

AUTOMOBILES

Q1FY27 Review

19 August 2026

Volume growth healthy; margins weaken; Q2 show may improve

- Despite disruption concerns revenue growth (~27%) healthy underpinned by volume growth (25%); premium and EV penetration on uptrend
- Severe margin compression (~242bps) as escalating commodity eroded profitability partly offset by price hikes and value engineering
- Post Q1FY27, we maintain BUY on MM/MSIL/Hyundai; Retain HOLD on 2W (positive bias on TVSL). AL stays HOLD and SELL on ESCORTS

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Momentum base broadening for 2W: 2W OEMs under our coverage reported ~26% YoY volume growth in Q1FY27, with continuity increasingly led by scooters and EVs. TVSL and BJAUT led volume traction with ~28%/29% gains, aided by strong scooter, EV and export traction. HMCL benefitted (8%) by better mix driving volumes up 24% YoY. For EIM >350cc segment normalizes after GSL led fall.

PVs see strong acceleration led by MSIL: Coverage PV OEMs delivered ~21% YoY volume growth, with MSIL emerging as the key outperformer at ~29% YoY. The recovery in entry-level cars, alongside continued SUV demand and strong exports, drove the volume jump. MM maintained strong momentum at ~20% YoY, HMIL declined ~1% by a temporary production disruption.

3Ws emerge as a key growth pocket: 3W volumes grew strongly, driven by TVSL's ~48% YoY growth and BJAUT's ~11% domestic growth. EV adoption continues to remain the key structural driver, with TVSL's EV penetration crossing 40% and BJAUT retaining leadership across ICE and electric 3Ws.

Rural sentiment remains strong: Tractor demand remained healthy, supported by higher MSP, Kharif sowing progression and improving monsoon deficit. MM's FES remained the key outperformer with ~36% YoY growth, while ESCORTS and VSTT reported ~21%/~10% YoY growth, respectively. Demand remained healthy across higher horse power (HP) tractors though small farm machinery lagged.

Tailwinds in favour of CV: CV segment was steady driven by structural tailwinds from replacement cycle and infrastructure activity. VECV volumes grew ~15% YoY, with traction across HD trucks, LMD trucks and buses, while AL (~10% YoY) continued to see strong LCV demand with broadened portfolio but MHCV stayed subdued.

Top picks MM/MSIL/Hyundai: We remain positive on MSIL (revised TP Rs 17,169), due to its healthy overall performance presence driving margins. Prefer MM (TP Rs 4,530), driven by SUV presence (auto segment) and steady tractor demand and HYUNDAI (TP Rs2,327) on launches in the next 4-6 quarters. Two-wheeler segment rated as hold as valuations stay pricey. Retain HOLD on AL.



Fig 1 – Revenue growth

(Rs mn)	Q1FY27	Q1FY26	YoY(%)	Q4FY26	QoQ(%)	Comment
AL	96,344	87,245	10.4	1,41,605	(32.0)	Q1FY27 revenue trend was robust with all major OEMs reporting double digit growth YoY. Healthy volume and favourable forex movement for export heavy OEMs supported.
BJAUT	1,72,437	1,25,845	37.0	1,60,057	7.7	
EIM	62,136	49,084	26.6	59,014	5.3	
ESCORTS	32,076	25,001	28.3	29,682	8.1	Recovery in 2W exports and improving mix of scooters aided BJAUT (+30% exports) and TVSL (+36% scooters)
HMCL	1,29,988	95,789	35.7	1,27,965	1.6	
HYUNDAI	1,63,346	1,64,129	(0.5)	1,89,162	(13.6)	
MM	4,19,197	3,40,832	23.0	3,95,541	6.0	PV OEMs saw healthy top line momentum with UVs at the forefront while small car revival provided volume fillip to MSIL
MSIL	5,24,557	3,84,136	36.6	5,24,493	0.0	
TVSL	1,38,961	1,00,810	37.8	1,28,076	8.5	
VSTT	3,134	2,825	11.0	3,285	(4.6)	
Aggregate	17,42,176	13,75,694	26.6	17,58,879	(0.9)	

