

AUTOMOBILES

Q3FY25 Review

25 February 2025

Slow yet steady post-festive quarter; premiumisation key driver

 Volume push by 2W and passenger vehicle segments in Q3; healthy traction in tractors segment; commercial vehicles volume stay listless Milind Raginwar research@bobcaps.in

- Raw material cost savings aid gross margin gains; EBITDA margin lacks pace on premium product and electric vehicle segment expenses
- Post Q3FY25, we maintain our BUY rating on AL and MM, and positive stance on MSIL, 2W ratings retained at HOLD and SELL on ESCORTS

2W segment's focus stays on scooters and premium products: Two-wheeler (2W) OEMs in our coverage delivered 11% YoY volume growth in Q3FY25, driven by healthy festive sales, focus on premium products and push to the EV scooter segment. Realisation gains for our 2W coverage universe was healthy at ~3% YoY due to better product mix but higher discounts were on offer which aided volume gains. The 2W segment was a mixed bag as TVSL and HMCL's gross margins improved, but fell for BJAUT and EIM (average increase of +177bps YoY).

PV growth momentum continues: Passenger vehicle (PV) OEM volumes in our coverage grew 15% YoY, with industry volume growth of 13% in Q3 (MSIL + MM + TTMT + Hyundai). MM posted robust volume growth of ~17% YoY driven by SUVs, while MSIL grew 13% as the revival in the small car segment kept the focus on highend products. Gross margin for our coverage universe was a mixed bag with MM adding 72bps YoY, but MSIL falling by 69bps due to higher discounts. MM maintained a steady gross margin of ~26% in Q3FY25, while MSIL fell to 28%.

Strong tractor volumes driven by healthy monsoon: Volumes in the tractor segment were healthy, with MM gaining ~20% YoY on a higher base, ESCORTS's volume rose by 25% while VSTT's gains were on a weak base and fell sharply QoQ. The major boost for tractor sales was the above-normal monsoon and healthy reservoir levels in India. Demand continues to be in the higher 40HP-50HP segment.

Commercial vehicle volume continues to be tepid: The commercial vehicle recovery continues to be postponed as AL volume fell ~2% and TTMT stayed flat. EIM volumes gained a healthy 10% but on a weak base. However, QoQ volume indicated signs of recovery with AL gaining ~2% and TTMT by double digits.

Top picks MM and AL, continue positive stance on MSIL: We remain positive on MSIL (TP Rs 13,806) following its leadership in SUVs and healthy margins. We prefer MM (TP Rs 3,689) for its focus on volume growth, capacity buildup to cater to additional demand, and timely addition of variants and strong launch pipeline. We also maintain BUY on AL (TP of Rs 274) following its focus on LCV segment.





improving sentiments in rural/urban India.

Fig 1 – Revenue growth

(Rs mn)	Q3FY25	Q3FY24	YoY (%)	Q2FY25	QoQ (%)	Comment
AL	94,787	92,730	2.2	87,688	8.1	 Our auto coverage reported healthy double-digit aggregate revenue growth of ~13% YoY, driven by 2W and PV companies in our coverage.
BJAUT	1,28,069	1,21,135	5.7	1,31,275	(2.4)	
EIM	49,081	40,542	21.1	42,054	16.7	
ESCORTS	29,480	27,276	8.1	22,773	29.5	Commercial vehicles (CV) continued their listless
HMCL	1,02,108	97,237	5.0	1,04,632	(2.4)	performance due to lack of policy clarity,
MM	3,05,382	2,53,829	20.3	2,75,533	10.8	postponement of steel and cement demand owing
MSIL	3,84,921	3,33,087	15.6	3,72,028	3.5	to delayed budget (FY25) and cost inflation. An
TVSL	90,971	82,450	10.3	92,282	(1.4)	 above-normal monsoon forecast boosts tractor volume.
VSTT	2,191	1,700	28.9	2,834	(22.7)	
Aggregate	11,86,989	10,49,986	13.0	11,31,099	4.9	We expect growth momentum to continue following strong piggs of routine in growth ladies
						following strong signs of revival in rural India, healthy crop season following above-normal monsoon, policy framework in place, and

Source: Companies, BOBCAPS Research | 2W: Two-wheeler, PV: Passenger vehicles,

Fig 2 - Volume growth

(Units)	Q3FY25	Q3FY24	YoY (%)	Q2FY25	QoQ (%)	Comment
AL	46,404	47,241	(1.8)	45,624	1.7	 Aggregate volumes for our auto coverage grew 6% YoY and we expect this momentum to continue with added vigour following healthy monsoon, higher budgetary provisions for disposable income and signs of rural demand revival. The 2W segment was a clear winner owing to the strong EV scooter segment and the preference for high-end products and better exports.
BJAUT	12,24,472	12,00,997	2.0	12,21,504	0.2	
EIM	2,72,297	2,28,073	19.4	2,27,872	19.5	
ESCORTS	32,556	25,999	25.2	25,995	25.2	
HMCL	14,63,802	14,59,934	0.3	15,19,684	(3.7)	
MM	3,67,273	3,13,115	17.3	3,23,420	13.6	
MSIL	5,66,213	5,01,207	13.0	5,41,550	4.6	
TVSL	12,11,952	11,00,843	10.1	12,28,223	(1.3)	
VSTT	8,086	6,039	33.9	12,542	(35.5)	
Aggregate	51,93,055 48,83,448	6.3	51,46,414	16,414 0.9	 We expect 2W, 3W and PV volumes to hold steady in Q4FY25, while CV recovery is likely to 	
						be gradual and tractor volumes could remain strong in 4Q owing to seasonality.

