

Knight-Swift (KNX)

\$41.73 (Stock Price as of 11/19/2025)

Price Target (6-12 Months): **\$36.00**

Long Term: 6-12 Months

Zacks Recommendation: Underperform

(Since: 10/03/25)

Prior Recommendation: Neutral

Short Term: 1-3 Months

Zacks Rank: (1-5)

5-Strong Sell

Zacks Style Scores:

VGM: D

Value: D

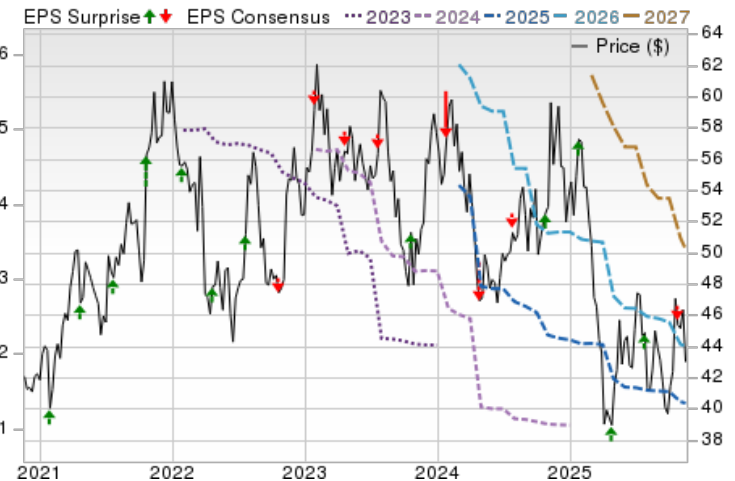
Growth: D

Momentum: C

Summary

Knight-Swift has been active on the acquisition front to strengthen its revenue stream, which is likely to drive growth and margin expansion. KNX has raised its quarterly dividend annually for six consecutive years for a 200% overall increase. KNX's consistent efforts to reward its shareholders through dividend payments look encouraging. Despite the positives, we advise investors not to buy KNX stock now as it continues to suffer from high costs related to driver wages, equipment, maintenance, fuel, and other expenses. The current macro-economic environment is leading to declining consumer sentiment and increasing uncertainty, which has led to the tempered outlook. Due to the negatives, it is better to avoid the Knight-Swift stock now. Our thesis is supported by the Underperform recommendation on the stock.

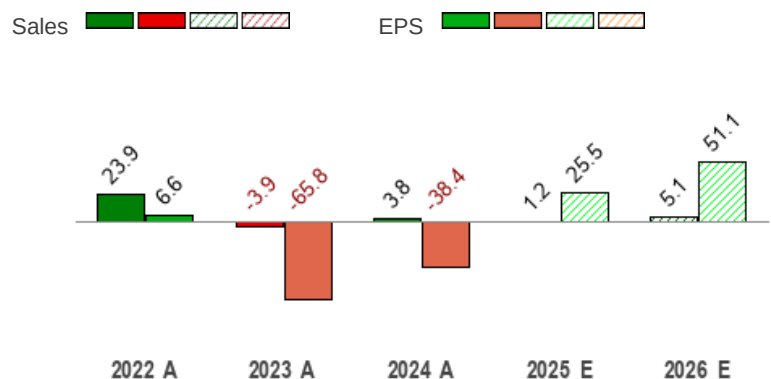
Price, Consensus & Surprise⁽¹⁾



Data Overview

52 Week High-Low	\$61.02 - \$36.69
20 Day Average Volume (sh)	3,594,642
Market Cap	\$6.8 B
YTD Price Change	-21.3%
Beta	1.14
Dividend / Div Yld	\$0.72 / 1.7%
Industry	Transportation - Truck
Zacks Industry Rank	Bottom 6% (226 out of 243)

Sales and EPS Growth Rates (Y/Y %)⁽²⁾



Last EPS Surprise	-15.8%
Last Sales Surprise	1.7%
EPS F1 Est- 4 week change	-6.0%
Expected Report Date	01/28/2026
Earnings ESP	0.0%

Sales Estimates (millions of \$)⁽²⁾

	Q1	Q2	Q3	Q4	Annual*
2026	1,881 E	1,951 E	2,046 E	2,006 E	7,885 E
2025	1,824 A	1,862 A	1,927 A	1,887 E	7,501 E
2024	1,822 A	1,847 A	1,877 A	1,864 A	7,410 A

EPS Estimates⁽²⁾

	Q1	Q2	Q3	Q4	Annual*
2026	0.35 E	0.46 E	0.56 E	0.64 E	2.01 E
2025	0.28 A	0.35 A	0.32 A	0.38 E	1.33 E
2024	0.12 A	0.24 A	0.34 A	0.36 A	1.06 A

*Quarterly figures may not add up to annual.

P/E TTM	31.9
P/E F1	31.4
PEG F1	0.8
P/S TTM	0.9

(1) The data in the charts and tables, except the estimates, is as of 11/19/2025.

(2) The report's text, the analyst-provided estimates, and the price target are as of 11/18/2025.

Overview

Knight-Swift Transportation Holdings Inc. is one of North America's largest and most diversified freight transportation companies, providing multiple full truckload, LTL, intermodal and other complementary services. Knight-Swift utilizes a nationwide network of business units and terminals across the United States and Mexico to serve customers throughout North America. Apart from operating one of the country's largest truckload fleets, Knight-Swift also contracts with third-party carriers to provide a broad range of transportation services to customers while providing quality driving jobs for driving associates and successful business opportunities for independent contractors. The company is based in Phoenix, AZ.

