Auto & Auto Ancillaries



PVs: Beneficial hybrid taxation a positive; wider worries remain

NIFTY 50: 24,433

Sector Report

SECTOR UPDATE

July 10, 2024

Uttar Pradesh has waived registration fees on hybrid vehicles (*Exhibit 1*), bringing them at par with EVs, and leading to drop in on-road prices (e.g. ~8-10% for *Grand Vitara*, as per checks). Separately, West Bengal has reduced registration fees on CNG cars (refer to *link*). We believe these developments improve MSIL's competitive positioning, with related rub-off on product mix and ASPs/margins. We expect gains to be more pronounced if, similarly, more states/the Centre also rethink their support towards other cleaner technologies besides EVs. Amid the wider weakness in underlying PV industry demand and given elevated inventory levels, we note that M&M and TTMT have undertaken a price cut in popular SUV models (refer to *media article*).

MSIL a major beneficiary of the registration-fee waiver for Hybrids

Uttar Pradesh (UP) has waived registration fees for strong hybrid cars effective 1-Jul-24, bringing the treatment at par with EVs. Earlier, strong hybrids attracted ~8-10% registration fees in the state. Per channel checks, following the waiver coming into effect, on-road prices for strong hybrid models have dropped by ~Rs200-300K/unit. As of FY24, UP contributes ~11% of MSIL's overall domestic PV sales, and as such we expect the company to benefit from the move. The development signals willingness of the authorities to incentivize/support cleaner technologies other than EVs which, if supported by other states, would be a strong tailwind for MSIL. Higher offtake for hybrids would improve MSIL's standing in SUVs (20% market share in SUVs in FY24 vs. 65% in non-SUVs), leading to positive rub-off on mix, ASPs and margins.

Underlying PV industry metrics remain weak; M&M, TTMT announce price cuts

Notwithstanding this development, the overall underlying environment for PVs, incl. MSIL, continues to deteriorate amid slowing retails, decline in order books, rising inventory levels (to \sim 60 days), and increasing discounts. Further, with majority of new ICE SUV launches now behind for most of the industry, and small cars yet to show conclusive signs of revival, we believe volume growth for the industry would remain limited to a low-to-mid single digit. Amid general softness in underlying demand, as highlighted in our recent Channel Check Conference ($\underline{refer\ to\ report}$), M&M and TTMT have undertaken price cuts in popular models like $\underline{XUV700}$ and $\underline{Safari/Harrier}$ (\underline{link}).

Our View: Beneficial taxation for hybrids and other technologies like CNG is a clear positive for MSIL and would contribute towards improving its competitive positioning – though small-car recovery remains elusive for now. M&M is expected to outperform the wider PV industry with double-digit volume growth, backed by new launches (*XUV3X0*, *Thar 5-Door*), though trends for existing models remain a monitorable. TTMT is also seen outperforming the industry amid upcoming launches like *Curvv*, though its leadership would be tested by the increasing competitive intensity.

Chirag Jain

chirag.jain@emkayglobal.com +91 22 6624 2428

Jaimin Desai

jaimin.desai@emkayglobal.com +91 22 6612 1334

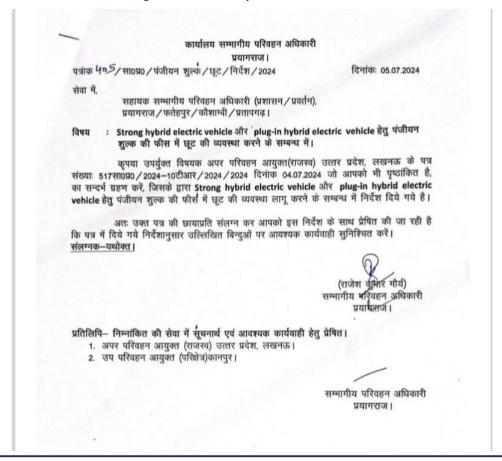
Nandan Pradhan

nandan.pradhan@emkayglobal.com +91 22 6612 1238

Rating, Target Price and Valuation

		СМР	TP	Upside	EPS (Rs.)		P/E	(x)
	Rating	(Rs/sh)	(Rs/sh)	(%)	FY25E	FY26E	FY25E	FY26E
Maruti Suzuki India	REDUCE	12,828	11,200	(13)	454.4	486.8	28.2	26.3
Mahindra & Mahindra	ADD	2,926	3,000	3	82.8	87.4	30.6	29.1
Tata Motors	ADD	1,015	1,050	3	62.1	77.3	16.3	13.1

