

COMPANY UPDATE

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EV/Mobility Team

Esther Yim

Team Leader
esther.yim@samsung.com

Hyunji Kim

Research Associate
hyunji.kim@samsung.com

▶ AT A GLANCE

Not rated

Target price	n/a
Current price	KRW11,220
Market Cap	KRW151.32b/USD98.88m
Shares (float)	13,486,348 (54.7%)
52-week high/low	KRW15,570/KRW5,180
Avg daily trading value (60-day)	KRW2.8b/ USD1.8m

▶ ONE-YEAR PERFORMANCE

	1M	6M	12M
Neotoo (%)	4.8	-10.0	65.0
Vs Kosdaq (%pts)	24.0	1.6	51.1

▶ SAMSUNG vs THE STREET

No of estimates	n/a
Target price	n/a
Recommendation	n/a

※ Rating: 4 < → BUY, 3 = HOLD, 2 > → SELL



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Neotoo (212560)

Transmission gear suppliers in focus

- Neotoo is Hyundai Motor (HMC) and Kia's main gear supplier, meeting around 40% of the automakers' gear needs.
- Planetary gears are not only used in hybrid and EV gears, but can also be adapted for QDD actuator speed reducers (which are used in robots).
- As a supplier of gears for use in HMC/Kia's hybrids and EVs, Neotoo appears to be well positioned to record robust earnings growth. It also has the potential to expand into robot actuator gears down the road.

WHAT'S THE STORY?

Company overview: A specialized manufacturer of automotive transmission gears, Neotoo began its growth story by entering the gear value chain of Hyundai Motor Group's internalization project for 6-speed automatic transmission technology.

- **Established in 2010 via split-off:** Neotoo was established through a split-off from Oto Industry (unlisted; specializing in forging and turning). It was listed on the Kosdaq in Nov 2015.
- **Possesses gear cutting and machining technology:** Its affiliate, Oto Industry, purchases alloy steel (blends of carbon steel, tromanganese, and other materials), cuts it, and performs forging and turning. Neotoo then carries out precision gear cutting (tooth profile formation) and heat treatment.
- **Tier-2 supplier:** Looking at its gear products (volume basis): 1) 70-80% are supplied to Hyundai Transys, which in turn delivers the products to Hyundai Motor (HMC) and Kia; 2) 10-20% are supplied directly to HMC and Kia; and 3) 10% are exported to international clients such as Stellantis and Volkswagen.

(Continued on the next page)

SUMMARY FINANCIAL DATA

	2022	2023	2024	2025
Revenue (KRWb)	164	198	219	232
Operating profit (KRWb)	8	10	13	14
Net Profit (KRWb)	8	12	18	15
EPS (adj) (KRW)	665	1,009	1,500	1,260
EPS (adj) growth (%)	19.5	51.9	48.6	(16.0)
EBITDA margin (%)	13.3	10.8	10.4	10.5
ROE (%)	8.4	11.7	15.3	11.4
P/E (adj) (x)	6.6	6.2	3.5	7.0
P/B (x)	0.5	0.7	0.5	0.8
EV/EBITDA (x)	2.3	2.9	0.9	3.4
Dividend yield (%)	1.5	1.6	2.5	2.3

Source: Company data, Samsung Securities estimates

- **Annual production capacity:** Neotoo has the capacity to produce 37.4m pinion gears, 3.5m annulus gears, and 0.4m EV speed-reducer components.
- **Beneficiary of growing sales of hybrids and EVs:** The company supplies gears to HMC and Kia for use in their ICE autos, meeting 50% of the automakers' hybrid gear needs and over 50% of their EV differential gear needs. It is set to begin delivering gears for the Genesis EREV in 2027, and its fourth manufacturing plant, which it built to support this new supply, has been completed.
- **Most profitable transmission component maker:** Its competitors include Dae-il Corp, Daedong Gear, and Dongbo (unlisted). In 2025, Neotoo posted sales of KRW232.1b (up 5.9%), with an operating margin of 5.9%.

Automotive transmission gears and robotic actuator gears share core technologies: Core technologies for automotive transmission and robotic actuators are not merely about cutting gear teeth—they involve integrated management of design, materials, heat treatment, machining, and assembly to control load distribution and transmission error. This expertise resides in tacit knowledge that cannot be transferred through drawings alone.

- **Role of transmission:** The transmission adjusts the gear ratio to keep the engine operating within its most efficient and performance-optimal RPM range, converting engine output into the torque and rotational speed required by the driver.
- **Planetary gears adopted in automatic transmissions and hybrid/EV speed reducers:** Planetary gears offer three advantages: 1) their coaxial design aligns the input and output shafts on the same axis, enabling compact packaging; 2) the load is shared among multiple pinions, delivering high torque density (greater torque output relative to its size); and 3) speed shifting is achieved not by moving gears, but by simply locking or connecting the sun gear, carrier, or ring gear with clutches and brakes—so power flows continuously to the wheels without interruption.
- **EV e-axle, a bridge to robotic actuators:** Electric motors deliver maximum torque from 0 RPM and operate efficiently across a wide speed range, eliminating the need for multi-stage transmissions. However, a fixed-speed reducer remains essential to enable motor miniaturization and efficiency—this is why e-axles are required.

