	Buy	6,760	10%	13.1X	12.7X	10.9X	9.9X	2.5X	2.3X	2.0X	1.8X	21%	19%	19%	19%	3%	3%	3%	3%	4%	9%	8%	9%	10%	
HLDE	Hella KGAA Hueck	EUR	35.31	Buy	4,357	12%	14.7X	13.7X	10.4X	9.3X	2.2X	2.0X	1.8X	1.7X	15%	18%	19%	2%	2%	3%	3%	3%	12%	12%	13%	14%		
MICP.PA	Michelin	EUR	85.29	Neutral	17,231	15%	13.6X	10.8X	9.8X	9.0X	1.7X	1.5X	1.4X	1.3X	12%	15%	15%	15%	3%	4%	4%	4%	4%	9%	8%	8%	8%	
NREV.PA	Nokian Renkaat	EUR	33.34	Neutral	4,987	9%	15.8X	17.5X	15.3X	14.4X	3.1X	3.5X	3.3X	3.1X	20%	20%	22%	22%	5%	5%	5%	5%	6%	17%	16%	16%		
VLOF.PA	Valto	EUR	124.10	Buy	10,839	10%	14.0X	12.2X	11.4X	10.5X	3.0X	2.5X	2.2X	1.9X	23%	23%	21%	20%	2%	3%	3%	3%	3%	12%	12%	12%	12%	
Europe avg.						16%	18.0X	13.8X	11.6X	10.6X	2.5X	2.2X	2.0X	1.8X	17%	18%	18%	18%	3%	3%	3%	3%	4%	11%	11%	11%		
7296.T	FOC	JPY	1,866.00	Neutral	830	14%	14.6X	12.2X	11.3X	9.7X	0.9X	0.8X	0.8X	0.7X	6%	7%	7%	8%	2%	2%	2%	3%	8%	9%	8%	9%		
7251.T	Keihin	JPY	1,550.00	Neutral	1,020	11%	10.3X	16.9X	8.0X	7.5X	0.7X	0.7X	0.6X	0.6X	7%	4%	8%	8%	2%	2%	2%	3%	8%	8%	9%	9%		
7230.T	Nissin Kogyo	JPY	3,980.00	Buy	900	10%	11.5X	7.5X	7.0X	6.4X	1.0X	0.7X	0.6X	0.6X	9%	9%	9%	9%	2%	3%	3%	4%	10%	10%	10%	11%		
6923.T	Stanley Electric	JPY	2,510.00	Neutral	3,750	11%	16.7X	16.7X	14.1X	12.3X	1.4X	1.4X	1.3X	1.2X	9%	8%	9%	10%	1%	1%	1%	2%	10%	9%	10%	11%		
7313.T	TS Tech	JPY	2,563.00	Neutral	1,545	5%	8.9X	7.6X	7.2X	6.8X	1.1X	0.9X	0.8X	0.7X	13%	12%	11%	11%	2%	3%	3%	3%	15%	15%	14%	14%		
7259.T	Asin Seiki	JPY	4,420.00	Buy	11,044	15%	14.6X	13.1X	11.7X	10.6X	1.0X	1.0X	1.0X	0.9X	7%	8%	9%	9%	3%	2%	3%	3%	8%	9%	9%	9%		
5108.T	Bridgestone	JPY	3,921.00	Buy	27,212	14%	12.5X	9.2X	8.3X	7.6X	1.6X	1.3X	1.2X	1.1X	13%	14%	15%	14%	3%	4%	4%	5%	11%	10%	11%	11%		
6902.T	Denso	JPY	4,151.00	Neutral	29,663	0%	13.8X	13.1X	12.2X	11.4X	1.3X	1.0X	0.9X	0.9X	10%	8%	7%	8%	2%	3%	3%	3%	7%	8%	9%	9%		
5110.T	Sumitomo Rubber Indu	JPY	1,631.00	Neutral	3,794	2%	8.9X	7.5X	7.4X	7.1X	1.2X	0.9X	0.8X	0.8X	13%	13%	12%	11%	3%	3%	4%	4%	6%	8%	9%	9%		
3116.T	Toyota Boshoku	JPY	1,739.00	Neutral	2,857	89%	45.0X	11.1X	9.6X	9.2X	1.0X	1.3X	1.2X	1.1X	3%	14%	14%	13%	1%	1%	2%	2%	2%	10%	11%	11%	10%	
7248.T	Calsonic Kasei	JPY	790.00	Sell	1,877	11%	8.4X	8.5X	7.9X	7.7X	0.8X	0.9X	0.8X	0.7X	11%	10%	11%	10%	1%	1%	1%	1%	7%	7%	7%	7%		
4246.T	DaiyoNishikawa	JPY	1,506.00	Buy	967	28%	7.2X	9.2X	8.4X	7.6X	1.2X	2.1X	1.7X	1.5X	18%	25%	23%	21%	2%	1%	2%	2%	16%	16%	16%	15%		
6201.T	Toyota Industries	JPY	4,735.00	Buy*	13,160	12%	15.0X	7.8X	10.0X	9.1X	0.7X	0.6X	0.6X	0.5X	6%	8%	8%	8%	2%	3%	3%	3%	4%	5%	4%	4%		
5949.T	Unipres	JPY	1,768.00	Neutral	702	28%	12.5X	8.4X	5.8X	5.0X	0.8X	0.7X	0.6X	0.5X	7%	8%	11%	11%	1%	2%	2%	2%	7%	8%	9%	10%		
Japan avg.						18%	14.3X	10.6X	9.2																			

