13 August 2026

1QFY27 Results Update | Sector: Automobiles

Tata Motors Passenger Vehicles

Estimate change	↑
TP change	↔
Rating change	↔

Bloomberg	TMPV IN
Equity Shares (m)	3683
M.Cap.(INRb)/(USDb)	1287.5 / 13.5
52-Week Range (INR)	448 / 294
1, 6, 12 Rel. Per (%)	1/-4/-12
12M Avg Val (INR M)	5389

Financials & Valuations (INR b)

Y/E March	2026	2027E	2028E
Net Sales	3,392	4,090	4,549
EBITDA	228.2	330.5	399.7
Adj. PAT	21.0	72.6	117.5
Adj. EPS (INR)	5.7	19.7	31.9
EPS Gr. (%)	-88	246	62
BV/Sh. (INR)	304.1	317.1	339.0
Ratios			
Net D/E (x)	0.4	0.4	0.4
RoE (%)	1.8	6.3	9.7
RoCE (%)	1.9	5.3	7.3
Payout (%)	52.6	31.7	31.4
Valuations			
P/E (x)	61.0	17.6	10.9
P/BV (x)	1.1	1.1	1.0
EV/EBITDA (x)	7.2	5.1	4.3
Div. Yield (%)	0.9	1.7	2.9

CMP: INR350 TP: INR310 (-11%) Sell

India PV margins disappoint

Margins to remain under pressure in the near term

- Tata Motors Passenger Vehicles (TMPV) adjusted PAT came in at INR11.4b in 1QFY27 compared to our estimated loss of INR1.2b, on the back of a better-than-expected performance in JLR. While JLR margins were better than expected, they still remained under pressure due to a sharp rise in VME cost. Despite strong volume growth, India business margins remained largely stable YoY, which was disappointing. Even net consolidated automotive debt increased to INR422b from INR307b QoQ, fully attributable to JLR.
- On account of the better-than-expected JLR performance in 1Q, we raise our FY27 EPS estimate by 12%. However, given the multiple headwinds ahead, we refrain from changing our FY28 estimates materially at this stage. While India business has been gaining market share, margins remain under pressure given the adverse mix and rising input costs. Further, JLR continues to face multiple headwinds on the demand and cost fronts. While JLR has embarked on a major cost-reduction initiative, it is likely to only help partially offset the current headwinds. Given the significant challenges at JLR and the continued geopolitical uncertainty, we reiterate our Sell rating on the stock with SoTP-based TP of INR310 per share (based on FY28E). We value JLR and India PV business at 2x and 13x EV/EBITDA, respectively.

Margins remain under pressure, both at JLR and India PVs

- TMPV reported a consolidated reported profit of INR8.6b in 1Q, better than our estimated loss of INR1.2b, aided by a better-than-expected JLR performance.
- JLR volumes were impacted by temporary supply constraints, including a fire at a major component supplier at the start of the quarter, resulting in a 10% YoY decline. EBIT margins contracted to 2.8% in 1QFY27 from 4.0% in 1QFY26, due to lower volumes and higher VME costs (above our est. -0.5%). PBT beat our estimates, coming in at GBP109m, down ~69% YoY. JLR posted free cash outflow of GBP998m in 1Q due to margin pressure and seasonally adverse working capital.
- India business saw a strong 66% YoY increase in revenue to INR182b (in line), led by an impressive 46% YoY growth in volumes. However, despite robust volume growth, margins improved just 20bp YoY to 4.2% (vs. our est. 6.4%). Margins were under pressure due to the surge in input costs and a rising EV mix. As a result, PBT stood at INR110m (vs. est. INR4.4b).
- Net consolidated automotive debt further increased to INR422b from INR307b QoQ, with the entire debt attributed to JLR (up to INR452b from INR327b). Indian business continues to be net cash.

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Highlights from the management commentary

- The company's upcoming launch cycle remains strong, beginning with the Range Rover Electric launch in Sep'26, followed by RRS Electric, RR GT and finally the Jag Type 01.
- JLR maintains its target of achieving double-digit revenue growth over the next five years. The strategy is centered around greater propulsion flexibility, strengthening its premium positioning and increasing strategic focus on North America.
- JLR expects the transition to higher EV sales to be margin-neutral or potentially margin-accretive. New EMA vehicles (smaller vehicles) are expected to replace end-of-life models that currently generate lower margins, supporting overall profitability.
- JLR maintained its FY27 guidance despite the weaker-than-anticipated 1Q show. However, the company acknowledged that execution pace needs to be accelerated through the remainder of the year to offset the 1Q shortfall.
- India PV business is expected to grow at a high double-digit pace and approximately twice the industry growth rate.
- India business exports are expected to grow 100% in FY27 as international expansion progresses.
- Despite the anticipated QoQ rise in input costs in 2Q, India business margins are expected to remain stable QoQ.

Valuation and view

On account of the better-than-expected JLR performance in 1Q, we raise our FY27 EPS estimate by 12%. However, given the multiple headwinds ahead, we refrain from changing our FY28 estimates materially at this stage. While India business has been gaining market share, margins remain under pressure given the adverse mix and rising input costs. Further, JLR continues to face multiple headwinds, both on the demand and cost fronts. While JLR has embarked on a major cost-reduction initiative, it is likely to only help partially offset the current headwinds. Given the significant challenges at JLR and the continued geopolitical uncertainty, we reiterate our Sell rating on the stock with SoTP-based TP of INR310 per share (based on FY28E). We value JLR and India PV business at 2x and 13x EV/EBITDA, respectively.