As EV competition intensifies, electric motor speeds (now exceeding 15,000 RPM, with next-generation targets at 20,000 RPM) are becoming a key differentiator in terms of performance. Consequently, e-axle speed reducers are required to achieve higher precision. In EVs, where engine noise is absent, gear whine can be an immediate product quality issue. As a result, gear-tooth finishing has shifted from traditional shaving to grinding and hard finishing—now the *de facto* standard. In the EV era, gear manufacturers have upgraded their capabilities, now producing fewer gears, but with greater precision. This experience in high-speed, high-precision gearing now serves as a critical bridge to the development of small, precision planetary gears for robotics.

- **Atlas body actuator to integrate QDD actuators:** The actuators mounted on the body and joints of Atlas are QDD actuators—compact actuators integrating low-ratio planetary gears. With planetary-gear technology previously used in automotive transmissions now being applied to Atlas actuators, HMG's planetary-gear value chain stands to gain new opportunities. The gripper supplier decision is scheduled to be announced at year-end, and the actuation method will be direct driven.

Investment point 1. High automation and micro-precision machining capabilities

- **High automation and flexible production system:** When the plant was first built, high automation allowed just 1-2 operators to manage each production line. By 2025, sales per employee amounted to KRW1.23b—2.5 times the industry average—and the same line could flexibly switch between gear production for ICE vehicles, hybrids, and EVs.
- **Each factory has 40 production lines:** When foreign-made machine tools are used, capex ranges KRW2b-4b per line. Machine tools have a service life of 20-30 years. Its factory in Yesan produces 35m pinion gears *pa* (12-15 seconds per unit) and 1m annulus gears *pa*.
- **In-house mastery of precision gear cutting and machining technology:** It is capable of precision gear cutting and machining within a tolerance of $\pm 5\mu\text{m}$ —just 1/20 the thickness of a human hair ($\sim 100\mu\text{m}$).

Investment point 2. Solid profitability, backed by full depreciation of most equipment and high utilization rates

- **Depreciation complete—supplier of gears for automatic transmissions since 2010:** Its three plants have almost completed their depreciation cycles. In 2025, its depreciation costs equated 4.3% of its sales.
- **High utilization driven by orders for hybrid and EV gears:** Fully depreciated equipment, combined with high utilization, has supported an operating margin of around 6%.
- **Winning robot reducer orders could lead to early profitability:** Equipment investments would be necessary if it won robot reducer orders, but the use of the same foundational technology and high automation levels would allow rapid utilization improvements.

Investment point 3. Beneficiary of hybrid and EV growth

- **Only player in speed reducer value chain capable of machining internal helical gears:** HMC and Neoto are the only companies with proprietary technology to manufacture annulus gears needed in ICE and hybrid vehicle transmissions.
- **Hybrid/EV gears have 4-5x higher ASP than those in 6-speed automatic transmissions:** In a 6-speed automatic transmission, four small gears are mounted as a set in first gear. The annulus gear used in hybrids and the differential gear used in EVs command an ASP 4-5 times higher than the gears in 6-speed transmissions.
- **HMC/Kia's combined xEV sales in 1H26 total 1.057m units (up 23% y-y):** HMC/Kia's global sales reached 3.59m units in 1H (down 2% y-y), but their hybrid and EV sales increased to 691,000 units (up 29.1% y-y) and 362,000 units (up 12.8% y-y), respectively.
- **Order backlog as of end-2H25 at KRW1t (up 36.8%):** Orders in the company's backlog focus on HMC/Kia's hybrid and EV programs. To support the mass-production of the Genesis EREV model (to be launched in 2027), Neoto has built a fourth plant in Yesan. At 100% capacity, the facility will be able to generate sales of KRW94b *pa*. The facility is designed with a 50% capacity expansion in mind.

Investment point 4. Planetary gears to be increasingly used as reducers in QDD actuators

- **Three reasons behind growing adoption of QDD actuators in humanoid robots:** First, QDD actuators exhibit near-linear dynamics with low friction and minimal backlash, making them highly compatible with simplified joint models in simulation environments. This allows policies trained via reinforcement learning in simulations to transfer seamlessly to physical robots. In contrast, harmonic drives suffer from complex nonlinearities—flex spline elasticity, hysteresis, and variable friction—that are difficult to model accurately. Replicating their behavior requires additional neural networks, increasing development complexity.

Second, reinforcement learning policies output joint torque commands. QDD actuators translate motor current almost directly into output torque, ensuring that simulated torque targets are faithfully reproduced in real-world environments.

Third, QDD's mechanical design allows external impacts—such as ground contact while jumping or running—to be absorbed by motor inertia, protecting gears from damage. This enables aggressive, dynamic locomotion training.

QDD actuators have lower torque density compared to alternatives, imposing a physical upper limit on payload capacity. While Chinese robotic actuators offer cost advantages, they typically support much lower payloads. Boston Dynamics' Atlas overcomes this by increasing magnetic flux density in its motors and employing Halbach arrays to boost torque output.

