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Zacks Small-Cap Research

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U-HAUL HOLDING CO. (NYSE: UHAL)

UHAL: Reports 2Q FY2025 Results: Demand for **self-moving equipment rentals** increases YOY for the 2nd consecutive time after seven quarters of single-digit declines. **Self-Storage** continues to deliver top-line growth. **Trian Fund (Nelson Peltz) now holds positions in UHAL and UHAL-B.**

By expecting the high EV-to-EBITDA valuation metric to be 10.4 at some point during the next 12 months, a target price of $77.10 is indicated.

Current Price (11/11/24)	$74.75
Valuation	**$77.10**

OUTLOOK

U-Haul Holding Company is the parent company of U-Haul International, the world's largest consumer truck and trailer rental company. U-Haul is also the third largest self-storage operator in North America.

U-Haul benefited in a leveraged manner from the increase in demand for self-moving services during the pandemic. Currently, the moving rental business is growing modestly, around 0.5% in the last two quarters.

Management continues to expand capacity in the self-storage area, and management has again increased the FY2025 capex budget for the self-moving equipment.

SUMMARY DATA

52-Week High	**$79.04**
52-Week Low	**$50.47**
One-Year Return (%)	**42.63**
Beta	**1.10**
Average Daily Volume (shrs.)	**112,393**
Shares Outstanding (million)	**196.08**
Market Capitalization ($bil.)	**$14,66**
Short Interest Ratio (days)	**15.4**
Institutional Ownership (%)	**3.90**
Insider Ownership (%)	**96.09**
Insider Ownership (%) B shrs.	**49.46**
Annual Cash Dividend	**$0.20**
Dividend Yield (%)	**0.27**
5-Yr. Historical Growth Rates	
Sales (%)	**8.34**
Earnings Per Share (%)	**9.94**
Dividend (%)	**N/M**
P/E using TTM EPS	**32.9**
P/E using FY 2025 Estimate	**32.4**
P/E using FY 2026 Estimate	**N/A**

Risk Level	**Below Average**
Type of Stock	**Large - Blend**
Industry	**Trans-Equip. & Leas.**

ZACKS ESTIMATES

Revenue
(in millions of $)

	Q1 (Jun)	Q2 (Sep)	Q3 (Dec)	Q4 (Mar)	Year (Mar)
2022	1,473 A	1,664 A	1,404 A	1,198 A	5,740 A
2023	1,598 A	1,703 A	1,375 A	1,189 A	5,865 A
2024	1,540 A	1,650 A	1,340 A	1,179 A	5,709 A
2025	1,548 A	1,658 A	1,354 E	1,109 E	5,669 E

Earnings per Voting Share

	Q1 (Jun)	Q2 (Sep)	Q3 (Dec)	Q4 (Mar)	Year (Mar)
2022	$1.76 A	$2.09 A	$1.43 A	$0.44 A	$5.73 A
2023	$2.18 A	$1.80 A	$0.98 A	$0.15 A	$5.54 A
2024	$1.27 A	$1.36 A	$0.47 A	-$0.05 A	$3.04 A
2025	$0.95 A	$0.91 A	$0.48 E	-$0.06 E	$2.31 E

Quarterly revenues may not equal annual revenues due to rounding.

Quarterly EPS may not equal annual EPS due to rounding.

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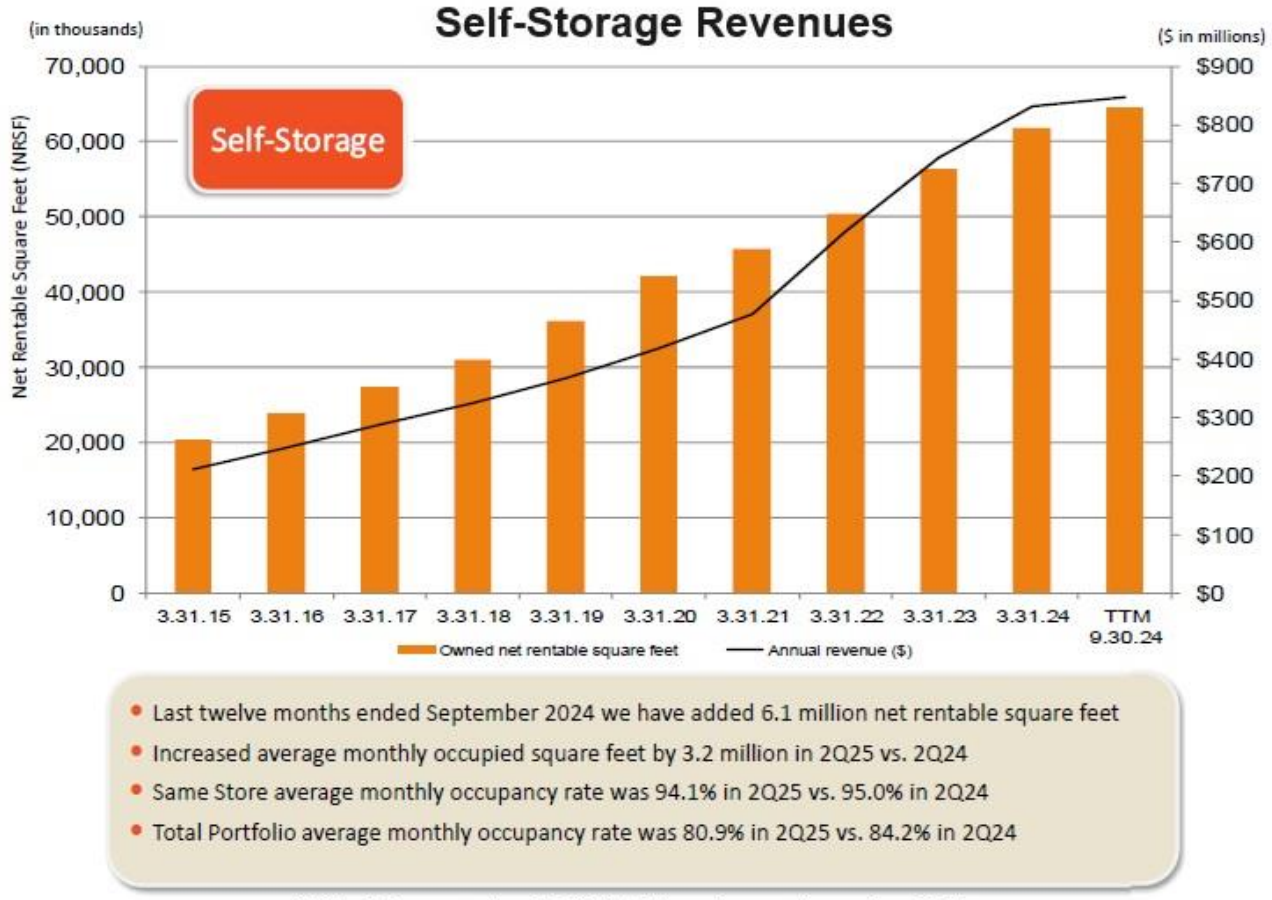
EXECUTIVE SUMMARY

U-Haul Holding Company (NYSE: UHAL) reported financial results for 2Q FY2025 on November 6th. **Total revenues increased 0.5%** to approximately $1.66 billion, primarily due to **a 7.7% revenue increase in the self-storage** business, **along with a 4.4%increase in** the **other revenue**, which is dominated by U-Box.



U-Haul Presentation 2Q FY2025 Supplement November 2024

The pandemic brought many **new customers** to utilize U-Haul services, and **management continues to be relatively upbeat about the self-moving truck rental business in fiscal 2025** with expectations for modest improvement. In the second fiscal quarter, the average revenue per transaction improved for both in-town and one-way moves. The total volume of transactions was flat with the number of in-town transactions increasing while the number of one-way rentals decreased.

The company **achieved the 3rd highest level of total revenues for the second fiscal quarter** and the **3rd h highest level of total revenues of any quarter** in the company's history. The company's 2nd fiscal quarter seasonally the strongest.

In the self-storage business, management continues to follow its long term tradition of a **consistent value pricing strategy** without utilizing discounts or implementing price depending of the perceived availability of supply as many competitors do. With the goal of attempting to hold self-storage prices at least steady, the company is actually achieved positive pricing as revenue per square foot increased 1.6% during the second fiscal quarter.

Management continues to invest in the truck rental fleet, U-Box products and the **self-storage business**. In the self-moving equipment segment, the FY2025 net capex budget (which is gross

capex minus proceeds from the sales of retired rental equipment) was **increased 2.29%** from $1.090 billion to approximately $1.115 billion due to increased availability of certain additional equipment from truck manufacturers, according to the 2Q FY2025 conference call. The degree of progress of the company's vehicle rotation program is dependent on the new administration's success in rolling back the current EV mandates, which has artificially raised the prices of ICE (internal combustion engine) trucks. In addition, management is **planning to introduce an additional trailer model** during the fourth quarter. It is anticipated that this new model "will move the dial on trailer rentals."

In the self-storage business, currently roughly 8.1 million square feet. is being developed, and pending projects are around 8.7 million square feet.

Management continues to see some **cost head winds in fiscal 2025**, namely the **prices of new trucks, increased levels of depreciation** and **higher personnel expenses**. Truck manufacturers have **increased prices of ICE (internal combustion engine) vehicles** in order to subsidize EVs under the mantra of electrification. Furthermore, there a continued reduced availability of certain classes of trucks that U-Haul traditionally has purchased.