Exhibit 1: UP has waived registration fees on hybrid vehicles



Source: Online media

Exhibit 2: Prices for hybrid cars have fallen post the registration fee waiver

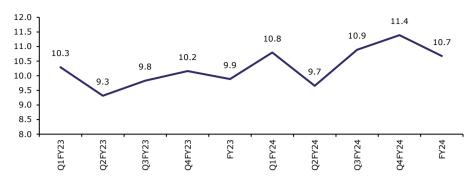


Source: Online media

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Exhibit 3: Uttar Pradesh contributed to ~11% of MSIL's volumes in FY24

UP contribution to MSIL volumes (%)



Source: SIAM, Emkay Research

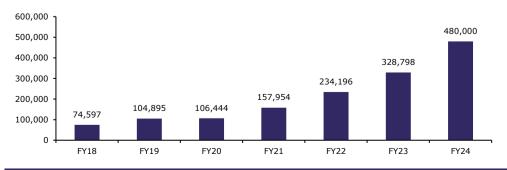
Exhibit 4: TCO comparison - The recent waiver of registration fees for strong hybrids would increase their cost competitiveness

Vehicle: Grand Vitara (Zeta)	Petrol (MT)	Petrol (AT)	CNG	Strong Hybrid (with Registration fees)	Strong Hybrid (without Registration fees)
Ex-Showroom price (Rs) *	1,401,000	1,541,000	1,496,000	1,833,000	1,833,000
On-road price (Rs) *	1,629,248	1,793,656	1,708,177	2,128,582	1,933,282
Interest Rate (%)	10	10	10	10	10
Loan tenure (no. of months)	60	60	60	60	60
EMI (Rs)	34,617	38,110	36,294	45,226	41,077
Total interest cost (Rs)	447,754	492,937	469,446	584,983	531,310
Total vehicle cost (incl. Interest; Rs))	2,077,002	2,286,593	2,177,623	2,713,565	2,464,592
Fuel price (Rs/litre)*	94.6	94.6	79.7	94.6	94.6
Avg. fuel efficiency (kmpl)	17.5	17.5	22.6	26.6	26.6
Annual kms travelled	12,000	12,000	12,000	12,000	12,000
Total Years (no. of)	5	5	5	5	5
Annual fuel cost (Rs)	64,769	64,895	42,300	42,722	42,722
Annual maintenance cost (Rs)	12,000	12,000	12,000	12,000	12,000
Resale value after 5-years (Rs) **	651,699	717,462	683,271	851,433	773,313
Total ownership cost (Rs)	1,809,146	1,953,604	1,765,851	2,135,744	1,964,891
Ownership cost/month (Rs)	30,152	32,560	29,431	35,596	32,748
Ownership cost/year (Rs)	361,829	390,721	353,170	427,149	392,978
Variable vehicle cost/km (Rs)	5.4	5.4	3.5	3.6	3.6
Fixed vehicle cost/km (Rs)	24.8	27.2	25.9	32.0	29.2
Total vehicle cost/km (Rs)	30.2	32.6	29.4	35.6	32.7
Monthly cash outflow (adj. for resale; Rs)	30,152	32,560	29,431	35,596	32,748
Monthly cash outflow (w/o adj. for resale; Rs)	41,014	44,518	40,819	49,786	45,637

Source: Company, Industry, Emkay Research; Note: *Figures pertain to Ghaziabad (Uttar Pradesh), **40% of On-road price

