Carraro India Limited (CARINA)

ICICI Direct

CMP: ₹ 525 | Target: ₹ 700 (33%) | Target Period: 12 months | BUY

July 9, 2026

Driving growth over structural industry tailwinds...

About the Company: Carraro India, the Indian subsidiary of the Carraro Group (Italian company), operates in driveline systems domain (axles, transmission system), particularly for off-highway vehicles like tractors and construction vehicle.

- Geography Mix (FY26): Domestic ~64%; Export ~36%
- Category Mix (FY26): Agricultural- 45%, Construction- 44%, Others- 11%

Investment Rationale:

- **Market leader in a niche off-highway driveline business:** Carraro India, is a leading manufacturer of axles, transmission systems and driveline solutions for agricultural and construction equipment. It enjoys a dominant position in the non-captive transmission market for agricultural and construction vehicles, creating significant entry barriers due to high product qualification cycles and customer stickiness. It is well positioned to capitalize on the structural transformation underway in India's tractor industry, where demand is gradually shifting from conventional two-wheel drive (2WD) tractors toward higher-value four-wheel drive (4WD) platforms. **4WD tractors are expected to have a domestic market penetration of ~40% of by FY30E vs. ~23-24% as of FY26.** This structural premiumization trend, supported by improving farm mechanization and the GST-led narrowing of the price gap between 2WD and 4WD tractors, provides long runway of growth and is structurally positive for Carraro.
- **Diversified growth drivers with improving export mix:** Carraro has successfully evolved from being a domestic agricultural component supplier into a diversified off-highway driveline manufacturer with increasing exposure to global markets. In FY26, the company reported 25% revenue growth, supported by robust domestic demand and a 37% YoY increase in exports, with exports now contributing ~36% of total revenue. The export business is being driven by strong demand for construction equipment, particularly through Tele Boom Handler (TBH) axle programs and Backhoe Loader driveline systems supplied to global OEMs. **Management has guided for revenues of ₹3,500–4,000 crore by FY30E, implying sustained double-digit growth over the medium term**.
- **Margin gains in the offering amid operating leverage and localization:** Carraro is entering a phase where earnings are expected to grow faster than revenues, supported by operating leverage and a richer product mix. The company is executing a localization strategy, with RM localization expected to increase from around 78% currently to nearly 86–88% over the next 2-3 years, reducing import dependence and foreign exchange exposure. **These initiatives will aid margin expansion, driving margins up from 9.7% in FY26 to ~11% by FY29E**; structurally positive for earnings.

Rating and Target Price

- We are positive on Carraro amid rising penetration of 4WD tractors and healthy export orderbook supporting its medium-term revenue guidance of ₹ 3,500-4,000 crore by FY30E. With healthy return ratios (>20%), we assign **Buy rating** on the stock and value it **at ₹ 700 i.e. 22x P/E on FY28E.**

CARRARO India

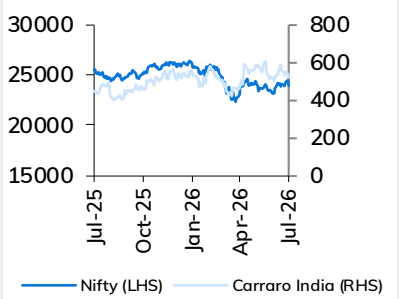
Particulars

Particulars	₹ crore
Market capitalisation	2,985
Total Debt (FY26P)	141
Cash & Inv. (FY26P)	90
EV (₹ crore)	3,036
52 week H/L (₹)	668 / 405
Equity capital (FY26P)	56.9
Face value (₹)	10.0

Shareholding pattern

	Jun-25	Sep-25	Dec-25	Mar-26
Promoter	68.8	68.8	68.8	68.8
FII	3.7	3.6	2.7	3.0
DII	16.6	17.1	17.1	17.5
Other	10.9	10.6	11.4	10.7

Price Chart



Recent Event & Key risks

- Company reported highest ever margins of 9.7% in FY26. Guides for ₹ 3,500-4,000 crore revenues by FY30E (implied CAGR: 12-15%)
- **Key Risk:** i) slower than built in penetration of 4WD tractors in domestic tractor domain (ii) lower than expected margin expansion amidst volatile commodity prices

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Conviction Pick

ICICI Securities – Retail Equity Research

Key Financial Summary

Key Financials	FY24	FY25	FY26P	3 year CAGR (FY23-26P)	FY27E	FY28E	FY29E	3 year CAGR (FY26P-29E)
Net Sales	1,789.0	1,807.6	2,255.5	9.6%	2,441.1	2,775.3	3,155.9	11.8%
EBITDA	132.4	170.6	218.9	27.9%	232.2	291.4	347.2	16.6%
EBITDA Margins (%)	7.4	9.4	9.7		9.5	10.5	11.0	
Net Profit	62.5	88.1	130.6	39.2%	135.8	179.3	223.6	19.7%
EPS (₹)	11.0	15.5	23.0		23.9	31.5	39.3	
P/E	47.7	33.9	22.9		22.0	16.6	13.3	
RoNW (%)	16.9	19.2	23.1		20.6	22.7	23.5	
RoCE (%)	15.3	19.4	24.1		22.2	25.5	27.9	