On August 14, 2024, **Trian Fund Management LP filed a 13F** which disclosed stock holdings as of June 30, 2024. This filing with the SEC **disclosed new holdings in U-Haul Holding Company**, namely 909,300 shares of UHALB and 389,700 shares of UHAL. Subsequently, Jason Berg, CFO of U-Haul, met with representatives of Trian representatives. In addition, Trian delivered a 31-page PowerPoint presentation to U-Haul. Management has considered the information conveyed by Trian. Management has decided to continue executing on its current business plans without any changes. Trian Fund Management is a hedge fund managed by Nelson Peltz. The Fund has assets under management of approximately $6.2 billion and has 29 clients.

U-Haul has a **strong liquidity position**. As of September 30, 2024, U-Haul Holding Company has a **strong liquidity position**. The Moving and Storage operating segment has approximately $1.775 billion of cash and available credit, which **enables management to continue purchasing self-moving equipment** and **investing in self-storage real estate**. A typical **self-storage** project requires approximately three years to develop from acquisition to opening, and the long term prospects for the industry remain positive. **Working capital was approximately $4.9 billion** on September 30, 2024, an improvement from **$4.7 billion** on June 30, 2024

RECENT EVENTS

Financial Results for Second Quarter of Fiscal 2025

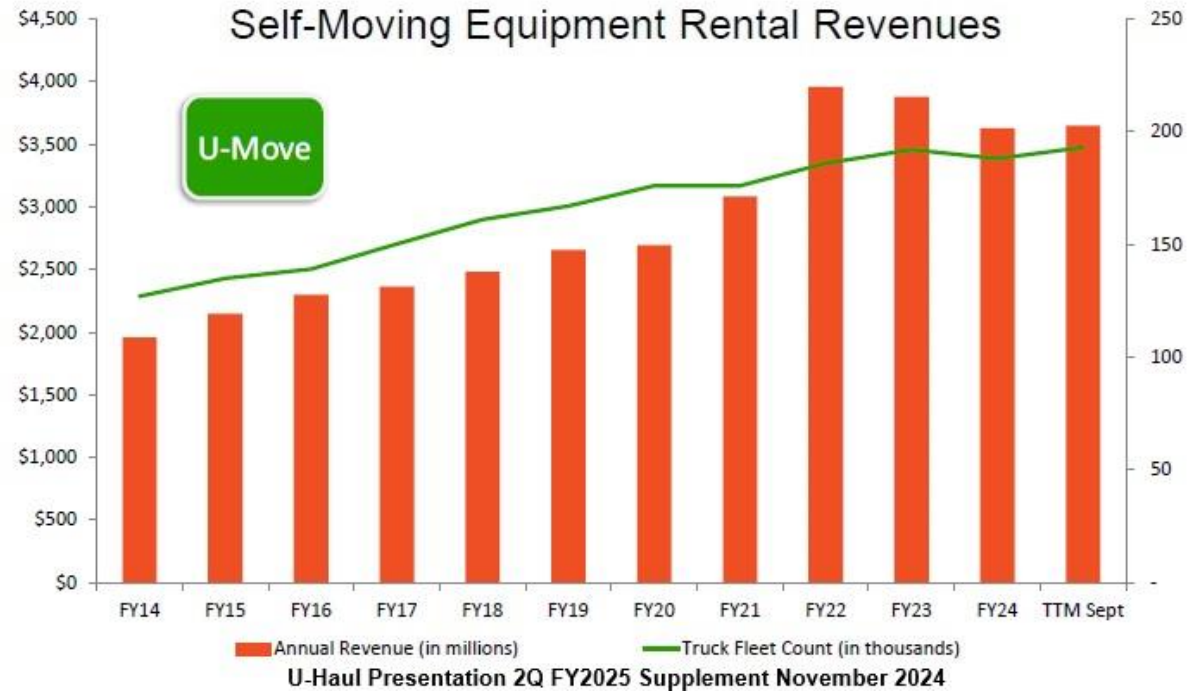
On November 6, 2024 after the market close, U-Haul Holding Company reported financial results for the second fiscal quarter ending September 30, 2024. **Total revenues increased 0.5% YOY** to approximately $1.66 billion. **Self-moving equipment rentals increased by 1.7%** (or $17.9 million) as revenue per transaction increased for both in-town and one-way rentals, though the number of transactions were flat compared the comparable quarter of last year. **Self-storage revenues increased 7.5%** (or $15.6 million). **Other revenues** (which are predominately driven by U-Box) **increased 4.4%** (or $6.9 million) as U-Box revenues increased during the second fiscal quarter.

In the **self-moving equipment rental** business, the total volume of transactions was flat with the number of in-town transactions increasing while the number of one-way rentals decreased. The average revenue per transaction increased for both in-town and one-way rental.

Management continues to attempt to return to a **normalized rotation program**. Though the company is still not able to purchase as many new vehicles as desired, the availability of certain truck models has improved. During the first six months of fiscal 2025, $1.156 billion was spent on

new rental trucks during the first six months of fiscal 2025. The company's **full fiscal year net capex budget** (which is gross capex minus proceeds from the sales of retired rental equipment) was **increased 2.29%** from $1.090 billion to approximately $1.115 billion due to increased availability of certain additional equipment from truck manufacturers.

In **self-moving/self-storage products & services**, revenue decreased 4.2% (or $3.8 million) due to lower sales of hitches and moving supplies. However, part of the revenue decrease is related to Mercury Partners L.P. exercising of an option in February 2024 (during the fourth fiscal quarter) to purchase 78 U-Haul branded self-storage locations, which are now being treated as managed properties.



In the **self-storage** area, revenues increased **7.5%** (or $15.6 million) as the average monthly number of occupied units at company-owned locations increased by 31,933 units. Average revenue per occupied foot across the entire portfolio increased 1.6%. However, **occupancy rates decreased 330 basis points YOY from 84.2% to 80.9%**, primarily because new capacity over the last 12 months expanded by 67,000 new storage units (6.1 million net rentable square feet). **Management is maintaining its pricing strategy** in face of the storage industry's irrational promotions.

U-HAUL Company-owned Self-Storage Facility Average Occupancy Rate					
Fiscal Year	FY 1Q (June)	FY 2Q (Sept.)	FY 3Q (Dec.)	FY 4Q (March)	FY Year (March)
FY 2019	69.6%	70.6%	68.0%	66.9%	**68.7%**
FY 2020	68.4%	69.5%	66.9%	66.1%	**67.7%**
FY 2021	67.6%	71.9%	73.4%	74.3%	**71.8%**
FY 2022	79.7%	84.3%	83.6%	82.6%	**82.6%**
FY 2023	84.5%	85.4%	82.9%	81.2%	**83.4%**
FY 2024	82.8%	84.2%	81.8%	79.3%	**82.1%**
FY 2025	80.0%	80.9%			

Other revenue increased by 4.4% (or $6,9 million), primarily due to higher sales in the U-Box program. Management continues to expand the U-Box platform through the addition of storage containers, warehouse space and delivery equipment.



U-Haul Presentation 2Q FY2025 Supplement November 2024

Total Operating costs and expenses increased by 10.5% (or $128.6 million), primarily due increases n depreciation ($73,148 million) and **operating expenses at moving and storage**, which increased 6.7% (or $55.8 million), primarily driven by personnel costs, liability costs, property taxes and building maintenance. During the quarter, there was a one-time expense of $16.5 million related to a transition to a new cardboard box supplier for moving supplies, which overtime should result in lower cost of goods.

Depreciation expense (net of disposals) **increased 47.5%** (or $73.1 million) to $227.3 million as **rental fleet depreciation** increased $36.0 million due to an increased pace of new additions to the fleet and **depreciation expense from real estate** increased $7.54 million. As management traditionally has reinvested for growth through capital expenditures, depreciation has temporarily masked the company's earnings power.

Earnings from operations declined 28.5% (or by $102 million) to $302 million compared to $422 million in second quarter of fiscal 2024.

U-HAUL Operating Margin					
Fiscal Year	FY 1Q (June)	FY 2Q (Sept.)	FY 3Q (Dec.)	FY 4Q (March)	FY Year (March)
FY 2020	19.8%	21.3%	8.7%	0.1%	**13.6%**
FY 2021	15.6%	29.6%	24.3%	12.4%	**21.2%**
FY 2022	33.6%	34.8%	29.7%	13.0%	**28.7%**
FY 2023	31.0%	30.7%	23.3%	9.3%	**24.6%**
FY 2024	25.9%	25.6%	14.8%	3.5%	**17.4%**
FY 2025	19.8%	18.2%			

For the second quarter of fiscal 2025, U-Haul Holding Company reported a **net income** of $186.8 million (or **$.91 per diluted voting share**), a 31.7% decrease compared to $273.5 million (or $1.36 per diluted voting share) in the comparable quarter last year. Shares outstanding have remained stable at 19,607,788 shares since fiscal 2020.

Note: Management utilizes the two-class method where distributed earnings (dividends) and undistributed earnings are allocated in a three-step process to each class of common stock.

As of September 30, 2024, U-Haul Holding Company has a **strong liquidity position**. The Moving and Storage operating segment has approximately $1.775 billion of cash and available credit. **Working capital was approximately $4.9 billion** on September 30, 2024.

SIGNIFICANT ACTIVITIES DURING THE LAST TWO YEARS (FY 2023 & FY 2024)

U-Haul Capital Expenditures

U-Haul's capital expenditures consist of the purchases of **new self-moving rental equipment** (primarily trucks) and their **ongoing maintenance costs**, the **acquisition of self-storage properties** (which encompasses 1) existing self-storage locations, 2) bare land sites and their subsequent development into self-storage properties and 3) existing buildings and their ensuing renovation into self-storage facilities.