Exhibit 5: MISL's CNG sales grew ~46% in FY24; now 22% of total sales

CNG Vehicles Sales (PV + LCV; no. of units)



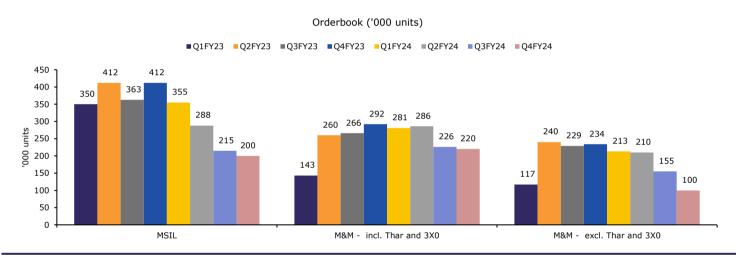
Source: Company, Emkay Research
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Exhibit 6: MSIL's SUV market share improved to 20% in FY24; tax cut in Hybrids can accelerate gains

MSIL market share (%)	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Entry	59.0	61.3	69.3	76.0	80.2	90.7	93.3
Compact Hatch	47.7	47.6	54.2	54.2	58.8	59.3	60.6
Entry SUV	-	-	-	-	-	-	27.7
Premium Hatch	70.8	74.9	72.5	68.7	69.4	70.6	68.8
Entry Sedan	57.8	54.9	59.1	57.9	57.1	50.9	58.2
Compact SUV	53.0	52.7	32.9	22.9	20.1	22.0	27.4
SUV	10.2	12.6	4.6	5.8	4.7	8.3	13.5
Sedan	34.6	29.8	29.9	19.1	18.9	12.6	10.6
Executive Sedan	-	-	-	-	-	-	-
Premium SUV	-	-	-	-	-	-	3.3
MPV	67.7	66.4	68.5	72.9	75.5	76.5	72.3
Premium MPV			-	-	-	-	-
SUV share	24.8	26.4	17.0	13.1	10.8	11.8	20.3
Non-SUV share	58.3	59.2	63.4	63.9	65.7	65.7	65.4

Source: SIAM, Emkay Research

Exhibit 7: Order book for PV OEMs has declined



Source: Company, Emkay Research

Exhibit 8: MSIL's blended discounts have been on the rise over the past few quarters



Source: Company, Media Articles, Emkay Research

Exhibit 9: MSIL Revenue Model - We build in 7%/12% revenue/core EPS CAGR over FY24-26E

Revenue Model (Rs mn)	FY19	FY20	FY21	FY22	FY23	FY24E	FY25E	FY26E
Avg. monthly volumes (no. of units)	155,204	130,275	121,488	137,742	163,847	177,944	184,958	197,338
Volumes (no. of units)	1,862,449	1,563,297	1,457,861	1,652,901	1,966,164	2,135,323	2,219,501	2,368,056
Growth (%)	4.7	(16.1)	(6.7)	13.4	19.0	8.6	3.9	6.7
ASP (Rs/unit)	461,867	483,661	482,436	534,186	597,727	660,006	675,068	686,844
Growth (%)	3.0	4.7	(0.3)	10.7	11.9	10.4	2.3	1.7
Revenue	860,203	756,106	703,325	882,956	1,175,229	1,409,326	1,498,314	1,626,484
Growth (%)	7.8	(12.1)	(7.0)	25.5	33.1	19.9	6.3	8.6
EBITDA	109,993	73,026	53,453	57,012	110,077	163,601	183,705	202,886
EBITDA margin (%)	12.8	9.7	7.6	6.5	9.4	11.6	12.3	12.5
EBITDA growth (%)	(8.8)	(33.6)	(26.8)	6.7	93.1	48.6	12.3	10.4
EBITDA (Rs/unit)	59,058	46,713	36,665	34,492	55,986	76,617	82,768	85,676
EBIT	79,804	39,191	23,617	29,147	82,249	133,378	146,977	159,674
EBIT margin (%)	9.3	5.2	3.4	3.3	7.0	9.5	9.8	9.8
Other income	25,610	34,208	29,464	17,935	21,613	38,958	39,338	39,908
PBT	104,656	70,648	51,594	45,823	101,591	170,404	184,286	197,452
Tax	29,650	14,142	9,297	8,160	21,099	38,310	41,431	44,391
Tax rate (%)	28	20	18	18	21	22	22	22
PAT	75,006	56,506	42,297	37,663	80,492	132,094	142,855	153,061
EPS (Rs)	248	187	140	125	267	420	454	487
Core EPS (Rs)	183	94	56	69	200	301	346	376

