

BUY TP: Rs 4,319 | A 15%

MAHINDRA & MAHINDRA | Automobiles

21 November 2025

Strong launch set; ready for next leap; maintain BUY

- Core SUV-led play with multi-powertrain options; BEVs gaining strong traction with ~80% of buyers new to MM, reinforcing premiumisation
- Tractor CAGR upgraded to 9% growth, LCV replacement demand revival on card; LMM scale on EV penetration; exports focus area
- Revise our FY26/FY27 EPS estimates by 1%/2% and value MM at 25x (vs 24x) to arrive at SOTP TP of Rs4,319 (Rs4,117)

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Core Auto segment to drive core growth: Automotive segment remains key to achieving the 8x decadal growth (FY20-FY30), driven by strong launch pipeline in the ICE/BEV/LCV segments till FY30 (including mid-cycle enhancement) depending on CAFÉ norms. The BE-7 was showcased (2 EV launched recently). All new launches (including ICE and EVs) will be on NU_iq multi-energy platform from FY27. Consumers are upgrading to higher variants within the same budget post GST reduction. Micro-SUVs were ruled out explicitly alongside mainstream fleet sales and conventional MPVs, to ensure brand premiumisation and pricing power.

FES growth revised to 9% from 7% earlier: Tractor demand forecast was revised from CAGR 7% to 9% till FY30. This revision is driven by a) horticulture/cash crops accounting for ~60% of sowing b) sharp gains in farm incomes (from ~95k/acre to 100k/acre), and the tractor price-to-labour cost ratio improving ~7% post-GST. MM indicated demand trend shifting towards higher horsepower segment (40-50HP now ~65% vs 49% in FY20) and 4WD (7-8% to 17-18%) with technology advancements.

LCVs key beneficiary of rate rationalisation: The 10% GST rate cut benefitted the Light Commercial Vehicles (LCV) segment, helping offset ~ 25–30% cost inflation over the past five years from BS VI transitions and commodity spikes. This will help restore operator economics and trigger replacement demand. MM is well placed for long-term benefits with ~50% share in < 1tn pick-ups, ~60% in CNG 2–3.5tn, superior resale value (~10% above competitors) and best-in-class TCO.

LMM yet another growth driver: Last Mile Mobility (LMM) business, with ~300k E-3W on road and electrification at ~50%, will be the key growth gem. Replacement cycle, expected at 5–6 years, underscores recurring demand ahead. LMM is expanding global footprints, with markets where ARAI certification is recognised (neighbouring countries), and later to Southeast Asia.

Valuations and Estimates revised: We revise our FY26/FY27 EPS estimates by 1%/2% and value MM at 25x (vs 24x) to arrive at a SOTP TP of Rs4,319 (Rs4,117) and Maintain our BUY rating. (Details in the valuation methodology page 7).

Key changes

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Target	Rating	
A	∢ ▶	

Ticker/Price	MM IN/Rs 3,750
Market cap	US\$ 52.9bn
Free float	81%
3M ADV	US\$ 99.1mn
52wk high/low	Rs 3,781/Rs 2,425
Promoter/FPI/DII	19%/37%/29%

Source: NSE | Price as of 21 Nov 2025

Key financials

Y/E 31 Mar	FY25A	FY26E	FY27E
Total revenue (Rs mn)	11,64,837	13,19,546	15,22,472
EBITDA (Rs mn)	1,62,745	1,96,267	2,29,700
Adj. net profit (Rs mn)	1,18,548	1,51,499	1,76,772
Adj. EPS (Rs)	98.9	126.4	147.5
Consensus EPS (Rs)	98.9	122.4	145.0
Adj. ROAE (%)	20.8	22.3	21.6
Adj. P/E (x)	37.9	29.7	25.4
EV/EBITDA (x)	29.5	24.2	20.6
Adj. EPS growth (%)	10.6	27.8	16.7

Source: Company, Bloomberg, BOBCAPS Research

Stock performance



Source: NSE





Key takeaways from Investor-day interactions

PV segment & GST Impact

- SUVs grew 19% YoY vs small cars at 13% in October 2025, the first full month reflecting the GST cut.
- Diesel demand had a strong rebound due to GST reduction impact; benefiting MM's diesel portfolio on offer and added to our surprise, this could be largely from the fleet owners and also could be short-lived.
- Consumers did not lower budgets post-GST rate cut and instead upgraded to higher variants, which is an indication towards more confidence in sustainable affordability.
- Core SUV opportunity still materially larger than current penetration (~30% of India PV market) indicating long-run headroom as India transitions from car-derived crossovers to true body-on-frame/monocoque SUVs.

