31 July 2026
1QFY27 Results Update | Sector: Automobiles

Maruti Suzuki

Estimate change	↓
TP change	↔
Rating change	↔

Bloomberg	MSIL IN
Equity Shares (m)	314
M.Cap.(INRb)/(USDb)	4475.2 / 46.9
52-Week Range (INR)	17372 / 12201
1, 6, 12 Rel. Per (%)	-1/1/14
12M Avg Val (INR M)	6937

Financials & valuations (INR b)

Y/E MARCH	2026	2027E	2028E
Sales	1,833	2,188	2,497
EBITDA	215	229	303
Adj. PAT	144	152	206
EPS (INR)	459	484	656
EPS Gr. (%)	1.0	5.4	35.5
BV/Sh. (INR)	3,343	3,678	4,174
Ratios			
RoE (%)	13.7	13.2	15.7
RoCE (%)	18.0	17.1	20.4
Payout (%)	32.6	33.0	30.5
Valuations			
P/E (x)	31.0	29.4	21.7
P/BV (x)	4.3	3.9	3.4
EV/EBITDA (x)	17.3	15.9	11.8
Div. Yield (%)	1.1	1.1	1.4

Shareholding pattern (%)

As of	Jun-26	Mar-26	Jun-25
Promoter	58.7	58.5	58.3
DII	25.2	24.2	23.3
FII	12.8	14.1	15.2
Others	3.4	3.2	3.2

FII includes depository receipts

CMP: INR14,234 TP: INR17,064 (+20%) Buy

Demand outlook remains upbeat

Two price hikes and cooling input costs to help revive margins

- Maruti Suzuki's (MSIL) 1QFY27 PAT declined ~11% YoY to INR33.5b, in line with our estimate. However, EBITDA margin at 8.2% was much lower than the estimated 9.7%, largely due to elevated commodity costs. This was partly offset by higher-than-expected other income.
- We expect MSIL to sustain its outperformance in FY27, aided by a healthy launch pipeline, revival in car demand, lean inventory, and ramp-up of its two new facilities. A sustained market share recovery is likely to, in turn, drive the stock re-rating, in our opinion. Further, after a relatively weak 1Q, margins are expected to normalize, given the moderating raw material costs and steady volume growth. We expect MSIL to deliver a 20% earnings CAGR over FY26-28. **We reiterate our BUY rating with a TP of INR17,064, valued at 26x FY28E EPS.**

1Q margins under pressure; likely to normalize going ahead

- MSIL's 1QFY27 revenue grew 36% YoY to INR524.5b, in line with our estimate. The combined effect of volume growth (+29% YoY) and improvement in average realization per car (+5% YoY) led to this healthy performance.
- EBITDA margin contracted 380bp YoY to 8.2% and was below our estimate of 9.7%. Margin pressure was led by: 1) commodity headwinds (300bp), higher gas costs (20bp), fixed costs on account of inventory depletion (30bp), forex impact (30bp), and higher employee costs (40bp). This was partially offset by lower other expenses of 30bp and higher other operating income of 30bp.
- EBITDA declined 7% YoY to INR43.1b (14% below estimates).
- Non-operating income came in at ~INR18.7b (vs. est. INR11b).
- Overall, PAT declined 11% YoY to INR33.5b (in line).

Key highlights from the management commentary

- The small car segment witnessed a strong recovery, growing 34% YoY, while the SUV segment grew 28% YoY in 1Q.
- MSIL's PV market share increased 230bp to 41.2% in 1Q.
- Retail sales remained robust and were largely in line with wholesale volumes in 1Q. Inventory levels stood at 13 days as of 1Q-end, below the optimum level of four weeks, indicating healthy demand macro.
- Order book stood at ~130k units by the end of 1Q (vs 190k units QoQ).
- Management expects demand to remain strong and has maintained its guidance of 10% volume growth in the domestic market for FY27, which is likely to be constrained only by capacity.

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- The Kharkhoda plant commenced operations in May 2026, followed by the commencement of production at the company's fourth plant in Hansalpur in July 2026. With these additions, the company's total installed capacity has increased to 2.9m units pa.

Valuation and view

We expect MSIL to sustain its outperformance in FY27, aided by a healthy launch pipeline, revival in car demand, lean inventory, and ramp-up of its two new facilities. A sustained market share recovery is likely to, in turn, drive the stock re-rating, in our opinion. Further, after a relatively weak 1Q, margins are expected to normalize, given the moderating raw material costs and steady volume growth. We expect MSIL to deliver a 20% earnings CAGR over FY26-28. **We reiterate our BUY rating with a TP of INR17,064, valued at 26x FY28E EPS**.