Source: Company, Emkay Research

Exhibit 10: Change in estimates – Our estimates for MSIL remain largely unchanged

		FY25E				FY26E		
(Rs mn)	Earlier	Revised	% Change	% YoY	Earlier	Revised	% Change	% YoY
Volumes (No. of units)	2,205,252	2,219,501	0.6	3.9	2,344,020	2,368,056	1.0	6.7
Revenues	1,486,045	1,498,314	0.8	6.3	1,606,304	1,626,484	1.3	8.6
EBITDA	183,059	183,705	0.4	12.3	201,130	202,886	0.9	10.4
Margin (%)	12.3	12.3	(6) bps	65 bps	12.5	12.5	(5) bps	21 bps
PAT	142,355	142,855	0.4	8.1	151,700	153,061	0.9	7.1
EPS (Rs)	452.8	454.4	0.3	8.1	482.5	486.8	0.9	7.1

Source: Company, Emkay Research

Exhibit 11: MSIL - Emkay vs Consensus

MSIL (Rs mn)	Emkay Est	timates	Bloomberg	estimates	Difference		
MSIL (RS mn)	FY25E	FY26E	FY25E	FY26E	FY25E	FY26E	
Net revenue	1,498,314	1,626,484	1,546,273	1,729,139	-3.1%	-5.9%	
EBITDA	183,705	202,886	193,598	218,506	-5.1%	-7.1%	
EBITDA margin (%)	12.3	12.5	12.5	12.6	(26) bps	(16) bps	
EBIT	148,065.4	163,486.2	152,896.0	165,336.0	-3.2%	-1.1%	
EPS (Rs)	454	487	476	528	-4.5%	-7.7%	

Exhibit 12: M&M Revenue Model - We build in 11% core EPS CAGR over FY24-26E

(Rs mn)	FY21	FY22	FY23	FY24	FY25E	FY26E
Volumes (no. of units)	703,119	820,299	1,106,001	1,219,695	1,337,267	1,436,876
Growth (%)	-9.1	16.7	34.8	10.3	9.6	7.4
Segmental volumes (no. of units)						
Automotive	348,621	465,601	698,456	819,885	909,332	978,536
Growth (%)	(26)	34	50	17	11	8
SUVs	161,457	233,400	367,474	464,969	545,589	598,996
Growth (%)	(15)	45	57	27	17	10
Tractors	354,498	354,698	407,545	399,810	427,935	458,340
Growth (%)	17	0	15	(2)	7	7
Volume mix (%)						
Automotive	50	57	63	67	68	68
Tractors	50	43	37	33	32	32
ASP (Rs/unit)	634,741	704,462	768,175	809,739	858,708	867,414
Growth (%)	9	11	9	5	6	1
Revenues	446,299	577,869	849,603	987,634	1,148,323	1,246,367
Growth (%)	(0.5)	29.5	47.0	16.2	16.3	8.5
Revenue mix (%)						
Automotive	54.8	61.9	67.8	72.6	71.7	71.8
Tractors	41.1	34.1	29.4	25.0	26.0	25.9
EBITDA	69,575	70,275	103,795	126,457	147,945	162,656
EBITDA margin (%)	15.6	12.2	12.2	12.8	12.9	13.1
EBITDA growth (%)	9.6	1.0	47.7	21.8	17.0	9.9
EBITDA/vehicle (Rs)	98,952	85,670	93,847	103,679	110,632	113,201
EBIT	45,876	45,291	72,250	92,068	110,900	116,307
EBIT margin (%)	10.3	7.8	8.5	9.3	9.7	9.3
Segmental margins (%)						
Automotive	3.4	3.6	4.8	8.4	8.8	8.8
Tractors	22.7	18.1	16.2	16.2	16.2	16.8
EBIT mix (%)						
Automotive	16.5	25.6	36.1	49.4	58.7	58.0
Tractors	83.0	71.7	53.4	32.8	39.1	39.9
Core EPS (Rs)	28.2	29.9	51.2	71.1	82.8	87.4