SUV Competition

- Intense competition is expected as most of the industry is dominated by SUVs with competition, too, tapping into the segment.
- MM's focus will be on core SUVs, with no plans to enter crossovers or MPVs or micro-SUVs.

Fig 1 - Recent key SUV launches



Source: Company

SUV Exports

- Current run-rate: 3.5-4k units/months, but no fresh guidance for FY27/FY28.
- Major chunk of demand is driven by XUV 700 and Scorpio with XUV 3XO being favoured in some markets.
- UK (2nd largest SUV market in RHD) will be targeted as the next major market, following South Africa. and Australia, and is being evaluated for unit economics.
- EU not included in the current plan core markets that include South Asia, South Africa and Australia.



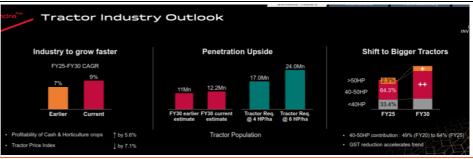
Overall Exports Roadmap

- Export entry begins with markets that accept ARAI certification, keeping costs and certification timelines low.
- Southeast Asia is the next major region being evaluated for scale expansion.

Tractor Industry Upgrade

- Mid-term industry CAGR estimate has been raised from 7% to 9%, driven by:
 - O Shift to cash crops & horticulture (now 60% of sowing).
 - Stronger income trends (cash crops +12%, horticulture +14%).
 - o Tractor price-to-labour cost index improved ~7% post-GST.

Fig 2 - MM's tractor industry outlook



Source: Company

Fig 3 - Business with potential upscale



Source: Company

Tractor Trends

- Shift to bigger capacity tractor (40-50HP) has become more evident post GST reduction; 40–50HP segment has grown to ~65% vs 49% in FY20.
- Multi-usage of tractors even by small and marginal farmers implies growth in the high HP segment besides farmers owning large farm lands.
- 4WD share increased from 7–8% to ~17–18%.
- Even entry-level tractors increasingly demand modern features.

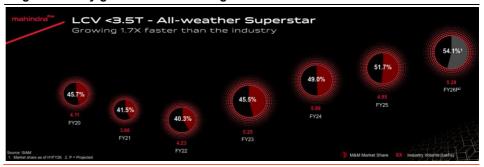


- 1.4 lakh telematics tractors; 56k paid activations aiding farmers with enhanced information to enhance the earning in farm income and helping in tractor rental business.
- Farm machinery business is currently at Rs10bn with a potential to increase meaningfully.

LCV Category Outlook

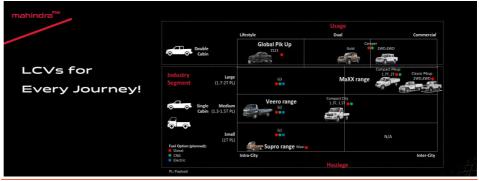
- LCV is expected to be the biggest structural beneficiary of GST cut.
- GST roll-back partially offsets 25–30% price inflation of the past few years from commodity inflation and BS VI transition and other mandatory regulations.
- Replacement cycle impetus has been triggered by cost rationalisation and is expected to continue.

Fig 4 - Healthy growth of the LCV segment demonstrated



Source: Company

Fig 5 - LCV portfolio in the snapshot



Source: Company

EV Strategy

- EV penetration target remains to around 20–30% by FY27, however key would be the growth post withdrawal of PLI incentives.
- 80% of BEV customers are new to MM, underscoring low cannibalisation of products.
- EV margins will be dependent on scale, localisation, battery pack evolution to offset the impact of PLI over time.



Capacity Plans

- NU_IQ brownfield expansion plan is underway at the Chakan plant
- SUV Greenfield facility planned for CY28, details yet to be disclosed
- LMM plant at Telangana to enhance capacity by 2x.

Fig 6 - SUV's future platform



Source: Company

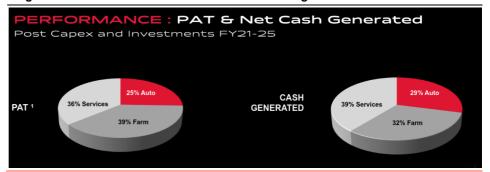
Strategic Boundaries

- No entry into the micro-SUVs segment.
- No plans to enter mainstream fleet PVs; except few XUV400 no models have been sold to fleet operators
- No conventional MPVs plan on board unless the company can find ways to design it like SUV.

