

Penske Automotive (PAG)

\$33.55 (As of 04/09/20)

Price Target (6-12 Months): **\$28.00**

Long Term: 6-12 Months

Zacks Recommendation: Underperform

(Since: 04/13/20)

Prior Recommendation: Neutral

Short Term: 1-3 Months

Zacks Rank: (1-5)

5-Strong Sell

Zacks Style Scores:

VGM:F

Value: C

Growth: D

Momentum: D

Summary

The declining sales of new vehicles are hampering Penske Automotive's top line. The plunge in new vehicle sales was primarily due to the introduction of the light-vehicle testing procedure called WLTP in Europe. The coronavirus has crippled the auto industry, and will lead to decline in sales and production of the automotive distributor. The pandemic has affected Penske's customers worldwide, leading to temporary plant closures, change in processes and cut in production levels, in line with the nationwide campaign addressing the crisis. Rising competition and increasing price transparency can lead to lower selling prices, thus affecting its profits. In addition, the company is also affected by economic and political conditions of markets it has expanded into. As such, the stock is viewed as a risky bet.

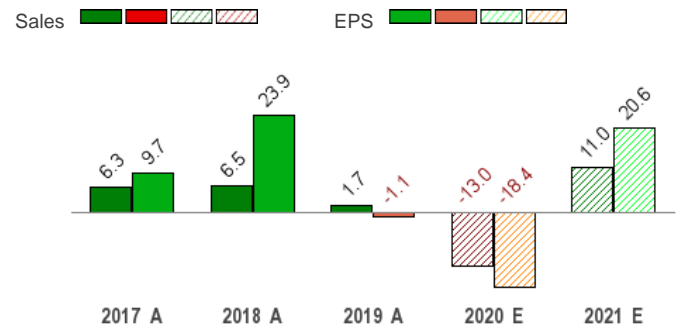
Price, Consensus & Surprise



Data Overview

52 Week High-Low	\$53.81 - \$19.99
20 Day Average Volume (sh)	636,265
Market Cap	\$2.7 B
YTD Price Change	-33.2%
Beta	1.56
Dividend / Div Yld	\$1.68 / 5.0%
Industry	Automotive - Retail and Whole Sales
Zacks Industry Rank	Bottom 6% (237 out of 253)

Sales and EPS Growth Rates (Y/Y %)



Last EPS Surprise	4.2%
Last Sales Surprise	3.3%
EPS F1 Est- 4 week change	-23.8%
Expected Report Date	04/23/2020
Earnings ESP	-3.6%
P/E TTM	6.3
P/E F1	7.8
PEG F1	1.4
P/S TTM	0.1

Sales Estimates (millions of \$)

	Q1	Q2	Q3	Q4	Annual*
2021	5,336 E	5,261 E	5,300 E	5,319 E	22,399 E
2020	5,048 E	3,471 E	4,872 E	5,384 E	20,173 E
2019	5,564 A	5,756 A	5,968 A	5,881 A	23,179 A

EPS Estimates

	Q1	Q2	Q3	Q4	Annual*
2021	\$1.20 E	\$1.05 E	\$1.09 E	\$1.05 E	\$5.20 E
2020	\$1.03 E	\$0.65 E	\$1.21 E	\$1.31 E	\$4.31 E
2019	\$1.25 A	\$1.42 A	\$1.42 A	\$1.25 A	\$5.28 A

*Quarterly figures may not add up to annual.

The data in the charts and tables, including the Zacks Consensus EPS and Sales estimates, is as of 04/09/2020. The reports text is as of 04/13/2020.

Overview

Established in 1990, Penske Automotive Group, Inc., based in Bloomfield Hills, MI, engages in the operation of automotive and commercial truck dealerships in the United States, Canada and Western Europe. The company also distributes commercial vehicles, diesel engines, gas engines, power systems and related parts and services principally in Australia and New Zealand. It employs more than 27,000 people across the globe.

The company also offers higher margin products such as finance, insurance and vehicle service contracts; maintenance repair services; replacement parts and aftermarket automotive products.

The company operates under three reportable segments, Retail Automotive, Commercial Truck and Commercial Vehicles Australia/Power Systems.

