Capital Goods

2027 outlook: Opportunities amid headwinds

OUTPERFORM (Maintain)

For **power gen-sets**, a slowdown of global data centre IT capacity growth after 2027 has now become a consensus, but with a divergence of estimates. Our analysis suggests that a global IT capacity of ~220GW by 2030E, even taking into consideration of project restrictions, will be enough to maintain a demand & supply balance in the backup power gen-set sector. We see **Weichai Power (2338 HK / 000338 CH, BUY)** as a beneficiary due to the solid orders and fast-growing capacity. For **mining equipment**, our analysis indicates low correlation between US interest rate and global metal prices historically. We continue to expect high mining capex in 2027, driven by elevated metal prices and aging machinery fleets. We expect **SANYI (631 HK, BUY)** to continue to gain market share in the large-size mining truck segment. For **construction machinery and HDTs**, we believe overseas markets will continue to offer growth opportunities, which will more than offset the sluggish China demand. We see **SANY Heavy (6031 HK / 600031 CH, BUY), Zoomlion (1157 HK / 000157 CH, BUY), Jiangsu Hengli (601100 CH, BUY)** and **Sinotruk (3808 HK, BUY)** as good value plays.

- **AIDC power gen-sets - Too early to conclude oversupply.** We assume the global backup power gen-sets additions to increase from 33GW in 2026E to 42GW 2027E, and will potentially stabilize at 37-38GW per year in 2028-30E. We forecast the annual market size will be tripled to ~US$25bn in 2030E, compared with 2025. Our forecast includes only backup power, and we see the rising application of power gen-sets as prime power as additional upside. On the supply side, while major reciprocating engine/gen-set manufacturers have disclosed their plans to double or triple their capacity over the coming years (2024-25 as bases), the growth still largely matches demand growth. More importantly, we believe these expansion plans will likely be adjusted according to any unexpected change in actual demand.
- **Mining machinery - Rate hike impact overblown**. While the market has been concerned about rising interest rates that could hurt the sector, our analysis suggests base metal prices (LME Index as proxy) have long been showing slightly positive correlation with the US 10-year Treasury bond yield (0.59 in 2010-10M26). In particular, the correlation between the two changed from strong negative in 2022-23 to strong positive in 2025-10M26. We expect the mining capex to stay elevated in 2027E, well supported by rising demand for energy-related metals, declining ore grades and high metal prices. We believe all these will translate to solid demand for mining trucks and large-size excavators.
- **Chinese brands' global expansion still on a good track**. China's exports of machinery (taking dump trucks and earth-moving machinery as reference) have been on the rise in terms of penetration rates in the importing regions, in particular Africa and Brazil. In the APEC region, where market size is much bigger, China is still lagging behind the US and Japan manufacturers but has been catching up over the past few years. Meanwhile, major Chinese OEMs have been localizing their overseas capacity, which will enable them to mitigate the impact of tariffs, improve aftermarket services and achieve product customization. We see easing concerns over the Middle East conflict and stabilization of RMB exchange rate as risk reduction drivers.

China Capital Goods Sector

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SANY Heavy (6031 HK/600031 CH) - Highest 3Q26 earnings growth among major players – 30 Oct 2026 (link)

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AIDC power gen-sets

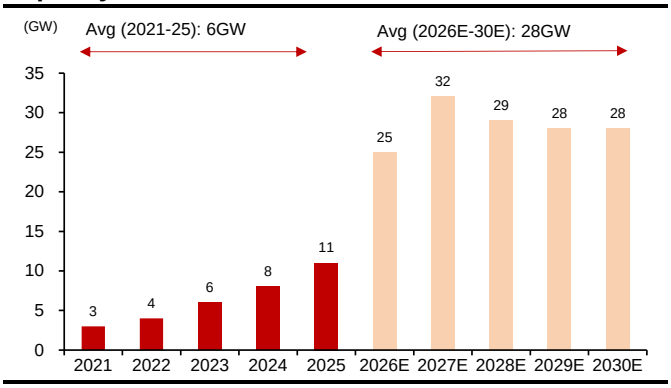
A possible slowdown starting from 2028, but too early to conclude oversupply

The US midterm election results pose uncertainties over data centre IT capacity growth as the actual impact remains to be seen. The consensus now is that data centre construction in the US will be unaffected throughout 2027, but will likely see potential delays or other forms of restrictions starting 2028. We assume annual additions of the global data centre IT capacity will be staying high at 25GW/32GW in 2026E/27E, but will be reduced to 28-29GW per year in 2028-30E. Our conservative assumption is to reflect potential restriction of datacenter construction in the US.

In the near term, the supply of backup power gen-sets (reciprocating engines) remains tight. Besides, the tight supply of large-size turbines (with backlog already covering capacity in 2030) and grid constraint in the US continue to offer room for backup gen-sets to become prime power.

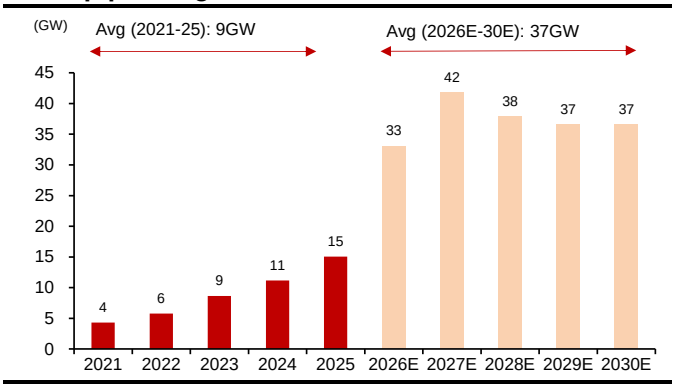
We assume the backup power gen-sets additions to increase from 33GW in 2026E to 42GW in 2027E, and will potentially stabilize at 35-37GW per year in 2028-29E. We forecast the annual market size will be tripled to US$26.6bn in 2030E, compared with 2025. Our forecast at present includes only backup power, and we see the rising application of power gen-sets as prime power as additional growth driver.

Figure 1: Annual additions of global data centre IT capacity



Source: Bain & Company, JLL, Cushman & Wakefield, Wood Mackenzie, CMBIGM estimates

Figure 2: Annual additions of global data centre backup power gen-sets



Source: Bain & Company, JLL, Cushman & Wakefield, Wood Mackenzie, CMBIGM estimates

Key assumptions for our backup power gen-sets forecast

In our forecast for backup power gen-sets, we assume the evolving “backup power redundancy + cooling overheads percentage” will systematically contract over time, dropping from >50% in 2025 to 45% by 2028E-30E. This structural contraction is driven by two parallel engineering revolutions occurring inside the modern hyperscale facility:

The liquid cooling paradigm shift: The rapid adoption of direct-to-chip liquid cooling and immersion setup allows modern facilities to reduce their thermal management power overheads. Since liquid systems transfer heat far more efficiently than air, the total facility power requirement per megawatt of silicon will drop.

Software-defined redundancy to reduce the scale of backup power capacity: Legacy data centers utilized strict 2N hardware redundancy architectures, meaning every single megawatt of active IT equipment was backed by an identical, completely isolated megawatt of idle generator capacity. Modern hyperscalers are migrating toward distributed software-

defined redundancy (N+1 or block redundant configurations). Rather than spending massive capital on physical idling diesel engines at every site, modern cloud networks leverage high-speed fiber routing to instantly shift workloads to entirely separate geographic availability zones if an individual facility suffers a catastrophic power loss. This lowers the volume of "emergency backup" GWs required for every new GW of raw compute added to the network.

We expect the gen-sets ASP to stay elevated. We assume the mainstream model to be 2.5MW capacity per ICE generator over the coming years. This unit density strikes the optimal balance between physical footprint, mechanical stress limits, and rapid start-up capability (achieving full load synchronization from a cold start in under 10 seconds). We assume the ASP for these premium, mission-critical industrial gensets to be ~US$640mn/GW (or US$1.5mn per 2.5 MW unit) in 2026E. We assume the pricing to slightly increase in 2027E and stay elevated afterwards, given the tight supply across the globe.

Figure 3: Assumptions for global data centre backup power gen-sets

	2025	2026E	2027E	2028E	2029E	2030E
Data center cumulative IT capacity (GW)	78	103	135	164	192	220
Data center IT capacity addition (GW)	11	25	32	29	28	28
Backup power redundancy + Cooling overheads	52%	47%	45%	45%	45%	45%
Backup power annual capacity (GW)	17	37	46	42	41	41
ICE backup power capacity (GW)	15	33	42	38	37	37
ICE generators as % of total backup power	90%	90%	90%	90%	90%	90%
ICE generators required (set)	6,019	13,230	16,704	15,138	14,616	14,616
Capacity per ICE generator (MW)	2.5	2.5	2.5	2.5	2.5	2.5
ICE generator ASP (US$ mn/GW)	600	640	680	680	680	680
ICE generator market size (US$ mn)	9,029	21,168	28,397	25,735	24,847	24,847
Change (YoY)	-	*134%*	*34%*	*-9%*	*-3%*	*0%*

Source: Bain & Company, JLL, Cushman & Wakefield, Wood Mackenzie, CMBIGM estimates

Aggressive capacity expansion of power engines, but subject to change, in our view

Major reciprocating engine/gen-set manufacturers have disclosed their plans to expand capacity over the coming years. While these multi-year expansion plans look aggressive, the growth rate still largely matches the growth on the demand side.

More importantly, we believe these expansion plans will likely be adjusted according to changes in actual demand. We think the concerns over potential overcapacity after 2027 are too early.

