Upgrade to BUY; healthy profitability outlook, undemanding valuation Your success is our success

Auto & Auto Ancillaries > Company Update > September 18, 2024

TARGET PRICE (Rs): 1,175

We upgrade TTMT to BUY from Add, keeping our SoTP-based TP unchanged at Rs1,175/sh (incl. roll-over to Sep-26E). TTMT stock price has corrected 16% from its peak, amid outlook downgrade at peer BMW (incl. due to muted China demand: link), and slowness in domestic CVs/PVs (incl. rising discounts/price cuts; link). We highlight that: i) for JLR, China is a relatively smaller market (~24% vs ~32% for BMW), while profitability and debt outlook are largely intact; ii) India CV outlook is improving, with margins likely to see strong increase led by healthy fleet operator profitability, sustained pricing discipline; iii) new launches, lower inventory would help outperformance vs a weak PV industry. TTMT's B/S is healthier now, with valuations least demanding among OEMs. We trim FY26E/27E EPS by \sim 2.5% (5%/11% revenue/PBT CAGR).

Tata Motors: Finan	Tata Motors: Financial Snapshot (Consolidated)													
Y/E Mar (Rs mn)	FY23	FY24	FY25E	FY26E	FY27E									
Revenue	3,459,670	4,379,278	4,480,311	4,684,404	4,957,870									
EBITDA	318,296	595,603	631,825	682,125	725,617									
Adj. PAT	7,336	323,981	229,557	279,515	305,408									
Adj. EPS (Rs)	1.9	84.5	62.4	76.0	83.0									
EBITDA margin (%)	9.2	13.6	14.1	14.6	14.6									
EBITDA growth (%)	28.3	87.1	6.1	8.0	6.4									
Adj. EPS growth (%)	0.0	1,199.7	(23.8)	21.8	9.3									
RoE (%)	1.6	49.8	24.0	23.5	20.9									
RoIC (%)	3.0	42.7	30.4	32.3	32.7									
P/E (x)	502.3	11.4	15.4	12.7	11.6									
EV/EBITDA (x)	13.7	6.8	6.3	5.6	5.1									
P/B (x)	8.1	4.3	3.3	2.7	2.2									
FCFF yield (%)	4.0	9.1	1.0	6.7	5.9									

Source: Company, Emkay Research

China relatively smaller for JLR; profitability, deleveraging story largely intact

BMW recently downgraded its CY24 outlook, attributing it to: i) supply issues at a key vendor, and ii) muted China demand. We note that China is relatively smaller for JLR (~24% of retails incl. local manufacturing at Chery vs ~33% for BMW Group); JLR sees import business there remaining healthy backed by the strength of its brands, and expects the premium segment to remain largely stable in coming years, with rising EV penetration. JLR's electrification push would intensify from next year amid introduction of the electric Range Rover (~38K waitlist), and the upcoming all-electric transition of Jaquar. While the overall growth expectations are modest, we expect profitability to sustain, driven by mix and cost actions with the deleveraging journey also on track (netdebt free in FY25E).

Demand and margin outlook improving for domestic CV business

Recent MHCV demand trends have been soft partly due to adverse base; we note that Q2FY24 was particularly strong (up 18% YoY) amid Q1 being impacted by the OBD-2 norms implementation. H2FY24 offers a benign base (industry volumes down 1% YoY), which coupled with the expected catch-up in GoI infra spends (~63% growth YoY needed over Aug-Mar to meet budgeted targets), should lead to healthy demand revival for the coming year. We believe the MHCV industry would enter an upcycle FY26E onwards after 2 flattish years (FY23-25E), aided by delayed implementation of Rail DFC. Moreover, continued healthy fleet operator profitability and sustained pricing discipline would drive strong margin expansion (we build $\sim\!280 \text{bps}$ increase over FY24-27E).

PVs: Relatively better placed than industry on new launches, lower inventory

Underlying metrics for the domestic PV industry continue to worsen amid slowing retails, rising inventory, and increasing discounts; our channel checks point to further weakness in outlook beyond the upcoming festive period (*link*). While TTMT would also be impacted by the overall sluggishness, we believe new launches incl. Curvv (forms ~10% of dealer volumes in some markets, as per checks) and relatively lower inventories would help it post better-than-industry performance (we build in 6% volume CAGR over FY24-27E).

