

Ashok Leyland

←→

Bloomberg	AL IN
Equity Shares (m)	5873
M.Cap.(INRb)/(USDb)	837.2 / 9.4
52-Week Range (INR)	148 / 95
1, 6, 12 Rel. Per (%)	1/19/21
12M Avg Val (INR M)	1752

Financials & Valuations (INR b)

Y/E March	2026E	2027E	2028E
Sales	419.5	467.8	519.3
EBITDA	55.0	62.0	70.4
Adj. PAT	36.4	42.0	48.7
Adj. EPS (INR)	6.2	7.2	8.3
EPS Gr. (%)	12.9	15.5	15.8
BV/Sh. (INR)	22.5	25.9	29.9
Ratios			
RoE (%)	29.4	29.6	29.7
ROCE (%)	24.7	25.0	25.1
Payout (%)	52.5	52.4	51.3
Valuations			
P/E (x)	23.0	19.9	17.2
P/BV (x)	6.3	5.5	4.8
EV/EBITDA (x)	13.9	11.9	10.1
Div. Yield (%)	2.3	2.6	3.0

Shareholding Pattern (%)

As of	Sep-25	Jun-25	Sep-24
Promoter	51.1	51.1	51.1
DII	13.6	13.8	12.3
FII	24.9	24.5	25.0
Others	10.4	10.6	11.6

FII includes depository receipts

CMP: INR143 TP: INR165 (+16%) Buy Improved mix drives margin expansion

LCV demand revival visible, MHCV likely to follow

- Ashok Leyland (AL)'s 2QFY26 PAT stood at INR8b. It was 8% ahead of our estimate, primarily driven by a higher-than-expected other income, even as EBITDA came in line. AL's margin improved 50bp YoY to 12.1% and was a function of improved mix and industry pricing discipline.
- While LCV demand is already showing signs of revival, we expect MHCV truck demand to recover in the coming quarters, aided by a pick-up in consumption pan-India, induced by the recent GST rate cuts. Over the years, AL has effectively reduced its business cyclicality by focusing on non-truck segments. Its continued emphasis on margin expansion and prudent control of capex is expected to help improve returns in the long run. Further, a net cash position will enable AL to invest in growth avenues in the coming years. We reiterate our BUY rating with a TP of INR165 (based on 12x Sep27E EV/EBITDA + ~INR10/sh for NBFC).

Improved mix fuels margin expansion

- AL's revenue grew 9.3% YoY to INR95.8b (1.5% lower than our estimates) due to lower-than-expected ASP growth. ASP was marginally lower QoQ.
- EBITDA margins expanded 50bp YoY and 100bp QoQ to 12.1% (largely in line with estimates).
- EBITDA margin was supported by a favorable shift in the mix, driven by higher non-CV sales, with spare parts growing 11% YoY, defense business growing 25% YoY, and the power solutions business growing 14% YoY. Within the CV segment, the mix improved with an increase in MAV sales, while exports also recorded strong growth of 35% YoY.
- As a result, EBITDA grew 14.2% YoY to INR 11.6b and was in line with our estimates.
- Overall, Adj PAT (adjusted for litigation expense of INR400mn) grew 16%
 YoY to INR8b (8% above our estimates) on account of higher than expected other income.
- AL has undergone significant deleveraging over the past 12 months, moving to a net cash position of INR10b vs. a net debt of INR5b in 1HFY25.

Highlights from the management commentary

- While LCV demand is already seeing signs of a pick-up for last-mile distribution, management expects the MHCV demand also to pick up in the coming quarters on the back of a pick-up and expectation of continued pick-up in consumption across the country, which is likely to, in turn, drive higher freight demand.
- The Saathi (LCV) model has been very well accepted and now accounts for 22–25% of total LCV volumes.