Quarterly Performance (Standalone) **(INR m)**

Y/E March	FY26				FY27E				FY26	FY27E		
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			1QE	Var (%)
Total Volumes (nos)	1,24,809	1,44,397	1,71,013	2,01,368	1,82,574	1,94,204	1,93,068	2,03,464	6,41,592	7,73,207	1,82,574	
Change (%)	-10.1	10.6	22.3	37.0	46.3	34.5	12.9	1.0	15.3	20.5	46.3	
Avg Realization (INR)	8,81,587	9,51,266	9,19,462	9,57,352	10,01,731	10,05,488	10,11,408	10,17,418	9,31,137	10,09,352	9,69,746	3.3
Change (%)	2.9	5.3	1.9	10.0	13.6	5.7	10.0	6.3	5.5	8.4	10.0	
Net Operating income	1,10,030	1,37,360	1,57,240	1,92,780	1,82,890	1,95,270	1,95,271	2,07,008	5,97,410	7,80,439	1,77,050	3.3
Change (%)	-7.5	16.6	24.6	50.7	66.2	42.2	24.2	7.4	21.7	30.6	60.9	
EBITDA	4,350	7,860	10,580	17,650	7,760	8,730	11,945	16,489	40,500	44,925	11,387	-31.9
EBITDA Margins (%)	4.0	5.7	6.7	9.2	4.2	4.5	6.1	8.0	6.8	5.8	6.4	
Non-Operating Income	1,640	1,370	1,210	1,070	1,230	1,300	1,400	1,466	5,290	5,396	1,250	
Interest	270	360	340	-1,380	360	370	350	320	-410	1,400	-105	
Depreciation & Amort.	7,380	7,600	8,790	8,870	8,480	8,658	8,800	8,692	32,630	34,630	8,300	
PBT before EO Exp	-1,290	1,550	3,010	11,030	110	1,002	4,195	8,943	14,360	14,251	4,442	-97.5
EO Exp/(Inc)	0	0	0	0	0	0	0	0	0	0	0	
PBT after EO Exp	-1,290	1,550	3,010	11,030	110	1,002	4,195	8,943	14,360	14,251	4,442	-97.5

E: MOFSL Estimates

JLR **(GBP m)**

Y/E March	FY26				FY27E				FY26	FY27E		
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			1QE	Var (%)
Total Volumes (nos)	93,616	74,365	66,349	1,02,745	84,623	81,644	94,563	1,05,429	3,37,075	3,67,977	85,368	
Change (%)	-14.6	-23.5	-40.4	-11.7	-9.6	9.8	42.5	2.6	-22.4	293.1	-8.1	
Avg Realization (GBP)	75,659	74,057	76,721	72,077	75,333	75,538	75,954	75,792	74,407	75,672	74,903	
Change (%)	1.7	-0.1	7.0	3.9	-0.4	2.0	-1.0	5.2	3.0	0.0	-1.0	
Net Sales	6,604	4,900	4,538	6,870	5,973	5,469	6,603	7,550	22,911	25,595	5,940	0.6
Change (%)	-9.2	-24.3	-39.4	-11.1	-9.6	11.6	45.5	9.9	-20.9	287.6	-10.1	
RM Cost (% of Sales)	62	64	58	60	59	60	61	61	61	60	62	
Staff Costs (% of sales)	13	16	18	12	15	15	13	12	14	14	15	
Other Exp (% of sales)	22.5	28.5	31.2	20.4	26.2	26.7	24.5	21.6	24.9	24.5	24.5	
Total Cost	5,988	4,978	4,505	5,910	5,492	5,116	6,126	6,666	21,381	23,400	5,620	-2.3
EBITDA	616	-78	33	960	481	353	477	883	1,530	2,194	319	50.6
EBITDA Margins (%)	9.3	-1.6	0.7	14.0	8.1	6.5	7.2	11.7	6.7	8.6	5.4	
Interest	10	23	24	21	39	40	40	40	79	159	30	
Depreciation & Amort.	356	345	344	329	313	325	360	408	1,374	1,406	340	
Product Dev. Expenses	443	346	387	481	489	450	406	468	1,657	1,813	390	
PBT before EO Exp	351	-485	-310	458	109	-9	80	441	14	621	-55	
EO Exp/(Inc)	4	238	74	6	0	0	0	0	322	0	0	
PBT after EO Exp	347	-723	-384	452	109	-9	80	441	-308	621	-55	