Figure 4: Major reciprocating engine / gen-set manufacturers

Tier-one Manufacturer	Capacity Expansion Target	Key Production Sites
Caterpillar (CAT)	**By 2030,** large reciprocating engine capacity is expected to be **3x of that in 2024**. Gas Turbine Capacity: **2.5x (vs 2024 levels).** Power engine/gen-set capacity is expected to reach **50GW by 2030**.	Lafayette, IN (USA); Kiel (Germany)
Cummins (CMI)	Adding **20 GW** of high-horsepower capacity by **2030** via a $450M capital expansion program. Capacity is expected to reach **55GW by 2030**.	Fridley, MN (USA); Daventry (UK)
Rolls-Royce (mtu)	**To double** total mission-critical backup system output by **2027** following plant expansion.	Mankato, MN (USA); Aiken, SC (USA)
Tier-two Manufacturer		
Rehlko (Formerly Kohler)	**Double annual capacity** to **11GW** by **2027**; expand integrated engine enclosure assembly capacity by **400%** by **2030**.	Kenosha, WI (USA); Changzhou (China)
Innio Jenbacher	Aims to scale its total annual production capacity from **3.5GW in 2025** to 7GW initially, and ultimately to **10 GW by 2030**.	Jenbach (Austria)
Wärtsilä	To expand its technical production capacity by a total of **65% by 2029**, compared to 2025 level.	Vaasa (Finland)
Baudouin (owned by Weichai Power)	Target to expand AIDC gas gen-sets capacity **from 2k units in 2027 to 9k units in a few years**	Weifang (China)

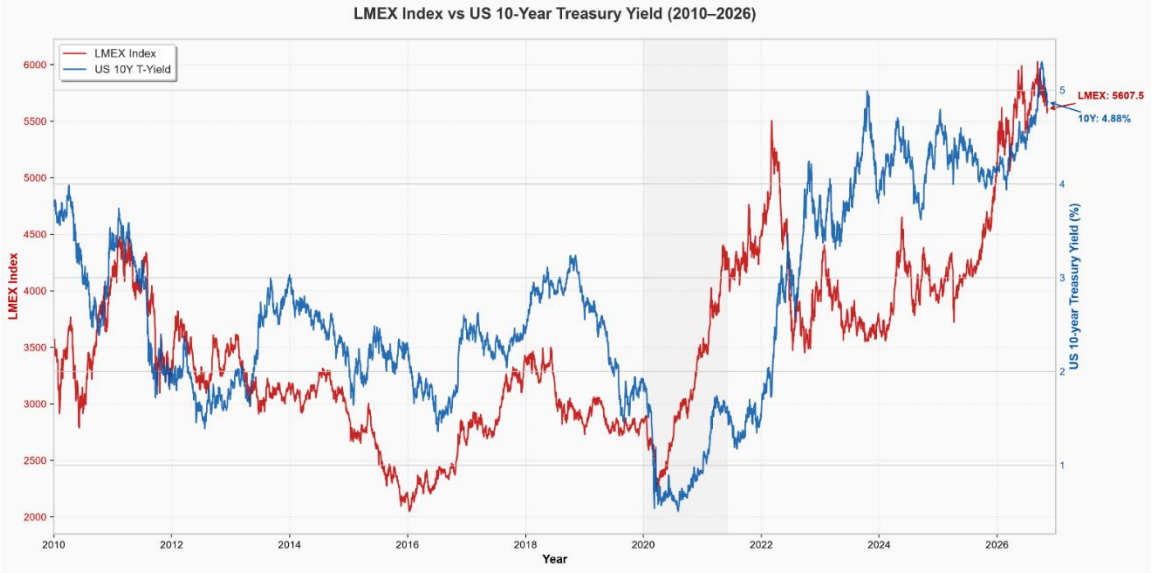
Source: Company data, CMBIGM
Note: Capacities include both AIDC and other power-related applications

Mining machinery

Impact of interest rate hike overblown

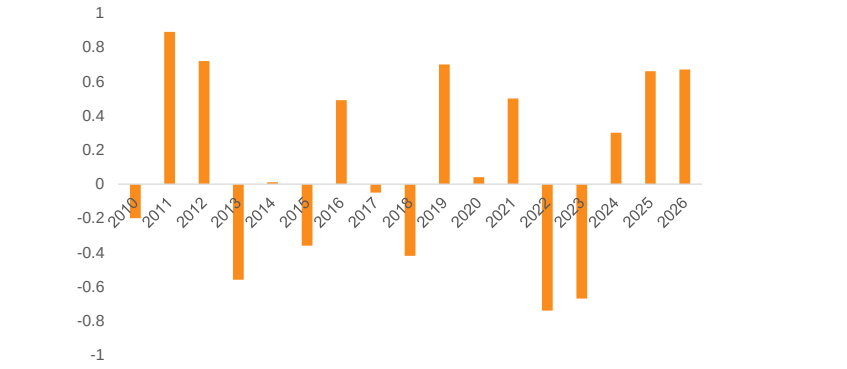
While the market has been concerned about the rising interest rate that could hurt the sector, our analysis suggests base metal prices (LME Index as proxy) have long been showing slightly positive correlation with the US 10-year Treasury bond yield (0.59 in 2010-10M26). In particular, the correlation between the two changed from strong negative in 2022-23 to strong positive in 2025-10M26.

Figure 5: LME Index vs US 10-year treasury bond yield



Source: Bloomberg, CMBIGM

Figure 6: Correlation between LME Index and US 10-year treasury bond yield



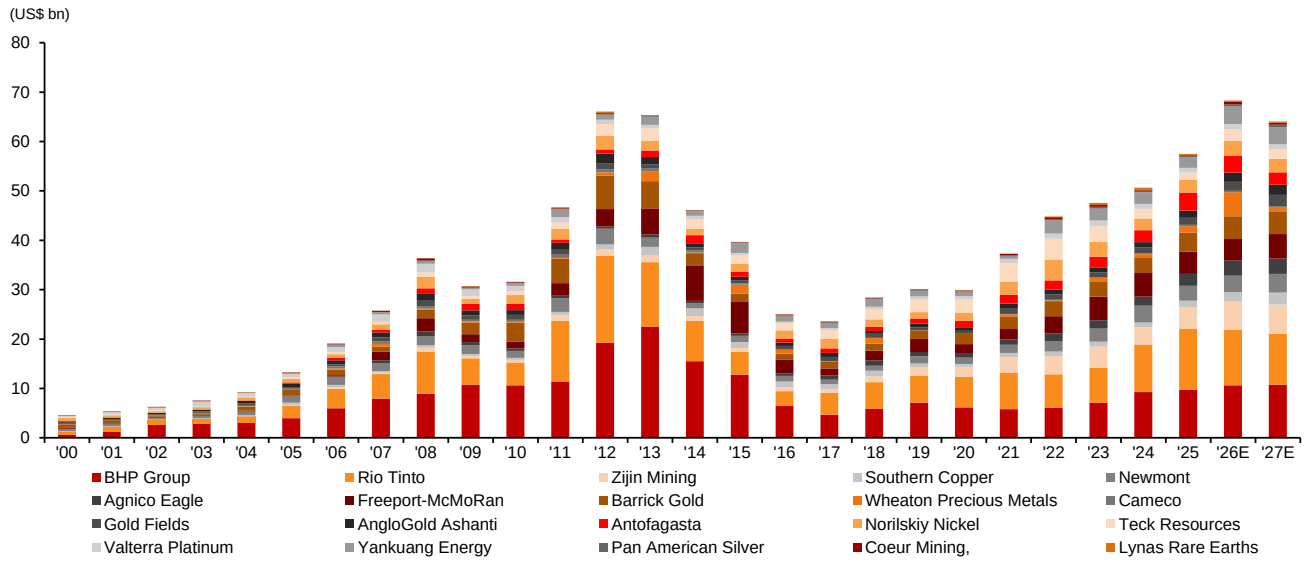
Source: Bloomberg, CMBIGM

Global mining capex to stay high in 2027E

The global mining capex (based on our selected 20 major global miners) has maintained an upcycle since 2017, and is expected to increase 19% YoY to a record high of US$68bn in 2026E (based on the Bloomberg consensus).

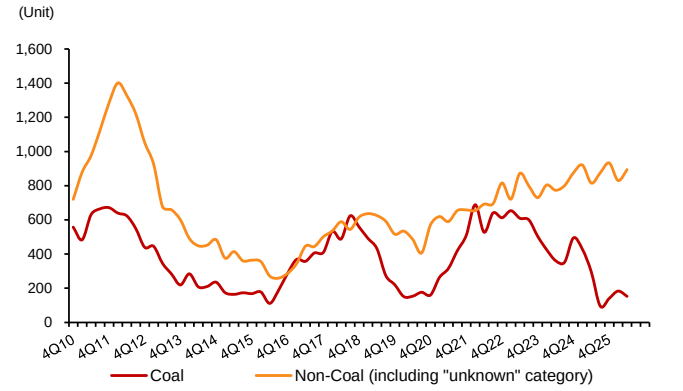
We expect the mining capex to stay elevated in 2027E, well supported by rising demand for energy-related metals, declining ore grades and high metal prices. We believe all these will translate to solid demand for mining trucks and large-size excavators. Besides, replacement demand is solid given the aging fleets.