Target Price – 12M	Sep-25
Change in TP (%)	-
Current Reco.	BUY
Previous Reco.	ADD
Upside/(Downside) (%)	22.1
CMP (18-Sep-24) (Rs)	962.1

Stock Data	Ticker
52-week High (Rs)	1,179
52-week Low (Rs)	606
Shares outstanding (mn)	3,680.9
Market-cap (Rs bn)	3,932
Market-cap (USD mn)	46,944
Net-debt, FY25E (Rs mn)	428,287
ADTV-3M (mn shares)	14
ADTV-3M (Rs mn)	14,350.6
ADTV-3M (USD mn)	171.3
Free float (%)	53.6
Nifty-50	25,378
INR/USD	83.8
Shareholding, Sep-24	
Promoters (%)	41.9
FPIs/MFs (%)	18.1/13.4

Price Performance										
(%)	1M	3M	12M							
Absolute	(12.4)	(2.4)	50.6							
Rel. to Nifty	(15.3)	(9.4)	19.5							



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■ BMW recently downgraded outlook on CY24 deliveries and profitability amid supply issues at a vendor and muted demand in China (link)

"The Board of Management of BMW AG adjusted the guidance for the 2024 financial year today. This was triggered in part by additional headwinds in the Automotive Segment resulting from delivery stops and technical actions linked to the Integrated Braking System (IBS) that is provided by a supplier. The delivery stops for vehicles that are not already in customers' hands will have a negative worldwide sales effect in the second half of the year. The IBS-related technical actions impact over 1.5 million vehicles and result in additional warranty costs in a high three-digit million amount in the third quarter. In parallel to this effect, the ongoing muted demand in China is affecting sales volumes. Despite stimulus measures from the government, consumer sentiment remains weak. Considering these developments in the Automotive Segment outlined above, the BMW Group has adjusted the guidance for the 2024 financial year as follows:

- A slight decrease in deliveries versus previous year (previously: slight increase).
- An EBIT margin for 2024 in a corridor from 6% to 7% (previously: 8% to 10%).
- Return on Capital Employed (RoCE) between 11% and 13% (previously: 15% to 20%)."

Exhibit 1: China is a bigger market for BMW (forms ~32% of the group's global deliveries) than for JLR (~24% of retails)

China — contribution (%)	CY18/FY19	CY19/FY20	CY20/FY21	CY21/FY22	CY22/FY23	CY23/FY24	H1CY24/Q1FY25
BMW Group deliveries	25.6	28.6	33.5	33.6	33.1	32.4	31.0
JLR retails incl. Chery JLR	17.1	17.7	25.3	25.4	25.7	24.1	22.0

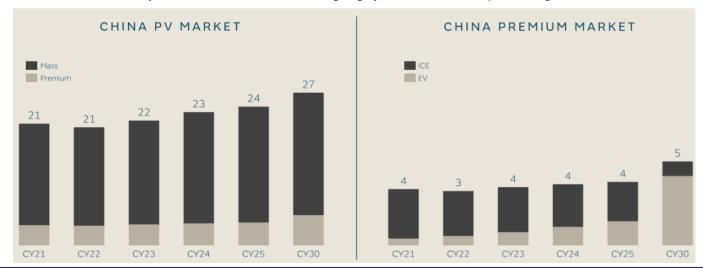
Source: Company, Emkay Research

■ JLR commentary on China has been relatively stronger

"So it's certainly more difficult and more difficult at the lower price points in China at the moment. However, the import business we still see as strong. We don't measure or refer to market share, but we note that our sales are increasing YoY in China. So it reflects the strength of the brands, particularly Range Rover and Defender. We are paying close attention to it as there are certainly signals that demand is not at the level that we would like to see it going forward, and it will be a focal point for us for the balance of the year to make sure that we take the necessary action. So it is absolutely a focal point for us."

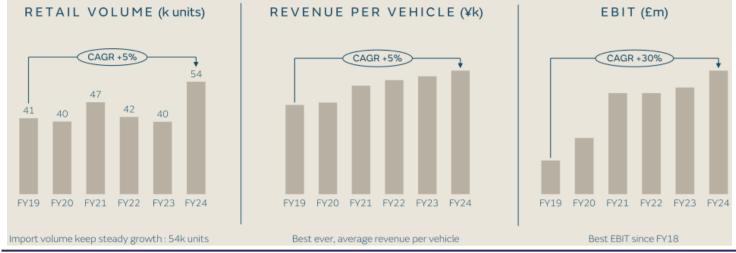
- Comments by Richard Molyneux, CFO, JLR in Q1FY25 (link)

Exhibit 2: JLR — Overall China premium car market seen remaining largely stable over CY23-25, with rising share of EVs



Source: JLR 2024 Analyst Meet (link), Emkay Research

Exhibit 3: JLR China — FY24 represented a record year for volumes, ASPs, and EBIT



Source: JLR 2024 Analyst Meet (link), Emkay Research

Exhibit 4: JLR in Q1FY25 maintained its FY25 outlook with regards to EBIT margin and net-cash BS

Outlook

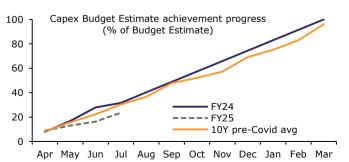
- Global demand is likely to remain muted. Commodities are likely to remain range bound.
- We are likely to witness constrained production in Q2 and Q3 reflecting the annual summer plant shutdown and floods at a key aluminum supplier.
- As we work towards mitigation and recovery, we will hold our guidance on our key full year financial deliverables of >8.5% EBIT and achieving net cash