E: MOFSL Estimates

Quarterly Performance (Consolidated) **(INR m)**

Y/E March	FY26				FY27				FY26	FY27E		
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			1QE	Var (%)
Net Operating income	**8,83,760**	**7,31,870**	**7,11,030**	**10,65,180**	**9,65,630**	**9,00,992**	**10,51,841**	**11,71,656**	**33,91,850**	**40,90,119**	**9,34,357**	**3.3**
Change (%)	0	-13	-25	7	9	23	48	10	-8.1	20.6	5.7	
RM Cost (% of Sales)	63	66	62	63	62	64	64	64	63	64	65.2	
Staff Costs (% of sales)	12	15	16	11	13	13	12	11	13	12	13.2	
Other Exp (% of sales)	13	15	16	11	14	12	12	10	13	15	11.6	
Total Cost	**8,07,610**	**7,32,580**	**6,96,150**	**9,28,500**	**8,92,740**	**8,46,569**	**9,77,465**	**10,42,844**	**31,63,690**	**37,59,619**	**8,81,493**	
EBITDA	**76,150**	**-710**	**14,880**	**1,36,680**	**72,890**	**54,423**	**74,376**	**1,28,812**	**2,28,160**	**3,30,501**	**52,864**	**37.9**
EBITDA Margins (%)	8.6	-0.1	2.1	12.8	7.5	6.0	7.1	11.0	6.7	8.1	5.7	190bp
Change (%)	0.0	0.0	-88.0	-4.4	-4.3	NM	399.8	-5.8	-53.7	44.9	-30.6	
Non-Operating Income	6,330	6,600	6,410	6,980	3,810	5,847	5,268	10,018	26,310	24,942	5,843	
Interest	6,920	6,920	6,820	5,830	8,350	10,016	9,354	12,209	26,490	39,928	8,462	
Depreciation & Amort.	48,510	48,710	49,690	50,920	48,800	50,218	55,165	61,832	1,97,840	2,16,015	51,425	
PBT before EO Exp	**27,050**	**-49,740**	**-35,220**	**86,910**	**19,550**	**36**	**15,125**	**64,789**	**30,140**	**99,499**	**-1,179**	
EO Exp/(Inc)	**11,920**	**-30,960**	**-12,110**	**-14,140**	**-3,810**	**0**	**0**	**0**	**-46,370**	**-3,810**	0	
PBT after EO Exp	**38,970**	**-80,700**	**-47,330**	**72,770**	**15,740**	**36**	**15,125**	**64,789**	**-16,230**	**95,689**	**-1,179**	
Tax	13,060	-17,020	-12,500	13,990	7,150	0	3,630	15,056	-2,460	25,836	0	
Effective Tax Rate (%)	33.5	NM	-26.4	19.2	45.4	NM	24.0	23.2	15.2	27.0	0.0	
PAT	**25,910**	**-63,680**	**-34,830**	**58,780**	**8,590**	**36**	**11,495**	**49,733**	**-13,770**	**69,853**	**-1,179**	
Adj PAT	**16,970**	**-40,460**	**-25,748**	**69,385**	**11,371**	**36**	**11,495**	**49,733**	**21,008**	**72,634**	**-1,179**	

E: MOSL Estimates

CONFERENCE CALL

Key takeaways from the management commentary

Update on JLR

- JLR's 1Q volume was impacted by a combination of temporary supply constraints, market disruption arising from the Middle East conflict, and the planned wind-down of outgoing Jaguar models ahead of the launch of Jaguar Type 01.
- 1Q wholesales stood at 79.3k units, down 9.2% YoY. Volumes were ~3k units below the company's original estimate for the quarter, primarily due to supply disruptions.
- Adjusted 1Q EBIT margin was 2.8%, down from 4.0% in 1QFY26 due to lower volumes and weaker market conditions. Retail variable marketing expenditure (VME) increased from 4.1% to 7.1% YoY as competitive intensity increased, particularly in China, while the US market also experienced elevated discounting activity. The combined impact of lower volumes and higher VME resulted in an adverse 270bp impact on profitability YoY.
- Free cash outflow was GBP998m in 1Q, largely due to lower profitability and the seasonal working capital impact typically seen in the first quarter.
- Working capital was elevated due to higher production levels and lower sales volumes, resulting in increased inventory levels. The company expects cash performance to improve as volumes recover through the year.
- The supply disruption caused by a fire at a major component supplier at the beginning of the quarter primarily impacted Range Rover and Range Rover Sport production.
- China remained the most challenging market, with wholesales declining 25% YoY. The broader market continues to face significant overcapacity issues, affecting all manufacturers. JLR expects conditions in China to remain difficult

until excess capacity is addressed, but it keeps inventory days under control and is avoiding volume growth through excessive discounting.