Figure 7: Major global miners' capex cycle



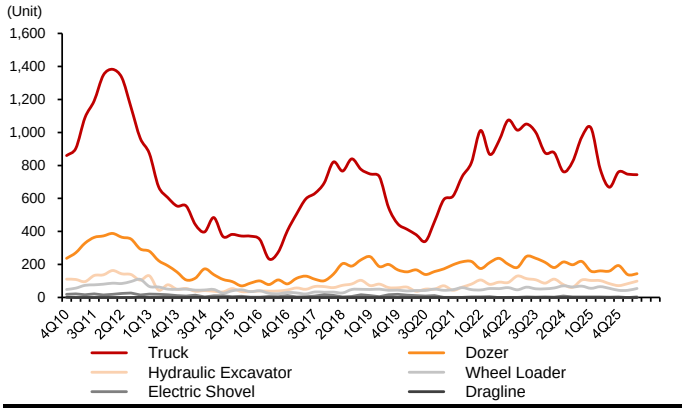
Source: Bloomberg consensus estimates, CMBIGM
Note: based on 20 selected major miners

Figure 8: Global mining equipment sales volume (by downstream application)



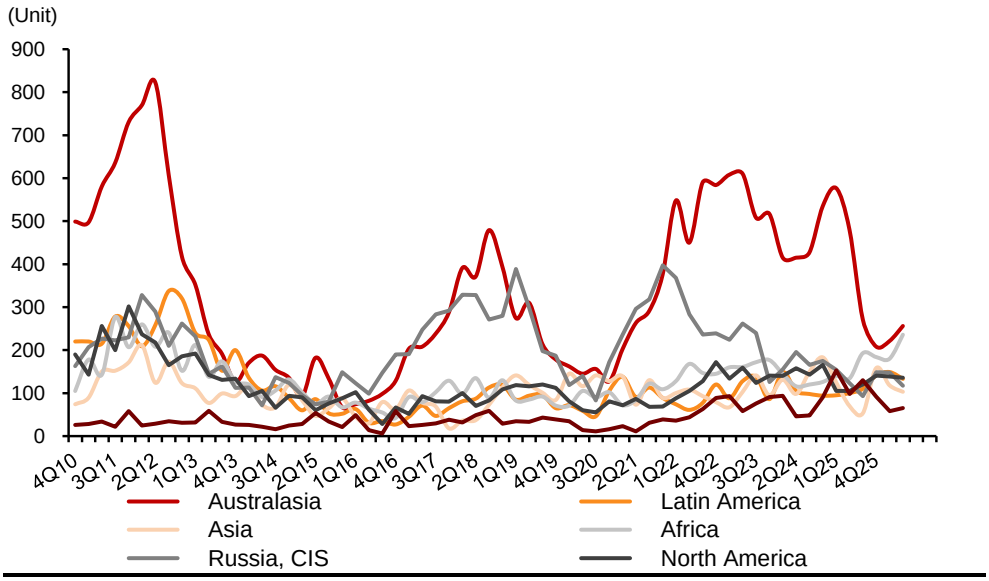
Source: Bloomberg, Parker Bay, CMBIGM

Figure 9: Global mining equipment sales volume (by type of machinery)



Source: Bloomberg, Parker Bay, CMBIGM

Figure 10: Global mining equipment sales volume (breakdown by region)



Source: Bloomberg, Parker Bay, CMBIGM

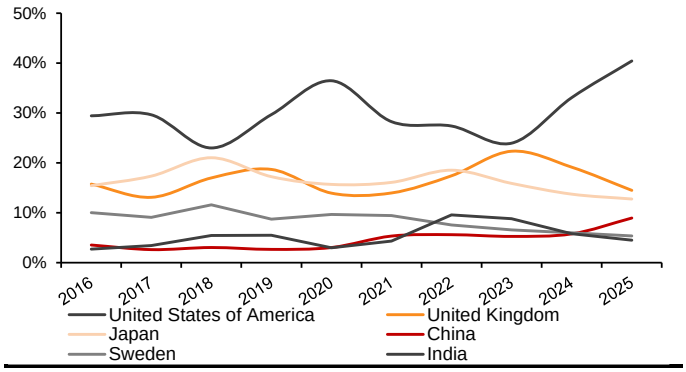
Chinese brands' global expansion still on a good track

China's exports of machinery (taking dump trucks and earth-moving machinery as reference) have been on the rise in terms of penetration rates in the importing regions, in particular Africa and Brazil. In the APEC region, where market size is much bigger, China's penetration is still lagging behind the US and Japan manufacturers but has been rising over the past few years.

Meanwhile, major Chinese OEMs have been localizing their overseas capacity, which will enable them to mitigate the impact of tariffs, improve aftermarket services and achieve product customization.

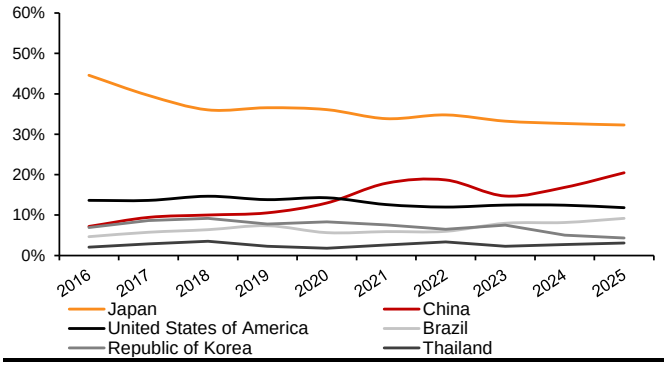
We see easing concerns over the Middle East conflict and stabilization of RMB exchange rate as risk reduction drivers.

Figure 11: APEC's imports of dump trucks for off-highway use, breakdown by source country



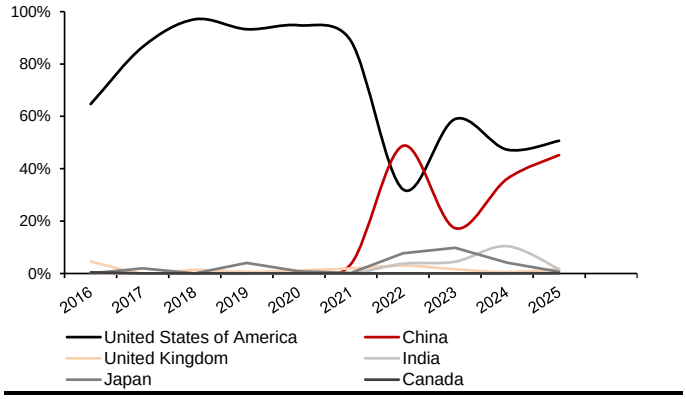
Source: TradeMap, CMBIGM

Figure 12: APEC's imports of earth-moving machinery, breakdown by source country



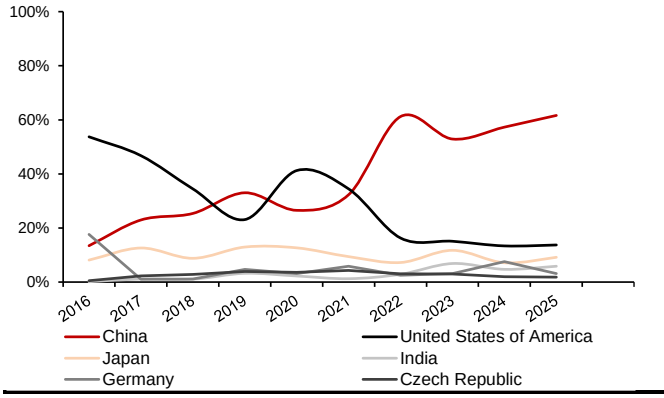
Source: TradeMap, CMBIGM
Note: Machinery in this chart (category HS 8429) includes self-propelled bulldozers, angledozers, graders, levellers, scrapers, mechanical shovels, excavators, shovel loaders, tamping machines and road rollers.

Figure 13: Brazil's imports of dump trucks for off-highway use, breakdown by source country



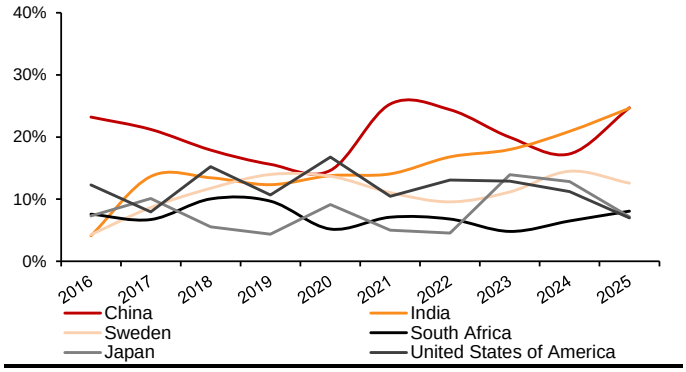
Source: TradeMap, CMBIGM

Figure 14: Brazil's imports of earth-moving machinery, breakdown by source country



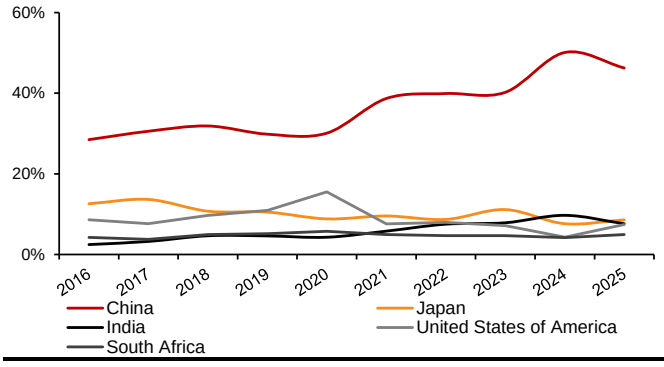
Source: TradeMap, CMBIGM

Figure 15: Africa's imports of dump trucks for off-highway use, breakdown by source country



Source: TradeMap, CMBIGM

Figure 16: Africa's imports of earth-moving machinery, breakdown by source country



Source: TradeMap, CMBIGM

Figure 17: Major Chinese machinery manufacturers' overseas capacity

Company	Key Overseas Manufacturing Regions	Recent Capacity Milestone
SANY	Brazil, Indonesia, Germany, USA, India	First excavator prototype rolled off in Brazil (1H26).
Zoomlion	Italy, Germany, Hungary, Mexico, Brazil, USA	Hungarian aerial platform plant commenced production (2026).
XCMG	Indonesia, Brazil, Uzbekistan	Indonesia New Energy Manufacturing Base began production (July 2026).