In an environment-friendly measure, Knight-Swift intends to reduce carbon emissions generated by its fleet by 50% between 2020 and 2035.

During 2024, KNX covered 1.8 billion loaded miles for shippers throughout North America, contributing to total revenue of \$7.4 billion (up 3.8% year over year). The company reports primarily through four segments:

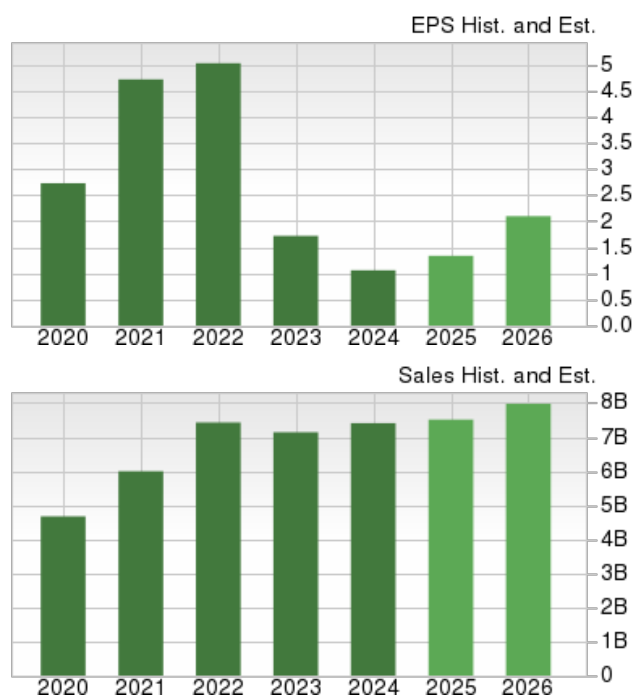
Truckload Segment (67.9% of 2024 revenues) This segment includes revenues from Knight Trucking, Swift Truckload, Swift Dedicated and Swift Refrigerated segments. The consolidated segment offers dry van, refrigerated and drayage services.

Less-Than-Truckload (LTL) Segment (16.7%): This segment consists of the operations of AAA Cooper Transportation (acquired in July 2021) and RAC MME holdings (acquired in December 2021).

Logistics Segment (7.7%): This segment offers logistics, freight management and other non-trucking services to customers. The unit also generates revenues by offering specialized logistics solutions such as origin management, surge volume, disaster relief, special projects and other logistic needs.

Intermodal Segment (5.2%): This segment generates revenues by moving freight by rail in containers and other trailing equipment. Revenues are also generated from drayage to transport loads between railheads and customer locations. The segment enables better customer service in long haul lanes and minimizes the company's investment in fixed assets.

The company's fiscal year coincides with the calendar year.



As of 11/18/2025



As of 11/19/2025

Reasons To Sell:

- ▼ KNX expects its fourth-quarter 2025 adjusted earnings per share guidance to the range of 34-40 cents per share. The current macro-economic environment is leading to declining consumer sentiment and increasing uncertainty, which has led to the tempered outlook.
- ▼ KNX's financial metrics indicate that its leverage is elevated and a massive negative for shareholders. The company's cash and equivalents are \$192.67 million at the end of third-quarter 2025, which is lower than the long-term debt level of \$1.05 billion. This implies that the company does not have enough cash to meet its debt obligations.
- ▼ The truck industry, of which Knight-Swift is an integral part, has been persistently battling **driver shortage** for several years. As old drivers are retiring, trucking companies are finding it difficult to find new drivers to take their place since the low-esteem job mostly does not appeal to the younger generation. According to an estimate given by Bob Costello, chief economist and senior vice president for the American Trucking Association, the United States will face a crunch of 160,000 drivers by 2030. The projection does not bode well for Knight-Swift.
- ▼ High costs related to driver wages, equipment, maintenance, fuel, and other expenses are hurting KNX's bottom line. Expenses on salaries, wages & benefits increased 4% in the third quarter.

High costs related to driver wages, equipment, maintenance, fuel and other expenses does not bode well for the company.

Risks⁽²⁾ (to the Underperform recommendation)

- Knight-Swift has been active on the **acquisition** front to strengthen its revenue stream, which is likely to drive growth and margin expansion. Effective Jul 30, 2024, Knight-Swift has completed the acquisition of the operating assets and assumed certain liabilities of the non-union regional less-than-truckload division of Dependable Highway Express, Inc. The buyout is expected to be immediately accretive to KNX's earnings per share. In July 2023, Knight-Swift completed the acquisition of U.S. Xpress Enterprises. The acquisition benefitted the company's revenue stream significantly. The acquisition of RAC MME holdings in December 2021 expands KNX's LTL network by building on its previous acquisition of AAA Cooper Transportation in July 2021. Over the long term, the MME acquisition is expected to generate revenues and cost synergies, which are likely to drive growth and margin expansion for Knight-Swift.
 - Knight-Swift has raised its quarterly dividend annually for six consecutive years for a 200% overall increase. Consistent and rising **dividend payments** may encourage investors to stay invested, thus stemming price declines. In 2022, 2023 and 2024, KNX paid dividends of \$104.15 million, \$91.14 million and \$78.30 million, respectively. In first-quarter 2025, KNX paid dividends of \$29.3 million. With the quarterly dividend of 18 cents per share, KNX's dividend yield is currently pegged at 1.85%. Dividend-paying stocks provide a solid income stream and have fewer chances of experiencing wild price swings. Dividend stocks, like KNX, are safe bets for creating wealth, as the payouts generally act as a hedge against economic uncertainty, like in the current scenario.
 - Knight-Swift has proactively reduced its tractor fleet to better align with demand, which helps improve asset utilization and profitability as market conditions improve. The **capacity discipline** is a major tailwind for this trucking company.
-

Last Earnings Report

Knight-Swift Miss on Earnings in Q3

Knight-Swift Transportation Holdings Inc.'s third-quarter 2025 adjusted earnings of 32 cents per share missed the Zacks Consensus Estimate of 38 cents and declined 5.8% year over year. The reported figure came below the guided range of 36-42 cents.