U-HAUL HOLDING COMPANY					
(in $US '000)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Period ending	3/31/2020	3/31/2021	3/31/2022	3/31/2023	3/31/2024
CAPITAL EXPENDITURES					
Self-move rental equipment	1,374,141	870,106	1,061,439	1,298,955	1,619,366
Rental equipment lease buyouts	63,973	11,477	-	-	-
Self-storage capex	751,395	505,112	1,004,192	1,341,417	1,257,974
Other capital expenditures	119,897	54,780	70,906	86,595	115,558
Gross capital expenditures	**2,309,406**	**1,441,475**	**2,136,537**	**2,726,967**	**2,992,898**

Self-moving rental equipment

Due to shortages in the availability of truck chassis during the pandemic years (beginning in fiscal 2021), the purchases of new self-moving trucks had to be deferred; in addition, fleet maintenance costs were delayed. At first, there was an inability to procure truck equipment due a lack of supply from Ford and GM, which morphed into huge price increases thereafter as the truck manufacturers partially financed their emphasis of EVs by raising prices on ICE vehicles.

Generally, under the fleet rotation program, management prefers to retire and sell moving rental trucks that have been driven over 120,000 miles, at which point the operational economics deteriorate. Due to the lack of supply resulting in the postponement of truck replacements for three years, U-Haul has too many trucks with mileage over 120,000. The truck manufacturers still have insufficient availability of supply, and in some cases, a lack of production, in certain truck sizes in the quantities management desires. Therefore, management has and will continue to grow the capability of the fleet by **enhancing vehicle utilization** by rotating four (4) **new trucks** for every five (5) high-milage trucks sold out of the fleet, while at the same time, increasing the number of trailers and retail locations. The end-result was that the truck fleet contracted to 188,000 trucks at the end of fiscal 2024 and is expected to shrink by another 3,000-to-4,000 trucks during fiscal 2025.

In fiscal 2024, **approximately $1.62 billion** was invested in **self-moving rental equipment**, up 24.7% (or $320 million) compared to $1.293 billion in fiscal 2023.

For fiscal 2025, capex for self-moving equipment segment is expected to increase to **around $1.76 billion**.

Self-storage

In fiscal 2024, **$1.258 billion** was invested in the **self-storage segment** (which includes real estate acquisitions, new construction, renovation and repair) compared to approximately $1.341 billion in fiscal 2023, a decrease of 6.2%. Of the $1.258 billion, about $925 million was directed toward development construction with the remainder going toward the acquisition of new land or buildings.

During fiscal 2024 in the self-storage business, the increase in units and rentable square footage were a result of a combination of new development and acquiring existing self-storage facilities. The mix again was weighted toward new development (4.3 million square feet) with the remainder being the acquisition of existing self-storage units (1.2 million square feet).

For fiscal 2025, capex for self-storage is expected to remain **around $1.26 billion**. The company's pipeline of active projects is currently about 8.1 million square feet and pending projects are around 8.7 million square feet.

U-Haul Mobile App

The U-Haul's mobile app was designed to manage a move with U-Haul through mobile telephones. It enables customers to get instant quotes, start and/or modify a reservation. The app simplifies the process and makes the reservation process less labor intensive for the company. The U-Haul app is currently ranked #45 in the U.S Travel category by Google Play and #14 in the Travel category by apple app store.



U-Haul Holding Company FY 2023 Annual Report

In addition, the U-Haul app facilitates the use of **U-Haul Truck Share 24/7**, which allows DIY movers to pick up or return a truck anytime, day or night as well as drop off a U-Haul truck after hours. U-Haul Truck Share 24/7 can also be utilized on a desktop, notebook or pad. U-Haul Truck Share 24/7 is available at all 23,000+ locations in the U-Haul network. Over 6,000,000 transactions have occurred on U-Haul Truck Share 24/7.

Company Name Change

Effective on December 19, 2022 the company changed its name change to **U-Haul Holding Company** so that current shareholders and potential investors will have the awareness that the company holds one of the most recognized brands in North America.



Creation of Series N Non-Voting Common Stock

During fiscal 2023, the company's **new Non-Voting Common Stock** was distributed to existing shareholders at the close of trading on November 9, 2022 with the trading of the non-voting shares commencing on the following day (November 10th) under the **ticker UHAL-B**.

The new series of non-voting stock is intended to preserve the current voting structure of the company so that management's long-term operational orientation can be retained. The stock dividend has almost the same effect as a 10-for-1 stock split with every holder of current voting shares subsequently holding ten (10) shares, of which one (1) will be voting and nine (9) will be non-voting. The proportional ownership will remain the same.

Dividend Policy on Series N Non-Voting Common Stock

On October 25, 2022, the company announced that the Board of Directors had adopted a **dividend policy** for the newly-created Series N Non-Voting Common Stock. The Board's policy is to declare and pay quarterly cash dividends on the Series N Non-Voting Common Stock of $0.04 per share, beginning with the third quarter of fiscal year 2023. Special quarterly dividends for voting shares will create additional dividend rights for non-voting stock only to the extent the special dividend exceeds the quarterly non-voting dividend. In other words, the holders of non-voting shares will be entitled to receive the same dividends or distributions in the future at no less a rate than voting shares on a per share basis. **Regular quarterly cash dividends** on the Series N Non-Voting Common Stock (UHAL-B) have been declared since December 2022. The dividend on the Series N Non-Voting Common Stock was increased to $0.05 per share in December 2023.

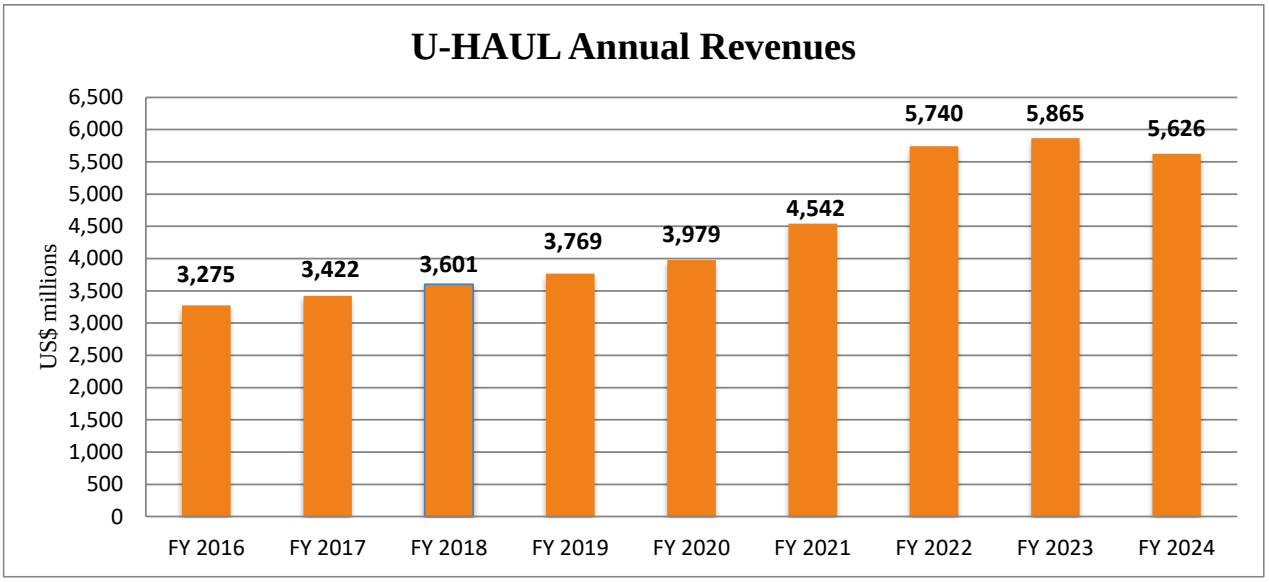
U-HAUL HOLDING COMPANY

Regular Dividends on Series N Non-Voting Shares

Record Date	Paid Date	Amt Per Share	Record Date	Paid Date	Amt Per Share
12/16/22	12/30/22	$0.04	03/15/24	03/28/24	$0.05
06/16/23	06/30/23	$0.04	06/17/24	06/28/24	$0.05
09/18/23	09/29/23	$0.04	09/16/24	09/27/24	$0.05
12/15/23	12/29/23	$0.05			

ANNUAL REVIEW OF MANAGEMENT'S U-HAUL GROWTH STRATEGY (FY 2024)

Management's goal is to be the **predominant provider of moving and storage services** for "do-it-yourself" consumers in North America through U-Haul International. The company has developed **complementary verticals** to better serve its customers, from moving supplies (boxes, tape etc.) and trailer hitches to ancillary products/services, such as the filling of propane tanks and specialty extension services, such as U-Box (portable moving and storage units) and eMove (an online marketplace of independent moving and self-storage affiliates).



U-HAUL is one of the leading companies in the **self-storage** industry (the third largest self-storage operation in North America), a complementary operation and logical extension of its self-moving business.

U-HAUL also owns holds **two insurance companies**: a property & casualty company (Repwest Insurance) that offers rental coverage to customers (through Safemove, Safetow and Safestor policies) and a life insurance company (Oxford Life Insurance), initially held for insuring employees, but later expanded into specialty lines.