Source: Company data, AlphaSense, CMBIGM

Figure 18: Overseas revenue contribution for major Chinese manufacturers

Company	Ticker	% of overseas revenue				
		2022	2023	2024	2025	1H26
Zhejiang Dingli	603338 CH	65%	64%	77%	82%	-
SANY Heavy	600031 CH	47%	61%	64%	64%	61%
Zoomlion	1157 HK / 000157 CH	24%	38%	51%	59%	57%
XCMG	000425 CH	30%	40%	45%	48%	50%
Sinotruk	3808 HK	47%	36%	40%	41%	48%
SANY International	631 HK	27%	31%	37%	38%	46%
Jiangsu Hengli*	601100 CH	22%	22%	22%	19%	-
Weichai Power**	2338 HK / 000338 CH	54%	53%	56%	53%	51%

Source: Company data, CMBIGM
Note: * Certain domestic sales will become final products for export.
** Weichai owns 46.5% interest in KION (KGX GR), the major source of overseas revenue.

Exports to stay strong in general, but domestic demand under pressure

Excavators

China

Given the large volume of excavator sales in 2017-21, the domestic replacement cycle has started since mid-2024 and excavator sales maintained growth in 2026 (+16% YoY in 10M26, per CCMA). Looking into 2027E, we see pressure on the domestic demand given the ongoing decline of both infrastructure and property investment.

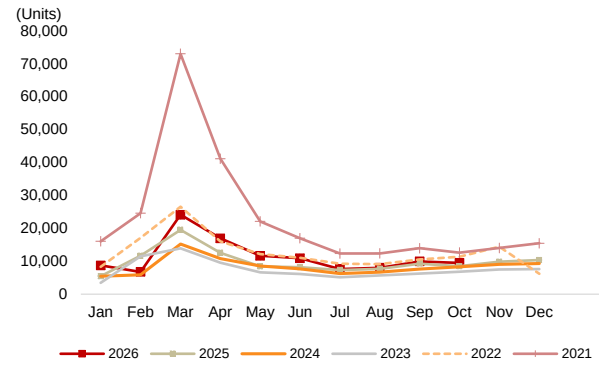
Our industry model suggests that the construction-related FAI (i.e. infrastructure + property + mining investment) per unit of operating excavator fell from the peak of ~RMB24mn in 2019 to ~RMB17mn in 2026E, which is below the historical average of RMB21mn and reaches a multiple year low (Note: lower amount means more supply of the machinery). We assume the per-unit FAI of operating excavators to stay at ~RMB16mn in 2027E. We therefore forecast the domestic sales to drop ~7% YoY to ~126k units in 2027E.

Exports

Exports of excavators from China have been a structural trend as Chinese OEMs continue to focus on the overseas markets. In 10M26, export volume grew 28% YoY to 120k units, accounting for 51% of the total excavator production in China.

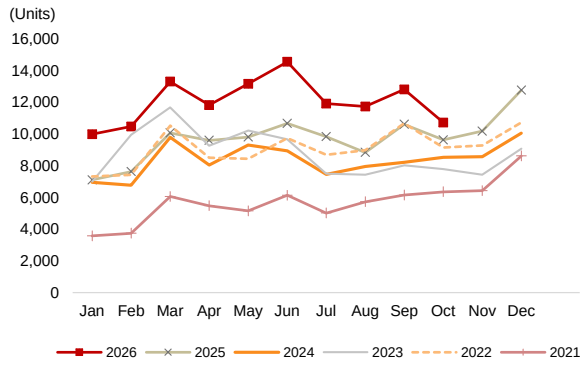
We expect emerging economies such as Africa, Southeast Asia and Latin America will continue to be the key markets for Chinese players. In particular, we continue to see good potential in the mining excavator segment. We expect excavator exports to grow 25% YoY to 187k units in 2027E.

Figure 19: Monthly excavator sales in China



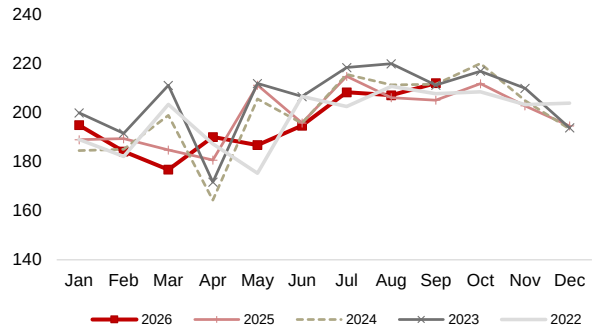
Source: CCMA, CMBIGM

Figure 20: Monthly excavator export volume



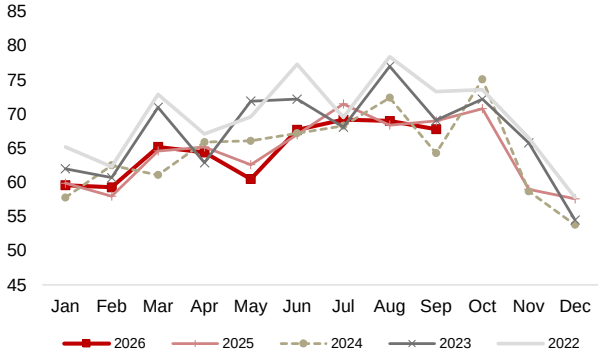
Source: CCMA, CMBIGM

Figure 21: Komatsu excavator monthly utilisation hours in Indonesia



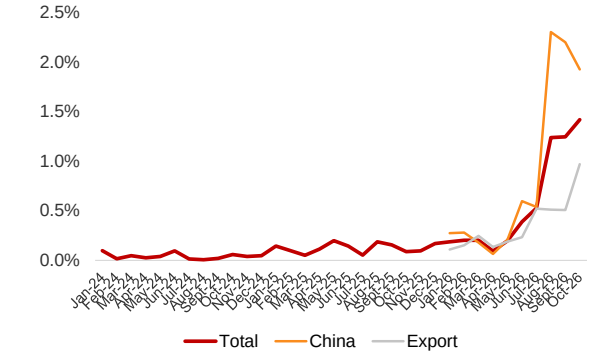
Source: Komatsu, CMBIGM

Figure 22: Komatsu excavator monthly utilisation hours in North America



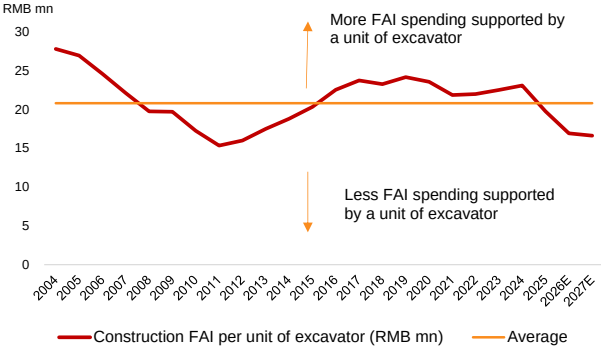
Source: Komatsu, CMBIGM

Figure 23: Electric ratio for excavator sales



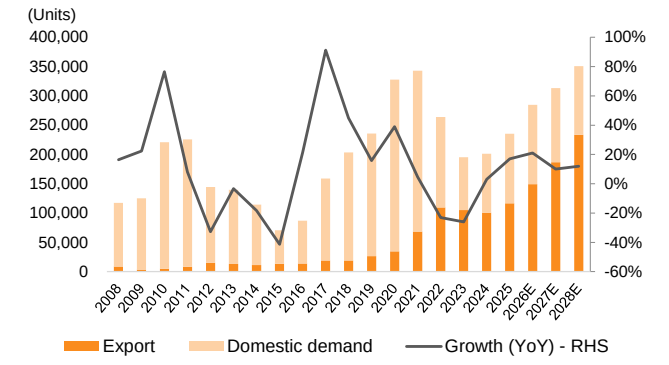
Source: CCMA, CMBIGM

Figure 24: China construction FAI per unit of excavator in operation



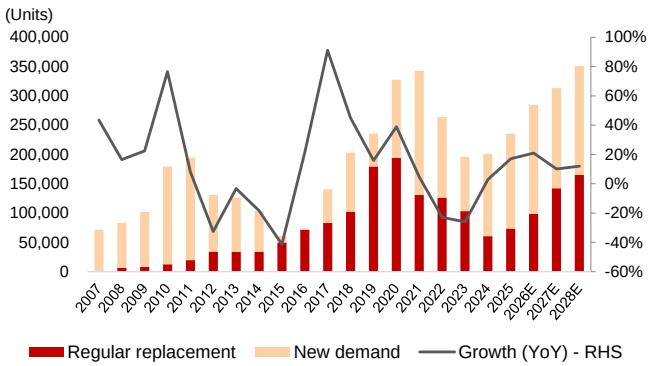
Source: CCMA, Wind, CMBIGM estimates
Note: Construction FAI = infrastructure + property + mining

Figure 25: CMBIGM excavator sales projection (breakdown by region)