Total revenues of \$1.92 billion surpassed the Zacks Consensus Estimate of \$1.89 billion and improved 2.7% year over year. Revenues, excluding truckload and LTL fuel surcharge, grew 2.4% year over year to \$1.72 billion.

Total operating expenses (on a reported basis) grew 4.5% year over year to \$1.87 billion.

FY Quarter Ending **12/31/2024**

Earnings Reporting Date	Oct 22, 2025
Sales Surprise	1.66%
EPS Surprise	-15.79%
Quarterly EPS	0.32
Annual EPS (TTM)	1.31

KNX's Q3 Segmental Results

Revenues (excluding fuel surcharge and inter-segment transactions) from Truckload totaled \$1.08 billion, down 2.1% year over year, owing to a 2.3% decrease in loaded miles. Adjusted segmental operating income fell 15% year over year to \$41.22 million. Adjusted operating ratio (operating expenses as a percentage of revenues) rose 60 basis points (bps) to 96.2%.

The Less-Than-Truckload segment generated revenues (excluding fuel surcharges) worth \$340.48 million in the third quarter, up 21.5% year over year. Revenue per hundredweight, excluding fuel surcharge, increased 6.1% year over year, while revenue per shipment, excluding fuel surcharge, increased 6.6%. Adjusted segmental operating income was up 10.1% year over year to \$32.05 million. Adjusted operating ratio rose 100 bps to 90.6% year over year.

Revenues from Logistics (excluding inter-segment transactions) amounted to \$140.4 million, down 2.2% year over year, owing to a 6.2% decline in load count, partially offset by a 3.6% increase in revenue per load. Adjusted operating income increased 1.9% year over year to \$8 million. The adjusted operating ratio fell 20 bps to 94.3%.

Intermodal revenues (excluding inter-segment transactions) totaled \$94.08 million, down 8.4% year over year, owing to an 11.5% decrease in load count, partially offset by the increase in revenue per load.

Revenues within the All Other Segments for the third quarter increased 29.9%, and operating income grew 86.4% year over year, owing to growth in KNX's warehousing and leasing businesses.

Liquidity

Knight-Swift exited the third quarter with cash and cash equivalents of \$192.67 million compared with \$216.32 million at the prior-quarter end. Long-term debt (excluding current maturities) was \$1.05 billion compared with \$1.39 billion at the end of the prior quarter.

KNX's Guidance

KNX expects its fourth-quarter 2025 adjusted earnings per share guidance to be in the range of 34-40 cents. The Zacks Consensus Estimate of 39 cents lies within the guidance.

Truckload Segment revenues are expected to be fairly stable sequentially, with operating margins improving 250-350 basis points sequentially. LTL Segment revenues, excluding fuel surcharge, are expected to grow between 10% and 15% year over year in the fourth quarter of 2025. Logistics segment revenue and adjusted operating income are expected to increase by mid-teens percent sequentially. Intermodal segment load count is expected to improve mid-single-digit percent sequentially, with the adjusted operating ratio to remain fairly stable sequentially.

All Other Segments' operating income, before including the \$11.7 million quarterly intangible asset amortization, is expected to remain break-even in the fourth quarter.

Net interest expense is expected to decline modestly sequentially in the fourth quarter. Effective tax rate (on adjusted income before taxes) is expected to be 23%-24% for the fourth quarter.

Net cash capital expenditures for 2025 are now expected to be in the range of \$475 million- \$525 million compared with the prior guidance of \$525 million-\$575 million.

Recent News

Dividend Update --- Aug 7, 2025

KNX's management announced its quarterly cash dividend of 18 cents per share. The dividend is expected to be paid on Sep 22, 2025, to stockholders of record on Sep 5, 2025.

Valuation

KNX's shares are down 21.1% year to date. Shares declined 25.9% over the trailing 12-month period. Shares in the Zacks sub-industry and the Zacks Transportation sector are down 22.1% and 6.7%, year to date, respectively. Over the past year, the Zacks sub-industry and the Zacks Transportation sector are down 31.2% and 13.2%, respectively.

The S&P 500 index is up 14.4% year to date and 14.2% in a year's time.

The stock is currently trading at 20.84X forward 12-month price to earnings, which compares to 23.63X for the Zacks sub-industry, 13.15X for the Zacks sector and 22.98X for the S&P 500 Index.

Over the past five years, the stock has traded as high as 50.64X and as low as 8.56X, with a 5-year median of 14.76X. Our Underperform recommendation indicates that the stock will perform worse than the market. Our \$36 price target reflects 17.93X forward 12-month earnings.

