

Maruti Suzuki

Estimate change



TP change



Rating change



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Bloomberg	MSIL IN
Equity Shares (m)	302
M.Cap.(INRb)/(USDb)	2159.9 / 29
52-Week Range (INR)	8400 / 6040
1, 6, 12 Rel. Per (%)	-5/-18/-23
12M Avg Val (INR M)	7504

Financials & valuations (INR b)

Y/E MARCH	2021	2022E	2023E
Sales	703.3	946.4	1,043.5
EBITDA	53.5	72.1	116.3
Adj. PAT	42.3	55.6	90.9
Cons. Adj. EPS (INR)	145.3	187.7	304.7
EPS Gr. (%)	-22.7	29.2	62.3
BV/Sh. (INR)	1,700	1,840	2,040

Ratios

RoE (%)	8.2	10.0	14.7
RoCE (%)	10.1	12.7	18.9
Payout (%)	31.0	53.3	39.4

Valuations

P/E (x)	49.2	38.1	23.5
P/BV (x)	4.2	3.9	3.5
EV/EBITDA (x)	32.1	23.3	13.9
Div. Yield (%)	0.6	1.4	1.7

Shareholding pattern (%)

As On	Jun-21	Mar-21	Jun-20
Promoter	56.4	56.4	56.3
DII	15.8	15.1	17.1
FII	22.9	23.1	21.5
Others	5.0	5.4	5.2

FII Includes depository receipts

CMP: INR7,150
TP: INR8,200 (+15%)
Buy

Weak performance in a tough quarter

Good demand recovery | RM cost inflation to persist in 2QFY22

- Maruti Suzuki (MSIL) reported a weak performance in 1QFY22, weighed by the impact of the lockdowns on volumes as well as commodity cost inflation. While commodity inflation would persist in 2Q, there are drivers in place for sustained volume and margin recovery from 2HFY22E.
- We lower our FY22E/FY23E EPS by 13%/3%, factoring in further cost inflation in 2Q, higher staff costs, and lower other income. Maintain **Buy**, with TP of INR8,200/share (27x Mar'23E consol. EPS).

Margins impacted by higher costs; lower other income hurts PAT

- Revenue grew to ~INR177.7b (+333% YoY / -26% QoQ) in 1QFY22, while EBITDA/PAT came in at INR8.2b/INR4.4b (-59% QoQ / -62% QoQ).
- Net realizations grew 3% QoQ (-6% YoY) to INR502.5k (v/s est. INR492.4k) on price hikes and lower discounts (at INR14k/unit v/s INR16.6k in 4QFY21).
- The gross margin declined 90bp QoQ (-3.3pp YoY) to 25.2% (v/s est. 25.5%), impacted by RM cost (350bp QoQ), but diluted by price hikes (~1.6% in Apr'21) and lower discounts (~60bp).
- The EBITDA margin declined 370bp QoQ to 4.7% (v/s est. 5.2%), impacted by higher staff costs (+18% QoQ / +46% YoY) and operating deleverage. The EBIT margin declined 480bp QoQ to 0.4% (v/s est. 0.9%). Lower other income resulted in PAT decline of 62% QoQ to INR4.4b (v/s est. INR6.2b).

Highlights from management commentary

- **Update on demand:** Recovery is seen in both urban and rural. Inquiries are similar to 4QFY21 levels and bookings are at 80–85% of 4QFY21. Inquiries in July'21 are at 120% of Jun'21 levels, with retail similar to Jun'21. Wholesale in Jul'21 should be higher v/s Jun'21. It has 170k pending bookings currently, whereas network inventory stands at 135–138k units (27 days at 4Q retail).
- **SUV segment:** The segment share stood at 38% in 1QFY22 (v/s 32% in FY21), with a similar split between Entry and Mid-SUV. Based on its experience in other countries, MSIL expects SUV's share to rise to 42–43% over the next five years and plateau at these levels. Mid-SUV is a weak area for MSIL, and going forward, it would take a closer look at this segment.
- **Chip shortage:** MSIL is faring relatively better as it is able to adjust its production by manufacturing cars with a lower intensity of semi-conductors.
- **Commodity price impact:** In 1QFY22, it saw an impact of 3.5pp QoQ. It expects a further impact in 2Q as well and should see some stability thereafter. It took price increases in January (1.3%) and April (1.6%) and has taken one in July as well (small increase). It is attempting to strike a balance between cost pass-through, demand, and market share.

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Valuation and view

- While MSIL has seen strong demand recovery, the sharp commodity cost inflation is expected to keep near-term performance in check. We expect recovery in 2HFY22 in both market share and margins, led by a favorable product lifecycle and mix as well as price action / cost-cutting.
- The stock trades at 38.1x/23.5x FY22E/FY23E consolidated EPS. Maintain Buy, with TP of INR8,200/share (27x Mar'23E consolidated EPS).