Group Structure

- No demerger on board for at least five years
- Synergies strong, momentum high; value creation better via execution
- Services businesses contribute ~39% of consolidated cash generation

Fig 7 - Balance sheet health continues to be strong



Source: Company



LMM Market Dynamics

- Replacement cycle for E-3Ws is typically 5–6 years, but most vehicles are still in the early stages of lifecycle, effectively replacement demand has not started yet.
- To cater to the increasing demand MM has planned a new plant at Telangana that will enhance the production capacity by 2x.
- Domestic industry demand will be driven by infra dev, policy framework, Ecommerce business, EV penetration and availability of vehicle finance.

General Comments: GST Cut Impact

- In cities with high EV penetration, no meaningful shift back towards ICE has been observed despite ICE GST reductions.
- Total cost of ownership for EVs remains structurally superior, aided by the ease of usage and TAT.

Customer Behaviour & Upgrade Trends

- As of now, majority of EV 3W sales are upgrade-purchases and not replacements.
- Current fleet is still under warranty. Spares consumption yet to fully ramp up and is expected to be a margin driver in later years.

Category Coverage

- MM plays across four LMM categories:
 L3 e-rickshaws, L5 passenger, L5 cargo, and small 4W cargo EVs.
- Management sees electrification feasible across all segments, not limited to passenger carriers.

EV Ecosystem Scale

- ~300k EV vehicles on road; MM remains one of India's largest EV OEMs by volume and fleet kilometres.
- Strong demand for higher-range and higher-capacity variants driven by rising utilisation patterns.



Valuation Methodology

We revise our EPS estimates for FY27e/FY28e by 1%/2%, factoring in the healthy outlook from Automotive and FES segments. Our 3Y PAT/EBITDA/PAT CAGR of 14%/17%19%. We expect FES's revival to be stronger, and automotive segment to maintain a strong momentum, owing to MM's focus on premiumisation and EVs across segments, driving volumes and market share.

Despite strong capex for automotive and FES, we believe MM's capital allocation policy continues to imply less debt stress that will result in balance sheet health and keep return ratios moving at a good pace.

This is reflected in the recent SML ISUZU acquisition. The current (FY25), MM Truck & Bus at 3% market share in >3.5T Commercial Vehicle (CV). Post-acquisition, combined market share with SML at 6%, is estimated to take MM at the No.4 OEM in >3.5T CV. Target market share is 10-12% by FY31 and over 20% market share by FY36. Additionally, M&HCV segment is aimed at growing market share to 5%. For buses, SML's 16% market share in Light CV (LCV)/ Integrated CV (ICV) buses, combined with M&M will reach 21% (strong presence in ILCV).

Besides, MM management indicated strong support to the LMM segment catering to <3.0tn category and consolidating its presence in the segment. This includes cargo and passenger segment and ICE and EV power trains.

Additionally, organic capacity expansion plans are the right measures to address market preferences, especially in the automotive segment; and will help MM to maintain leadership in the SUV segment.

Given the strong focus on core business segments and healthy contribution from the growth gems likely to continue, we now value MM's core business at 25x 1-year P/E, ~ 15% premium to its long-term average (22x), resulting in revised SOTP-based TP of Rs 4,319 (earlier Rs4,117). This includes a subsidiary value of Rs364. Maintain BUY (+15%).

Fig 8 - Revised estimates

(Po mn)		New		Old		Change (%)			
(Rs mn)	FY26E	FY27E	FY28E	FY26E	FY27E	FY28E	FY26E	FY27E	FY28E
Revenue	13,19,546	15,22,472	17,39,444	13,19,546	15,18,964	17,28,442	(0.0)	0.2	0.6
EBITDA	1,96,267	2,29,700	2,61,526	1,96,267	2,27,431	2,55,770	(0.0)	1.0	2.3
Adj PAT	1,51,499	1,76,772	1,98,597	1,51,499	1,74,979	1,94,049	(0.0)	1.0	2.3
Adj EPS (Rs)	126.4	147.5	165.8	126.4	146.0	162.0	(0.0)	1.1	2.3

Source: BOBCAPS Research

Fig 9 - Key assumptions

Parameter	FY26E	FY27E	FY28E
Volume (units)	15,56,659	17,54,582	19,58,546
Revenue (Rs mn)	13,19,546	15,22,472	17,39,444
EBITDA (Rs mn)	1,96,267	2,29,700	2,61,526
EBITDA margin (%)	14.9	15.1	15.0
Adj. PAT (Rs mn)	1,51,499	1,76,772	1,98,597
EPS (Rs)	126.4	147.5	165.8