- **Application in Atlas:** The Atlas robot uses 31 QDD actuators with integrated planetary gears, compressed into two size variants—all are rotational QDD designs. Hyundai Mobis targets an actuator cost of USD500–1,000/unit. The gear unit accounts for 30% of each actuator's total cost.

2026 guidance: The company expects to record full-year 2026 sales of KRW250b-260b (up 10%) and an operating margin of 6%.

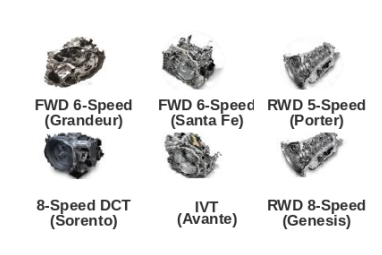
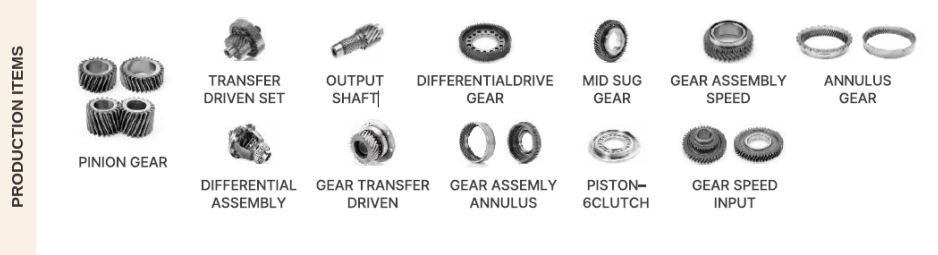

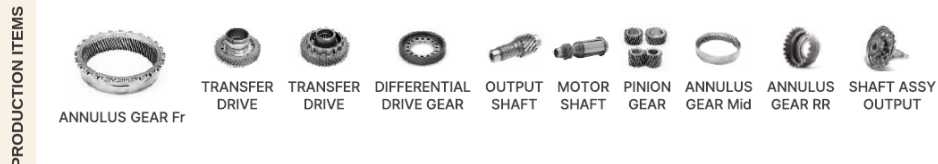


- **Trading at 6x guidance P/E:** The valuation aligns with the average for mid- and small-sized component suppliers—undervalued given the growth potential of the hybrid and EV segments as well as potential opportunities in the robotics segment.
- **Finances:** It has a debt-to-equity ratio of 63.1% and net cash of KRW3.4b (as of end-2025).
- **Shareholder return policy:** It paid a 2025 DPS of KRW200, resulting in a dividend payout ratio of 15.9%. The firm aims to gradually increase its payout ratio over time.

Neoto: Peer group comparison

(KRWm)	Neoto	DIC Corp	Daedong Gear	Dongbo (unlisted)
Sales	232,116	406,814	220,939	438,548
Gross profit	27,362	32,448	12,195	28,283
Margin (%)	11.8	8.0	5.5	6.4
Operating profit	13,666	2,296	162	10,520
Margin (%)	5.9	0.6	0.1	2.4
Net profit	14,883	(14,982)	(4,740)	16,910
Margin (%)	6.4	(3.7)	(2.1)	3.9
Debt to equity ratio	63.1	464.7	240.6	59.6
Net debt	(34.93)	213.39	78.81	(28.18)
P/E	7.02	n/a	n/a	n/a
P/B	0.76	7.04	1.96	n/a
ROE	11.38	-17.37	-5.76	n/a

Note: As of 2025 parent-based result
Source: Dart, Samsung Securities

Neoto: Main products

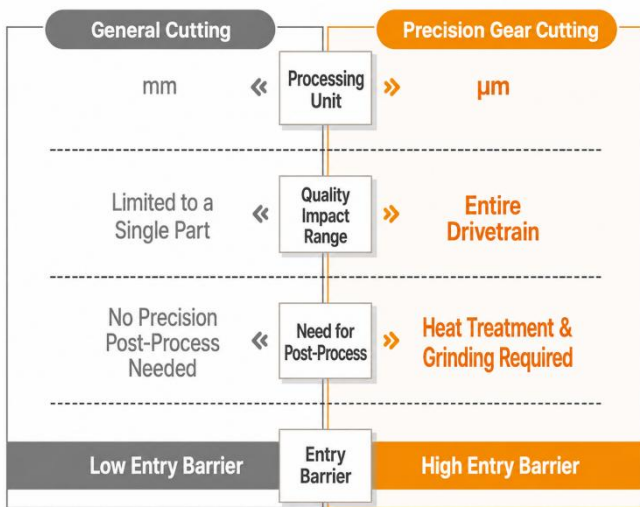
Product Category	Product Images	Production Items
ICE (Transmission) Gears		
Hybrid (Transmission & Motor) Gears		
EV (Reducer & Motor) Gears		