Source: CCMA, CMBIGM estimates

Figure 26: CMBIGM excavator sales projection

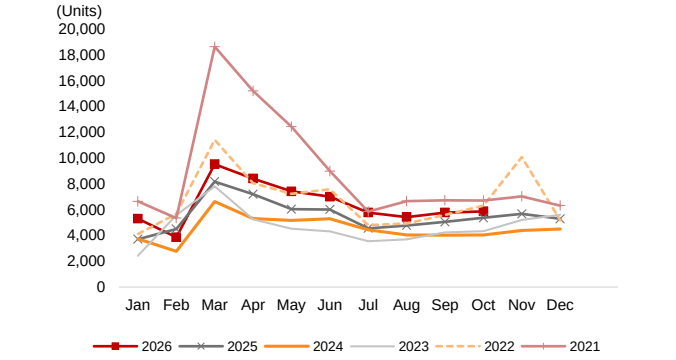


Source: CCMA, CMBIGM estimates

Wheel loaders

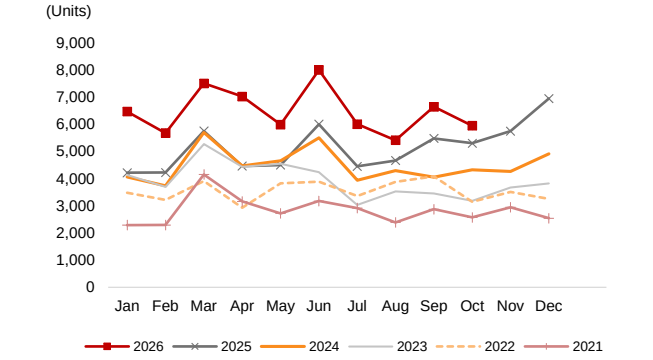
China's domestic sales of wheel loaders grew 16% YoY to 114k units in 10M26, which was stronger than our expectations. Electrification continued to be the key driver, with electric ratio in China rising from 51% in Jan to 64% Oct 2026. In 2027E, we forecast the domestic wheel loader sales growth to slow to 4% YoY, due to the sluggish infrastructure spending and already high electric ratio. For exports, we forecast the sales growth in 2027E to reach 25% YoY, driven by the mining capex.

Figure 27: Monthly wheel loader sales in China



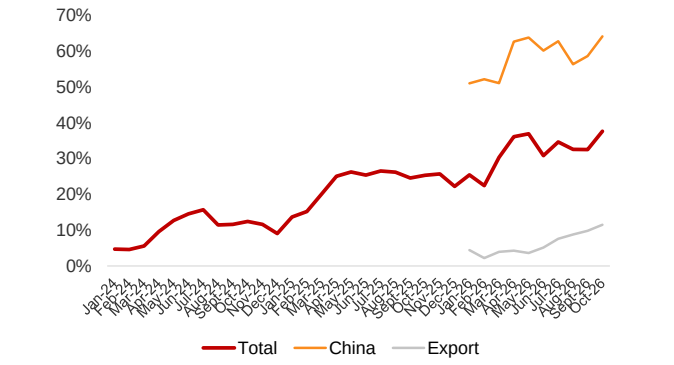
Source: CCMA, CMBIGM

Figure 28: Monthly wheel loader export volume



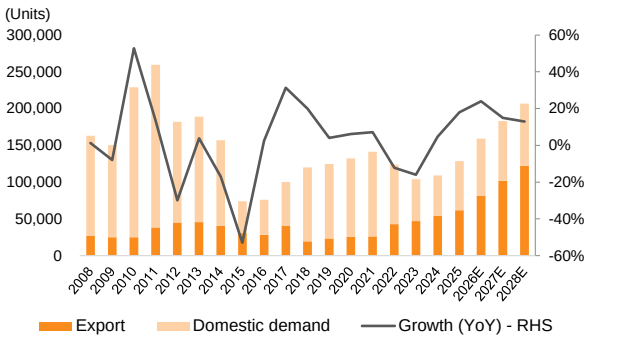
Source: CCMA, CMBIGM

Figure 29: Electric ratio for wheel loader sales



Source: CCMA, CMBIGM

Figure 30: CMBI wheel loader sales projection



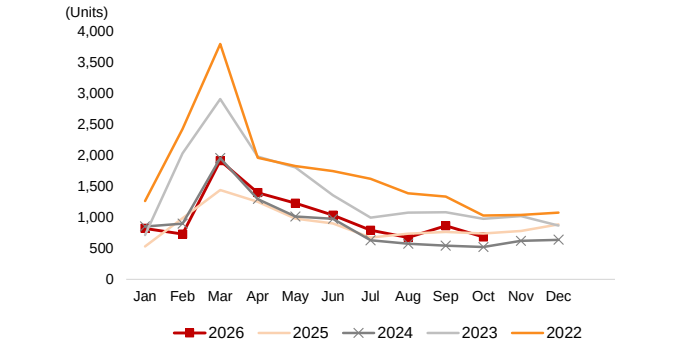
Source: CCMA, CMBIGM estimates

Truck cranes

Both truck cranes and crawler cranes sales growth (YoY) in China has turned positive since mid-2025, driven by (1) the beginning of the replacement cycle, and (2) demand growth from the power sector such as nuclear and wind power installation.

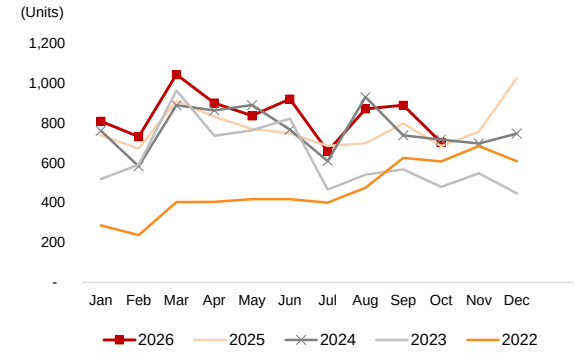
We forecast total sales volume of truck cranes (China sales + exports) to grow 11% YoY in 2026E. Our industry model indicates that the growth in 2028E will have to accelerate in order to avoid the fleet size from a sharp decline.