S/A Quarterly Performance (INR b)

Y/E March	FY26				FY27E				FY26	FY27E		Var
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			1QE	(%)
Financial Performance												
Volumes ('000 units)	527.9	550.9	667.8	676.2	682.7	683.1	721.2	735.3	2,422.7	2,822.3	682.7	0.0
Change (%)	1.1	1.7	17.9	11.8	29.3	24.0	8.0	8.7	8.4	16.5	29.3	
ASP (INR '000/car)	731.1	768.5	747.1	775.6	768.3	783.8	784.5	774.2	756.4	777.8	753.1	2.0
Change (%)	7.4	11.9	9.2	14.6	5.1	2.0	5.0	-0.2	10.6	2.8	3.0	
Net operating revenues	**385.9**	**423.3**	**498.9**	**524.5**	**524.6**	**535.4**	**565.8**	**569.3**	**1,833**	**2,195**	514.1	2.0
Change (%)	8.6	13.8	28.7	28.2	35.9	26.5	13.4	8.5	19.9	19.8	33.2	
RM Cost (% of sales)	70.9	71.9	72.7	73.4	76.9	74.0	72.4	69.9	72.3	73.2	75.0	
Staff Cost (% of sales)	5.3	4.8	4.2	4.3	4.7	4.8	4.8	4.8	4.9	4.8	4.8	
Other Cost (% of sales)	11.8	11.2	10.7	10.6	10.2	10.6	11.0	11.5	11.0	10.8	10.5	
EBITDA	**46.2**	**50.8**	**61.7**	**61.6**	**43.1**	**56.9**	**66.8**	**78.3**	**215**	**245**	**49.9**	-13.6
EBITDA Margins (%)	12.0	12.0	12.4	11.7	8.2	10.6	11.8	13.8	11.7	11.2	9.7	-150BP
Depreciation	15.6	17.0	17.3	17.5	17.8	18.2	18.9	20.6	67.4	75.5	17.6	
EBIT	**30.6**	**33.8**	**44.3**	**44.1**	**25.3**	**38.7**	**47.9**	**57.7**	**147**	**170**	**32.3**	-21.7
EBIT Margins (%)	7.9	8.0	8.9	8.4	4.8	7.2	8.5	10.1	8.0	7.7	6.3	
Interest	0.5	0.6	0.6	0.7	0.6	0.5	0.5	0.5	2.4	2.1	0.6	
Non-Operating Income	18.9	9.7	10.5	5.0	18.7	10.0	13.0	4.7	43.9	46.4	11.0	
PBT	**49.1**	**42.9**	**48.3**	**48.4**	**43.4**	**48.2**	**60.4**	**61.9**	**188.6**	**213.9**	**42.8**	
Effective Tax Rate (%)	23.4	23.0	21.4	25.8	22.8	23.0	23.0	23.2	23.4	23.0	23.0	
Adjusted PAT	**37.6**	**33.0**	**42.5**	**35.9**	**33.5**	**37.1**	**46.5**	**47.6**	**149.0**	**164.7**	**32.9**	1.8
Change (%)	3.0	7.6	16.1	-6.9	-10.8	12.3	9.5	32.5	4.2	10.5	3.5	

*restated financials

CONFERENCE CALL

Highlights from the management commentary

Performance highlights and outlook

- The reduction in GST rates has created a positive demand momentum for the company. The small car segment has witnessed a strong recovery, growing 34% YoY, while the SUV segment grew 28% YoY. CNG contribution in 1Q stood at 40%.
- MSIL's market share increased 230bp in 1Q to 41.2%.
- Retail sales remained robust and were largely in line with wholesale volumes. Inventory levels stood at 13 days as of 1Q-end, significantly below the optimum level of around four weeks, indicating healthy demand conditions.
- Order book at the end of 1Q stood at ~130k units (down from 190k units QoQ).
- The share of first-time buyers improved to 54% in 1QFY27 from 51% in 4Q, attributable to a rise in small car sales.
- The customer mix remained diversified, with salaried customers contributing 40% of sales, business owners at 34%, and self-employed customers at 20%. Contribution from government employees remained stable at 15%.
- Management expects demand to remain strong, and has maintained its guidance of 10% volume growth in the domestic market for FY27, which is likely to be constrained only by capacity, given demand conditions remained robust.

Update on product launches

- The company launched the new Brezza with a 1.0L powertrain, which is expected to enhance competitiveness in the segment as it is eligible for the lower 18% GST rate vs 40% for the 1.5 ltr variant.
- While it is a bit early to provide any tangible feedback, customer response so far for the new model has been strong, with bookings reaching approximately 2,000 units per day.
- MSIL has a healthy launch pipeline of seven new SUVs by 2030.

Update on exports

- Despite challenges arising from the West Asia situation, exports grew 28.6% YoY, significantly outperforming the overall industry. For the rest of the industry, exports have declined by 8.4% in 1Q.
- During the quarter, South Africa, Japan, and Europe emerged as the key export growth markets for MSIL, which helped offset the slowdown in the Middle East.
- MSIL's export share has now increased to 55%
- Export revenue during the quarter stood at INR115b.

Update on capacity expansion:

- The Kharkhoda plant commenced operations in May 2026, followed by the commencement of production at the company's fourth plant in Hansalpur in July 2026.
- The Hansalpur plant capex outlay stood at ~INR39b. This will predominantly be an EV line.
- Each of these plants has an installed capacity of 250k units pa. With these additions, the company's total installed capacity has increased to 2.9m units pa.

