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Key Press Reports on Industry and Govt. Policies
(1st Fortnight August 2026)

AUTOMOTIVE INDUSTRY

Business Line, 1 August 2026

Maruti Suzuki Q1 net profit dips 9% on higher material costs; revenue surges on soaring sales

S Ronendra Singh
New Delhi

Impacted by an increase in material costs, the country's largest passenger vehicle maker Maruti Suzuki India reported a consolidated net profit of ₹3,446.9 crore in the first quarter of the financial year 2026-27, down 9.1 per cent from ₹3,792.4 crore in the corresponding period last year. It was almost in line with street expectations.

Scorecard (in ₹ cr)

	Q1FY26	Q1FY27	y-o-y % change
Net profit	3,792.4	3,446.9	-9.1
Revenue	38,605.2	52,468.9	36.0
Total sales volume (units)	5,27,861	6,82,724	29.3

MANY HEADWINDS

According to the company, "Adverse commodity prices in the context of West Asia conflict, adverse foreign exchange movement, unfavourable fixed cost incidence (FCI) on account of inventory depletion, higher employee expense (Q1 seasonality) and higher depreciation expense (capacity expansion at Kharkhoda facility in Haryana)" led to the decline in net income.

However, the consolidated total revenue from operations rose 36 per cent to ₹52,468.9 crore in the quarter, compared to ₹38,605.2 crore in the April-June period of FY26.

Total expenses in Q1 were higher at ₹50,000.3 crore compared to ₹35,585.4 crore in the year-ago period, Maruti said, adding that the cost of materials consumed in the first quarter rose to ₹32,013.2 crore from ₹21,936.8 crore in the corresponding previous period.

In terms of sales volume, the company sold 682,724 units in the quarter under review, up 29.3 per cent compared to 527,861 units in Q1 of last year.

SMALL-CAR SALES UP

Domestic small-car sales grew 34.1 per cent y-o-y, while SUV sales increased 44.6 per cent, the car major said, adding that its domestic market share rose 2.3 percentage points to 41.2 per cent in the quarter. The company said that its exports in the first quarter rose 28.6 per cent y-o-y.

"Higher sales were possible because the company commissioned its second plant in Kharkhoda. Despite the increased sales, the network inventory level at the end of the quarter was only about 13 days," Maruti said.

The company said its board had approved four compressed biogas (CBG) projects in the first phase with a budget of ₹561 crore, and it will consider expanding CBG manufacturing based on the experience gained from these projects.

Maruti shares closed at ₹14,239.40 apiece on the BSE on Friday, up 0.36 per cent from the previous close.

Business Line, 2 August 2026

PV makers post record July sales on robust demand, new launches; Maruti leads

S Ronendra Singh
New Delhi

Buoyed by positive consumer sentiment and new model launches, passenger vehicle (PV) makers reported strong sales in July, with several companies posting their best-ever monthly volumes. Industry wholesales are estimated to have grown about 33 per cent year-on-year (y-o-y) to 3.65-3.70 lakh units.

Market leader Maruti Suzuki India crossed the two-lakh-unit mark in domestic wholesales (including light commercial vehicles) for the first time, with passenger vehicle dispatches rising 42.5 per cent y-o-y to 1,96,203 units.

Partho Banerjee, Senior Executive Officer-Marketing and Sales, MSIL, attributed the sustained demand to last year's GST rate cut, followed by the repo rate and lending rate reductions. He said that robust demand for CNG models sustained with nearly 83,000 units sold during the month.

After a lull, Hyundai Motor India registered its highest-ever monthly sales of 54,210 units, up 23.3 per cent from 43,973 units in the year-ago period.

Domestic wholesales for July (in units)

Company	Jul-25	Jul-26	% change
Passenger vehicles			
Maruti Suzuki India	1,37,776	1,96,203	42.5
Tata Motors	39,521	62,611	58.4
M&M	49,871	60,048	20.4
Hyundai Motor India	43,973	54,210	23.3
Toyota Kirloskar Motor	29,159	30,516	5
Kia India	22,135	28,200	27.4
JSW MG Motor India	6,678	8,158	22.1
Honda Cars India	4,050	6,014	48.4
Renault India	2,575	3,293	28
Nissan Motor India	1,420	4,518	218
Skoda Auto	5,554	5,710	3
Volkswagen	3,212	2,715	-15.4
Two-wheelers			
Hero MotoCorp	4,12,397	5,01,403	21.6
Honda Motorcycle & Scooter India	4,66,331	4,76,436	2.1
Suzuki Motorcycle India	96,029	1,23,216	28.3
Royal Enfield	76,254	1,05,317	38

Source: Companies/Industry sources

TWO-WHEELERS

Among two-wheeler makers, market leader Hero MotoCorp reported a 21.6 per cent y-o-y increase in sales to 5,01,403 units.

Honda Motorcycle & Scooter India posted a modest 2 per cent growth selling 4,76,436 units.

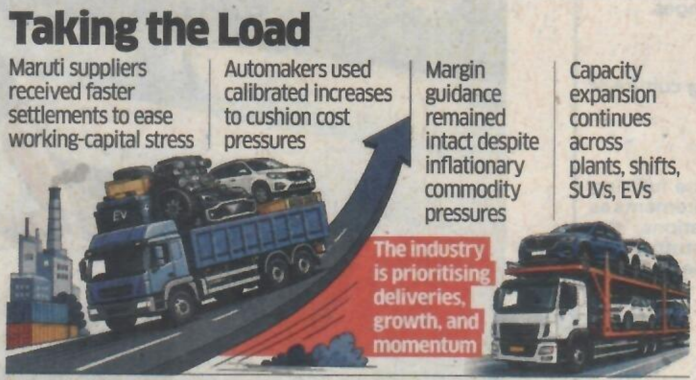
The Economic Times, 3 August 2026

MARGINS TAKE A BACK SEAT FOR NOW

Big Carmakers Absorb Commodity Shocks to Keep Production on Track

Auto majors step up cost controls, support suppliers, take calibrated price hikes

Shally Seth Mohile



Mumbai: India's biggest carmakers are absorbing a sharp rise in commodity costs rather than passing on the entire burden to customers, betting that uninterrupted production is more important than protecting margins as demand remains robust.

Executives at Maruti Suzuki, Hyundai Motor India and Mahindra & Mahindra said they have stepped up cost controls, supported suppliers, taken calibrated price hikes and accelerated capacity expansion even as higher steel, aluminium, copper and rubber prices dented June-quarter profitability.

The approach marks a shift from previous commodity cycles, when automakers relied more heavily on price hikes to protect margins. This time, healthy order books have prompted manufacturers to prioritise production over quarterly profitability.

"For the first time in many, many years, every aspect of our business seems to be highly positive," Rahul Bharti, executive director, corporate affairs at Maruti Suzuki, said, citing strong demand across small cars, SUVs and exports. Dealer inventory has fallen to just 13 days, with the company ramping up output from two newly commissioned plants. "If the customer is waiting, it's our duty to deliver cars," he said.

The pressure on margins, however, was visible across the industry. Maruti said commodity inflation and adverse foreign exchange movements weighed on profitability despite a 36.4% jump in revenue, with operating Ebitda falling 6.7% and operating EBIT declining 17.4% year-on-year.

Mahindra & Mahindra estimated that higher prices of steel, aluminium, copper and rubber had a gross impact of 400-450 basis points on its automotive business before mitigation through pricing, cost controls, operating efficiencies and a favourable product mix. Even after these measures, the company's automotive PBIT (profit before interest and tax) margin narrowed to 8.9% from 10.8% a year earlier.

Maruti also eased working-capital pressure on suppliers by shifting settlement cycles for commodities such as aluminium from quarterly to monthly. "One needs to be agile to meet extraordinary circumstances. That's flexibility and agility," Bharti said.

Automakers also relied on calibrated price hikes to offset part of the cost pressure. Maruti raised prices by 50 basis points in June and has announced another increase from August, Chief Financial Officer Arnab Roy said.

Mahindra opted for a 2.7% average hike in July, after an earlier 1.5% increase, with Rajesh Jejurikar, executive director and chief executive officer (auto and farm sector), saying the company chose a one-time revision over frequent hikes and had seen no meaningful impact on demand.

Business Standard, 3 August 2026

Ramkrishna Forgings expects export recovery on North American, European orders

SOHINI DAS
Mumbai, 2 August

Ramkrishna Forgings Ltd (RKFL) expects exports to grow through FY27 and reach around 35 per cent of revenue, driven by new business wins and recovering demand in North America and Europe, said Chaitanya Jalan, the company's joint managing director.