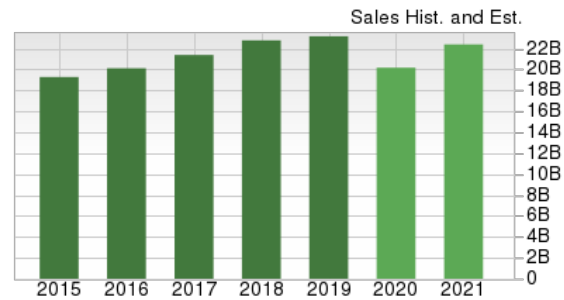
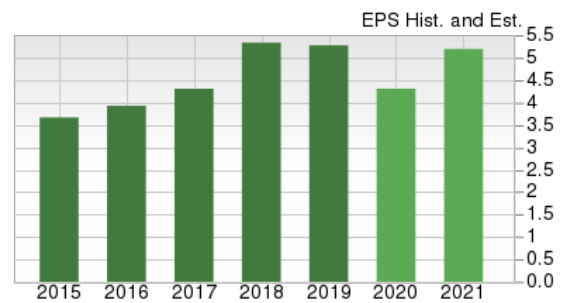
Retail Automotive which deals with retail automotive dealership operations generated 89% of revenues in 2019. Per the company, it is the second largest automotive retailer headquartered in the U.S.

Commercial Truck, which consists of the U.S. retail commercial truck dealership operations generated 8.8% of the revenues in 2019. The company operates a heavy and medium-duty truck dealership group known as Premier Truck Group (PTG) with locations in Texas, Oklahoma, Tennessee, Georgia, and Canada.

Commercial Vehicles Australia/Power Systems and Other generated 2.2% of the revenues in 2019. The company is the exclusive importer and distributor of Western Star heavy-duty trucks (a Daimler brand), MAN heavy and medium-duty trucks and buses (a VW Group brand), and Dennis Eagle refuse collection vehicles.

In 2019, its retail automotive brand mix consisted of 70% Premium, 23% Volume non-U.S., 6% Used-Vehicle Supercenters and 1% the U.S. big-three.

Of late, the company has been expanding its presence in the U.K., its second largest market, with an aim to capitalize on the highly fragmented used automotive retail segment and reinforce its position in the country.



Reasons To Sell:

- ▼ The coronavirus has crippled the auto industry, and will lead to decline in sales and production, hurting the automotive distributor. The pandemic has affected Penske's customers worldwide, leading to temporary plant closures, change in processes and cut in production levels, in line with the nationwide campaign addressing the crisis. Weak consumer sentiment amid the COVID-19 is likely to hurt the firm's sales and earnings in the near future.
- ▼ The declining sales of new vehicles are hampering Penske Automotive's top line. The plunge in new vehicle sales was primarily due to the introduction of the light-vehicle testing procedure called WLTP in Europe. Also, uncertainty and higher taxes on diesel-powered vehicles in the U.K., largely as the result of Brexit, along with the country's exit from the European Union might hamper new-vehicle sales.
- ▼ Penske Automotive competes with other franchised automotive dealerships, private market buyers and sellers of used vehicles; Internet-based vehicle brokers; national and local service, repair shops and parts retailers; and automotive manufacturers. Rising competition and increasing price transparency can lead to lower selling prices, thus affecting profits of the company.
- ▼ Penske's international business is exposed to fluctuations in foreign exchange rates since the last few quarters. In addition, it is also affected by economic and political conditions of markets it has expanded into. The U.S.-Sino trade tiff remain concerns may affect the top-line growth of the firm.

Slump in new vehicles sales and competition with other franchised automotive dealerships are concerns for Penske Automotive. International business is subject to fluctuations in foreign exchange rates.