Source: Companies, BOBCAPS Research | 3W: Three wheelers, EV: Electric Vehicle

Fig 3 – Average realisation

(Rs/vehicle)	Q3FY25	Q3FY24	YoY (%)	Q2FY25	QoQ (%)	Comment
AL	20,42,641	19,62,916	4.1	19,21,977	6.3	
BJAUT	1,04,591	1,00,862	3.7	1,07,470	(2.7)	- Pacifications were flat largely due to the higher
EIM	1,80,250	1,77,758	1.4	1,84,553	(2.3)	 Realisations were flat largely due to the higher discounts offered to boost volume gains. This negated the price gains owing to better product mix. Cost inflation contributed by normative/statutory factors (introduced by the government) will continue to be passed through, especially in the 2W segment.
ESCORTS	9,05,523	10,49,121	(13.7)	8,76,034	3.4	
HMCL	69,755	66,604	4.7	68,851	1.3	
MM	8,31,486	8,10,657	2.6	8,51,934	(2.4)	
MSIL	6,79,817	6,64,570	2.3	6,86,969	(1.0)	
TVSL	75,061	74,897	0.2	75,135	(0.1)	
VSTT	2,70,962	2,81,437	(3.7)	2,25,985	19.9	
Aggregate	5,73,343	5,76,536	(0.6)	5,55,434	3.2	

Source: Companies, BOBCAPS Research



Fig 4 - EBITDA growth

(Rs mn)	Q3FY25	Q3FY24	YoY (%)	Q2FY25	QoQ (%)	Comment
AL	12,114	11,139	8.8	10,173	19.1	
BJAUT	25,807	24,299	6.2	26,522	(2.7)	
EIM	12,237	11,148	9.8	11,049	10.8	 EBITDA growth was healthy in Q3 largely owing to commodity cost pressure easing and, in some cases, realisation gains. All OEMs reported strong EBITDA growth YoY, except for ESCORTS and BJAUT due to higher other expenses. VSTT's higher gains are on a weak base.
ESCORTS	3,327	3,254	2.2	2,299	44.7	
HMCL	14,765	13,620	8.4	15,159	(2.6)	
MM	44,681	32,950	35.6	39,497	13.1	
MSIL	44,711	39,079	14.4	44,166	1.2	
TVSL	10,815	9,244	17.0	10,798	0.2	
VSTT	196	95	104.9	378	(48.3)	
Aggregate	1,68,652	1,44,829	16.4	1,60,041	5.4	

Source: Companies, BOBCAPS Research | OEMs: Original equipment manufacturers

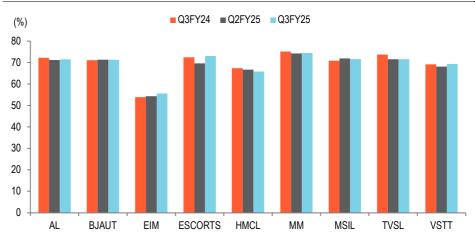
Cost of raw materials eased YoY, continuing to provide respite to the auto industry.

Raw material-to-sales cost dropped on average by 0.3% YoY for our coverage, with the highest drop for TVSL and HMCL in the 2W segment. MM and AL were the other gainers.

Aggregate gross margin was flat at ~27%%, mostly contributed by softening raw material costs.

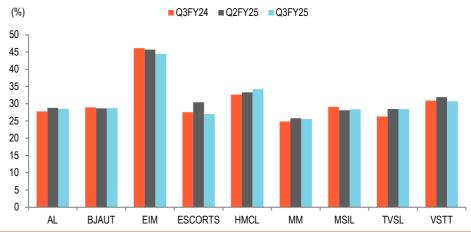
HMCL led with 34% in the overall coverage, while EIM continued to be the outlier. In the commercial vehicles pack AL's gross margin jumped by 80bps YoY to 28.5%

Fig 5 - Raw material cost-to-sales



Source: Companies, BOBCAPS Research

Fig 6 - Gross margin

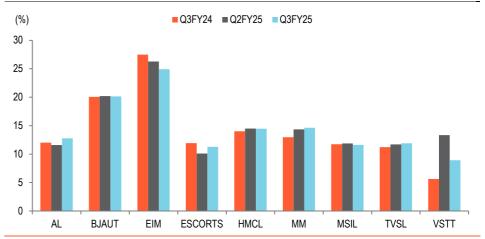


Source: Companies, BOBCAPS Research



Aggregate EBITDA margin gains, however, only improved by 31bps YoY to 15.3% as other expenditure rose for most of the companies in our coverage due to higher promotional and branding expenses resulting from a greater focus on premiumisation. Higher spend on technology/employee cost (for electric vehicles) was a contributing factor too.

Fig 7 – EBITDA margin



Source: Companies, BOBCAPS Research



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