

Automobiles

Second wave strikes 2W markets harder than before...

...dealers skeptical about strong recovery post second wave

We interacted with 2W dealers to gauge the demand and impact of the second wave on 2W sales, especially considering the mini festive seasons in many parts of the country as well as the wedding season. Expected 2W demand recovery during this mini festive/wedding season is yet to play out and is much lower than normal.

"I can tell you whether it is Bajaj Auto or from what I have heard some of the other large 2W makers, all of us in last few days, irrespective of which state which we are operating in, have reduced our domestic sales forecast by about 15% because as I mentioned earlier there is lots of chaos at the dealerships all over the country."

MR Rajiv Bajaj, MD, Bajaj Auto

Mini festive season a washout for 2Ws

- We interacted with 2W dealers to gauge the demand and impact of the second wave on sales – sales are down by 30–50%, with no signs of recovery.
- Dealers commenced Apr'21 with high inventory owing to a) the year-end push and high sales expectations from the festive season (Navratri, Gudi Padwa, etc.) and wedding season (northern and central India) and b) rural demand from the rabi harvest.
- Inventory at Hero (45–60 days), Bajaj (35–50 days), and TVS (30–40 days) was manageable at the start of the month, with a supporting number of inquiries and bookings. However, dealers saw a significant increase in cancellations with the rise in COVID cases.
- Hardly any sales were reported from the festive season nor any demand from the rabi harvest. However, dealers in northern India (Rajasthan, MP, UP, etc.) are faring better on account of some wedding season demand.
- Schools and colleges remain closed, which has further deferred recovery in the Scooter segment.
- Maharashtra dealers on Gudi Padwa posted just 50% of expected sales.
- UP retails were also impacted by the ongoing Panchayat elections (till 29th Apr).

Smaller cities impacted – major markets for 2Ws

- Smaller cities are seeing the impact of the second wave (unlike the first wave) –
 cases reported in the second week of Apr'21 surpassed the peak of Sep'20.
- Unlike the first wave, the second wave would see limited benefit from pent-up demand. As per dealers, after the first lockdown, sales were driven by pent-up demand on account of the a) wedding season, b) rabi harvest, and c) non-availability of public transport. Demand was further supported by cash in the market as well as a very low number of cases.
- However, people have lesser savings amid the second wave as a consequence of a) slow economic activity in FY21, b) minimal cash inflow from migrant relatives, and c) high medical bills. Therefore, at the current rate of increase in COVID cases, recovery is expected to be more back-ended.
- Wholesale perspective: While FY21 wholesales were down 12%, retail registrations were down 32%. This implies 23% of wholesales were used to stock up on inventory post the BS6 transition, which is not likely to be the case this time around.

Further price hike post BS6 launch adding to woes

- OEMs are gradually taking price hikes post the BS6 launch (since Apr'20) to cover the increase in commodity prices as well as recover contribution margins on cost inflation (BS6 + commodity). 2W OEMs took a price hike of 5–8% up to Apr'21 (since Apr'20)
- This is adding to the hyper cost inflation of ~25% seen in 2Ws over Apr'18—Apr'20. It has also served as a deterrent.

View and valuation

- Apr'21 MTD saw significant decline in demand in 2W retails. If 2W demand fails
 to recover amid the mini festive season and wedding season, demand recovery
 may be deferred up to Oct'21 (main festive season).
- This, coupled with very high cost inflation, would put pressure on the near-term performance of 2W OEMs as cost inflation would start to reflect in the P&L from 4QFY21. Near-term margins are likely to be pressured by commodity cost inflation and negative operating leverage.
- We see downside risk to our 2W volume estimates. We remain Underweight on 2W OEMs in our Auto Sector MOdel Portfolio. BJAUT and TVSL are relatively better positioned owing to good recovery in exports; HMCL is most exposed to the Entry/Executive Motorcycle segment and in tier 2/3 cities.
- However, the growing risk of electrification poses a risk for TVSL as scooters contribute ~40% to its domestic volumes. BJAUT is better positioned to gain from electrification in the Scooter segment. This coupled with the recent increase in dividend payout, and the resultant 4.5–5% dividend yield would provide floor to the stock price.