- New product introductions in 2H include 1) new tipper models in the MHCV segment, with 320 and 360 HP and higher peak torque, which will help AL recover back its lost share in the segment, 2) in the bus segment, a new 13.5-meter ICE bus along with a 15-meter bus, and 3) in the 2-4T segment, AL would look to launch a bi-fuel product to serve regions such as NCR, Mumbai, etc.
- Exports have grown at 45% in Q2 and 35% in H2. AL targets to export 18k units in FY26E (from 15k units in FY25) and targets to sustain 20% volume CAGR over the next 2-3 years in exports.
- Aided by new product launches and an improving mix towards non-truck sales, management has retained its medium-term guidance of achieving mid-teen margins.
- Switch India has now achieved EBITDA and PAT break-even in 1HFY26, and AL has kept a target for this business to be FCF positive by FY27. Switch India will look to participate in the upcoming 10k+ bus order under the PM-e drive scheme, which will open up soon.
- Capex guidance for FY26E stands at ~INR10b, and investments in associates (Ohm Mobility and HLFL) are unlikely to surpass INR5b for FY26E.

Valuation and view

While LCV demand is already showing signs of revival, we expect MHCV truck demand to recover in the coming quarters on the back of a pickup in consumption pan-India led by the recent GST rate cuts. Over the years, AL has effectively reduced its business cyclicality by focusing on non-truck segments. Its continued emphasis on margin expansion and prudent control of capex is expected to help improve returns in the long run. Further, a net cash position will enable AL to invest in growth avenues in the coming years. We reiterate our BUY rating with a TP of INR165 (based on 12x Sep27E EV/EBITDA + ~INR10/sh for NBFC).

Qty Performance (S/A)												(INR m)
		FY	'25			F	/26E		FY25	FY26	2QE	Var.
	1Q	2Q	3Q	4Q	1Q	2Q	3QE	4QE				(%)
Total Volumes (nos)	43,893	45,624	46,404	59,176	44,238	49,116	51,810	64,376	195,097	2,09,540	49,116	0.0
Growth %	6.2	-8.5	-1.4	5.1	0.8	7.7	11.7	8.8	0.3	7.7	7.7	
Realizations (INR '000)	1,959	1,922	2,043	2,012	1,972	1,952	2,022	2,045	1,986	2,002	1,980	-1.4
Change (%)	-1.1	-0.6	3.7	0.6	0.7	1.6	-1.0	1.6	0.7	1.5	3.0	
Net operating revenues	85,985	87,688	94,787	119,067	87,245	95,882	1,04,771	1,31,629	387,527	4,19,527	97,232	-1.4
Change (%)	5.0	-9.0	2.2	5.7	1.5	9.3	10.5	10.5	1.0	9.3	10.9	
RM/sales %	72.2	71.2	71.5	70.6	70.6	71.2	71.0	71.1	71.3	71.0	70.8	
Staff/sales %	6.4	6.8	6.4	5.5	7.0	6.8	6.3	5.2	6.2	6.2	6.9	
Other exp/sales %	10.9	10.4	9.4	8.9	11.2	10.0	9.6	8.6	9.8	9.7	10.5	
EBITDA	9,109	10,173	12,114	17,910	9,696	11,622	13,777	19,872	49,306	54,966	11,473	1.3
EBITDA Margin (%)	10.6	11.6	12.8	15.0	11.1	12.1	13.2	15.1	12.7	13.1	11.8	30bp
Interest	591	607	501	471	419	420	400	390	2,169	1,628	350	
Other Income	223	973	247	1,059	529	1,348	300	484	2,503	2,660	700	92.5
Depreciation	1,727	1,754	1,923	1,789	1,828	1,723	1,750	1,850	7,193	7,151	1,850	
PBT before EO Item	7,014	8,785	9,938	16,709	7,977	10,827	11,927	18,115	42,446	48,847	9,973	8.6
EO Exp/(Inc)	0	-1,174	0	137	0	400	0	0	-1,037	400	0	
PBT after EO	7,014	9,958	9,938	16,573	7,977	10,427	11,927	18,115	43,483	48,447	9,973	
Effective Tax Rate (%)	25.1	22.7	23.3	24.8	25.6	26.0	25.0	25.5	24.0	25.5	25.5	
Adj PAT	5,256	6,933	7,617	12,562	5,937	8,009	8,946	13,463	32,355	36,354	7,430	7.8
Change (%)	-8.9	20.2	31.2	32.4	13.0	15.5	17.4	7.2	20.6	12.7	7.2	