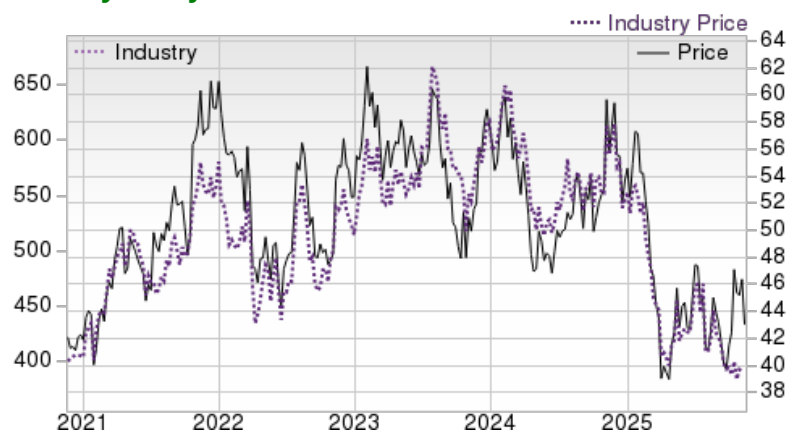
The table below shows summary valuation data for KNX

Valuation Multiples - KNX					
		Stock	Sub-Industry	Sector	S&P 500
P/E F12M	Current	20.84	23.63	13.15	22.98
	5-Year High	50.64	31.93	27.86	23.81
	5-Year Low	8.56	13.8	11.8	15.73
	5-Year Median	14.76	22.67	14.17	21.2
EV/EBITDA TTM	Current	7.33	11.12	9.99	18.06
	5-Year High	10.38	16.3	24.99	22.58
	5-Year Low	4.3	7.83	8.54	13.97
	5-Year Median	6.88	12.34	11.3	18.09
P/S F12M	Current	0.86	1.68	1.49	5.22
	5-Year High	1.72	2.55	2.72	5.52
	5-Year Low	0.77	1.4	1.4	3.84
	5-Year Median	1.14	1.86	1.73	5.06

As of 11/17/2025

Source: Zacks Investment Research

Industry Analysis⁽¹⁾ Zacks Industry Rank: Bottom 6% (226 out of 243)



Top Peers⁽¹⁾

Company (Ticker)	Rec	Rank
J.B. Hunt Transport ... (JBHT)	Neutral	3
Old Dominion Freight... (ODFL)	Neutral	4
Saia, Inc. (SAIA)	Neutral	3
Werner Enterprises, ... (WERN)	Neutral	4
XPO, Inc. (XPO)	Neutral	3
ArcBest Corporation (ARCB)	Underperform	5
Forward Air Corporat... (FWRD)	Underperform	4
Landstar System, Inc... (LSTR)	Underperform	4

Industry Comparison⁽¹⁾ Industry: Transportation - Truck

	KNX	X Industry	S&P 500	LSTR	ODFL	XPO
Zacks Recommendation (Long Term)	Underperform	-	-	Underperform	Neutral	Neutral
Zacks Rank (Short Term)	5	-	-	4	4	3
VGM Score	D	-	-	C	D	B
Market Cap	6.77 B	0.00 M	37.00 B	4.24 B	26.66 B	14.87 B
# of Analysts	8		22	4	9	9
Dividend Yield	1.73%	%	1.54%	1.30%	0.88%	0.00%
Value Score	D	-	-	C	D	D
Cash/Price	0.04	NA	0.04	0.10	0.00	0.02
EV/EBITDA	7.83	NA	14.10	12.60	14.02	14.98
PEG Ratio	0.83	NA	2.17	NA	3.16	2.52
Price/Book (P/B)	0.95	NA	3.23	4.77	6.29	8.19
Price/Cash Flow (P/CF)	7.00	NA	14.54	17.24	17.78	15.53
P/E (F1)	31.38	NA	19.43	27.16	26.55	34.40
Price/Sales (P/S)	0.91	NA	2.96	0.89	4.78	1.84
Earnings Yield	3.21%	NA%	5.12%	3.68%	3.76%	2.90%
Debt/Equity	0.31	NA	0.57	0.05	0.02	1.77
Cash Flow (\$/share)	5.96	NA	8.99	7.15	7.17	8.16
Growth Score	D	-	-	B	B	A
Hist. EPS Growth (3-5 yrs)	-29.76%	NA%	8.17%	-11.91%	10.36%	-2.84%
Proj. EPS Growth (F1/F0)	25.47%	NA%	8.30%	-17.60%	-12.41%	-3.92%
Curr. Cash Flow Growth	-4.83%	NA%	7.00%	-21.66%	-2.13%	22.11%
Hist. Cash Flow Growth (3-5 yrs)	2.91%	NA%	7.32%	-1.48%	11.98%	0.32%
Current Ratio	1.33	NA	1.18	2.01	1.20	1.02
Debt/Capital	23.93%	NA%	38.16%	5.09%	1.50%	63.94%
Net Margin	1.90%	NA%	12.75%	2.87%	18.97%	4.13%
Return on Equity	2.98%	NA%	17.04%	17.24%	24.92%	26.14%
Sales/Assets	0.59	NA	0.53	2.78	1.01	1.01
Proj. Sales Growth (F1/F0)	1.20%	%	5.49%	-1.10%	-5.50%	0.60%
Momentum Score	C	-	-	D	B	B
Daily Price Chg	-0.48%	NA%	0.38%	-1.20%	-2.41%	-1.64%
1 Week Price Chg	-7.23%	NA%	-3.05%	-3.25%	-5.44%	-4.99%
4 Week Price Chg	-11.94%	NA%	-0.85%	-7.35%	-9.58%	-3.45%
12 Week Price Chg	-5.65%	NA%	2.48%	-7.30%	-17.10%	-4.08%
52 Week Price Chg	-25.50%	NA%	12.25%	-31.22%	-40.51%	-13.52%
20 Day Average Volume	3,594,642	0	2,928,402	484,595	2,189,708	1,377,171
(F1) EPS Est 1 week change	0.00%	NA%	0.00%	0.00%	-0.18%	0.00%
(F1) EPS Est 4 week change	-5.98%	NA%	0.38%	-2.14%	0.05%	1.10%
(F1) EPS Est 12 week change	-10.83%	NA%	0.57%	-3.37%	-2.06%	0.38%
(Q1) EPS Est Mthly Chg	-10.98%	NA%	-0.10%	-4.89%	-4.02%	-0.99%

