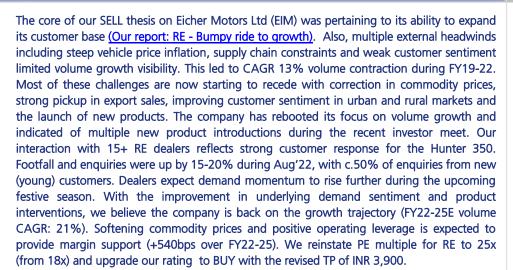
Eicher Motors | BUY

Back on the growth trajectory



- Sharp rise in initial acquisition price led to sub-par sales: During the Covid period, different segment of the auto industry behaved differently. Rise in the initial cost of acquisition (due to emission and safety related regulations) (Exhibit 2 & 3) coupled with sales slowdown affected the two-wheeler segment (Motorcycle CAGR: -13% for FY19-22). During the same period, RE took 13 product actions, including both new models and variants. However, the 350cc+ segment still contracted in-line with the overall motorcycle segment (CAGR: -13%). While Himalayan and Meteor launches improved monthly sales by 4,000 units for the relevant product families but they were unable to offset the volume contraction in the mainstream Bullet/Classic (Exhibit 5). Additionally, supply constraints restricted RE's ability and led to sub-optimal c.50-60% capacity utilization.
- New launches (including affordable products) to address growth concerns: To address the growth challenge and to increase customer accessibility for the RE brand, the company recently introduced Hunter 350, its most affordable product to date to recapture the price point of INR 150,000 (Exhibit 6 & 7). During the recent investor meet, the company shared its vision to enhance growth and to 'ReBalance' growth and profitability. Moreover, RE is expected to launch multiple new products going forward positioned at aspirational, first-time RE buyers to drive volumes going ahead.
- Strong response to Hunter 350: Over the past few days, we interacted with c.15+ RE dealers at a pan-India level to gauge the customer response towards the recently launched Hunter 350 (Exhibit 1). Both, dealer and customer feedback, for the new product has been positive. Most dealer healthy double-digit growth during Aug'22 led by strong enquiries and demand for the product, despite likely cannibalization of c.20% in Classic 350 volumes owing to attractive price point. Waiting period for Hunter 350 stands between 4-6 weeks. Dealers indicated increase in walk-in by new set of younger customers and expect demand momentum to continue on the back of strong enquiries.

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(We acknowledge the support services of **Vedant Vedak** in preparation of this report)

Recommendation and Price Target					
Current Reco.	BUY				
Previous Reco.	SELL				
Current Price Target (12M)	3,900				
Upside/(Downside)	15.3%				
Previous Price Target	2,520				
Change	54.8%				

Key Data – EIM IN	
Current Market Price	INR3,384
Market cap (bn)	INR925.3/US\$11.6
Free Float	48%
Shares in issue (mn)	271.0
Diluted share (mn)	273.3
3-mon avg daily val (mn)	INR2,813.9/US\$35.2
52-week range	3,514/2,110
Sensex/Nifty	59,029/17,624
INR/US\$	79.9

Price Performance			
%	1M	6M	12M
Absolute	9.5	49.7	19.9
Relative*	9.2	35.5	18.3

* To the BSE Sensex

Financial Summary					(INR mn)
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
Net Sales	86,190	1,01,229	1,37,378	1,58,288	1,78,156
Sales Growth (%)	-5.1	17.4	35.7	15.2	12.6
EBITDA	17,865	21,136	33,819	40,396	46,787
EBITDA Margin (%)	20.7	20.9	24.6	25.5	26.3
Adjusted Net Profit	13,297	15,862	27,670	34,776	40,667
Diluted EPS (INR)	48.7	58.0	101.2	127.2	148.8
Diluted EPS Growth (%)	-30.2	19.3	74.4	25.7	16.9
ROIC (%)	58.8	62.3	100.3	111.0	114.2
ROE (%)	14.8	15.5	23.3	24.1	23.1
P/E (x)	69.6	58.3	33.4	26.6	22.7
P/B (x)	9.5	8.6	7.1	5.8	4.8
EV/EBITDA (x)	47.0	39.4	24.0	19.5	16.1
Dividend Yield (%)	0.5	0.6	0.6	0.6	0.6

Source: Company data, JM Financial. Note: Valuations as of 07/Sep/2022

JM Financial Research is also available on: Bloomberg - JMFR <GO>, Thomson Publisher & Reuters, S&P Capital IQ, FactSet and Visible Alpha

Please see Appendix I at the end of this report for Important Disclosures and Disclaimers and Research Analyst Certification.