E: MOFSL Estimates



Key Performance Indicators

Y/E March		FY	25			FY2	:6E		FY25	FY26E	2QE
_	1Q	2Q	3Q	4Q	1Q	2Q	3QE	4QE			
M&HCV	27,885	28,180	30,058	39,908	28,071	30,718	28,755	30,082	126,031	1,34,820	30718
Dom. M&HCV Mkt sh (%)	30.7	31.1	29.6	31.3	30.7	30.2			30.7		
LCV	16,008	17,444	16,346	19,268	16,167	18,398	15,483	14,599	69,066	74,720	18398
Dom. LCV Mkt sh (%)	11.1	12.0	10.4	11.2	11.2	11.8			6.2		
Total Volumes (nos)	43,893	45,624	46,404	59,176	44,238	49,116	51,810	64,376	195,097	2,09,540	49116
AL's CV Market Sh (%)	18.3	18.9	18.0	20.2	19.8	20.4					
Realizations (INR '000)	1,959	1,922	2,043	2,012	1,972	1,952	2,022	2,045	1,986	2,002	1980
Growth %	-1.1	-0.6	3.7	0.6	0.7	1.6	-1.0	1.6	42.4	43.6	3
Cost Break-up											
RM Cost (% of sales)	72.2	71.2	71.5	70.6	70.6	71.2	71.0	71.1	71.3	71.0	70.8
Staff Cost (% of sales)	6.4	6.8	6.4	5.5	7.0	6.8	6.3	5.2	6.2	6.2	6.9
Other Cost (% of sales)	10.9	10.4	9.4	8.9	11.2	10.0	9.6	8.6	9.8	9.7	10.5
Gross Margin (%)	27.8	28.8	28.5	29.4	29.4	28.8	29.0	28.9	28.7	29.0	29.2
EBITDA Margins (%)	10.6	11.6	12.8	15.0	11.1	12.1	13.2	15.1	12.7	13.1	11.8
EBIT Margins (%)	8.6	9.6	10.8	13.5	9.0	10.3	11.5	13.7	10.9	11.4	9.9

E:MOFSL Estimates



Key takeaways from the management commentary

Industry/Business outlook

- The Domestic MHCV segment grew by 5% in Q2, while the LCV segment saw a 13% growth in Q2. After the GST rate cuts, CV demand has seen a pick-up, especially in LCVs. In October, while MHCV sales were up 7% YoY, LCV grew 15% YoY
- While LCV demand is already seeing signs of a pick-up for last-mile distribution, management expects the MHCV demand also to pick up in the coming quarters on the back of a pick-up and expectation of continued pick-up in consumption across the country, which is likely to, in turn, drive higher freight demand.
- The Saathi (LCV) model has been very well accepted and now accounts for 22–25% of total LCV volumes. Contrary to expectations, Saathi has had low single-digit cannibalization with the Dost.
- Ashok Leyland's LCV capacity currently stands at 80,000 units. The company plans to expand this to 110,000–120,000 units within 6–9 months through debottlenecking. Management does not expect a significant capex requirement for the same.
- Ashok Leyland will inaugurate its bus body building plant at Lucknow soon, which will take the total bus body building capacity to 20K units per annum from the current capacity of 12K units.

Product launches

- New tipper models in the MHCV segment, with 320 and 360 HP and higher peak torque, will be launched in Q3/Q4. These products will offer 20-30% better peak torque compared to the best in the market and will command a premium price, supporting margin expansion via premium mix. This would also help AL recover its lost share in the segment.
- In the bus segment, a new 13.5-meter ICE bus is expected to be launched, along with a 15-meter bus, which has the maximum sleeper capacity, both in H2.
- In the 2-4T segment, AL does not have a bi-fuel product (CNG + petrol), which is now being increasingly sold in regions like NCR. Mumbai etc. AL plans to launch a bi-fuel product in this segment in 2–3 quarters.