Source: Company, ICICI Direct Research

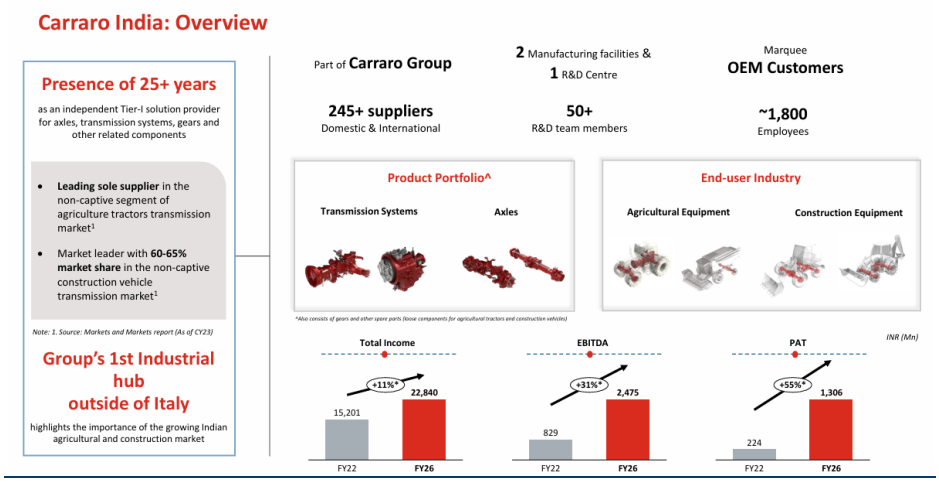
Company Background

Carraro India Limited is a technology-focused engineering company engaged in the manufacturing of transmission systems, axles, gears and driveline components primarily used in agricultural tractors and construction vehicles. The company operates as the Indian subsidiary of Carraro S.p.A., a globally recognized player in off-highway transmission systems, which provides Carraro India access to advanced engineering capabilities, product development expertise, and long-standing relationships with major Original Equipment Manufacturers (OEMs).

Over the last 25 years, Carraro India has established itself as a critical Tier-1 supplier to several leading OEM across domestic and international markets. Its business model is focused on supplying highly engineered components that are deeply integrated into customer platforms, creating long product life cycles and strong customer stickiness. Its operations are broadly divided across agriculture and construction equipment segments, where it supplies highly engineered products such as transmission systems, front and rear axles, and integrated driveline solutions. Unlike commoditized auto component suppliers, Carraro operates in niche categories where technological know-how, precision engineering and long-term customer relationships serve as significant competitive advantages.

Within India, the company is considered sole leading suppliers in non-captive agricultural transmission systems while also holding a dominant position (60-65% share) in construction vehicle transmission systems. The specialized nature of its products and deep customer integration create significant entry barriers and strengthen its long-term competitive positioning.

Exhibit 1: Carraro India- Company Overview



Source: Company, ICICI Direct Research

The company currently operates two manufacturing facilities along with an in-house research and development centre, enabling it to support both manufacturing scale and product innovation

Carraro India is one of the leading suppliers in the market supplying key OEMs such as Mahindra Farm division and Swaraj, Tata Hitachi, Escorts Kubota Ltd., Sonalika, Bull Machine, TAFE, ACE, John Deere India Pvt limited, Caterpillar, Doosan and CNH across the agricultural and construction vehicle manufacturing sector.

Exhibit 2: Carraro India- Marquee Customer list

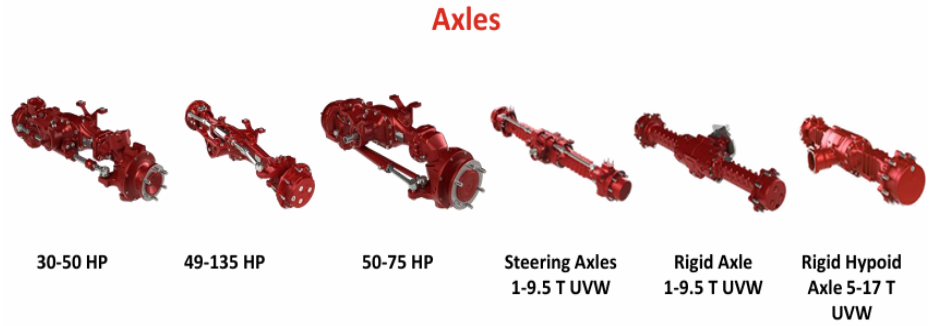
Source: Company, ICICI Direct Research

Product Portfolio

Carraro's product portfolio is centred around drivetrain and power transmission systems used in off-highway vehicles. The company primarily manufactures transmission systems and axles for agricultural tractors and construction equipment, which together form the core of its business.

Its agricultural segment includes drivetrain systems used in tractors, including front axles, rear axles and transmission systems that enable power transfer and vehicle movement. As tractor manufacturers increasingly shift toward higher horsepower platforms and 4WD configurations, the technical complexity and value of these components rise significantly. This trend directly benefits Carraro because the company specializes in supplying these more sophisticated drivetrain systems.

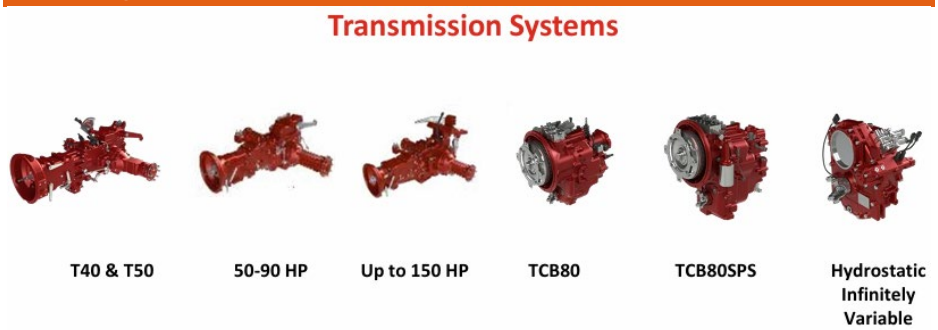
Exhibit 3: Carrao India - Axles



Source: Company, ICICI Direct Research

The construction equipment segment includes driveline products supplied for machines such as backhoe loaders, tele boom handlers, telescopic handlers and other heavy-duty off-highway vehicles. This segment has become increasingly important as global demand for specialized construction equipment has improved, particularly in export markets

Exhibit 4: Carrao India - Transmissions



Source: Company, ICICI Direct Research

In addition to its core manufacturing business, Carraro also operates a gear manufacturing segment which produces precision gear components for multiple industrial applications. While this business has remained relatively subdued in recent years, management has indicated that new customer wins and additional product programs are expected to gradually improve utilization over time.