Source: Company data, Samsung Securities

Neoto: Automation of production facilities

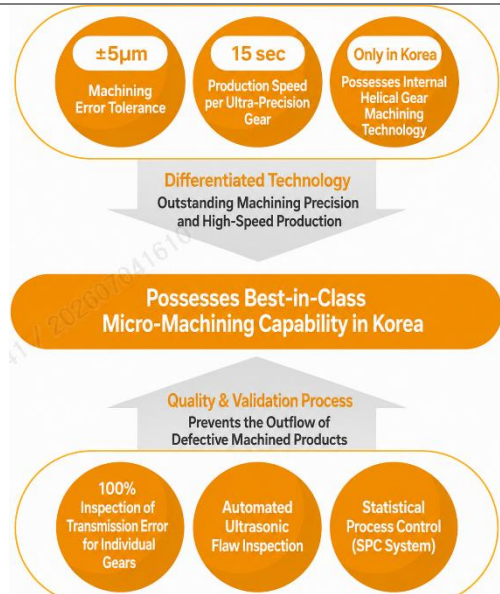
Source: Company data, Samsung Securities

Neoto: Internalization of precision gear cutting technology



Source: Company data, Samsung Securities

Neoto: Micro-machining capabilities



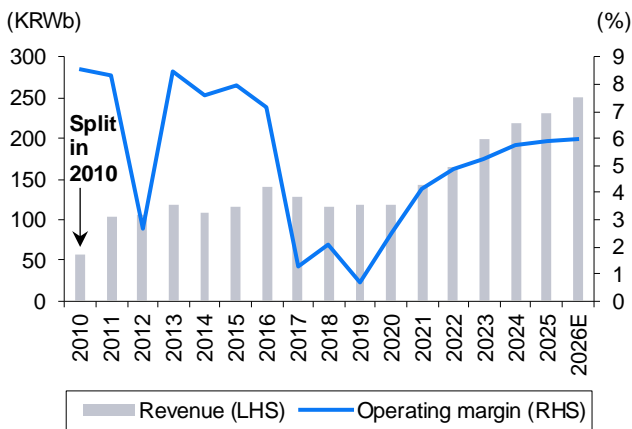
Source: Company data, Samsung Securities

Neoto: New Yesan plant 4

<p>Yesan Plant 1</p> <p>Location: 8 Durumeori-gil, Sappgyo-eup, Yesan-gun, Chungcheongnam-do Area: 34,226m² Main Products: Pinion Gear, Annulus</p>		<p>Yesan Plant 2</p> <p>Location: 33 Durumeori-gil, Sappgyo-eup, Yesan-gun, Chungcheongnam-do Area: 15,653m² Main Products: Pinion Gear, Speed Gear</p>											
<p>Features</p> <p>First in Korea to Introduce an SPC System Real-time defect-rate monitoring and prevention of potential defects through a statistical process control system</p>	<p>CAPA</p> <table border="1"> <tr><td>Pinion Gear</td><td>35 million/year</td></tr> <tr><td>Annulus</td><td>1 million/year</td></tr> </table>	Pinion Gear	35 million/year	Annulus	1 million/year	<p>Features</p> <p>Specialized in gear grinding, the final process of precision machining</p>	<p>CAPA</p> <table border="1"> <tr><td>Pinion Gear</td><td>2.4 million/year</td></tr> <tr><td>Speed Gear</td><td>0.6 million/year</td></tr> <tr><td>4th Gear</td><td>1.3 million/year</td></tr> </table>	Pinion Gear	2.4 million/year	Speed Gear	0.6 million/year	4th Gear	1.3 million/year
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Annulus	1 million/year												
Pinion Gear	2.4 million/year												
Speed Gear	0.6 million/year												
4th Gear	1.3 million/year												
<p>Yesan Plant 3</p> <p>Location: 85 Sandan 2-gil, Sappgyo-eup, Yesan-gun, Chungcheongnam-do Area: 34,226m² Main Products: Annulus, T/F, B-Motor Shaft, EV Diff Drive</p>		<p>Yesan Plant 4</p> <p>Location: 514 Horiri, Sappgyo-eup, Yesan-gun, Chungcheongnam-do Area: 16,505m² Main Products: T/F DRIVE, T/F DRIVEN, O/P SHAFT, etc.</p>											
<p>Features</p> <p>Specialized Production Facility for EV Reducer Components</p>	<p>CAPA</p> <table border="1"> <tr><td>Annulus</td><td>2.5 million/year</td></tr> <tr><td>T/F</td><td>0.5 million/year</td></tr> <tr><td>EV</td><td>0.4 million/year</td></tr> </table>	Annulus	2.5 million/year	T/F	0.5 million/year	EV	0.4 million/year	<p>Features</p> <p>Total Investment: KRW 41.3 billion Specialized in Next-Generation Hybrid Components</p>	<p>CAPA</p> <p>Approx. KRW 94 billion/year</p>				
Annulus	2.5 million/year												
T/F	0.5 million/year												
EV	0.4 million/year												