Risks

- Penske is anticipated to benefit from acquisitions or opening of dealerships in the United States and European markets. Penske also became the largest dealership group for Freightliner in North America with the acquisition of Warner Truck Centers, representing six dealership locations in Utah and Idaho. This aided the company to diversify business, expand customer base and capitalize on the Retail Commercial Trucks segment.
 - The company's diversified business segments which include heavy duty truck retailing/leasing bode well. Its favorable brand mix with strong off-lease opportunities along with used vehicle expansion strategy is likely to boost the earnings going forward. Penske continues to improve and enhance its digital capabilities. It has more than 60,000 vehicles ready to be purchased online. Further, the company's product diversification, stand-alone used-vehicle supercenters, and robust demand for medium-duty and Class 8 heavy-duty in North America contributed to revenue generation. Moreover, an increase in the number of off-lease used-vehicles in the market might drive the company's used-vehicle sales.
 - Penske engages in share buybacks and regular dividend payouts in almost every quarter which boosts investors' confidence. Currently paying a dividend of \$0.41 per share, Penske has a dividend yield of 3.4%. In comparison, the Automotive - Retail and Whole Sales industry's yield is 0.44%, while the S&P 500's yield is 1.75%. In the past five-year period, Penske Automotive has increased its dividend 5 times on a year-over-year basis for an average annual increase of 13.84%. In 2019, the company returned \$305 million or 70% of its income to shareholders through share repurchase and dividends.
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Last Earnings Report

Penske Automotive Beat Q4 Earnings & Revenues Estimates

Penske Automotive reported fourth-quarter 2019 adjusted earnings per share of \$1.25 compared with \$1.11 recorded in the year-ago quarter. Also, the bottom line beat the Zacks Consensus Estimate of \$1.20. Despite weak market conditions in the U.K., largely due to Brexit, the company managed to perform well in the fourth quarter on the back of robust U.S. retail operations along with synergies from the Warner Truck Group acquisition.

Penske Automotive, which belongs to the Retail and Whole Sales industry, posted revenues of \$5,881 million for the quarter ended Dec 31, 2019. The figure rose from the year-ago quarter's level of \$5,439 million. Further, it beat the Zacks Consensus Estimate of \$5,693 million.

The company's gross profit increased to \$866.5 million from \$808.1 million in the prior-year quarter. During the quarter under review, operating income increased 11.9% to \$152.8 million.

Same-store retail unit sales increased 1.9% year over year to 118,598. Within the retail automotive segment, new-vehicle revenues rallied 6.2% year over year to \$2.4 billion while used-vehicle revenues increased 3.7% year over year to \$1.67 billion.

Segmental Details

Revenues in the Retail Automotive rose to \$5,162.7 million from \$4,949.2 million in the year-ago quarter. Gross profit was \$755.1 million compared with \$720.1 million in the fourth quarter of 2018. It also topped the Zacks Consensus Estimate of \$722 million in the quarter.

In the quarter, revenues in the Retail Commercial Trucks segment increased to \$599.1 million from \$358 million in the year-ago quarter. Gross profit for the segment was \$78.3 million, which missed the Zacks Consensus Estimate of \$82 million. However, it increased from the year-ago figure of \$54.7 million in the quarter.

Revenues in the Commercial Vehicles Australia/Power Systems and Other declined to \$119.6 million from \$132.1 million in the prior-year quarter. Gross profit was \$33.1 million compared with \$33.3 million in the fourth quarter of 2018. It missed the Zacks Consensus Estimate of \$36.10 million in the quarter.

Financial Position

Penske Automotive had cash and cash equivalents of \$28.1 million as of Dec 31, 2019, down from \$39.4 million as of Dec 31, 2018. As of Dec 31, 2019, long-term debt amounted to \$2.26 billion, up from \$2.12 billion as of Dec 31, 2018. The debt-to-capital ratio was 44.53%.

Share Repurchase

The company repurchased 3,986,836 shares for \$174.1 million or an average of \$43.68 per share in 2019. As of Dec 31, 2019, the company had share repurchase authorization of approximately \$200.0 million.

Quarter Ending **12/2019**

Report Date	Feb 05, 2020
Sales Surprise	3.32%
EPS Surprise	4.17%
Quarterly EPS	1.25
Annual EPS (TTM)	5.34

Recent News

Penske Postpones \$150M in Capex Amid Coronavirus Concerns

On **Mar 30**, Penske announced that it is implementing a number of actions to boost the firm's cash position and preserve financial flexibility in the face of rising uncertainty due to the coronavirus crisis.

The company has enforced a variety of measures, including a company-wide hiring freeze, substantial cost cuts, staffing-level adjustments, postponement of \$150 million in capex, and negotiated rent deferrals at different locations for up to 90 days, to counter the pandemic-led crisis.