Exhibit 5: Carrao India- Gears

Source: Company, ICICI Direct Research

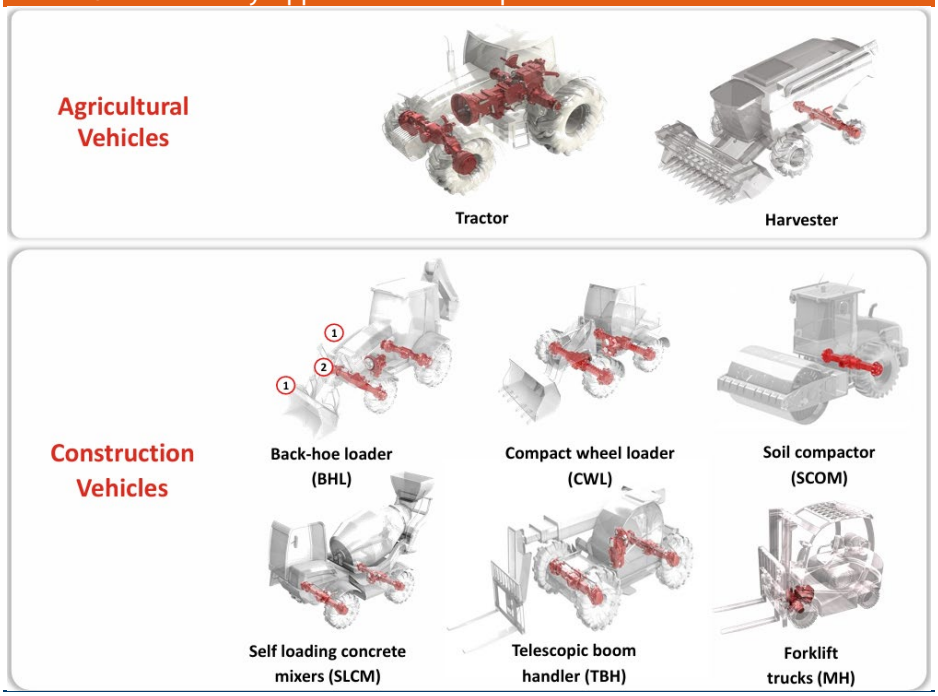
Most of the manufactured Gears are for captive use. Gear business remained relatively subdued during FY26. However, they continue to strengthen the business pipeline and diversify the customer base. During the year, they secured a business nomination for a major OEM for bull gears, valued at approximately ₹15 crores annually starting FY28.

The company is also building a newer engineering services vertical focused on product development and advanced drivetrain engineering solutions. This includes work related to higher horsepower transmissions, electric driveline systems and e-transmission development for emerging electric vehicle applications. Over time, this business has the potential to become an important high-margin technology-led revenue stream. These services reported revenues of ₹10 crores in FY26.

In terms of application, Axles are solid metal shafts that deliver power from the final drive to the tractor's wheels. They also help in maintaining stability, balance, and shock absorption on uneven fields. Axles bear the tractor's load and ensure the wheels rotate correctly as per the power received from the engine.

Axles and transmission together form ~25%-30% of the total cost of the vehicle, wherein in tractors the whole body is based on the transmission system as seen in the picture. Carraro serves the industry while providing only axles to some customers and with both Axles and transmission systems to other customers.

Exhibit 6: End-Industry Application of these products



Source: Company, ICICI Direct Research

Industry Overview

India remains the world's largest tractor market and crossed the milestone of more than one million tractor units sold during FY26, supported by favourable monsoon conditions, GST rationalization, improving rural income levels, and a continued structural shift toward farm mechanization.

While the domestic tractor industry has historically been dominated by two-wheel drive (2WD) tractors, the market is currently undergoing an important transition toward four-wheel drive (4WD) tractors, which represents a more technologically advanced and higher-value product category.

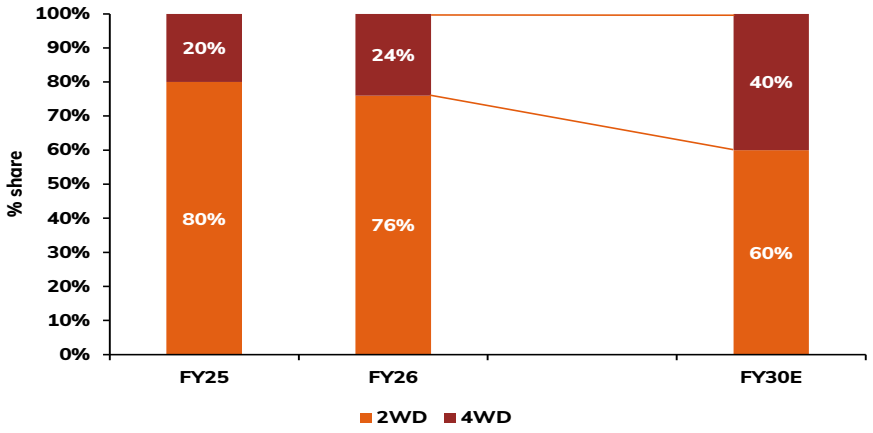
A major catalyst accelerating this transition has been the GST-led narrowing of the price differential between 2WD and 4WD tractors, making higher-performance tractors economically more accessible to farmers. As a result, the 4WD tractor segment has begun growing materially faster than the broader tractor market. This industry transition is particularly significant for Carraro because 4WD tractors require substantially more sophisticated drivetrain architecture compared with traditional 2WD tractors where its product superiority lies.

4WD tractors are expected to have ~40% market penetration by FY30E vs. ~24% in FY26.

The 4WD tractors are more prominent in >50HP and 20-30HP power output tractors (penetration at >50% of the category). This trend is expected to grow in the future, which is expected to increase the demand for 4WD tractors during the forecast period.