Key takeaways from Channel Checks

■ Strong retail sales spurred by Hunter 350 launch: Dealers indicated of strong double-digit retail growth in Aug'22 led by positive customer response to Hunter 350. Footfalls and enquiries increased by 15-20% across dealerships. ~50% of the enquiries are from new (young) customers as the new motorcycle is more agile, lightweight and sportier. Dealers indicated that many young customers were earlier evaluating other brands, but are now considering and booking Hunter 350 because of its torque, accessibility and competitive pricing.

- Supply constraints recede; waiting period largely limited to Hunter 350: Dealers we spoke
 with indicated of improved supplies from the company. Waiting period for Hunter 350
 ranged between 2-6 weeks. Other models are available for delivery with no wait times,
 barring for select variants/color options.
- Some cannibalization in other 350cc models: Dealers indicated c.20-25% of customers who enquired for Classic 350 are ending up booking Hunter 350 because of the better value proposition. Despite this cannibalisation, dealers witnessed double-digit growth in Aug'22 due to pick-up in demand.
- Dealer margin lower on Hunter 350; dealer positive on demand momentum continuing: <u>Dealer margin on Hunter 350 is lower by INR 1,500 vs. Classic 350</u>. However, they <u>sounded optimistic given higher volume off-take due to increased demand visibility</u> during the upcoming festive season. They expect demand momentum to continue given rising customer enquiries.

State	Sentiment	ndia dealer checks Comments
olale	Senument	Hunter 350 has received good customer response mainly due to its lightweight design, better fuel efficiency.
		 Not much cannibalization, demand for Classic 350 remains healthy. New young customer preferring Hunter 350.
Kerala	\Leftrightarrow	 Supply chain has normalized. Waiting period is 2-3 weeks for Hunter 350 and under a week for rest of the models.
		Footfall and enquiries have increased since hunter 350 has been launched. We it is a partial in 2.2 words.
/orala	\mathbf{O}	Waiting period is 2-3 weeks. Not much sampled attacked. Classic 350 has a different fallowing.
Kerala		Not much cannibalization witnessed. Classic 350 has a different following. Note and a second process of the control of t
		 Hunter 350 more popular among new customers. Witnessed customers who were planning to buy other brands placin order for Hunter 350 due to competitive price point.
		Footfall in stores has increased post Hunter 350 launch.
		 No cancellations or shift from existing bookings of 350 cc engine models to hunter 350.
amil Nadu		Different client base for Hunter 350 compared to other models.
		Bikes are available in the stockyard, no more shortages, since supply has normalized.
		Waiting period of 2-3 weeks across all models.
		Strong response and acceptability from the customers for the new Hunter 350.
	0	• Sales have increased by 15-20% in Aug'22.
amil Nadu		Waiting period of 2-4 weeks.
aiiii Nadu		 Not much cancellations or shift from existing bookings of 350 cc engine models to hunter 350.
		Bikes are available in the stockyard, no more shortages, since supply has normalized.
		 Footfall and enquiries have increased post Hunter 350 launch. Good initial response.
	_	 Cannibalization rate around 10-15% over Classic 350 due to price differential.
Maharashtra	\mathbf{O}	 Dealer margin for Hunter 350 is lower by INR 1,500 vs. on Classic 350
		 Hunter 350 has a waiting period of 4-6 weeks; other models have a waiting period of 2-3 weeks.
		 Expect demand to further improve during upcoming festive season. Enquiries and footfalls remain healthy and have order book of over 1 month.
		Overall 10-15% increase in sales post Hunter launch. Strong response to Hunter 350.
		• ~25% of customers shifted from Classic 350 to Hunter 350.
Maharashtra	0	• Waiting period for Hunter 350 is 4-6 weeks. Other models are largely available (select variants would have 1-2 week waiting period).
		• Customer base for Hunter 350 is young. Many new customers shifted from other brands (TVS, Bajaj Auto) to RE Hunte 350 due to very competitive pricing.
		• Expect Hunter 350's performance to sustain on the back of strong enquiries.
	\mathbf{O}	20% increase in footfall and enquiries in August.
VCR	•	Few customers are cancelling 350 cc other models of RE to Hunter 350.

