Morgan Stanley

MORGAN STANLEY RESEARCH
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Stock Rating
Equal-weight

Industry View
Attractive

CAR Inc.

2014 Annual Results Review

What's Changed

Price Target	**HK$11.00 to HK$12.50**

Net profit reached Rmb436m in 2014, in line with our estimate of Rmb417m and consensus of Rmb444m. Adjusted net profit reached Rmb562m, 12% higher than our estimate, mainly due to higher actual stock-based compensation and FX loss. We maintain our EW rating on CAR.

Short-term rentals remained its core business: The size of CAR's short-term fleet increased 29% YoY, with RevPAC up 20% YoY and fleet utilization rate up 4.3ppt to 62.2% in 2014. However, the utilization rate only improved 0.5ppt in 2H14, mainly due to new vehicles added into its short-term fleet. We expect its utilization rate to maintain steady improvement, but may remain below its global peers' over 70% in the next 3-5 years, mainly due to fast fleet expansion.

Challenges in O2O business: UCAR, a sister company of CAR, launched its O2O business at the end of January. Similar to an Uber-type, asset light business model, it leases vehicles from CAR and hires drivers to take orders from call centers or mobile apps. CAR has an advantage over its competitors given its large license plate reserves across large cities. However, we expect increasing competition from merged Didi and Kuaidi, which may affect CAR's market share expansion.

FCF may remain tight in 2015-16, given the ongoing fleet expansion. We expect its net gearing to exceed 40% in 2015 from around 21% in 2014, while its FCF should remain negative in 2015-16.

We raise our PT to HK$12.5, assuming vehicles for leasing services account for a larger portion of its total fleet starting in 2015, mainly driven by the demand from UCAR's O2O business. Our net profit forecasts for 2015 increased 13.5%, while our price target increases 13.6% to HK$12.50.

Key Ratios and Statistics

Reuters: 0699.HK Bloomberg: 699 HK
China Autos & Auto Parts

Price target	HK$12.50
Up/downside to price target (%)	10
Shr price, close (Mar 12, 2015)	HK$11.38
52-Week Range	HK$12.80-9.88
Sh out, dil, curr (mn)	2,005
Mkt cap, curr (mn)	Rmb18,386
EV, curr (mn)	Rmb19,574
Avg daily trading value (mn)	Rmb63

Fiscal Year ending	12/14	12/15e	12/16e	12/17e
ModelWare EPS (Rmb)	0.28	0.41	0.58	0.68
Prior ModelWare EPS (Rmb)	0.21	0.36	0.55	0.66
Consensus EPS (Rmb)§	0.19	0.38	0.58	-
Revenue, net (Rmb mn)	3,520	4,933	5,879	7,108
EBITDA (Rmb mn)	1,629	2,320	2,998	3,648
ModelWare net inc (Rmb mn)	562	976	1,359	1,606
P/E	29.7	22.2	15.9	13.5
P/BV	3.0	3.4	2.8	2.3
RNOA (%)	-	16.0	15.4	16.0
ROE (%)	-	17.5	21.1	20.6
EV/EBITDA	11.0	9.1	7.3	6.1
Div yld (%)	0.0	0.0	0.0	0.0
FCF yld ratio (%)	(8.0)	(6.8)	(3.1)	(2.7)
Leverage (EOP) (%)	21.3	44.0	44.4	41.3

Unless otherwise noted, all metrics are based on Morgan Stanley ModelWare framework (please see explanation later in this note).
§ = Consensus data is provided by Thomson Reuters Estimates.
e = Morgan Stanley Research estimates

Financial Summary

Income Statement

Rmb Mn	2014	2015E	2016E	2017E
Total net revenue	**3,520**	**4,933**	**5,879**	**7,108**
Total operating expenses	(2,281)	(2,977)	(3,459)	(4,040)
Gross profit	**1,239**	**1,956**	**2,420**	**3,068**
Other income/(expenses), net	26	-	-	-
Selling, marketing and distribution expenses	(93)	(122)	(152)	(186)
General and administrative expenses	(350)	(400)	(369)	(504)
Operating profit	823	1,434	1,899	2,378
Adjusted EBITDA	1,649	2,368	3,070	3,743
Finance costs	(309)	(284)	(252)	(305)
Non-recurring items	-			
Profit/(loss) before tax	**513**	**1,133**	**1,630**	**2,057**
Income tax benefit / (expense)	(77)	(188)	(302)	(481)
Profit/(loss) for the period	**436**	**945**	**1,328**	**1,575**
Items for adjusted profit	126	31	31	31
Adjusted Net Profit/(loss)	**562**	**976**	**1,359**	**1,606**
EPS (adjusted)	0.28	0.41	0.58	0.68