S/A Quarterly Performance

Y/E March	FY21				FY22E				(INR Million)		
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE	FY21	FY22E	FY22E 1Q
Financial Performance											
Volumes ('000 units)	76.6	393.1	495.9	492.8	353.6	498.2	516.4	520.6	1,458.4	1,888.9	353.6
Change (%)	-81.0	16.2	13.4	28.2	361.6	26.7	4.1	5.6	-6.7	29.5	361.6
Realizations (INR/car)	5,36,104	4,76,802	4,73,038	4,87,538	5,02,545	5,03,299	4,98,266	5,00,673	4,82,264	5,01,058	4,92,414
Change (%)	9.4	-5.0	-0.1	3.0	-6.3	5.6	5.3	2.7	-0.3	3.9	-8.1
Net operating revenues	41,065	1,87,445	2,34,578	2,40,237	1,77,707	2,50,764	2,57,327	2,60,629	7,03,325	9,46,426	1,74,124
Change (%)	-79.2	10.4	13.3	32.0	332.7	33.8	9.7	8.5	-7.0	34.6	324.0
RM Cost (% of sales)	71.5	70.0	72.5	73.9	74.8	75.5	74.0	72.8	72.3	74.2	74.5
Staff Cost (% of sales)	17.8	4.4	4.0	3.7	6.0	4.1	4.0	4.0	4.8	4.4	4.8
Other Cost (% of sales)	31.7	15.3	13.9	14.1	14.6	13.7	13.5	13.5	15.3	13.8	15.5
EBITDA	-8,634	19,336	22,261	19,911	8,211	16,747	21,765	25,330	53,453	72,054	9,014
EBITDA Margins (%)	-21.0	10.3	9.5	8.3	4.6	6.7	8.5	9.7	7.6	7.6	5.2
EBIT	-16,467	11,677	14,848	12,501	779	9,297	14,015	17,229	23,138	41,321	1,564
EBIT Margins (%)	-40.1	6.2	6.3	5.2	0.4	3.7	5.4	6.6	3.3	4.4	0.9
Non-Operating Income	13,183	6,025	9,937	898	5,078	7,500	8,500	9,335	29,464	30,413	6,500
PBT	-3,457	17,478	24,498	13,075	5,635	16,597	22,315	26,356	51,594	70,904	7,914
Adjusted PAT	-2,494	13,716	19,414	11,661	4,408	13,021	17,506	20,689	42,297	55,624	6,200
Change (%)	-117.4	1.0	24.1	-9.7	-276.7	-5.1	-9.8	77.4	-25.1	31.5	-348.6

Key Performance Indicators

Y/E March	FY21				FY22E				FY21	FY22E	FY22E 1Q
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			
Dom. PV Market Sh (%)	42.8	50.1	50.7	47.9	47.0	61.6	53.1	50.5	49.1	52.9	65
Volumes ('000 units)	76.6	393.1	495.9	492.8	353.6	498.2	516.4	520.6	1,458.4	1,888.9	353.6
Change (%)	-81.0	16.2	13.4	28.2	361.6	26.7	4.1	5.6	-6.7	29.5	361.6
Discounts (INR '000/car)	25.0	17.3	20.2	16.6	14.0	0.0	0.0	0.0	18.4	16.7	0.0
% of Net Realn	4.7	3.6	4.3	3.4	2.8	0.0	0.0	0.0	3.8	3.3	0.0
Net Realizations (INR '000/car)	536.1	476.8	473.0	487.5	502.5	503.3	498.3	500.7	482.3	501.1	492.4
Change (%)	9.4	-5.0	-0.1	3.0	-6.3	5.6	5.3	2.7	-0.3	3.9	-8.1
Cost Break-up											
RM Cost (% of sales)	71.5	70.0	72.5	73.9	74.8	75.5	74.0	72.8	72.3	74.2	74.5
Staff Cost (% of sales)	17.8	4.4	4.0	3.7	6.0	4.1	4.0	4.0	4.8	4.4	4.8
Other Cost (% of sales)	31.7	15.3	13.9	14.1	14.6	13.7	13.5	13.5	15.3	13.8	15.5
Gross Margins (%)	28.5	30.0	27.5	26.1	25.2	24.5	26.0	27.2	27.7	25.8	25.5
EBITDA Margins (%)	-21.0	10.3	9.5	8.3	4.6	6.7	8.5	9.7	7.6	7.6	5
EBIT Margins (%)	-40.1	6.2	6.3	5.2	0.4	3.7	5.4	6.6	3.3	4.4	0.9

E:MOFSL Estimates

Highlights from management commentary

- **Update on demand:** All states, except two in NE, are open. An uptick is seen in inquiries and bookings. Inquiries are similar to 4QFY21 levels and bookings are at 80–85% of 4QFY21. Inquiries in July'21 are at 120% of Jun'21 levels and retail is similar to Jun'21. Recovery is led by both urban and rural. Wholesale in Jul'21 should be higher v/s Jun-21. It has 170k pending bookings currently, whereas network inventory stands at 135–138k units (27 days at 4Q retail).
- **Customer profile:** The share of first-time buyers declined to 45.4% in 1QFY22 (from 46.9% in 1QFY21). It expects replacement demand to recover and normalize to 25–26% levels (from 18% in FY21).
- **SUV segment:** The segment share stood at 38% in 1QFY22 (v/s 32% in FY21), with a similar split between Entry and Mid-SUV. Based on its experience in other countries, MSIL expects SUV's share to rise to 42–43% over the next five years and plateau at these levels. Mid-SUV is a weak area for MSIL, and going forward, it would take a closer look at this segment.
- **Retail market share:** Share was lower at 40% v/s wholesale share of 46% in 1QFY22 due to a) CNG availability being impacted for MSIL (impacted 5.1% of market share), b) faster growth in the SUV biz, and c) lower stock levels impacting retail in Apr–May'21.
- **Margins:** 1QFY22 EBITDA margins were impacted by a) commodity costs (~350bp QoQ) and b) operating deleverage (~400bp). Additionally, COVID-related costs impacted staff costs by ~20bp (~INR0.3b). The start of a 250k capacity in Gujarat had a further impact on 1QFY22 margins.
- **Commodity price impact:** In 1QFY22, it saw an impact of 3.5pp QoQ. It expects a further impact in 2Q as well and should see some stability thereafter. Precious metals have seen a sharp cost increase; it is already working on lowering the consumption of the same.
- **Price increase:** It took price increases in January (1.3%) and April (1.6%) and has taken one in July as well (small increase). It is attempting to strike a balance between cost pass-through, demand, and market share.
- **Chip shortage:** MSIL is faring relatively better as it is able to adjust its production by manufacturing cars with a lower intensity of semi-conductors.
- **Fuel-agnostic strategy:** It is focusing on the following areas: i) improving the ICE engine, ii) manufacturing products that utilize gas/bio-fuels, and iii) manufacturing hybrids and EVs – as different PV segments would have a different approach to lowering emissions. It believes hybrids would play a key role in electrification until EV charging infrastructure is developed in India.

