

BorgWarner Inc. (BWA)

Updated October 29th, 2022 by Nathan Parsh

Key Metrics

Current Price:	\$38	5 Year CAGR Estimate:	11.2%	Market Cap:	\$9 billion	
Fair Value Price:	\$48	5 Year Growth Estimate:	5.0%	Ex-Dividend Date:	11/30/2022 ¹	
% Fair Value:	79%	5 Year Valuation Multiple Estimate:	4.7%	Dividend Payment Date:	12/15/2022 ²	
Dividend Yield:	1.8%	5 Year Price Target	\$61	Years Of Dividend Growth: 0		
Dividend Risk Score:	С	Retirement Suitability Score:	D	Rating:	Buy	

Overview & Current Events

BorgWarner supplies highly engineered components and systems for automotive powertrain applications. The company supplies products to some of the top names in vehicle manufacturing, including Ford and Volkswagen. BorgWarner has four operating segments, including Air Management, which makes turbochargers and emissions systems, E-propulsion & Drivetrain Group, which makes transmission components and control modules, Fuel Injection Group, and Aftermarket. The company generates annual revenue of about \$16 billion.

On October 27th, 2022, BorgWarner announced third quarter results for the period ending September 30th, 2022. Revenue of \$4.06 billion was higher by nearly 19% to \$4.06 billion, which was \$80 million more than expected. Adjusted earnings-per-share of \$1.24 compared favorably to \$0.80 in the prior year and beat estimates by \$0.21.

Organic sales increased 29% year-over-year. The Air Management, E-propulsion & Drivetrain, Fuel Injection, and Aftermarket segments had organic growth sales of 32.2%, 31.6%, 25.2%, and 8.5%, respectively.

BorgWarner provided an updated outlook for 2022 as well, with the company now expecting revenue of \$15.4 billion to \$15.7 billion for the year, down from \$15.5 billion to \$16 billion previously. Adjusted earnings-per-share are now expected in a range of \$4.25 to \$4.45, compared to \$4.00 to \$4.40, \$3.90 to \$4.25, and \$4.15 to \$4.60 previously. We have updated our forecast accordingly.

Growth on a Per-Share Basis

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2027
EPS	\$2.49	\$2.89	\$3.25	\$3.02	\$3.27	\$3.89	\$4.49	\$4.13	\$2.69	\$4.15	\$4.35	\$5.55
DPS		\$0.25	\$0.51	\$0.52	\$0.53	\$0.59	\$0.68	\$0.68	\$0.68	\$0.68	\$0.68	\$0.68
Shares ³	231	228	226	219	212	211	208	206	239	240	236	230

BorgWarner have been on a roller coaster ride over the last decade. Earnings-per-share barely budged from 2011 through 2020, though this was mostly due to the impact of COVID-19 on the business. The earnings growth rate over the last decade is 5.2%. We believe an earnings-per-share growth rate of 5% takes into account the demand for the company's highly engineered products from some of the largest automakers in the world with the cyclical nature of its business. The company also has a sizeable presence in the electric vehicle market and expects to generate revenue of \$4 billion from this channel by 2025. For 2022, BorgWarner projects that electric vehicle revenue will be \$850 million.

BorgWarner has paid a dividend every year since 2013. After more than doubling its payment in 2014, dividend growth has been minimal and rare. The dividend has a compound annual growth rate of 5% since 2016, but BorgWarner has not raised its dividend since late 2017 even with a very low payout ratio. We do not anticipate the dividend growing in the near term.

Disclosure: This analyst has no position in the security discussed in this research report, and no plans to initiate one in the next 72 hours.

¹ Estimated ex-dividend date

² Estimated dividend payment date

³ Share count in millions



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Valuation Analysis

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Now	2027
Avg. P/E	14.5	15.5	18.3	17.2	10.6	11.6	10.3	9.6	13.0	10.9	8.7	11.0
Avg. Yld.		0.6%	0.9%	1.0%	1.5%	1.3%	1.5%	1.5%	1.9%	1.5%	1.8%	1.1%

Shares of the company have decreased \$2, or 5.0%, since our August 3rd, 2022 report. BorgWarner's valuation has traded with a wide range since 2012, stretching from the low single-digits to the high teens. We believe a multiple of 11 times earnings, near the recent average, is a fair place to start for a 2027 target valuation. Using the midpoint of expected earnings-per-share for the year, BorgWarner currently trades with a price-to-earnings ratio of 8.7. This implies a 4.7% contribution from multiple expansion to annual returns through 2027.

The company hasn't raised its dividend in several years, but BorgWarner's current yield is nearly in-line with that of the S&P 500 index. The company has also had very low payout ratios stretching back to when the dividend was initiated.