Analyst Earnings Model⁽²⁾

Knight-Swift Transportation Holdings Inc.
(KNX)

In *SM/M*, except per share data

	2022A	2023A	2024A	2025E			4QE	FY	3Q4	1Q6	2Q6	2026E	4QE	FY	2027E
FY Ends December 31st	FY Dec-22	FY Dec-23	FY Dec-24	1Q4 Mar-25	2Q4 Jun-25	3Q4 Sep-25	31-Dec-25	Dec-25	3Q4	1Q6	2Q6	30-Sep-26	31-Dec-26	Dec-26	Dec-27
Income Statement															
Revenue, Excluding Truckload/ LTL Fuel Surcharge	\$6,508.2	\$6,308.2	\$6,612.0	\$1,633.0	\$1,672.2	\$1,720.9	\$1,710.2	\$6,736.2	\$1,702.3	\$1,762.1	\$1,820.6	\$1,825.3	\$7,110.3	\$7,718.2	
YoY % Chng	17.6%	(3.1%)	4.8%	1.2%	1.9%	2.4%	2.0%	1.9%	4.2%	5.4%	5.8%	6.7%	5.6%	8.3%	
Truckload and LTL Fuel Surcharge	\$920.4	\$833.6	\$798.1	\$191.4	\$189.7	\$206.2	\$177.2	\$784.5	\$179.0	\$189.3	\$225.6	\$180.6	\$774.6	\$861.1	
YoY % Chng	19.2%	(9.4%)	(4.5%)	(0.7%)	(0.9%)	7.9%	(14.2%)	9.4%	1.7%	(0.2%)	14.2%	(19.2%)	14.2%	10.5%	
Total Revenue	\$7,428.6	\$7,141.8	\$7,410.1	\$1,824.4	\$1,861.9	\$1,927.1	\$1,887.4	\$7,520.7	\$1,881.3	\$1,951.4	\$2,046.2	\$2,005.9	\$7,884.9	\$8,579.2	
YoY % Chng	23.9%	(3.9%)	3.8%	0.1%	0.8%	2.7%	1.2%	1.2%	3.1%	4.8%	6.2%	6.3%	5.1%	8.8%	
Salaries, Wages & Benefits	\$2,173.9	\$2,479.8	\$2,822.0	\$721.7	\$754.6	\$755.3	\$758.7	\$2,999.3	\$749.9	\$769.5	\$3,067.7	\$2,788.5	\$3,234.6	\$3,436.4	
YoY % Chng	22.7%	14.1%	13.8%	4.1%	9.1%	4.0%	6.6%	5.9%	3.9%	0.7%	4.4%	1.6%	2.6%	3.4%	
Fuel	\$895.6	\$878.4	\$871.1	\$207.2	\$203.6	\$221.8	\$210.2	\$842.9	\$211.4	\$218.6	\$230.7	\$224.9	\$885.6	\$860.1	
YoY % Chng	6.0%	(1.9%)	(0.8%)	(1.7%)	(8.5%)	3.9%	4.9%	(3.2%)	2.0%	7.4%	4.0%	7.0%	5.1%	(2.8%)	
Operations & Maintenance	\$422.9	\$473.5	\$546.9	\$132.4	\$140.0	\$142.4	\$137.9	\$552.7	\$138.6	\$144.3	\$146.6	\$142.6	\$572.1	\$609.4	
YoY % Chng	14.9%	12.0%	15.5%	(1.7%)	5.3%	0.0%	4.1%	1.7%	3.1%	2.9%	4.5%	3.5%	1.5%	5.5%	
Insurance & Claims	\$455.9	\$609.5	\$512.2	\$85.3	\$116.8	\$92.2	\$95.5	\$389.8	\$97.6	\$101.9	\$90.2	\$98.2	\$397.7	\$410.5	
YoY % Chng	65.6%	33.7%	(31.8%)	(24.7%)	(19.1%)	(34.7%)	(6.2%)	5.9%	19.5%	(14.2%)	(2.4%)	2.0%	3.2%	3.2%	
Operating Taxes & Licenses	\$111.2	\$117.0	\$127.5	\$34.4	\$34.5	\$33.3	\$32.4	\$134.5	\$33.8	\$34.6	\$33.8	\$32.8	\$135.0	\$140.0	
YoY % Chng	12.6%	5.2%	9.0%	9.7%	13.7%	3.2%	(3.5%)	5.5%	(1.7%)	0.2%	1.7%	1.2%	0.3%	3.7%	
Communications	\$23.7	\$29.7	\$31.2	\$7.4	\$7.4	\$7.0	\$7.3	\$29.1	\$7.3	\$7.5	\$7.8	\$7.7	\$30.3	\$32.9	
YoY % Chng	5.2%	25.4%	5.0%	(2.0%)	(10.7%)	(6.2%)	4.6%	(6.7%)	(1.2%)	1.4%	10.5%	6.1%	4.1%	8.6%	
Depreciation & Amortization Of Property & Equipment	\$595.0	\$665.0	\$717.5	\$177.5	\$176.5	\$179.0	\$175.8	\$708.9	\$196.7	\$207.5	\$213.3	\$196.7	\$814.2	\$959.5	
YoY % Chng	13.9%	11.8%	7.9%	(2.4%)	(1.3%)	0.2%	(1.7%)	(1.2%)	10.8%	17.6%	19.1%	11.9%	14.9%	17.8%	
Amortization Of Intangibles	\$64.8	\$70.1	\$75.3	\$19.2	\$19.2	\$19.2	\$19.4	\$77.2	\$19.4	\$20.0	\$20.9	\$20.8	\$80.8	\$87.8	
YoY % Chng	17.3%	8.2%	7.3%	3.8%	0.0%	0.0%	1.7%	8.3%	0.6%	2.5%	4.3%	5.8%	13.7%	8.7%	
Total Depreciation & Amortization	\$659.8	\$735.1	\$792.8	\$196.7	\$195.8	\$198.3	\$196.0	\$786.0	\$216.0	\$227.5	\$234.2	\$217.3	\$895.0	\$1,047.4	
YoY % Chng	14.2%	11.4%	7.8%	(1.8%)	(0.8%)	0.4%	(1.1%)	(0.9%)	9.8%	16.2%	18.1%	11.3%	13.9%	17.0%	