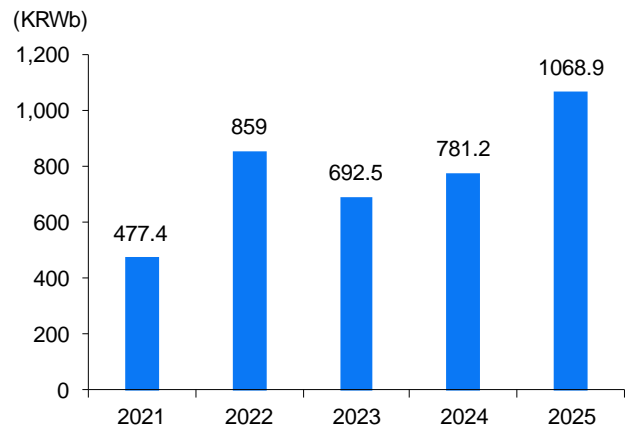
Source: Company data, Samsung Securities

Neoto: Sales and operating margin



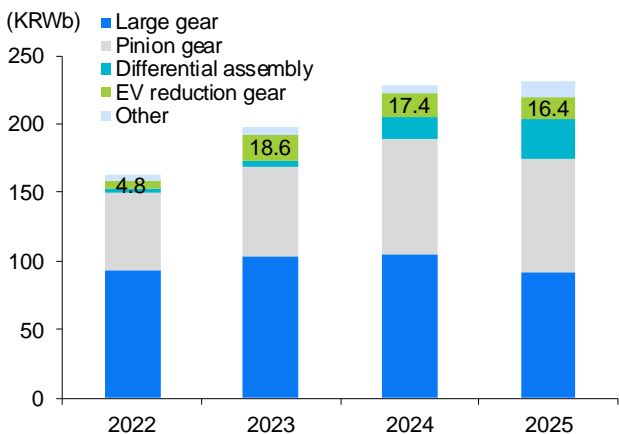
Source: Company data, Samsung Securities

Neoto: Order backlog



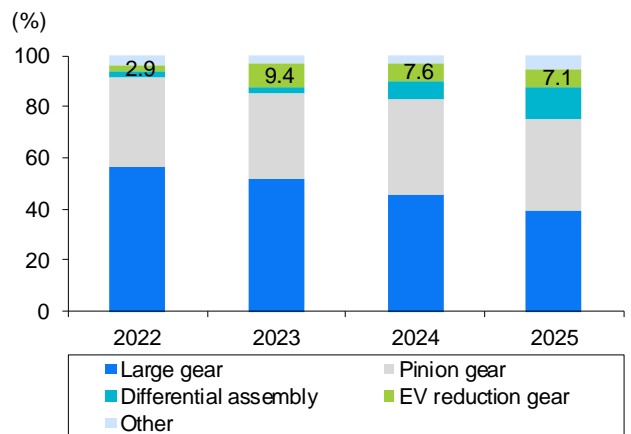
Source: Company data, Samsung Securities

Neoto: Sales, by product



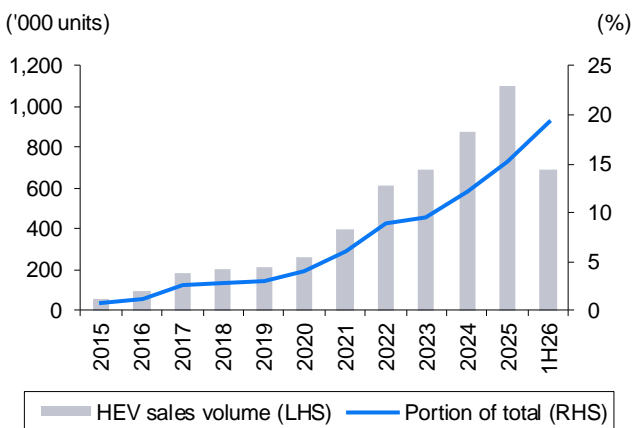
Source: Company data, Samsung Securities

Neoto: Sales portion, by product



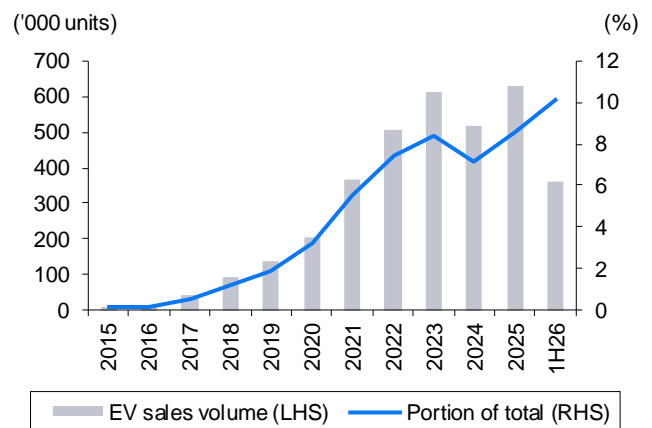
Source: Company data, Samsung Securities