Our Reimagine journey continues

	Q1 FY25 ACTUAL	FY25 OUTLOOK	FY26 OUTLOOK	LONG-TERM VISION
REVENUE	£7.3b	£30b	>	c. £38b
EBIT MARGIN	8.9%	≥8.5%	10%	c. 15%
INVESTMENT	£951m	£3.5b	>	c. £4.0b
FREE CASHFLOW	£0.2b	c. £1.8b	=	c. £3.0b
NET CASH POSITIVE	£(1.0)b	Net cash positive	=	Strong balance sheet
ROCE	21.2%	>22%	>	>

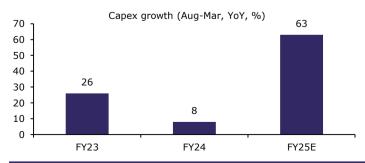
Source: Company, Emkay Research

Exhibit 5: Centre's capex declined 18% YoY till Jul-24 vs budgeted growth of 17%, amid factors like elections...



Source: CGA, Union Budget documents, Emkay Research

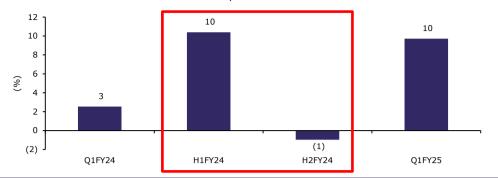
Exhibit 6: ...this should lead to strong ramp up in coming months; 63% YoY growth needed over Aug-Mar to meet Budget goals



Source: CGA, Union Budget documents, Emkay Research

Exhibit 7: MHCV industry grew 10% in H1FY24 vs 1% decline in H2FY24, thus presenting a benign base for H2FY25

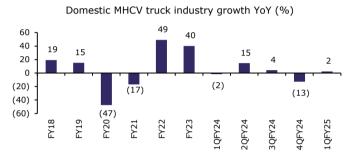
Domestic MHCV industry - Growth YoY



Source: SIAM, Emkay Research

Exhibit 8: While the truck segment has been muted following 2 strong years (FY22 and FY23)...

Exhibit 9: ...the Bus industry continues to post robust growth

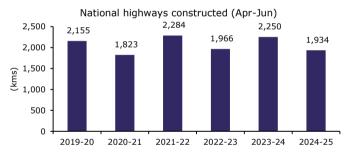


Source: SIAM, Emkay Research

Domestic MHCV bus industry growth YoY (%) 225 250 200 150 100 30 37 31 50 10 0 (50)(24) (100) (82) FY18 FY20 FY19 QFY25 IQFY24 FY21

Source: SIAM, Emkay Research

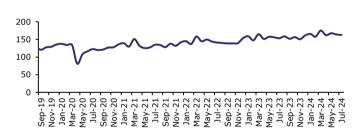
Exhibit 10: Pace of national highway construction this year has been the slowest since FY21 (hampered by elections)



Source: CMIE, Emkay Research

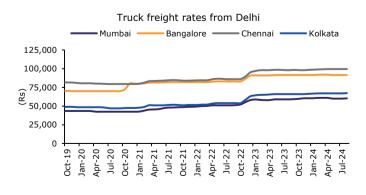
Exhibit 11: Performance of the eight core industries, while below the recent peak, remains reasonably healthy

Performance of the eight core industries (Index; %)



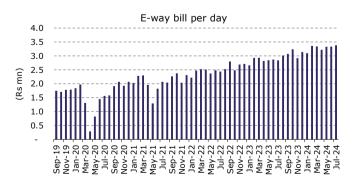
Source: CMIE, Emkay Research

Exhibit 12: Truck freight rates remain steady at elevated levels



Source: CMIE, Emkay Research

Exhibit 13: E-way bill generation continues to grow in doubledigits; at an all-time high recently



Source: CMIE, Emkay Research

Implementation of DFC on the final leg of the Western Corridor (Nhava Sheva in Mumbai) getting delayed amid land acquisition, soil quality, execution issues

"... the connectivity of DFC to Nhava Sheva. DFC is now connected only to Mundra and Pipavav. Now for Nhava Sheva, they are saying it will be end of 2024."

Sanjay Swarup, Chairman & Managing Director, Container Corporation of India (Comments in Q2FY24; link)

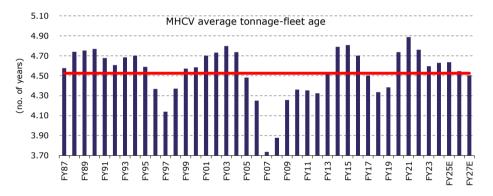
"DFC to Nhava Sheva only 100 kilometers is remaining. And till now officially, we have come to know that by March 2025 they will be able to do it, which is a very, very optimistic target"

Saniay Swarup, Chairman & Managing Director, Container Corporation of India (Comments in Q1FY25; link)

"The last stretch of 104-km between Saphale and JNPT (Jawaharlal Nehru Port) was challenging from day one because there were a lot of land acquisition issues. Then, the problems with Tata Projects emerged, and they got slow in executing the project. We are not expecting WDFC to be fully operational before one year from now ... The quality of soil is not favourable. From the stability point of view, the contractor is facing issues. Because of the intervention of the Maharashtra government, we were able to complete the land acquisition last year - after a delay of almost 15-16 years."