"WE SHOULD REACH AROUND 35% AS THE OVERALL EXPORT SHARE THIS YEAR AND ARE LOOKING TO GO UP TO 40% BY FY28"

Chaitanya Jalan
Joint managing director, Ramkrishna Forgings

The metal forming company's standalone revenue from operations rose 3.3 per cent to ₹3,754.92 crore in FY26. Export revenue, however, declined 19.9 per cent to ₹ 1,186.55 crore from ₹1,482.09 crore in FY25 amid weak demand and volatility in its main overseas markets. Exports accounted for 31.6 per cent of standalone revenue in FY26, down from 40.8 per cent in FY25.

Standalone revenue from operations rose 17.1 per cent to ₹1,097.22 crore in Q1 FY27. Export revenue increased 11 per cent both year-on-year (Y-o-Y) and sequentially to ₹353.87 crore. The share of exports improved to 32.3 per cent.

"We expect exports to grow throughout the year and improve quarter-on-quarter. We should reach around 35 per cent as the overall export share this year and are looking to go up to 40 per cent by FY28," Jalan told *Business Standard*.

North American revenue increased 11.8 per cent Y-o-Y and 6.5 per cent sequentially to ₹222.25 crore in the June quarter. European revenue rose 9.6 per cent Y-o-Y and 19.5 per cent sequentially to ₹128.41 crore.

"The past two years were very poor in terms of North America and Europe, with considerable volatility in both markets. This year, the situation looks fairly stable, and we are seeing good order inflows from both regions," Jalan said.

RKFL has been in North America for about 15 years, while Europe opened up more significantly over the last 7-8 years. The company is pursuing passenger vehicle deals in North America and gaining traction in Europe's commercial vehicle market.

Business Standard, 3 August 2026

M&M eSUV biz shifts gear from ₹101 cr loss to ₹288 cr profit in a yr

SOHINI DAS
Mumbai, 2 August

Mahindra & Mahindra's (M&M's) electric sport utility vehicle (eSUV) business swung from operating loss of ₹101 crore in the April-June quarter of 2025-26 (Q1FY26) to a profit before interest and taxes (PBIT) of ₹288 crore in the corresponding quarter of 2026-27 (Q1FY27).

This comes as higher volumes, scale, a favourable product mix and government incentives improved the economics of its born-electric portfolio. Revenue from the electric-SUV business rose 77 per cent year-on-year (Y-o-Y) to ₹5,430 crore from ₹3,068 crore. PBIT margin improved by 860 basis points (bps) to 5.3 per cent compared with a negative 3.3 per cent a year earlier.

The numbers combine the performance of Mahindra Electric Automobile Ltd (MEAL), which houses the electric vehicle business, and the contract manufacturing income earned by M&M for producing the vehicles. Of its ₹288-crore PBIT reported in the latest quarter, ₹271 crore came from MEAL and ₹17 crore from contract manufacturing undertaken by M&M.

The turnaround has not been linear. The business reported operating loss of ₹101 crore in Q1FY26, which narrowed to ₹34 crore in the following quarter. It slipped back into operating loss of ₹102 crore in Q3FY26 before turning profitable with a PBIT of ₹245 crore in Q4FY26.

The Q4 figure included ₹21-crore gain on compulsorily convertible preference shares. PBIT rose another 18 per cent sequentially in Q1FY27.

Revenue increased from ₹3,068 crore in Q1FY26 to ₹3,287 crore in Q2, before declining to ₹2,936 crore in Q3. It then climbed to ₹4,820 crore in Q4 and ₹5,430 crore in the latest quarter.

In Q1FY26, the business had reported earnings before interest, tax, depreciation and amortisation (Ebitda) of ₹111 crore but operating loss of ₹101 crore.

"We did see that we are losing money at a PBIT level because of depreciation on electric vehicles," Rajesh Jejurikar, executive director (ED) and chief executive officer (CEO) for M&M's auto and farm sector had said after the Q1FY26 results.

On a roll

M&M eSUV performance (₹ crore)

	Q1FY27	Y-o-Y chg (%)
Revenue	5,430	77
Ebitda	613	452
PBIT*	288	LTP**

*Profit before interest and tax
**Loss to profit
Source: Company

Ebitda has since risen more than fivefold to ₹613 crore, while the margin expanded from 3.6 per cent to 11.3 per cent.

Ebitda margin was marginally lower than the 11.7 per cent recorded in Q4FY26, but the PBIT margin in Q1 improved by 20 bps.

A key contributor to the latest scale-up has been the XEV 9S, M&M's seven-seater electric SUV, which was launched in November 2025, with deliveries beginning in January 2026.

The model has widened appeal of the electric portfolio beyond early adopters seeking futuristic vehicle designs. "The 9S has certainly helped drive movement to electric. There are many mainstream customers who wanted a conventional SUV format in the seven-seater, and the 9S offers that," Jejurikar had told reporters on Thursday. M&M said the XEV 9S was the highest-selling electric vehicle in the country by wholesale volumes during the quarter, despite being priced substantially higher than several mass-market electric models.

"We have cumulatively sold 77,000 electric SUVs since we launched. But what's interesting is XEV 9S, in spite of its price point, is the single-largest-selling electric product in the country," Jejurikar said.

Electric vehicles accounted for 12 per cent of M&M's SUV volumes during Q1FY27 compared with an industry penetration level of around 9 per cent.

Business Line, 4 August 2026

At 41,998 registrations in July, Bajaj Auto retains top position in 3W market: Vahan

Amit Vijay Mohile
Mumbai

Nearly one in every two three-wheelers registered in India in July was electric, with EVs accounting for 48.6 per cent of total retail registrations, according to Vahan data.

Overall three-wheeler registrations rose 26.4 per cent year-on-year to 86,580 units from 68,501 a year earlier, driven by an 84.3 per cent jump in electric registrations to 42,065 units, while conventional fuel-powered three-wheelers declined 2.6 per cent to 44,515 units.

"The July retail data mark an important milestone for India's three-wheeler industry. Nearly one in every two three-wheelers sold today is electric, reflecting the compelling economics of EVs for commercial operators. As charging infrastructure, financing and product reliability improve, electrification will deepen further across both passenger and cargo applications," said Uday Narang, Chairman and Co-founder, Omega Seiki Mobility.

> **Mahindra Last Mile Mobility retained the top spot with 12,848 registrations, ahead of Bajaj Auto's 11,974 in electric 3W segment**

LEGACY LEADERS

Bajaj Auto retained its leadership in the overall three-wheeler market with 41,998 retail registrations, followed by Mahindra Last Mile Mobility at 13,455 units and Piaggio Vehicles at 9,134. TVS Motor ranked fourth with 6,752 registrations, while Atul Auto completed the top five.

The contest in electric three-wheelers continued to tighten. Mahindra Last Mile Mobility retained the top spot with 12,848 registrations, ahead of Bajaj Auto's 11,974. Bajaj, however, grew faster, with electric registrations rising 55 per cent year-on-year, compared with Mahindra's 41.9 per cent, narrowing the gap between the two leaders to 874 registrations from 1,327 a year earlier.

TVS Motor consolidated its position as the third-largest electric three-wheeler manufacturer with 4,123 registrations, up 82.5 per cent year-on-year. Piaggio remained the fourth-largest legacy player with 1,426 electric registrations, while specialist manufacturers continued to expand across both the L3 e-rickshaw and L5 electric auto segments.

ICE STILL RULES

In conventional three-wheelers, Bajaj remained the clear leader with 30,024 registrations, well ahead of Piaggio (7,708) and TVS Motor (2,629). Mahindra's ICE registrations stood at just 607 units, reflecting the company's growing focus on electric mobility. Hemal Thakkar, Senior Director and Senior Practice Leader at Crisil Intelligence, had projected the overall market to approach the 90,000-unit-mark in July. While retail registrations came in marginally lower at 86,580 units, the broad trends he identified played out largely as anticipated.

Thakkar said electrification continued to be the principal driver of industry growth, supported by favourable operating economics, lower running costs and rising adoption across both passenger and cargo applications. Conventional fuel-powered three-wheelers remained broadly range-bound as the market steadily shifted towards electric mobility.

He added that electric vehicles are expected to account for the majority of passenger three-wheeler retail sales, with penetration rising to 51-53 per cent, while cargo EV penetration is projected to exceed 32 per cent, reflecting adoption across commercial applications.

Business Line, 4 August 2026

Honda emerges as largest 2-wheeler OEM in July's retail registrations

Amit Vijay Mohile
Mumbai

Honda Motorcycle & Scooter India (HMSI) emerged as India's top two-wheeler manufacturer by retail registrations in July, overtaking Hero MotoCorp for the first time in calendar year 2026. Honda's retail registrations rose 23 per cent year-on-year to 4,49,473 units, ahead of Hero MotoCorp's 4,19,456 units, which grew 20.6 per cent, according to Vahan data.

