## Auto Sales Data I August 2019

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#### Abstract

Automobile sales in August 2019 declined significantly primarily due to inventory correction at dealer level. The sector continues to be affected by poor consumer sentiment, changeover to BS VI, slowdown in capital expenditure, liquidity crunch and insurance cost will have an negative effect on the auto sales. Going forward the overall auto volumes will depend upon upcoming festive season, distribution of monsoon across the country and resolution of liquidity crunch.


## Key Highlights of August, 2019 Auto Numbers

Maruti Suzuki India total sales declined by $36.1 \%$ YoY at 93,173 units in August. Mahindra \& Mahindra's PV segment sales number were down by $32 \%$ YoY at 13,507 units. Tata motors PV segment volumes declined by $57.8 \%$ YoY at 7,316 units. The decline in passenger vehicles sales is due to inventory correction, weak consumer sentiments.

Ashok Leyland overall CV sales numbers were down by $47 \%$ YoY to 9,231 units. Tata Motors CV volumes were down by $45.2 \%$ YoY to 21,824 units. Volvo Eicher total CV sales were down by $41.7 \%$ YoY to 3,538 units. M\&M CV sales declined by $28 \%$ YoY to 14,684 units. Maruti Suzuki India total LCV sales down by $13.9 \%$ YoY at 1,555 units. SML total sales declined by $9 \%$ YoY to 677 units. The slowdown in CV segment is due to new axle load norms, low replacement demand, weak freight rates and inventory correction.

Bajaj Auto's total motorcycle sale was down by $10 \%$ YoY to 325,300 units. Hero Motocorp's total sale down by $21 \%$ YoY to 543,406 units. TVS Motors two wheeler sales declined by $16 \%$ YoY to 275,851 units. Royal Enfield's total motorcycle sale down by $19.3 \%$ YoY to 57,056 units. The decline in two wheeler sales is due to slowdown in economic activity especially in rural India and inventory correction. The month on month sales of two wheelers have improved which might be an indication of bottoming out. The confirmation of improvement in sales trend will be visible as the sales continue to improve going forward.

M\&M reported decline of $\mathbf{1 7 \%}$ YoY in tractors sales at 14,817 units. Escorts total tractor sales were by down by $16.1 \%$ YoY to 4,035 units. The decline in tractor segment is due to inventory correction and weak rural income.

On Three wheeler front, Bajaj Auto reported a decline of $13 \%$ YoY to 64,726 units led by a growth in exports by $5 \%$ YoY to 152,276 units. M\&M three wheeler sales were grew by $2 \%$ YoY to 5,373 units. TVS Motors three wheeler sales grew by $11 \%$ YoY to 14,604 units. Atul Auto sales declined by $16.91 \%$ YoY to 3,681 units.

Exhibit 1: Bajaj Auto Limited Volume (Units)

| Domestic: | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Motorcycle | 173,024 | 218,437 | $-21 \%$ | 170,978 | $1 \%$ | 954,938 | $1,014,104$ | $-6 \%$ |
| Three-Wheeler | 35,085 | 37,194 | $-6 \%$ | 34,492 | $2 \%$ | 155,794 | 167,703 | $-7 \%$ |
| Total Domestic | $\mathbf{2 0 8 , 1 0 9}$ | $\mathbf{2 5 5 , 6 3 1}$ | $-19 \%$ | $\mathbf{2 0 5 , 4 7 0}$ | $\mathbf{1 \%}$ | $\mathbf{1 , 1 1 0 , 7 3 2}$ | $\mathbf{1 , 1 8 1 , 8 0 7}$ | $\mathbf{- 6 \%}$ |
| Exports: |  |  |  |  |  |  |  |  |
| Motorcycle | 152,276 | 144,486 | $5 \%$ | 151,232 | $1 \%$ | $\mathbf{7 7 5 , 1 9 9}$ | $\mathbf{7 1 1 , 4 6 3}$ | $9 \%$ |
| Three-Wheeler | 29,641 | 36,975 | $-20 \%$ | 24,828 | $19 \%$ | 132,799 | $\mathbf{1 7 0 , 8 0 6}$ | $-22 \%$ |
| Total Exports: | $\mathbf{1 8 1 , 9 1 7}$ | $\mathbf{1 8 1 , 4 6 1}$ | $\mathbf{0 \%}$ | $\mathbf{1 7 6 , 0 6 0}$ | $\mathbf{3 \%}$ | $\mathbf{9 0 7 , 9 9 8}$ | $\mathbf{8 8 2 , 2 6 9}$ | $\mathbf{3 \%}$ |
| Total Sales | $\mathbf{3 9 0 , 0 2 6}$ | $\mathbf{4 3 7 , 0 9 2}$ | $\mathbf{- 1 1 \%}$ | $\mathbf{3 8 1 , 5 3 0}$ | $\mathbf{2 \%}$ | $\mathbf{2 , 0 1 8 , 7 3 0}$ | $\mathbf{2 , 0 6 4 , 0 7 6}$ | $\mathbf{- 2 \%}$ |