Figure 31: Truck crane monthly sales in China



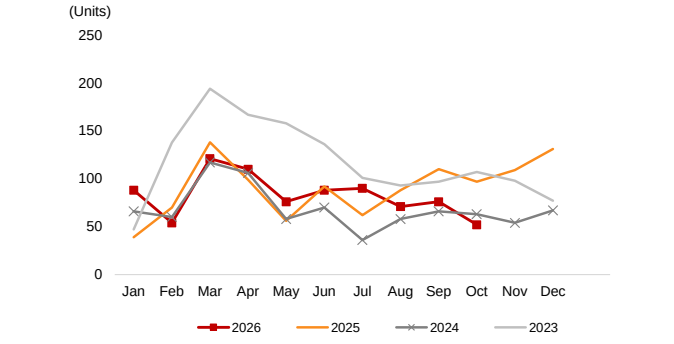
Source: CCMA, CMBIGM

Figure 32: Truck crane monthly export volume



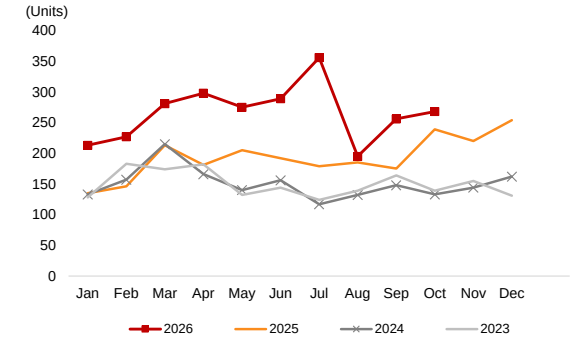
Source: CCMA, CMBIGM

Figure 33: Crawler crane monthly sales in China



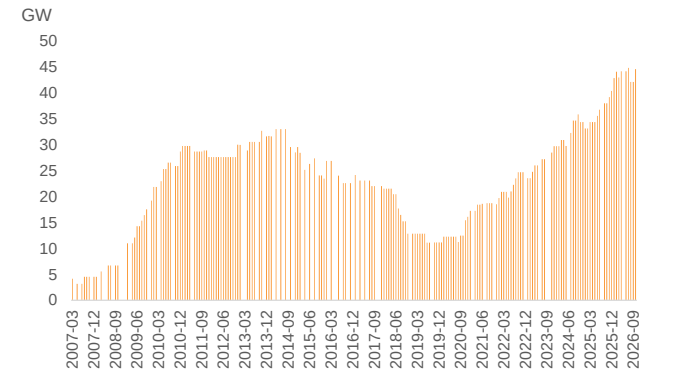
Source: CCMA, CMBIGM

Figure 34: Crawler crane monthly export volume



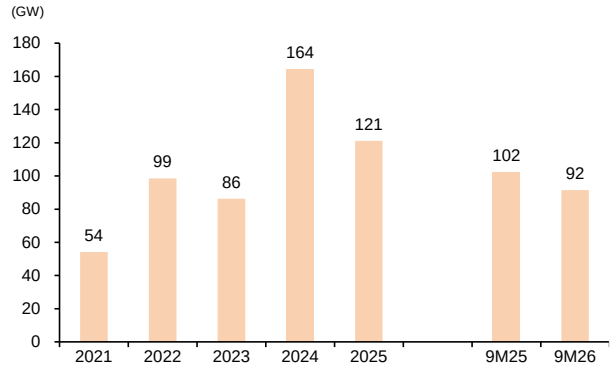
Source: CCMA, CMBIGM

Figure 35: China nuclear power capacity under construction



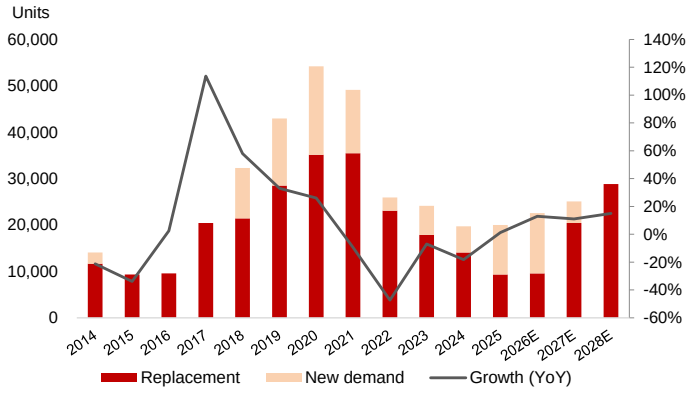
Source: Wind, CMBIGM

Figure 36: China wind power tender volume



Source: Goldwind, CMBIGM

Figure 37: CMBI truck crane sales projection



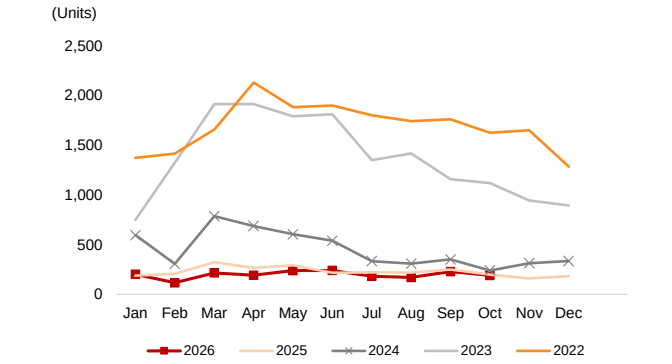
Source: CCMA, CMBIGM estimates

Tower cranes

For domestic sales, weakness has continued (10M26 -17% YoY) due to the high exposure to property investment (almost 100%). Meanwhile, exports growth turned negative in 10M26 (-9% YoY), following a strong growth in 2025.

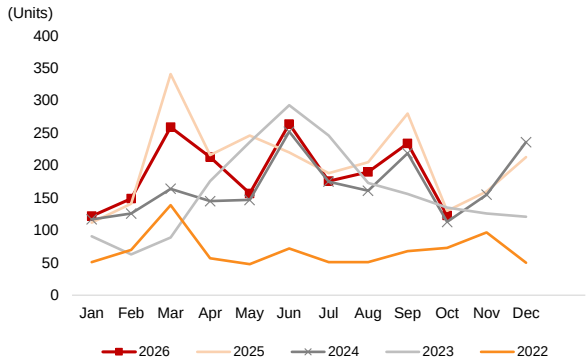
Looking into 2027E, we expect ~15% YoY decline of domestic sales as the weakness in China will continue. For exports, we assume a 5% YoY recovery.

Figure 38: Tower crane monthly sales in China



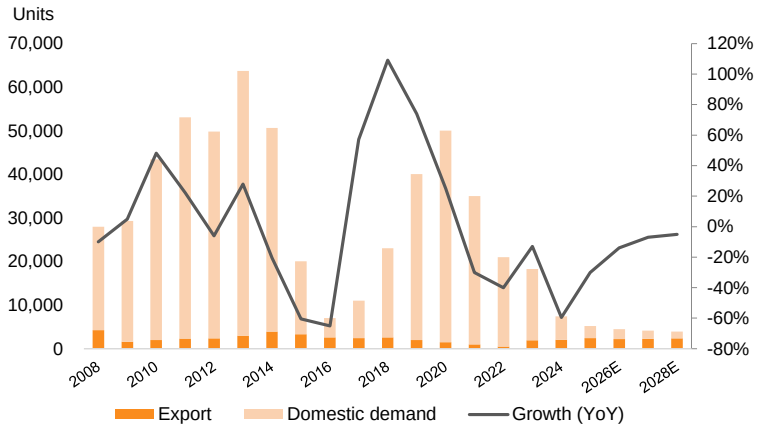
Source: CCMA, CMBIGM

Figure 39: Tower crane monthly export volume



Source: CCMA, CMBIGM

Figure 40: CMBI tower crane sales projection



Source: CCMA, CMBIGM estimates

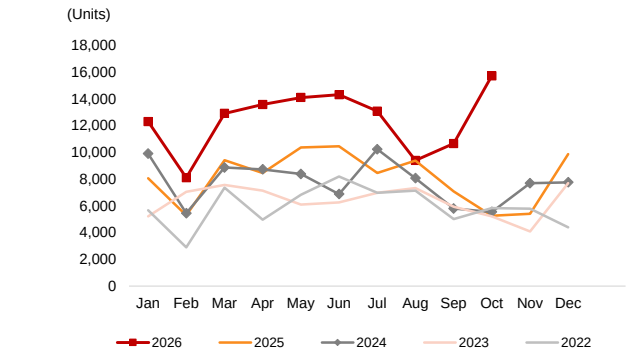
Aerial work platforms (AWPs)

We expect a moderate growth of AWP demand in the US in 2027. While traditional commercial real estate faces headwinds due to interest-rate hikes, office investment (a good reflection of data centre infrastructure spending) has been growing rapidly. We expect hyper-scale data center construction remains the single and strongest boost for US AWP demand.

Major national AWP rental operators, such as **United Rentals (URI US), Sunbelt Rentals (Ashtead) (SUNB US)** and **Herc Rentals (HRI US)**, capture the majority share of mega-project demand because local contractors lack the fleet depth to supply hundreds of lifts to a single hyperscale or manufacturing site. In 3Q26 earnings call, United Rentals maintained a positive tone on the outlook in 2027, underpinned by solid mega-project demand and supply discipline at both rental companies and OEMs.

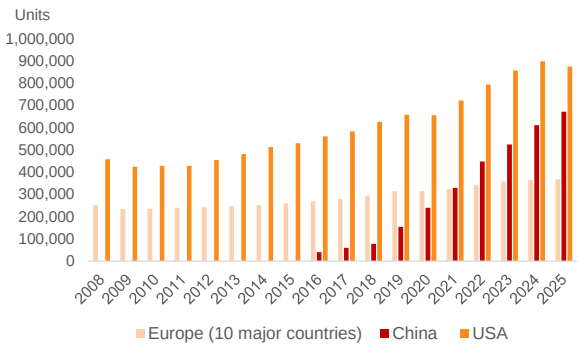
In the US, EU and the UK, AD and CVD duties have been imposed on AWPs made in China. In the US in particular, Section 301 (tariff of 25%) is still in place. Following the mid-term election, we see tariffs as a less important factor going forward, though immediate reduction is quite unlikely in the near term. We expect Dingli will benefit most from any tariff reduction as it is one of the few Chinese players that rely heavily on China-made products for the US market.

Figure 41: Exports of AWPs from China



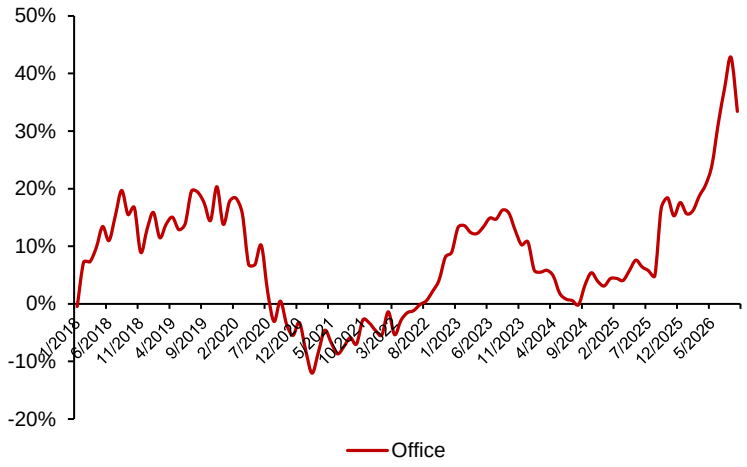
Source: CCMA, CMBIGM

Figure 42: AWP fleet size breakdown by region



Source: The International Powered Access Federation (IPAF), CCMA, CMBIGM

Figure 43: US office spending growth (YoY)



Source: Bloomberg, CMBIGM

Figure 44: US AD/CVD on China-made AWPs

Manufacturer (Chinese Entity)	AD Rate	CVD Rate
Zhejiang Dingli Machinery	**18.27%**	**33.10%**
Hunan Sinoboom Intelligent	**18.27%**	*Review-specific / ~11.95%–17.78%*
Terex (Changzhou) Machinery	**18.27%**	*Review-specific / ~11.95%–17.78%*
Oshkosh JLG (Tianjin)	**18.27%**	*Review-specific / ~11.95%–17.78%*
XCMG (Xuzhou Construction)	**165.30%** *(China-Wide)*	**448.70%** *(China-Wide)*
Zoomlion / LGMG / Others	**165.30%** *(China-Wide)*	**448.70%** *(China-Wide)*

Source: International Trade Administration, CMBIGM

Figure 45: EU AD/CVD on China-made AWPs

Manufacturer (Chinese Entity)	AD Rate	CVD Rate	Combined Duty Rate
Zhejiang Dingli Machinery	**6.40%**	**14.2%** *(or individual)*	**20.60%**
Oshkosh JLG (Tianjin)	**22.50%**	**0.0%** *(Not applicable)*	**22.50%**
Terex (Changzhou) Machinery	**22.9%** *(Annex I)*	*Included in cap*	**22.90%**
XCMG Fire Fighting Safety Eq.	*Annex I Cooperating*	*Annex I Cooperating*	**~22.9% – 30.1%**
Zoomlion Intelligent Access	**30.10%**	*7.3% – 12.1%*	**~37.4% – 42.2%**
Hunan Sinoboom Intelligent	**42.00%**	*7.3% – 12.1%*	**~49.3% – 54.1%**
All Other Chinese Exporters	**52.50%**	**14.20%**	**66.7%** *(Residual ceiling)*