Overall two-wheeler registrations increased 22.3 per cent year-on-year to 17,34,624 units from 14,18,774 a year earlier. On a month-on-month basis, however, retail volumes declined 5.8 per cent from June's 18,41,713 units as monsoon seasonality weighed on demand.

Honda's July performance snapped Hero MotoCorp's six-month run at the top of the monthly Vahan retail rankings. Hero had led the market from January through June, driven by steady demand for its commuter motorcycle portfolio.

VROOMING AHEAD. HMSI overtook Hero MotoCorp in July as industry registrations rose 22.3% year-on-year despite a seasonal moderation from June

MARKET LEADERS

TVS Motor retained third place with 3,57,819 registrations, up 27.4 per cent year-on-year — the fastest growth among the top three manufacturers. Bajaj Auto followed with 1,71,790 registrations, up 17.1 per cent, while Suzuki Motorcycle India recorded 97,732 units, a 4 per cent increase.

Royal Enfield continued its strong momentum, posting 90,501 registrations, up 25.3 per cent, while Yamaha recorded 64,873 units, an increase of 23.6 per cent year-on-year.

INDUSTRY OUTLOOK

Hemal Thakkar, Senior Director and Senior Practice Leader at Crisil Intelligence, said the two-wheeler industry is expected to clock retail sales of over 1.8 million units in July, reflecting 26-27 per cent year-on-year growth. The month-on-month decline, he said, was in line with seasonal trends, while underlying demand remained healthy.

"ICE two-wheeler retail sales are expected to reach 1.6-1.65 million units, growing more than 22 per cent year-on-year. However, volumes are likely to decline by around 3 per cent from June, reflecting the seasonal moderation seen across the industry. Even so, ICE vehicles will continue to account for the bulk of industry volumes," Thakkar said.

Industry participants expect demand to remain resilient in the coming months, supported by rural recovery, replacement demand and the approaching festival season. Although registrations moderated sequentially in July, sustained double-digit annual growth suggests the domestic two-wheeler market remains on a firm footing, with conventional motorcycles and scooters continuing to dominate retail sales.

Business Line, 4 August 2026

Maruti Suzuki banks on new plants, CNG push to sustain growth

Aishwarya Kumar
Bengaluru

Maruti Suzuki is banking on expanded manufacturing capacity, robust demand for CNG vehicles and a recovery in the entry-level car segment to sustain growth after posting its highest-ever monthly sales in July.

The country's largest carmaker crossed the 2-lakh monthly sales milestone for the first time, selling 2,00,123 units in July. According to Partho Banerjee, Senior Executive Officer – Marketing & Sales, only two other automotive brands globally have achieved this feat in their home markets.

"We are not competing with anyone; we are competing with ourselves and trying to improve our benchmark month after month," Banerjee said, noting that the company achieved the record despite production disruptions in June.

CNG, SUVs

Maruti expects its recently commissioned plants at Hansalpur and Kharkhoda to ease supply constraints over the next three to four months, helping it cater to festive season demand. Banerjee said the new facilities will ramp up production of SUVs and electric vehicles while providing flexibility to manufacture multiple models based on market demand.

July sales were driven by broad-based demand across segments. Sales of small cars jumped 63 per cent, while SUV volumes grew 48 per cent year-on-year. The company also recorded its highest-ever monthly CNG sales of nearly 83,000 units, underscoring rising consumer preference for fuel-efficient vehicles amid elevated fuel prices.

Banerjee said the recently launched Brezza has received a strong response, attracting around 2,000 bookings a day across its three powertrain options. Maruti currently has a pending order book of 1.6 lakh units, with production teams working to shorten waiting periods.

OUTLOOK POSITIVE

Banerjee said GST changes, lower repo rates and income tax relief for entry-level buyers continue to support demand. He added that the company's expanded CNG portfolio has helped offset the impact of higher fuel prices, with CNG sales growing around 50 per cent. He estimated the passenger vehicle industry expanded to 4.65-4.7 lakh units in July from about 3.5 lakh units a year earlier.

The Economic Times, 4 August 2026

Auto-PLI Disbursals Likely to Touch ₹4,000 cr in FY27

Incentives tied to incremental sales in FY26; Bajaj Auto first to raise claims

Twesh Mishra

New Delhi: The government expects to disburse about ₹4,000 crore this fiscal year under the production-linked incentive scheme for the automobiles and auto components (Auto-PLI).

The incentives will be given to eligible companies for achieving incremental sales in FY26.

Officials said Bajaj Auto has already received about ₹750 crore under the scheme this fiscal. The claims were settled last week.

"Bajaj Auto is the first to raise claims and get the incentive this fiscal," a senior official told ET, adding that the incentives are against incremental sales of around ₹6,000 crore achieved by the company. In an August 2024 statement, the Pune-based company said it secured approval for 13 vehicles under the Auto-PLI scheme.

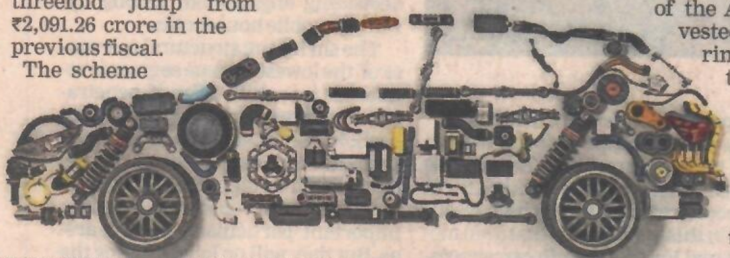
These included both two- and three-wheelers, with Bajaj Auto claiming to meet the scheme's domestic value addition (DVA) criteria.

The FY27 Budget earmarked ₹5,939.87 crore for the Auto-PLI scheme, a nearly threefold jump from ₹2,091.26 crore in the previous fiscal.

The scheme was approved in September 2021 with a budgetary outlay of ₹25,938 crore. Incentives were to be disbursed for meeting incremental production, investment and DVA targets, among others, from 2023-24 onwards.

INCENTIVE PUSH

The scheme was approved in September 2021 with a total budgetary outlay of ₹25,938 crore



Last December, the ministry of heavy industries estimated that sales worth ₹32,879 crore had been achieved by beneficiaries of the Auto-PLI scheme. Responding to a query in Parliament, minister of state for heavy industries Bhupathiraju Srinivasa Varma said ₹1,350.83 crore had been disbursed to five applicants. The eligible sales target till March 2028, over the base year FY20 stands at ₹2,31,500 crore.

Officials said beneficiaries of the Auto-PLI scheme invested ₹11,680 crore during 2024-25, outpacing the projections by about 20%. This lifted the cumulative investment under the scheme to around ₹30,000 crore, or 70% of the five-year target.

Business Standard, 5 August 2026

Auto firms get more runway for connected-car tech

DEEPAK PATEL
New Delhi, 4 August

Automobile (auto) manufacturers have welcomed the central government's proposed rollout schedule for mandatory vehicle-to-vehicle (V2V) communication systems, saying the October 2028 deadline gives companies ample time to prepare suppliers and integrate the technology without a sharp increase in vehicle prices.

V2V systems enable vehicles to exchange real-time safety information with nearby vehicles, including speed, position, direction of travel, and acceleration. The technology can provide warnings in situations such as sudden braking, collision risks, unsafe lane changes, and approaching emergency vehicles, helping improve road safety.

Senior auto executives told *Business Standard* that their primary concern with the proposed rules was not the technology itself but the time available to implement it across vehicle platforms. They said a shorter implementation window could have created difficulties in sourcing semiconductor chips and other components required for the systems, which remain expensive and are in limited supply globally.

A senior executive said the industry had sought adequate preparation time, as integrating the technology would require close coordination between vehicle manufacturers and suppliers. A compressed timeline, the executive added, could have resulted in higher costs being passed on to customers.

In a draft notification issued on Tuesday, the Ministry of Road Transport and Highways proposed that vehicles under categories L, M, and N — including two-wheelers, passenger vehicles, buses, and commercial vehicles — manufactured from October 1, 2028, must be equipped with V2V communication systems conforming to AIS-230.

AIS-230 specifies the technical, functional, performance, and security requirements for V2V systems installed in vehicles operating on Indian roads.

The standard covers factory-fitted on-board units using cellular vehicle-to-everything (C-V2X) technology in the 5.875 gigahertz (GHz) to 5.925 GHz frequency band.

Executives said the October 2028 rollout gives companies sufficient time to develop sourcing arrangements, complete validation and testing, and align the technology with future vehicle launches.