Source: - Company, Bonanza Research

Exhibit 2: Hero Motocorp Limited Volumes (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Sales | 543,406 | 685,047 | $\mathbf{- 2 1 \%}$ | $\mathbf{5 3 5 , 8 1 0}$ | $\mathbf{1 \%}$ | $\mathbf{2 , 9 2 2 , 1 3 6}$ | $\mathbf{3 , 4 6 9 , 8 5 8}$ | $\mathbf{- 1 6 \%}$ |

Source: - Company, Bonanza Research

Exhibit 3: Ashok Leyland Ltd Volume(Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M\&HCV | 5,349 | 13,158 | $-59 \%$ | 6,722 | $-20 \%$ | 38,790 | 54,801 | $-29 \%$ |
| LCV | 3,882 | 4228 | $-8 \%$ | 4,205 | $-8 \%$ | 20,976 | 19,912 | $5 \%$ |
| Total Sales | $\mathbf{9 , 2 3 1}$ | $\mathbf{1 7 , 3 8 6}$ | $\mathbf{- 4 7 \%}$ | $\mathbf{1 0 , 9 2 7}$ | $\mathbf{- 1 6 \%}$ | $\mathbf{5 9 , 7 6 6}$ | $\mathbf{7 4 , 7 1 3}$ | $\mathbf{- 2 0 \%}$ |

[^0]Exhibit 4: Maruti Suzuki India Ltd Volume (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Alto, A-Star, Old Wagon R | 10,123 | 35,895 | -71.8\% | 11,577 | -12.6\% | 79,593 | 178,644 | -55.4\% |
| Swift, Baleno, Ritz, Celerio, Dzire, New WagnoR | 54,274 | 71,364 | -23.9\% | 57,512 | -5.6\% | 316,964 | 378,404 | -16.2\% |
| Gypsy, Ertiga, S-Cross, Brezza | 18,522 | 17,971 | 3.1\% | 15,178 | 22.0\% | 92,684 | 108,230 | -14.4\% |
| Omni and Eeco | 8,658 | 13,663 | -36.6\% | 9,814 | -11.8\% | 51,131 | 74,242 | -31.1\% |
| Ciaz | 1,596 | 7,002 | -77.2\% | 2,397 | -33.4\% | 12,696 | 17,769 | -28.5\% |
| Light commercial vehicle | 93,173 | 145,895 | -36.1\% | 96,478 | -3.4\% | 553,068 | 757,289 | -27.0\% |
| Sales to other OEMs | 1,555 | 1,805 | -13.9\% | 1,732 | -10.2\% | 9,855 | 8,401 | 17.3\% |
| Total Domestic Sales | 2,333 | N.A | N.A | 1,796 | 29.9\% | 8,625 | N.A |  |
| Total Exports Sales | 94,728 | 147,700 | -35.9\% | 100,006 | -5.3\% | 571,548 | 765,690 | -25.4\% |
| Total Sales | 9,352 | 10,489 | -10.8\% | 9,258 | 1.0\% | 46,723 | 47,347 | -1.3\% |

Source:-company, Bonanza Research

Exhibit 5: Mahindra \& Mahindra Ltd Volume (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PVs | 13,507 | 19,758 | $-32 \%$ | 16,831 | $-20 \%$ | 89,738 | 100,318 | $-11 \%$ |
| Commercial Vehicles | 14,684 | 20,326 | $-28 \%$ | 15,969 | $-8 \%$ | 82,247 | 96,550 | $-15 \%$ |
| $3 W$ | 5373 | 5289 | $2 \%$ | 4,674 | $15 \%$ | 23,183 | 23,834 | $-3 \%$ |
| Exports | 2521 | 2951 | $-15 \%$ | 2,668 | $-6 \%$ | 12,748 | 14,921 | $-15 \%$ |
| Total Auto Sales | 36,085 | 48,324 | $-25 \%$ | 40,142 | $-10 \%$ | 207,916 | 235,623 | $-12 \%$ |
| Tractors | 14,817 | 17,785 | $-17 \%$ | 19,992 | $-26 \%$ | 121,159 | 141,248 | $-14 \%$ |
| Total Sales | $\mathbf{5 0 , 9 0 2}$ | $\mathbf{6 6 , 1 0 9}$ | $\mathbf{- 2 3 \%}$ | $\mathbf{6 0 , 1 3 4}$ | $\mathbf{- 1 5 \%}$ | $\mathbf{3 2 9 , 0 7 5}$ | $\mathbf{3 7 6 , 8 7 1}$ | $\mathbf{- 1 3 \%}$ |

Source:-company, Bonanza Research

Exhibit 6: Royal Enfield Volume(Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Domestic |  |  |  |  |  |  |  |  |
| Motorcycles upto 350cc | 44,694 | 65,712 | -32\% | 45,041 | -1\% | 252,768 | 337,118 | -25\% |
| Motorcycles exceeding 350cc | 8,210 | 3,665 | 124\% | 9,144 | -10\% | 38,030 | 26,683 | 43\% |
| Total Domestic Sales | 52,904 | 69,377 | -24\% | 49,182 | 8\% | 290,798 | 363,801 | -20\% |
| Exports | 4,152 | 1,363 | 205\% | 5,003 | -17\% | 18,434 | 9,061 | 103\% |
| Total Sales | 57056 | 70,740 | 19.3\% | 54,185 | 5.3\% | 309,232 | 372,862 | -17\% |