Source: Company, Emkay Research

Exhibit 13: Change in estimates – Our estimates for M&M remain largely unchanged

		FY25E		FY26E				
(Rs mn)	Earlier	Revised	% Change	% YoY	Earlier	Revised	% Change	% YoY
Volume (no. of units)	1,338,107	1,337,267	(0.1)	9.6	1,442,916	1,436,876	(0.4)	7.4
Revenue	1,140,418	1,148,323	0.7	16.3	1,242,527	1,246,367	0.3	8.5
EBITDA	147,734	147,945	0.1	17.0	162,368	162,656	0.2	9.9
EBITDA margin (%)	13.0	12.9	(7) bps	8 bps	13.1	13.1	(2) bps	17 bps
Adj. PAT	118,830	118,992	0.1	13.9	124,550	124,771	0.2	4.9
Core EPS (Rs)	82.7	82.8	0.1	(1.5)	87.3	87.4	0.2	5.6

Exhibit 14: M&M – Emkay vs Consensus

	Emkay Estimates		Bloomberg	estimates	Difference		
M&M (Rs mn)	FY25E	FY26E	FY25E	FY26E	FY25E	FY26E	
Net revenue	1,148,323	1,246,367	1,148,000	1,307,000	0.0%	-4.6%	
EBITDA	147,945	162,656	155,541	179,407	-4.9%	-9.3%	
EBITDA margin (%)	12.9	13.1	13.5	13.7			
EPS (Rs)	99.2	104.0	100.0	115.4	-0.8%	-9.9%	

Source: Bloomberg, Emkay Research

Exhibit 15: M&M SoTP Valuation – We assign TP of Rs3,000/share

Components (Rs bn)	Basis of Valuation	Equity value	M&M stake (%)	Pro- rata value	Hold-co discount (%)	Contr. To SOTP	SOTP (Rs/share)	SOTP breakdown (%)
Core standalone business	30x Core FY26E EPS	2,623		2,623		2,623	2,110	70
PV-EV division	30% discount to Transaction value	454		454		454	365	12
Last Mile Mobility	30% discount to Transaction value	37		37		37	30	1
Tech Mahindra	TP (Emkay)	1,388	25.5	354	20	283	228	8
M&M Financial Services	TP (Emkay)	334	52.2	174	20	139	112	4
Other Subs/investments	Current m-cap/investment value					218	175	6
Total							3,020	100
Total (Rounded off)							3,000	