Code for the road

- Mandatory V2V rollout to begin for new vehicles from October 2028
- Standard mandates cellular vehicle-to-everything (C-V2X)-based communication for real-time safety information
- The new rule covers two-wheelers, passenger vehicles, buses, and commercial vehicles

The transition will also require participation from the component industry. "Mandatory V2V communication systems from October 2028 mark an important step in the evolution of India's connected mobility ecosystem. Original equipment manufacturers (OEMs) will play a critical role by integrating V2V capabilities into vehicle platforms from the design stage, while component manufacturers will drive innovation in communication modules, sensors, electronic control units, embedded software, cybersecurity, and system integration," said Suresh D, group chief technology officer and chief executive officer (CEO), Spark Minda Technical Centre.

Industry stakeholders said interoperability between vehicles from different manufacturers and common communication protocols will be critical for the technology to work effectively at scale. "The success of V2V communication will depend on how effectively the ecosystem is implemented at scale. This includes ensuring interoperability across different OEM platforms, standardising communication protocols, strengthening telecommunications coverage, and creating a secure framework for real-time data exchange," said Vimal Singh S V, founder and CEO, ReadyAssist.

Business Line, 6 August 2026

Rolls-Royce says India developing capabilities in advanced aero-engine making, to increase sourcing to $1 billion over 5 years

Rohit Vaid
New Delhi

International aerospace major Rolls-Royce expects India to emerge as a globally-competitive manufacturing base for advanced aero-engine components over the next five years as the company expands its supplier ecosystem and deepens the integration of Indian manufacturers into its global supply chains.

Speaking to *businessline*, Sashi Mukundan, Executive Vice-President – Transformation, Rolls-Royce India, said the company sees Indian industry progressively developing capabilities in manufacturing high-value compressor and turbine components, rotating parts, complex machined structures and advanced aerospace manufacturing processes.

Notably, the expansion forms part of Rolls-Royce's broader plan to increase sourcing from India to around $1 billion over the next five years. This reflects the company's long-term objective of making India a strategic manufacturing and engineering hub for its global civil aerospace, defence and power systems businesses.

ECOSYSTEM CREATION

"Our ambitions for India also include the creation of a complete, sovereign aero-engine ecosystem, at the heart of which is a dedicated Aero Gas Turbine Complex that we are proposing to set up in the country, with the AMCA programme as an anchor," Mukundan said.

According to him, strengthening India's manufacturing ecosystem, both in terms of scale and technological capability, is fundamental to supporting the company's long-term aero-engine programmes, while enabling India to play a larger role in global aerospace supply chains.

Besides expanding component manufacturing, Rolls-Royce expects India to strengthen capabilities in areas such as quality management systems, regulatory approvals, certification processes and advanced materials handling.

Furthermore, Mukundan said the company's objective extends beyond increasing sourcing volumes and instead is focused on developing long-term industrial capability through technology partnerships, knowledge transfer and supplier development.

He said the recent visit of Rolls-Royce Group Chief Procurement and Supply Chain Officer Martin Thomsen to India underlined the company's commitment to strengthening relationships with existing suppliers while identifying new partners capable of supporting future global programmes.

As per the company, the expansion of the supplier ecosystem is expected to improve supply-chain resilience while supporting India's ambition of building an internationally-competitive aerospace manufacturing base under the Viksit Bharat vision.

Currently, Rolls-Royce works with several Indian companies, including Hindustan Aeronautics (HAL), Bharat Forge, Tata, Godrej, Force Motors and Azad Engineering.

Business Standard, 7 August 2026

E20 effect: Petrol car mkt share declines

CNG leads rise in alternative fuel

SHINE JACOB
Chennai, 6 August

Going green Passenger vehicle fuel mix (%)

CNG: Compressed natural gas; LPG: Liquefied petroleum gas; EV: Electric vehicles
Source: Federation of Automobile Dealers Associations

Driven by growing concerns over the E20 fuel — a fuel blend comprising 20 per cent ethanol and 80 per cent petrol — the penetration of petrol-powered cars in July 2026 dipped to a record low of 41.68 per cent, narrowing the gap with alternative fuel vehicles to just 1.09 percentage points, as the latter touched 40.59 per cent, showed data shared by the Federation of Automobile Dealers Associations (Fada) on Thursday. The alternative segment included compressed natural gas (CNG) with 24.67 per cent, hybrid with 8.02 per cent, and electric vehicles (EVs) with 7.90 per cent.

Interestingly, the share of petrol vehicles was 48.11 per cent in July 2025, and 51.75 per cent in July 2024, indicating that the decline was mainly due to the controversy over the E20 fuel transition. The share of alternative fuel in July 2025 was 34.14 per cent, and 29.89 per cent in July 2024. In states like Gujarat, Haryana, Maharashtra, Rajasthan, and Uttar Pradesh, the share of CNG surpassed petrol-powered passenger vehicles (PVs). Meanwhile, the penetration of diesel in new car sales rose marginally from 16.32 per cent in June to 17.73 per cent in July, and was 17.75 per cent in July 2025.

"Consumer hesitation around the E20 transition nudged buyers towards CNG, hybrids, and EVs. There was a 6 per cent degrowth in petrol versus the same time last year. When we see that the share of diesel is almost flat versus last year, and higher than the June share of 16.32 per cent, this shows that the perception over E20 played a major role in customers' shift to alternative fuels," said Sai Giridhar, vice-president of Fada.

This comes as India's overall automobile retail sales witnessed their best ever July sales. Overall sales were seen at 2.59 million, up 26 per cent from the same time last year. This was the strongest July growth in the series outside Covid-distorted base years, dipping by just 0.16 per cent over a strong June.

More on business-standard.com

Business Line, 7 August 2026

Auto retail sales soar 26% in record July: FADA

Our Bureau
Chennai

Auto industry retail sales hit 25,91,138 units in July, up 26 per cent year-on-year, the strongest July growth in the series outside the Covid-distorted base years, according to the Federation of Automobile Dealers Associations (FADA).

Month-on-month, retail sales were almost flat (-0.16 per cent) over a strong June.

CREATES HISTORY

FADA Vice-President Sai Giridhar said July had etched itself into Indian auto retail history. For the first time on record, every single category posted its best-ever July, with two-wheelers, three-wheelers, commercial vehicles, passenger vehicles, tractors and wheeled construction equipment all at their all-time highs.

Growth was broad-based rather than mix-led. The fact that July, a seasonally weak month marked by erratic monsoon, ranked as the 12th month of highest retail sales in the 151 months since January 2014 — a list otherwise dominated by festival months — underscores the structural depth of the India growth story, he added.

Dealers attribute this momentum to GST 2.0-led affordability, ease of retail finance and favourable festival timing on a July 2025 base that had declined nearly 4 per cent.

Two-wheeler retail saw the best July ever, with sales crossing the 18-lakh mark for the first time. Dealers attributed this to GST-led affordability, the reopening of schools and colleges, improving monsoon sentiment and accelerating EV adoption.

E-2W share touched a record 11.24 per cent against 7.65 per cent a year ago.

FADA said that for the first time, PV sales crossed the 4-lakh mark in July, though 1.68 per cent lower m-o-m. Dealers credited this to GST 2.0 affordability and new launches.

OEM schemes supported July bookings even as consumer hesitation around the E20 transition nudged buyers towards CNG, hybrids and EVs, said FADA.

Looking ahead, FADA said dealers are optimistic about August on a festival season curtain-raiser led by Independence Day, Onam and Raksha Bandhan.

Further, purchases last August were deferred ahead of the GST rate-cut announcement.

All round growth

All-India vehicle retail data for July-26 (in units)

Category	July-25	July-26	y-o-y %
Two-wheelers	14,17,767	18,18,289	28
Three-wheelers	1,15,166	1,33,778	16
Passenger vehicles	3,49,674	4,16,555	19
Tractor	91,604	1,17,349	28
Wheeled - CE	3,766	5,501	46
Commercial vehicles	80,348	99,666	24
Total	**20,58,325**	**25,91,138**	**26**

Source: FADA Research

Business Line, 7 August 2026

Connected car systems: Averting disasters or a freeway for hackers?

Experts flag cybersecurity challenges, call for strong guardrails in V2V communication

KV Kurmanath
Hyderabad

Soon, your car will talk to nearby vehicles, exchanging relative speed and position and making quick decisions to avoid collisions. But imagine if on a highway an attacker spoofs the lead vehicle's brakes, it could create a lethal domino effect, sending a shockwave of forced braking by every car that is following. A system designed to avert disaster could become the very weapon that triggers it.