Under Switch, the company is also working on a 9-meter EV bus, to be launched in two different formats, which is expected to drive volumes. Additionally, a smaller electric bus is planned for FY27 or early FY28.

Exports

- Exports have shown significant growth, with a 35% increase in H1 (+45% in Q2) across markets in SAARC, Africa, GCC, and ASEAN.
- Exports have grown from 1,000 units in FY22 to 15,000 units in FY25, with a target of 18,000 units in FY26 and 25,000 units in the next three years. AL maintains its target to achieve a 20% CAGR in exports over the next few years.
- Ashok Leyland's long-standing presence in GCC and SAARC countries has allowed it to invest in local production, supply chains, and dealerships, which have helped drive growth.

Margin guidance

- Ashok Leyland is focused on cost-cutting initiatives to drive margin expansion.
- Further, higher growth in non-truck segments, such as buses, LCVs, spares, and exports, is supported by margin improvement over the last few years. Its non-truck mix has improved to 49% of total revenues in 1Q from 40% in FY22. Revenue contribution from non-truck business in 1Q was: Buses − 13%, LCV − 12%, Spares − 10%, Exports − 7-8%. Even in H1, the non-truck business has seen strong growth: aftermarket up 11% YoY, power solutions up 14% YoY, and defense-related business up 25% YoY.
- These non-truck businesses have higher margins than the domestic truck business and have helped reduce its break-even levels significantly from 6-7k units per month to just 1200 units per month.
- Management expects discounting trends to gradually ease post GST rate cuts, with demand picking up.
- Raw material costs are expected to decline a bit QoQ in Q3, which should support margin improvement.
- While there was no price increase in Q2, the company has seen better average selling prices (ASP) due to a more favorable product mix.
- Aided by new product launches and an improving mix towards non-truck sales, management has retained its medium-term guidance of achieving mid-teen margins.

Update on capex and investments

- AL reported a capital expenditure of INR4.2b for Q2, with a total of INR6.6b for 1H. For FY26, capex guidance stands at ~INR10b. H1 capex spend was utilized for the Center of Excellence, new product development, and the purchase of land adjacent to the corporate office for expansion purposes.
- Investments in H1 were nil, but they may need to infuse some money into Associates like Ohm Mobility and the Finance arm. However, the total infusion into these is unlikely to exceed INR5b.
- The net cash position as of September 2025 stood at INR10b vs net debt of INR5b as of September 2024, as a result of strong operating performance and a sharp reduction in working capital (down 50% YoY in H1).

Subsidiaries

Switch: In 1H, Switch India (the electric vehicle subsidiary) sold 600 electric buses and 600 electric LCVs. The order book currently stands at 1,650 units. More importantly, Switch India has now achieved EBITDA and PAT break-even in H1, and AL has kept a target for this business to be FCF positive by FY27. Due to



- the high cost of operations, AL is now shifting the production of EV buses in Switch UK to RAK (Ras Al Khaimah) in the UAE. Switch India will look to participate in the upcoming 10k+ bus order under the PM-e drive scheme, which will open up soon.
- Ohm: Ohm is currently operating over 1,100 buses at 98% utilization levels, having added 250 buses in 2Q. They are on track to reach 2,500+ units under operations within the next 12 months. Also, all the GCC contracts are now operating at a healthy double-digit IRR for Ohm.
- HLF: The assets under management (AUM) of HFL reached INR526b, a growth of 26% YoY. The company's housing finance subsidiary's (HHF) AUM grew 20% to INR149b. HLF recorded a PAT of INR1.9b in 2Q with NNPA of 1.59% and had a book value of INR74b. They have received RBI's approval to merge HLF with NxtDigital, and its listing is expected to happen post Q1FY27.