Exhibit 1: Key takeaways from certain states

Uttar Pradesh	 April retails thus far down by 40–60% (v/s FY19) Spike in COVID cases leads to high cancellations; current sales now absolutely need-based and wedding (dowry) based; hardly any Navratri sales nor rural sales due to rabi harvest UP further impacted by Panchayat elections (last phase on 29th April); any lockdown post-election would worsen situation
Madhya Pradesh	 April retails thus far down by 40–60% (v/s FY19); ongoing sporadic lockdown adding to woes Spike in COVID cases leads to high cancellations; current sales now absolutely need based and wedding (dowry) based; hardly any Navratri sales nor rural sales due to initial rabi harvest Number of COVID cases in second wave higher in tier 2/3 cities (major 2W markets); high medical expenses create fear among people as they avoid expenses Some pent-up demand from wedding-related deliveries as multiple districts face lockdown
Maharashtra	 Maharashtra dealers see just 30–40% of estimated sales during Gudi Padwa Lockdown leaves dealers with high inventory
Chhattisgarh	 April retails thus far down 30–40% (v/s FY19) Lockdown derails expected recovery in April; dealers pessimistic about sales recovery in the coming months Customers conserving cash for unforeseeable future
Gujarat	 April retails thus far down by 30–70% (v/s FY19) Multiple cancellations due to growing cases and uncertainty; hardly any Navratri sales nor future bookings Atmosphere of fear leading to cash conservation
Rajasthan	 Retail sales down 30–50% (v/s April'19) Bikes booked for wedding (dowry) being sold; good portion of other bookings canceled or postponed Sales in regions such as Udaipur, Pali, Jodhpur, etc. also impacted by lack of cash inflow from migrant labor
Punjab	 Bad sentiment due to the uncertainty amid COVID lockdown and rising cases Wedding season sales and Navratri sales barely contributing to sales Good rabi harvest; only hope for any recovery in near term

Source: Channel check, MOFSL

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Exhibit 2: Steep rise in cases in district categories 2,3,4, and 5 in first/second week of April'21 (major markets for 2Ws)

Population	>50L	30L to 50 L	20L to 30L	10L to 20L	5L to 10L	<5L	Grand Total
Category	1	2	3	4	5	6	
May-20	5	1	1	0	0	1	1
Jun-20	10	2	1	1	1	3	3
Jul-20	19	7	5	4	4	6	7
Aug-20	24	14	12	8	10	12	13
Sep-20	33	16	16	13	17	20	18
Oct-20	26	12	10	9	11	15	13
Nov-20	21	7	6	7	8	11	9
Dec-20	11	5	4	4	6	6	6
Jan-21	5	3	3	3	3	2	3
Feb-21	4	3	3	2	2	1	2
Mar-21	22	7	6	4	5	2	8
1 Week Apr-21*	73	19	15	14	15	8	24
2 Week Apr-21*	60	31	19	19	21	15	29

Exhibit 3: Estimated infections – no. of people afflicted with COVID-19 each day (including those not tested)



Source: covid19.healthdata.org, MOFSL

Exhibit 4: Steep price hike also acting as deterrent in tough times

			Price		Price hike
OEM	Model	BS4	Apr-20 (BS6)	Apr-21	Apr-21 v/s Apr-20 (Over BS6)
Hero	HF Deluxe SS, Alloy i3s	49.9	57.3	62.0	8.3
Hero	Splendor i-Smart SS, Drum, i3S	57.43	64.9	67.3	3.6
HMSI	Activa 5G DLX	57.8	65.4	69.6	6.4
Bajaj	Pulsar 150 ABS	86.0	95.0	101.8	7.2
TVS	Apache RTR 160 Rear Drum	87.8	93.5	107.3	14.7
RE	Classic 350 Black Single Disc	146.0	157.1	167.2	6.5

