

AUTOMOBILES

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Milind Raginwar

research@bobcaps.in

2W segment stays in sweet spot; PV YTD growth a surprise

- PV overall volumes grew ~5% YTD with the premium SUV segment driving the growth as compact car worries persist
- 2W segment continues its healthy pace, adding ~9.0%/18.0% YoY/MoM despite the relative drag by Hero Motors sustains
- Tractors growth path firms with 11.3% YoY growth; CV segment stays flat YoY gain driven by exports even as domestic sales stay muted

Passenger vehicle segment YTD growth at 5%: The domestic PV industry fell by 1.9%/3.1 YoY/MoM) to 0.32mn units. MSIL volume outpaced industry with 3.2% YoY growth (flat MoM) driven by the SUV segment that grew by 1.3% YoY against the car segment that fell by ~12% YoY. Exports jumped by a strong 80%/12% YoY/MoM. TTMT domestic volumes fell by 11%/9% YoY/MoM and now occupies 4th position while MM sales gained by 21% YoY (flat MoM) driven by SUV sales. Hyundai India's domestic volume fell by 8%/3% YoY/MoM gaining second spot. Despite the YoY weakness in May, the PV segment YTD growth was healthy 5%.

2W growth driven by exports: Following a weak show in April, the 2W segment regained strength with a jump of 9.0%/18% YoY/MoM. It was a mixed bag, with TVSL and EIM outperforming by ~16%/25% YoY gains, while HMCL continuing with a drag at 1.9% YoY (vendor-related issues). Exports grew by a strong ~21.0%/6.3% YoY/MoM vs domestic volume that grew by 6.3% YoY.

3W segment: 3W volumes grew 12%/11%YoY/MoM, driven by exports markets that nearly doubled to 30K units from 16K units, driven by TVS and BJAUT. Domestic markets volume fell 10% YoY (+9% MoM). BJAUT and TVSL domestic 3W volume dipped 7%/48% YoY (+7%/+5% MoM). BJAUT export volume grew 37%/13% YoY/MoM to 17.9K units, holding a total market share of 70.6% vs 75.3% YoY.

Tractors segment: Tractor sales grew by a healthy 11.3% YoY (5% MoM on a strong base). MM grew 10% YoY (flat MoM) in domestic markets and its overall market share improved at 79.6% vs 72% YoY. ESCORTS grew 18%/19% YoY/MoM in domestic markets that drove the overall growth of 20%/18%.

Commercial Vehicles: CV segment volumes were flat YoY, driven by AL gaining ~ 6% YoY, offsetting TAMO's loss of 6% and EIM adding 7.3%8.1% YoY/MoM. MHCV segment was the driver staying flat YoY (fell by 15.4% MoM). Exports beat domestic growth adding 31.3%/17.8 YoY/MoM vs a fall of 3%/4% YoY/MoM (domestic).

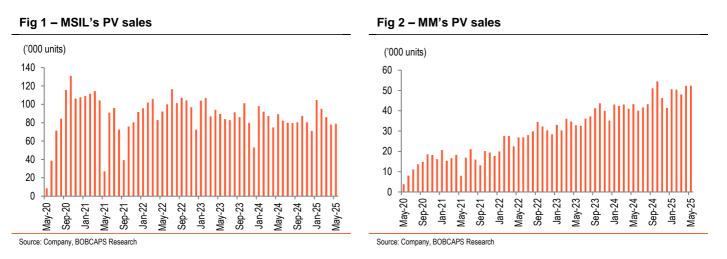
Key ratings: BUY rating on MSIL, MM and AL, and SELL on ESCORTS and VSTT.





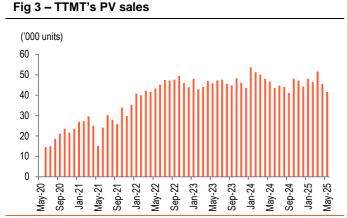
Performance highlights of individual OEMs: Summary

Maruti Suzuki India: Utility segment witnessed a flattish 1.3% increase YoY but decelerated MoM, decreasing by 7%. The compact segment (MSIL's forte) demand slowed down by 9.8 YoY (flat MoM) to 61.5K units. Consequently, passenger cars proportion fell to 53% from 56.8% YoY (51.4% MoM). MSIL's exports have had a strong upward trend, growing 79.8% YoY (11.9% MoM) with the export share improving to 17% from 10% YoY. The export focus will continue as MSIL has guided to produce 70K units of the electric SUV in FY26 with the bulk focused on the export market. MSIL has another SUV (undisclosed) in the pipeline for FY26 (apart from e-Vitara).