We expect TREM IV regulations (already in place) to accelerate shift towards 40-50 HP tractors with 4WD vs. the 55HP 2WD tractors, thereby providing almost the same functionality to farmers and savings on the extra emission led vehicle costs, which bodes well for Carraro India

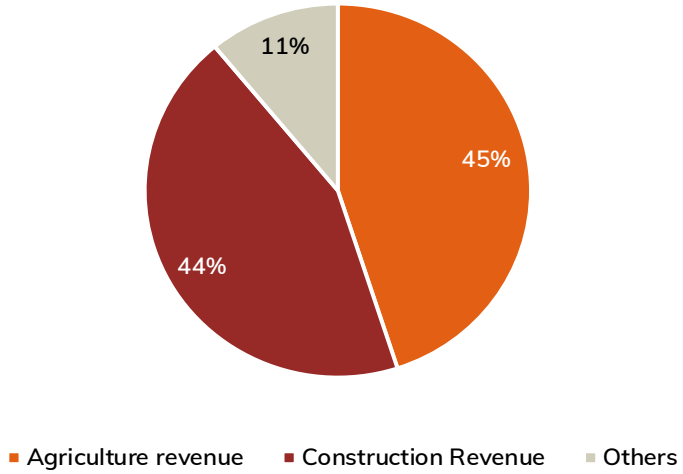
Exhibit 7: Domestic Tractor Industry – 2WD vs. 4WD (approximate)



Source: Company, ICICI Direct Research

The construction equipment industry represents the company's second major end market. While domestic construction equipment demand has remained relatively volatile due to fluctuations in infrastructure spending and project execution, exports from India have remained strong as global manufacturers increasingly use India as a production hub. Specialized machinery such as telehandlers, backhoe loaders and telescopic handlers requires advanced driveline systems where Carraro has developed strong product capabilities. Over the medium term, infrastructure development, increasing localization and global supply chain diversification should support sustained demand growth for the construction equipment business.

Exhibit 8: Revenue Split for Carraro India for FY26



Source: Company, ICICI Direct Research

Components such as advanced front axles, transmission systems, and integrated driveline solutions become increasingly critical as tractors move toward higher power output and improved operational efficiency. Since Carraro primarily supplies these high-value driveline systems, the company benefits not only from industry volume growth but also from rising product complexity and increasing content.

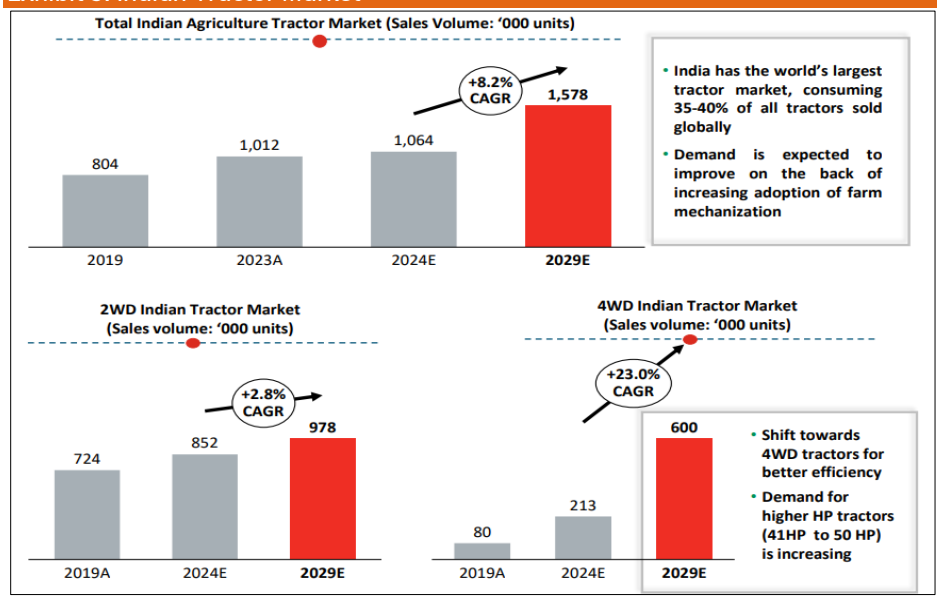
Investment Rationale

Carraro India is a direct beneficiary of a structural premiumization cycle in India's agricultural market, creating a runway for above-industry growth

Strongest pillar of Carraro's investment thesis lies in the structural transformation underway in India's agricultural equipment industry. The Indian tractor market, which crossed nearly 1 million units in FY26, has historically been dominated by low horsepower two-wheel drive tractors. However, increasing farm mechanization, labour shortages in rural India, improving farmer affordability and a recent GST-led narrowing of the price differential between two-wheel drive and four-wheel drive tractors have accelerated the transition toward higher-end 4WD tractor platforms.

This transition is disproportionately beneficial for Carraro because unlike conventional component suppliers that primarily benefit from industry volume growth, Carraro supplies technologically sophisticated driveline products such as front axles and transmission systems that are critical in four-wheel drive tractors. As tractor manufacturers increasingly shift toward premium platforms, Carraro benefits not only from higher volumes but also from rising content per vehicle, creating structural growth independent of broader tractor industry cyclicality. This has already started reflecting in performance, with the company's domestic agricultural vehicle segment revenues surpassing the domestic tractor industry volume growth both in FY25 as well as FY26. This positions Carraro as a long-term beneficiary of a structural industry shift that could continue over the next decade.

Exhibit 9: Indian Tractor Market



Source: Company, ICICI Direct Research

Carraro is entering a strong earnings compounding cycle driven by margin expansion amid improving localization efforts and operating leverage gains

Carraro appears to be entering an inflection point where incremental revenue growth is increasingly translating into disproportionately higher profit growth, indicating the business is beginning to benefit from operating leverage. In FY26, while revenue grew 25% YoY to ₹2,255 crore, EBITDA grew 28% to ₹219 crore, while profit after tax grew significantly faster at 48% to ₹131 crore. The divergence between revenue growth and profit growth suggests that fixed manufacturing investments made over previous years are beginning to generate stronger incremental profitability.

An equally important driver of future margin expansion is management's ongoing localization strategy. The company currently operates with ~78% localization levels, with management targeting an increase toward 86–88% over the next two to three years. Higher localization reduces import dependence, lowers logistics costs, minimizes foreign exchange volatility and improves procurement efficiency. Since manufacturing margins in precision engineering businesses are often sensitive to relatively small procurement improvements, even modest gains in localization can create meaningful profitability expansion over time.