	2014	2015E	2016E	2017E
Growth (%)				
Revenue	30.3%	40.1%	19.2%	20.9%
Operating Profit	592.8%	74.3%	32.4%	25.2%
Net Profit	-462.5%	73.5%	39.3%	18.2%
Margins (%)				
GP Margin	35.2%	39.7%	41.2%	43.2%
OP Margin	23.4%	29.1%	32.3%	33.5%
Net Margin	16.0%	19.8%	23.1%	22.6%
EBITDA Margin	43.2%	47.4%	51.7%	52.2%
Return (%)				
ROA	7.0%	9.0%	10.7%	11.0%
ROE	19.9%	16.2%	19.1%	18.7%
Efficiency				
Asset Turnover (x)	0.4	0.5	0.5	0.5
Inventory Days	36.2	16.1	15.6	14.5
Receivables Days	23.1	19.8	19.6	18.1
Payable Days	3.1	3.5	3.7	3.8
Cash Days	56.2	32.5	31.4	28.8
Gearing (x)				
Total Liabilities/Assets	43%	45%	43%	40%
Total debt/Equity	65%	70%	65%	57%
Net debt/Equity	21%	44%	45%	41%
Asset/Equity	1.8	1.8	1.8	1.7
Total debt / EBITDA	2.4	1.9	1.7	1.4
Valuations (x)				
P/E	29.7	22.2	15.9	13.5
P/BV	3.0	3.4	2.8	2.3

E = Morgan Stanley Research Estimates
Source: Company historical data, Morgan Stanley Research

Balance Sheet

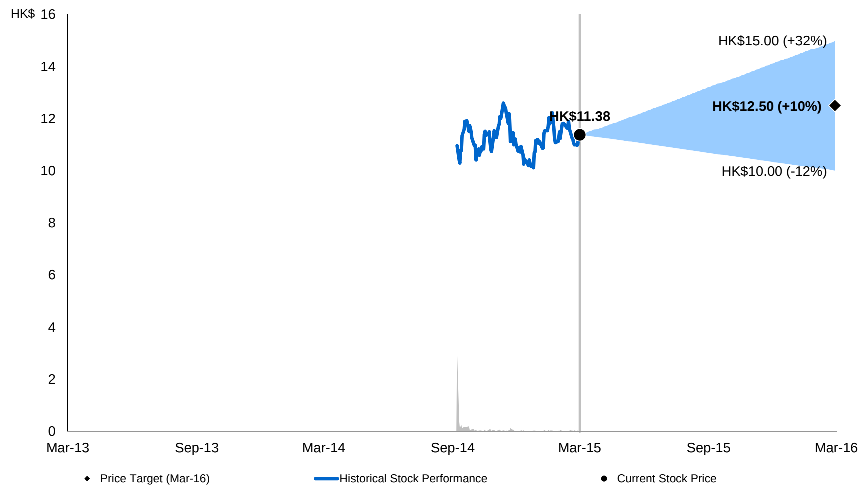
Rmb Mn	2014	2015E	2016E	2017E
Non-current assets				
Rental vehicles, net	5,234	7,241	8,626	10,076
Other property, plant and equipment, net	214	341	444	523
Prepayments for vehicle purchases	441	441	441	441
Acquired intangible assets, net	158	158	158	158
Other assets	204	204	204	204
Non-current assets Subtotal	**6,251**	**8,385**	**9,872**	**11,402**
Current assets				
Cash and cash equivalents	1,352	629	525	363
Account receivables	236	300	330	374
Inventories	122	141	154	168
Other assets	1,880	2,308	2,808	3,318
Current assets Subtotal	**3,591**	**3,378**	**3,816**	**4,224**
Total assets	**9,842**	**11,763**	**13,689**	**15,626**
Current liabilities				
Short term borrowings	2,727	3,005	3,158	3,233
Accounts payable	25	32	38	45
Long-term borrowings due within one year	52	237	339	389
Other liabilities	565	692	772	877
Current liabilities Subtotal	**3,369**	**3,966**	**4,308**	**4,544**
Long-term borrowings	832	1,295	1,550	1,675
Deposits received for vehicle rental	15	15	15	15
Other liabilities	37	37	37	37
Non-Current liabilities Subtotal	**884**	**1,347**	**1,602**	**1,727**
Total shareholders' Equity	**5,590**	**6,450**	**7,778**	**9,354**
Total Liability & Equity	**9,842**	**11,763**	**13,688**	**15,625**