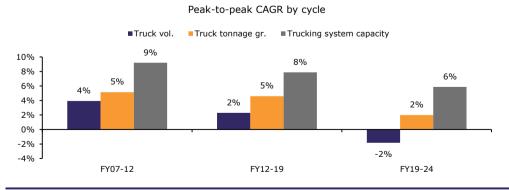
Comments in media by a senior DFC official, in Jul-24 (link)

Exhibit 14: Sharp replacement-led upturn seen in truck industry volumes since FY21; average fleet age to start dipping below LTA going forward, as replacement demand kicks in



Source: SIAM, Emkay Research

Exhibit 15: Trucking system capacity in the current cycle rose similar to the earlier 2 cycles, even though industry volumes are flattish over this timeframe



Source: Emkay Research

Exhibit 16: The MHCV industry retail volume decline had been narrowing prior to the high base-led weakness in Aug-24

Vahan registrations	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
2W	1,257,567	1,313,601	1,512,263	2,255,523	1,450,404	1,455,217	1,438,876	1,526,780	1,640,857	1,531,967	1,374,227	1,418,847	1,336,510
PV	297,480	314,506	339,921	351,861	279,154	362,137	305,328	291,327	306,853	275,277	257,787	291,306	283,217
3W	102,935	105,089	109,008	101,898	95,366	97,205	94,861	105,115	80,037	98,188	94,226	110,415	105,389
MHCV	24,953	27,410	31,912	28,396	24,301	30,076	28,851	30,393	32,972	26,930	22,126	24,616	22,259
LCV	47,619	49,753	55,192	53,751	47,040	53,156	51,351	51,455	47,214	46,513	41,360	46,727	43,633
Tractor	68,406	48,968	55,339	55,082	72,233	83,315	70,554	72,166	51,561	64,063	65,092	73,021	59,956

Growth YoY (%)	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
2W	7	22	(12)	22	28	15	13	5	33	2	5	15	6
PV	4	17	(2)	19	2	9	8	(10)	13	(4)	(9)	8	(5)
3W	77	59	58	30	43	41	28	20	10	20	5	13	2
MHCV	11	11	21	(1)	(0)	(1)	(4)	(16)	(5)	(4)	(7)	7	(11)
LCV	0	(2)	5	(8)	(5)	(7)	(2)	(8)	(2)	2	(9)	0	(8)
Tractor	16	(8)	3	(22)	2	24	13	(2)	3	(1)	(27)	(14)	(12)

Source: Vahan, Emkay Research

Exhibit 17: Domestic CVs — TTMT has gained market share in all categories, except LCVs in recent quarters

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Market share (%)	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Q1FY25
Domestic Buses												
AL (incl. Switch)	38.6	36.1	44.6	37.5	38.2	41.3	45.3	38.2	32.1	28.0	34.5	33.4
TTMT	40.1	40.1	34.0	38.5	37.2	36.5	37.0	34.3	38.3	29.8	30.2	33.0
Others	21.3	23.8	21.4	24.0	24.6	22.2	17.7	27.5	29.6	42.2	35.3	33.6
Domestic Trucks												
Up to 16.2T												
AL	20.7	22.0	25.8	29.1	27.0	28.4	29.9	23.1	18.3	20.5	22.8	30.2
TTMT	51.8	49.6	46.2	42.1	41.2	42.1	40.2	40.7	46.2	40.5	33.8	35.4
VECV	24.4	25.5	24.9	25.1	29.4	26.9	26.3	30.9	30.5	34.2	36.3	28.3
Others	3.0	3.0	3.0	3.8	2.5	2.5	3.6	5.4	5.0	4.8	7.1	6.1
Above 16.2T												
AL	24.5	29.5	33.2	35.3	36.7	35.2	28.3	30.8	31.2	36.0	32.3	30.1
TTMT	64.0	61.3	59.5	56.1	54.9	56.4	60.2	58.0	58.2	52.5	52.8	54.1
VECV	3.8	3.4	3.5	4.4	3.9	3.8	7.2	8.7	8.4	9.6	12.5	13.3
Others	7.6	5.8	3.8	4.1	4.5	4.6	4.4	2.4	2.3	1.9	2.3	2.5
Domestic LCVs												
AL	6.3	6.7	7.5	7.5	8.2	8.6	9.1	11.4	11.0	11.0	11.2	11.1
TTMT	48.1	42.8	38.6	38.1	40.4	40.8	39.0	38.8	40.1	36.0	32.2	30.4
M&M	36.4	39.1	41.4	42.0	39.9	38.3	39.1	37.5	36.3	40.1	42.8	43.9
Others	9.2	11.4	12.5	12.5	11.5	12.2	12.9	12.3	12.6	12.8	13.7	14.7

Source: SIAM, Emkay Research

20

15

10

5

0

Aug-23

(5)