Even under moderate growth scenarios, the combination of operating leverage, improving product mix and localization creates a credible pathway for sustained earnings compounding over the medium term. We bake in 12% sales CAGR over FY26-29E with EBITDA and PAT CAGR pegged at 17% and 20% respectively over the aforesaid period

Export business is emerging as a second long-term growth engine

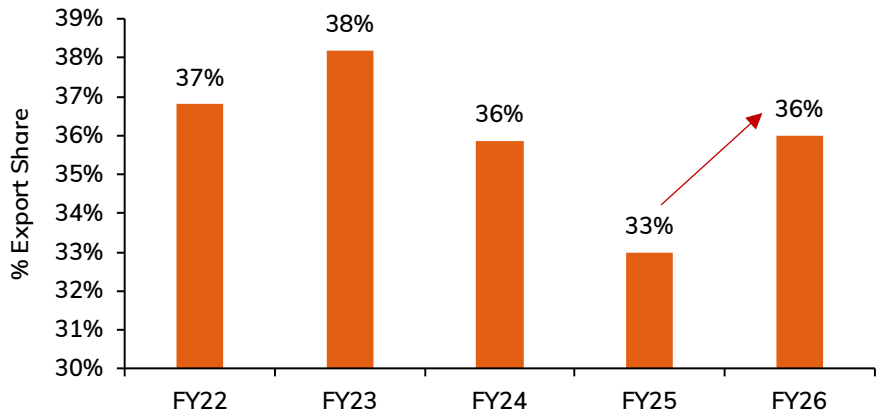
Historically, Carraro's business was heavily dependent on domestic agricultural demand cycles, exposing the company to monsoon volatility and rural demand fluctuations. Over the last few years, however, management has systematically diversified the business by expanding export relationships with global OEMs, particularly within construction equipment applications, creating a second independent engine of growth.

~50% of the exports are to Europe (which includes Turkey) while the USA represents ~10% of the total exports. Further China & LATAM also forms 10% each.

This transformation is already visible in the numbers. In FY26, export revenue grew 37% YoY, substantially faster than domestic revenue growth of 19%, taking exports to nearly ₹812 crore, contributing roughly 36% of total revenue. The primary driver has been strong traction in construction equipment exports, especially through Tele Boom Handler (TBH)axle programs and Backhoe Loader driveline systems supplied to international OEM customers. Importantly, management highlighted strong multi-year visibility for these programs, with TBH revenue expected to ramp significantly over the next few years and higher horsepower transmission projects for overseas customers entering commercial production in FY27E and FY28E.

Major Export revenue visibility comes from a major customer for Tele-boom handler, wherein Carraro expects to clock ~₹300 crores of revenue in next 3 years

Exhibit 10: Increasing Share of Exports



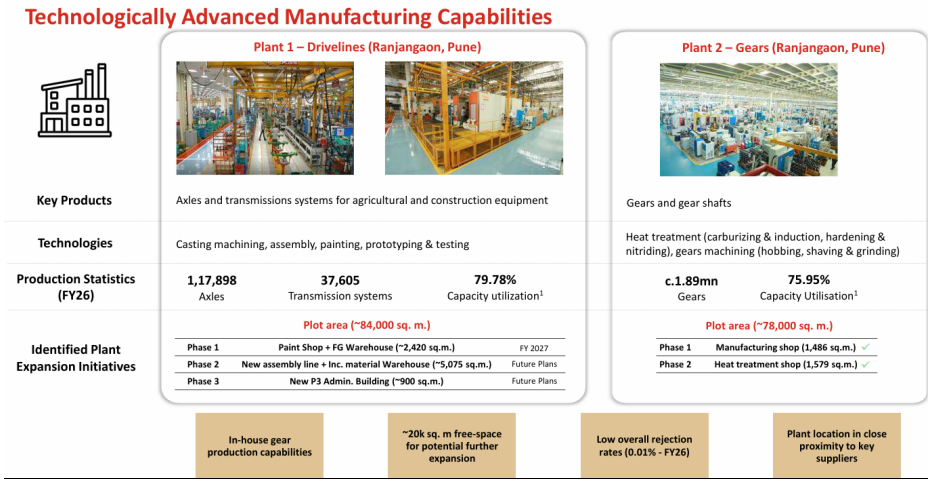
Source: Company, ICICI Direct Research

As export contribution continues rising, Carraro gradually transitions from being perceived as a domestic tractor component manufacturer into a globally integrated drivetrain supplier, materially improving earnings visibility and reducing dependence on domestic cyclical demand.

Accelerating Capex spends to meet FY30 revenue guidance

During FY26, Carraro deployed capex of ~₹42 crores towards new telescopic handler axle production, high-performance transmission programs & incremental manufacturing capacity expansion. Given its ambitious revenue guidance, it is accelerating its capex spend in the near to medium term which is now pegged at ~₹ 130 crore for FY27E. It includes capex to expand axle capacity to 1.5 lakh units from 1.2 lakh units. We bake in ~₹ 100 crore as capex p.a. for FY28-29E as well.

Exhibit 11: Plants & Capacity



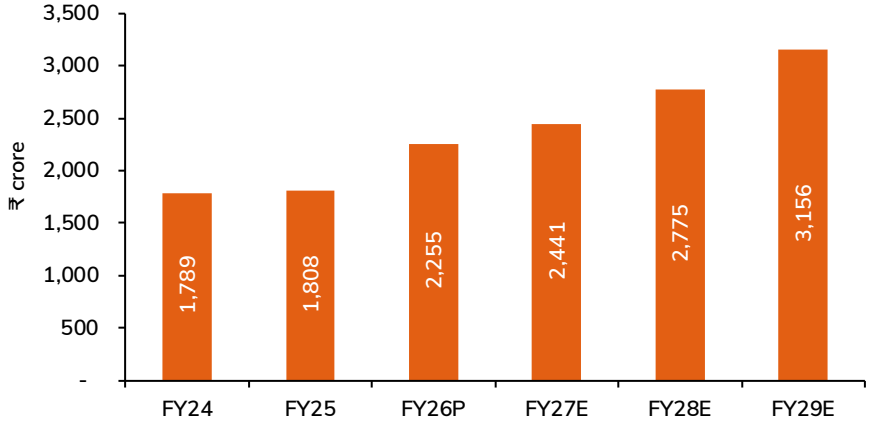
Source: Company, ICICI Direct Research

Management has guided toward achieving ₹3,500–4,000 crore revenue by FY30, implying a sustained double-digit growth trajectory over multiple years. With growth being driven simultaneously by domestic agricultural premiumization, export expansion, new product launches and emerging technology-led engineering services, Carraro offers a rare combination of structural growth visibility, improving profitability and long-term business quality improvement

Key Financial Summary

Carraro India' s topline witnessed a steady CAGR of ~9.6% over FY23-26. Going forward, we expect topline growth to accelerate for the company amidst increasing 4WD tractor penetration & traction in export market. We expect Carraro to report topline growth of ~11.8% CAGR over FY26P-29E reaching ~₹3,156 crore by FY29E.