Source: Company, MOFSL

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Exhibit 5: Key operating indicators

	Vo	I/Rev Gr	(%)	EBITDA Margins (%)				EPS (INR)		RoE (%)		
Auto OEM's	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E
Bajaj Auto	-13.9	27.1	7.9	17.8	17.7	18.1	162.8	200.5	217.0	23.4	28.2	29.8
Hero MotoCorp	-9.6	20.0	7.1	13.7	12.6	13.3	143.5	181.8	209.0	19.7	23.4	24.9
TVS Motor	-6.5	21.7	8.9	8.2	8.1	8.7	11.5	19.4	26.5	14.4	21.2	24.2
Eicher Motors	-11.3	19.3	15.3	24.0	20.8	25.2	50.5	96.5	122.3	13.1	21.7	22.7
Maruti Suzuki	-6.7	29.9	6.9	9.7	8.0	10.5	160.7	266.7	322.8	9.4	13.8	15.0
M&M	-9.1	21.1	12.7	14.2	15.1	13.8	34.0	39.7	50.0	11.3	12.4	14.0
Tata Motors	2.5	45.3	19.4	9.2	13.3	14.3	-1.0	28.6	38.5	-1.0	28.6	38.5
Ashok Leyland	-19.6	67.9	23.1	6.7	3.7	9.3	-0.8	3.8	7.0	-3.5	15.2	24.1
Escorts	24.1	8.0	5.0	11.4	16.7	16.0	86.6	92.8	100.6	21.6	17.3	16.1
Auto Ancillaries												
Bharat Forge	-13.8	23.9	16.1	13.5	11.5	17.5	4.2	16.0	25.8	3.7	13.0	18.6
Exide Industries	-0.6	17.2	11.5	13.8	13.4	13.1	8.6	10.5	12.9	10.8	12.1	13.3
Amara Raja	2.2	14.9	12.3	16.1	15.8	15.6	37.1	42.0	47.3	16.4	16.6	16.8
BOSCH	-3.9	26.3	11.9	15.1	10.5	15.0	289.1	481.1	555.4	9.1	14.1	14.6
Endurance Tech	-7.6	23.0	11.8	15.9	15.5	17.3	32.2	51.5	62.9	14.3	20.3	21.4
Motherson Sumi	-6.0	24.7	10.8	8.2	7.8	11.2	2.5	7.5	9.8	6.9	18.7	21.3
Mahindra CIE	-23.5	28.8	10.4	12.2	8.3	13.1	2.8	12.7	15.2	2.2	9.4	10.1
CEAT	12.6	18.1	12.7	10.7	13.7	13.3	103.8	118.7	140.7	13.6	13.8	14.4

 $[\]ensuremath{^{*}}$ Vol growth for OEMs, Revenue growth for Auto Ancs; MOFSL Estimates