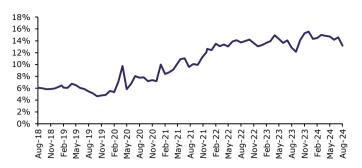
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Exhibit 18: PV industry retail growth has been weakening since Mar-24

Exhibit 19: TTMT has largely sustained its retail market share in the 14-15% range, though Aug-24 saw a decline to 13.2%



TTMT PVs - retail market share



Source: Company, Emkay Research; Note - Sep MTD till 15th Sep

Source: Vahan, Emkay Research

Exhibit 20: Inventory build-up at TTMT appears relatively lower than peers

inventory Days	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
MSIL	99	97	87	96	95	93	75	33	11	(12)	34	74	89	86	85	96	92
TTMT	35	28	39	51	60	54	22	(20)	(35)	(32)	4	20	23	22	26	27	30
M&M	49	18	16	26	52	75	69	40	26	3	17	11	19	39	47	47	33

Source: Vahan, Emkay Research; Note - computed as cumulative wholesales less cumulative retails since Apr-23

Exhibit 21: Consolidated revenue model – We build in 5%/11% consolidated revenue/PBT CAGR over FY24-27E

FY21	FY22	FY23	FY24	FY25E	FY26E	FY27E
301,750	472,637	657,573	733,031	740,000	810,362	871,554
-31.3	56.6	39.1	11.5	1.0	9.5	7.6
167,148	325,722	488,671	526,850	534,238	584,029	619,631
	94.9	50.0	7.8	1.4	9.3	6.1
468,899	798,359	1,146,244	1,259,881	1,274,239	1,394,392	1,491,185
6.7	70.3	43.6	9.9	1.1	9.4	6.9
14,870	16,357	48,108	78,701	91,020	108,183	118,531
		7.3	10.7	12.3	13.4	13.6
		27,862	33,770	31,979	39,119	43,251
(2.4)	2.8	5.7	6.4	6.0	6.7	7.0
(2.42=)	(4.040)					
		•	•		•	87,796
						10.1
				•	·	10,235
(12.4)	(3.5)	1.1	1.9	1.1	1.7	1.7
FV24	EV22	FV33	EV24	FV2FF	FV2CF	FV27F
						FY27E
•	•	·				32,102
						5.3
	·	·	•		•	5,380
						16.8
			•		•	2,831
2.8	-0.3	2.3	8.4	8.6	8.7	8.8
35	(793)	(53)	2,576	1,703	2,067	2,235
FY21	FY22	FY23	FY24	FY25E	FY26E	FY27E
468,899	798,359	1,146,244	1,259,881	1,274,239	1,394,392	1,491,185
1,913,907	1,864,976	2,213,460	2,870,505	3,124,201	3,200,794	3,370,675
2,497,948	2,784,536	3,459,670	4,379,278	4,480,311	4,684,404	4,957,870
-4.3	11.5	24.2	26.6	2.3	4.6	5.8
10.850	25.507	75.971	112.471	122.999	147.302	161,782
,						438,894
,	•		•		•	725,617
54.9	-18.8	28.3	87.1	6.1	8.0	6.4
2.3	3.7	6.6	8.0	9.7	10.6	10.8
						16.8
12.2	8.9	9.2	13.6	14.1	14.6	14.6
	(107 199)	7 226	373 091	220 557	270 515	305 400
(14,225)	(107,188)	7,336 3,830	323,981	229,557	279,515	305,408
(14,225) 3,829	3,829	3,830	3,833	3,679	3,679	3,679
(14,225) 3,829 -3.7	3,829 -28.0	3,830 1.9	3,833 84.5	3,679 62.4	3,679 76.0	3,679 83.0
(14,225) 3,829 -3.7 911,898	3,829 -28.0 1,008,381	3,830 1.9 698,066	3,833 84.5 384,402	3,679 62.4 451,740	3,679 76.0 292,443	3,679 83.0 154,644
(14,225) 3,829 -3.7	3,829 -28.0	3,830 1.9	3,833 84.5	3,679 62.4	3,679 76.0	3,679 83.0
	301,750 -31.3 167,148 468,899 6.7 14,870 4.9 (4,020) (2.4) (2,437) (0.8) (20,723) (12.4) FY21 19,731 -14.2 2,531 12.8 555 2.8 35 FY21 468,899 1,913,907 2,497,948 -4.3 10,850 198,074 305,553	301,750 472,637 -31.3 56.6 167,148 325,722 94.9 468,899 798,359 6.7 70.3 14,870 16,357 4.9 3.5 (4,020) 9,150 (2.4) 2.8 (2,437) (1,248) (0.8) (0.3) (20,723) (11,265) (12.4) (3.5) FY21 FY22 19,731 18,320 -14.2 -7.2 2,531 1,896 12.8 10.3 555 (48) 2.8 -0.3 35 (793) FY21 FY22 468,899 798,359 1,913,907 1,864,976 2,497,948 2,784,536 -4.3 11.5 10,850 25,507 198,074 107,603 305,553 248,132 54.9 -18.8	301,750	301,750 472,637 657,573 733,031 -31.3 56.6 39.1 11.5 167,148 325,722 488,671 526,850 94.9 50.0 7.8 468,899 798,359 1,146,244 1,259,881 6.7 70.3 43.6 9.9 14,870 16,357 48,108 78,701 4.9 3.5 7.3 10.7 (4,020) 9,150 27,862 33,770 (2.4) 2.8 5.7 6.4 (2,437) (1,248) 30,440 58,532 (0.8) (0.3) 4.6 8.0 (20,723) (11,265) 5,552 10,270 (12.4) (3.5) 1.1 1.9 FY21 FY22 FY23 FY24 19,731 18,320 22,809 28,995 -14.2 -7.2 24.5 27.1 2,531 1,896 2,571 4,620 12.8 1	301,750	301,750