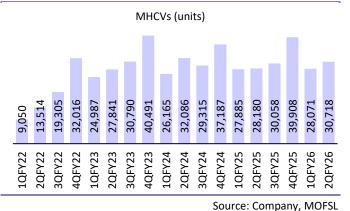
Other highlights

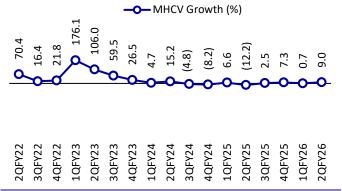
- AL has expanded its network by adding 27 new MHCV touchpoints and 26 new LCV touchpoints in Q2FY26, the bulk of them in North, East, and Central regions. AL now has total touchpoints of ~2,000 (1,100 for MHCV and 876 in LCV)
- AL has declared an interim dividend of INR1 per share.
- Other income in the quarter was higher due to fair valuation gain in Switch India, amounting to INR500m.



Exhibit 1: M&HCV sales trend

Exhibit 2: Growth trend in M&HCV

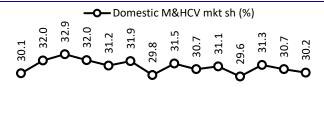




Source: Company, Mi

Source: Company, MOFSL

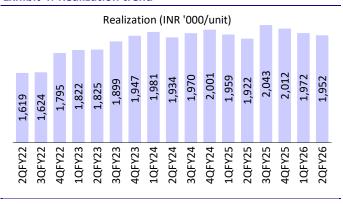
Exhibit 3: Domestic M&HCV market share trend



1QFY23	2QFY23	3QFY23	4QFY23	1QFY24	2QFY24	3QFY24	4QFY24	1QFY25	2QFY25	3QFY25	4QFY25	1QFY26	2QFY26

Source: Company, MOFSL

Exhibit 4: Realization trend



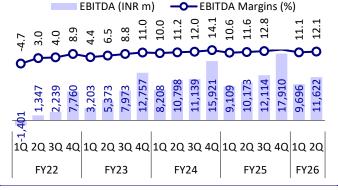
Source: Company, MOFSL

Exhibit 5: Trend in RM costs



1Q 2Q 3Q 4Q	1Q 2Q			
FY22	FY23	FY24	FY25	FY26

Exhibit 6: Trends in EBITDA and EBITDA margin



Source: Company, MOFSL

Valuation and view

Source: Company, MOFSL

CV demand likely to revive post GST rate cuts: The underlying long-term demand drivers for a CV demand revival are in place and include: 1) the average fleet age has increased to a record high of ~10 years, which is likely to fuel healthy replacement demand; 2) fleet operators' profitability remains strong with healthy utilization levels; 3) the fleet sentiment index remains positive; and 4) reduction in interest rates. Further, the recent GST rate cuts across multiple segments are expected to boost consumption in the country, initial signs of which are already visible in the just-concluded festive season. While the LCV segment is already seeing a pickup in demand, we expect the MHCV segment to also revive in the coming quarters, given the expected sustained pickup in



- consumption. We now factor in MHCV truck demand to post 7% volume CAGR over FY27-28E.
- Focus on reducing business cyclicality: Over the years, AL has effectively reduced its business cyclicality by focusing on non-truck segments, such as bus (13% of sales), LCV (12% of sales), Spares (10%), Exports (8%), and Defense (2%). Some of its critical targets in these segments include 1) a medium-term goal to achieve a 25% share in the LCV sub-segment (2-3.5T), up from 20% currently; 2) having already doubled its revenue in spares over the last five years, the next objective is to further double its revenue over the medium term; 3) increasing its presence in exports through new launches and expanding its footprint in key regions and thereby delivering 20% volume CAGR in exports over the next 2-3 years; and 4) the potential to significantly scale up its defense business, aided by the government's 'Make in India' initiative.
- Aiming for profitable growth: One of the key factors in the CV industry has been the healthy pricing discipline that the sector has maintained, even in FY25 when industry volumes were flat YoY. Beyond this, AL aims to improve its mediumterm margins to mid-teen levels, fueled by: 1) growth in the non-truck business (including bus, LCVs, defense, spares, etc.) and 2) value engineering backed by Industry 4.0 and optimizing automation wherever feasible. Further, input costs, which were earlier expected to harden, have now started reversing in 2Q and are expected to remain benign in Q3 as well. On the back of these factors, we expect AL to post a 100bp margin improvement over FY25-28E.
- Valuation and view: While LCV demand is already showing signs of revival, we expect MHCV truck demand to recover in the coming quarters on the back of a pick-up in consumption pan-India, led by the recent GST rate cuts. Over the years, AL has effectively reduced its business cyclicality by focusing on non-truck segments. Its continued emphasis on margin expansion and prudent control on capex is expected to help improve returns in the long run. Further, a net cash position will enable AL to invest in growth avenues in the coming years. We reiterate our BUY rating with a TP of INR165 (based on 12x Sep27E EV/EBITDA + ~INR10/sh for NBFC).