HMC/Kia: Hybrid sales and as portion of total sales



Source: Company data, Samsung Securities

HMC/Kia: EV sales and as portion of total sales



Source: Company data, Samsung Securities

Transmission vs reducer vs QDD: Comparison of technical elements

Process/Capability	Automatic transmission (AT)	EV e-Axle reducer	QDD
Tooth design & modification	Multi-stage combination design, crowning/shift design for NVH	Micro-geometry for high-speed rotation, whine noise suppression	Low-backlash/high-efficiency tooth profile, lightweight thin-wall design
Materials & heat treatment	Carburizing/quenching of carburizing steel (SCM415/420 grade), deformation correction	Same series + combined high-frequency/nitriding	Based on same carburizing tech; deformation management of small parts is key
Tooth machining	Hobbing + shaving, internal gear broaching	Standardization of hobbing + grinding (hard finishing), expansion of gear skiving	Precision hobbing/grinding for small modules, internal skiving
Load distribution	Load sharing of 3-5 pinions, carrier pin-hole position tolerance	Same principle, rigidity management for high-speed response	Same principle; absolute tolerance values are stricter due to miniaturization
Backlash/transmission error	Relatively lenient	Managed from noise perspective	Directly linked to control performance; managed in arc-min units
Mass-production	IATF 16949, quality control for tens of millions of sets per year	Same system maintained	Automotive-grade cost/quality system is the core competitiveness




Source: Media, Engineering data, Samsung Securities

Comparison of requirement specifications

Item	AT planetary gear set	e-Axle reducer	QDD planetary gear (robotics)
Reduction ratio	Diverse via gear combinations	Around 8-12:1 (2-stage)	Around 6-10:1 (1-stage)
Input speed	Up to 7,000rpm class	15,000-20,000rpm class	0 to '000s of rpm (low speed)
Dominant requirements	Durability, efficiency, shift quality	High-speed response, NVH (Whine)	Low backlash, back-drivability, lightweight
Module (tooth size)	Medium to Large	Medium	Small (around 1.0 mm or below)
Annual volume	Tens of millions of sets	Growing to millions of sets	Currently tens of thousands to hundreds of thousands
Pricing logic	Cost reduction competition	Balance of cost and precision	Cost disruption vs \perp -armonic drive is the reason for adoption

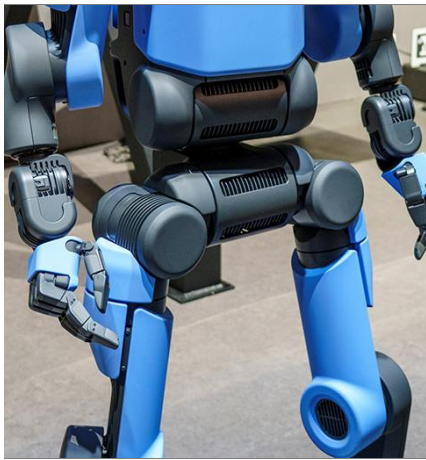
Source: Media, Engineering data, Samsung Securities

Comparison of main reducers used in humanoid robots

	Harmonic reducer	RV reducer	Planetary reducer
Image			
Structure	Flex spline, wave generator, rigid spline	Two-stage transmission structure	Sun gear + planetary gear + internal ring gear
Company	HDSI (Japan), Nidec-Shimpo (Japan), Leader Drive (China), SPG (Korea), SBB Tech (Korea)	Nabtesco (Japan), Sumitomo (Japan), Nabdrive (China), Xianjiwei (China), etc	ATG (Taiwan), APEX (Taiwan), Nidec-Shimpo (Japan), etc
Size	Small	Large	Small
Torque (Nm)	3.5-800	40-6,000	40-1,000
Backlash	Nearly 0 (ultra-precision)	Very small (similar to harmonic reducer)	Medium (higher than harmonic reducer)
Reduction ratio	High reduction ratio (30:1 - 320:1), single stage	Mid-high reduction ratio (50:1 - 200:1)	Low reduction ratio (~ 10:1), single stage
Price (USD)	~150-700	~700-1,150	~55-230
Advantages	High gear ratios achievable; enables ultra-precision control	High durability; high torque	Simple structure, high efficiency
Shortcomings	Vulnerable to fatigue; low durability (prone to breaking)	Complex structure; large and heavy	Limited precision; low gear ratio requires multi-stage configuration
Application	(Low payload) Collaborative/Industrial robot, humanoid	Vertical articulated robot (ship/auto plant), construction machinery, etc	Mobile robot, drone, humanoid lower body

Source: Media

Atlas: Hips and waist



Source: Boston Dynamics

Atlas: Knees and ankles



Source: Boston Dynamics

Atlas: Gripper



Source: Boston Dynamics

Rotary actuator: Cost breakdown

Component	Unit cost (USD)	Quantity	Total cost (USD)	Portion (%)
Harmonic/Planetary gearbox	165	1	165	29
Frameless torque motor	138	1	138	25
Torque sensor	83	1	83	15
Drive	69	1	69	12
Encoder	28	2	55	10
Brake	21	1	21	4
Bearing	7	3	21	4
Housing and other	10	1	10	2
Total	-	-	561	100

Source: CITIC Securities, Samsung Securities

Atlas: Cost breakdown (estimates)