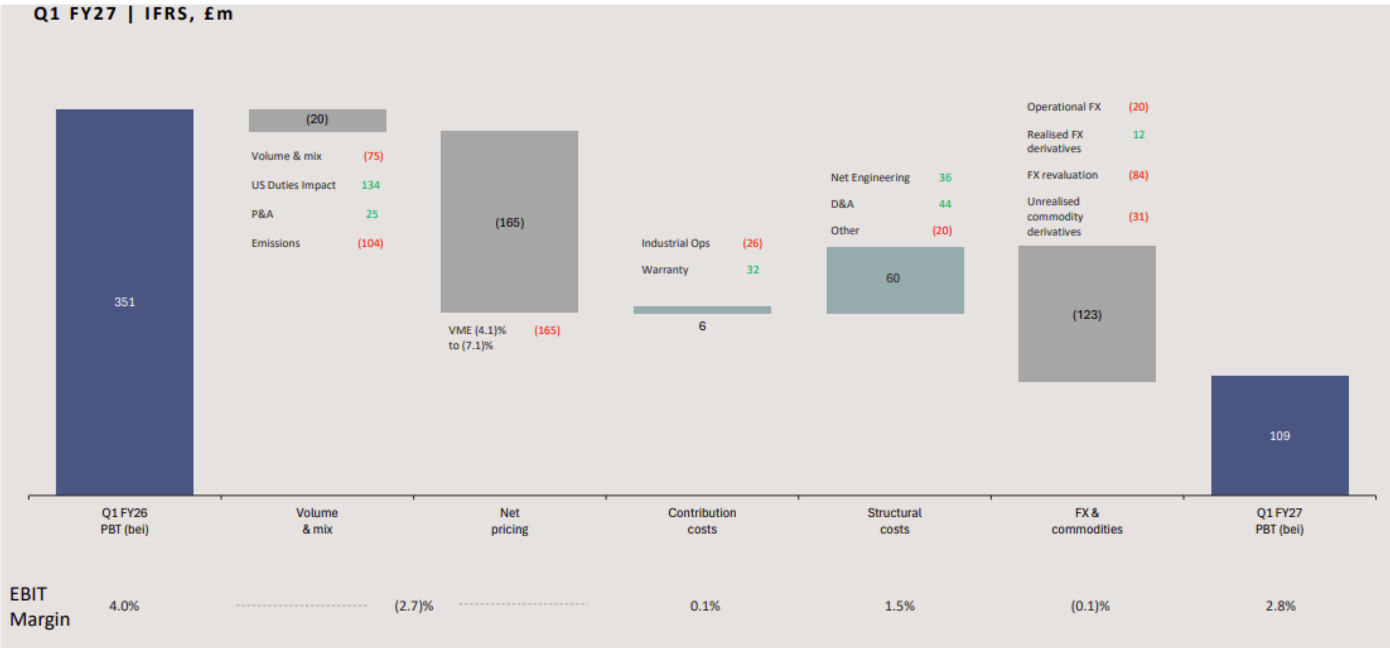
- The mix of premium models continued to improve, with Range Rover, Range Rover Sport, and Defender accounting for 80.8% of 1Q wholesales compared with 77.2% YoY.
- JLR expects to sell the remaining inventory of outgoing Jaguar models over the next six months in wholesales. Production of new Jaguar models is expected to begin in early 2027, with the financial impact of these launches expected to be more meaningful from FY28 onward.
- Feedback on the Jaguar Type 01 has been positive with strong customer reactions.
- The company’s upcoming launch cycle remains strong, beginning with the Range Rover Electric launch in Sep’26, followed by a series of new product introductions over the subsequent six months and beyond.
- JLR is targeting approximately 12k EV wholesales in FY27.
- ASP is expected to continue increasing, reaching above GBP80k within the next 18 months from GBP75.3k in 1QFY27, supported by improved product mix and the continued focus on premium positioning.
- JLR maintains its target to achieve double-digit revenue growth over the next five years. The strategy is centered around greater propulsion flexibility, strengthening its premium positioning and increasing strategic focus on North America.
- JLR and Stellantis have signed a MoU to explore opportunities for collaboration on new Defender products specifically designed for the US market.
- Investment levels and capitalization remained high during the quarter, with a capitalization rate of 74%.
- JLR expects the transition towards higher EV sales to be margin neutral or potentially margin accretive. New EMA vehicles (smaller vehicles) are expected to replace end-of-life models that currently generate lower margins, supporting overall profitability.
- JLR’s largest raw material exposures are aluminium, copper, and palladium. During 1Q, aluminium prices declined to ~USD3,150 per tonne in June from USD3,500 per tonne in March, providing some cost relief. The company continues to use hedging programs to mitigate commodity price volatility, with certain contracts structured on a quarterly basis. JLR expects input costs to rise in Q2 on QoQ basis.
- JLR maintained its FY27 guidance despite the weaker-than-planned first quarter. However, the company acknowledged that execution pace will need to accelerate through the remainder of the year to offset the Q1 shortfall.
- The company remains focused on protecting margins, maintaining inventory discipline, delivering upcoming product launches, and strengthening its position in key premium markets, particularly North America

Update on India PV business

- The Indian PV industry recorded strong volumes of 1.3m units, supported by a robust post-GST 2.0 demand environment. Industry volumes grew 24% YoY, driven by strong growth in alternative powertrains, particularly EVs and CNG vehicles, along with a favorable low base effect.
- Alternative fuel vehicles now account for 31% of industry volumes. The EV segment witnessed strong momentum, growing 77% YoY, supported by wider OEM participation, improving customer acceptance, and favorable government regulations and policy support. EV penetration for the industry increased to ~8% in Jun'26.
- Despite strong demand, the industry continues to face challenges from supply chain constraints and inflationary pressures, particularly elevated commodity costs. Industry growth is expected to moderate in the second half of the year due to the higher base created by the GST-led demand acceleration.
- TMPV significantly outperformed the industry, delivering strong growth across both PV and EV segments. Overall wholesale volumes reached 182k units, representing 46% YoY growth and approximately twice the industry growth rate.
- The company witnessed strong demand across its product portfolio, with Punch and Nexon emerging among the top three best-selling passenger vehicle models in India.
- TMPV further strengthened its portfolio competitiveness through product interventions, including the Tiago ICE and EV facelift, along with portfolio expansion through the launch of Sierra EV.
- TMPV achieved its highest-ever EV volumes of over 34k units during the quarter, maintaining its leadership position with ~40% market share.
- EVs contributed 19% of TMPV's 1Q volumes, while CNG vehicles accounted for 27%, highlighting the company's strong positioning in the ongoing shift towards alternative powertrains.
- The company's EV market share increased from 37% last year to 43% in the latest month, driven by stronger value propositions across existing products such as Punch EV. Demand remains robust, with Punch EV currently experiencing waiting periods of 8–10 months.
- The EV order pipeline continues to strengthen, with current bookings ~3.5x higher than Jan-Feb levels. While supply constraints limit the ability to fully meet current demand, TMPV is rapidly scaling up production capacity.
- The company aims to grow at a high double-digit pace and approximately twice the industry growth rate.
- Inventory levels currently stand at approximately 30 days and increased slightly during the last month. The company expects to build inventory further ahead of the festive season, supported by expectations of stronger retail demand in October.
- Production was impacted in May and June due to labor shortages, while operations at Sanand faced a five-day production disruption in July due to heavy rains. The company expects monthly production capacity to ramp up towards 70k units in the near term.
- Sierra production was temporarily impacted by casting supply and sheet metal availability issues. These constraints have been addressed over the past few months, and production is expected to improve going forward.