Cash Flow Statement

Rmb Mn	2014	2015E	2016E	2017E
Net profit / loss (before tax)	513	1,133	1,630	2,057
Depreciation of rental vehicles	670	872	1,085	1,256
Depreciation of other property, plant and equipment	29	30	56	78
Other changes in working capital	(740)	(565)	(758)	(938)
Others	377	284	252	305
Net cash flow from operating activities	**(1,030)**	**(1,124)**	**(205)**	**52**
Purchases of other property, plant and equipment	(81)	(158)	(158)	(158)
Purchase of intangible assets	4	0	0	0
Others	(1,059)	34	51	40
Net cash flows from investing activities	**(1,136)**	**(124)**	**(107)**	**(118)**
Proceeds from bank and other borrowings	1,613	3,542	1,000	1,000
Repayment of bank and other borrowings	(1,813)	(2,700)	(489)	(750)
Others	2,878	(318)	(303)	(345)
Net cash flow from financing activities	**2,678**	**524**	**208**	**(95)**
Exchange difference on cash and cash equivalents	**(1)**	**0**	**0**	**0**
Cash at beginning of the year	**842**	**1,353**	**629**	**525**
Cash at end of the year	**1,353**	**629**	**525**	**363**

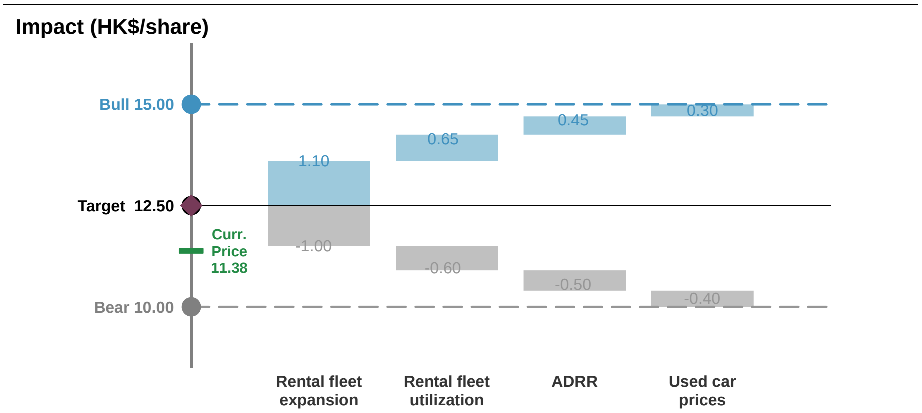
Risk-Reward Snapshot: CAR (0699.HK, HK$11.38, EW, PT HK$12.50)

Risk-Reward View: Capex Risks Offset Projected Growth Potential



Price Target HK$12.50		Based on forward P/E.
Bull Case HK$15.00	Implies 28.3x base-case 2015e EPS	**Strong rental demand increase:** Car rental demand maintains strong growth, and CAR maintains leading market share in short-term rentals. This helps rental volume growth and ADRR.
Base Case HK$12.50	Implies 24.3x base-case 2015e EPS	**Solid rental fleet expansion:** New fleets added, solid car rental demand growth. ADRR grows slower than inflation, constrained by competition among car rental companies.
Bear Case HK$10.00	Implies 19.6x base-case 2015e EPS	**Slow demand growth with flat prices**. Rental demand grows weaker than GDP while prices remain flat, subdued by competition, leading to limited potential for margin improvement

Bear to Bull: Scale Advantage to Drive Growth



Source: Thomson Reuters, Morgan Stanley Research

Why Equal-weight

- Short-term rental should maintain strong growth, but it would be difficult to improve utilization rate quickly given its continuing fleet expansion.
- UCAR's new O2O business has high growth potential, which may become a new order driver for its leasing services.
- CAR turned profitable in 2014, but lacks a history of consistent earnings.
- CAR is trading at around 22x our 2015 EPS estimate, close to our 24.3x 2015 target P/E.
- Our price target suggests a PEG ratio of around 0.94.