Additionally, executive and management compensation has been drastically slashed, including a 100% pay cut for the CEO and president during the crisis. The board of directors has also suspended cash compensation for the next six months.

Further, the coronavirus pandemic has affected businesses across all markets of Penske, with several dealership operations being suspended or significantly reduced.

Meanwhile, the company has \$1.3 billion in liquidity, including \$850 million in cash on hand and availability via non-floor credit facilities, and around \$450 million in potentially funded real estate, which will be used to combat downturns caused by production shutdowns and revenue declines.

Valuation

Penske Automotive's shares are down 33.2% and 26.5% in the year-to-date period and over the trailing 12-month period. Stocks in the Zacks Automotive - Retail and Whole Sales industry and the Zacks Auto sector are down 36.5% and 17.5%, respectively, year to date. Over the past year, the Zacks sub-industry and sector are down 18.6% and 12.4%, respectively.

The S&P 500 index is down 13.3% and 4.3% in the year-to-date period and in the past year.

The stock is currently trading at 5.89X forward 12-month earnings, which compares to 7.75X for the Zacks sub-industry, 11.83X for the Zacks sector and 18.16X for the S&P 500 index.

Over the past five years, the stock has traded as high as 13.88X and as low as 3.82X, with a 5-year median of 9.52X.

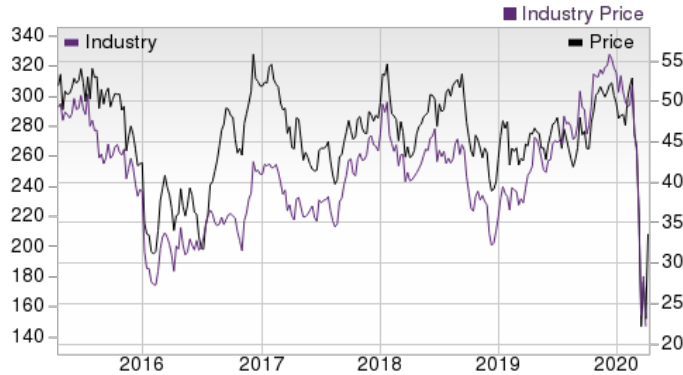
Our Underperform recommendation indicates that the stock will perform worse than the market. Our \$28 price target reflects 4.92X forward 12-month earnings per share.

The table below shows summary valuation data for PAG:

Valuation Multiples - PAG					
		Stock	Sub-Industry	Sector	S&P 500
P/E F12M	Current	5.89	7.75	11.83	18.16
	5-Year High	13.88	13.44	11.83	19.34
	5-Year Low	3.82	6.59	8.23	15.19
	5-Year Median	9.52	9.95	9.93	17.45
EV/EBITDA TTM	Current	6.31	5.65	9.01	10.23
	5-Year High	13.81	9.71	11.34	12.87
	5-Year Low	5.08	4.63	6.97	8.27
	5-Year Median	8.55	7.44	9.27	10.78
P/B TTM	Current	0.96	1.06	1.37	3.71
	5-Year High	2.92	2.85	2.16	4.55
	5-Year Low	0.61	0.73	1.13	2.84
	5-Year Median	1.77	1.81	1.73	3.63

As of 04/09/2020

Industry Analysis Zacks Industry Rank: Bottom 6% (237 out of 253)



Top Peers

Asbury Automotive Group, Inc. (ABG)	Neutral
AutoNation, Inc. (AN)	Neutral
Americas Car-Mart, Inc. (CRMT)	Neutral
Group 1 Automotive, Inc. (GPI)	Underperform
CarMax, Inc. (KMX)	Underperform
Lithia Motors, Inc. (LAD)	Underperform
Rush Enterprises, Inc. (RUSHA)	Underperform
Sonic Automotive, Inc. (SAH)	Underperform