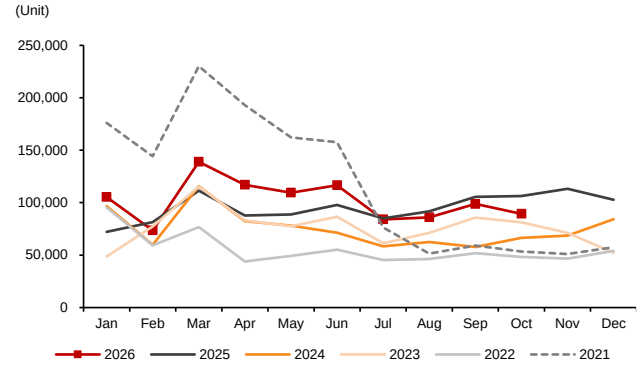
Source: International Trade Administration, CMBIGM

Heavy-duty trucks (HDTs)

The truck renewal subsidies program launched in Mar 2025, together with the strong exports, has boosted China heavy-duty truck (HDT) wholesale volume growth between mid-2025 and mid-2026. That said, starting from Jul 2026, HDT sales started to decline due to front-loaded demand (in 2Q26) given the mandatory Autonomous Emergency Braking System (AEBS) policy effective from mid-Jul 2026.

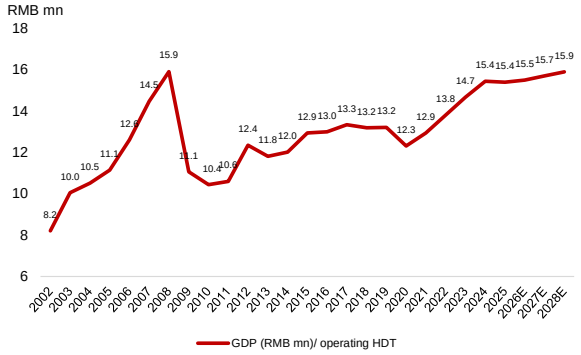
Going forward, while our industry model shows that the GDP value supported by per unit of operating HDT is on a rising trend (i.e. it requires less HDT capacity to support the generation of a unit of GDP, due to changes in economic structure), the large volume of old trucks for potential replacement (sales between 2017 and 2021 were a record high) should continue to lend support to the HDT demand. We only expect ~4% YoY decrease in China sales in 2027E. For exports, we expect 15% YoY growth in 2027E, driven by the aggressive overseas expansion of China OEMs. We expect the total HDT sales to increase 3% YoY to 1.25mn units in 2027E.

Figure 46: China HDT monthly sales volume



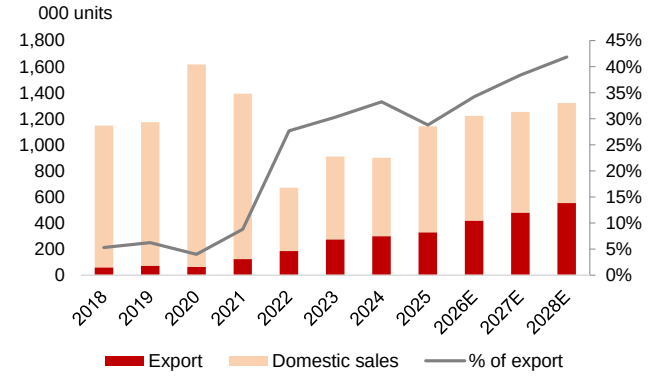
Source: Cvworld, Wind, CMBIGM
Note: Domestic sales + exports