- Currently, only Harrier and Nexon have received PLI certification. Other refreshed models and new launches, including Tiago EV, Punch EV, and Sierra.ev, are undergoing fresh certification processes.
- TMPV expects these products to receive PLI certification and begin accruing benefits from 3QFY27. By 4Q, the majority of the portfolio is expected to be covered under the PLI framework.
- Exports remain at an early stage of growth, with South Africa opened as a key market last year. TMPV expects exports to grow 100% in FY27 as international expansion progresses.
- EBITDA margins were broadly flat YoY despite a significant commodity headwind of ~4.5% in 1Q. A further residual commodity impact of ~3% is expected in 2Q. A significant portion of commodity cost inflation will need to be offset through structural cost-reduction initiatives.
- TMPV implemented a 0.5% price increase in April and another 0.5% increase in July.
- Despite the increase in input costs, TMPV expects margins to remain stable QoQ in 2Q.

Exhibit 1: Sharp rise in VME and adverse forex are key factors for margin compression

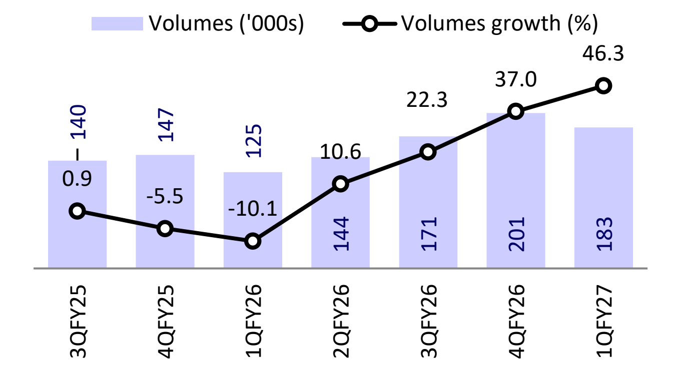


Source: Company, MOFSL

Exhibit 2: JLR posts FCF outflow of GBP998m after investment of GBP882m in 1QFY27