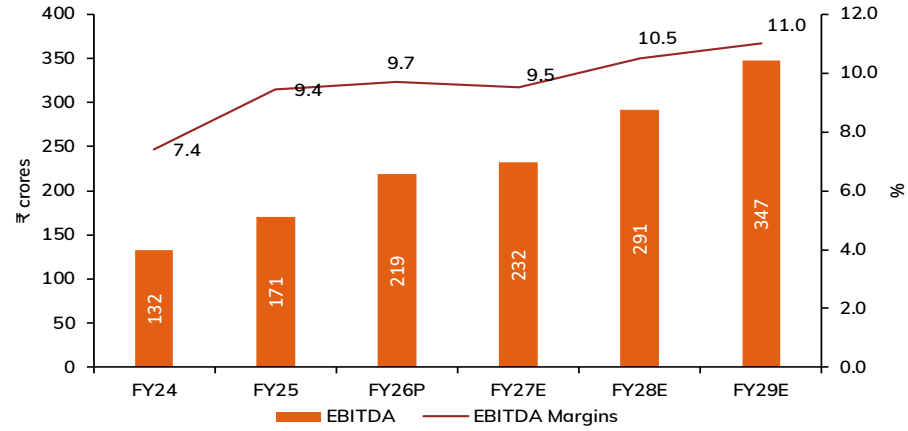
Exhibit 12: Trend in Topline



Source: Company, ICICI Direct Research

With localisation efforts underway, Carrao India has posted its highest ever margins of 9.7% in FY26P. Going forward with steady topline growth EBITDA margins are likely to expand to ~11% by FY29E. Localisation efforts from the company will also support this growth wherein Carraro aims to move towards 86-88% levels from the current 78% in the coming years.

Exhibit 13: Trend in EBITDA & EBITDA Margins

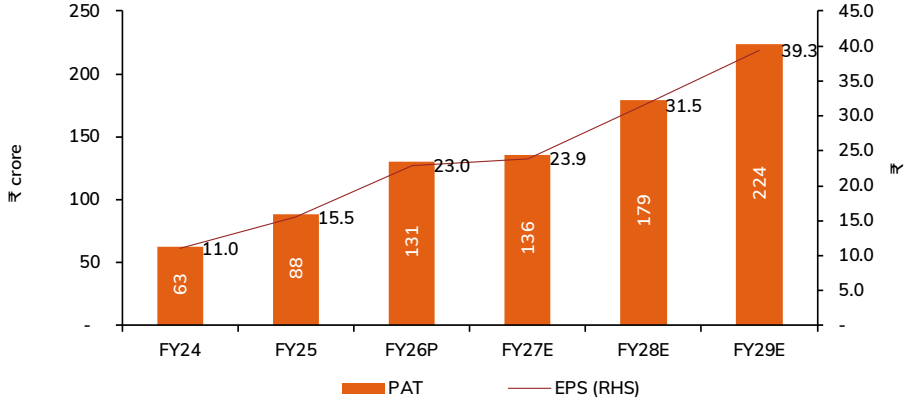


Source: Company, ICICI Direct Research

Absolute EBITDA for Carrao is expected to reach ~₹347 crores by FY29E vs. the current levels of ~₹219 crores in FY26P

Going forward, with healthy growth in EBITDA and stable leverage on B/S, we expect PAT at Carraro to grow at a CAGR of ~19.7% over FY26P-29E to ₹224 crore by FY29E, translating into an EPS of ₹39.3 in FY29E vs. ₹23 levels clocked in FY26P.

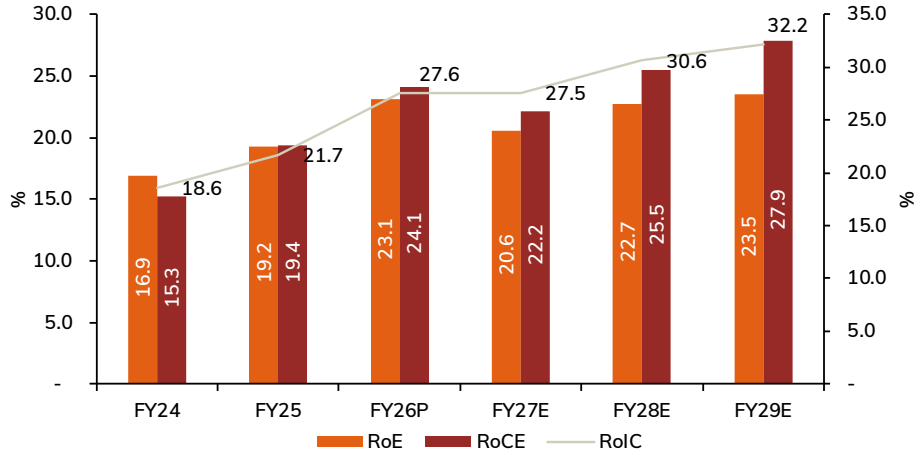
Exhibit 14: Trend in Bottom Line & EPS



Source: Company, ICICI Direct Research

With healthy PAT growth & calibrated capex spend underway, headline RoE/RoCE at Carrao India is expected to improve to ~23.5% & 27.9% respectively by FY29E. Moreover, its core return ratio, i.e., RoIC, is expected to improve to ~32.2% by FY29E.