U-Haul maintains and continually enlarges a fleet of rental equipment, including trucks, trailers and towing devices. Historically, revenue growth has been achieved by

- **Growing the distribution network**
  - The number of company's retail locations has grown at a 10-year CAGR of 4.09%
- **Increasing the size of the fleet**
  - The truck fleet has grown at a 10-year CAGR of 4.04%
  - The trailer fleet has grown at a 10-year CAGR of 3.59%
- **Expanding the self-storage footprint**
  - The number of self-storage locations has grown at a 10-year CAGR of 4.87%
  - The number of rentable units has grown at a 10-year CAGR of 7.95%
  - The rentable square footage has grown at a 10-year CAGR of 7.50%

As a result, **U-HAUL's total revenues have increased at a 10-year CAGR of 7.09%**.

Operationally, management strives to maximize **vehicle utilization** by adjusting the distribution of the truck and trailer fleets among the over 2,300 company stores and approximately 21,000

independent stores. The company's earning leverage is highly dependent on equipment utilization as well as **pricing** and **volume**. The critical factor of vehicle utilization in the truck rental business hinges on the geographical distribution of the fleet after one-way rentals, since U-Haul does not back-haul equipment. Traditionally, pricing has been the method by which equipment can be relocated.

In order to maintain the company's top-line growth trajectory, management must **allocate an appropriate level of investments** into the retail fleet network, the fleet itself (with new trucks, trailers and towing devices) and the self-storage business. Over the past decade, management has consistently increased the total number of rental trucks in the fleet with new additions exceeding the number of trucks removed for retirement. Hence, management also faces the challenges of executing its **fleet rotation program**, requiring both the procurement of truck chassis from North American manufacturers and the retirement of vehicles through the used-truck sales market.

KEY POINTS

- U-HAUL primarily provides **"do-it-yourself" moving and storage** and **supplies products and services**. The company also has Property and Casualty and Life Insurance subsidiaries.

- U-Haul is one of the most recognized names in North America and has a commanding share of the consumer **self-moving business**.
    - U-Haul has a network of more than **23,300 company-operated and independent locations** in all 50 United States and 10 Canadian provinces.
    - As of the end of the company's fiscal year (March 31, 2024), the size of U-Haul's rental fleet was approximately **188,700 trucks**, **139,400 trailers** and **44,700 towing devices**
    - U-Haul also provides **moving supplies** (boxes, tape etc.) and the service of selling and installing **trailer hitches**
    - The company has expanded into ancillary products/services
        - **U-Box** (portable moving and storage units)
        - **CollegeBoxes** (a packing, storage and shipping solution for college students)
        - **Moving Help (**an online marketplace connecting consumers to service providers who help with packing, unpacking, loading and unloading)
        - **Storage Affiliates** (through the WebSelfStorage platform enables independent self-storage operators to manage their facility and connect to customers on uhaul.com)
    - The company also supplies **propane** as alternative-fuel for vehicles & for backyard BBQs.

- U-Haul is also one of the leading companies in the **self-storage** industry
    - a complementary operation to the self-moving business
    - As of the end of the company's fiscal year (March 31, 2024),U-Haul operated almost **1,004,000 rentable storage units** consisting of approximately **86.8 million square feet of storage space** in all 50 United States and 10 Canadian provinces
    - Individual storage units range in size from 6 square feet to over 1,000 square feet
    - The self-storage business also provides value-added services, such as an electronic monitoring system (Max Security), access during extended hours and individually alarmed units.

- Property and Casualty Insurance - **Repwest Insurance**
    - Repwest underwrites components of the Safemove, Safetow, and Safestor protection packages to U-Haul customers

- Life Insurance - **Oxford Life Insurance**

- Oxford underwrites life and health insurance products, primarily to the senior market

- In October 2022, the company announced that the Board of Directors had adopted a formal **dividend policy** for the newly-created Series N Non-Voting Common Stock. The Board's policy is to declare and pay quarterly cash dividends on the Series N Non-Voting Common Stock. **Regular quarterly cash dividends** on the Series N Non-Voting Common Stock (UHAL-B) have been declared since December 2022. The quarterly dividend on the Series N Non-Voting Common Stock was increased to $0.05 per share in December 2023.

- In mid-August, the management of U-HAUL provides an Investor Presentation via live webcast.

OVERVIEW

Headquartered in Reno, U-HAUL Holding Company (NYSE: UHAL) is North America's largest "do-it-yourself" moving and storage operator. U-Haul offers **"do-it-yourself" moving and storage and supplies products and services** to help people move and store their household and commercial goods in the United States and Canada. The company also has **Property and Casualty Insurance** and **Life Insurance** subsidiaries, Repwest Insurance and Oxford Life Insurance, respectively.

Founded in 1945 as U-Haul Trailer Rental Company, the company began by renting trailers. Beginning in 1959, management broadened the scope of the company's operation by renting trucks on a one-way and in-town basis exclusively through independent U-Haul dealers. In 1969, U-Haul Trailer Rental Company was incorporated as Advanced Management Engineering Research Company (AMERCO) in Nevada. Since 1974, the company developed a network of U-Haul managed retail centers, through which it rents its trucks and trailers and sells moving & self-storage products and services to complement its independent dealer network.

U-HAUL HOLDING COMPANY		
Segment Analysis (in $US '000, except percentages)	**FY 2024 3/31/2024**	**% of Revenues**
Revenues		
Self-moving equipment rentals	3,624,695	64.4%
Self-storage revenues	831,069	14.8%
Self-moving/self-storage products & services	335,805	6.0%
Property management fees	37,004	0.7%
TOTAL MOVING & STORAGE		**85.8%**
Life insurance premiums	89,745	1.6%
P&C insurance premiums	94,802	1.7%
Net investment & interest income	146,468	2.6%
Other revenue	466,086	8.3%
TOTAL REVENUES	**5,625,674**	**100.0%**

The company operates in **three reportable segments**:

- **Moving & Storage** (through its U-Haul and Real Estate Company subsidiaries)
- **Property & Casualty Insurance** (through Repwest Insurance Company)
- **Life Insurance** (through Oxford Life Insurance Company)

The **Moving & Storage** segment, by far the company's largest and most significant segment, engages in the **rental of trucks, trailers**, specialty rental items, and **self-storage** spaces to the "do-it-yourself" mover and management of self-storage properties owned by others, as well as **sales of moving supplies**, towing accessories, and **propane**. Operations are conducted under the registered trade name U-Haul® throughout the United States and Canada. The company sells U-Haul brand boxes, tape and other moving and self-storage products and services to do-it-yourself moving and storage customers at all of its distribution outlets. Net revenue from the **Moving & Storage segment** in fiscal 2024 accounted for approximately **85.8% of total revenues**.

The **Property and Casualty Insurance** segment offers moving and storage contents insurance products, including **Safemove** and **Safetow policies** that provide moving customers with a damage waiver, cargo protection, and medical and life coverage; and **Safestor**, which protects storage customers from loss of their goods in storage. Repwest provides loss adjusting and claims handling for U-Haul through regional offices across North America. **Repwest** also underwrites components of the Safemove, Safetow, and Safestor protection packages to U-Haul customers. The business plan for Repwest includes offering property and casualty products for other U-Haul related programs. Net revenue from the P&C segment in fiscal 2024 accounted for approximately **1.7% of total revenues**.

The **Life Insurance** segment includes **Oxford Life Insurance Company**, which provides life and health insurance products, primarily to the senior market through the direct writing or reinsuring of life insurance, Medicare supplement and annuity policies. Net revenue from the life insurance segment in fiscal 2024 accounted for approximately **1.6% of total revenues**.

MOVING & STORAGE OPERATIONS

Self-Moving

U-HAUL rents its distinctive orange U-Haul trucks and trailers through a network of over **2,300 company operated retail-moving centers** and approximately **21,000 independent U-Haul dealers**. The company also has a storage facility network with thousands of independent service providers participating as Storage Affiliates. As of March 31, 2024, the company's **rental fleet** consisted of more than **188,700 trucks**, **139,400 trailers** and **43,700 towing devices**.

The company has at least six different truck models and eight major types of trailers. The truck chassis are engineered by domestic truck manufacturers and made to U-Haul's specifications. The chassis are delivered to one of seven U-Haul manufacturing centers to be fitted with a cargo box. These manufacturing centers also build the trailers from the "ground up." Eleven (11) manufacturing and assembly facilities are strategically located throughout the United States in order to efficiently provide vehicles regionally.