Exhibit 7: Our revised estimates

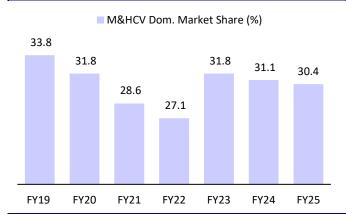
		FY26E		FY27E			
INR m	Rev	Old	Chg (%)	Rev	Old	Chg (%)	
Volumes ('000 units)	210	207	1.2	227	224	1.2	
Net Sales	4,19,527	4,15,376	1.0	4,67,798	4,63,288	1.0	
EBITDA	54,966	53,533	2.7	62,039	62,342	-0.5	
EBITDA margins (%)	13.1	12.9	20bp	13.3	13.5	-20bp	
Net Profit	36,391	35,517	2.5	42,021	42,506	-1.1	
EPS (INR)	6.2	6.0	2.5	7.2	7.2	-1.1	

Source: MOFSL



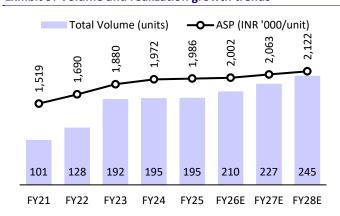
Story in charts

Exhibit 8: AL's market share trend



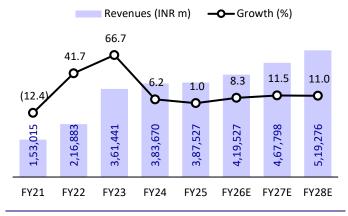
Source: Company, MOFSL

Exhibit 9: Volume and realization growth trends



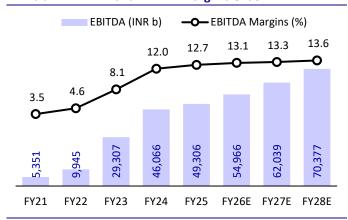
Source: Company, MOFSL

Exhibit 10: Revenue growth trend



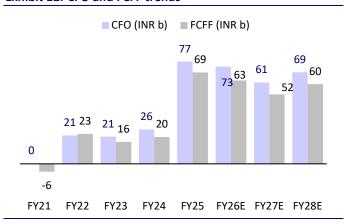
Source: Company, MOFSL

Exhibit 11: EBITDA and EBITDA margin trends



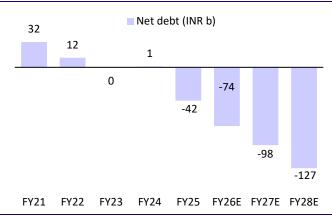
Source: Company, MOFSL

Exhibit 12: CFO and FCFF trends



Source: Company, MOFSL

Exhibit 13: AL became net cash from FY24



Source: Company, MOFSL



Financials and valuations

Income Statement								(INR M)
Y/E March	2021	2022	2023	2024	2025	2026E	2027E	2028E
Volumes ('000 units)	101	128	192	195	195	210	227	245
Growth (%)	-19.6	27.4	49.8	1.2	0.3	7.4	8.2	7.9
Net Operating Income	1,53,015	2,16,883	3,61,441	3,83,670	3,87,527	4,19,527	4,67,798	5,19,276
Change (%)	-12.4	41.7	66.7	6.2	1.0	8.3	11.5	11.0
EBITDA	5,351	9,945	29,307	46,066	49,306	54,966	62,039	70,377
EBITDA Margins (%)	3.5	4.6	8.1	12.0	12.7	13.1	13.3	13.6
Depreciation	7,477	7,528	7,320	7,178	7,193	7,151	7,593	7,848
EBIT	-2,126	2,418	21,987	38,888	42,112	47,815	54,447	62,529
Interest & Fin. Charges	3,068	3,011	2,891	2,494	2,169	1,628	1,359	1,244
Other Income	1,195	761	1,161	2,466	2,503	2,660	2,940	3,590
PBT	-4,119	5,276	21,104	37,922	43,483	48,447	56,028	64,875
Tax	(982)	(142)	7,303	11,743	10,450	12,354	14,007	16,219
Effective Rate (%)	23.8	-2.7	34.6	31.0	24.0	25.5	25.0	25.0