Industry Comparison Industry: Automotive - Retail And Whole Sales				Industry Peers		
	PAG Underperform	X Industry	S&P 500	GPI Underperform	KMX Underperform	SAH Underperform
VGM Score	F	-	-	A	F	A
Market Cap	2.71 B	1.17 B	19.66 B	974.58 M	10.87 B	713.32 M
# of Analysts	6	4	13	4	8	5
Dividend Yield	5.01%	0.72%	2.18%	2.26%	0.00%	2.39%
Value Score	C	-	-	B	D	A
Cash/Price	0.02	0.05	0.06	0.04	0.07	0.06
EV/EBITDA	5.43	5.32	11.72	5.90	17.61	4.22
PEG Ratio	1.40	2.22	2.04	2.75	1.67	NA
Price/Book (P/B)	0.97	1.01	2.66	0.78	2.88	0.77
Price/Cash Flow (P/CF)	4.99	4.72	10.44	3.63	9.84	3.47
P/E (F1)	7.78	7.95	17.51	5.89	19.14	8.07
Price/Sales (P/S)	0.12	0.16	2.12	0.08	0.53	0.07
Earnings Yield	12.85%	12.58%	5.65%	16.97%	5.22%	12.41%
Debt/Equity	0.80	0.60	0.70	1.31	4.08	1.04
Cash Flow (\$/share)	6.73	7.44	7.01	14.63	6.76	4.83
Growth Score	D	-	-	A	F	A
Hist. EPS Growth (3-5 yrs)	11.12%	14.88%	10.92%	10.37%	15.66%	2.43%
Proj. EPS Growth (F1/F0)	-18.34%	-16.51%	-1.14%	-17.68%	-34.83%	-21.58%
Curr. Cash Flow Growth	-2.36%	6.74%	5.93%	8.93%	7.77%	20.48%
Hist. Cash Flow Growth (3-5 yrs)	8.31%	7.71%	8.55%	6.43%	9.70%	5.19%
Current Ratio	0.98	1.14	1.24	1.04	2.39	0.98
Debt/Capital	44.53%	40.93%	42.36%	56.68%	80.32%	50.85%
Net Margin	1.89%	2.11%	11.64%	1.43%	4.37%	1.38%
Return on Equity	16.37%	15.42%	16.74%	17.00%	24.46%	12.96%
Sales/Assets	1.70	1.70	0.54	2.25	1.00	2.54
Proj. Sales Growth (F1/F0)	-12.93%	-5.18%	0.45%	-11.30%	-23.11%	-0.27%
Momentum Score	D	-	-	C	F	B
Daily Price Chg	5.67%	7.14%	2.48%	4.78%	5.19%	6.62%
1 Week Price Chg	-16.65%	-16.28%	-4.40%	-23.08%	-17.53%	-20.27%
4 Week Price Chg	-2.61%	2.40%	11.26%	4.27%	-2.02%	-3.12%
12 Week Price Chg	-30.90%	-40.62%	-20.02%	-47.96%	-29.78%	-45.95%
52 Week Price Chg	-25.80%	-21.59%	-11.31%	-23.65%	-10.01%	4.82%
20 Day Average Volume	636,265	351,143	3,931,994	486,061	3,124,969	678,847
(F1) EPS Est 1 week change	-11.22%	0.00%	-0.12%	0.00%	-25.42%	0.00%
(F1) EPS Est 4 week change	-23.80%	-23.80%	-5.78%	-25.70%	-37.83%	-29.13%
(F1) EPS Est 12 week change	-24.51%	-24.51%	-7.64%	-20.40%	-37.86%	-30.18%
(Q1) EPS Est Mthly Chg	-58.32%	-61.11%	-10.13%	-63.91%	-90.17%	-70.48%

Zacks Style Scores

The Zacks Style Score is as a complementary indicator to the Zacks rating system, giving investors a way to focus on the highest rated stocks that best fit their own stock picking preferences.

Academic research has proven that stocks with the best Value, Growth and Momentum characteristics outperform the market. The Zacks Style Scores rate stocks on each of these individual styles and assigns a rating of A, B, C, D and F. We also produce the VGM Score (V for Value, G for Growth and M for Momentum), which combines the weighted average of the individual Style Scores into one score. This is perfectly suited for those who want their stocks to have the best scores across the board.

Value Score	C
Growth Score	D
Momentum Score	D
VGM Score	F

As an investor, you want to buy stocks with the highest probability of success. That means buying stocks with a Zacks Recommendation of Outperform, which also has a Style Score of an A or a B.

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