SERIOUS THREAT

The wireless channels that facilitate vehicle-to-vehicle (V2V) communication can create a new attack surface for hackers, who can manipulate, spoof or even jam messages. False or manipulated messages could pose serious challenges to vehicular safety, while message jamming could delay decision-making.

While welcoming the government move to mandate V2V communication, Sanjay Katkar, Joint Managing Director, Quick Heal, a cybersecurity solutions company, pointed out that even a small cyberattack in a connected traffic environment could create confusion and increase the risk of accidents. "Unlike traditional IT systems where the impact is often limited to data loss, cybersecurity failures in connected vehicles can have direct physical consequences," he said.

ROAD ACCIDENTS

India records one of the highest numbers of road accidents globally. In 2025 alone, the country reported over 1.8 lakh road crash fatalities, averaging more than 500 deaths every day, highlighting the scale of the challenge. To improve road safety, the Union Ministry of Road Transport and Highways recently introduced a phased framework for V2V communication that will enable vehicles to exchange real-time data such as speed, position and acceleration.

LURKING DANGER. The wireless channels that facilitate V2V communication can create a new attack surface for hackers, who can manipulate, spoof or even jam messages

"Strong V2V communication is genuinely needed for autonomous driving," said Pankit Desai, Co-founder and CEO of cybersecurity solutions company Sequretek. "But the moment you build a system like this, you have to ask which wireless channel is being used and whether that channel is open to hacking or unauthenticated access. That is why we need standardisation of the underlying protocols, proper encryption and rigorous testing, so that nobody can hack, spoof GPS or jam the system," he said.

"Security also needs to extend beyond communication to the entire vehicle ecosystem, including software updates, onboard systems and the supply chain," he added.

SMART MOBILITY

Vimal Singh SV, Founder and CEO of ReadyAssist, felt that the industry should move beyond viewing V2V as just a safety feature. "The real value lies in creating an intelligent mobility network where vehicles, infrastructure, emergency services and mobility partners can seamlessly exchange information. This will enable faster incident detection, more informed decision-making, proactive roadside assistance and better traffic management," he said.

This, he said, could help significantly reduce the time taken to detect an accident and improve the quality of information available to responders.

Business Line, 10 August 2026

'Car sales to hit 6.3 million units by FY31, small cars to grow faster'

S Ronendra Singh
New Delhi

Fuelled by GST reforms, the car industry will grow to 6.1-6.3 million by financial year 2030-31 and the share of the small car market will grow significantly faster than what happened in the last five years, RC Bhargava, Chairman, Maruti Suzuki India (MSIL), has said.

"National GDP growth figures since the GST reforms have been better than were forecast by most agencies," he said. "Despite the Iran-US war that adversely affected most global economies, the Indian economy continues to do well and remains the fastest growing among larger countries," Bhargava noted.

"GST collections, despite rates of tax being reduced on over 90 per cent of products, have shown buoyancy and reached new high levels. I believe that without GST reforms we may not have done so well in the difficult months that have elapsed... I am happy to inform you that these GST reforms have given a new impetus not only to the automobile industry but to several sectors of the economy," Bhargava said.

RECORD SALES

FY2025-26 was a record year for MSIL that achieved the highest level of sales of 24.22 lakh vehicles, highest exports of 4.47 lakh cars, highest production of 23.4 lakh cars and highest consolidated revenues of ₹1.83 lakh crore, he said, adding that the annual profit at ₹14,445.4 crore was the highest ever.

"Overall, after the implementation of the new GST rates on September 22, 2025, MSIL retail sales grew 17 per cent in the second half of last

RC Bhargava, Chairman, Maruti Suzuki India

year. We ended March with 1.9 lakh pending bookings, a result of inadequate manufacturing capacity of the models in demand. This was the consequence of adjustments made over the past several years to cater to the fall in small car sales and the growth of the SUV market," the Maruti Chairman noted.

He said MSIL was remedying this situation by making all its new production lines flexible enough to change platforms and models as may be required. This is already showing results and in the first quarter of this year, MSIL's sales grew by 38 per cent, while industry grew 28 per cent. The sales of small cars grew 17 per cent in the second half of last year but grew 35 per cent in first quarter this year.

"Our economy has huge potential for growth. The government is committed to taking the economy along a sustained high growth path. The automotive industry will follow as the ability to commute comfortably and safely is a constituent of a developed economy... We have to take into account not only the implications of artificial intelligence but also, as good citizens, to ensure that we play our part in meeting all the requirements of environmental protection and safety," he said.

On India's journey towards Net Zero, Bhargava strongly believed that biogas could be generated in large quantities from locally available resources.

MSIL'S CNG PLANS

"The Maruti Suzuki Board has approved that we start four biogas plants in the first phase, at a cost of ₹561 crore, and once we have learnt more about the process and technology, we hope to invest substantial amounts of money in production and distribution," the Maruti Chairman said.

It will provide zero emission fuel and reduce the pressure on CNG and on burning coal for generating electricity, he said.

"The sales of cars in rural areas are growing faster than in urban areas, and we are accordingly implementing the expansion of sales, service and spare part outlets."

Bhargava urged the government to proceed faster on the road of reforms and increase efforts to make doing business easier.

"Use more technology as it has shown that it reduces corruption and delays. Time saving is a major factor in lowering costs of production. Trust the private sector and the power of competition. Faster creation of wealth, in the most efficient manner, is the only way that India can make up for the time that we have lost. This has been demonstrated by the automobile sector," he noted, adding that large employment opportunities had opened up due to a competitive industry.

"My request to all political parties is to support reforms and programmes that create wealth. The government and the Opposition should ensure that the additional resources that would be generated would be used to create a more equitable and just society," Bhargava added.

Business Line, 13 August 2026

Tata Motors CV Q1 profit jumps 83% as revenue rises 19%

Amit Vijay Mohile
Mumbai

Tata Motors Ltd reported an 83 per cent year-on-year rise in consolidated profit after tax at ₹2,600 crore in the June quarter, aided by a mark-to-market gain on its Tata Capital investment, while consolidated revenue rose 19 per cent to ₹20,667 crore.

Consolidated EBITDA rose 10 per cent to about ₹2,300 crore, but its margin contracted 90 basis points to 10.9 per cent. EBIT margin fell 80 basis points to 8.5 per cent. Profit before exceptional items jumped 81 per cent to ₹3,049 crore.

The sharp bottom line growth was led by the mark-to-market gain on Tata Capital investments. The company ended June with consolidated net cash of ₹13,500 crore. The management also indicated that it is expecting the final regulatory clearance for its Iveco acquisition by August-end, allowing the tender offer to start in early September and potentially close by early November.

COMMODITY PRESSURE

The commercial vehicle (CV) maker has an order pipeline of more than 3,400 electric vehicles, but warned that commodity pressures that squeezed margins in Q1 are likely to persist into the September quarter. Tata Motors faced a commodity impact of around 3.8 per cent in Q1, said Managing Director and CEO Girish Wagh during the company's post-results media conference call.

The company raised prices by 2 per cent from April 1 and followed it with another increase of around 2.5 per cent from July 1. "Commodity inflation does remain a major headwind," said Wagh, adding that the company was seeing further increase in Q2. Tata Motors would first seek to offset inflation through cost reductions before considering further price increases.

Wagh said margin improvement will depend on three variables — how commodity pressures taper, how the latest price increase settles in the market, and the trajectory of volume growth.

Tata Motors MD and CEO Girish Wagh

EV ORDER PIPELINE

The company has more than 3,400 units of electric CV orders across trade, logistics and passenger mobility. This includes an electric bus order book of around 850-900 units from government and private customers, with orders from Chennai, Ahmedabad, Odisha and Hyderabad. Deliveries have started and are expected to run through Q2 and Q3, with some extending into Q4.

Electric small commercial vehicle penetration has reached close to 10 per cent, with Wagh saying that higher diesel and CNG prices have brought EV total-cost-of-ownership parity earlier in the vehicle's life, making electric models more attractive. EV demand is also spreading beyond metros into Tier-II and Tier-III cities. Tata Motors' Q1 CV wholesales rose 26 per cent to 108,700 units, with domestic volumes up 26 per cent and exports 35 per cent higher. Domestic Vahan market share increased 100 basis points sequentially to 36.8 per cent.

Wagh said heavy CV demand remained broad-based, with large fleet operators replacing ageing trucks to benefit from better fuel economy and lower maintenance costs. Strong demand has, however, created supply bottlenecks in sheet metal, castings and forgings, while the EV business faces shortages of imported battery cells.

Business Line, 14 August 2026

July saw strongest-ever monthly auto sales: SIAM

Our Bureau
Chennai

The automobile industry has recorded a robust double-digit growth across major vehicle segments in July.