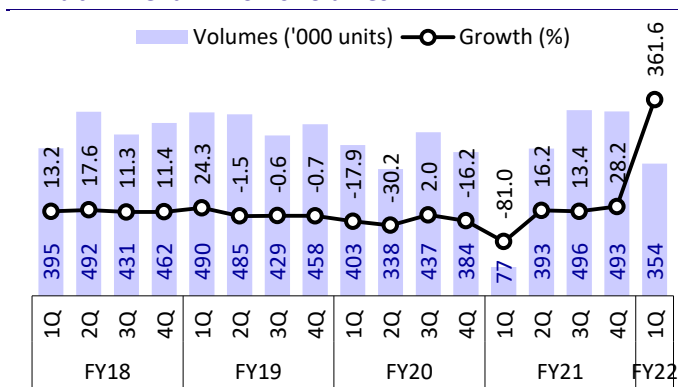
Key exhibits

Exhibit 1: MSIL's segment-wise growth and market share movement

Trend in volumes								
('000 units)	1QFY22	1QFY21	YoY (%)	4QFY21	QoQ (%)	FY22E	FY21	YoY (%)
Mini	47.2	12.5	279.3	73.8	-36.0	281.4	226.2	24.4
% of total	13.4	16.3		15.0		14.9	15.5	
MPV+LCVs	25.8	6.6	291.0	44.8	-42.3	174.9	134.6	29.9
% of total	7.3	8.6		9.1		9.3	9.2	
Compact incl Dzire tour	167.4	33.8	395.0	247.8	-32.4	853.2	714.2	19.5
% of total	47.3	44.2		50.3		45.2	49.0	
Mid-size	2.5	0.7	238.0	4.5	-43.9	91.8	41.8	119.5
% of total	0.7	1.0		0.9		4.9	2.9	
UV	65.1	13.4	385.7	85.9	-24.3	331.5	245.4	35.1
% of total	18.4	17.5		17.5		17.5	16.8	
Exports	45.5	9.6	375.5	35.5	28.1	156.2	96.1	62.5
% of total	12.9	12.5		7.2		8.3	6.6	
Total Sales	353.6	76.6	361.6	492.2	-28.2	1,888.9	1,458.4	29.5
Total Dom. PV MS (%)	47.0	42.8	420bp	47.9	-90bp	52.9	49.1	370bp

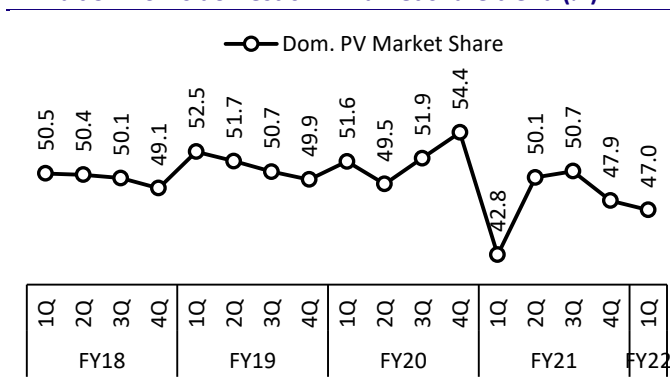
Source: Company, MOFSL

Exhibit 2: Trend in MSIL's volumes



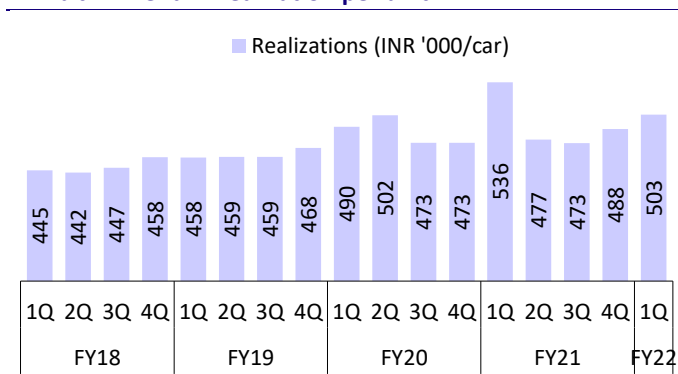
Source: Company, MOFSL

Exhibit 3: MSIL's domestic PV market share trend (%)