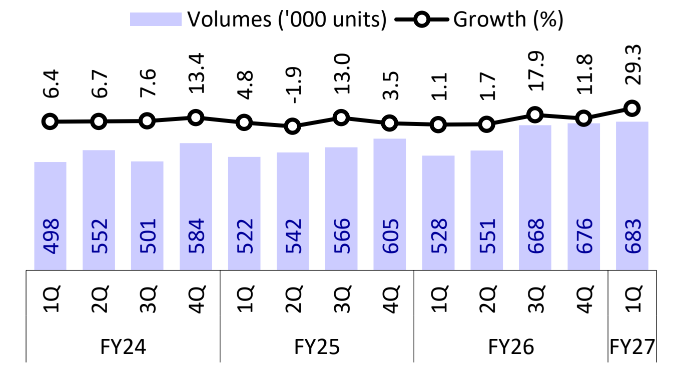
- The company indicated that ramp-up to full capacity typically takes around 4–6 months.

Update on margins:

- Margins were impacted by higher commodity prices, energy costs, and logistics expenses due to geopolitical issues, including the West Asia situation.
- On account of the sharp surge in commodity costs and to ensure continuity of supply, MSIL decided to support its vendors by moving to a monthly settlement contract in certain commodities like aluminum, plastics, and rubber from quarterly settlement. This resulted in a double impact due to both higher input costs and accelerated pass-through of the same to suppliers.
- Margin pressure in 1Q was led by: 1) commodity headwinds (300bp), higher gas costs (20bp), fixed costs on account of inventory depletion (30bp), forex impact (30bp), and higher employee costs (40bp). This was partially offset by lower other expenses of 30bp and higher other operating income of 30bp. Of the commodity headwind impact, ~110bp was due to the temporary change in the commodity settlement cycle from quarterly to monthly. The company expects to transition back to a quarterly lag settlement cycle in the coming quarters as commodity prices cool off. Further, raw materials like Al have started cooling off materially, the benefits of which could also be reflected from 2Q onwards
- The company undertook a 50bp price hike in June, followed by another price increase in Aug. The benefits of these price hikes are expected to flow through largely in 2Q.
- Discounts remained flat on a QoQ basis.