Passenger vehicle sales rose 34 per cent year-on-year to 4,57,810 units during the month, while three-wheeler sales also expanded strongly, rising 33 per cent to 92,560 units, according to data released by the Society of Indian Automobile Manufacturers (SIAM) on Thursday.

The two-wheeler segment, the largest among the major vehicle categories, registered a 23 per cent rise to 19.23 lakh units.

EXPECTATIONS HIGH

The positive momentum, which has been sustained over several months, has continued as the industry enters the festive season, with expectations of strong consumer sentiment, said Rajesh Menon, Director General, SIAM.

The PV data excludes detailed sales break-up for Tata Motors and sales figures from BMW, Mercedes-Benz, Jaguar Land Rover, and Volvo Auto.

The growth points to improving demand conditions ahead of the festive period. It also marks continued momentum for manufacturers.

Business Standard, 15 August 2026

Mahindra targets 5% heavy truck mkt share; to add 15 dealerships in expansion push

ANJALI SINGH
Mumbai, 14 August

Mahindra is stepping up its ambitions in India's heavy commercial vehicle (HCV) market, targeting a rise in market share to 5 per cent from the current 3-3.5 per cent over the near term, backed by new product launches, network expansion, and a technology-led strategy.

The company plans to add 15 dealerships over the next 12 months, primarily in eastern and parts of western India, while also leveraging the recently integrated SML Mahindra network to strengthen its presence in heavy trucks. The move comes as the

Vinod Sahay, president, trucks and buses, Mahindra group, and executive chairman of SML Mahindra

Mahindra group consolidates its truck and bus businesses under SML Mahindra to create a unified commercial vehicle (CV) entity.

"We are at around 3-3.5 per cent market share in heavy trucks. Our aspiration with the launch of new products is to get back to around 5 per cent and then build further up," Vinod Sahay, president, trucks and buses, Mahindra group, and executive chairman of SML Mahindra, told *Business Standard*.

India's CV market comprises around 500,000 trucks and buses annually, of which HCVs account for 40-45 per cent, translating into a market of 200,000-225,000 units a year, according to Sahay. At its current 3-3.5 per cent share of the HCV market, Mahindra's annual heavy truck sales work out to about 6,000-7,900 units. Achieving its target of a 5 per cent market share would raise that to around 10,000-11,250 units annually.

The company currently has 88 Mahindra Truck and Bus dealerships, and 103 SML Mahindra dealerships. While SML's network is focused on light and intermediate CVs, Mahindra plans to convert some of these outlets into heavy truck dealerships, while creating common workshops for both brands.

"There are pockets, largely in the eastern zone and some in the western zone, where we are under-represented. We want to add another 15 dealerships over the next 12 months," Sahay said.

TVS tops July e-2W retail registrations as EV sales jump 76.6%; penetration nears 11%

Amit Vijay Mohile
Mumbai

TVS Motor topped India's electric two-wheeler retail registrations in July with 52,035 VAHAN registrations as the industry recorded another month of robust growth, with overall electric two-wheeler registrations rising 76.6 per cent year-on-year to 1,91,614 units.

The sharp expansion lifted EV penetration to nearly 11 per cent, up from 7.6 per cent a year earlier, even as registrations eased 1.7 per cent from June's 1,94,966 units amid seasonal moderation.

The July performance showcases the continued structural shift towards electric mobility, with the EV segment growing nearly three times faster than the broader two-wheeler market.

Crisil Intelligence estimates overall two-wheeler retail sales at more than 1.8 million units in July, up 26-27 per cent year-on-year.

TVS Motor retained the top spot with 52,035 registrations, up 120.5 per cent year-on-year, followed by Bajaj Auto with 43,137 units (up 109.8 per cent), Ather Energy with 28,540 units (up 60 per cent) and Hero MotoCorp with 20,913 units (up 93 per cent).

Ola Electric remained fifth with 13,085 registrations, the only major manufacturer to report a year-on-year decline, with volumes falling 29.1 per cent.

Greaves Electric Mobility was among the fastest-growing players, with registrations surging 124.8 per cent to 9,590 units from 4,266 a year earlier, outpacing the industry's 76.6 per cent growth.

GROWTH RATES

The divergent growth rates underline the ongoing reshaping of India's electric two-wheeler market.

Established manufacturers such as TVS, Bajaj and Hero continued to strengthen their positions, while Greaves gained traction with triple-digit growth.

In contrast, Ola's declining registrations point to continued market-share erosion as competition intensifies.

Industry registrations increased from 1,08,522 units in July 2025 to 1,91,614 units in July 2026, representing a 76.6 per cent rise.

On a sequential basis, registrations moderated 1.7 per cent from 1,94,966 units recorded in June.

Retail registrations

OEM	July 2025 registrations	July 2026 registrations	y-o-y % Change	Market position
TVS Motor	23,597	52,035	120.5	1
Bajaj Auto	20,557	43,137	109.8	2
Ather Energy	17,835	28,540	60.0	3
Hero MotoCorp	10,835	20,913	93.0	4
Ola Electric	18,449	13,085	-29.1	5
Greaves Electric Mobility	4,266	9,590	124.8	6

Source: VAHAN registrations

Business Standard, 1 August 2026

e2W sales cross 1 mn in record 7 months of 2026

SURAJEET DAS GUPTA
New Delhi, 31 July

India's electric two-wheeler (e2W) market crossed the 1 million registration mark in a record seven months for calendar year 2026 (CY26). Based on government Vahan portal data through the final day of July, total registrations reached 1.11 million units.

Now, they are just 192, 567 vehicles away, and still have five months to go for the year to end, to equal the sales numbers achieved by the industry for the full year of 2025 when 1.29 million vehicles were sold.

Strong e2W sales — averaging over 100,000 monthly and reaching 184,018 in July alone — mean the target could be met within two months.

At this pace, leading e2W companies project that they would be able to nearly double their registrations by the end of this year, hitting 2 million. "I imagine we should be able to (achieve the target) despite operating with a lot of constraints. With increasing supply of vehicles, things will get better," said the chief executive officer (CEO) of a leading e2W company.

Electric two-wheeler registrations

Company	Jan-Jul '26	Jul '26
TVS	304,241	52,035
Bajaj Auto	261,449	43,137
Ather Energy	198,628	28,540
Hero Motocorp	127,039	20,913
Ola Electric	79,259	13,085
Overall *	1,119,616	184,018

Note: Overall numbers are based on data from 188 companies registered for e2wheelers
Source : VAHAN

Although demand is growing, vehicle production for most companies is constrained by limited capacity at assembly plants and component suppliers, leading firms to urgently expand their manufacturing capabilities.

Leading the ride is TVS Motors, which has also become the first two-wheeler company in the country to cross the 300,000 mark in just seven months, with its registrations hitting 304,241 between January and July 2026.

This represents a staggering growth of 73 per cent over its last year's registrations during the same period.

With registrations from the first seven months of this year, the company has nearly matched its entire 2025 performance of 315,115 e2Ws.

The closest competitor of TVS is Bajaj Auto, which registered 261,449 vehicles in the seven months of this year, again closing in on what it achieved in 2025 (279,688 vehicles). Currently at 198,628 vehicles, Ather Energy is also close to touching the milestone of 200,000 e2Ws.

Ather is also a small distance away from 215,036 vehicles it sold in the full last year.

However, Ola Electric saw its registrations fall by nearly half in the first seven months of 2026, touching 79,259 vehicles versus 136,482 e2Ws it sold in the same period of 2025.

In July, TVS was well ahead of its rivals with a market share of 28.2 per cent, and the top three players — the other two being Bajaj Auto and Ather Energy — now together control over 67 per cent of the 184,018 total e2W registrations, a clear sign of growing consolidation in the industry.

Business Line, 3 August 2026

Ashok Leyland to invest ₹1,000 cr in FY27 to scale EV, battery and alternative-fuels

Amit Vijay Mohile
Mumbai

Ashok Leyland plans to invest ₹800-1,000 crore in FY27 in battery manufacturing, electric mobility and alternative-fuel technologies, broadly maintaining its last year's ₹1,050 crore investment pace while shifting focus from asset creation to commercial deployment.

"We are expanding our footprint across the entire EV ecosystem to better serve this fast-emerging market, and will invest around ₹1,000 crore in FY27," a top company official told *businessline*.

BATTERY PRIORITY

The company's immediate priority is its battery-pack manufacturing facility in Tamil Nadu, which is expected to reduce dependence on

imported battery systems, strengthen supply-chain resilience and improve the economics of electric commercial vehicles as volumes increase.

Ashok Leyland is also exploring new operating models to accelerate EV adoption.