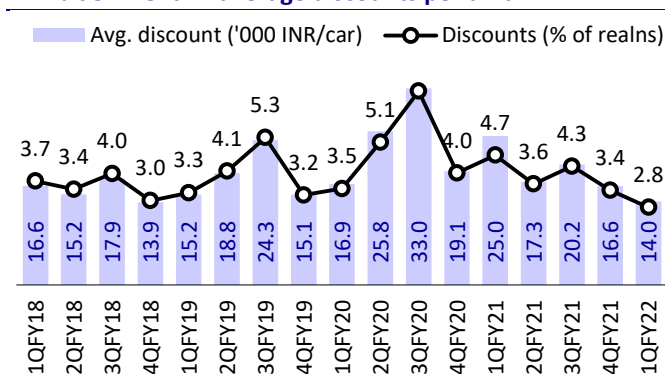
Source: Company, MOFSL

Exhibit 4: Trend in realization per unit

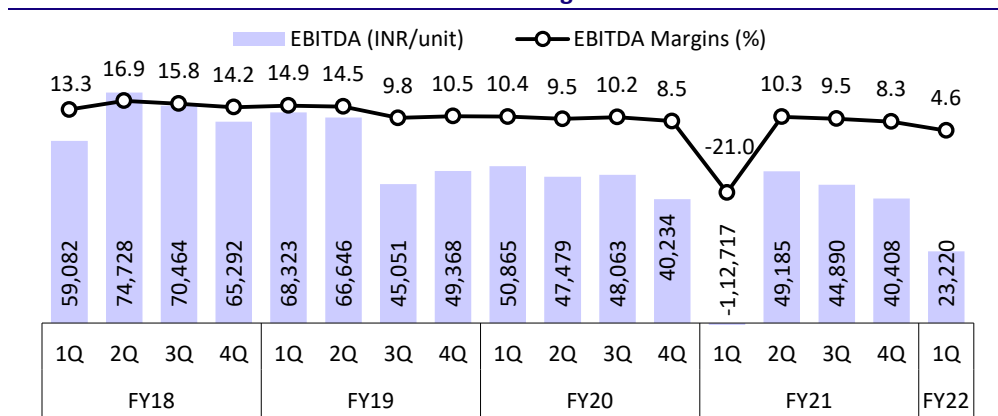


Source: Company, MOFSL

Exhibit 5: Trend in average discounts per unit



Source: Company, MOFSL

Exhibit 6: Trend in MSIL's EBITDA and EBITDA margin

Source: Company, MOFSL

Valuation and view

- Our long-term view on PV industry remains intact:** Growth in the Indian PV industry has undershot our expectations for the past five years (FY15–20: ~1.3% volume CAGR). This can be attributed to several factors, including weaker economic growth, stringent financing, regulatory impact on costs in FY19/FY20, and the COVID-19 outbreak. We expect industry volumes to recover from the low base of FY21, driven by high aspirations, improving affordability, and lower penetration (less than 30 cars per population of 1,000). We estimate a 12% PV industry volume CAGR over FY21–25E (on the low base of ~8.2% CAGR decline over FY18–21).
- Strong product portfolio with numerous launches lined up for next few years:** MSIL could emerge as the biggest beneficiary of demand recovery in the post-COVID period, considering its stronghold in the Entry-Level segment and a favorable product lifecycle. New launches, targeted at filling the gaps in its portfolio, are likely to improve the overall product mix. The company would gain further market share, driven by an expected shift towards petrol vehicles, resulting in a ~9% volume CAGR over FY20–23E. This, coupled with an improved mix and lower discounts, would drive a ~9.6% revenue CAGR over FY20–23E.
- Recovery in operating performance postponed to 2HFY22E:** While FY21 witnessed the full impact of COVID-19 on operations, we expect demand recovery to resume post the lockdown impact in 1QFY22. Demand recovery would be supported by a favorable product lifecycle as well as the continued shift to personal mobility. The EBITDA margin declined to a nine-year low of 7.6% in FY21 on higher commodity costs, weak forex, and operating deleverage. With volume improvement, we expect the EBITDA margin to rebound to ~11.1% in FY23E, led by a) normalization in the product lifecycle, b) lower discounts, c) price increases and mix improvement, d) cost-saving initiatives, e) reducing JPY:INR exposure, and f) operating leverage.
- Strong margins and asset-light model to result in strong FCF generation and RoE improvement:** The Gujarat plant's arrangement with its parent Suzuki would render MSIL's business asset-light, allowing the management to focus on marketing. We expect FCF generation to improve to ~INR148b over FY21–23E (v/s ~INR98b in FY18–20) – after budgeting for cumulative annual capex of

~INR98b. RoCE is estimated to improve gradually to ~18.9% by FY23E from 14.6% in FY20.

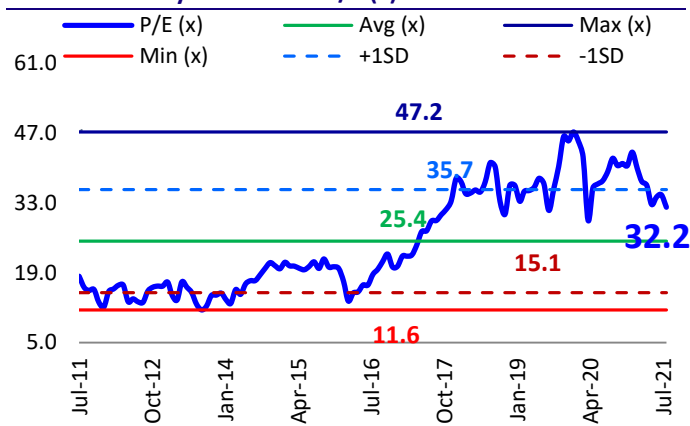
- Structural improvement in business to support valuations:** We lower our FY22E/FY23E EPS by 13%/3%, factoring in the impact of RM cost inflation, higher staff costs, and lower other income. After a gap of almost 20 months, we expect new product launches to resume with a mix of complete product upgrades (five within 2–3 years) and new model launches (three within two years). This should drive volume and market share growth. Profitability is near the trough, and margin improvement is expected from the lows of 1HCY21. We see scope for further improvement in dividend payouts and a resultant re-rating. The stock trades at 38.1x/23.5x FY22E/FY23E consolidated EPS. We value the company at 27x Mar'23E consolidated EPS. Maintain **Buy**, with TP of INR8,200.

Exhibit 7: Revised forecast

(INR B)	FY22E			FY23E		
	Rev	Old	Chg (%)	Rev	Old	Chg (%)
Total Volumes ('000)	1,889	1,877	0.6	2,053	2,031	1.1
Net Sales	946	926	2.2	1,044	1,017	2.6
EBITDA	72	81	-10.5	116	116	-0.1
EBITDA Margin (%)	7.6	8.7	-110bp	11.1	11.4	-30bp
PAT	55.6	64.2	-13.4	90.9	93.8	-3.2
Consol EPS (Rs)	187.7	216.1	-13.1	304.7	314.6	-3.1
JPY/INR	0.70	0.70	0.0	0.69	0.69	0.0