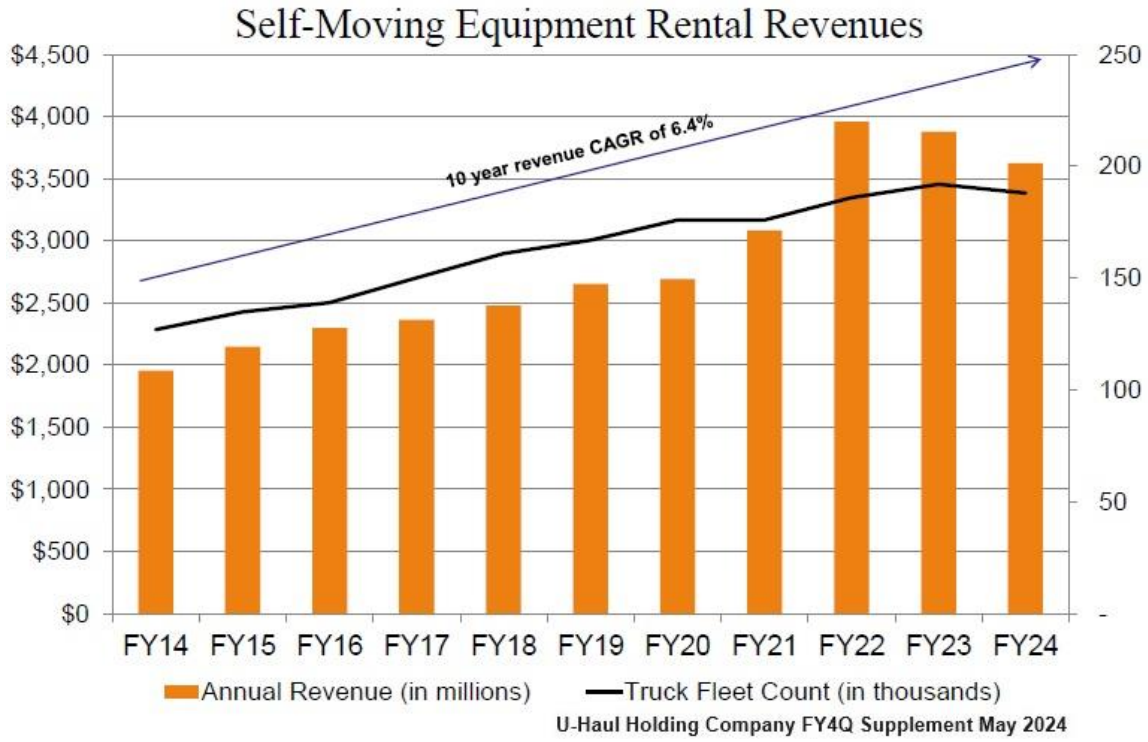


U-Haul Holding Company FY4Q Supplement May 2024

Commonality of features (gear boxes, rear axles, tires, etc.) and parts reduce maintenance expenses and improve the efficiency of the parts inventory. All engines are gasoline powered to potential fueling problems. The company provides almost all of the preventive maintenance on the fleet with the exception of warranty claims. U-Haul dealers also offer moving supplies, including a wide variety of U-Haul-brand boxes, tape and packing materials. In addition, specialty boxes are available for dishes, computers, other electronic equipment, hanging clothes, etc.

U-Haul is one of the most recognized names in the world and has a commanding share of the consumer self-moving business. The company is the consumer's number one choice as the largest installer of permanent trailer hitches in the automotive aftermarket industry. U-Haul's brand awareness is very high. A survey of public brand identification of truck manufacturers placed U-Haul second behind Mack Truck, even though U-Haul does not make trucks. The name U-Haul is as well-known as Kleenex (Kimberly-Clark), Coke (The Cola-Cola Company) and Clorox. U-Haul trucks often appear in movies and television without U-HAUL having to pay for advertising.

U-HAUL	Key Statistics (Self-Moving)					
Fiscal Year	Total Company Revenues ($ '000)	Trucks Fleet Size	Trailers Fleet Size	# of Company Stores	# of Independent Stores	# of Total Stores
FY 2010	2,002,005	98,000	77,000	1,400	14,900	16,300
YOY change	0.00%	-2.97%	1.32%	0.00%	3.47%	3.16%
FY 2011	2,241,275	101,000	82,000	1,400	15,000	16,400
YOY change	11.95%	3.06%	6.49%	0.00%	0.67%	0.61%
FY 2012	2,502,675	106,000	83,000	1,450	15,500	16,950
YOY change	11.66%	4.95%	1.22%	3.57%	3.33%	3.35%
FY 2013	2,558,587	112,000	90,000	1,490	16,400	17,890
YOY change	2.23%	5.66%	8.43%	2.76%	5.81%	5.55%
FY 2014	2,835,252	127,000	98,000	1,540	17,400	18,940
YOY change	10.81%	13.39%	8.89%	3.36%	6.10%	5.87%
FY 2015	3,074,531	135,000	107,000	1,600	18,200	19,800
YOY change	8.44%	6.30%	9.18%	3.90%	4.60%	4.54%
FY 2016	3,275,468	139,000	108,000	1,700	19,500	21,200
YOY change	6.54%	2.96%	0.93%	6.25%	7.14%	7.07%
FY 2017	3,421,767	150,000	112,000	1,750	20,000	21,750
YOY change	4.47%	7.91%	3.70%	2.94%	2.56%	2.59%
FY 2018	3,601,114	161,000	118,000	1,790	20,000	21,790
YOY change	5.24%	7.33%	5.36%	2.29%	0.00%	0.18%
FY 2019	3,768,707	167,000	120,000	1,981	20,000	21,981
YOY change	4.65%	3.73%	1.69%	10.67%	0.00%	0.88%
FY 2020	3,978,868	176,000	127,000	2,065	20,100	22,165
YOY change	5.58%	5.39%	5.83%	4.24%	0.50%	0.84%
FY 2021	4,541,985	176,000	126,000	2,100	21,100	23,200
YOY change	14.15%	0.00%	-0.79%	1.69%	4.98%	4.67%
FY 2022	5,739,747	186,000	128,000	2,100	21,100	23,200
YOY change	26.37%	5.68%	1.59%	0.00%	0.00%	0.00%
FY 2023	5,864,691	192,200	138,500	2,200	21,300	23,500
YOY change	2.18%	3.33%	8.20%	4.76%	0.95%	1.29%
FY 2024	5,625,674	188,700	139,400	2,300	21,000	23,300
YOY change	-4.08%	-1.82%	0.65%	4.55%	-1.41%	-0.85%
5-year CAGR	8.34%	2.47%	3.04%	3.03%	0.98%	1.17%
10-year CAGR	7.09%	4.04%	3.59%	4.09%	1.90%	2.09%



Independent dealers receive trucks on a consignment basis and are paid a commission based on gross revenue generated by the dealer. The independent dealers are not franchisees. U-Haul does not franchise its name. Dealer contracts can be terminated upon 30 days written notice by either party.

To further leverage U-HAUL's web-based technology platform, the company developed **eMove**®, an online marketplace that connects consumers with a network of affiliates of independent moving service providers and independent self-storage affiliates that have been vetted by U-Haul. Through MovingHelp.com, service providers can provide help to pack and load items while the Storage Affiliates offer self-storage services where U-Haul may not have facilities that are conveniently located for the consumer.

A component of the truck rental fleet is the disposal of trucks that are removed from the fleet for retirement. Typically, as new trucks are added to the fleet, older (high mileage) trucks are and sold. This dynamic process affects fleet size, non-cash depreciation charges, proceeds from the sale of retired trucks (which are dependent on the strength/weakness of the used truck market) and the availability of rentable trucks.

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Furthermore, U-Haul sells and installs a broad range of **hitches** and components for towing trailers, boats, jet skis, motorcycles, campers, horse trailers etc. Management believes that U-Haul is the largest seller and installer of hitches and towing systems in North America.

U-Haul is also one of the largest refillers of **propane** tanks in North America, primarily for alternative-fuel vehicles and backyard barbecues. The company's trained and certified personnel provide propane at nearly 1,200 locations.

The moving truck and trailer rental industry is large and highly competitive. There are two distinct users of rental trucks: commercial and “do-it-yourself” residential users. U-HAUL focuses primarily on the “do-it-yourself” residential user and is the largest self-moving company with over 50% of the applicable market. There are few large competitors and new entrants have found it difficult to achieve a significant market share. Within this segment, the company’s major competitors are Avis Budget Group, Inc. (NASDAQ: CAR) and Penske Truck Leasing (a closely-held company). Enterprise Rent-a-Car (a private holding company) started a small truck service, which targets the light local delivery business.

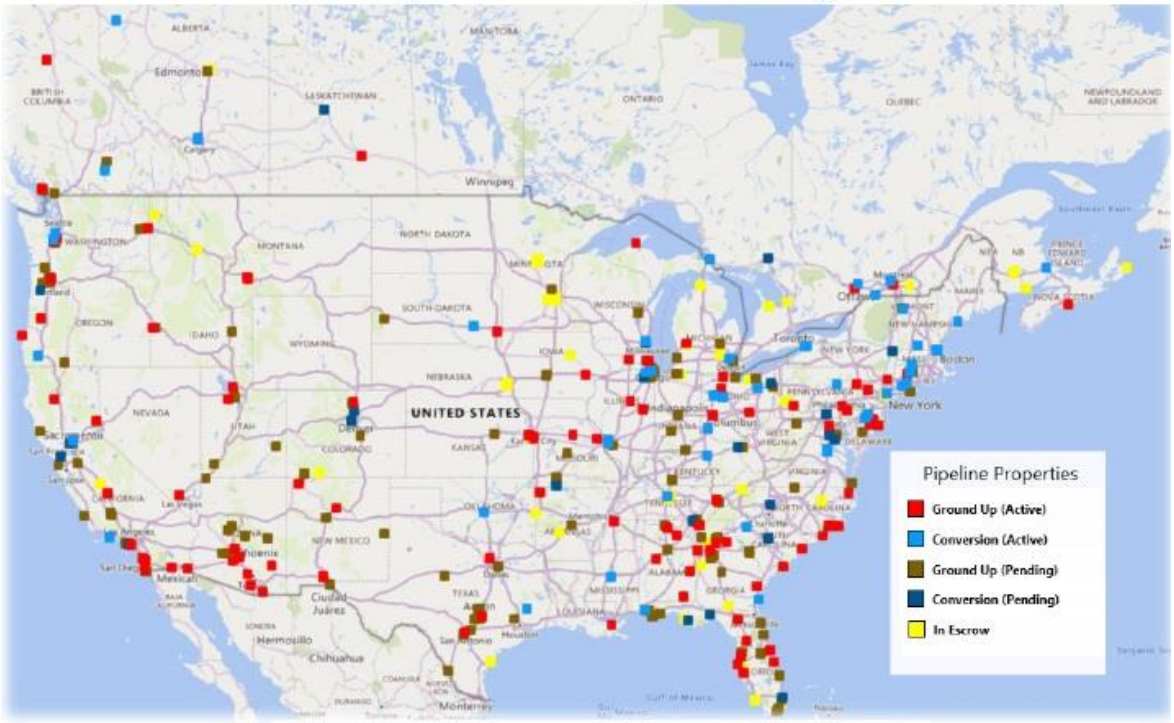
Consumer self-moving and self-storage are relatively single-digit, top-line growth industries (around 5% annually). However, both are highly fragmented industries; therefore, there are opportunities to gain market share. Both industries are less cyclical than most, since in bad times some people downgrade their living quarters (and some move back in with their parents) and use self-storage and consumer truck rental to move and store their belongings. In good economies, people move up-scale from small apartments to larger ones or to houses.