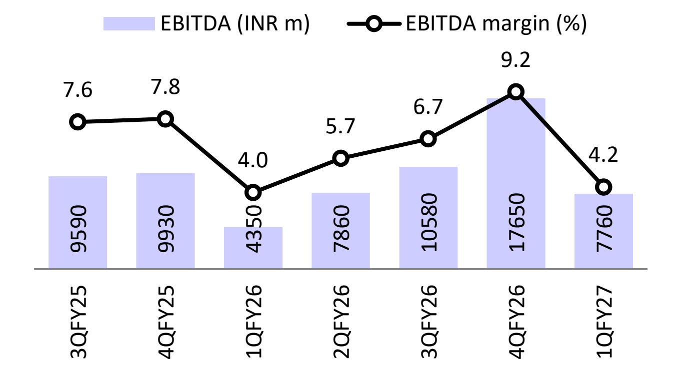
Source: Company, MOFSL

Exhibit 3: Volume trend for India business



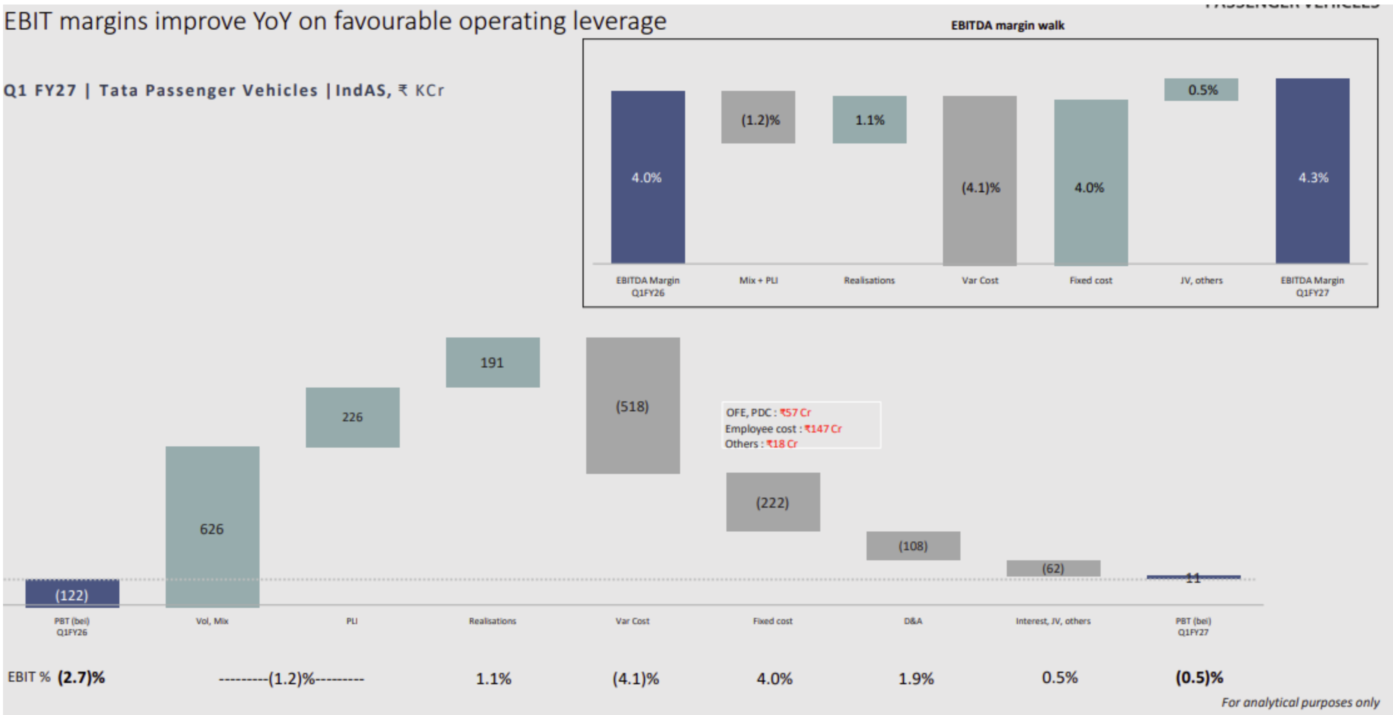
Source: Company, MOFSL

Exhibit 4: EBITDA margin trend



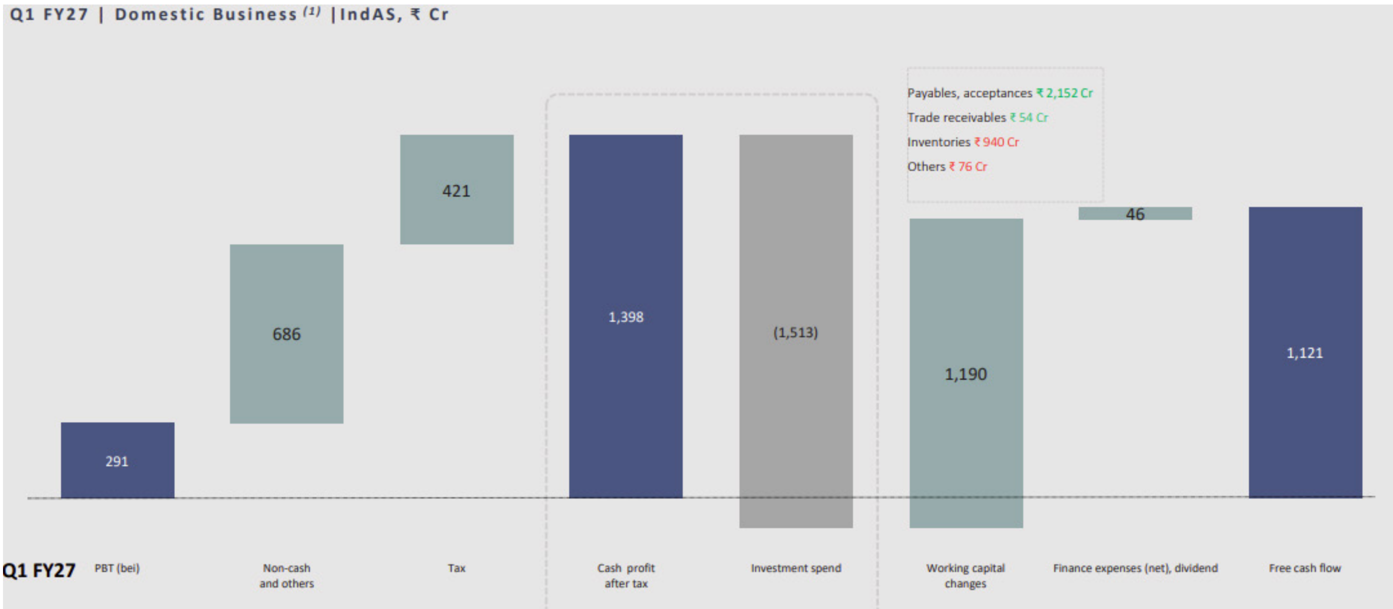
Source: Company, MOFSL

Exhibit 5: India business 1QFY27 margin walk



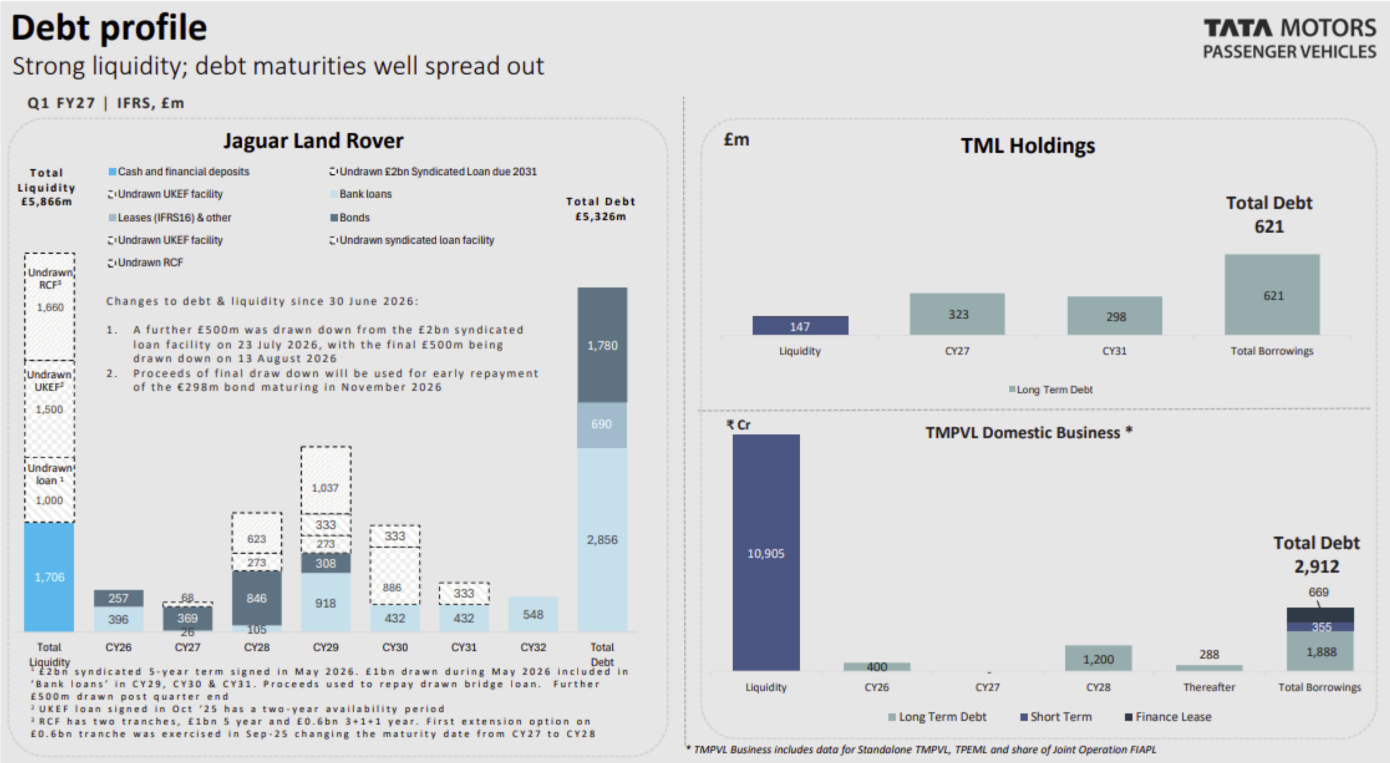
Source: Company, MOFSL

Exhibit 6: India business has delivered healthy FCF due to healthy working capital management



Source: Company, MOFSL

Exhibit 7: Net auto debt has increased to INR422b for TMPV, entirely attributed to JLR



Source: Company, MOFSL

Valuation and view

- **Geopolitical challenges likely to continue to weigh on JLR**: Overall, ongoing geopolitical headwinds and the resultant fuel price surge are likely to hurt consumer sentiment globally. While the global macro is weak, the recent tariff measures by the US on key regions have led to another layer of uncertainty in the demand environment. On a regional basis, demand in North America is likely to grow in FY27 on the back of healthy demand for RR and RRS models, even as they undergo a planned ramp down of Jaguar volumes ahead of the new Jag launch. In the UK and Europe, demand is likely to remain stable in FY27, according to management. In China, demand has deteriorated after the implementation of luxury tax in FY26, though it is likely to stabilize at lower levels. Further, demand in the Middle East (6% of mix) is likely to be impacted in the near term until the geopolitical situation stabilizes. We now factor in JLR to post a 10% volume CAGR over FY26-28E on a low base.
- **Cost-savings program unveiled to offset the multiple headwinds**: While the mix has improved for JLR, the benefit has been more than offset by rising VME and warranty costs over the last few quarters. Management has indicated that given continued weak demand in key regions, VME is likely to remain elevated in the coming quarters as well. China's implementation of luxury tax has led to a material slowdown in luxury demand. Additionally, management signaled that both US tariff increases and China's luxury tax are likely to have a structural impact on medium-term profitability. Further, there has been a sharp rise in input cost pressure for all OEMs. To offset these headwinds, JLR has embarked on a major cost-reduction program. It would look to focus on areas like enhancing supply chain efficiencies, reducing warranty, etc. On the back of these initiatives, the company targets to reduce costs by about GBP1.7b over a