Item	Unit cost (USD)	Quantity	Total cost (USD)
Rotary actuator	561	31	17,391
Vision sensor	41	3	123
Nvidia Thor chip	800	1	800
Gripper	800	2	1,600
Battery pack	200	4 kWh	200
Body			2,000
Subtotal			22,114
Data center depreciation*			26,666
Factory depreciation			442
Other operating costs			1,769
Total			50,991

Note: Assumes 10,000 units produced;

*Assumes usage of one-third of 50,000 Blackwell GPUs

Source: Samsung Securities estimates

Income statement

Year-end Dec 31	2021	2022	2023	2024	2025
Sales	142	164	198	219	232
Cost of goods sold	127	147	177	191	205
Gross profit	15	17	22	27	27
Gross margin (%)	10.7	10.3	10.9	12.5	11.8
SG&A expenses	9	9	11	15	14
Operating profit	6	8	10	13	14
Operating margin (%)	4.2	4.9	5.2	5.8	5.9
Non-operating Gains (Losses)	2	2	4	8	(0)
Financial Profit	0	1	2	7	2
Financial Costs	1	1	1	2	6
Gains (Losses) in Equity Method	0	0	0	0	0
Other	2	2	3	4	4
Pre-tax profit	8	10	14	21	14
Taxes	1	2	2	3	(1)
Effective tax rate (%)	16.6	23.9	17.2	16.1	(9.1)
Profit from continuing operations	7	8	12	18	15
Profit from discontinued operations	0	0	0	0	0
Net profit	7	8	12	18	15
Net margin (%)	4.6	4.8	6.0	8.1	6.4
Net profit (Controlling Interests)	7	8	12	18	15
Net profit (Non-controlling Interests)	0	0	0	0	0
EBITDA	20	22	21	23	24
EBITDA margin (%)	13.7	13.3	10.8	10.4	10.5
EPS (parent) (KRW)	556	665	1,009	1,500	1,260
EPS (consolidated) (KRW)	556	665	1,009	1,500	1,260
Adjusted EPS (KRW)*	556	665	1,009	1,500	1,260

Cash flow statement

Year-end Dec 31	2021	2022	2023	2024	2025
Cash flow from operations	17	27	20	30	25
Net profit	7	8	12	18	15
Non-Cash Profit and Expense	17	18	13	9	14
Depreciation	14	14	11	10	10
Amortization	0	0	0	0	0
Others	4	4	2	(1)	3
Changes in A/L from Operating Activities	(5)	4	(1)	3	(2)
Cash flow from investments	(14)	(14)	(18)	(29)	(20)
Change in Tangible Assets	(12)	(5)	(7)	(9)	(38)
Change in Financial Assets	(1)	(3)	(7)	(31)	19
Other	(0)	(6)	(5)	10	(0)
Cash flow from financing	(8)	(9)	4	8	(10)
Change in debt	(8)	(9)	5	8	(4)
Change in equity	0	0	0	0	0
Dividends	(0)	(1)	(1)	(1)	(2)
Other	(0)	(0)	(0)	1	(5)
Change in cash	(5)	3	6	8	(5)
Cash at beginning of year	21	17	20	26	34
Cash at end of year	17	20	26	34	29
Gross cash flow	24	25	25	27	29
Free cash flow	5	21	13	22	(13)

Note: *Excluding one-off items

**Fully diluted, excluding one-off items

***From companies subject to equity-method valuation

Source: Company data, Samsung Securities estimates

Balance sheet

Year-end Dec 31	2021	2022	2023	2024	2025
Current assets	52	62	88	132	105
Cash & equivalents	17	20	26	34	29
Accounts receivable	21	23	32	35	34
Inventories	10	12	11	14	14
Other current assets	4	7	19	49	29
Fixed assets	94	93	88	85	119
Investment assets	0	7	7	1	1
Tangible assets	90	81	76	78	108
Intangible assets	1	1	1	1	1
Other long-term assets	3	4	5	5	10
Total assets	147	155	176	217	224
Current liabilities	36	48	56	86	78
Accounts payable	15	20	25	36	34
Short-term debt	0	0	2	12	6
Other current liabilities	20	28	30	39	38
Long-term liabilities	22	10	12	6	8
Bond & long-term debt	20	10	11	6	8
Other long-term liabilities	1	0	0	0	1
Total liabilities	57	58	68	93	87
Owners of parent equity	89	97	108	124	138
Capital stock	4	4	4	4	6
Capital surplus	11	11	11	11	9
Retained earnings	73	80	91	108	121
Other	1	2	2	1	1
Non-controlling interests equity	0	0	0	0	0
Total equity	89	97	108	124	138
Net debt	12	(3)	(11)	(42)	(22)