Storage

The primary market for storage rooms is for the storage of household goods. U-Haul serves millions of ‘do-it-yourself’ household moving customers annually. A large number of renters use a rental truck or trailer to move goods in or out of the storage facilities. It was a logical extension of the do-it-yourself-moving business to be also in the self-storage industry.

U-Haul operates almost **1,004,000 rentable storage units**, comprising approximately **86.8 million square feet** of storage space in all 50 United States and 10 Canadian provinces. The target market for the rental of storage units is for the storage of household goods. Individual storage units range in size from 6 square feet to over 1,000 square feet. The company’s provide **competitive self-storage services**, such as an electronic system that monitors the storage facility 24 hours a day (Max Security), access during extended hours and individually alarmed units. Many locations include climate controlled facilities, which is a growing trend in the self-storage industry.

Self-Storage –Development Pipeline



U-Haul Presentation 2Q FY2025 Supplement November 2024

U-HAUL	Key Statistics (Storage)			
Fiscal Year	Self-Storage Locations	Self-Storage Rentable rooms	Self-Storage (sq. ft.)	Company-owned Avg. Self-Storage Occupancy
FY 2010	1,100	402,000	35,500,000	75.2%
YOY change	0.92%	1.77%	1.43%	N/M
FY 2011	1,115	411,000	36,300,000	75.8%
YOY change	1.36%	2.24%	2.25%	N/M
FY 2012	1,140	423,000	37,800,000	76.9%
YOY change	2.24%	2.92%	4.13%	N/M
FY 2013	1,180	445,000	40,000,000	78.7%
YOY change	3.51%	5.20%	5.82%	N/M
FY 2014	1,220	467,000	42,100,000	80.5%
YOY change	3.39%	4.94%	5.25%	N/M
FY 2015	1,280	491,000	44,200,000	81.7%
YOY change	4.92%	5.14%	4.99%	N/M
FY 2016	1,360	536,000	47,900,000	80.1%
YOY change	6.25%	9.16%	8.37%	N/M
FY 2017	1,440	581,000	51,400,000	75.8%
YOY change	5.88%	8.40%	7.31%	N/M
FY 2018	1,519	632,000	55,200,000	71.6%
YOY change	5.49%	8.78%	7.39%	N/M
FY 2019	1,631	697,000	60,700,000	68.7%
YOY change	7.37%	10.28%	9.96%	N/M
FY 2020	1,745	774,000	66,700,000	67.7%
YOY change	6.99%	11.05%	9.88%	N/M
FY 2021	1,784	812,000	70,500,000	71.8%
YOY change	2.23%	4.91%	5.70%	N/M
FY 2022	1,844	876,000	75,100,000	82.6%
YOY change	3.36%	7.88%	6.52%	N/M
FY 2023	1,904	949,000	81,200,000	83.4%
YOY change	3.25%	8.33%	8.12%	N/M
FY 2024	1,962	1,004,000	86,800,000	82.1%
YOY change	3.05%	5.80%	6.90%	N/M
5-year CAGR	3.76%	7.57%	7.42%	N/M
10-year CAGR	4.87%	7.95%	7.50%	N/M

The self-storage market is large and highly fragmented. The largest national storage competitors include Public Storage Inc. (NYSE: PSA), Extra Space Storage, Inc. (NYSE: EXR), Life Storage Inc. (NYSE: LSI), formerly known as Sovran Self-Storage Inc., CubeSmart REIT (NYSE: CUBE) and National Storage Affiliates Trust (NYSE: NSA).

INSURANCE OPERATIONS

U-HAUL has two insurance subsidiaries, **Repwest Insurance Company** (Property and Casualty) and **Oxford Life** (Health, Life and Annuities). These companies were originally set up to serve U-Haul employees and the U-Haul dealers (many of whom were one proprietor gas station owners that were not able to obtain low priced insurance). However, over the years, both insurance subsidiaries branched out into other lines of insurance. Oxford Life and Repwest have usually been profitable over the last eight years. U-HAUL decided to scale back Repwest's operations, and the casualty business now only insures U-Haul's risks. Oxford Life is focused on Medicare supplement, annuities and life insurance.

A number of years ago U-HAUL, formed a relationship through Mark Shoen called SAC that allowed the company to expand U-Haul-managed self-storage locations. U-HAUL sold real estate to SAC in return for debt and managed the storage properties for a fee. The debt was paid down by SAC in 2012.

Repwest will continue to provide loss adjusting and claims handling for U-Haul and underwrite components of the Safemove, Safetow and Safestor protection packages to U-Haul customers. Repwest has started to grow again and its revenue is tied to the operations of moving and storage. Oxford is pursuing its goals of expanding its presence in the senior market through the sales of its Medicare supplement, life and annuity policies.

Repwest Insurance Company is rated A by A.M. Best, having been upgraded on September 24, 2020).

Oxford Life Insurance is rated A by A.M. Best, having been upgraded from A- on July 30, 2021. Oxford is a member of the Federal Home Loan Bank.

The insurance industry is highly competitive with a large number of life insurance companies and property and casualty insurance companies. In addition, the marketplace includes financial services firms offering both insurance and financial products. Some of the insurance companies are owned by stockholders and others are mutual companies that are owned by policyholders. Many competitors have been in business for a longer period of time or possess substantially greater financial resources and broader product portfolios than U-HAUL's insurance companies. The company competes in the insurance business based upon price, product design, and services rendered to agents and policyholders.

VALUATION

U-HAUL operates in both the "do-it-yourself" **consumer truck and trailer rental business** and **in the self-storage industry**. The vehicle rental business requires considerable investment in infrastructure (rental facilities and vehicles). Earnings in this segment tend to exhibit cyclicality, which is a consequence of the substantial earnings leverage that can be derived from improved utilization of the fleet. On the other hand, despite also requiring a significant investment in infrastructure (storage buildings), self-storage operations tend to be much less cyclical and provide steady cash flow.

From an investment perspective, both types of operations are **generally valued on the metric of EV-to-EBITDA** (Enterprise Value-to-Earnings Before Interest, Taxes, Depreciation and Amortization). From the Industry Comparable table below, it is easily observable that self-storage operations are valued at a much higher EV-to-EBITDA basis (18.5 on average compared to only 6.0 for truck rental companies) due to each industry's fundamental attributes described above. Due to

the small sample size of public truck rental companies (since Penske and Enterprise are not publicly traded), the EV-to-EBITDA metric is distorted.

Industry Comparables	Ticker	% Chg YTD	P/E CFY	Price/ Book	Price/ Sales	EV/ EBITDA
U-HAUL HOLDING COMPANY	**UHAL**	4.1	32.4	1.9	2.6	10.1
S&P 500	**SPX**	25.8	23.0	4.8	2.8	27.0
TRUCK RENTAL COMPANIES						
RYDER SYSTEM INC	**R**	44.3	N/A	2.3	0.6	5.4
AVIS BUDGET GROUP	**CAR**	-45.4	3.4	7.1	0.3	6.6
Industry Mean		**-0.6**	**3.4**	**4.7**	**0.4**	**6.0**
SELF-STORAGE COMPANIES						
CUBESMART	**CUBE**	4.7	27.0	4.0	10.4	19.9
EXTRA SPACE STORAGE INC	**EXR**	3.2	32.2	2.5	11.3	21.2
NATIONAL STORAGE AFFILIATES TRUST	**NSA**	4.2	N/M	5.2	5.1	11.3
PUBLIC STORAGE INC	**PSA**	10.5	30.3	11.3	12.8	21.8
Industry Mean		**5.6**	**29.8**	**5.7**	**9.9**	**18.5**

By expecting the high EV-to-EBITDA valuation metric to be 10.4 at some point during the next 12 months, a **target price of $77.10** is indicated.