信息披露附录

申明

我们，丁好倩、杨一朋，在此申明，本报告所表述的所有观点准确反映了我们对上述公司或其证券的个人看法。此外，我们的薪金的任何部分不曾与，不与，也将不会与本报告中的具体推荐意见或观点直接或间接相关。

投资摘要

投资摘要部分通过将一只股票的主要指标与其行业和市场相比较来评价该股的投资环境。所描述的四个主要指标包括增长、回报、估值倍数和波动性。增长、回报和估值倍数都是运用多种方法综合计算而成，以确定该股在地区研究行业内所处的百分位排名。

每项指标的准确计算方式可能随着财务年度、行业和所属地区的不同而有所变化，但标准方法如下：

增长是下一年预测与当前年度预测的综合比较，如每股盈利、EBITDA 和收入等。**回报**是各项资本回报指标一年预测的加总，如 CROCI、平均运用资本回报率和净资产回报率。**估值倍数**根据一年预期估值比率综合计算，如市盈率、股息收益率、EV/FCF、EV/EBITDA、EV/DACF、市净率。**波动性**根据 12 个月的历史波动性计算并经股息调整。

Quantum

Quantum 是提供具体财务报表数据历史、预测和比率的高盛专有数据库，它可以用于对单一公司的深入分析，或在不同行业和市场公司之间进行比较。

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信息披露

相关的股票研究范围

丁好倩：中国汽车行业。杨一朋：中国汽车行业。

中国汽车行业：江淮汽车、宝信、华晨汽车、比亚迪、和谐汽车、长安汽车 A、长安汽车 B、东风集团、一汽轿车、福耀玻璃(A)、福耀玻璃(H)、吉利汽车、长城汽车(H)、长城汽车(A)、广汽集团、华域汽车、敏实集团、上汽集团、中国重汽、潍柴动力(A)、潍柴动力(H)、威孚高科 A、威孚高科 B、正通汽车、中升集团。

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没有对下述公司的具体信息披露：威孚高科 A (Rmb18.78)、威孚高科 B (HK\$15.01)

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潜在回报：代表当前股价与一定时间范围内预测目标价格之差。分析师被要求对研究范围内的所有股票给出目标价格。潜在回报、目标价格及相关时间范围在每份加入投资名单或重申维持在投资名单的研究报告中都有注明。

研究行业及评级：分析师给出下列评级中的其中一项代表其根据行业历史基本面及 / 或估值对研究对象的投资前景的看法。**具吸引力(A)**：未来 12 个月内投资前景优于研究范围的历史基本面及 / 或估值。**中性(N)**：未来 12 个月内投资前景相对研究范围的历史基本面及 / 或估值持平。**谨慎(C)**：未来 12 个月内投资前景劣于研究范围的历史基本面及 / 或估值。

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