two-year period. This will help it reduce breakeven levels at JLR to 300k units pa. Overall, after a sharp contraction to 6.7% in FY26, we expect JLR EBITDA margins to expand to 8.6% for FY27 and 9.2% for FY28.

- **India PV business continues to perform well**: India PV business performance has seen a marked improvement over last few quarters, improving its share by 40bp to 13.6% in FY26. While management expects the industry to post 10% volume growth in FY27, it remains confident of outperforming the industry on the back of its healthy launch pipeline. It intends to launch two new name plates and four variant launches in FY27. Overall, we expect the India business to post a 14% volume CAGR over FY26-28. However, despite strong demand, margins are likely to remain under pressure given the rising input cost and growing EV mix.
- **Valuation and view**: On account of the better-than-expected JLR performance in 1Q, we raise our FY27 EPS estimate by 12%. However, given the multiple headwinds ahead, we refrain from changing our FY28 estimates materially at this stage. While India business has been gaining market share, margins remain under pressure given the adverse mix and rising input costs. JLR continues to face multiple headwinds, both on the demand and cost fronts. While JLR has embarked on a major cost-reduction initiative, it is likely to only help partially offset the current headwinds. Given the significant challenges at JLR and the continued geopolitical uncertainty, we reiterate our Sell rating on the stock with SoTP-based TP of INR310 per share (based on FY28E). We value JLR and India PV business at 2x and 13x EV/EBITDA.

Exhibit 8: TMPV business SoTP

	FY26	FY27E	FY28E
India Business INR m			
EBITDA	40,500	44,925	60,462
EBITDA x	13	13	13
Market Value	5,20,500	5,78,523	7,80,508
Per Share Value	141	157	212
JLR			
Adjusted EBITDA INR m	93,640	1,64,221	2,42,083
EBITDA x	2	2	2
EV	1,87,281	3,28,442	4,84,166
Per Share Value	-6	22	62
Value per share for Tata Tech	36	36	36
Target Price	**171**	**215**	**310**

Exhibit 9: Summary of our revised estimates

	FY27E			FY28E		
Key Assumptions (INR b)	**Rev**	**Old**	**Chg (%)**	**Rev**	**Old**	**Chg (%)**
Consolidated						
Net Sales	4,090	4,004	2.2	4,549	4,447	2.3
EBITDA	331	317	4.1	400	396	1.0
EBITDA Margins (%)	8.1	7.9	20bp	8.8	8.9	-10bp
Net Profit	73	65	12.3	117	117	0.6
Cons EPS	19.7	17.6	12.3	31.9	31.7	0.6