Rental Expense	\$56.9	\$130.3	\$171.7	\$42.9	\$43.2	\$41.6	\$43.0	\$170.7	\$42.8	\$44.2	\$44.9	\$44.2	\$172.0	\$179.9	
YoY % Chng	3.1%	129.1%	31.8%	(0.3%)	(1.7%)	(1.6%)	1.3%	(0.6%)	(0.1%)	(7.0%)	7.8%	2.8%	0.8%	4.6%	
Purchased Transportation	\$1,444.9	\$1,190.8	\$1,170.8	\$277.3	\$265.7	\$284.4	\$283.8	\$1,111.2	\$259.9	\$272.6	\$294.5	\$286.9	\$1,114.0	\$1,160.3	
YoY % Chng	9.4%	(17.6%)	(1.7%)	0.0%	(7.3%)	(3.7%)	(8.9%)	(5.1%)	(6.3%)	2.6%	3.6%	1.1%	0.3%	4.2%	
Impairments	\$0.8	\$2.2	\$19.0	\$0.0	\$10.6	\$34.8	\$34.8	\$80.2	\$34.8	\$34.8	\$34.8	\$34.8	\$139.2	\$139.2	
YoY % Chng	170.9%	176.0%	80.1%	(89.3%)	3,323.9%	3,323.9%	0.0%	228.8%	124.303.6%	228.8%	0.0%	0.0%	0.0%	0.0%	
Miscellaneous Operating Expenses	\$91.1	\$157.3	\$198.1	\$45.5	\$48.7	\$41.3	\$46.8	\$182.3	\$43.9	\$42.8	\$46.8	\$46.6	\$180.1	\$185.1	
YoY % Chng	82.7%	72.6%	25.9%	(15.4%)	(7.1%)	(17.0%)	11.2%	(8.0%)	(3.6%)	(12.2%)	13.2%	(0.4%)	(2.1%)	2.8%	
Total Operating Expenses, Adjusted	\$5,350.3	\$5,873.6	\$6,264.1	\$1,546.4	\$1,568.4	\$1,614.9	\$1,612.4	\$6,342.2	\$1,601.7	\$1,639.3	\$1,680.0	\$1,668.4	\$6,589.5	\$6,907.3	
YoY % Chng	18.7%	9.8%	6.6%	(1.0%)	1.0%	2.3%	2.7%	1.2%	3.6%	4.5%	4.0%	3.5%	3.9%	4.8%	
Total Operating Expenses, GAAP	\$6,336.8	\$6,803.6	\$7,166.7	\$1,757.7	\$1,789.3	\$1,876.7	\$1,845.0	\$7,268.8	\$1,836.0	\$1,884.5	\$1,962.5	\$1,905.6	\$7,588.7	\$8,000.1	
YoY % Chng	25.9%	7.4%	5.3%	(2.5%)	0.3%	4.5%	3.3%	1.4%	4.5%	5.3%	4.6%	3.3%	3.4%	3.4%	
Adjusted EBITDA	\$1,817.7	\$1,169.7	\$1,140.7	\$283.3	\$299.5	\$304.2	\$298.0	\$1,180.1	\$316.6	\$350.2	\$374.7	\$374.2	\$1,415.7	\$1,858.7	
YoY % Chng	(33.5%)	(57.8%)	(2.5%)	12.5%	5.4%	1.5%	(2.1%)	3.8%	11.9%	12.7%	13.5%	13.5%	30.0%	30.0%	
EBITDA, GAAP	\$1,751.7	\$1,073.3	\$1,036.2	\$263.4	\$248.6	\$237.6	\$210.8	\$1,018.0	\$261.3	\$294.3	\$317.9	\$317.6	\$1,191.2	\$1,626.5	
YoY % Chng	13.5%	(38.7%)	(3.5%)	19.2%	2.9%	(10.9%)	(13.7%)	(1.8%)	(0.8%)	9.7%	27.9%	32.7%	17.0%	36.5%	
Operating Income, Adjusted	\$1,157.9	\$434.6	\$347.9	\$86.6	\$103.8	\$106.0	\$97.8	\$394.1	\$100.6	\$122.7	\$140.6	\$156.9	\$520.7	\$810.8	
YoY % Chng	13.2%	(62.5%)	(20.0%)	68.2%	17.2%	4.2%	(7.9%)	13.3%	16.2%	18.3%	32.7%	60.4%	32.1%	55.7%	
Operating Income, GAAP	\$1,091.8	\$338.2	\$243.4	\$66.7	\$72.6	\$50.3	\$42.4	\$222.0	\$45.3	\$66.8	\$83.7	\$100.3	\$296.2	\$579.1	
YoY % Chng	13.1%	(69.0%)	(28.0%)	224.3%	14.4%	(38.2%)	(45.6%)	4.7%	(32.0%)	(8.0%)	66.4%	136.7%	27.7%	95.5%	
Interest Income	\$5.4	\$21.6	\$16.6	\$3.0	\$3.0	\$2.7	\$2.6	\$11.3	\$2.9	\$2.9	\$2.3	\$1.8	\$9.8	\$8.1	
YoY % Chng	364.8%	366.7%	(23.2%)	0.0%	0.0%	(9.1%)	(3.8%)	11.3%	(10.3%)	(0.0%)	(32.1%)	(16.0%)	168.0%	16.1%	
Interest Expense	\$50.8	\$127.1	\$171.2	\$40.2	\$40.9	\$40.9	\$36.5	\$158.5	\$39.8	\$38.9	\$35.6	\$35.0	\$149.3	\$141.9	
YoY % Chng	150.3%	150.2%	34.7%	(2.5%)	1.0%	(7.8%)	(18.9%)	(7.4%)	(1.0%)	(4.9%)	(12.9%)	(4.1%)	(5.8%)	(4.9%)	
Other (Expense) Income, net	\$(26.0)	\$37.7	\$60.3	\$11.0	\$13.2	\$3.6	\$18.0	\$45.8	\$11.5	\$12.0	\$12.1	\$13.9	\$49.6	\$54.7	
YoY % Chng	(189.8%)	245.1%	60.0%	22.8%	16.9%	14.8%	(58.3%)	(23.9%)	4.6%	8.6%	23.6%	(22.7%)	8.3%	10.2%	
Total Other (Expenses) Income, net	\$(71.3)	\$(67.9)	\$(94.3)	\$(26.1)	\$(24.7)	\$(34.6)	\$(15.9)	\$(101.3)	\$(25.4)	\$(24.0)	\$(21.2)	\$(19.3)	\$(89.9)	\$(79.2)	
