# Maruti Suzuki India

## Reduce



## Disappointing numbers, Valuation leaves little upside

- Maruti Suzuki's (MSIL) Q1FY21 result outcome was disappointing with significantly higher EBITDA loss of Rs.8.6bn (vs estimated loss of Rs 2.62bn) due to higher discounts (Rs.25,000/vehicle) and negative operating leverage.
- While PVs demand is back to 85-90% of pre-COVID level, the management believes broad-based recovery is still elusive as it is difficult to predict if the current demand is pent up in nature. Majority of customers are first-time buyers for entry segment cars. Currently, replacement demand is weak as buyers are postponing discretionary purchases.
- While macro level deterioration, supply chain disruption (current production is 4,000 vehicle/day) and falling discretionary sentiment remain overhangs, the company's strong rural presence (~40% of sales) and low system inventory (85,000 vehicle/25 days), provides near term hope for volume recovery in festive season.
- We believe MSIL is best positioned to tap the domestic PV recovery with (1) product positioning (continued market dominance in the entry-level car segment) (2) strong rural presence and 3) network strength. Management is also aggressively working towards reducing fixed cost, model development cost and increase localization Moreover, the strong balance sheet will help tide over the COVID-led disruption.
- We roll forward our estimates to 24xFY23EPS, and increase the TP to Rs 6520. However, we change our rating from Accumulate to Reduce, owing to the constraint of rich valuations (27/23x for FY22/23E EPS, 20% premium over its 5-year historical multiple).

### Best positioned to tap PVs recovery

Near term outlook remains clouded due to ongoing COVID pandemic with both demand and supply remaining uncertain. Having said that we continue to remain optimistic for MSIL owing to 1) increasing traction for personal mobility and shift in trend towards entry level cars, 2) Higher rural exposure (accounts for 40% volume) where impact of COVID is relatively lower and farm incomes are expected to be better with better Rabi yield, higher MSPs and normal monsoon and 3) Dealer financials remains healthy owing to strong service income, to aid retails as and when demand picks up.

### Q1FY21 Result (Rs Mn)

Particulars	Q1FY21	Q1FY20	YoY (%)	Q4FY20	QoQ (%)
Revenue	41,065	1,97,198	(79.2)	1,81,987	(77.4)
Total Expense	49,699	1,76,720	(71.9)	1,66,523	(70.2)
EBITDA	(8,634)	20,478	(142.2)	15,464	(155.8)
Depreciation	7,833	9,186	(14.7)	8,230	(4.8)
EBIT	(16,467)	11,292	(245.8)	7,234	(327.6)
Other Income	13,183	8,364	57.6	8,804	49.7
Interest	173	547	(68.4)	283	(38.9)
EBT	(3,457)	19,109	(118.1)	15,755	(121.9)
Tax	(963)	4,754	(120.3)	2,838	(133.9)
RPAT	(2,494)	14,355	(117.4)	12,917	(119.3)
APAT	(2,494)	14,355	(117.4)	12,917	(119.3)
			(bps)		(bps)
Gross Margin (%)	28.5	28.5	(5)	29.7	(122)
EBITDA Margin (%)	(21.0)	10.4	(3141)	8.5	(2952)
NPM (%)	(6.1)	7.3	(1335)	7.1	(1317)
Tax Rate (%)	27.9	24.9	298	18.0	984
EBIT Margin (%)	(40.1)	5.7	(4583)	4.0	(4407)

CMP	Rs 6,185
Target / Upside	Rs 6,520 / 5%
BSE Sensex	38,030
NSE Nifty	11,203
Scrip Details	
Equity / FV	Rs 1,510mn / Rs 5
Market Cap	Rs 1,868bn
	US\$ 25bn
52-week High/Low	Rs 7,759/Rs 4,001
Avg. Volume (no)	17,01,640
NSE Symbol	MARUTI
Bloomberg Code	MSIL IN
Shareholding Patto	ern Jun'20(%)
Promoters	56.3
MF/Banks/FIs	17.7
FIIs	21.5
Public / Others	4.6