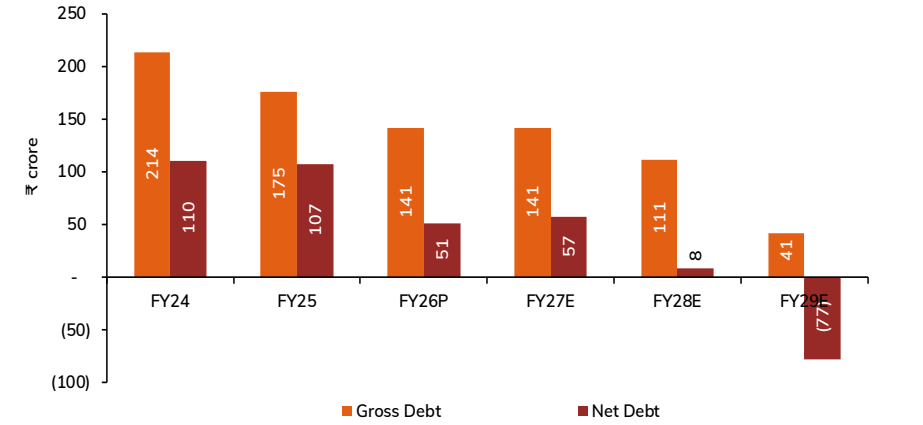
Exhibit 15: Trend in Return Ratios



Source: Company, ICICI Direct Research

Carraro has consistently strengthened its b/s over the past few years. While gross debt is expected to remain largely stable at ~ ₹140 crore over FY26–FY27E, rising o/p cash flows are projected to drive a steady reduction in net debt from ₹51 crore in FY26 into a net cash position, reaching nearly ₹77 crore of net cash by FY29E.

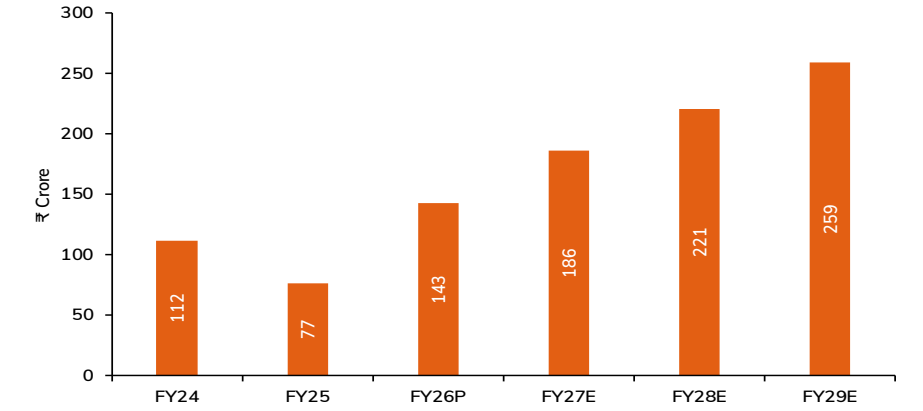
Exhibit 16: Trend in debt profile



Source: Company, ICICI Direct Research

Carraro has witnessed a steady improvement in operating cash flow generation, driven by rising profitability and working capital efficiency (net working capital days<50days). Cash flow from operations (CFO) is projected to increase from ~₹140 crore in FY26 to ~₹259 crore by FY29E. Healthy CFO yield of >5% provides good margin of safety to our investment thesis.

Exhibit 17: CFO generation trend



Source: Company, ICICI Direct Research

Risk and Concerns

Dependence on India's agricultural cycle creates demand volatility risk

A significant portion of Carraro's revenue base remains linked to the domestic agricultural equipment market, particularly tractor demand. While the ongoing transition toward four-wheel drive tractors is a structural tailwind, near-term demand for tractors remains heavily influenced by monsoon patterns, reservoir levels, farm incomes and overall rural liquidity conditions. Any weak monsoon season, deterioration in crop realization or slowdown in rural spending can directly impact tractor production volumes, delaying demand for axle and transmission systems. Given that agricultural vehicles contributed nearly 45% of overall FY26 revenue, a prolonged slowdown in rural demand could materially impact growth assumptions embedded in the investment thesis.

Margin expansion could be delayed if localization fail and raw material prices remain volatile

A central part of the its growth story rests on improving profitability through operating leverage, rising localization and a shift toward higher-margin products such as exports and engineering services. Management currently targets increasing raw material localization from roughly 78% to 86–88% over the next two to three years, which is expected to improve procurement efficiency and reduce import dependence. However, delays in localization execution, sustained commodity inflation, adverse product mix changes or inability to scale newer higher-margin businesses can slow margin expansion. Since a large portion of expected earnings compounding depends on EBITDA expansion rather than revenue growth alone, failure to deliver these operational improvements could limit valuation rerating despite topline growth remaining healthy.

Overdependence on a narrow product portfolio with possibility of OEMs backward integrating the component

Despite multiple product categories, the majority of Carraro's business remains concentrated around 4WD driveline systems, Axles and transmission. Unlike diversified auto ancillary companies serving Passenger vehicles, Commercial vehicles and multiple industrial verticals, Carraro remains highly concentrated within off-highway equipment. Carraro also face the risk of customers engaging in backward integration and beginning to manufacture the products that they currently supply for them given the high content value per vehicle. If customers decide to engage in backward integration or manufacture the products internally, it could significantly reduce the demand for their products, which would have a material adverse effect on the business and results of operations. Additionally, such backward integration could intensify the competition in the market and lead to pricing pressures, which would further impact their profitability.