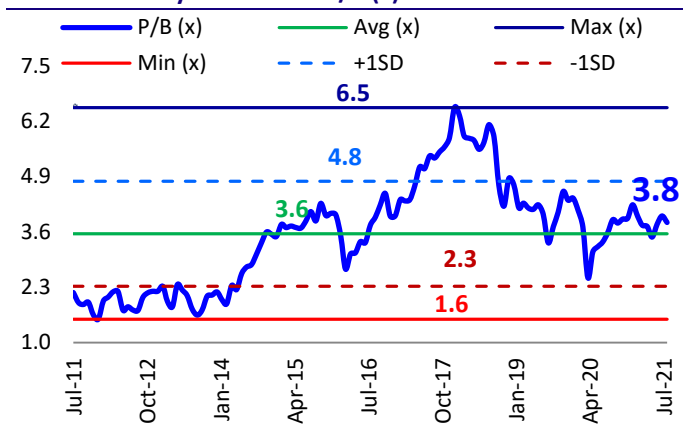
Source: Company, MOFSL

Exhibit 8: One-year forward P/E (x) band



Source: MOFSL

Exhibit 9: One-year forward P/B (x) band



Source: MOFSL

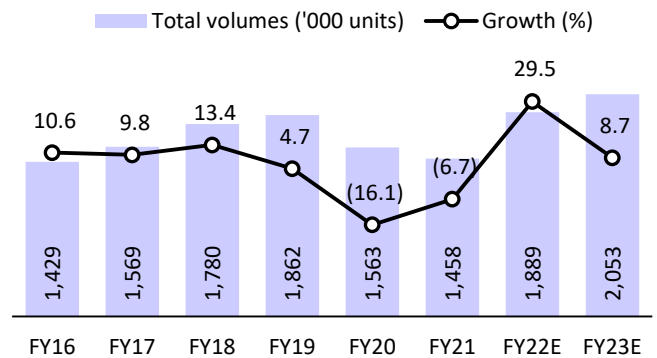
Story in charts – expect 19% EPS CAGR over FY20–23E

Exhibit 10: Market share decline (excluding Mini) due to absence of Diesel portfolio

	FY16	FY17	FY18	FY19	FY20	FY21
Mini	79.8	67.8	71.3	72.3	79.0	84.3
Compact	42.0	46.2	52.2	56.4	57.4	54.3
Compact-Sedan	58.1	54.8	61.8	57.9	61.9	59.8
Mid-Size	25.2	32.8	30.0	25.8	25.8	18.7
UV1	25.6	38.2	38.8	38.2	32.9	26.0
Dom. PV	47.2	47.6	50.3	51.4	51.2	47.7

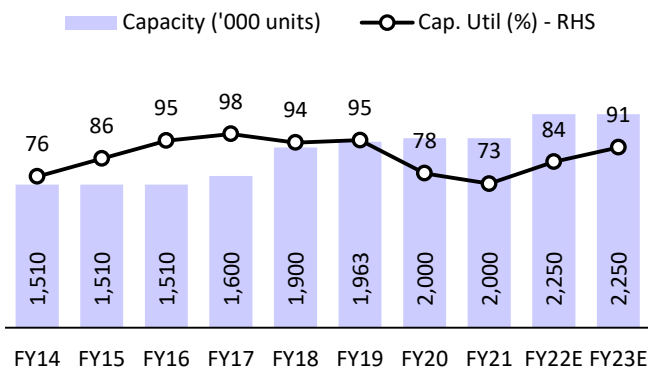
*Excluding supplies to Toyota; Source: Company, MOFSL