### Valuation (x)

	FY21E	FY22E	FY23E
P/E	50.9	26.6	22.8
EV/EBITDA	30.1	15.3	12.1
ROE (%)	7.4	13.2	14.0
RoACE (%)	7.3	12.9	13.8

### Estimates (Rs mn)

	FY21E	FY22E	FY23E
Revenue	6,24,061	7,82,799	8,76,769
EBITDA	48,793	92,195	1,11,880
PAT	36,717	70,341	82,048
EPS (Rs.)	121.5	232.9	271.6

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### Dealership strength provides an edge over peers

With the robust network of dealers, Maruti is expected to do better than competitors on all fronts (resumption of supply and gaining market share) despite shortage of labours and other logistical issues. Dealer survival is the key during this crisis and service revenue will help dealers to sail through this tough time. We believe MSIL's dealers are in a better position with more than 50% market share in the PV market. Over the years MSIL has developed a business model for dealers which helps them make money even if they sell vehicles in loss by cross selling other products such as insurance, spare parts, accessories, etc.

### Margin levers in place

We expect MSIL's EBITDA margins to remain under pressure in FY21E due to lower capacity utilization, adverse product mix, adverse currency movement (JPY/INR). Management is aggressively working towards bringing down the fixed cost, model development cost and increase localization levels. We expect sharper recovery in margin from FY22, driven by operating leverage, commodity tailwinds and cost cutting measures.

### **Conference Call Highlights**

- Management refrained from giving a volume guidance/trend given the unpredictable circumstances due to COVID-19. Domestic 4Ws have seen a swift recovery after the lockdown was lifted, aided by increasing preference for personal mobility along with pick-up in rural demand and reached 85% normalcy levels, however it is difficult to say, whether demand is pent up or sustainable going ahead.
- Rural demand is better than urban due to strong Rabi crop and good monsoon and lower cases of COVID-19 compared to urban area. Recovery has been slower in states like Maharashtra, Kerala and Gujarat.
- Healthy revival in demand post ease in lockdown helped PV industry to clear significant portion of the inventory. Current inventory levels for MSIL is close to 85,000 units, which is ~25-day while for PV Industry, it has gone down to 170k vehicle v 250k
- The company is facing supply constraints due to re-imposition of lockdowns in certain parts of the country. Current production is 4k/day and expected to improve in coming days as supply constraint eases. Expect demand will pick up in festive season.
- Gross margin impacted owing to inability to pass input cost and high average discount Rs.25k/vehicle for dispatch numbers. In 1Q, retail domestic volume was higher at 119k vs 67k for wholesale.
- Initial trends suggest, enquiries are moving towards smaller cars. The proportion of small cars in sales currently has increased to 65% from 55-56% last year. First time buyer and pre owned car demand is strong but replacement demand is going down.
- The company is making all efforts for reduction and variable and fixed cost along with increasing localisation.
- Company continues to support its dealers through inventory support and direct transfer. Maruti dealers are better placed than others in terms of profitability. Only 14 MSIL dealer shut down their operation in last financial year vs 300+ dealer for entire PV industry.
- Dealer financials remain healthy. For retail, financing the company is collaborating with many financial institutions and offering various schemes to customers to aid retails as and when demand picks up.





- The proportion pf Diesel variant share went down to 20% in 1QFY21 vs 29% last year for Industry as a whole. Diesel variants accounted for Zero sales in 1QFY21 for MSIL.
- The company to launch refreshed version of S- cross in in August 20.
- Export revenue stood at Rs.4.61bn

### Exhibit 1: Actual vs DART Estimates

Particulars (Rs mn)	Actual	Dart Estimates	Variance (%)	Comments
Revenue	41,065	42,424	(3)	
EBIDTA	(8,634)	(2,620)	230	Low gross margin and higher other operating
EBIDTA Margin (%)	(21.0)	(6.2)		higher other operating expenses
PAT	(2,494)	(1,927)		