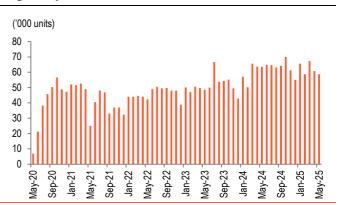
Mahindra & Mahindra: MM's SUV segment performance was strong, growing by 21.3% YoY, though stable MoM growing by 0.2%. CV segment was a mixed bag growing by 7.9% YoY (down 6.9% MoM). Volume includes the Thar Roxx launched in October 2024 and not present in the May 2024 volume. 3W segment picked up pace with 11.2%/21.3% growth YoY/MoM. With the SML Isuzu acquisition, MM will expand its CV portfolio by introducing CNG and EV variants.

In the tractor segment, domestic volume grew by 10.4%/1% YoY/MoM; while exports declined 7.6% YoY (+12.4% MoM). MM's tractor market share rose from 72% to 79.6% YoY.



Source: Company, BOBCAPS Research

Fig 4 – Hyundai's PV sales



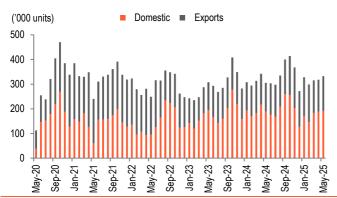


Bajaj Auto: Domestic 2W volumes were relatively stable at 1.6%/1.5% YoY/MoM, however, exports jumped owing to demand surge in LATAM region that grew by 20.3%/9% YoY/MoM. CV segment performance was sluggish growing by 4.8% YoY (9.1%MoM), dragged by a decline in domestic volume by 6.6% YoY (+7.3% MoM); while exports surged by 36.9%/13% YoY/MoM. As a result, total volumes grew by 8.2%/5.1% YoY/MoM.

TVS Motors: TVSL had a strong performance across segments as motorcycle and scooter volumes grew by 21.8%/14.8% YoY respectively. Growth was strong in exports at 20.8% YoY as demand picked up in Asia, LATAM and Sri Lanka. The EV segment surged by 49% YoY but supply chain constraints related to the availability of magnets (earth products) may create challenges in the near term.

Hero Motors Corp: HMCL regained its No.1 spot growing by 69% MoM (domestic) as vendor issues and supply chain revamp subsiding; however, growth was only 2% YoY. Overall 2W sales were flat at 1.9% YoY (66.2% MoM) with the motorcycle volume dragging at ~1%%; while scooters growing by 20.8% driven by new premium 125cc scooters. Export momentum turned positive at 0.8%/10.8% YoY/MoM as Bangladesh and Colombia regions showed signs of recovery. HMCL is strengthening its premium segment by expanding Premia retail network to >100 outlets. Volume impact may continue in June 2025, due to the transition impact and is expected to normalised towards Q1FY26-end effectively, implying Q1FY26 volumes will be lower.

Fig 5 – BJAUT's 2W sales



Source: Company, BOBCAPS Research



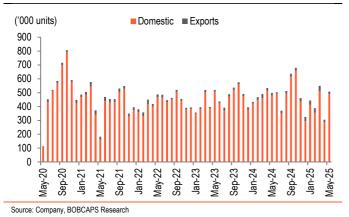
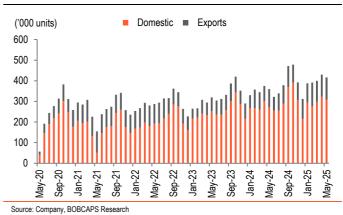


Fig 6 – TVSL's 2W sales





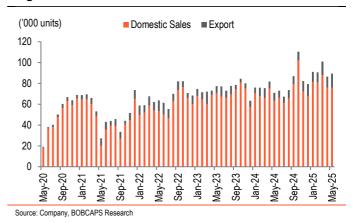
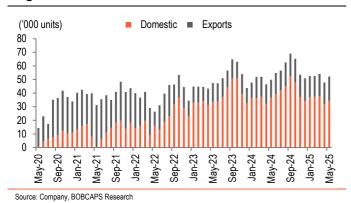
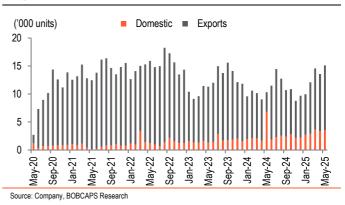




Fig 9 – BJAUT's 3W sales







Eicher Motors: EIM's 2W volumes increased by 25.9%/3.3% YoY/MoM driven by exports that grew by 82%/28.9% YoY/MoM as domestic markets fluctuate at 19.3% YoY (-0.2% MoM). Up to 350cc segment grew by 27.8%/3% YoY/MoM as portfolio was strengthened by new launches and facelifts. On the other hand, 350cc+ grew by 15.9%/5.4% YoY/MoM, slightly softening the premiumisation trend. Trucks and buses increased by ~8% YoY & MoM; however, sales of Volvo (premium) buses declined by 20.9% YoY (11.6% MoM).