RISKS

- U-Haul's business is subject to many economic factors that are not included in our forecasts. These include the impact of high fuel costs, significant economic downturns, and a substantial decline in housing starts, among others.
- Revenues (and therefore earnings) are seasonal, due to changes in consumer behavior as the weather changes. It is assumed that past weather conditions continue to be relatively the same over the quarterly time frames of the past.
- U-Haul purchases truck chassis from a limited number of chassis manufacturers e.g. Ford Motor Company, General Motors Corporation and Stellantis N.V. (created through a merger of the Italian–American conglomerate Fiat Chrysler Automobiles and the French PSA Group in 2021). If the production or quality of product is hindered, it could have a negative impact on U-HAUL's operations and stock price.
- U-Haul maintains a large fleet of rental equipment. The company's rental truck fleet rotation program is funded internally through operations and externally from debt and lease financing. A challenging financial market could adversely affect the company's fleet rotation program.
- Another important aspect of U-Haul's fleet rotation program is the sale of used rental equipment. The sale of used equipment provides the organization with funds that can be used to purchase new equipment. However, at times, the used rental equipment market weakens in response to various economic factors. During such times of weak pricing and the near absence of demand, the company's financial results could be adversely affected by increasing depreciation expense, losses on the sale of retired equipment (due to net proceeds on sales falling short of estimated residual values) and decreases in expected cash flows from the sales of used equipment.

BALANCE SHEET

U-HAUL HOLDING COMPANY					
(in $US '000 except share data)	FY 2021	FY 2022	FY 2023	FY 2024	2Q FY 2025
Period ending	3/31/2021	3/31/2022	3/31/2023	3/31/2024	9/30/2024
ASSETS					
Cash and cash equivalents	1,194,012	2,704,137	2,060,524	1,534,544	1,435,639
Reinsurance recoverables & trade receivab	224,426	229,343	189,498	215,908	217,556
Inventories and parts	105,577	158,888	151,474	150,940	157,592
Prepaid expenses	469,144	236,915	241,711	246,082	279,539
Net fixed maturity securities available-for-	-	-	-	2,442,504	2,437,923
Investm'ts, fixed maturities & mktable equ	2,695,656	2,893,399	2,770,394	66,274	63,295
Investments, other	489,759	543,755	575,540	633,936	643,893
Deferred policy acquisition costs	89,749	103,828	152,377	121,224	121,329
Other assets	47,730	60,409	51,052	111,743	130,071
Right of use assets - financing	877,038	620,824	474,765	289,305	208,804
Right of use assets - operating	92,505	74,382	58,917	53,712	51,308
Related party assets	35,395	47,851	48,308	57,934	54,288
Total Current Assets	**6,320,991**	**7,673,731**	**6,774,560**	**5,924,106**	**5,801,237**
Land	1,075,813	1,283,142	1,537,206	1,670,033	1,739,422
Buildings and improvements	5,073,017	5,974,639	7,088,810	8,237,354	8,915,534
Furniture and equipment	786,505	846,132	928,241	1,003,770	1,022,945
Rental trailers and other rental equipment	477,921	615,679	827,696	936,303	989,672
Rental trucks	3,909,724	4,638,814	5,278,340	6,338,324	7,123,968
(Accumulated depreciation)	(2,992,365)	(3,732,556)	(4,310,205)	(5,051,132)	(5,466,227)
TOTAL ASSETS	**14,651,606**	**17,299,581**	**18,124,648**	**19,058,758**	**20,126,551**
Accounts payable and accrued expenses	645,575	677,785	761,039	783,084	896,811
Total Current Liabilities	**645,575**	**677,785**	**761,039**	**783,084**	**896,811**
Notes, loans and finance/capital leases payabl	4,668,907	6,022,497	6,108,042	6,271,362	6,760,781
Operating lease liabilies	92,510	74,197	58,373	55,032	52,471
Policy benefits & losses, claims & loss exp. pay	997,701	978,254	875,034	849,113	833,632
Liabilities from investment contracts	2,161,530	2,336,238	2,398,884	2,411,352	2,497,031
Other policyholders' funds and liabilities	12,420	10,812	8,232	18,070	8,045
Deferred income	42,592	49,157	52,282	51,175	54,026
Deferred income taxes, net	1,178,489	1,265,358	1,334,427	1,447,125	1,504,356
Non-Current Liabilities	**9,154,149**	**10,736,513**	**10,835,274**	**11,103,229**	**11,710,342**
TOTAL LIABILITIES	**9,799,724**	**11,414,298**	**11,596,313**	**11,886,313**	**12,607,153**
SHAREHOLDERS' EQUITY					
Common Stock	10,497	10,497	10,497	10,497	10,497
Series N Non-Voting Common Stock	-	-	176	176	176
Additional paid-in capital	453,819	453,819	453,643	462,548	462,548
Accumulated other comprehensive income	106,857	46,384	(267,046)	(223,216)	(240,831)
Retained earnings	4,958,359	6,052,233	7,008,715	7,600,090	7,964,658
Cost of common shares in treasury	(525,653)	(525,653)	(525,653)	(525,653)	(525,653)
Cost of preferred shares in treasury	(151,997)	(151,997)	(151,997)	(151,997)	(151,997)
Unearned employee stock ownership plan	-	-	-	-	-
Total stockholders' equity	**4,851,882**	**5,885,283**	**6,528,335**	**7,172,445**	**7,519,398**
TOTAL LIABILITIES & STOCKHOLDERS' EQU	**14,651,606**	**17,299,581**	**18,124,648**	**19,058,758**	**20,126,551**
Voting Common Shares Outstanding	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788
Series N Non-Voting Shares Outstanding	0	0	176,470,092	176,470,092	176,470,092

ANNUAL INCOME STATEMENTS

U-HAUL HOLDING COMPANY

Income Statement (in $US '000, except share and per share data)	FY 2021 3/31/2021	FY 2022 3/31/2022	FY 2023 3/31/2023	FY 2024 3/31/2024	FY 2025 E 3/31/2025
Revenues					
Self-moving equipment rentals	3,083,317	3,958,807	3,877,917	3,624,695	3,668,768
Self-storage revenues	477,262	617,120	744,492	831,069	826,639
Self-moving/self-storage prod. & svc.	344,929	351,447	357,286	335,805	301,756
Property management fees	31,603	35,194	37,073	37,004	38,906
Life insurance premiums	121,609	111,027	99,149	89,745	79,756
P&C insurance premiums	68,779	86,518	93,209	94,802	98,040
Net investment & interest income	122,938	148,261	176,679	146,468	146,468
Other revenue	291,548	431,373	478,886	466,086	508,204
Total Revenues	**4,541,985**	**5,739,747**	**5,864,691**	**5,625,674**	**5,668,536**
Expenses					
Operating expenses	2,187,684	2,676,541	3,024,547	3,126,471	3,207,633
Commission expenses	329,609	429,581	416,315	384,079	396,022
Cost of sales	214,059	259,585	263,026	241,563	210,969
Benefits and losses	179,512	186,647	164,079	167,035	171,990
Amort. of deferred policy acq. costs	28,293	33,854	27,924	24,238	16,489
Lease expense	28,470	29,910	30,829	32,654	21,047
Depreciation	609,930	482,752	486,795	663,931	958,355
Net gains on disposal of real estate	3,281	(4,120)	5,596	7,914	10,095
Total Operating Expenses	**3,580,838**	**4,094,750**	**4,419,111**	**4,647,885**	**4,992,599**
Earnings from operations	**961,147**	**1,644,997**	**1,445,580**	**977,789**	**675,937**
Other components of net periodic benefit cc	(987)	(1,120)	(1,216)	(1,458)	(1,473)
Interest expense	(163,502)	(167,424)	(223,958)	(256,175)	(27,825)
Interest income	-	-	-	120,021	120,021
Fees and amortization on early extinguishme	-	(956)	(1,009)	0	(495)
Total Other Income (Expenses)	**(164,489)**	**(169,500)**	**(226,183)**	**(137,612)**	**90,228**
Pretax earnings	**796,658**	**1,475,497**	**1,219,397**	**840,177**	**766,165**
Income tax benefit (expense)	(185,802)	(352,211)	(294,925)	(211,470)	(152,213)
Net Income	**610,856**	**1,123,286**	**924,472**	**628,707**	**613,952**
Diluted Earnings per Voting Share	**$3.12**	**$5.73**	**$5.54**	**$3.04**	**$2.31**
Diluted Earnings per Non-Voting Share	**N/A**	**N/A**	**$4.62**	**$3.22**	**$2.49**
Wgted. Avg. Voting Shares Out.	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788
Wgted. Avg. Non-Voting Shares Out.	-	-	176,470,092	176,470,092	176,470,092