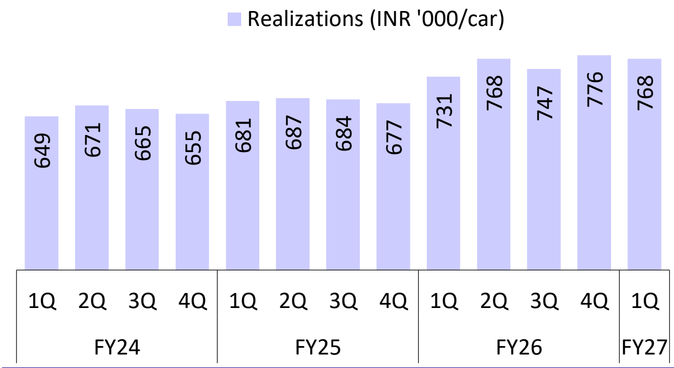
Key exhibits

Exhibit 1: MSIL's volume trends



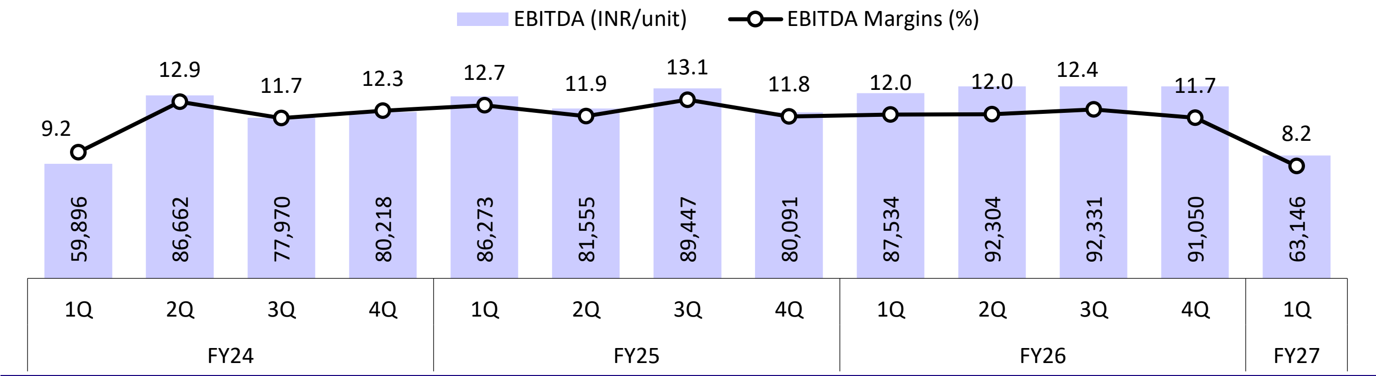
Source: Company, MOFSL

Exhibit 2: Trend in realization per unit



Source: Company, MOFSL

Exhibit 3: Trends in EBITDA and EBITDA margin



Source: Company, MOFSL; *restated financials for FY26 and H2FY25

Valuation and view

- **GST rate cuts and new launches to help gain share in PVs:** MSIL is looking to launch seven new SUVs by 2031, excluding the recently launched Victoris and e-Vitara. Both launches have been well received in the market, and on a positive note, the Victoris is driving minimal cannibalization of the Grand Vitara at the moment. Further, MSIL has recently launched the new Brezza with a 1L engine, which has been attractively positioned relative to peers as it now qualifies for the lower 18% GST rate. Most of MSIL's new launches in the coming years are expected to be SUVs. More importantly, GST rate cuts have provided a new lease of life for the car segment as MSIL has positioned its products as more 'affordable' to prospective buyers due to heavy price cuts, which appear to further widen the gap with micro-SUVs and the second-hand market. This is evident in the 34% volume growth seen by MSIL's car segment even in 1QFY27.
- **Exports likely to remain a key growth driver:** Exports may remain relatively stable in the near term, given the adverse global macro. However, MSIL aims to achieve exports of 750-800k units by FY31, which will translate into a 15% volume CAGR during the same period. To achieve this target, MSIL is taking several initiatives: 1) introducing more models in its markets, with the Fronx and Jimny emerging as its top two export models; 2) making India the export hub for Suzuki's EVs, starting with the upcoming eVX launch, and planning to launch six EVs by FY31; 3) expanding into more markets – Fronx was the first MSIL SUV to

be launched in Japan and is receiving a positive response; and 4) further ramping up its distribution network.

- **MSIL's multi-tech approach augurs well for India:** While EV adoption appears to be the preferred bet to meet upcoming emission compliance, we think India is not yet ready to transition to EVs anytime soon. Given this, MSIL's multi-tech approach seems best suited to meet emission compliance in India. In CNG, the company is a market leader in PVs, with CNG's contribution rising to ~35% in FY26, crossing 700k units. This has further risen to 40% contribution in 1QFY27, and MSIL targets to cross 900k units sales in CNG in FY27E. Further, the company has also introduced strong hybrids in Grand Vitara and Invicto in partnership with Toyota and plans to launch Suzuki's low-cost hybrid tech in India for low-end models. In EVs, MSIL targets achieving scale by initially focusing on exports first and gradually ramping up its presence in the domestic market as EV demand improves. The company is also working on vehicles compliant with flex fuels. Additionally, MSIL would emerge as the major beneficiary if the government considers a tax subsidy on any of these clean technologies (hybrid or flex fuels).
- **Valuation and view**: We expect MSIL to sustain its outperformance in FY27, aided by a healthy launch pipeline, revival in car demand, lean inventory, and ramp-up of its two new facilities. A sustained market share recovery is likely to, in turn, drive the stock re-rating, in our opinion. Further, after a relatively weak 1Q, margins are expected to normalize, given the moderating raw material costs and steady volume growth. We expect MSIL to deliver a 20% earnings CAGR over FY26-28. **We reiterate our BUY rating with a TP of INR17,064, valued at 26x FY28E EPS.**

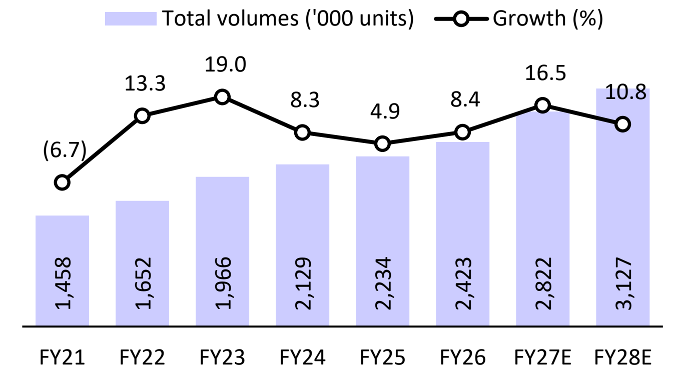
Exhibit 4: Our revised estimates

(INR b)	FY27E			FY28E		
	Rev	Old	Chg (%)	Rev	Old	Chg (%)
Total Volumes ('000)	**2,822**	**2,822**	**0.0**	**3,127**	**3,097**	**1.0**
Net Sales	2,188	2,195	-0.3	2,497	2,486	0.4
EBITDA	229	245	-6.6	303	302	0.3
EBITDA Margin (%)	**10.5**	**11.2**	**-70bp**	**12.1**	**12.1**	**0bp**
PAT	152.3	164.7	-7.5	206.3	206.3	0.0
EPS (INR)	**484.4**	**523.9**	**-7.5**	**656.3**	**656.1**	**0.0**