Source: Company, BOBCAPS Research

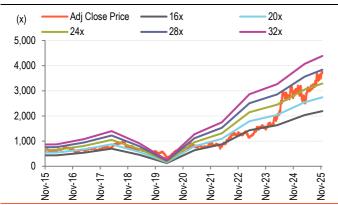


Fig 10 - Valuation summary

Business	Value (Rs/sh)	Valuation basis
Core Business	3,955	25x Sep-2027 EPS
Subsidiaries	364	30% holding company discount
Total	4,319	•

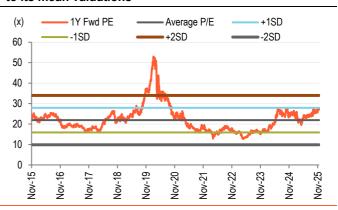
Source: BOBCAPS Research

Fig 11 – P/E band: We continue to value MM at 25x 1YF core business EPS



Source: Company, Bloomberg, BOBCAPS Research

Fig 12 – P/E 1YF MM will continue to trade at a premium to its mean valuations



Source: Company, Bloomberg, BOBCAPS Research

Key risks

- Commodity inflation in the high-end segment continuing longer than expected.
- Accelerated launches by competitors in the high-end automotive segment.
- Slower-than-expected recovery in the farm equipment segment.



Financials

Income Statement

Income Statement	E)/0.4.4	EV05 4	E)/00E	E)/07E	EV00E
Y/E 31 Mar (Rs mn)	FY24A	FY25A	FY26E	FY27E	FY28E
Total revenue	9,87,634	11,64,837	13,19,546	15,22,472	17,39,444
EBITDA	1,26,662	1,62,745	1,96,267	2,29,700	2,61,526
Depreciation	34,389	42,268	42,319	46,994	51,244
EBIT	1,36,217	1,59,005	1,93,714	2,26,336	2,54,348
Net interest inc./(exp.)	(1,388)	(2,505)	(2,549)	(2,574)	(2,960)
Other inc./(exp.)	43,944	38,527	39,767	43,630	44,066
Exceptional items	0	0	0	0	0
EBT	1,34,830	1,56,500	1,91,166	2,23,762	2,51,388
Income taxes	27,652	37,952	39,667	46,990	52,792
Extraordinary items	0	0	0	0	0
Min. int./Inc. from assoc.	0	0	0	0	0
Reported net profit	1,07,178	1,18,548	1,51,499	1,76,772	1,98,597
Adjustments	0	0	0	0	0
Adjusted net profit	1,07,178	1,18,548	1,51,499	1,76,772	1,98,597
Balance Sheet					
Y/E 31 Mar (Rs mn)	FY24A	FY25A	FY26E	FY27E	FY28E
Accounts payables	1,99,990	2,37,166	2,73,964	3,15,883	3,65,105
Other current liabilities	60,729	87,343	49,653	64,110	72,495
Provisions	18,714	22,689	2,176	2,394	2,633
Debt funds	20,365	16,818	14,583	11,199	10,445
Other liabilities	0	0	0	0	0
Equity capital	5,996	6,004	5,996	5,996	5,996
Reserves & surplus	5,16,770	6,09,846	7,35,452	8,87,064	10,60,501
Shareholders' fund	5,22,766	6,15,850	7,41,448	8,93,060	10,66,497
Total liab. and equities	8,22,563	9,79,866	10,81,824	12,86,646	15,17,175
Cash and cash eq.	55,259	1,14,345	41,957	79,194	1,08,087
Accounts receivables	45,495	57,256	65,977	76,124	86,972
Inventories	95,048	1,03,333	1,38,552	1,56,053	1,82,642
Other current assets	1,29,520	1,37,760	2,11,127	2,58,820	3,30,494
Investments	2,99,954	3,54,680	3,95,098	4,87,786	5,80,555
Net fixed assets	1,94,378	1,92,111	2,09,791	2,12,797	2,11,553
CWIP	18,460	37,010	35,950	32,500	33,500
Intangible assets	0	0.,0.0	0	02,000	0
Deferred tax assets, net	(15,551)	(16,629)	(16,629)	(16,629)	(16,629)
Other assets	0	0	0	0	(10,020)
Total assets	8,22,563	9,79,866	10,81,824	12,86,646	15,17,175
Cash Flows	EV24A	FY25A	EV26E	FY27E	FY28E
Y/E 31 Mar (Rs mn)	FY24A	1,59,264	FY26E		
Cash flow from operations	90,834 (49,619)		12,789	1,58,815	1,51,550
Capital expenditures	. , ,	(58,550)	(58,940)	(46,550)	(51,000)
Other investigation and flows	(29,083)	(54,726)	(40,418)	(92,688)	(92,769)
Other investing cash flows	43,944	38,527	39,767	43,630	44,066
Cash flow from investing	(34,758)	(74,749)	(59,591)	(95,608)	(99,703)
Equities issued/Others	(20, 804)	(787)	(8)	(2.204)	(75.4)
Debt raised/repaid	(29,891)	(3,547)	(2,235)	(3,384)	(754)
Interest expenses	(1,388)	(2,505)	(2,549)	(2,574)	(2,960)
Dividends paid	(25,160)	(25,160)	(25,160)	(25,160)	(25,160)
Other financing cash flows	7,229	1,560	(733)	0	0
Cash flow from financing	(48,410)	(30,438)	(30,684)	(31,118)	(28,874)
Chg in cash & cash eq.	7,666	54,077	(77,486)	32,090	22,973
Closing cash & cash eq.	55,259	1,14,345	41,957	79,194	1,08,087