Exhibit 11: Trends in volumes and growth over FY20–23E



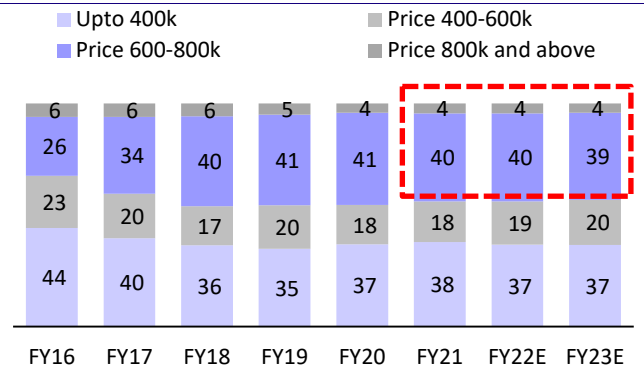
Source: Company, MOFSL

Exhibit 12: MSIL to operate at low utilization



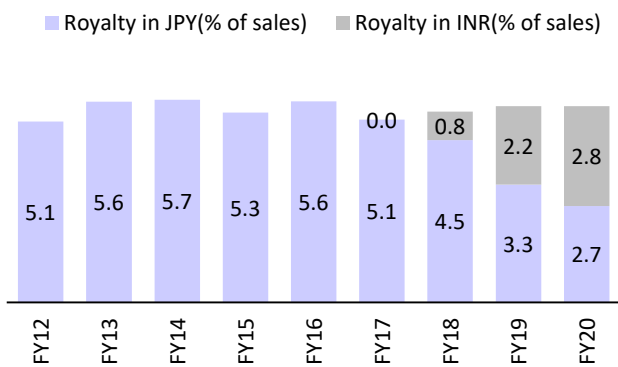
Source: Company, MOFSL

Exhibit 13: Trend in product mix



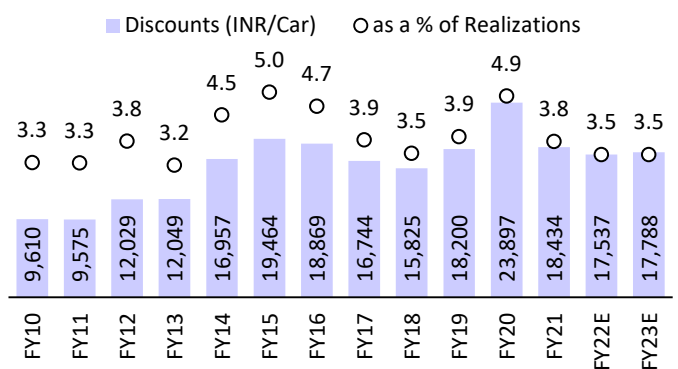
Source: Company, MOFSL

Exhibit 14: JPY-based royalty to reduce gradually



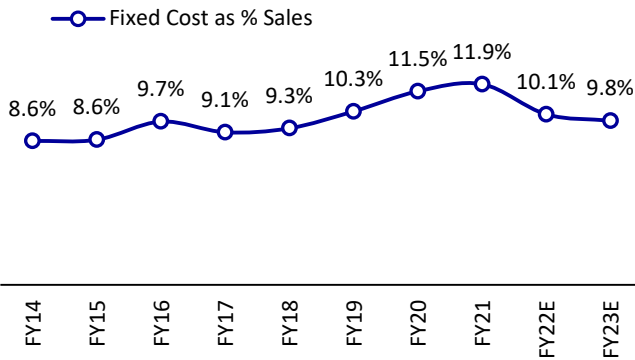
Source: Company, MOFSL

Exhibit 15: Discounts to normalize in FY21E



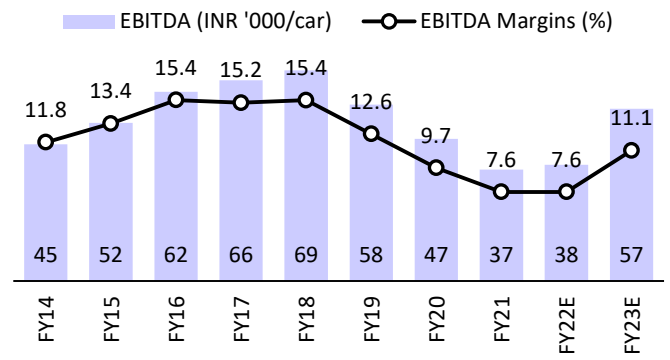
Source: Company, MOFSL

Exhibit 16: Fixed cost as a percentage of sales



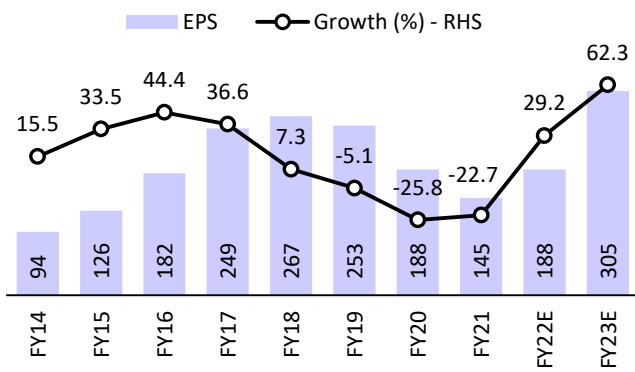
Source: Company, MOFSL

Exhibit 17: EBITDA margin and EBITDA per car



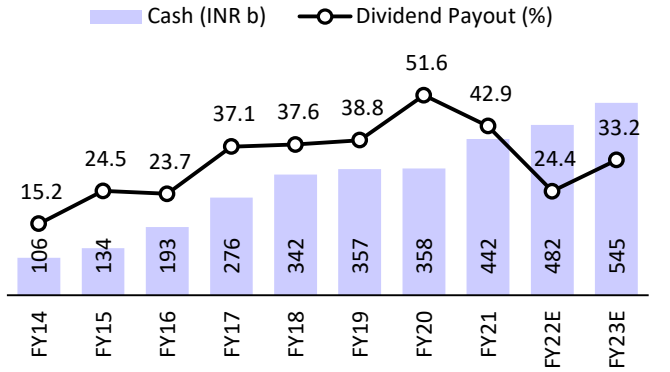
Source: Company, MOFSL

Exhibit 18: EPS (INR) and growth in EPS



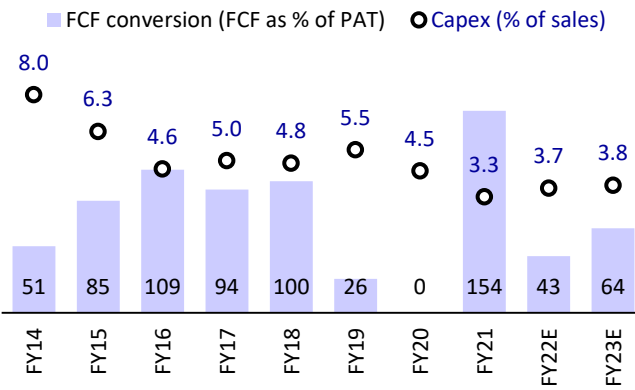
Source: MOFSL, Company

Exhibit 19: Dividend payout (%) and cash balance (INR b)



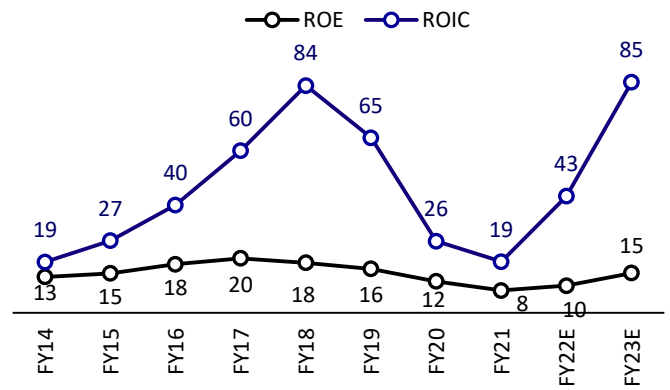
Source: MOFSL, Company

Exhibit 20: FCF generation to recover from FY22E (INR b)



Source: Company, MOFSL

Exhibit 21: RoE v/s RoIC (%)