Source: Company, MOFSL

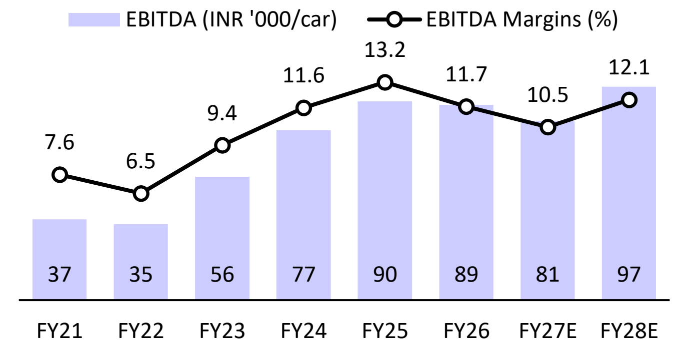
Story in charts

Exhibit 5: Trends in volume and growth



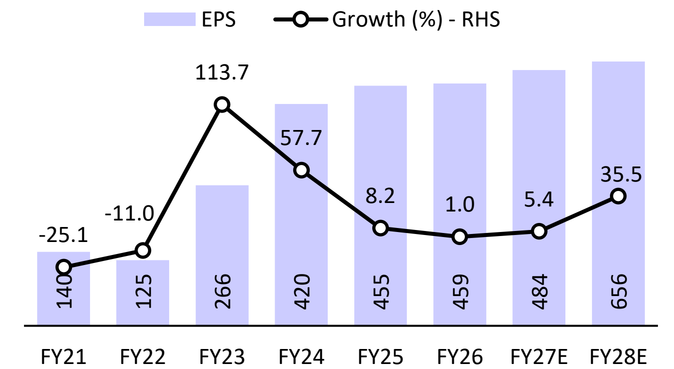
Source: Company, MOFSL

Exhibit 6: EBITDA margin and EBITDA per car



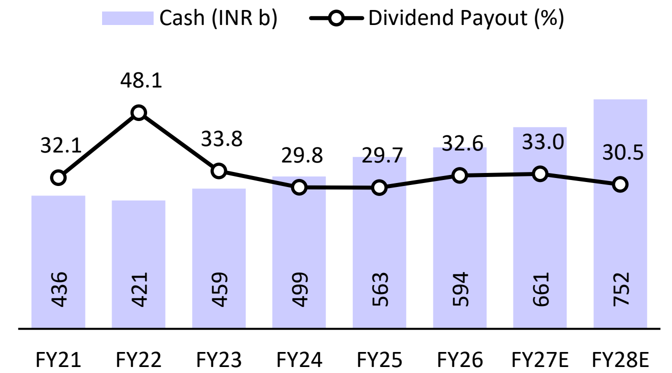
Source: Company, MOFSL; *restated financials FY25 onwards

Exhibit 7: EPS (INR) and growth in EPS



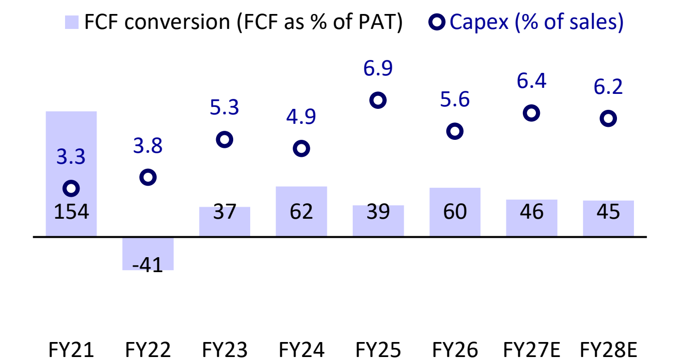
Source: MOFSL, Company

Exhibit 8: Dividend payout (%) and cash balance (INR b)



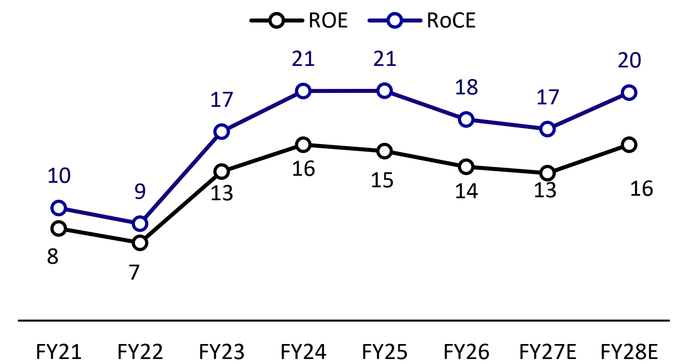
Source: MOFSL, Company

Exhibit 9: Expect FCF conversion to recover



Source: Company, MOFSL

Exhibit 10: RoE vs. RoCE (%)