Key value drivers

- Fleet size
- Average daily rental rate (ADRR)
- Rental fleet utilization rate
- Used car prices

Key downside risks to our price target

- Substantially higher-than-expected capex for fleet procurement could impair operating cash flow.
- If CAR's business expansion outpaces its license reserve growth, fleet expansion could be constrained.

Key upside risks to our price target

- Stronger-than-expected car rental demand growth, leading to faster expansion of customer base and higher growth potential for short-term rental business.
- Faster-than-expected improvement in fleet utilization, which could help overall margins.

Feedback from CAR

UCAR's O2O business

Strong growth potential of O2O business

UCAR, a sister company of CAR (has no equity stake), launched its O2O business at the end of January. Similar to an Uber-type, asset-light business model, it leases vehicles from CAR and hires drivers to take orders from call centers or mobile apps. UCAR was operating around 800 vehicles in Shanghai and 2,000 in Beijing by the end of 2014. As UCAR's major vehicle provider, CAR has an advantage over its competitors given its large license plate reserves across tier 1 cities. However, we expect increasing competition from merged Didi (ranked no.1) and Kuaidi (ranked no. 9), as UCAR is currently ranked no. 15.

The demand of chauffeured rentals (O2O business, a.k.a. the Zhuanche business) is growing much fast than traditional car rental services, and its potential customer base will be much larger than the latter, per CAR estimates. Currently, the leasing to UCAR is done at fair prices, with higher margins and higher utilization rates (close to 100%) than short-term self-drive rentals. Therefore, the fast growth in UCAR's O2O business may bring strong leasing order flow to CAR. UCAR could also be a fast-growing channel to absorb/expand CAR's license plate reserve and improve its overall utilization rate.

Increasing leasing fleet to UCAR from CAR

CAR may consider increasing the fleet leased to UCAR to around 30-40k units by the end of 2015 if the O2O business maintains robust growth and the return from the leasing contracts to UCAR maintains stable.

Such fleet expansion would require roughly around Rmb5bn of new investment in vehicle purchases, as estimated by CAR. CAR had around Rmb2.5bn of cash and available-for-sales investments at the end of 2014. Besides operating cash flow throughout 2015, it has indicated that it may also consider other financing tools to support the fleet expansion. However, it plans to maintain its debt/EBITDA below 2.5x (translating into a net gearing ratio at around 45%) and seek the most cost-efficient way for rising funds if it is necessary.

Competition in O2O business

UCAR's competitive advantage in the O2O business is CAR's large reserve of car license plates in big cities. UCAR does not have to provide high subsidies to its drivers, unlike other car-sharing APPs who are hiring third-party rental vehicles and drivers. Even with high subsidies to new customers, UCAR's fleet operation is centralized, and with higher efficiency than its competitors. Therefore, it is likely to drag down the actual costs of subsidies with larger economy of scale.

The O2O business may not directly compete with short-term self-drive rentals as they are targeting different customers. Usually, the rental period for self-drive customers is three to five days, but for O2O business it is generally within one day.

Decline of depreciation expenses

Depreciation declined 3% YoY in value and 8ppt in percentage of rental revenue, despite the 20% YoY increase in its fleet. The decrease was mainly due to higher discounts on newly purchased vehicles and the nation-wide VAT reform in August 2013 (taxes related to vehicles purchases became deductible), which reduced the booking value of new rental vehicles.

Costs of suspended vehicles

CAR's costs of suspended vehicles declined to almost zero in 4Q14 from around Rmb5m in 3Q14 and Rmb40.9m in 1H14. Its total costs of suspended vehicles in 2014 declined around 85% YoY from 2013.

Industrial consolidation

CAR has said it will not take M&A as a major measure to develop its business as it already has the largest market share, highly experienced teams, and centralized managed fleets. Given these competitive advantages, it seems to be unnecessary for CAR to expand its business by acquiring small players.

Company Description

CAR Incorporation is a car rental company in China, offering comprehensive car rental services including short-term rentals, long-term rentals and leasing. The Company provides its car rental service in major cities in China, with rental stores, pick-up points, and franchisee outlets.