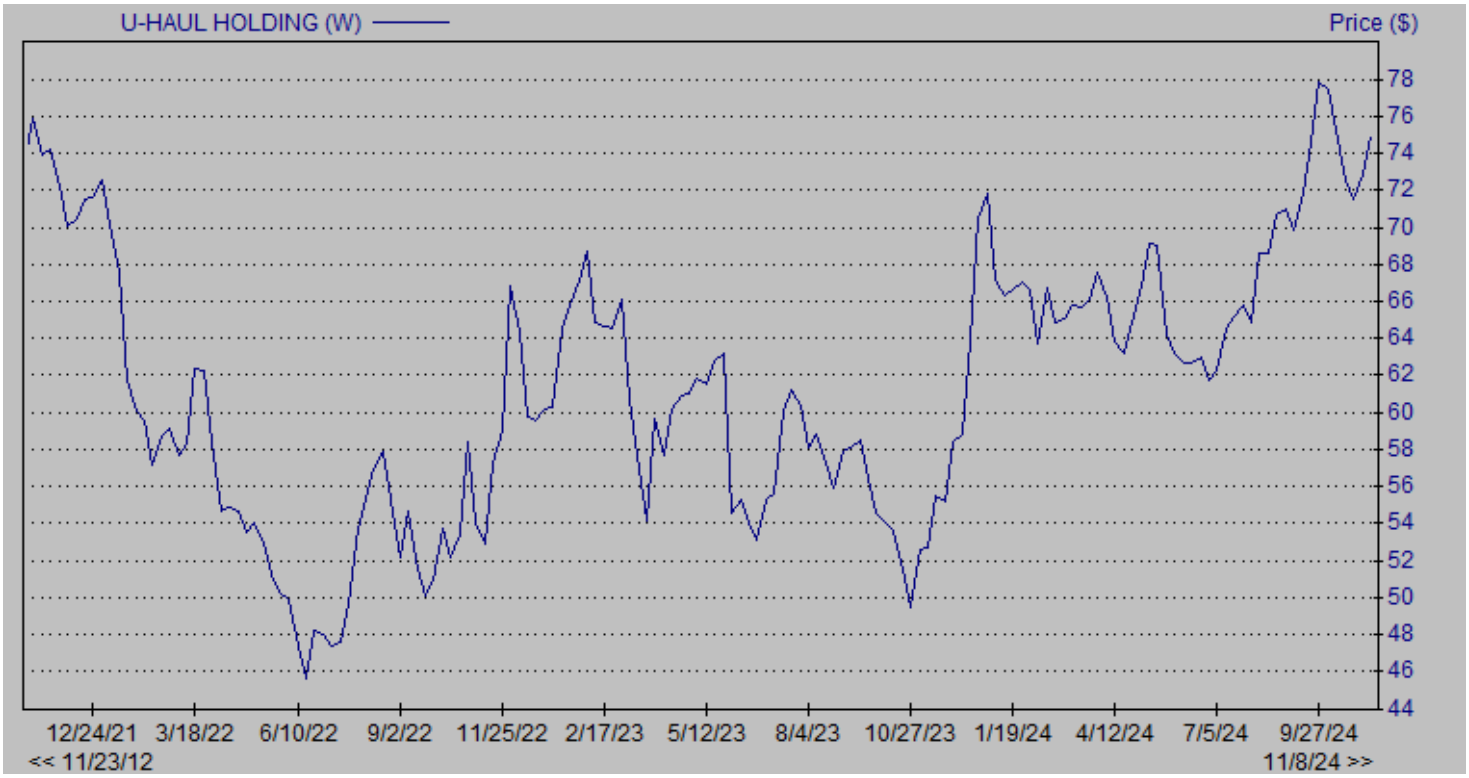
QUARTERLY INCOME STATEMENTS – FY 2024

U-HAUL HOLDING COMPANY						
Income Statement	**FY**	**1Q**	**2Q**	**3Q**	**4Q**	
	FY 2023	**FY 2024**	**FY 2024**	**FY 2024**	**FY 2024**	**FY 2024**
(in $US "000 except share and per share data)	**3/31/2023**	**6/30/2023**	**9/30/2023**	**12/31/2023**	**3/31/2024**	**3/31/2024**
Revenues						
Self-moving equipment rentals	3,877,917	999,206	1,069,405	839,801	716,283	3,624,695
Self-storage revenues	744,492	198,961	208,890	210,517	212,701	831,069
Self-moving/self-storage prod. & svc.	357,286	100,872	91,571	70,344	73,018	335,805
Property management fees	37,073	9,177	9,267	10,138	8,422	37,004
Life insurance premiums	99,149	23,131	22,498	22,574	21,542	89,745
P&C insurance premiums	93,209	20,322	25,571	26,490	22,419	94,802
Net investment & interest income	176,679	64,592	64,738	57,457	42,859	146,468
Other revenue	478,886	124,047	157,920	102,193	81,926	466,086
Total Revenues	**5,864,691**	**1,540,308**	**1,649,860**	**1,339,514**	**1,179,170**	**5,625,674**
Expenses						
Operating expenses	3,024,547	763,241	835,258	770,405	757,567	3,126,471
Commission expenses	416,315	106,927	111,961	87,955	77,236	384,079
Cost of sales	263,026	70,675	66,620	51,536	52,732	241,563
Benefits and losses	164,079	45,344	42,553	42,495	36,643	167,035
Amort. of deferred policy acq. costs	27,924	8,045	6,826	4,155	5,212	24,238
Lease expense	30,829	7,583	8,450	9,148	7,473	32,654
Depreciation	486,795	137,814	154,122	173,648	198,347	663,931
Net loss (gain) on disposal of R/E	5,596	1,021	1,715	2,584	2,594	7,914
Total Operating Expenses	**4,419,111**	**1,140,650**	**1,227,505**	**1,141,926**	**1,137,804**	**4,647,885**
Earnings from operations	**1,445,580**	**399,658**	**422,355**	**197,588**	**41,366**	**977,789**
Other comp. net periodic benefit costs	(1,216)	(365)	(364)	(365)	(364)	(1,458)
Interest expense	(223,958)	(60,598)	(63,943)	(67,450)	(64,184)	(256,175)
Other interest income	0	-	-	-	36,843	120,021
Fees & amort. early exting. of debt	(1,009)	-	-	-	-	0
Total Other Income (Expenses)	**(226,183)**	**(60,963)**	**(64,307)**	**(67,815)**	**(27,705)**	**(137,612)**
Pretax earnings	**1,219,397**	**338,695**	**358,048**	**129,773**	**13,661**	**840,177**
Income tax benefit (expense)	(294,925)	(81,857)	(84,540)	(30,549)	(14,524)	(211,470)
Net Income	**924,472**	**256,838**	**273,508**	**99,224**	**(863)**	**628,707**
Diluted Earnings per Voting Share	**$5.54**	**$1.27**	**$1.36**	**$0.46**	**($0.05)**	**$3.04**
Diluted Earnings per Non-Voting Share	**$4.62**	**$1.31**	**$1.40**	**$0.51**	**($0.00)**	**$3.22**
Wgted. Avg. Voting Shares Out.	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788
Wgted. Avg. Non-Voting Shares Out.	176,470,092	176,470,092	176,470,092	176,470,092	176,470,092	176,470,092

PROJECTED QUARTERLY INCOME STATEMENTS – FY 2025

U-HAUL HOLDING COMPANY						
Income Statement	**FY**	**1Q**	**2Q**	**3Q E**	**4Q E**	**Estimate**
	FY 2024	**FY 2025**	**FY 2025**	**FY 2025**	**FY 2025**	**FY 2025**
(in $US "000 except share and per share data)	**3/31/2025**	**6/30/2024**	**9/30/2024**	**12/31/2024**	**3/31/2025**	**3/31/2025**
Revenues						
Self-moving equipment rentals	3,624,695	1,014,332	1,087,348	860,977	706,111	3,668,768
Self-storage revenues	831,069	215,737	224,519	207,260	179,123	826,639
Self-moving/self-storage prod. & svc.	335,805	96,591	87,763	75,846	41,556	301,756
Property management fees	37,004	9,495	9,586	10,829	8,996	38,906
Life insurance premiums	89,745	20,740	20,488	19,313	19,214	79,756
P&C insurance premiums	94,802	21,229	25,767	27,479	23,564	98,040
Net investment & interest income	146,468	37,125	37,794	37,000	36,000	146,468
Other revenue	466,086	133,241	164,843	115,058	95,062	508,204
Total Revenues	**5,625,674**	**1,548,490**	**1,658,108**	**1,353,763**	**1,109,626**	**5,668,536**
Expenses						
Operating expenses	3,126,471	789,757	891,073	804,913	721,890	3,207,633
Commission expenses	384,079	112,571	119,008	92,210	72,233	396,022
Cost of sales	241,563	66,014	62,250	52,801	29,904	210,969
Benefits and losses	167,035	44,006	44,392	42,484	41,108	171,990
Amort. of deferred policy acq. costs	24,238	4,646	4,439	3,702	3,702	16,489
Lease expense	32,654	5,605	4,729	5,356	5,356	21,047
Depreciation	663,931	216,545	227,270	247,270	267,270	958,355
Net loss (gain) on disposal of R/E	7,914	3,104	2,991	2,000	2,000	10,095
Total Operating Expenses	**4,647,885**	**1,242,248**	**1,356,152**	**1,250,736**	**1,143,463**	**4,992,599**
Earnings from operations	**977,789**	**306,242**	**301,956**	**103,027**	**(33,836)**	**675,937**
Other comp. net periodic benefit costs	(1,458)	(372)	(372)	(365)	(364)	(1,473)
Interest expense	(256,175)	(67,218)	16,131	13,131	10,131	(27,825)
Other interest income	120,021	18,235	(71,498)	20,000	22,000	120,021
Fees & amort. early exting. of debt	0	(495)	-	-	-	(495)
Total Other Income (Expenses)	**(137,612)**	**(49,850)**	**(55,739)**	**32,766**	**31,767**	**90,228**
Pretax earnings	**840,177**	**256,392**	**246,217**	**135,793**	**(2,069)**	**766,165**
Income tax benefit (expense)	(211,470)	(60,975)	(59,419)	(32,314)	494	(152,213)
Net Income	**628,707**	**195,417**	**186,798**	**103,479**	**(1,575)**	**613,952**
Diluted Earnings per Voting Share	**$3.04**	**$0.95**	**$0.91**	**$0.48**	**($0.06)**	**$2.31**
Diluted Earnings per Non-Voting Share	**$3.22**	**$1.00**	**$0.96**	**$0.53**	**($0.01)**	**$2.49**
Wgted. Avg. Voting Shares Out.	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788	19,607,788
Wgted. Avg. Non-Voting Shares Out.	176,470,092	176,470,092	176,470,092	176,470,092	176,470,092	176,470,092

HISTORICAL STOCK PRICE



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