Ashok Leyland: AL's total volumes growth recovered, growing by 5.5%/15.4% YoY/MoM however, cumulative sales were flat at 28.9K units in April 2025/May 2024. MHCV Trucks segment grew 12.2%/ 24.3%; while buses grew by 8.6%/45.4% YoY/MoM. LCV was a laggard, declining by 4.4%/4.7% YoY/MoM. The steady growth may be attributed to a recovery in the MHCV segment.

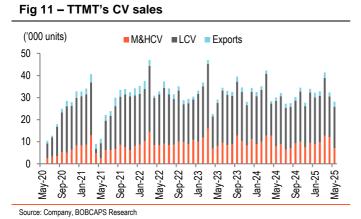


Fig 13 – EIM's CV sales

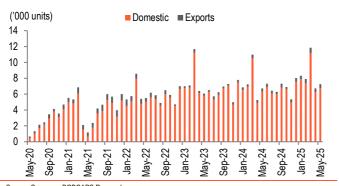
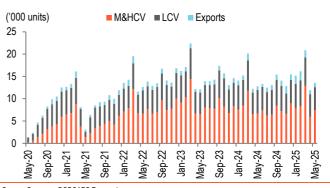


Fig 12 – AL's CV sales

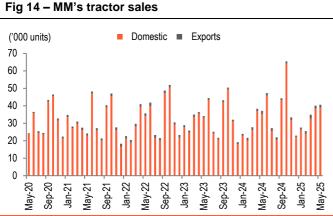


Source: Company, BOBCAPS Research

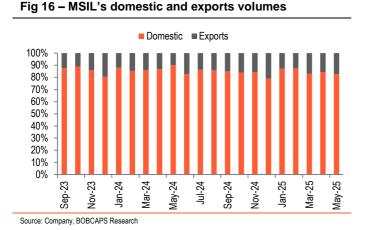


Escorts: Escorts Kubota's Agri Machinery Business Division delivered a strong volume in May 2025. In the domestic market, volume was up by 18%/19% YoY/MoM. Exports grew by ~71%/12% YoY/QoQ, given the smaller base. Overall growth was 20%/19% in May 2025.

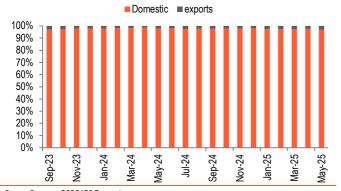
VSTT: VSTT's Power Tiller segment recorded a growth of 54%/52% YoY/MoM, largely owing to lower base (YoY) on general elections in May 2024. The tractor segment was a mixed bag with ~12% dip YoY but a 39% swing MoM. Effectively, overall volumes increased 41%/50% YoY/MoM.



Source: Company, BOBCAPS Research

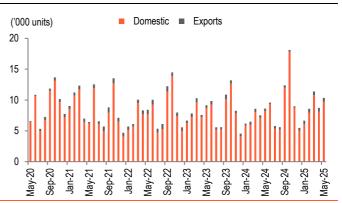






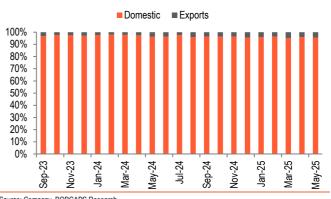
Source: Company, BOBCAPS Research

Fig 15 – ESCORTS tractor sales



Source: Company, BOBCAPS Research





Source: Company, BOBCAPS Research







Fig 20 – EIM (2W) – Domestic and exports volumes

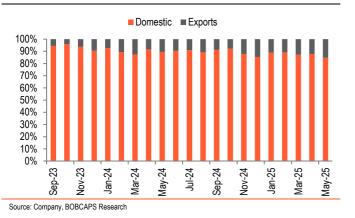
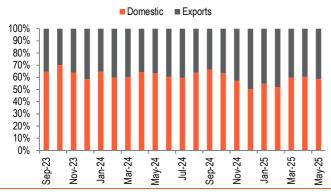


Fig 22 – BJAUT's domestic and exports volumes



Source: Company, BOBCAPS Research

Fig 24 – HMCL's domestic and exports volumes



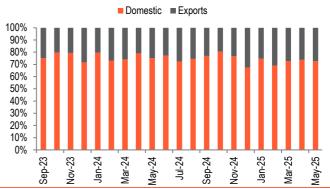
Source: Company, BOBCAPS Research

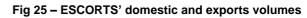
Fig 21 – EIM (CV) – Domestic and exports volumes



Source: Company, BOBCAPS Research











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