Per Share					
Y/E 31 Mar (Rs)	FY24A	FY25A	FY26E	FY27E	FY28E
Reported EPS	89.5	98.9	126.4	147.5	165.8
Adjusted EPS	89.5	98.9	126.4	147.5	165.8
Dividend per share	21.0	21.0	21.0	21.0	21.0
Book value per share	436.3	514.0	618.9	745.4	890.2
Valuations Ratios					
Y/E 31 Mar (x)	FY24A	FY25A	FY26E	FY27E	FY28E
EV/Sales	4.8	4.1	3.6	3.1	2.8
EV/EBITDA	37.5	29.5	24.2	20.6	18.4
Adjusted P/E	41.9	37.9	29.7	25.4	22.6
P/BV	8.6	7.3	6.1	5.0	4.2
DuPont Analysis					
Y/E 31 Mar (%)	FY24A	FY25A	FY26E	FY27E	FY28E
Tax burden (Net profit/PBT)	79.5	75.7	79.3	79.0	79.0
Interest burden (PBT/EBIT)	99.0	98.4	98.7	98.9	98.
EBIT margin (EBIT/Revenue)	13.8	13.7	14.7	14.9	14.0
Asset turnover (Rev./Avg TA)	192.3	198.1	190.0	183.4	175.0
Leverage (Avg TA/Avg Equity)	1.1	1.0	1.0	1.0	1.0
Adjusted ROAE	22.4	20.8	22.3	21.6	20.3
Ratio Analysis					
Y/E 31 Mar	FY24A	FY25A	FY26E	FY27E	FY28E
YoY growth (%)					
Revenue	16.2	17.9	13.3	15.4	14.3
EBITDA	21.3	28.5	20.6	17.0	13.9
Adjusted EPS	63.7	10.6	27.8	16.7	12.
Profitability & Return ratios (%)					
EBITDA margin	12.8	14.0	14.9	15.1	15.0
EBIT margin	13.8	13.7	14.7	14.9	14.0
Adjusted profit margin	10.9	10.2	11.5	11.6	11.4
Adjusted ROAE	22.4	20.8	22.3	21.6	20.
ROCE	21.0	20.4	22.0	21.5	20.
Working capital days (days)					
Receivables	16	16	17	17	1
Inventory	34	31	33	35	3
Payables	94	92	95	95	9
Ratios (x)					
Gross asset turnover	0.4	0.4	0.4	0.4	0.4
	4.0			4.5	4 .

1.2

(63.5)

1.4

0.0

(76.0)

1.5

0.0

(87.9)

1.6

0.0

(85.9)

1.2

(98.2)

Adjusted debt/equity 0.0 0.0

Source: Company, BOBCAPS Research | Note: TA = Total Assets

Current ratio

Net interest coverage ratio



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BUY - Expected return >+15%

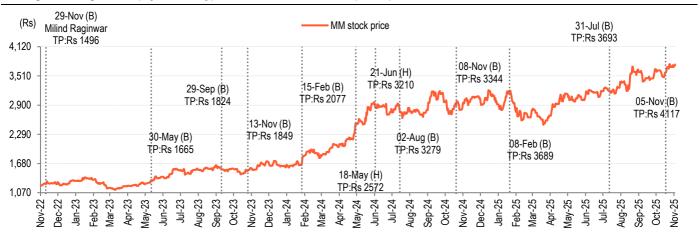
HOLD - Expected return from -6% to +15%

SELL - Expected return <-6%

Note: Recommendation structure changed with effect from 21 June 2021

Our recommendation scale does not factor in short-term stock price volatility related to market fluctuations. Thus, our recommendations may not always be strictly in line with the recommendation scale as shown above.

Ratings and Target Price (3-year history): MAHINDRA & MAHINDRA (MM IN)



B - Buy, H - Hold, S - Sell, A - Add, R - Reduce

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