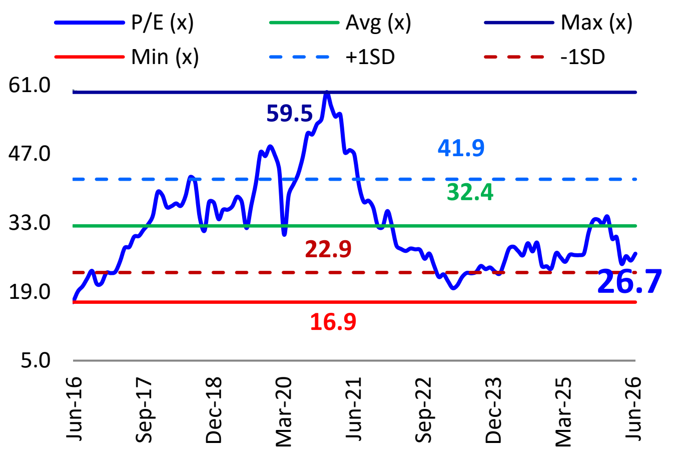
Source: Company, MOFSL

Exhibit 11: Snapshot of the revenue model

000 units	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
A1/LCVs	30	34	38	34	34	39	41	44
Growth (%)	*35.7*	*14.4*	*12.4*	*-11.2*	*2.2*	*11.8*	*7.0*	*7.0*
% of Dom vols	*2.2*	*2.4*	*2.2*	*1.8*	*1.8*	*2.0*	*1.8*	*1.8*
MPV (Vans)	105	108	131	137	136	140	157	166
Growth (%)	*-11.3*	*3.1*	*21.1*	*4.5*	*-1.1*	*3.0*	*12.0*	*6.0*
% of Dom vols	*7.7*	*7.7*	*7.7*	*7.4*	*7.1*	*7.1*	*6.8*	*6.6*
A2 (other hatchbacks)	840	810	985	858	780	744	839	881
Growth (%)	*-4.6*	*-3.6*	*21.7*	*-12.9*	*-9.0*	*-4.7*	*12.8*	*5.1*
% of Dom vols	*61.7*	*57.3*	*57.7*	*46.5*	*41.0*	*37.7*	*36.4*	*35.2*
A3 (Dzire, Ciaz)	142	145	164	175	173	231	257	277
Growth (%)	*-30.5*	*1.8*	*13.4*	*6.6*	*-0.8*	*33.3*	*11.0*	*8.0*
% of Dom vols	*10.4*	*10.2*	*9.6*	*9.5*	*9.1*	*11.7*	*11.1*	*11.1*
UVs	245	317	388	642	778	822	1,010	1,135
Growth (%)	*4.3*	*29.3*	*22.4*	*65.4*	*21.1*	*5.6*	*22.9*	*12.3*
% of Dom vols	*18.0*	*22.4*	*22.8*	*34.8*	*40.9*	*41.6*	*43.9*	*45.3*
Total Domestic	**1,362**	**1,414**	**1,707**	**1,846**	**1,902**	**1,975**	**2,303**	**2,503**
Growth (%)	*-6.7*	*3.8*	*20.7*	*8.1*	*3.0*	*3.9*	*16.6*	*8.7*
% of Total vols	*93.4*	*85.6*	*86.8*	*86.7*	*85.1*	*81.5*	*81.6*	*80.0*
Exports	96	238	259	283	333	448	519	624
Growth (%)	-6	148	9	9	17	35	16	20
% of Total vols	*7*	*14*	*13*	*13*	*15*	*18*	*18*	*20*
Total Volumes	**1,458**	**1,652**	**1,966**	**2,129**	**2,234**	**2,423**	**2,822**	**3,127**
Growth (%)	*-6.7*	*13.3*	*19.0*	*8.3*	*4.9*	*8.4*	*16.5*	*10.8*
ASP (INR 000/unit)	**482**	**534**	**598**	**662**	**684**	**756**	**775**	**798**
Growth (%)	*-0.3*	*10.8*	*11.9*	*10.7*	*3.4*	*10.6*	*2.5*	*3.0*
Net Sales (INR b)	**703**	**883**	**1,175**	**1,409**	**1,529**	**1,833**	**2,188**	**2,497**
Growth (%)	*-7.0*	*25.5*	*33.1*	*19.9*	*8.5*	*19.9*	*19.4*	*14.1*

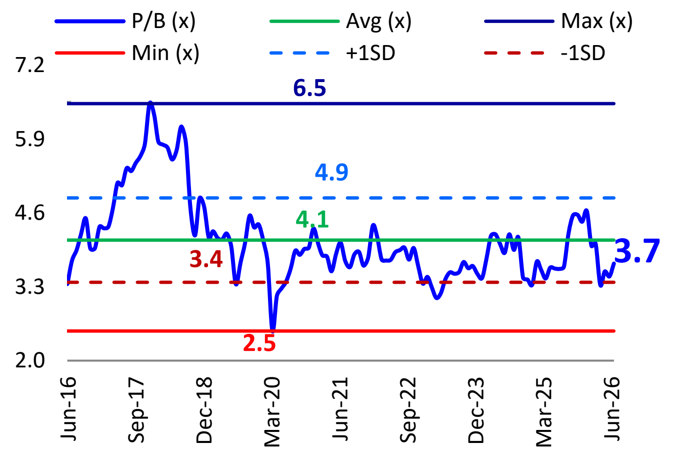
Source: MOFSL, Company

Exhibit 12: One-year forward P/E (x) band



Source: MOFSL

Exhibit 13: One-year forward P/B (x) band



Source: MOFSL

Financials and valuations

Standalone Income Statement (INR m)