Through its wholly-owned subsidiary, Ohm Mobility, it is already active in mobility-as-a-service and is evaluating battery-as-a-service solutions that would shift battery costs from upfront capital expenditure to operating expenses linked to vehicle utilisation. The firm is also assessing battery swapping for trucks operating in ports and mining locations, where fixed routes make rapid battery replacement practical.

COMMERCIALLY VIABLE

The company believes electric trucks are becoming commercially viable in specific applications.

According to Ashok Leyland, electric tractor-trailers have achieved total-cost-of-ownership parity in select cement, steel and mineral transport operations.

Wider adoption, however, will depend on charging infrastructure, financing availability and overall fleet economics. The company has already deployed over 20 electric trucks on the Chennai-Bengaluru corridor, where they have collectively covered 1.8 lakh km across e-commerce, pharmaceutical, automotive and retail logistics operations. Switch Mobility India, Ashok Leyland's electric mobility subsidiary, has emerged as a key growth driver.

It reported revenue of ₹1,807 crore and profit after tax of ₹104 crore in FY26, achieving profitability in a segment where many EV businesses are still focused on expanding volumes.

During the year, e-bus volumes rose 238 per cent, while electric light commercial vehicle sales increased 56 per cent.

Alongside battery-electric vehicles, the company is expanding LNG and CNG platforms, including long-haul applications using lightweight composite cylinders. Hydrogen remains a long-term focus, with hydrogen buses already operating in Leh-Ladakh and over 20 hydrogen internal combustion engine vehicles deployed with Reliance.

Business Standard, 5 August 2026

Siam seeks fresh extension for eCV localisation

DEEPAK PATEL
New Delhi, 4, August

The Society of Indian Automobile Manufacturers (Siam) has sought a fresh seven-month extension from the Ministry of Heavy Industries (MHI) for implementing localisation norms for electric commercial vehicles (eCVs) — buses and trucks — under the PM E-DRIVE scheme, citing continued disruption in the supply of rare-earth magnets due to China's export restrictions.

In a letter to the MHI on July 22, the industry body has requested that the deadline for localising traction motor and motor controller systems be deferred from September 1, 2026, to April 1, 2027.

Under the scheme's Phased Manufacturing Programme, makers of electric buses and trucks are required to manufacture key components of traction motors in India. The Centre had originally planned to enforce these norms from September 1, 2025, but has already deferred the deadline twice due to industry requests.

Explaining the latest request, Siam said China's export control measures on heavy rare-earth elements and permanent magnets have "significantly altered global supply chains for permanent magnets", which are a critical input for traction motors used in electric buses and trucks.

"Although export licences have been granted for certain shipments, procurement remains subject to regulatory approvals, extended lead times, and supply uncertainty," the industry body said.

Siam also pointed to geopolitical tensions, saying that instability in West Asia has worsened supply-chain challenges by increasing transit time and freight costs.

Issues flagged

- Requested that deadline be deferred to April 1, 2027
- Says China's export controls on heavy rare-earth elements and permanent magnets have 'significantly' altered supply chains
- Instability in West Asia has worsened supply-chain challenges by increasing transit time

"Consequently, original equipment manufacturers continue to face significant challenges in securing a predictable supply of permanent magnets while simultaneously complying with the PMP localisation requirements as originally envisaged," it said.

According to Siam, extending the deadline would help avoid production disruptions if supply constraints persist, while giving vehicle manufacturers and component suppliers more time to develop local supply chains and expand manufacturing capacity. It said the additional time would also enable an orderly transition from imported systems to partially localised and eventually fully localised traction motor and motor controller systems.

The MHI is examining the industry's representation. The ministry as well as Siam did not respond to *Business Standard*'s queries on this matter.

Business Line, 8 August 2026

July sees record EV retail sales

TE Raja Simhan
Chennai

Nearly one in eight vehicles retailed in July were electric, with the country registering its highest-ever monthly electric-vehicle (EV) retail sales, according to the Federation of Automobile Dealers Associations (FADA).

Total EV registrations during the month neared 3.28 lakh units as against 1,97,294 units companies sold in the same month the year before, the industry body added. This translates to a growth of over 66 per cent year-on-year.

SAME STORY ACROSS

All the four segments — two wheelers, three wheelers, passenger vehicles, and commercial vehicle — individually saw over 25 per cent and above, according to the data.

"India has never bought more EVs in a month than it did in July 2026," said Sai Giridhar, Vice-President, FADA. "Every category told the same story in its own way."

Growth trajectory (units)

	July 2025	July 2026	Growth (%)
Two-wheelers	1,08,516	2,04,362	88
Three-wheelers	69,477	87,055	25
Passenger vehicles	17,981	32,928	83
Commercial vehicles	1,324	3,556	169

Source: FADA

While two-wheelers record an 11 per cent market share selling over 2 lakh units, three-Wheelers, at 65 per cent market share, made electric the default variant. Commercial vehicles, too, saw an increase in market share, nearly tripling to a record 3.57 per cent. The electrification of fleet has translated from pilots to purchase orders, said Giridhar.

'SHOWROOM REALITY'

"Passenger EVs grew 83 per cent over last year, held back only by the supply of in-demand models — which we urge original equipment manufacturers to resolve before the festive rush," he said. "The EV transition has stopped being a forecast. It's now a showroom reality — and Bharat is driving it."

EV adoption is becoming broader and more firmly entrenched across segments. The increase in share for two-wheeler EVs suggests that the market is moving beyond early adopters, said Poonam Upadhyay, Director at Crisil. In contrast, three-wheelers are approaching market maturity, where growth may come from volume expansion than further penetration, she added.

Business Line, 13 August 2026

'EV prices may rise 10-12% if Hormuz crisis persists'

Avinash Nair
Ahmedabad

Electric vehicle prices could see another 10-12 per cent increase in the fourth quarter if the disruption around the Strait of Hormuz persists and pushes up raw material and logistics costs, Rajat Gupta, Business Head, Commercial Mobility Business, TVS Motor Company.

"The price fluctuation is very high. So, battery prices have already risen. If the Strait of Hormuz does not open, raw materials and logistics cost will increase, and maybe in the fourth quarter you may see OEMs going for a 10-12 per cent price hike," said Gupta.

He said EV prices had already been increased this year as material costs rose 10-12 per cent.

The Iran crisis has further increased cost pressures, with electric components and batteries among the parts most affected, he said.

CHARGING INFRA

"Electric components and batteries are the most affected due to the Iran crisis," said Gupta.

TVS currently has about a 25 per cent market share in the electric three-wheeler segment, but EV adoption in Gujarat remains slow, according to Gupta.

He attributed the slower adoption to a lack of awareness among customers as well as concerns around charging infrastructure.

"In the EV portfolio, we are already having a 25 per cent market share. However, EV adoption in Gujarat is very slow. There are a couple of reasons among which one is that people are hesitant and awareness is not there," he said.

The company opened its third dealership in Ahmedabad on Wednesday as it looks to expand its presence in the electric three-wheeler market in the State.

Gupta said TVS provides a home-charging solution along with its electric three-wheelers, but customers in Ahmedabad remain concerned about the availability and reliability of charging infrastructure.

In some locations, inadequate voltage also prevents the home-charging system from functioning properly, he said.

"In Ahmedabad, customers are worried about charging infrastructure. Second, the voltage in many places is not adequate for functioning of the home charging solution provided. Third, they are not aware of the subsidy they can avail in EV, so that is something we are educating them on," said Gupta.

BATTERY WARRANTY

TVS also offers a six-year warranty on the battery of its electric three-wheelers, he said. According to Gupta, government policy had played an important role in determining the pace of EV adoption across markets.

TRACTOR

Business Standard, 12 August 2026

Tractor sales defy monsoon worries, rise 25% in April-July

SOHINI DAS
Mumbai, 11 August

Tractor retail sales grew nearly 25 per cent in the first four months of financial year 2027 (FY27), supported by healthy farm cashflows, government measures and rains that helped kharif sowing amid fears of a below-normal monsoon.

Tractor registrations increased 28.1 per cent year-on-year (Y-o-Y) to 117,349 units in July — the highest ever for the month, according to data provided by the Federation of Automobile Dealers Associations (Fada). Retail sales grew 12.1 per cent compared to June.

Retail sales increased 24.77 per cent to 386,648 units between April and July, up from 309,896 in the same period last year. Tractor sales led all vehicle categories in growth during the period, backed by consistent monthly performances in April (23.22 per cent), May (11.17 per cent), and June (25.31 per cent).

Fada attributed the July growth to kharif sowing improving after rainfall recovered in the month. Rural tractor registrations grew 28.83 per cent Y-o-Y.