Rep. PAT	-3,137	5,418	13,801	26,179	33,033	36,093	42,021	48,656
Change (%)	-231.0	NA	154.7	89.7	26.2	9.3	16.4	15.8
Adjusted PAT	-3,045	172	13,248	26,826	32,245	36,391	42,021	48,656
Change (%)	-188.9	NA	7,587.8	102.5	20.2	12.9	15.5	15.8
Balance Sheet								(INR M)
Y/E March	2021	2022	2023	2024	2025	2026E	2027E	2028E
Sources of Funds								
Share Capital	2,936	2,936	2,936	2,936	2,937	5,873	5,873	5,873
Reserves	66,837	70,434	81,322	85,167	1,12,251	1,26,320	1,46,318	1,70,014
Net Worth	69,772	73,369	84,258	88,104	1,15,188	1,32,193	1,52,191	1,75,887
Loans	37,163	35,071	32,248	22,994	14,817	12,317	11,317	10,317
Deferred Tax Liability	1,708	1,444	5,035	5,563	5,479	7,901	10,703	13,946
Capital Employed	1,08,642	1,09,884	1,21,541	1,16,661	1,35,484	1,52,412	1,74,210	2,00,150
Application of Funds								
Gross Fixed Assets	1,01,269	1,03,773	1,07,732	1,09,936	1,14,189	1,24,189	1,33,189	1,42,189
Less: Depreciation	35,264	41,626	48,470	54,917	60,233	67,384	74,977	82,825
Net Fixed Assets	66,005	62,146	59,262	55,019	53,956	56,805	58,212	59,364
Capital WIP	3,719	1,943	1,325	2,015	4,248	4,248	4,248	4,248
Goodwill	4,499	4,499	4,499	4,499	4,499	4,499	4,499	4,499
Investments	30,687	48,196	66,636	55,598	86,730	1,03,730	1,15,730	1,27,730
Curr.Assets, L & Adv.	79,590	86,554	94,194	1,18,987	1,05,826	1,27,379	1,52,368	1,82,856
Inventory	21,423	20,752	27,745	31,907	29,573	31,033	34,604	38,412
Sundry Debtors	28,163	31,111	40,627	35,699	28,873	29,884	33,323	36,990
Cash & Bank Balances	5,301	9,943	4,541	19,419	26,598	49,221	65,216	86,114
Loans & Advances	24,702	24,749	21,281	31,962	20,782	17,241	19,225	21,340
Current Liab. & Prov.	75,857	93,454	1,04,375	1,19,457	1,19,774	1,44,248	1,60,845	1,78,546
Sundry Creditors	51,647	68,752	71,751	63,052	73,047	80,457	89,715	99,587
Other Liabilities	17,665	17,997	22,238	42,657	31,386	47,125	52,547	58,330
Provisions	6,545	6,705	10,385	13,748	15,341	16,666	18,584	20,629
Application of Funds	1,08,642	1,09,884	1,21,541	1,16,661	1,35,484	1,52,412	1,74,210	2,00,150