China Autos & Auto Parts

Industry View: Attractive

Valuation

Valuation methodology

We had valued CAR using P/E multiple analysis with a cross-check against a discounted cash flow model. However, we expect its long-term rentals to take higher share in its revenue and profits in the coming years due to the expansion of UCAR's O2O business, which could be very different from its global peers as well as compared to peers providing travel-related services. Therefore, we have adjusted our approach to use DCF as our primary valuation methodology rather than P/E, as we believe DCF is a better way to reflect the changes in the company's FCF in forward-looking years and to derive its intrinsic value.

We maintain our basic assumptions in our DCF model, which was used as a cross-check tool in our previous forecasts. We use a terminal growth rate of 5%, risk-free rate of 3.5%, beta of 1.4, risk premium of 6.5%, and WACC of 9.3%. We derive a fair value of HK$12.50 per share from our DCF model, up 13.6% from our earlier PT of HK$11.0. This implies 24.3x 2015E EPS, the same as in our previous forecasts.

We assume CAR purchases more vehicles to lease to UCAR for the O2O business starting in 2015, which could boost its revenue from leasing services and improve its overall fleet utilization rate.

Scenario Analysis

Base Case:

- Due to growing demand from UCAR's O2O business, leasing fleet to account for 20-30% of CAR's total fleet in 2015-17, from around 8-10% in our previous forecasts.
- CAR continues to improve its utilization rate of rental fleets, via expanding its leasing fleet. We assume its overall fleet utilization rate reaches around 66% by 2020, from around 65% in our previous forecast.

We derive a value of HK$12.50 (up 13.6% from HK$11.0), implying 24.3x 2015E EPS, the same as in our previous forecast.

Bull Case:

- Due to growing demand from UCAR's O2O business, leasing fleet accounts for 25-35% of CAR's total fleet in 2015-17 vs. around 10-15% in our previous forecasts.
- CAR continues to improve its utilization rate of rental fleets, while expanding leasing fleet. We assume its overall fleet utilization rate reaches around 75% by 2020, from around 73% in our previous forecast.

We derive a value of HK$15.00 (up 13.6% from HK$13.20), implying 28.4x 2015E EPS (from 27x in our previous forecasts).

Bear Case:

- Due to growing demand from UCAR's O2O business, leasing fleet accounts for 15-25% of CAR's total fleet in 2015-17 vs. 5-7% in our previous forecasts.
- CAR continues to improve its utilization rate of rental fleets, while expanding leasing fleet. We assume its overall fleet utilization rate stays at around 62% by 2020, vs. around 60% in our previous forecast.

We derive a value of HK$10.00 (up 20% from HK$8.30), implying 19.6x 2015E EPS (vs. 17x in our previous forecasts).

Exhibit 1

Major Changes in Our Assumptions

	Before change			After change			Change (%)		
RMB mn	**2015E**	**2016E**	**2017E**	**2015E**	**2016E**	**2017E**	**2015E**	**2016E**	**2017E**
Revenue	4,808	5,864	NA	4,933	5,879	7,108	2.6%	0.3%	NA
Gross profit	1,754	2,348	NA	1,956	2,420	3,068	11.5%	3.1%	NA
Operating profit	1,254	1,804	NA	1,434	1,899	2,378	14.4%	5.3%	NA
Net profit (adjusted)	859	1,304	NA	976	1,359	1,606	13.5%	4.2%	NA
							Change (ppt)		
Gross margin	36.5%	40.0%	NA	39.7%	41.2%	43.2%	3.2	1.1	NA
Operating margin	26.1%	30.8%	NA	29.1%	32.3%	33.5%	3.0	1.5	NA
Net margin (adjusted)	17.9%	22.2%	NA	19.8%	23.1%	22.6%	1.9	0.9	NA

e = Morgan Stanley Research estimates Source: Company Data, Morgan Stanley Research