Source: Company, MOFSL

Exhibit 22: Snapshot of revenue model

000 units	FY16	FY17	FY18	FY19	FY20	FY21	FY22E	FY23E
A1/LCVs	0	1	10	24	22	30	39	47
Growth (%)				138.0	-8.8	35.7	33.0	20.0
% of Dom vols	0.0	0.1	0.6	1.4	1.5	2.2	2.3	2.5
MPV (Vans)	143	152	155	179	118	105	136	146
Growth (%)	11.2	6.0	2.1	15.1	-33.7	-11.3	29.0	8.0
% of Dom vols	11.0	10.5	9.4	10.2	8.1	7.7	7.8	7.8
A2 (other hatchbacks)	779	832	936	987	881	840	1,046	1,118
Growth (%)	6.8	6.7	12.5	5.5	-10.8	-4.6	24.5	6.9
% of Dom vols	59.7	57.6	56.6	56.3	60.3	61.7	60.4	59.2
A3 (Dzire, Ciaz)	288	264	299	300	204	142	180	198
Growth (%)	18.3	-8.4	13.1	0.3	-31.9	-30.5	26.9	9.6
% of Dom vols	22.1	18.3	18.1	17.1	14.0	10.4	10.4	10.5
UVs (Ertiga, Compact SUV)	94	196	254	264	235	245	331	378
Growth (%)	38.4	107.3	29.6	4.1	-10.9	4.3	35.1	13.9
% of Dom vols	7.2	13.6	15.3	15.1	16.1	18.0	19.1	20.0
Total Domestic	1,305	1,445	1,654	1,754	1,460	1,362	1,733	1,887
Growth (%)	11.5	10.7	14.5	6.1	-16.7	-6.7	27.2	8.9
% of Total vols	91.3	92.1	92.9	94.2	93.5	93.4	91.7	91.9
Exports	124	124	126	109	102	96	156	167
Growth (%)	2	0	2	-14	-6	-6	63	7
% of Total vols	9	8	7	6	7	7	8	8
Total Volumes	1,429	1,569	1,780	1,862	1,563	1,458	1,889	2,053
Growth (%)	10.6	9.8	13.4	4.7	-16.1	-6.7	29.5	8.7
ASP (INR 000/unit)	403	434	448	462	484	482	501	508
Growth (%)	4.1	7.7	3.3	3.0	4.8	-0.3	3.9	1.4
Net Sales (INR b)	575	680	798	860	756	703	946	1,044
Growth (%)	15	18	17	8	-12	-7	35	10

Source: MOFSL, Company

Financials and valuations

Income Statement								(INR m)
Y/E March	2016	2017	2018	2019	2020	2021	2022E	2023E
Net Op Income	5,75,381	6,80,348	7,97,627	8,60,203	7,56,106	7,03,325	9,46,426	10,43,510
Change (%)	15.1	18.2	17.2	7.8	-12.1	-7.0	34.6	10.3
EBITDA	88,844	1,03,517	1,23,122	1,07,993	73,026	53,453	72,054	1,16,270
Change (%)	32.3	16.5	18.9	-12.3	-32.4	-26.8	34.8	61.4
EBITDA Margins (%)	15.4	15.2	15.4	12.6	9.7	7.6	7.6	11.1
Depreciation	28,202	26,021	27,579	30,189	35,257	30,315	30,733	33,435
EBIT	60,642	77,496	95,543	77,804	37,769	23,138	41,321	82,835
EBIT Margins (%)	10.5	11.4	12.0	9.0	5.0	3.3	4.4	7.9
Interest	815	894	3,457	758	1,329	1,008	830	830
Other Income	14,610	23,001	20,455	25,610	34,208	29,464	30,413	35,475
EO Expense	0	0	2,507	-2,000	0	0	0	0
Def Revenue Exp. / Others	0	0	0	0	0	0	0	0
PBT	74,437	99,603	1,10,034	1,04,656	70,648	51,594	70,904	1,17,479
Tax	20,794	26,101	32,816	29,650	14,142	9,297	15,280	26,615
Effective tax Rate (%)	27.9	26.2	29.8	28.3	20.0	18.0	21.6	22.7
PAT	53,643	73,502	77,218	75,006	56,506	42,297	55,624	90,865
Change (%)	44.5	37.0	5.1	-2.9	-24.7	-25.1	31.5	63.4
% of Net Sales	9.5	11.0	9.9	9.0	7.9	6.4	6.2	9.2
Adj. PAT	53,643	73,502	78,977	73,573	56,506	42,297	55,624	90,865
Change (%)	44.5	37.0	7.4	-6.8	-23.2	-25.1	31.5	63.4

Balance Sheet								(INR m)
Y/E March	2016	2017	2018	2019	2020	2021	2022E	2023E
Sources of Funds								
Share Capital	1,510	1,510	1,510	1,510	1,510	1,510	1,510	1,510
Reserves	2,97,332	3,62,801	4,16,063	4,59,905	4,82,860	5,12,158	5,54,188	6,14,845
Net Worth	2,98,842	3,64,311	4,17,573	4,61,415	4,84,370	5,13,668	5,55,698	6,16,355
Loans	774	4,836	1,108	1,496	1,063	4,888	4,888	4,888
Deferred Tax Liability	1,943	4,662	5,589	5,640	5,984	3,847	3,847	3,847
Capital Employed	3,01,559	3,73,809	4,24,270	4,68,551	4,91,417	5,22,403	5,64,433	6,25,090
Application of Funds								
Gross Fixed Assets	1,53,218	1,86,595	2,14,239	2,63,293	2,97,969	3,23,017	3,59,940	3,99,940
Less: Depreciation	28,118	53,668	80,649	1,09,215	1,40,157	1,70,472	2,01,205	2,34,640
Net Fixed Assets	1,25,100	1,32,927	1,33,590	1,54,078	1,57,812	1,52,545	1,58,735	1,65,300
Capital WIP	10,069	12,523	21,259	16,001	13,374	11,923	10,000	10,000
Investments	1,99,322	2,84,810	3,52,902	3,65,150	3,64,676	4,17,867	4,17,867	4,17,867
Curr.Assets, Loans	84,909	77,392	81,841	89,815	84,390	1,12,943	1,69,342	2,38,363
Inventory	31,321	32,622	31,608	33,257	32,149	30,500	41,487	45,743
Sundry Debtors	13,222	11,992	14,618	23,104	21,270	12,766	18,151	20,013
Cash & Bank Balances	391	138	711	1,789	211	30,364	70,391	1,33,295
Loans & Advances	1,744	978	2,878	5,126	5,246	6,642	6,642	6,642
Others	38,231	31,662	32,026	26,539	25,514	32,671	32,671	32,671
Current Liab & Prov.	1,17,841	1,33,843	1,65,322	1,56,493	1,28,835	1,72,875	1,91,511	2,06,440
Sundry Creditors	74,073	83,673	1,04,970	96,330	74,941	1,01,617	1,21,869	1,34,370
Others	31,675	42,328	50,055	51,069	44,889	60,252	60,252	60,252
Provisions	12,093	7,842	10,297	9,094	9,005	11,006	9,390	11,819
Net Current Assets	-32,932	-56,451	-83,481	-66,678	-44,445	-59,932	-22,169	31,923
Appl. of Funds	3,01,559	3,73,809	4,24,270	4,68,551	4,91,417	5,22,403	5,64,433	6,25,090