Exhibit 16: TTMT Revenue Model – We bu	ild in 7% cons	ol. revenue CAGF	R over FY24-26E			
Revenue Model - TTMT (Rs mn)	FY21	FY22	FY23	FY24	FY25E	FY26E
CV revenues	301,750	472,637	657,573	733,031	741,533	872,874
Growth (%)	-31.3	56.6	39.1	11.5	1.2	17.7
PV revenues	167,148	325,722	488,671	526,850	562,183	620,841
Growth (%)		94.9	50.0	7.8	6.7	10.4
Total India business revenues (Rs mn)	468,899	798,359	1,146,244	1,259,881	1,303,716	1,493,715
Growth (%)	6.7	70.3	43.6	9.9	3.5	14.6
CV EBITDA	14,870	16,357	48,108	78,701	79,715	96,016
EBITDA margin (%)	4.9	3.5	7.3	10.7	10.8	11.0
PV EBITDA	(4,020)	9,150	27,862	33,770	41,143	47,322
EBITDA margin (%)	(2.4)	2.8	5.7	6.4	7.3	7.6
CV EBIT	(2,437)	(1,248)	30,440	58,532	56,976	70,001
EBIT margin (%)	(0.8)	(0.3)	4.6	8.0	7.7	8.0
PV EBIT	(20,723)	(11,265)	5,552	10,270	14,823	17,844
EBIT margin (%)	(12.4)	(3.5)	1.1	1.9	2.6	2.9
JLR Business (GBP mn)	FY21	FY22	FY23	FY24	FY25E	FY26E
JLR Revenues	19,731	18,320	22,809	28,995	31,016	33,006
Growth (%)	-14.2	-7.2	24.5	27.1	7.0	6.4
JLR EBITDA (GBP mn)	2,531	1,896	2,571	4,620	4,992	5,362
EBITDA margin (%)	12.8	10.3	11.3	15.9	16.1	16.2
JLR EBIT (incl China JV)	555	(48)	529	2,445	2,523	2,700
EBIT margin (%)	2.8	-0.3	2.3	8.4	8.1	8.2
JLR PAT (GBP mn)	35	(793)	(53)	2,576	1,850	2,043
Consolidated Financials (Rs mn)	FY21	FY22	FY23	FY24	FY25E	FY26E
India revenues	468,899	798,359	1,146,244	1,259,881	1,303,716	1,493,715
JLR revenues	1,913,907	1,864,976	2,213,460	2,870,505	3,256,635	3,465,588
Consolidated revenues (Rs mn)	2,497,948	2,784,536	3,459,670	4,379,278	4,638,979	5,041,230
Growth (%)	-4.3	11.5	24.2	26.6	5.9	8.7
India EBITDA	10,850	25,507	75,971	112,471	120,858	143,338
JLR EBITDA	198,074	107,603	173,804	339,768	408,214	447,115
Consolidated EBITDA	305,553	248,132	318,296	595,603	629,595	706,773
Growth (%)	54.9	-18.8	28.3	87.1	5.7	12.3
EBITDA margin (%)						
India	2.3	3.2	6.6	8.9	9.3	9.6
JLR	12.8	10.3	11.3	15.9	16.1	16.2
Consolidated EBITDA margin (%)	12.2	8.9	9.2	13.6	13.6	14.0
Consol PAT	(14,225)	(107,188)	7,336	323,981	228,655	284,340
No of shares (mn)	3,829	3,829	3,830	3,833	3,679	3,679
Consol EPS (Rs)	-3.7	-28.0	1.9	84.5	62.1	77.3
Consol Net Debt (Rs mn)	911,898	1,008,381	698,066	384,402	391,106	163,718
Consol FCF	91,457	-6,555	175,774	367,328	96,860	302,806
ROE (%)	(2.4)	(21.5)	1.6	49.8	23.9	23.7
ROCE (%)	3.4	0.7	4.0	15.5	15.1	15.6

Exhibit 17: Change in estimates – Our estimates for TTMT remain largely unchanged

		FY2	25E	FY26E				
Consolidated (Rs mn)	Earlier	Revised	% chg	% YoY	Earlier	Revised	% chg	% YoY
JLR Volume (no. of units) *	419,386	419,386	(0.0)	4.5	441,439	441,439	(0.0)	5.3
Standalone Volume (no. of units)	392,954	394,147	0.3	2.7	401,373	413,608	3.0	4.9
Consol. Revenue	4,705,423	4,638,979	(1.4)	5.9	4,989,172	5,041,230	1.0	8.7
Consol. EBITDA	638,443	629,595	(1.4)	5.7	700,573	706,773	0.9	12.3
Consol. Margin (%)	13.6	13.6	0 bps	(3) bps	14.0	14.0	(2) bps	3.3
Consol. PAT	232,731	228,655	(1.8)	(29.4)	282,671	284,340	0.6	24.4
Consol. Diluted Adj. EPS (Rs)	63.3	62.1	(1.8)	(26.5)	76.8	77.3	0.6	24.4