Source: Company, MOFSL

Exhibit 6: Comparative valuations

								()				/23	EPS CAGR
	Rating	Mcap	CMP	TP	P/E	(x)	EV/EBI	TDA (x)	PB (x)		Yield (%)		(%)
Auto OEM's		(INR b)	(INR)	(INR)	FY22E	FY23E	FY22E	FY23E	FY22E	FY23E	Div	FCF	FY20-23E
Bajaj Auto	Neutral	1,052	3,636	4,000	18.1	16.8	13.4	12.0	5.1	4.9	5.2	5.5	6.4
Hero MotoCorp	Buy	579	2,894	3,900	15.9	13.8	9.7	8.2	3.6	3.3	4.8	6.8	11.0
TVS Motor	Neutral	261	550	585	28.3	20.8	15.0	11.7	5.6	4.6	1.0	4.8	26.8
Eicher Motors	Buy	665	2,434	3,284	25.2	19.9	19.3	15.9	5.0	4.1	0.6	5.1	22.2
Maruti Suzuki	Buy	2,009	6,650	8,708	25.3	20.9	16.9	13.7	3.5	3.1	1.8	2.9	19.8
M&M	Buy	981	822	960	20.7	16.5	14.0	11.5	1.3	1.1	1.2	6.4	18.6
Tata Motors	Buy	1,187	310	415	10.9	8.1	3.7	2.7	1.9	1.6	0.3	13.2	NA
Ashok Leyland	Buy	334	114	159	29.6	16.2	14.6	9.2	4.3	3.6	1.8	8.6	81.7
Escorts	Neutral	153	1,247	1,509	13.4	12.4	10.1	10.1	2.2	1.9	0.6	5.2	36.5
Auto Ancillaries													
Bharat Forge	Buy	273	587	721	36.8	22.8	19.5	13.8	4.6	4.0	1.1	4.7	40.8
Exide Industries	Buy	151	178	233	16.9	13.8	9.3	7.6	2.0	1.8	1.8	6.1	9.1
Amara Raja	Neutral	138	809	945	19.3	17.1	10.9	9.3	3.0	2.7	2.0	2.8	6.9
BOSCH	Neutral	409	13,858	15,550	28.8	25.0	20.8	17.2	3.9	3.5	0.8	2.8	9.9
Endurance Tech	Buy	186	1,319	1,767	25.6	21.0	13.0	10.8	4.8	4.2	1.2	3.8	18.2
Motherson Sumi	Buy	669	212	225	28.3	21.7	8.2	6.4	5.0	4.3	1.2	6.3	38.2
Mahindra CIE	Buy	59	157	235	12.3	10.3	6.9	5.7	1.1	1.0	0.0	7.6	27.0
CEAT	Buy	57	1,402	1,970	11.8	10.0	6.4	5.5	1.5	1.3	0.9	5.6	57.0

Source: Company, MOFSL

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NOTES

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Investment Rating	Expected return (over 12-month)					
BUY	>=15%					
SELL	<-10%					
NEUTRAL	> - 10 % to 15%					
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Registration Nos.: Motifal Oswal Financial Services Limited (MOFSL): INZ000158836(BSENSEMCX/NCDEX); COSL and NSDL: IN-DP-16-2015; Research Analyst: IN1000000412. AMFI: ARN - 146822; Investment Adviser: INA000007100; Insurance Corporate Agent, CA0579 ; PMSINP000006712. Motifal Oswal Asset Management Company Ltd. (MOAMO,): PMS (Registration No.: INP00000670); PMS and Mutual Funds are offered through MOAMO which is group company of MOFSL. Motifal Oswal Financial Services Limited is a distributor of Mutual Funds, PMS, Fixed Deposit, Bond, NCDs, Insurance Products and IPOs Real Estate investment Advisors IPvt. Ltd. which is a group company of MOFSL. Private Equity is offered through Motifal Oswal Private Equity investment Advisors Pvt. Ltd which is a group company of MOFSL. Private Equity is offered through Motifal Oswal Private Equity investment Advisors Pvt. Ltd which is a group company of MOFSL. Private Equity is offered through Motifal Oswal Private Equity investment Advisors Pvt. Ltd which is a group company of MOFSL. Private Equity investment Advisors Pvt. Ltd which is a group company of MOFSL. Private Equity investment Advisors Pvt. Ltd which is a group company of MOFSL. Research & Advisory services is backed by proper research. Please read the Risk Disclosure Document prescribed by the Stock Exchanges carefully before investing. There is no assurance or guarantee of the returns. Investment in securities market is subject to market risk, read all the related documents carefully before investing. Details of Compliance Officer: Name: Neeraj Agarwal, Email ID: na@motifaloswal.com, Contact No.:022-71881085.

* 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

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