YoY % Chng	(89.0%)	4.8%	(39.0%)	4.0%	22.3%	7.0%	(84.2%)	(7.4%)	2.8%	2.9%	31.8%	(21.5%)	11.3%	11.9%	
Pre-Tax Income, Adjusted	\$1,086.8	\$368.3	\$230.6	\$60.9	\$79.4	\$72.9	\$82.0	\$295.2	\$75.3	\$98.8	\$119.4	\$137.6	\$431.1	\$731.8	
YoY % Chng	5.2%	(66.1%)	(38.3%)	147.1%	28.9%	(9.1%)	14.2%	28.2%	28.0%	23.7%	23.7%	16.5%	67.8%	69.8%	
Pre-Tax Income, GAAP	\$1,020.5	\$270.3	\$149.0	\$40.5	\$47.9	\$15.7	\$26.5	\$130.6	\$19.9	\$42.9	\$62.6	\$81.0	\$206.4	\$499.9	
YoY % Chng	4.7%	(73.5%)	(44.9%)	70.7%	51.3%	(64.4%)	(66.8%)	(12.3%)	(50.9%)	(10.6%)	298.1%	206.0%	58.0%	142.2%	
Income Tax, Adjusted	\$265.6	\$89.6	\$15.5	\$22.2	\$19.7	\$7.9	\$7.0	\$18.1	\$23.7	\$28.6	\$33.0	\$175.6	\$3.4	\$175.6	
YoY % Chng	8.5%	(66.3%)	(34.7%)	219.3%	24.9%	(4.2%)	(48.2%)	35.1%	16.7%	6.8%	32.5%	67.8%	31.0%	69.8%	
Income Tax, GAAP	\$249.4	\$54.8	\$10.3	\$14.0	\$14.0	\$7.4	\$6.4	\$38.0	\$4.8	\$10.3	\$15.0	\$19.4	\$49.5	\$120.0	
YoY % Chng	8.0%	(78.0%)	(39.8%)	380.4%	18.7%	(47.7%)	(40.7%)	15.4%	(53.6%)	(26.5%)	103.3%	206.0%	30.2%	142.2%	
Tax Rate, Adjusted	24.4%	24.3%	24.0%	28.0%	28.0%	29.6%	24.0%	26.8%	24.0%	24.0%	24.0%	24.0%	24.0%	24.0%	
Tax Rate, GAAP	24.4%	20.3%	22.1%	29.2%	24.0%	27.0%	24.0%	29.1%	24.0%	24.0%	24.0%	24.0%	24.0%	24.0%	
Non-Controlling Interest	\$0.2	\$0.3	\$1.4	\$0.3	\$0.3	\$0.3	\$0.4	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	
YoY % Chng	107.5%	686.5%	(5.4%)	14.5%	(23.5%)	(216.3%)	(35.8%)	(73.1%)	(73.1%)	(89.3%)	91.1%	(56.5%)	(58.3%)	(13.5%)	
Net Income, Adjusted	\$821.2	\$278.7	\$172.1	\$45.4	\$57.2	\$51.3	\$62.3	\$216.2	\$57.2	\$75.1	\$90.7	\$104.6	\$327.6	\$556.1	
YoY % Chng	4.2%	(66.1%)	(38.3%)	129.5%	45.2%	(5.8%)	6.6%	25.6%	26.2%	31.3%	76.9%	67.8%	51.6%	69.8%	
Net Income, GAAP	\$771.3	\$217.1	\$117.6	\$30.6	\$34.2	\$7.9	\$20.3	\$93.0	\$15.2	\$32.6	\$47.5	\$61.6	\$157.0	\$380.1	
YoY % Chng	3.8%	(71.8%)	(45.8%)	1,262.8%	68.7%	(74.2%)	(70.8%)	(20.9%)	(50.2%)	(4.8%)	504.5%	203.9%	142.1%	142.1%	
Basic Shares Outstanding	162.3	161.2	161.7	162.0	162.1	162.3	162.4	162.2	162.4	162.4	162.4	162.4	162.4	162.4	
YoY % Chng	(0.7%)	(0.7%)	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	
Diluted Shares Outstanding	163.2	161.8	162.5	162.5	162.5	162.5	162.5	162.5	162.5	162.5	162.5	162.5	162.5	162.5	
YoY % Chng	(2.3%)	(0.8%)	0.2%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	
Basic EPS	\$4.75	\$1.35	\$0.73	\$0.19	\$0.21	\$0.05	\$0.12	\$0.09	\$0.09	\$0.20	\$0.29	\$0.38	\$0.97	\$2.34	
YoY % Chng	6.0%	(71.6%)	(45.9%)	1,050.0%	61.5%	(73.7%)	(71.0%)	(21.2%)	(50.6%)	(4.4%)	483.2%	203.9%	68.2%	142.1%	
Diluted EPS, Adjusted	\$5.03	\$1.72	\$1.06	\$0.28	\$0.35	\$0.32	\$0.38	\$0.36	\$0.46	\$0.56	\$0.64	\$2.01	\$3.42	\$3.42	
YoY % Chng	6.6%	(65.8%)	(38.4%)	133.3%	45.8%	(5.9%)	6.4%	25.8%	25.6%	31.8%	74.2%	67.8%	51.0%	69.8%	
Diluted EPS, GAAP	\$4.73	\$1.34	\$0.73	\$0.19	\$0.21	\$0.05	\$0.12	\$0.09	\$0.09	\$0.20	\$0.29	\$0.38	\$0.96	\$2.34	
YoY % Chng	6.2%	(71.7%)	(45.5%)	1,050.0%	61.5%	(73.7%)	(71.0%)	(21.3%)	(50.7%)	(4.6%)	483.9%	203.9%	67.9%	142.1%	
Dividend per Share	\$0.54	\$0.54	\$0.54	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	\$0.18	
YoY % Chng	0.0%	0.0%	0.0%	61.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Zacks Stock Rating System