Source: MOFSL

Financials and valuations

Income Statement (Consolidated)				(INR m)
Y/E March	**2025**	**2026**	**2027E**	**2028E**
Total Income	**36,91,800**	**33,91,850**	**40,90,119**	**45,48,717**
Change (%)	5.4	-8.1	20.6	11.2
EBITDA	**4,92,270**	**2,28,160**	**3,30,501**	**3,99,741**
Change (%)	-85.9	-53.7	44.9	21.0
% of Net Sales	13.3	6.7	8.1	8.8
Depreciation	2,11,020	1,97,840	2,16,015	2,24,389
EBIT	**2,81,250**	**30,320**	**1,14,485**	**1,75,352**
Interest	38,190	26,490	39,928	40,027
Other Income	23,310	21,530	24,942	25,590
EO Exp/(Inc)	410	36,640	-2,200	0
Forex Gain/ (Loss)	18,580	-4,950	-1,610	0
PBT	**2,84,540**	**-16,230**	**95,689**	**1,60,915**
Tax	90,600	-2,460	25,836	43,447
Reported PAT	**1,93,940**	**-13,770**	**69,853**	**1,17,468**
Change (%)	-94.5	NM	NM	68.2
Adj. PAT	**1,81,903**	**21,008**	**72,634**	**1,17,468**
Change (%)	-19.1	-88.5	245.8	61.7

Balance Sheet (Cons.)				(INR m)
Y/E March	**2025**	**2026**	**2027E**	**2028E**
Sources of Funds				
Share Capital	7,360	7,370	7,370	7,370
Reserves	11,54,080	11,13,310	11,61,053	12,41,671
Net Worth	**11,61,440**	**11,20,680**	**11,68,423**	**12,49,041**
Loans	6,24,990	6,99,530	7,39,530	7,29,530
Minority Interest	66,100	67,740	74,514	81,965
Capital Employed	**18,52,530**	**18,87,950**	**19,82,467**	**20,60,536**
Net Fixed Assets	**11,48,020**	**10,32,280**	**13,43,045**	**16,47,795**
Capital WIP	6,58,060	10,26,540	10,77,867	10,99,424
Goodwill	8,950	14,280	14,280	14,280
Investments	4,21,410	3,31,170	3,32,370	3,42,370
Curr.Assets	**15,49,980**	**14,14,950**	**14,57,595**	**14,59,667**
Inventory	4,72,690	5,01,260	5,82,702	6,48,036
Sundry Debtors	1,32,480	1,26,190	1,45,675	1,62,009
Cash & Bank Bal.	3,43,490	2,28,800	2,26,158	1,96,627
Loans & Advances	1,710	1,530	1,607	1,687
Others	5,99,610	5,57,170	5,01,453	4,51,308
Current Liab. & Prov.	**19,33,890**	**19,31,270**	**22,42,690**	**25,03,000**
Sundry Creditors	9,73,680	9,27,800	11,18,803	12,44,247
Other Liabilities	5,92,550	6,06,570	6,79,358	7,60,881
Provisions	3,67,660	3,96,900	4,44,528	4,97,871
Net Current Assets	**-3,83,910**	**-5,16,320**	**-7,85,095**	**-10,43,333**
Appl. of Funds	**18,52,530**	**18,87,950**	**19,82,467**	**20,60,536**

Financials and valuations

Ratios (Con.)

Y/E March	2026	2027E	2028E
Basic (INR)			
EPS	**5.7**	**19.7**	**31.9**
EPS Growth (%)	-88.5	245.8	61.7
Cash EPS	59.4	78.3	92.8
Book Value (Rs/Share)	304.1	317.1	339.0
DPS	3.0	6.0	10.0
Payout (Incl. Div. Tax) %	52.6	31.7	31.4
Valuation (x)			
Consolidated P/E	61.0	17.6	10.9
EV/EBITDA	7.2	5.1	4.3
EV/Sales	0.5	0.4	0.4
Price to Book Value	1.1	1.1	1.0
Dividend Yield (%)	0.9	1.7	2.9
Profitability Ratios (%)			
RoE	1.8	6.3	9.7
RoCE (Post-tax)	1.9	5.3	7.3
RoIC	5.7	6.1	8.7
Turnover Ratios			
Debtors (Days)	14	13	13
Inventory (Days)	54	52	52
Creditors (Days)	100	100	100
Leverage Ratio			
Net Auto Debt/Equity (x)	0.4	0.4	0.4

Cash Flow Statement **(INR b)**

Y/E March	2026	2027E	2028E
OP/(Loss) before Tax	-16,230	95,689	1,60,915
Int/Div. Received	4,960	39,928	40,027
Depreciation	1,97,840	2,16,015	2,24,389
Direct Taxes Paid	2,460	-25,836	-43,447
(Inc)/Dec in WC	-90,380	2,66,133	2,28,707
Other Items	31,760		
CF from Op Activity	**1,30,410**	**5,91,929**	**6,10,591**
Extra-ordinary Items	0	0	0
CF after EO Items	**1,30,410**	**5,91,929**	**6,10,591**
CF from Inv Activity	**-2,48,100**	**-5,79,307**	**-5,60,696**
Issue of Shares	220	0	0
Inc/(Dec) in Debt	34,860	40,000	-10,000
Interest Paid	-26,490	-33,154	-32,576
Dividends Paid	-22,030	-22,110	-36,850
CF from Fin Activity	**-13,440**	**-15,264**	**-79,426**
Inc/(Dec) in Cash	**-1,31,130**	**-2,642**	**-29,531**
Add: Beginning Bal.	3,59,930	2,28,800	2,26,158
Closing Balance	**2,28,800**	**2,26,158**	**1,96,627**

E: MOFSL Estimates

N O T E S

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BUY	>=15%
SELL	< - 10%
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