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

Fig 2 – Volume growth

(Units)	Q1FY27	Q1FY26	YoY(%)	Q4FY26	QoQ(%)	Comment
AL	48,763	44,238	10.2	69,458	(29.8)	Model refreshes and increased penetration of EV led by rising fuel prices drove 2W to ~26% YoY growth.
BJAUT	14,38,251	11,11,237	29.4	13,71,058	4.9	
EIM	3,30,427	2,65,528	24.4	3,17,561	4.1	
ESCORTS	36,862	30,581	20.5	32,257	14.3	The PV OEMs were constrained by supply chain issues though headline volume growth was healthy at ~21% YoY due to better retail sales.
HMCL	16,77,313	13,67,070	22.7	17,14,285	(2.2)	
HYUNDAI	1,77,812	1,80,399	(1.4)	2,08,275	(14.6)	
MM	4,58,511	3,81,338	20.2	4,21,266	8.8	Domestic tractors continued a healthy run though exports were slightly muted. Rural sentiment remained supportive of the improved monsoon deficit.
MSIL	6,82,724	5,27,861	29.3	6,76,200	1.0	
TVSL	16,30,558	12,77,172	27.7	15,60,432	4.5	
VSTT	16,062	12,955	24.0	14,626	9.8	Fleet utilization and freight activity improved while replacement cycle continued driving CVs.
Aggregate	64,97,283	51,98,379	25.0	63,85,418	1.8	

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

Fig 3 – Average realisations

(Rs/vehicle)	Q1FY27	Q1FY26	YoY(%)	Q4FY26	QoQ(%)	Comment
AL	19,75,750	19,72,176	0.2	20,38,713	(3.1)	As consumers increasingly shifted towards premium and higher end variant across PVs and 2Ws ASPs trended upwards.
BJAUT	1,19,894	1,13,247	5.9	1,16,739	2.7	
EIM	1,88,048	1,84,855	1.7	1,85,836	1.2	
ESCORTS	8,70,151	8,17,517	6.4	9,20,160	(5.4)	Due to mounting commodity pressures OEMs undertook price hikes ranging from 0.5%-4.5% to pass on cost inflation.
HMCL	77,498	70,069	10.6	74,646	3.8	
HYUNDAI	9,18,646	9,09,810	1.0	9,08,230	1.1	
MM	9,14,258	8,93,780	2.3	9,38,935	(2.6)	Export oriented OEMs benefitted significantly from INR depreciation providing buffer against cost headwinds.
MSIL	7,68,330	7,27,722	5.6	7,75,648	(0.9)	
TVSL	85,223	78,932	8.0	82,077	3.8	
VSTT	1,95,119	2,18,024	(10.5)	2,24,573	(13.1)	
Aggregate	6,11,292	5,98,613	2.1	6,26,556	(2.4)	