[^1]Exhibit 7: VECV Volume (Units)

| Segment | $\mathbf{1 9 - A u g}$ | $\mathbf{1 8 - A u g}$ | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Domestic Sales | 3144 | 4,843 | $-35.1 \%$ | 3,695 | $-14.9 \%$ | $\mathbf{1 9 , 0 8 4}$ | $\mathbf{2 4 , 1 5 5}$ | $-\mathbf{2 1 \%}$ |
| Total Export Sales | 318 | 1,105 | $-71.2 \%$ | 306 | $3.9 \%$ | $\mathbf{1 , 5 1 3}$ | 3,838 | $-61 \%$ |
| Total Sales | $\mathbf{3 , 5 3 8}$ | $\mathbf{6 , 0 6 9}$ | $\mathbf{- 4 1 . 7 \%}$ | $\mathbf{4 , 0 4 8}$ | $\mathbf{- 1 2 . 6 \%}$ | $\mathbf{2 0 , 9 1 7}$ | $\mathbf{2 8 , 3 6 0}$ | $\mathbf{- 2 6 \%}$ |
| S |  |  |  |  |  |  |  |  |

Source:-company, Bonanza Research

Exhibit 8: Escorts Ltd Volume (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Domestic | 3,763 | 4,674 | $-19.5 \%$ | 4,505 | $-16.5 \%$ | 28,390 | $\mathbf{3 4 , 0 9 6}$ | $\mathbf{- 1 6 . 7 \%}$ |
| Exports | 272 | 138 | $97.1 \%$ | 355 | $-23.4 \%$ | $\mathbf{1 , 5 5 6}$ | 820 | $89.8 \%$ |
| Total Sales | $\mathbf{4 , 0 3 5}$ | $\mathbf{4 , 8 1 2}$ | $\mathbf{- 1 6 . 1 \%}$ | $\mathbf{4 , 8 6 0}$ | $\mathbf{- 1 7 . 0 \%}$ | $\mathbf{2 9 , 9 4 6}$ | $\mathbf{3 4 , 9 1 6}$ | $\mathbf{- 1 4 . 2 \%}$ |

Source:-company, Bonanza Research

Exhibit 9: TVS Motors Ltd (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Two Wheeler | 275,851 | 330,076 | $-16 \%$ | 265,679 | $4 \%$ | $\mathbf{1 , 4 2 5 , 2 0 0}$ | $\mathbf{1 , 5 3 0 , 6 8 6}$ | $-\mathbf{- 7 \%}$ |
| Three Wheeler | 14,604 | 13,141 | $11 \%$ | 13,786 | $6 \%$ | 67,915 | 61,984 | $\mathbf{1 0 \%}$ |
| Total Sales | $\mathbf{2 9 0 , 4 5 5}$ | $\mathbf{3 4 3 , 2 1 7}$ | $\mathbf{- 1 5 \%}$ | $\mathbf{2 7 9 , 4 6 5}$ | $\mathbf{4 \%}$ | $\mathbf{1 , 4 9 3 , 1 1 5}$ | $\mathbf{1 , 5 9 2 , 6 7 0}$ | $\mathbf{- 6 \%}$ |

Source:-company, Bonanza Research

Exhibit 10: Tata Motors Ltd (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PVs | 7,316 | 17,351 | $-57.8 \%$ | 10,485 | $-30.2 \%$ | 54,746 | 87,367 | $-37 \%$ |
| Cvs | 21,824 | 39,859 | $-45.2 \%$ | 22,453 | $-2.8 \%$ | 139,211 | $\mathbf{1 8 6 , 3 1 8}$ | -25\% |
| Total Sales | $\mathbf{2 9 , 1 4 0}$ | $\mathbf{5 7 , 2 1 0}$ | $\mathbf{- 4 9 . 1 \%}$ | $\mathbf{3 2 , 9 3 8}$ | $\mathbf{- 1 1 . 5 \%}$ | $\mathbf{1 9 3 , 9 5 7}$ | $\mathbf{2 7 3 , 6 8 5}$ | $\mathbf{- 2 9 \%}$ |

Source:-company, Bonanza Research

Exhibit 11: Atul Auto Motors Volumes (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Sales | 3,681 | 4,430 | $-16.91 \%$ | 3,272 | $12.50 \%$ | 17,467 | 18,853 | $-7.35 \%$ |

Source: - Company, Bonanza Research

Exhibit 12: SML Auto Volumes (Units)

| Segment | 19-Aug | 18-Aug | YoY\% | 19-Jul | MoM\% | YTD20 | YTD19 | YTD\% |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Sales | 677 | 744 | $-9.0 \%$ | 857 | $-21.0 \%$ | 5,816 | 6,028 | $-3.5 \%$ |

[^2]
## Disclosure

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[^0]:    Source:-company, Bonanza Research

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