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Net Op Income	**7,03,325**	**8,82,956**	**11,75,229**	**14,09,326**	**15,28,679**	**18,32,661**	**21,88,135**	**24,96,737**
Change (%)	-7.0	25.5	33.1	19.9	8.5	19.9	19.4	14.1
EBITDA	**53,453**	**57,012**	**1,10,077**	**1,64,011**	**2,01,492**	**2,14,502**	**2,29,053**	**3,02,519**
Change (%)	-26.8	6.7	93.1	49.0	22.9	6.5	6.8	32.1
EBITDA Margins (%)	7.6	6.5	9.4	11.6	13.2	11.7	10.5	12.1
Depreciation	30,315	27,865	28,233	30,223	56,070	67,405	75,547	83,234
EBIT	**23,138**	**29,147**	**81,844**	**1,33,788**	**1,45,422**	**1,47,097**	**1,53,506**	**2,19,285**
EBIT Margins (%)	3.3	3.3	7.0	9.5	9.5	8.0	7.0	8.8
Interest	1,008	1,259	1,866	1,932	1,942	2,387	2,148	1,933
Other Income	29,464	17,935	21,613	38,548	50,647	43,919	46,440	50,621
EO Expense	0	0	0	0	0	0	0	0
PBT	**51,594**	**45,823**	**1,01,591**	**1,70,404**	**1,94,127**	**1,88,629**	**1,97,798**	**2,67,973**
Effective tax Rate (%)	18.0	17.8	20.8	22.5	26.3	23.4	23.0	23.0
PAT	**42,297**	**37,663**	**80,492**	**1,32,094**	**1,42,976**	**1,44,454**	**1,52,304**	**2,06,339**
Adj. PAT	**42,297**	**37,663**	**80,492**	**1,32,094**	**1,42,976**	**1,44,454**	**1,52,304**	**2,06,339**
Change (%)	-25.1	-11.0	113.7	64.1	8.2	1.0	5.4	35.5

Standalone Balance Sheet (INR m)

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Share Capital	1,510	1,510	1,510	1,572	1,572	1,572	1,572	1,572
Reserves	5,12,158	5,39,350	6,02,310	8,38,248	9,42,701	10,49,526	11,54,670	13,10,706
Net Worth	**5,13,668**	**5,40,860**	**6,03,820**	**8,39,820**	**9,44,273**	**10,51,098**	**11,56,242**	**13,12,278**
Loans	4,888	3,819	12,158	331	0	0	0	0
Deferred Tax Liability	3,847	-2,027	-3,411	-1,124	10,290	11,866	11,866	11,866
Capital Employed	**5,22,403**	**5,42,652**	**6,12,567**	**8,39,027**	**9,54,563**	**10,62,964**	**11,68,108**	**13,24,144**
Application of Funds								
Gross Fixed Assets	3,14,553	3,24,892	3,89,704	4,22,982	5,95,177	6,77,988	8,17,988	9,71,988
Less: Depreciation	1,64,983	1,87,719	2,11,655	2,38,029	2,65,464	3,32,869	4,08,416	4,91,650
Net Fixed Assets	**1,49,570**	**1,37,173**	**1,78,049**	**1,84,953**	**3,29,713**	**3,45,119**	**4,09,572**	**4,80,338**
Capital WIP	14,898	29,294	28,970	65,339	79,290	98,382	98,382	98,382
Investments	4,47,908	4,37,675	4,77,607	6,85,180	6,48,108	7,62,786	8,27,786	9,17,786
Curr.Assets, Loans	**82,902**	**1,22,345**	**1,38,021**	**1,60,813**	**2,29,255**	**2,55,889**	**2,51,550**	**2,85,374**
Inventory	30,500	35,331	42,838	41,196	69,088	1,13,147	89,923	1,02,606
Sundry Debtors	12,766	20,301	32,958	46,013	65,349	53,360	59,949	68,404
Cash & Bank Balances	323	320	334	4,557	1,802	633	2,332	3,150
Loans & Advances	6,642	307	299	328	433	442	442	442
Others	32,671	66,086	61,592	68,719	92,583	88,307	98,904	1,10,772
Current Liab & Prov.	**1,72,875**	**1,83,835**	**2,10,080**	**2,57,258**	**3,31,803**	**3,99,212**	**4,19,182**	**4,57,737**
Sundry Creditors	1,01,617	97,610	1,17,804	1,45,824	1,69,214	2,21,314	2,39,796	2,73,615
Others	60,252	71,104	75,939	91,329	1,45,690	1,56,151	1,56,151	1,56,151
Provisions	11,006	15,121	16,337	20,105	16,899	21,747	23,235	27,971
Net Current Assets	**-89,973**	**-61,490**	**-72,059**	**-96,445**	**-1,02,548**	**-1,43,323**	**-1,67,632**	**-1,72,363**
Appl. of Funds	**5,22,403**	**5,42,652**	**6,12,567**	**8,39,027**	**9,54,563**	**10,62,964**	**11,68,108**	**13,24,144**