Source: Company, Emkay Research, *Note - excluding China JV

Exhibit 18: TTMT - Emkay vs Consensus

TTMT (Rs mn)	Emkay Es	timates	Bloomberg	estimates	Difference	
	FY25E	FY26E	FY25E	FY26E	FY25E	FY26E
Net revenue	4,638,979	5,041,230	4,720,000	5,155,000	-1.7%	-2.2%
EBITDA	629,595	706,773	672,678	753,191	-6.4%	-6.2%
EBITDA margin (%)	13.6	14.0	14.3	14.6		
EPS (Rs)	62.1	77.3	65.7	78.9	-5.4%	-2.1%

Source: Bloomberg, Emkay Research

Exhibit 19: TTMT SoTP Valuation - We assign TP of Rs.1,050/share

	Basis of valuation	Equity value (Rs mn)	Equity value (Rs/share)	Contribution to SOTP (%)	Remarks
India CV	EV/EBITDA 12.5x	1,177,033	320	30	Similar to EV/EBITDA multiple for AL
India ICE-PV	EV/Sales 1.5x	937,820	255	24	~20% discount to MSIL's multiple of ~1.9x EV/Sales
India E-PV	Transaction value	309,750	84	8	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	1,182,197	321	30	EV/EBITDA at \sim 10% discount to valuation of European peers
JLR China JV	EV/EBITDA 4x	4,717	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	P/B 1x FY23	45,905	12	1	Holding company discount at 20%
Tata Technologies	Мсар	183,622	50	5	20% discount to CMP
Total			1,062		
Total (Rounded off)			1,050		

MARUTI SUZUKI INDIA RECOMMENDATION HISTORY - DETAILS

Date	Closing Price (INR)	TP (INR)	Rating	Analyst
18-Jun-24	12,561	11,200	Reduce	Chirag Jain
27-Apr-24	12,703	11,200	Reduce	Chirag Jain
18-Apr-24	12,405	10,700	Reduce	Chirag Jain
16-Feb-24	11,380	10,700	Reduce	Chirag Jain
01-Feb-24	10,638	10,700	Add	Chirag Jain
11-Jan-24	10,011	10,700	Add	Chirag Jain
08-Jan-24	9,947	10,700	Add	Chirag Jain
30-Nov-23	10,609	11,700	Add	Chirag Jain
28-Oct-23	10,561	11,700	Buy	Chirag Jain
26-Oct-23	10,424	11,700	Buy	Chirag Jain
31-Jul-23	9,821	11,000	Buy	Chirag Jain
20-Jul-23	9,773	11,000	Buy	Chirag Jain
27-Apr-23	8,543	10,300	Buy	Chirag Jain

Source: Company, Emkay Research

RECOMMENDATION HISTORY - TREND



Source: Company, Bloomberg, Emkay Research

MAHINDRA & MAHINDRA RECOMMENDATION HISTORY - DETAILS

Date	Closing Price (INR)	TP (INR)	Rating	Analyst
17-Jun-24	2,929	3,000	Add	Chirag Jain
16-May-24	2,372	2,550	Add	Chirag Jain
18-Apr-24	2,025	2,100	Add	Chirag Jain
14-Feb-24	1,657	1,750	Add	Chirag Jain
11-Jan-24	1,629	1,750	Add	Chirag Jain
30-Nov-23	1,648	1,690	Reduce	Chirag Jain
13-Nov-23	1,540	1,690	Buy	Chirag Jain
05-Aug-23	1,465	1,590	Buy	Chirag Jain
26-May-23	1,282	1,500	Buy	Chirag Jain

Source: Company, Emkay Research



Source: Company, Bloomberg, Emkay Research

TATA MOTORS RECOMMENDATION HISTORY - DETAILS

Date	Closing Price (INR)	TP (INR)	Rating	Analyst
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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7th Floor, The Ruby, Senapati Bapat Marg, Dadar - West, Mumbai - 400028. India Tel: +91 22 66121212 Fax: +91 22 66121299 Web: www.emkayglobal.com

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