Source: Company, Emkay Research; Note - EPS CAGR over FY24-27E is lower due to large DTA recognition at JLR in FY24

Exhibit 22: We trim FY26E/27E EPS by ~2.5% largely on account of lower volumes at JLR

Consolidated		FY	25E	FY26E				FY27E				
Consolidated	Earlier	Revised	% Chg	% YoY	Earlier	Revised	% Chg	% YoY	Earlier	Revised	% Chg	% YoY
JLR Volume (excl. China JV)	393,904	393,820	(0.0)	(1.9)	401,290	397,512	(0.9)	0.9	422,325	412,424	(2.3)	3.8
Standalone Volume	394,147	386,599	(1.9)	0.7	413,608	412,539	(0.3)	6.7	433,873	433,939	0.0	5.2
Cons. Revenue	4,499,247	4,480,311	(0.4)	2.3	4,788,135	4,684,404	(2.2)	4.6	5,111,570	4,957,870	(3.0)	5.8
Cons. EBITDA	637,169	631,825	(0.8)	6.1	695,685	682,125	(1.9)	8.0	748,591	725,617	(3.1)	6.4
Cons. Margin (%)	14.2	14.1	(6) bps	50 bps	14.5	14.6	3 bps	3.3	14.6	14.6	(1) bps	0.5
Cons. PAT	231,303	229,557	(0.8)	(29.1)	286,146	279,515	(2.3)	21.8	314,174	305,408	(2.8)	9.3
Cons. Dil. Adj. EPS (Rs)	62.9	62.4	(8.0)	(26.2)	77.8	76.0	(2.4)	21.8	85.4	83.0	(2.8)	9.3

Source: Emkay Research

Exhibit 23: Tata Motors - SOTP based valuation

	Basis of valuation	Equity value (Rs mn)	Equity value (Rs/share)	Contribution to SOTP (%)	Remarks
India CV	EV/EBITDA 14x	1,589,467	432	37	Similar to EV/EBITDA multiple for AL
India ICE-PV	EV/Sales 1.4x	816,316	222	19	~25% discount to MSIL's multiple of ~1.8x EV/Sales
India E-PV	Transaction value	309,750	84	7	Taking Pre-money transaction valuation fixed during the TPG deal at 40% discount - implied value of 2x P/Sales on FY26E EV revenues
JLR	EV/EBITDA 1.5x	1,192,201	324	28	In line with EV/EBITDA valuation of European peers
JLR China JV	EV/EBITDA 4x	5,142	1	0	Stake stands at 50%
Tata Sons	NAV 1x	67,692	18	2	Holding company discount at 80% as stake may not be monetized
Tata Motors Finance	1.5x FY26E P/B	119,873	33	3	Holding company discount at 20%
Tata Technologies	Мсар	186,394	51	4	20% discount to CMP
Total (Rounded off)			1,175		

Source: Emkay Research

Exhibit 24: TTMT valuations are the least demanding among the OEM pack

OEM	EPS CAGR (%)		P/E (x)		EV/	EBITDA (x)	ı	P/BV (x)	
OEM	FY24-27E	FY25E	FY26E	FY27E	FY25E	FY26E	FY27E	FY25E	FY26E	FY27E
Ashok Leyland	13%	23.2	19.6	17.7	14.7	13.2	12.0	7.0	6.3	5.7
Bajaj Auto	13%	34.6	31.3	28.3	26.7	23.8	21.1	12.1	11.8	11.2
TVS Motor	27%	45.2	35.8	30.7	26.0	20.4	17.4	13.4	10.6	8.6
Hero Motocorp	14%	23.8	21.2	19.0	16.6	14.8	13.0	5.9	5.4	5.1
Eicher Motors (Consol.)	9%	29.5	27.9	25.3	24.0	21.2	19.2	6.3	5.5	4.7
Maruti Suzuki	9%	26.0	24.2	22.5	16.3	14.5	12.9	4.2	3.8	3.4
Tata Motors (Consol.)	-2%	15.4	12.7	11.6	6.3	5.6	5.1	3.3	2.7	2.2
Mahindra & Mahindra	7%	28.8	27.1	25.3	24.8	22.2	19.7	6.5	5.5	4.8
Escorts Kubota	21%	30.7	25.9	22.3	22.9	18.6	15.5	4.0	3.6	3.2