E: MOFSL Estimates

Financials and valuations

Ratios

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Basic (INR)								
Adjusted EPS	**140.0**	**124.7**	**266.5**	**420.1**	**454.8**	**459.5**	**484.4**	**656.3**
Cash EPS	240.4	216.9	359.9	516.3	633.1	673.9	724.7	921.0
Book Value per Share	1,700	1,790	1,999	2,671	3,003	3,343	3,678	4,174
DPS	45.0	60.0	90.0	125.0	135.0	150.0	160.0	200.0
Div. payout (%)	32.1	48.1	33.8	29.8	29.7	32.6	33.0	30.5
Valuation (x)								
P/E	101.7	114.2	53.4	33.9	31.3	31.0	29.4	21.7
Cash P/E	59.2	65.6	39.6	27.6	22.5	21.1	19.6	15.5
EV/EBITDA	72.2	67.8	34.8	23.1	19.0	17.3	15.9	11.8
EV/Sales	5.8	4.6	3.4	2.8	2.6	2.1	1.7	1.5
P/BV	8.4	8.0	7.1	5.3	4.7	4.3	3.9	3.4
Dividend Yield (%)	0.3	0.4	0.6	0.9	0.9	1.1	1.1	1.4
FCF Yield (%)	1.5	-0.3	0.7	1.8	1.2	1.9	1.6	2.1
Profitability Ratios (%)								
RoIC	18.9	26.8	54.2	73.1	47.2	37.3	37.1	45.6
RoE	8.2	7.0	13.3	15.7	15.1	13.7	13.2	15.7
RoCE	10.1	8.7	16.9	20.5	20.5	18.0	17.1	20.4
Turnover Ratios								
Debtors (Days)	7	9	11	12	16	11	10	10
Inventory (Days)	17	16	15	12	19	26	17	17
Creditors (Days)	73	54	50	53	57	61	54	55
Work. Cap. (Days)	-49	-29	-24	-28	-22	-24	-26	-27
Asset Turnover (x)	1.3	1.6	1.9	1.7	1.6	1.7	1.9	1.9
Leverage Ratio								
Net Debt/Equity (x)	-0.8	-0.8	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6

Standalone Cash Flow Statement **(INR m)**

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Profit before Tax	51,594	45,823	1,01,591	1,70,404	1,94,127	1,88,629	1,97,798	2,67,973
Interest	1,008	1,259	1,866	1,932	1,942	2,387	2,148	1,933
Depreciation	30,315	27,865	28,233	30,223	56,070	67,405	75,547	83,234
Direct Taxes Paid	-10,107	-11,769	-22,313	-35,557	-38,047	-43,351	-45,494	-61,634
(Inc)/Dec in WC	43,352	-28,098	3,787	22,777	-3,352	16,375	26,008	5,549
Other Items	-27,774	-17,168	-20,884	-38,109	-49,426	-40,814	-46,440	-50,621
CF from Oper. Activity	**88,388**	**17,912**	**92,280**	**1,51,670**	**1,61,314**	**1,90,631**	**2,09,567**	**2,46,435**
(Inc)/Dec in FA	-23,279	-33,227	-62,474	-69,637	-1,05,796	-1,03,444	-1,40,000	-1,54,000
Free Cash Flow	**65,109**	**-15,315**	**29,806**	**82,033**	**55,518**	**87,187**	**69,567**	**92,435**
(Pur)/Sale of Invest.	-49,560	31,337	-17,708	-37,191	-38,727	-43,516	-18,560	-39,379
CF from Inv. Activity	**-72,839**	**-1,890**	**-80,182**	**-1,06,828**	**-1,44,523**	**-1,46,960**	**-1,58,560**	**-1,93,379**
Change in Networth	0	0	0	0		0	0	0
Inc/(Dec) in Debt	3,723	-1,140	7,895	-11,960	-584	-359	0	0
Interest Paid	-1,006	-1,291	-1,854	-1,472	-1,667	-2,037	-2,148	-1,933
Dividends Paid	-18,125	-13,594	-18,125	-27,187	-39,300	-42,444	-47,160	-50,304
CF from Fin. Activity	**-15,408**	**-16,025**	**-12,084**	**-40,619**	**-41,551**	**-44,840**	**-49,308**	**-52,237**
Inc/(Dec) in Cash	**141**	**-3**	**14**	**4,223**	**-24,760**	**-1,169**	**1,699**	**818**
Add: Op. Balance	182	323	320	334	26,562	1,802	633	2,332
Closing Balance	**323**	**320**	**334**	**4,557**	**1,802**	**633**	**2,332**	**3,150**

E: MOFSL Estimates, restated financials from FY25

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SELL	< - 10%
NEUTRAL	< - 10 % to 15%
UNDER REVIEW	Rating may undergo a change
NOT RATED	We have forward looking estimates for the stock but we refrain from assigning recommendation

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