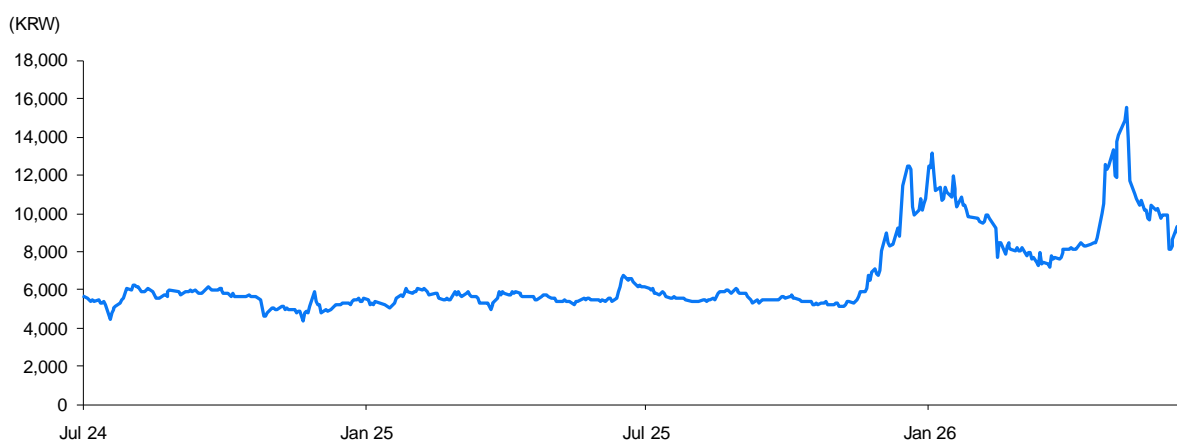
Financial ratios

Year-end Dec 31	2021	2022	2023	2024	2025
Growth (%)					
Sales	21.2	15.2	20.8	10.3	6.2
Operating profit	100.3	34.5	30.3	21.8	8.1
Net profit	85.3	19.5	51.9	48.6	(16.0)
Adjusted EPS**	85.3	19.5	51.9	48.6	(16.0)
Per share data (KRW)					
EPS (parent)	556	665	1,009	1,500	1,260
EPS (consolidated)	556	665	1,009	1,500	1,260
Adjusted EPS **	556	665	1,009	1,500	1,260
BPS	7,541	8,201	9,126	10,505	11,647
DPS (common)	47	67	100	133	200
Valuations (x)					
P/E***	7.9	6.6	6.2	3.5	7.0
P/B***	0.6	0.5	0.7	0.5	0.8
EV/EBITDA	3.3	2.3	2.9	0.9	3.4
Ratios					
ROE (%)	7.6	8.4	11.7	15.3	11.4
ROA (%)	4.5	5.2	7.2	9.0	6.7
ROIC (%)	5.0	6.6	10.3	13.3	16.4
Payout ratio (%)	8.4	10.0	9.9	8.9	15.9
Dividend yield (Common, %)	1.1	1.5	1.6	2.5	2.3
Net debt to equity (%)	13.2	(2.8)	(10.4)	(33.6)	(16.0)
Interest coverage (x)	9.3	12.2	13.6	7.3	15.6

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Target price changes in past two years



Rating changes over past two years (adjusted share prices)

Date	2026/7/7
Recommendation	Not Rated
Target price (KRW)	n/a
Gap* (average) (max or min)**	

Note: * [(average, maximum, or minimum share price over duration of target price minus target price) / target price] x 100%

** Maximum/minimum share price if new target is higher/lower than market close on the business day prior to target price change

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- HOLD** Expected to increase/decrease in value by less than 15% within 12 months
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Industry

- OVERWEIGHT** Expected to outperform market by 5% or more within 12 months
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- UNDERWEIGHT** Expected to underperform market by 5% or more within 12 months

* Note: Effective Jul 27, 2023, BUY, HOLD, and SELL criteria are based on expectations of share-price moves of 15% or more within 12 months

Percentage of ratings in 12 months prior to 2026.06.30

BUY (85.5%)-HOLD (14.5%)-SELL (0%)

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Samsung Securities

SAMSUNG SECURITIES

Samsung Electronics Bldg., 11, 74-gil,
Seochodaero-ro, Seocho-gu, Seoul, Korea 06620
Tel: 02 2020 8000 / www.samsungpop.com

Family Center: 1588 2323

Voice Of Customer: 080 911 0900

**For more information,
please call our sales representatives:**

LONDON

Samsung Securities Europe Limited

1st Floor, 30 Gresham Street, London EC2V 7PG UK
Tel. 44-207-776-4311
Fax. 44-203-837-9219

NEW YORK

Samsung Securities America Limited

1330 Avenue of the Americas, 10th Floor, New York,
NY 10019
Tel: 1-212-972-2454
Fax: 1-212-972-2704

HONG KONG

Samsung Securities (Asia) Limited

Suite 4511, Two International Finance Center,
8 Finance Street, Central, Hong Kong
Tel: 852-3411-3608
Fax: 852-2114-0290

BEIJING

Samsung Securities Beijing Representative Office

Rm. 910, The Exchange Building No 118 JianGuo Lu, Chao
Yang District, Beijing, China
Tel: 86-10-6522-1855 (extension 7891)
Fax: 86-10-6522-1855 (extension 7889)

TOKYO

Samsung Securities Tokyo Representative Office

#106-8532 19F, Roppongi T-Cube 3-1-1,
Roppongi Minato-ku Tokyo, Japan
Tel: 81-3-6333-2952
Fax: 81-3-6333-2953



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