Source: Company, DART

### Exhibit 2: Change in Estimates

Particulars (Rs mn)		FY21E			FY22E	
	New	Previous	% Cng	New	Previous	% Cng
Volumes (in mn)	1.25	1.42	(12)	1.56	1.61	(3.5)
Net sales	6,24,061	7,06,907	(11.7)	7,82,799	8,14,957	(3.9)
EBITDA	48,793	65,405	(25.4)	92,195	96,770	(4.7)
EBITDA margin (%)	7.8	9.3	(143.4)bps	11.8	11.9	(9.7) bps
APAT	36,717	46,226	(20.6)	70,341	70,105	0.3
EPS	121.6	153.0	(20.6)	232.9	232.1	0.3

Source: Company, DART

Exhibit 3: Assumption Table

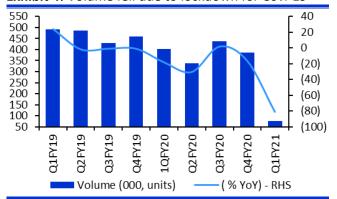
(in units)	FY19	FY20	FY21E	FY22E	FY23E
Domestic sales	17,41,940	14,60,885	11,70,842	14,56,763	16,28,025
% YoY	5	(16)	(20)	24	12
Export sales	1,08,749	1,02,171	76,628	99,617	1,14,559
% YoY	(14)	(6)	(25)	30	15
Total sales	18,50,689	15,63,056	12,47,470	15,56,380	17,42,584
% YoY	4.0	(16)	(20.2)	25	12

Source: DART, Company



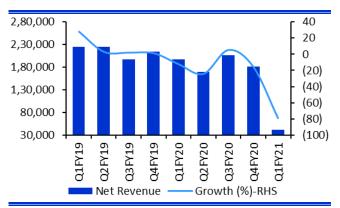


Exhibit 4: Volume fell due to lockdown for Covi-19



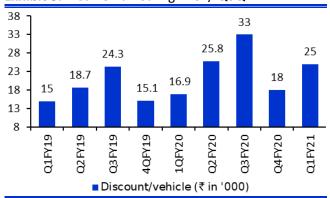
Source: Company, DART

Exhibit 6: Net revenue fallen 79% YoY



Source: Company, DART

Exhibit 8: Disc. remained high YoY/ QoQ



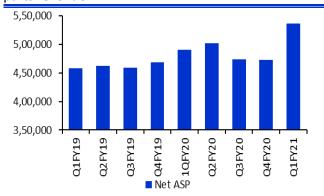
Source: Company, DART

Exhibit 5: PV market share drop due to supply disruption



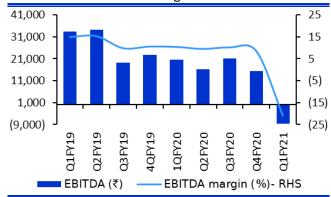
Source: SIAM, DART

**Exhibit 7:** Net ASP improved YoY/QoQ on better spare parts revenue



Source: Company, DART

Exhibit 9: EBITDA turned negative



Source: Company, DART

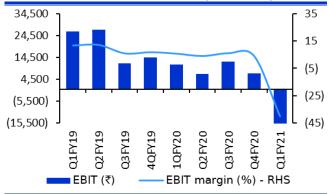
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July 29, 2020

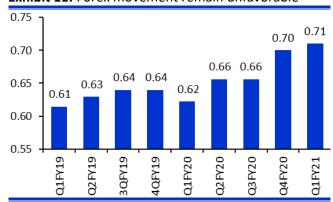


Exhibit 10: EBIT fallen due to low profitability



Source: Company, DART

Exhibit 11: Forex movement remain unfavorable



Source: Company, DART

## **Annual Charts**

Exhibit 12: Sharp recovery expected from FY22



Source: Company, DART

Exhibit 13: MSIL Volume (18% CAGR over FY21-23E)