Source: Companies, BOBCAPS Research

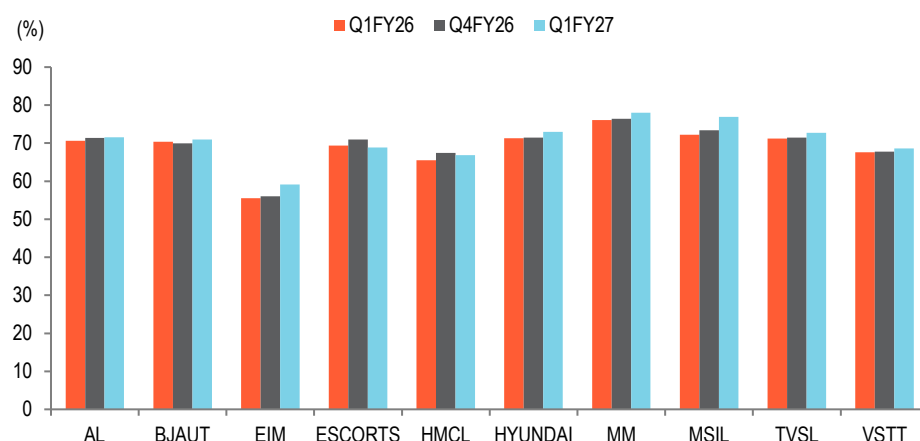
Fig 4 – EBITDA growth

(Rs mn)	Q1FY27	Q1FY26	YoY(%)	Q4FY26	QoQ(%)	Comment
AL	9,695	9,696	(0.0)	20,655	(53.1)	
BJAUT	35,953	24,818	44.9	33,227	8.2	- EBITDA growth momentum was divergent with 2W leading the pack and PV and CV facing more pronounced effects of cost inflation 2W profitability was ~23%-45% as volume growth was robust and increasing share of >150cc motorcycle (~23% per SIAM data) - PV OEMS reported margin impact of ~200-450bps largely due to raw material cost inflation - Tractors were also heavily impacted as hedging for steel and rubber commodities is unviable
EIM	15,103	12,313	22.7	15,230	(0.8)	
ESCORTS	3,545	3,214	10.3	3,805	(6.9)	
HMCL	17,266	13,817	25.0	18,556	(7.0)	
HYUNDAI	15,797	21,852	(27.7)	19,660	(19.6)	
MM	51,106	48,840	4.6	55,644	(8.2)	
MSIL	43,111	39,953	7.9	61,569	(30.0)	
TVSL	17,794	12,630	40.9	16,795	5.9	
VSTT	403	375	7.4	468	(13.9)	
Aggregate	2,09,772	1,87,507	11.9	2,45,609	(14.6)	

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

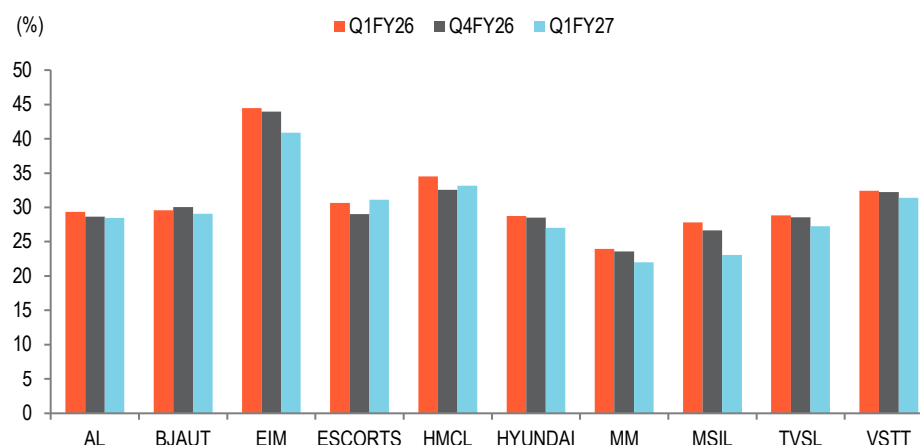
RM cost to sales trended significantly upwards by ~242bps YoY in Q1FY27. Intensifying inflation amongst key inputs like steel , aluminium, copper and rubber led to gross margin compression.

Fig 5 – Raw material cost-to-sales



Source: Companies, BOBCAPS Research

Fig 6 – Gross margin



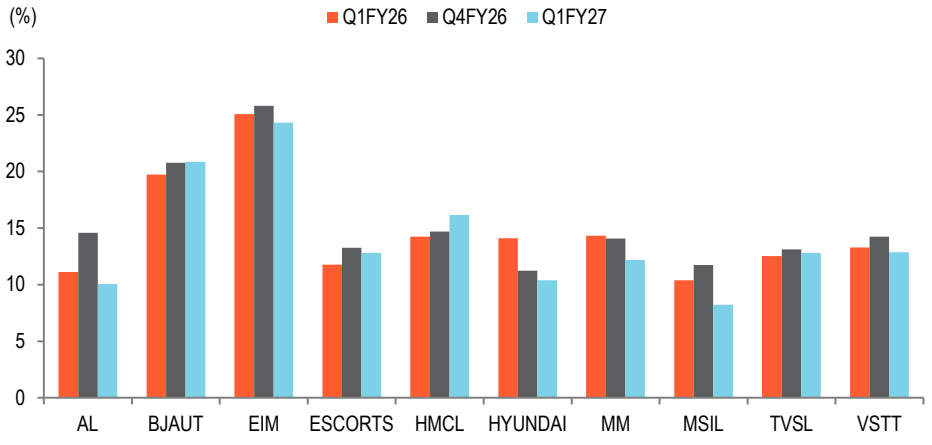
Source: Companies, BOBCAPS Research

Overall cost headwinds ranged from 2%-5%, to mitigate this OEMs took price hikes of ~0.5%-4.5% though these hikes only partially offset the inflation. Depreciating INR also provides some buffers against persistent inflation.

EBITDA margins were under pressure (-117bps YoY) though volume led operating leverage and value engineering efforts undertaken by companies aided in partially offsetting the cost impact.

BJAUT and TVSL were the only OEMs that reported margin expansion benefitting by refreshed and improving penetration of premium portfolio

Fig 7 – EBITDA margin



Source: Companies, BOBCAPS Research

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