E: MOFSL Estimates



Financials and valuations

Ratios								
Y/E March	2021	2022	2023	2024	2025	2026E	2027E	2028E
Basic (INR)								
EPS	-0.5	0.0	2.3	4.6	5.5	6.2	7.2	8.3
EPS Growth (%)	-188.9	NM	7,587.8	102.5	20.2	12.9	15.5	15.8
Cash EPS	0.8	1.3	3.5	5.8	6.7	7.4	8.4	9.6
Book Value per Share	11.9	12.5	14.3	15.0	19.6	22.5	25.9	29.9
DPS	0.3	0.5	1.3	2.5	3.1	3.3	3.8	4.3
Div. Payout (%)	NM	1,703.5	57.6	54.2	56.9	52.5	52.4	51.3
Valuation (x)								
P/E	NM	4,851.5	63.1	31.2	25.9	23.0	19.9	17.2
Cash P/E	188.6	108.6	40.6	24.6	21.2	19.2	16.9	14.8
EV/EBITDA	162.2	85.3	28.5	18.2	16.1	13.9	11.9	10.1
EV/Sales	5.7	3.9	2.3	2.2	2.0	1.8	1.6	1.4
Price to Book Value	12.0	11.4	9.9	9.5	7.3	6.3	5.5	4.8
Dividend Yield (%)	0.2	0.4	0.9	1.7	2.2	2.3	2.6	3.0
Profitability Ratios (%)								
ROE	-4.3	0.2	16.8	31.1	31.7	29.4	29.6	29.7
RoCE	-1.5	2.3	12.4	22.5	25.4	24.7	25.0	25.1
Turnover Ratios								
Debtors (Days)	67	52	41	34	27	26	26	26
Inventory (Days)	51	35	28	30	28	27	27	27
Creditors (Days)	123	116	72	60	69	70	70	70
Working Capital (Days)	-5	-28	-3	4	-14	-17	-17	-17
Fixed-Asset Turnover (x)	2.3	3.5	6.1	7.0	7.2	7.4	8.0	8.7
Leverage Ratio								
Net Debt/Equity (x)	0.5	0.2	0.0	0.0	-0.4	-0.6	-0.6	-0.7
Cash flow Statement								(INR M)
Y/E March	2021	2022	2023	2024	2025	2026E	2027E	2028E
OP/(Loss) before Tax	-4,119	5,276	21,104	37,922	43,483	47,815	54,447	62,529
Int/Div Received	-945	-220	-404	-1,362	-888	2,660	2,940	3,590
Depreciation	7,477	7,528	7,320	7,178	7,193	7,151	7,593	7,848
Direct Taxes Paid	779	714	-4,002	-6,245	-9,407	-9,932	-11,206	-12,975
(Inc)/Dec in Work Cap.	-6,058	15,696	-4,265	-15,229	37,407	25,544	7,604	8,110
Other Items	3,198	-7,633	762	3,705	-631	0	0	0
CF from Oper. Activity	332	21,361	20,514	25,968	77,157	73,238	61,378	69,102
Extra-ordinary Items	-120	5,108	846	-937	1,037	-400	0	0
CF after EO Items	211	26,469	21,360	25,031	78,194	72,838	61,378	69,102
(Inc)/Dec in FA+CWIP	-6,166	-3,933	-4,884	-4,815	-9,243	-10,000	-9,000	-9,000
Free Cash Flow	-5,954	22,536	16,477	20,217	68,951	62,838	52,378	60,102
CF from Inv. Activity	-9,752	-14,589	-17,345	9,021	-40,779	-27,000	-21,000	-21,000
Inc/(Dec) in Debt	4,780	-2,721	-3,918	-9,096	-8,353	-2,500	-1,000	-1,000
Interest Rec./(Paid)	-2,720	-2,755	-2,598	-2,461	-1,491	-1,628	-1,359	-1,244
Dividends Paid	0	-1,761	-2,936	-7,634	-20,408	-19,087	-22,024	-24,960
CF from Fin. Activity	2,060	-7,238	-9,402	-19,175	-30,235	-23,215	-24,383	-27,204
Inc/(Dec) in Cash	-7,481	4,643	-5,387	14,878	7,181	22,623	15,995	20,898
Add: Beginning Balance	12,782	5,300	9,928	4,541	19,417	26,598	49,221	65,216
Closing Balance	5,301	9,943	4,541	19,418	26,598	49,221	65,216	86,114
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E: MOFSL Estimates

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BUY	>=15%				
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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