Source: Emkay Research; Note – EPS CAGR for TTMT over FY24-27E is lower due to large DTA recognition at JLR in FY24

Tata Motors: Consolidated Financials and Valuations

Profit & Loss					
Y/E Mar (Rs mn)	FY23	FY24	FY25E	FY26E	FY27E
Revenue	3,459,670	4,379,278	4,480,311	4,684,404	4,957,870
Revenue growth (%)	24.2	26.6	2.3	4.6	5.8
EBITDA	318,296	595,603	631,825	682,125	725,617
EBITDA growth (%)	28.3	87.1	6.1	8.0	6.4
Depreciation & Amortization	248,604	272,701	266,440	295,714	331,343
EBIT	69,692	322,901	365,384	386,412	394,275
EBIT growth (%)	0.0	363.3	13.2	5.8	2.0
Other operating income	0	0	0	0	0
Other income	46,332	59,499	48,789	51,229	54,815
Financial expense	102,255	99,858	85,410	78,874	59,479
PBT	13,769	282,543	328,764	358,766	389,610
Extraordinary items	0	0	0	0	0
Taxes	7,041	(38,516)	98,101	80,518	86,862
Minority interest	2,756	4,077	5,000	3,000	2,000
Income from JV/Associates	3,364	6,998	3,895	4,267	4,660
Reported PAT	24,143	313,991	229,557	279,515	305,408
PAT growth (%)	0.0	1,200.6	(26.9)	21.8	9.3
Adjusted PAT	7,336	323,981	229,557	279,515	305,408
Diluted EPS (Rs)	1.9	84.5	62.4	76.0	83.0
Diluted EPS growth (%)	0.0	1,199.7	(23.8)	21.8	9.3
DPS (Rs)	2.0	6.0	4.8	5.5	5.9
Dividend payout (%)	31.7	7.3	7.7	7.2	7.1
EBITDA margin (%)	9.2	13.6	14.1	14.6	14.6
EBIT margin (%)	2.0	7.4	8.2	8.2	8.0
Effective tax rate (%)	51.1	(13.6)	29.8	22.4	22.3
NOPLAT (pre-IndAS)	34,056	366,920	256,356	299,689	306,373
Shares outstanding (mn)	3,830.1	3,832.5	3,679.2	3,679.2	3,679.2

Source: Company, En	nkay Research
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Cash flows					
Y/E Mar (Rs mn)	FY23	FY24	FY25E	FY26E	FY27E
PBT	13,769	282,543	328,764	358,766	389,610
Others (non-cash items)	383,002	371,514	351,850	374,588	390,822
Taxes paid	(31,790)	(45,163)	(200,366)	(192,116)	(208,054)
Change in NWC	(31,271)	73,252	(63,057)	90,268	20,447
Operating cash flow	353,880	679,154	421,086	635,773	597,486
Capital expenditure	(178,107)	(311,825)	(380,000)	(380,000)	(380,000)
Acquisition of business	(134)	58,150	0	0	0
Interest & dividend income	10,199	0	0	0	0
Investing cash flow	(168,042)	(228,281)	(380,000)	(380,000)	(380,000)
Equity raised/(repaid)	34,737	819	0	0	0
Debt raised/(repaid)	(202,397)	(266,965)	(52,714)	(94,000)	(341,380)
Payment of lease liabilities	(15,166)	0	0	0	0
Interest paid	(93,360)	(93,323)	(85,410)	(78,874)	(59,479)
Dividend paid (incl tax)	(1,409)	(10,591)	(23,014)	(17,602)	(20,208)
Others	55,220	7,099	0	0	0
Financing cash flow	(222,375)	(362,961)	(161,138)	(190,477)	(421,067)
Net chg in Cash	(36,537)	87,912	(120,052)	65,297	(203,581)
OCF	353,880	679,154	421,086	635,773	597,486
Adj. OCF (w/o NWC chg.)	385,151	605,902	484,143	545,506	577,039
FCFF	175,774	367,328	41,086	255,773	217,486
FCFE	83,717	267,471	(44,324)	176,899	158,006
OCF/EBITDA (%)	111.2	114.0	66.6	93.2	82.3
FCFE/PAT (%)	346.8	85.2	(19.3)	63.3	51.7
FCFF/NOPLAT (%)	516.1	100.1	16.0	85.3	71.0