Exhibit 2
CAR DCF Model

Rmb mn	2013	2014	2015E	2016E	2017E	2018E	2019E	2020E	2021E	2022E
EBIT	119	823	1,434	1,899	2,378	3,041	3,681	4,176	4,652	5,315
+D&A	713	699	903	1,140	1,334	1,504	1,753	2,089	2,366	2,543
EBITDA	**900**	**1,649**	**2,368**	**3,070**	**3,743**	**4,576**	**5,434**	**6,266**	**7,018**	**7,858**
-Tax	(7)	(77)	(188)	(302)	(481)	(664)	(817)	(929)	(1,044)	(1,213)
-Capex	(1,889)	(2,535)	(3,730)	(3,410)	(3,829)	(4,930)	(6,070)	(6,515)	(6,654)	(7,151)
+Disposal proceeds	806	654	851	941	1,123	1,700	2,164	2,507	2,475	2,768
+Change in WC	(417)	(720)	(377)	(456)	(457)	(630)	(553)	(774)	(624)	(623)
FCF	**(607)**	**(1,029)**	**(1,076)**	**(158)**	**99**	**53**	**158**	**555**	**1,170**	**1,637**
Discount factor			1.00	1.09	1.19	1.31	1.43	1.56	1.70	1.86
PV			(1,076)	(144)	83	41	110	356	686	879

		Cost of equity (%)		Cost of debt (%)	
Enterprise value	**26,586**	Risk Free Rate (%)	3.5	Average spread over risk-free rate (%)	4.5
-net debt	2,851	Beta	1.4	Pre-tax cost of debt (%)	8.0
Equity value (Rmb mn)	**23,734**	HK Equity Risk Premium (%)	4.5	Average corporate tax rate (%)	25.0
No. of shares outstanding (mn)	2,358	China Equity Risk Premium (%)	2.0	**Post-tax cost of debt (%)**	**6.0**
NPV per share (RMB)	10.1	**CAPM unleveraged discount rate (%)**			**12.6**
Exchange rate	1.24	Target Gearing			50%
PT (HKD)	**12.5**	WACC (%)			9.3

Source: Company data, Morgan Stanley Research estimates.

MORGAN STANLEY ModelWare	**Morgan Stanley ModelWare is a proprietary analytic framework that helps clients uncover value, adjusting for distortions and ambiguities created by local accounting regulations.** For example, ModelWare EPS adjusts for one-time events, capitalizes operating leases (where their use is significant), and converts inventory from LIFO costing to a FIFO basis. ModelWare also emphasizes the separation of operating performance of a company from its financing for a more complete view of how a company generates earnings.

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Global Stock Ratings Distribution

(as of February 28, 2015)

For disclosure purposes only (in accordance with NASD and NYSE requirements), we include the category headings of Buy, Hold, and Sell alongside our ratings of Overweight, Equal-weight, Not-Rated and Underweight. Morgan Stanley does not assign ratings of Buy, Hold or Sell to the stocks we cover. Overweight, Equal-weight, Not-Rated and Underweight are not the equivalent of buy, hold, and sell but represent recommended relative weightings (see definitions below). To satisfy regulatory requirements, we correspond Overweight, our most positive stock rating, with a buy recommendation; we correspond Equal-weight and Not-Rated to hold and Underweight to sell recommendations, respectively.

	Coverage Universe		Investment Banking Clients (IBC)		
Stock Rating Category	Count	% of Total	Count	% of Total IBC	% of Rating Category
Overweight/Buy	**1161**	**35%**	**321**	**41%**	**28%**
Equal-weight/Hold	**1459**	**44%**	**370**	**47%**	**25%**
Not-Rated/Hold	**101**	**3%**	**10**	**1%**	**10%**
Underweight/Sell	**609**	**18%**	**88**	**11%**	**14%**
Total	**3,330**		**789**		

Data include common stock and ADRs currently assigned ratings. Investment Banking Clients are companies from whom Morgan Stanley received investment banking compensation in the last 12 months.

Analyst Stock Ratings

Overweight (O). The stock's total return is expected to exceed the average total return of the analyst's industry (or industry team's) coverage universe, on a risk-adjusted basis, over the next 12-18 months.
Equal-weight (E). The stock's total return is expected to be in line with the average total return of the analyst's industry (or industry team's) coverage universe, on a risk-adjusted basis, over the next 12-18 months.
Not-Rated (NR). Currently the analyst does not have adequate conviction about the stock's total return relative to the average total return of the analyst's industry (or industry team's) coverage universe, on a risk-adjusted basis, over the next 12-18 months.
Underweight (U). The stock's total return is expected to be below the average total return of the analyst's industry (or industry team's) coverage universe, on a risk-adjusted basis, over the next 12-18 months.
Unless otherwise specified, the time frame for price targets included in Morgan Stanley Research is 12 to 18 months.