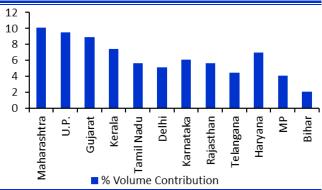
Source: Company, DART

Exhibit 14: MSIL Dealership Network



Source: Company, DART

**Exhibit 15:** UP, MP & Bihar will be next driving states



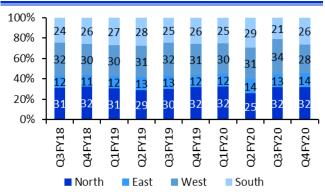
Source: SIAM, DART



July 29, 2020 <sup>5</sup>

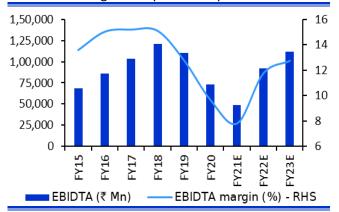


Exhibit 16: Recovery in northern region to support growth



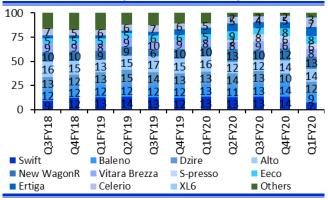
Source: SIAM, DART

Exhibit 18: Margin to improve on uptick in utilization



Source: Company, DART

Exhibit 17: New WagonR and Alto doing well



Source: SIAM, DART

Exhibit 19: 1 year forward P/E



Source: Company, DART

6





Profit and Loss Account				
(Rs Mn)	FY20A	FY21E	FY22E	FY23E
Revenue	7,56,106	6,24,061	7,82,799	8,76,769
Total Expense	6,83,080	5,75,267	6,90,604	7,64,889
COGS	5,31,566	4,43,708	5,46,396	6,04,973
Employees Cost	33,839	31,132	33,622	37,657
Other expenses	1,17,675	1,00,427	1,10,586	1,22,258
EBIDTA	73,026	48,793	92,195	1,11,880
Depreciation	35,257	34,640	35,410	39,910
EBIT	37,769	14,153	56,785	71,970
Interest	1,329	117	0	0
Other Income	34,208	35,249	37,634	38,908
Exc. / E.O. items	0	0	0	0
EBT	70,648	49,285	94,419	1,10,878
Tax	14,142	12,568	24,078	28,830
RPAT	56,506	36,717	70,341	82,048
Minority Interest	0	0	0	0
Profit/Loss share of associates	0	0	0	0
APAT	56,506	36,717	70,341	82,048

## **Balance Sheet**

(Rs Mn)	FY20A	FY21E	FY22E	FY23E
Sources of Funds				
Equity Capital	1,510	1,510	1,510	1,510
Minority Interest	0	0	0	0
Reserves & Surplus	4,82,860	5,08,563	5,57,101	6,12,898
Net Worth	4,84,370	5,10,073	5,58,611	6,14,408
Total Debt	1,063	1,063	1,063	1,063
Net Deferred Tax Liability	7,444	7,944	8,444	8,944
Total Capital Employed	4,92,877	5,19,080	5,68,118	6,24,415

## **Applications of Funds**

4,92,877	5,19,080	5,68,118	6,24,415
(25,114)	(38,645)	(45,197)	(36,990)
51,436	56,580	62,238	68,461
74,914	88,260	1,07,848	1,21,544
1,26,350	1,44,840	1,70,085	1,90,005
37,702	39,952	41,952	43,952
5,246		15,656	17,535
4,869	7,598	13,664	26,671
21,270	20,517	21,447	26,423
32,149	25,646	32,170	38,434
1,01,236	1,06,195	1,24,889	1,53,015
3,52,488	3,92,488	4,37,488	4,79,488
13,374	14,374	15,374	16,374
1,52,129	1,50,863	1,60,453	1,65,543
	13,374 3,52,488 1,01,236 32,149 21,270 4,869 5,246 37,702  1,26,350 74,914 51,436	13,374 14,374 3,52,488 3,92,488 1,01,236 1,06,195 32,149 25,646 21,270 20,517 4,869 7,598 5,246 12,481 37,702 39,952  1,26,350 1,44,840 74,914 88,260 51,436 56,580  (25,114) (38,645)	13,374 14,374 15,374 3,52,488 3,92,488 4,37,488 1,01,236 1,06,195 1,24,889 32,149 25,646 32,170 21,270 20,517 21,447 4,869 7,598 13,664 5,246 12,481 15,656 37,702 39,952 41,952  1,26,350 1,44,840 1,70,085 74,914 88,260 1,07,848 51,436 56,580 62,238