Financial summary

Exhibit 18: Profit and loss statement ₹ crore

(Year-end March)	FY25	FY26P	FY27E	FY28E	FY29E
Net Sales	1807.6	2255.5	2441.1	2775.3	3155.9
Other Operating Income	0.0	0.0	0.0	0.0	0.0
Total Operating Income	1,807.6	2,255.5	2,441.1	2,775.3	3,155.9
Growth (%)	1.0	24.8	8.2	13.7	13.7
Raw Material Expenses	1,313.7	1,656.2	1,802.7	2,039.9	2,311.7
Employee Expenses	154.1	166.6	177.0	194.3	213.0
Other Operating Expense	169.1	213.7	229.2	249.8	284.0
Total Operating Expenditure	1,636.9	2,036.6	2,208.9	2,483.9	2,808.8
EBITDA	170.6	218.9	232.2	291.4	347.2
Growth (%)	28.9	28.3	6.0	25.5	19.1
Depreciation	45.2	45.7	51.3	58.3	66.3
Interest	22.6	19.5	19.8	15.1	5.6
Other Income	15.8	28.5	20.0	21.0	23.0
PBT	118.7	182.3	181.1	239.1	298.2
Others	0.0	9.5	0.0	0.0	0.0
Total Tax	30.5	42.2	45.3	59.8	74.6
PAT	88.1	130.6	135.8	179.3	223.6
Growth (%)	40.9	48.2	4.0	32.1	24.7
EPS (₹)	15.5	23.0	23.9	31.5	39.3

Source: Company, ICICI Direct Research

Exhibit 19: Cash flow statement ₹ crore

(Year-end March)	FY25	FY26P	FY27E	FY28E	FY29E
Profit after Tax	88.1	130.6	135.8	179.3	223.6
Add: Depreciation	45.2	45.7	51.3	58.3	66.3
(Inc)/dec in Current Assets	-51.3	-142.0	-82.4	-115.4	-131.4
Inc/(dec) in CL and Provisions	-27.6	89.2	61.9	83.8	95.4
Others	22.6	19.5	19.8	15.1	5.6
CF from operating activities	77.0	142.9	186.4	221.0	259.4
(Inc)/dec in Investments	0.0	0.0	0.0	0.0	0.0
(Inc)/dec in Fixed Assets	-70.3	-42.0	-130.0	-100.0	-100.0
Others	18.7	-1.5	-3.1	-5.6	-5.8
CF from investing activities	-51.6	-43.5	-133.1	-105.6	-105.8
Issue/(Buy back) of Equity	0.0	0.0	0.0	0.0	0.0
Inc/(dec) in loan funds	-38.1	-33.9	0.0	-30.0	-70.0
Interest and Dividend outgo	-48.5	-57.9	-59.6	-66.2	-68.1
Inc/(dec) in Share Cap	0.0	0.0	0.0	0.0	0.0
Others	25.9	14.4	0.0	0.0	0.0
CF from financing activities	-60.6	-77.4	-59.6	-96.2	-138.1
Net Cash flow	-35.3	22.1	-6.3	19.2	15.5
Opening Cash	103.6	68.3	90.4	84.1	103.3
Closing Cash	68.3	90.4	84.1	103.3	118.8

Source: Company, ICICI Direct Research

Exhibit 20: Balance Sheet ₹ crore

(Year-end March)	FY25	FY26P	FY27E	FY28E	FY29E
Liabilities					
Equity Capital	56.9	56.9	56.9	56.9	56.9
Reserve and Surplus	401.1	507.7	603.7	731.8	892.9
Total Shareholders funds	458.0	564.6	660.6	788.7	949.8
Total Debt	175.4	141.5	141.5	111.5	41.5
Deferred Tax Liability	0.0	0.0	0.0	0.0	0.0
Minority Interest / Others	13.5	13.0	14.0	15.0	16.0
Total Liabilities	646.9	719.0	816.0	915.2	1,007.3
Assets					
Gross Block	504.3	546.1	601.3	726.3	861.3
Less: Acc Depreciation	124.8	170.5	221.8	280.0	346.3
Net Block	379.5	375.6	379.6	446.3	515.0
Capital WIP	0.0	0.2	75.0	50.0	15.0
Total Fixed Assets	379.5	375.8	454.6	496.3	530.0
Investments & Goodwill	0.0	0.0	0.0	0.0	0.0
Inventory	298.7	317.4	367.8	418.2	475.5
Debtors	291.3	374.9	401.3	456.2	518.8
Loans and Advances	0.0	0.0	0.0	0.0	0.0
Other Current Assets	28.7	68.4	74.0	84.1	95.6
Cash	68.3	90.4	84.1	103.3	118.8
Total Current Assets	687.0	851.1	927.2	1,061.8	1,208.7
Current Liabilities	375.2	453.0	503.9	572.9	651.4
Provisions	85.3	96.8	107.9	122.6	139.5
Current Liabilities & Prov	460.5	549.8	611.7	695.5	790.9
Net Current Assets	226.4	301.3	315.5	366.3	417.9
Others Assets	41.0	41.9	46.0	52.5	59.4
Application of Funds	646.9	719.0	816.0	915.2	1,007.3

Source: Company, ICICI Direct Research

Exhibit 21: Key ratios

(Year-end March)	FY25	FY26P	FY27E	FY28E	FY29E
Per share data (₹)					
EPS	15.5	23.0	23.9	31.5	39.3
Cash EPS	23.4	31.0	32.9	41.8	51.0
BV	80.6	99.3	116.2	138.7	167.1
DPS	0.0	6.8	7.0	9.0	11.0
Cash Per Share (Incl Invst)	12.0	15.9	14.8	18.2	20.9
Operating Ratios (%)					
EBITDA Margin	9.4	9.7	9.5	10.5	11.0
PAT Margin	4.9	5.8	5.6	6.5	7.1
Inventory days	60.3	51.4	55.0	55.0	55.0
Debtor days	58.8	60.7	60.0	60.0	60.0
Creditor days	70.7	68.0	70.0	70.0	70.0
Return Ratios (%)					
RoE	19.2	23.1	20.6	22.7	23.5
RoCE	19.4	24.1	22.2	25.5	27.9
RoIC	21.7	27.6	27.5	30.6	32.2
Valuation Ratios (x)					
P/E	34.8	23.5	22.6	17.1	13.7
EV / EBITDA	18.6	14.3	13.5	10.6	8.6
EV / Net Sales	1.8	1.4	1.3	1.1	0.9
Market Cap / Sales	1.7	1.4	1.3	1.1	1.0
Price to Book Value	6.7	5.4	4.6	3.9	3.2
Solvency Ratios					
Debt/EBITDA	1.0	0.6	0.6	0.4	0.1
Debt / Equity	0.4	0.3	0.2	0.1	0.0
Current Ratio	1.4	1.5	1.5	1.5	1.5
Quick Ratio	0.7	0.9	0.8	0.8	0.8

Source: Company, ICICI Direct Research

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