Safety, Quality, Competitive Advantage, & Recession Resiliency

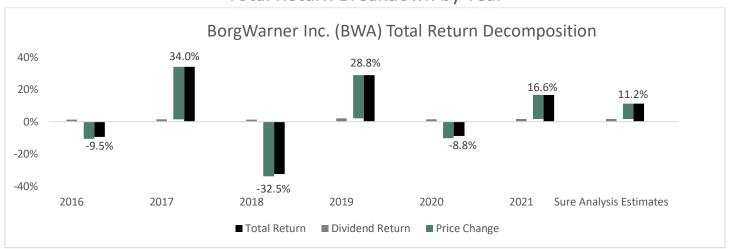
Y	ear	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2027
Pay	out/		9%	165	17%	16%	15%	15%	16%	25%	16%	16%	12%

BorgWarner may not be a household name in the auto-parts industry, but the company's products are in great demand. Ford, which accounts for 13% of annual sales, and Volkswagen, which contributes 11% of annual sales, are its two largest customers. With some of the world's largest automakers as customers, BorgWarner has a distinct advantage against would-be competitors. The company is also very diversified, with roughly a third of revenues coming from Asia, Europe and North America each. That said, BorgWarner is not immune to the impacts of a recession as seen by the company's 91% decline in earnings-per-share from 2007 to 2009. We would expect a similar decline in the next downturn.

Final Thoughts & Recommendation

BorgWarner is expected to return 11.2% annually through 2027, up from our previous estimate of 9.3%. Our projected return stems from a 5% earnings growth rate, a 1.8% starting yield, and a mid-single-digit contribution from multiple expansion. We remain enthused by the BorgWarner's industry position, especially in the area of electric vehicles. Organic sales were up considerably throughout the company, showing broad strength. We have raised our 2027 price target \$2 to \$61 due to company guidance for 2027 and now rate shares of BorgWarner as a buy due to projected returns.

Total Return Breakdown by Year



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Income Statement Metrics

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Revenue	7,183	7,437	8,305	8,023	9,071	9,799	10,530	10,168	10,165	14,838
Gross Profit	1,467	1,558	1,756	1,703	1,929	2,115	2,230	2,101	1,910	2,855
Gross Margin	20.4%	20.9%	21.1%	21.2%	21.3%	21.6%	21.2%	20.7%	18.8%	19.2%
SG&A Exp.	647	646	702	688	818	899	946	873	951	1,460
Operating Profit	289	299	330	320	391	408	431			
Op. Margin	820	912	1,054	1,015	1,111	1,216	1,288	1,230	925	1,314
Net Profit	11.4%	12.3%	12.7%	12.7%	12.2%	12.4%	12.2%	12.1%	9.1%	8.9%
Net Margin	501	624	656	577	595	440	931	746	500	537
Free Cash Flow	7.0%	8.4%	7.9%	7.2%	6.6%	4.5%	8.8%	7.3%	4.9%	3.6%
Income Tax	471	301	239	291	535	620	580	527	723	638

Balance Sheet Metrics

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Assets	6,401	6,917	7,228	8,826	8,835	9,788	10,095	9,702	16,029	16,575
Cash & Equivalents	716	940	798	578	444	545	739	832	1,650	1,841
Acc. Receivable	1,015	1,068	1,201	1,424	1,448	1,736	1,728	1,713	2,636	2,522
Inventories	448	458	506	724	641	766	781	807	1,286	1,534
Goodwill & Int.	1,388	1,367	1,357	2,302	2,166	2,375	2,292	2,244	3,723	4,370
Total Liabilities	3,255	3,285	3,537	5,194	5,533	5,962	5,750	4,858	9,305	9,313
Accounts Payable	855	935	979	1,226	1,259	1,546	1,485	1,325	2,352	2,276
Long-Term Debt	1,067	1,223	1,340	2,550	2,220	2,188	2,114	1,960	3,787	4,327
Total Equity	3,083	3,561	3,616	3,554	3,218	3,717	4,226	4,706	6,428	6,948
LTD/E Ratio	0.35	0.34	0.37	0.72	0.69	0.59	0.50	0.42	0.59	0.62

Profitability & Per Share Metrics

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Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Return on Assets	8.1%	9.4%	9.3%	7.2%	6.7%	4.7%	9.4%	7.5%	3.9%	3.3%
Return on Equity	18.3%	18.8%	18.3%	16.1%	17.6%	12.7%	23.4%	16.7%	9.0%	8.0%
ROIC	12.5%	13.8%	13.3%	10.3%	10.2%	7.6%	14.9%	11.2%	5.8%	4.9%
Shares Out.	231	228	226	219	212	211	208	206	239	240
Revenue/Share	29.59	32.15	36.28	35.56	42.13	46.33	50.26	49.17	47.50	61.88
FCF/Share	1.94	1.30	1.04	1.29	2.49	2.93	2.77	2.55	3.38	2.66

Note: All figures in millions of U.S. Dollars unless per share or indicated otherwise.

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