E – Estimates



July 29, 2020



Important Ratios				
Particulars	FY20A	FY21E	FY22E	FY23E
(A) Margins (%)				
Gross Profit Margin	29.7	28.9	30.2	31.0
EBIDTA Margin	9.7	7.8	11.8	12.8
EBIT Margin	5.0	2.3	7.3	8.2
Tax rate	20.0	25.5	25.5	26.0
Net Profit Margin	7.5	5.9	9.0	9.4
(B) As Percentage of Net Sales (%)				
COGS	70.3	71.1	69.8	69.0
Employee	4.5	5.0	4.3	4.3
Other	15.6	16.1	14.1	13.9
(C) Measure of Financial Status				
Gross Debt / Equity	0.0	0.0	0.0	0.0
Interest Coverage	28.4	121.0	0.0	0.0
Inventory days	16	15	15	16
Debtors days	10	12	10	11
Average Cost of Debt	103.9	11.0	0.0	0.0
Payable days	36	52	50	51
Working Capital days	(12)	(23)	(21)	(15)
FA T/O	5.0	4.1	4.9	5.3
(D) Measures of Investment				
AEPS (Rs)	187.1	121.5	232.9	271.6
CEPS (Rs)	303.8	236.2	350.1	403.7
DPS (Rs)	60.0	36.5	72.2	86.9
Dividend Payout (%)	32.1	30.0	31.0	32.0
BVPS (Rs)	1603.4	1688.5	1849.2	2033.9
RoANW (%)	11.9	7.4	13.2	14.0
RoACE (%)	12.0	7.3	12.9	13.8
RoAIC (%)	7.9	2.8	10.7	12.5
(E) Valuation Ratios				
CMP (Rs)	6185	6185	6185	6185
P/E	33.1	50.9	26.6	22.8
Mcap (Rs Mn)	18,68,410	18,68,410	18,68,410	18,68,410
MCap/ Sales	2.5	3.0	2.4	2.1
EV	18,52,416	18.47.687	18.39.621	18.24.614
EV/Sales	2.00	2.35	1.81	1.55
EV/EBITDA	20.7	30.1	15.3	12.1
P/BV	3.9	3.7	3.3	3.0
Dividend Yield (%)	1.0	0.6	1.2	1.4
(F) Growth Rate (%)				
Revenue	(12.1)	(17.5)	25.4	12.0
EBITDA	(33.6)	(33.2)	88.9	21.4
EBIT	(52.7)	(62.5)	301.2	26.7
PBT	(32.5)	(30.2)	91.6	17.4
APAT	(24.7)	(35.0)	91.6	16.6
EPS	(24.7)	(35.0)	91.6	16.6
Cash Flow				
(Rs Mn)	FY20A	FY21E	FY22E	FY23E
CFO	34,051	90,119	1,20,873	1,29,264
CFI	(4,639)	(76,374)	(93,000)	(90,000)
CFF	(31,000)	(12,800)	(25,340)	(30,511)
FCFF	3,450	55,745	74,873	83,264
Opening Cash	1,789	4,869	7,598	13,664
Closing Cash	4,869	7,598	13,664	26,671
E – Estimates				



July 29, 2020 <sup>8</sup>



### **DART RATING MATRIX**

**Total Return Expectation (12 Months)** 

Buy	> 20%
Accumulate	10 to 20%
Reduce	0 to 10%
Sell	< 0%

## **Rating and Target Price History**



Month	Rating	TP (Rs.)	Price (Rs.)
Oct-19	Reduce	7,420	7,391
Jan-20	Buy	7,942	6,997
Mar-20	Accumulate	5,694	5,079
Mar-20	Accumulate	5,694	4,328
Apr-20	Accumulate	5,282	4,698
May-20	Buy	5,570	5,114

<sup>\*</sup>Price as on recommendation date

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