We offer two rating systems that take into account investors' holding horizons: Zacks Rank and Zacks Recommendation. Each provides valuable insights into the future profitability of the stock and can be used separately or in combination with each other depending on your investment style.

Zacks Recommendation

The Zacks Recommendation aims to predict performance over the next 6 to 12 months. The foundation for the quantitatively determined Zacks Recommendation is trends in the company's estimate revisions and earnings outlook. The Zacks Recommendation is broken down into 3 Levels; Outperform, Neutral and Underperform. Unlike many Wall Street firms, we have an excellent balance between the number of Outperform and Neutral recommendations. Our team of 70 analysts are fully versed in the benefits of earnings estimate revisions and how that is harnessed through the Zacks quantitative rating system. But we have given our analysts the ability to override the Zacks Recommendation for the 1200 stocks that they follow. The reason for the analyst over-rides is that there are often factors such as valuation, industry conditions and management effectiveness that a trained investment professional can spot better than a quantitative model.

Zacks Rank

The Zacks Rank is our short-term rating system that is most effective over the one- to three-month holding horizon. The underlying driver for the quantitatively-determined Zacks Rank is the same as the Zacks Recommendation, and reflects trends in earnings estimate revisions.

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	D
Growth Score	D
Momentum Score	C
VGM Score	D

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.

Disclosures

This report contains independent commentary to be used for informational purposes only. The analysts contributing to this report do not hold any shares of this stock. The analysts contributing to this report do not serve on the board of the company that issued this stock. The EPS and revenue forecasts are the Zacks Consensus estimates, unless otherwise indicated in the report's first-page footnote. Additionally, the analysts contributing to this report certify that the views expressed herein accurately reflect the analysts' personal views as to the subject securities and issuers. ZIR certifies that no part of the analysts' compensation was, is, or will be, directly or indirectly, related to the specific recommendation or views expressed by the analyst in the report.

Additional information on the securities mentioned in this report is available upon request. This report is based on data obtained from sources we believe to be reliable, but is not guaranteed as to accuracy and does not purport to be complete. Any opinions expressed herein are subject to change.

ZIR is not an investment advisor and the report should not be construed as advice designed to meet the particular investment needs of any investor. Prior to making any investment decision, you are advised to consult with your broker, investment advisor, or other appropriate tax or financial professional to determine the suitability of any investment. This report and others like it are published regularly and not in response to episodic market activity or events affecting the securities industry.

This report is not to be construed as an offer or the solicitation of an offer to buy or sell the securities herein mentioned. ZIR or its officers, employees or customers may have a position long or short in the securities mentioned and buy or sell the securities from time to time. ZIR is not a broker-dealer. ZIR may enter into arms-length agreements with broker-dealers to provide this research to their clients. Zacks and its staff are not involved in investment banking activities for the stock issuer covered in this report.

ZIR uses the following rating system for the securities it covers. **Outperform-** ZIR expects that the subject company will outperform the broader U.S. equities markets over the next six to twelve months. **Neutral-** ZIR expects that the company will perform in line with the broader U.S. equities markets over the next six to twelve months. **Underperform-** ZIR expects the company will underperform the broader U.S. equities markets over the next six to twelve months.

No part of this report can be reprinted, republished or transmitted electronically without the prior written authorization of ZIR.