Analyst Industry Views

Attractive (A): The analyst expects the performance of his or her industry coverage universe over the next 12-18 months to be attractive vs. the relevant broad market benchmark, as indicated below.
In-Line (I): The analyst expects the performance of his or her industry coverage universe over the next 12-18 months to be in line with the relevant broad market benchmark, as indicated below.
Cautious (C): The analyst views the performance of his or her industry coverage universe over the next 12-18 months with caution vs. the relevant broad market benchmark, as indicated below.
Benchmarks for each region are as follows: North America - S&P 500; Latin America - relevant MSCI country index or MSCI Latin America Index; Europe - MSCI Europe; Japan - TOPIX; Asia - relevant MSCI country index or MSCI sub-regional index or MSCI AC Asia Pacific ex Japan Index.
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Stock Price, Price Target and Rating History (See Rating Definitions)

Stock Rating History: 3/1/12 : NA/I; 10/22/13 : NA/A; 10/23/14 : E/A

Price Target History: 10/23/14 : 11.2; 1/30/15 : 11

Source: Morgan Stanley Research   Date Format : MM/DD/YY   Price Target -·   No Price Target Assigned (NA)
Stock Price (Not Covered by Current Analyst)   Stock Price (Covered by Current Analyst)
Stock and Industry Ratings (abbreviations below) appear as ◆ Stock Rating/Industry View
Stock Ratings: Overweight (O) Equal-weight (E) Underweight (U) Not-Rated (NR) No Rating Available (NA)
Industry View: Attractive (A) In-line (I) Cautious (C) No Rating (NR)

Effective January 13, 2014, the stocks covered by Morgan Stanley Asia Pacific will be rated relative to the analyst's industry (or industry team's) coverage.

Effective January 13, 2014, the industry view benchmarks for Morgan Stanley Asia Pacific are as follows: relevant MSCI country index or MSCI sub-regional index or MSCI AC Asia Pacific ex Japan Index.

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Industry Coverage:China Autos & Auto Parts

Company (Ticker)	Rating (as of)	Price* (03/12/2015)
Alex Yang, CFA		
China Rundong Auto Group Ltd (1365.HK)	E (09/22/2014)	HK$3.42
China Yongda Automobiles Services (3669.HK)	E (07/12/2013)	HK$4.22
China Zhengtong Auto Services (1728.HK)	E (05/08/2013)	HK$3.93
Dah Chong Hong Holdings (1828.HK)	U (06/13/2014)	HK$3.91
Zhongsheng Group Holdings (0881.HK)	E (11/04/2014)	HK$5.46
Jack Yeung		
BAIC Motor (1958.HK)	O (01/25/2015)	HK$8.35
BYD Company Limited (002594.SZ)	U- (12/11/2014)	Rmb49.12
BYD Company Limited (1211.HK)	E (02/18/2015)	HK$35.2
Baoxin Auto Group (1293.HK)	O (01/18/2012)	HK$4.74
Brilliance China Automotive (1114.HK)	O (10/22/2013)	HK$15.72
CAR Inc. (0699.HK)	E (10/23/2014)	HK$11.38
Chongqing Changan Automobile (000625.SZ)	O (12/30/2014)	Rmb20.29
Chongqing Changan Automobile (200625.SZ)	O (11/28/2013)	HK$21.17
Dongfeng Motor Group (0489.HK)	O (05/30/2014)	HK$11.86
Geely Automobile Holdings (0175.HK)	E (09/27/2014)	HK$3.46
Great Wall Motor Company Limited (601633.SS)	O- (11/26/2014)	Rmb47.99
Great Wall Motor Company Limited (2333.HK)	O (10/22/2013)	HK$46.35
Guangzhou Automobile Group (601238.SS)	U- (10/29/2014)	Rmb9.12
Guangzhou Automobile Group (2238.HK)	U (07/17/2014)	HK$6.9
Minth Group Limited (0425.HK)	O (03/20/2014)	HK$14.8
SAIC Motor Corp. Ltd. (600104.SS)	O (11/17/2014)	Rmb24.71

Stock Ratings are subject to change. Please see latest research for each company.
* Historical prices are not split adjusted.