The trend was reflected in manufacturers' wholesale numbers as well. Mahindra & Mahindra's (M&M's) domestic tractor sales grew 21 per cent Y-o-Y to 32,643 units in July. Cumulative domestic sales during April-July rose 19 per cent to 185,069 units from 156,189 units a year earlier.

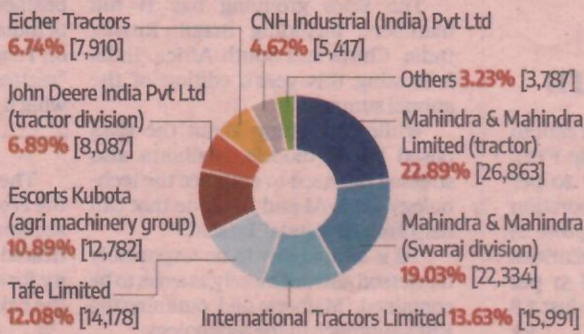
"A significant recovery in rainfall, improved reservoir levels, accelerated kharif sowing aided by government support and healthy farm cashflows have led to positive rural and farmer sentiment," said Veejay Nakra, president, farm equipment business, M&M.

Sonalika Tractors too reported its best July performance, selling 11,442 tractors. The company's sales grew 27.2 per cent in the country, outpacing the domestic industry.

"Our 27.2 per cent domestic growth stands as an industry-leading achievement, and we are proud it positions us as the highest market share gainer in the space," said Raman Mittal, joint managing director of International Tractors Ltd, which manufactures Sonalika tractors.

Revving up | Market share as of July '26

[Figures in brackets]: Tractor OEM registrations in Jul'26



Source: Fada Researc. Fada releases July 2026 vehicle retail data For July 2026, numbers for tractors are not available for Telangana (TS). Vehicle retail data has been collated as on 05.08.26 in collaboration with Ministry of Road Transport & Highways, Government of India and has been gathered from 1,465 out of 1,468 RTOs. Others include OEMs accounting less than 1% market share.

	YTD FY26	YTD FY27	% Change
Tractor registrations	309,896	386,648	24.77

GOVERNMENT POLICY

The Economic Times, 10 August 2026

50% INDIGENOUS CONTENT

12 JETS TO BE DELIVERED BY '29

HAL Revives Su-30MKI Production at Nashik

Manu Pubby

New Delhi: State-owned Hindustan Aeronautics Ltd (HAL) is reviving production of Su-30MKI fighter jets at its Nashik facility, with 12 new aircraft to be delivered by 2029. The facility, which has traditionally produced Russian-origin fighter aircraft, is also producing the indigenous Light Combat Aircraft.

As per current plans, the first new Su-30MKI will be delivered in 2027-28. HAL has previously produced 222 of the fighter jets under licence from Russia for the Indian Air Force.

In December 2024, an order for 12 additional jets was signed to replace aircraft lost in accidents. The Rs 11,000-crore order will see HAL manufacture the jets at Nashik with more than 50% indigenous content.

The Nashik facility is also likely to execute a comprehensive upgrade of the existing Su-30MKI fleet, with the aircraft set to receive new radars, a mission control system, electronic warfare capabilities and new weapon systems.

The Rs 60,000-crore upgrade is likely to be undertaken by HAL with support from the Defence Research and Development Organisation (DRDO), with several major components to be procured from the private sector.

The project is likely to be carried out in two phases. The first will involve new avionics and radars, while the second will focus on flight control systems. Several Russian-origin systems are being replaced by indigenous options. The upgrade is likely to include a new indigenous radar that will enable the aircraft to detect and engage targets at much greater distances. The radar in older-generation jets had been a concern for the air force as it could be outperformed by systems used by adversaries.

In the first phase, the aircraft will also get a new electronic warfare system to jam incoming threats and disrupt enemy communications. The fighters are also set to receive new indigenous infrared search-and-track systems that will enhance their ability to engage air-to-air and air-to-ground targets.

Business Line, 12 August 2026

Centre extends PM E-Drive scheme till FY28; e2Ws get ₹1,000 cr boost

Our Bureau
New Delhi

The Ministry of Heavy Industries (MHI) has extended the PM E-Drive scheme until FY28 and raised the allocation for the electric two-wheeler (e2W) segment by nearly ₹1,000 crore, according to a notification issued on Monday.

"The PM E-Drive Scheme, with an outlay of ₹11,900 crore, is being implemented from April 1, 2024, till March 31, 2028, for faster adoption of electric vehicles (EVs), setting up of charging infrastructure and development of the EV manufacturing ecosystem in the country," the notification said.

The maximum ex-factory price of an eligible electric two-wheeler has been fixed at ₹1.5 lakh.

PM E-Drive will provide support for a maximum of 45.79 lakh e2Ws, with total funding support from the MHI pegged at ₹2,767 crore.

The subsidy rate will remain at ₹2,500 per kWh of battery capacity, capped at ₹5,000 per electric two-wheeler. Under the earlier scheme, the incentive was ₹5,000 per kWh in the first year and ₹2,500 per kWh in the second year.

"The proposed amount of incentive per kWh is, however, subject to review as per the reduction in vehicle cost and would be notified accordingly from time to time," the notification said.

The outlay under EMPS-2024 has been subsumed within the PM E-Drive outlay. The total allocation for e2Ws will be ₹2,767 crore, while ₹55 crore has been earmarked for administrative expenses. "This is a fund-limited scheme. Total payout under the Scheme shall be limited to the scheme outlay of ₹11,900 crore," the MHI said.

FUND-LIMITED SCHEME

If funds for the scheme or any of its sub-components are exhausted before the terminal date of March 31, 2028, the scheme or the relevant sub-component will be closed, and no further claims will be entertained, it added.

The target sales for the registered e-3W (L5) sub-component have already been achieved and the segment was closed on December 26, 2025, the notification said.

As March 31, 2028, is the terminal date for all segments under the scheme, no payments will be made by the MHI or the project management agency after this date.

The last date for submission of claims for any scheme component will be December 31, 2027, it added.

Business Line, 14 August 2026

20 companies in fray for ₹7,280-cr rare earth magnet manufacturing scheme

MAJOR BIDDERS. In the fray are L&T, Coal India, 20 Microns, Attero Recycling & Lohum Magnets, among others

Our Bueau
New Delhi

Twenty domestic and overseas companies have submitted bids for setting up sintered neodymium-iron-boron (NdFeB) rare earth permanent magnets manufacturing facilities, in a major push to reduce import dependence of the critical components.

The bids were received under the Centre's ₹7,280-crore Scheme to Promote Manufacturing of Sintered Rare Earth Permanent Magnets (REPM), being implemented by the Ministry of Heavy Industries. The technical bids were opened on Thursday in the presence of bidders, the Ministry said.

KEY ENABLER. The scheme, approved by the Union Cabinet in November 2025, seeks to establish 6,000 tonnes per annum (TPA) of integrated REPM manufacturing capacity in India

PROMINENT PLAYERS

Among the bidders are Larsen & Toubro, Coal India, 20 Microns, Attero Recycling, Lohum Magnets & Energy Solutions, Prozeal Green Energy, Proterial (India) and Singapore-based NEO Performance Materials, besides several joint ventures and smaller companies.

The scheme, approved by the Union Cabinet in November 2025, seeks to establish 6,000 tonnes per annum of integrated REPM manufacturing capacity in India. The capacity will be divided among five successful bidders through global competitive bidding, with each beneficiary eligible for up to 1,200 tpa.

The seven-year scheme includes a two-year gestation period for setting up the manufacturing facilities, followed by five years of incentives linked to the sale of rare earth permanent magnets. The government had floated

The government expects to reduce import dependence and strengthen India's position in the global rare-earth magnet supply chain

the request for proposal on the Central Public Procurement Portal on March 20, with August 12 as the deadline for submission of bids.

Rare earth permanent magnets are critical components in electric vehicles, wind turbines, high-end electronics, aerospace and defence equipment. They are among the strongest permanent magnets and are particularly important for electric motors and other advanced industrial applications. The scheme is designed to create an integrated domestic value chain, from NdPr (neodymium-praseodymium) oxide to finished magnets, rather than merely assembling imported magnet components. The government expects this to reduce import dependence and strengthen India's position in the global rare-earth magnet supply chain.

STRONG RESPONSE

The strong response to the tender comes as countries seek to diversify critical-mineral and rare-earth supply chains. For India, developing domestic magnet-making capacity is particularly significant because the country currently has much greater capability in mining and processing rare-earth resources than in converting them into high-value finished products.

The government has positioned the scheme as part of its broader push for technological self-reliance and as a measure to support clean-energy manufacturing and its Net Zero 2070 target.