Figure 47: China GDP per unit of operating HDT



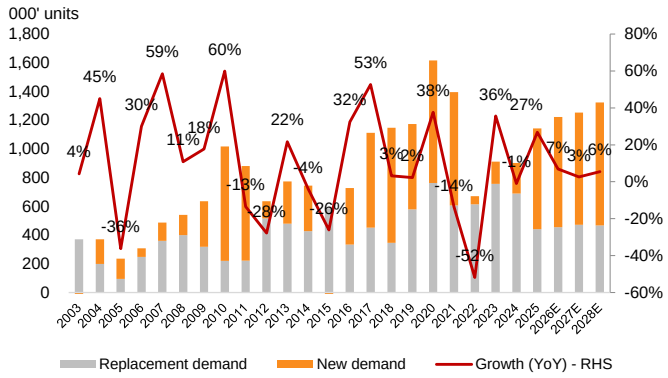
Source: Cvworld, Wind, CMBIGM estimates

Figure 48: Domestic sales and exports of HDTs



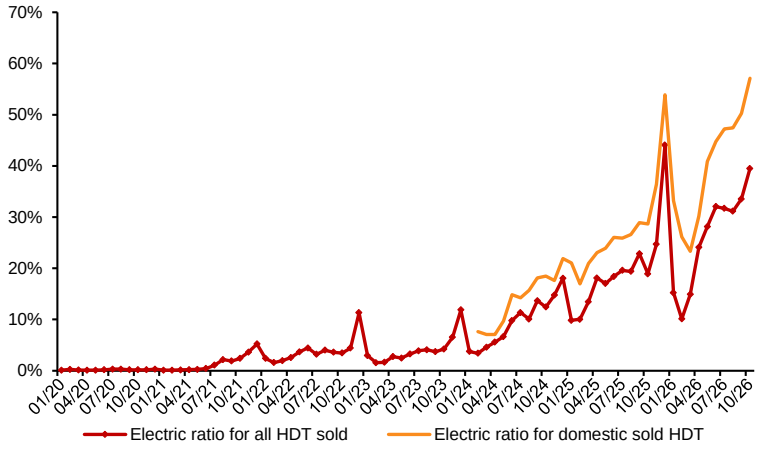
Source: Wind, CMBIGM estimates

Figure 49: CMBI HDT sales projection



Source: Cvworld, Wind, CMBIGM estimates
Note: China's domestic sales + exports

Figure 50: New energy HDTs as % of total HDTs sold



Source: Wind, Cvworld, CMBIGM

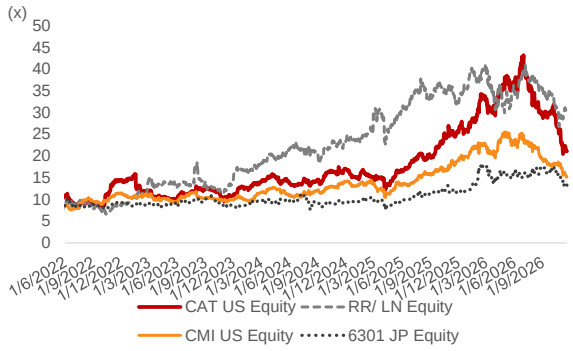
Sector valuation

Figure 51: Peers comparison

Ticker	Company	Rating	Price (local currency)	TP (local currency)	Upside/ (downside)	Market cap (US$ mn)	PE (x) FY26E	PE (x) FY27E	PB (x) FY26E	PB (x) FY27E	Yield (%) FY26E
Hong Kong											
631 HK Equity	SANY INTERNATIONAL	BUY	6.26	15.80	152%	2,625	7.5	5.4	1.2	1.1	7.4
3339 HK Equity	LONKING	NR	2.71	-	-	1,476	6.5	5.8	0.9	0.8	8.3
1157 HK Equity	ZOOMLION HEAVY-H	BUY	5.16	8.20	59%	7,332	7.6	6.5	0.6	0.6	9.0
6031 HK Equity	SANY HEAVY IND-H	BUY	15.80	27.50	74%	25,197	12.3	10.2	1.3	1.2	4.1
2338 HK Equity	WEICHAI POWER-H	BUY	21.42	44.70	109%	24,212	10.7	9.1	1.6	1.4	5.4
3808 HK Equity	SINOTRUK HK LTD	BUY	35.62	46.00	29%	12,537	10.3	9.3	1.7	1.6	5.5
564 HK Equity	ZCZL INDUSTRIAL-H	NR	12.45	-	-	4,133	5.3	4.6	0.8	0.6	n/a
1072 HK Equity	DONGFANG ELECT-H	NR	15.45	-	-	10,348	9.5	8.2	1.1	0.9	5.2
1133 HK Equity	HARBIN ELECTRI-H	NR	9.77	-	-	2,785	5.3	4.3	1.1	0.8	5.4
	HK listed average						**8.3**	**7.1**	**1.1**	**1.0**	**6.3**
A share											
000338 CH Equity	WEICHAI POWER-A	BUY	18.82	38.90	107%	24,214	11.1	9.4	1.6	1.5	5.2
601100 CH Equity	JIANGSU HENGLI-A	BUY	88.91	132.00	48%	17,884	35.9	28.3	6.1	5.4	1.2
603338 CH Equity	ZHEJIANG DINGLI -A	HOLD	58.74	59.00	0%	4,462	14.0	12.5	2.3	2.0	2.2
600031 CH Equity	SANY HEAVY-A	BUY	18.67	26.20	40%	25,186	17.1	14.2	1.8	1.7	2.9
000157 CH Equity	ZOOMLION HEAVY-A	BUY	5.93	10.70	80%	7,333	10.3	8.8	0.9	0.8	6.6
000425 CH Equity	XCMG-A	NR	6.49	-	-	11,402	9.7	7.4	1.1	1.0	3.4
000528 CH Equity	GUANGXI LIUGONG-A	NR	7.88	-	-	2,415	9.5	7.5	0.8	0.8	4.0
603638 CH Equity	YANTAI EDDIE P	NR	16.83	-	-	2,224	27.1	20.4	3.6	3.2	1.5
600761 CH Equity	ANHUI HELI CO-A	NR	14.98	-	-	2,002	10.6	9.1	1.1	1.0	3.6
603298 CH Equity	HANGCHA GROUP-A	NR	23.58	-	-	4,633	13.0	11.5	2.3	2.0	2.3
000951 CH Equity	CNHTC JINAN T-A	NR	20.14	-	-	3,532	11.5	9.7	1.4	1.3	4.6
301039 CH Equity	CIMC VEHICLES -A	NR	7.30	-	-	2,209	16.9	11.9	0.9	0.9	3.3
601717 CH Equity	ZCZL INDUSTRIAL-A	NR	16.20	-	-	4,134	8.0	7.1	1.2	1.0	n/a
600582 CH Equity	TIAN DI -A	NR	5.40	-	-	3,353	n/a	n/a	n/a	n/a	n/a
600875 CH Equity	DONGFANG ELECT-A	NR	20.86	-	-	10,349	15.1	13.2	1.5	1.4	3.2
002353 CH Equity	YANTAI JEREH-A	NR	68.76	-	-	10,561	20.7	9.1	2.8	2.2	1.4
	A-share average						**15.4**	**12.0**	**2.0**	**1.7**	**3.2**
Overseas											
Construction / HDT / Power equipment											
CAT US Equity	CATERPILLAR INC	NR	558.8	-	-	255,690	20.7	17.3	11.8	10.1	1.1
DE US Equity	DEERE & CO	NR	644.8	-	-	173,841	35.6	28.3	7.0	6.5	1.0
CMI US Equity	CUMMINS INC	NR	427.2	-	-	58,554	15.0	12.7	4.2	3.6	2.0
GEV US Equity	GE VERNOVA INC	NR	772.2	-	-	204,389	32.5	30.0	15.9	12.3	0.3
6305 JP Equity	HITACHI CONST	NR	4,875.0	-	-	6,573	11.1	9.6	1.1	1.0	3.9
6301 JP Equity	KOMATSU LTD	NR	5,821.0	-	-	33,384	13.1	11.9	1.4	1.3	3.4
7011 JP Equity	MITSUBISHI HEAVY	NR	2,879.0	-	-	60,876	21.2	17.7	2.8	2.5	1.0
267270 KS Equity	HD CONSTRUCTION	NR	91,800.0	-	-	3,279	9.0	6.9	0.9	0.9	2.4
VOLVB SS Equity	VOLVO AB-B	NR	318.0	-	-	63,559	14.8	12.5	3.4	3.1	4.9
RR/ LN Equity	ROLLS-ROYCE HOLD	NR	1,330.2	-	-	144,253	30.2	26.4	3.4	2.9	1.1
ENR GR Equity	SIEMENS ENERGY A	NR	129.1	-	-	120,298	20.0	14.6	8.4	6.8	2.2
	Average						**20.3**	**17.1**	**5.5**	**4.6**	**2.1**
Precision/Hydraulic components											
PH US Equity	PARKER HANNIFIN	NR	918.8	-	-	115,862	24.7	22.3	6.4	5.4	0.9
7012 JP Equity	KAWASAKI HVY IND	NR	1,673.0	-	-	9,196	12.0	10.5	1.4	1.3	2.5
7242 JP Equity	KYB CORP	NR	1,526.0	-	-	1,165	9.8	8.9	0.7	0.7	3.6
6474 JP Equity	NACHI-FUJIKOSHI	NR	4,795.0	-	-	749	14.5	12.2	0.6	0.6	2.2
6268 JP Equity	NABTESCO CORP	NR	3,376.0	-	-	2,498	16.1	14.3	1.4	1.3	2.4
	Average						**15.4**	**13.6**	**2.1**	**1.9**	**2.3**
AWP											
TEX US Equity	TEREX CORP	NR	53.8	-	-	6,049	10.9	9.2	1.5	1.3	1.2
OSK US Equity	OSHKOSH CORP	NR	139.9	-	-	8,528	15.8	11.2	1.9	1.7	1.6
LNR CN Equity	LINAMAR CORP	NR	85.8	-	-	3,510	7.7	6.9	0.8	0.7	1.5
PIG FP Equity	HAULOTTE GROUP	NR	2.2	-	-	76	n/a	12.3	0.5	0.5	0.0
6345 JP Equity	AICHI CORP	NR	1,270.0	-	-	514	n/a	n/a	n/a	n/a	n/a
	Average						**11.5**	**9.9**	**1.1**	**1.1**	**1.1**

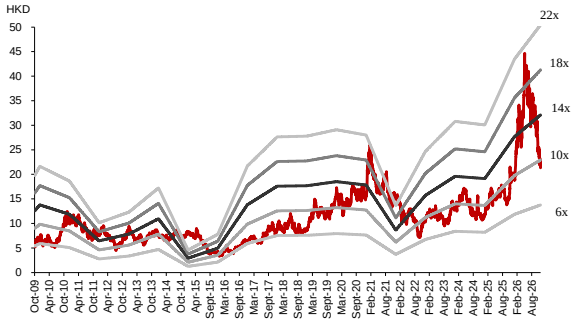
Source: Bloomberg, company data, CMBIGM estimates for stocks under our coverage; data as of 19 Nov 2026

Figure 52: Global players P/E trend



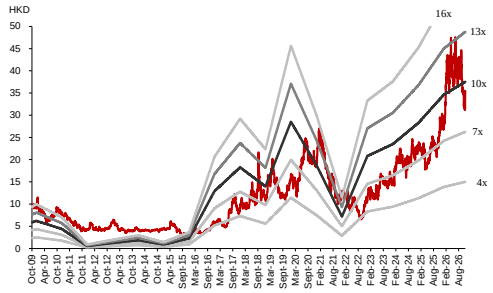
Source: Bloomberg, CMBIGM

Figure 53: Weichai-H P/E band



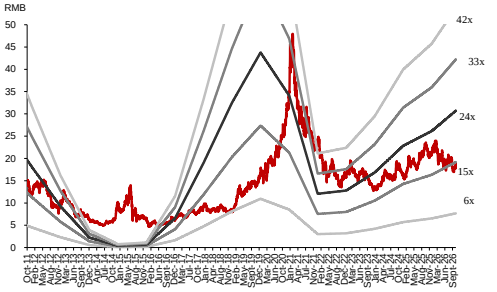
Source: Bloomberg, company data, CMBIGM estimates

Figure 54: Sinotruk P/E band



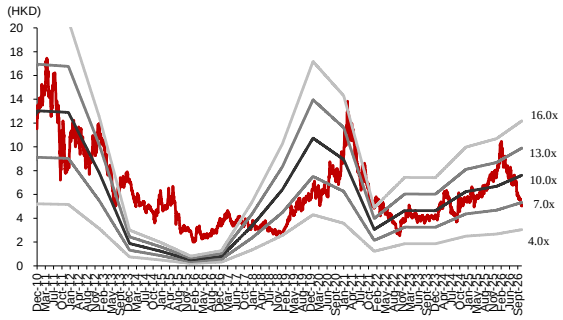
Source: Bloomberg, company data, CMBIGM estimates

Figure 55: SANY Heavy P/E band



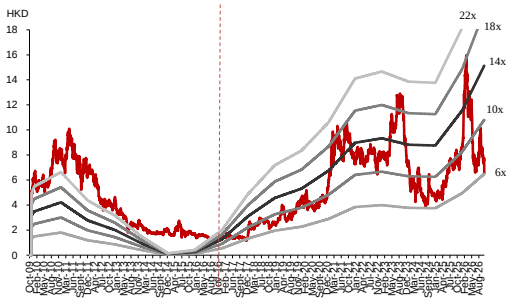
Source: Bloomberg, company data, CMBIGM estimates

Figure 56: Zoomlion-H P/E band



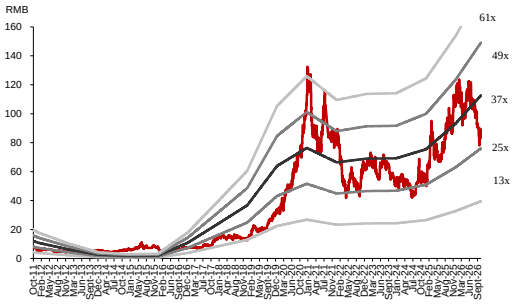
Source: Bloomberg, company data, CMBIGM estimates

Figure 57: SANYI P/E band



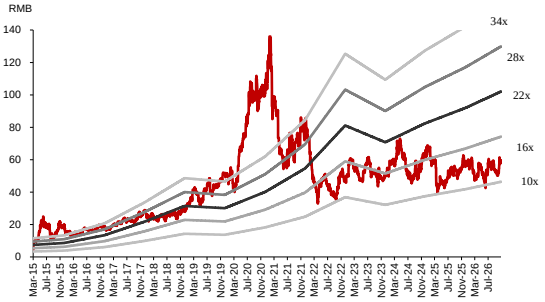
Source: Bloomberg, company data, CMBIGM estimates

Figure 58: Jiangsu Hengli P/E band



Source: Bloomberg, company data, CMBIGM estimates

Figure 59: Zhejiang Dingli P/E band



Source: Bloomberg, company data, CMBIGM estimates

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