E: MOFSL Estimates

Financials and valuations

Ratios

Y/E March	2016	2017	2018	2019	2020	2021E	2022E	2023E
Basic (INR)								
Adjusted EPS	177.6	243.3	261.4	243.6	187.1	140.0	184.1	300.8
Consol EPS	182.0	248.6	266.7	253.3	188.0	145.3	187.7	304.7
Cash EPS	275.3	334.8	358.0	353.2	304.7	245.7	289.5	415.4
Book Value per Share	989	1,206	1,382	1,527	1,603	1,700	1,840	2,040
DPS	35.0	75.0	80.0	80.0	60.0	45.0	100.0	120.0
Div. payout (%)	23.7	37.1	37.6	38.8	38.5	31.0	53.3	39.4
Valuation (x)								
Consol. P/E	39.3	28.8	26.8	28.2	38.0	49.2	38.1	23.5
Cash P/E	26.0	21.4	20.0	20.2	23.5	29.1	24.7	17.2
EV/EBITDA	22.1	18.2	14.7	16.6	24.6	32.1	23.3	13.9
EV/Sales	3.5	2.8	2.3	2.2	2.5	2.6	1.9	1.6
P/BV	7.2	5.9	5.2	4.7	4.5	4.2	3.9	3.5
Dividend Yield (%)	0.5	1.0	1.1	1.1	0.8	0.6	1.4	1.7
FCF Yield (%)	2.7	3.2	3.7	0.9	0.0	3.0	1.1	2.7
Profitability Ratios (%)								
RoIC	39.9	60.0	84.1	64.7	26.5	18.9	43.1	85.4
RoE	18.0	20.2	18.5	16.3	11.7	8.2	10.0	14.7
RoCE	25.0	26.9	27.3	22.1	14.6	10.1	12.7	18.9
Turnover Ratios								
Debtors (Days)	8	6	7	10	11	7	7	7
Inventory (Days)	23	21	17	16	17	17	17	18
Creditors (Days)	70	65	70	59	51	73	63	66
Work. Cap. (Days)	-39	-39	-46	-33	-23	-49	-39	-41
Asset Turnover (x)	1.9	1.8	1.9	1.8	1.5	1.3	1.7	1.7
Leverage Ratio								
Net Debt/Equity (x)	-0.6	-0.7	-0.8	-0.8	-0.7	-0.9	-0.9	-0.9

Cash Flow Statement

Y/E March	2016	2017	2018	2019	2020	2021E	2022E	2023E
(INR m)								
Profit before Tax	74,437	99,603	1,10,034	1,04,656	70,948	51,594	70,904	1,17,479
Interest	815	894	3,457	758	1,329	1,008	830	830
Depreciation	28,202	26,021	27,579	30,189	35,257	30,315	30,733	33,435
Direct Taxes Paid	-19,099	-23,214	-30,550	-31,428	-14,357	-10,107	-15,280	-26,615
(Inc)/Dec in WC	14,631	21,940	28,058	-13,196	-25,659	43,352	2,264	8,812
Other Items	-14,141	-22,451	-20,728	-25,047	-33,467	-27,774	-30,413	-35,475
CF from Oper. Activity	84,845	1,02,793	1,17,850	65,932	34,051	88,388	59,038	98,467
(Inc)/Dec in FA	-26,327	-33,723	-38,653	-47,000	-33,990	-23,279	-35,000	-40,000
Free Cash Flow	58,518	69,070	79,197	18,932	61	65,109	24,038	58,467
(Pur)/Sale of Invest.	-45,947	-58,056	-44,168	11,617	29,351	-49,560	30,413	35,475
CF from Inv. Activity	-72,274	-91,779	-82,821	-35,383	-4,639	-72,839	-4,587	-4,525
Change in Networkth	0	0	0	0	0	0	0	0
Inc/(Dec) in Debt	-2,353	2,527	-3,728	388	-524	3,723	0	0
Interest Paid	-921	-1,095	-3,464	-732	-1,342	-1,006	-830	-830
Dividends Paid	-9,090	-12,725	-27,268	-29,134	-29,134	-18,125	-13,594	-30,208
CF from Fin. Activity	-12,364	-11,293	-34,460	-29,478	-31,000	-15,408	-14,424	-31,038
Inc/(Dec) in Cash	207	-279	569	1,071	-1,588	141	40,027	62,903
Add: Op. Balance	183	390	111	699	1,770	182	323	40,350
Closing Balance	390	111	680	1,770	182	323	40,350	1,03,253

E: MOFSL Estimates

NOTES

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Investment Rating	Expected return (over 12-month)
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NEUTRAL	< - 10 % to 15%
UNDER REVIEW	Rating may undergo a change
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* MOSL has been amalgamated with Motilal Oswal Financial Services Limited (MOFSL) w.e.f August 21, 2018 pursuant to order dated July 30, 2018 issued by Hon'ble National Company Law Tribunal, Mumbai Bench.