Source:	Company,	Emkay	Research

Balance Sheet					
Y/E Mar (Rs mn)	FY23	FY24	FY25E	FY26E	FY27E
Share capital	7,660	7,665	7,665	7,665	7,665
Reserves & Surplus	445,558	841,515	1,053,470	1,312,778	1,596,503
Net worth	453,218	849,180	1,061,135	1,320,443	1,604,168
Minority interests	72,777	81,759	86,759	89,759	91,759
Deferred tax liability (net)	(37,777)	(119,557)	(221,822)	(333,419)	(454,611)
Total debt	1,256,605	985,001	932,287	838,287	496,907
Total liabilities & equity	1,744,823	1,796,384	1,858,359	1,915,069	1,738,222
Net tangible fixed assets	729,760	621,620	734,050	818,336	866,994
Net intangible assets	504,621	504,621	504,621	504,621	504,621
Net ROU assets	78,010	78,010	78,010	78,010	78,010
Capital WIP	142,745	356,984	358,114	358,114	358,114
Goodwill	8,406	8,603	8,603	8,603	8,603
Investments [JV/Associates]	60,725	60,725	63,725	66,725	69,725
Cash & equivalents	573,222	627,053	504,000	566,297	359,716
Current assets (ex-cash)	1,211,477	1,318,033	1,499,618	1,567,931	1,659,464
Current Liab. & Prov.	1,564,145	1,779,266	1,892,383	2,053,569	2,167,024
NWC (ex-cash)	(352,667)	(461,233)	(392,764)	(485,638)	(507,561)
Total assets	1,744,823	1,796,384	1,858,359	1,915,069	1,738,222
Net debt	683,383	357,948	428,287	271,990	137,191
Capital employed	1,744,823	1,796,384	1,858,359	1,915,069	1,738,222
Invested capital	968,130	751,622	932,520	923,933	950,667
BVPS (Rs)	118.3	221.6	288.4	358.9	436.0
Net Debt/Equity (x)	1.5	0.4	0.4	0.2	0.1
Net Debt/EBITDA (x)	2.1	0.6	0.7	0.4	0.2
Interest coverage (x)	0.9	0.3	0.2	0.2	0.1
RoCE (%)	4.0	15.5	16.4	15.4	16.2

Source: Company, Emkay Research

Valuations and key Ra	Valuations and key Ratios					
Y/E Mar	FY23	FY24	FY25E	FY26E	FY27E	
P/E (x)	502.3	11.4	15.4	12.7	11.6	
P/CE(x)	14.4	6.2	7.1	6.2	5.6	
P/B (x)	8.1	4.3	3.3	2.7	2.2	
EV/Sales (x)	1.3	0.9	0.9	0.8	0.7	
EV/EBITDA (x)	13.7	6.8	6.3	5.6	5.1	
EV/EBIT(x)	62.7	12.5	10.9	9.9	9.3	
EV/IC (x)	4.5	5.4	4.3	4.1	3.9	
FCFF yield (%)	4.0	9.1	1.0	6.7	5.9	
FCFE yield (%)	2.3	7.3	(1.3)	5.0	4.5	
Dividend yield (%)	0.2	0.6	0.5	0.6	0.6	
DuPont-RoE split						
Net profit margin (%)	0.2	7.4	5.1	6.0	6.2	
Total asset turnover (x)	1.8	2.5	2.5	2.5	2.7	
Assets/Equity (x)	4.3	2.7	1.9	1.6	1.2	
RoE (%)	1.6	49.8	24.0	23.5	20.9	
DuPont-RoIC						
NOPLAT margin (%)	1.0	8.4	5.7	6.4	6.2	
IC turnover (x)	3.6	5.8	4.8	5.1	5.2	
RoIC (%)	3.0	42.7	30.4	32.3	32.7	
Operating metrics						
Core NWC days	(37.2)	(38.4)	(32.0)	(37.8)	(37.4)	
Total NWC days	(37.2)	(38.4)	(32.0)	(37.8)	(37.4)	
Fixed asset turnover	1.0	1.2	1.2	1.1	1.1	
Opex-to-revenue (%)	25.3	24.1	23.9	22.9	22.9	

Source: Company, Emkay Research

RECOMMENDATION HISTORY - DETAILS

Date	Closing Price (INR)	TP (INR)	Rating	Analyst
02-Aug-24	1,097	1,175	Add	Chirag Jain
10-Jul-24	1,006	1,050	Add	Chirag Jain
12-Jun-24	989	1,050	Add	Chirag Jain
11-May-24	1,047	950	Reduce	Chirag Jain
18-Apr-24	971	950	Reduce	Chirag Jain
04-Mar-24	987	950	Reduce	Chirag Jain
03-Feb-24	879	925	Add	Chirag Jain
10-Jan-24	808	900	Add	Chirag Jain
30-Nov-23	706	760	Add	Chirag Jain
03-Nov-23	648	760	Buy	Chirag Jain
26-Jul-23	641	750	Buy	Chirag Jain
08-Jun-23	560	605	Buy	Chirag Jain
13-May-23	516	565	Buy	Chirag Jain

Source: Company, Emkay Research

RECOMMENDATION HISTORY - TREND



Source: Company, Bloomberg, Emkay Research

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Emkay Rating Distribution

	3
Ratings	Expected Return within the next 12-18 months.
BUY	>15% upside
ADD	5-15% upside
REDUCE	5% upside to 15% downside
SELL	<15% downside

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