• Customers are opting for Hunter 350 due to affordable pricing , better fuel efficiency compared to other RE models

Wait period for Hunter 350 is 2-3 weeks.

Sales increased by ~15% MoM in August.

• Supply has been normalized from company's end.

• New customer base created with launch of the Hunter 350. It has younger customer base.

• Customers prefer the hunter 350 due to lightweight design and sportier look.

• Wait period for Hunter 350 is 2-3 weeks. Other models are available on shelf.

· Sales have increased by 20% MoM in August

Waiting period is 2-3 weeks across models.

New clientele for Hunter 350, not much impact seen on sales of the other 350 cc models

Supply chain has normalized.

Very few customers cancelling their existing Classic 350 bookings and shifting to Hunter 350.

· Overall strong traction for Classic and Bullet 350 models. RE is known for these bikes and brand following for both these

bikes remains strong amongst customers.

Supply chain has normalized. 2-3 weeks waiting period.

• Overall sales for August are higher by 10% MoM due to healthy traction for Hunter 350.

• Overall sales for August are higher by 10% follow due to fleating traction for number

Sales for Aug'22 are higher MoM by 20%.

New customer base created with launch of the hunter 350. Young customers from other brands getting added.
 Competitive pricing has been the key.

2-3 weeks waiting period across all models

Hunter 350 order book for September is robust.
August sales are higher by 10% MoM due to overall improvement in demand.

• Response for Hunter 350 has been good but customers with strong following for Classic and Bullet prefer it over Hunter.

New customer base is formed for Hunter 350. However, traction for Classic 350 and Bullet 350 remains strong

4-6 weeks waiting period for Hunter. Overall supply situation has normalized.

Post Hunter launch, enquiries and footfalls have increased by ~25%.

• New customer base for Hunter 350. Not much impact on the sales of the other 350 cc models

• New customers opting for hunter due to relatively attractive price point. Customers who were looking to buy products of competing brand have placed orders for Hunter 350.

• There is a waiting period of 3-5 weeks for the Hunter 350 and 1-2 weeks for the other models

• Post Hunter 350 launch, cancellation rate for Classic and Meteor is ~5% as the customers shifted to Hunter 350

Waiting period is 4-6 weeks Hunter 350. Other models are available in stockyard.

• Avg monthly sales of 80 units. Retailed 100 units in Aug'22 due to strong response for Hunter 350.

• Expect robust demand in the upcoming festive season.

• Footfall and enquiries have increased by 20-25% post launch of Hunter 350.

Weiting period is 4.6 weeks Hunter 350. Other models are basing 3.3 weeks weiting period for colors were not for

Waiting period is 4-6 weeks Hunter 350. Other models are having 2-3 weeks waiting period for select variants/colors.
Not much cannibalization amongst the existing 350 cc models.

• Expects strong demand going ahead based on the excitement for Hunter especially from new customers.

Source: JM Financial, Legend 1 : Positive 😂 : Flat U Negative

NCR

Punjab

Punjab

Rajasthan

Madhya Pradesh

Madhya

Pradesh

Karnataka

Karnataka

Vehicle price inflation and impact of RE portfolio

Exhibit 2. Upfront acquisition cost of RE motorcycles increased by INR48-53k (c.32-34%) over the last 5 years

Model (INR '000s)	2017	2019	2022	Increase (2017-22)	% Increase
RE Classic 350	164	184	217	53	32%
RE Bullet 350	140	152	188	48	34%

Source: Company, JM Financial; **Prices are sourced from Autocar India for base electric start variant; Calculation is based on on-road Delhi price.

Exhibit 3. Likely break-up of price increase						
Increase in cost due to	% Increase					
Mandatory long term third party insurance	3%-5%					
ABS/CBS	3%-6%					
BSIV-BSVI change	6%-12%					
Model refresh + price hikes prior to FY22, road tax and insurance hikes)	4%-5%					
Commodity inflation in FY22	6%-8%					
Total cost increase over 2017-2022	22%-35%					

Source: Company, Industry news, JM Financial, Note: Model refresh also includes model change; Commodity inflation in FY22 is the average price hikes announced by the company in FY22.

Exhibit 4. New models / variants launched in last 3 years						
Launch	Date	New Model / New Variant				
Pegasus	1QFY19	Variant of Classic 500				
Signals	2QFY19	Variant of Classic 350				
Interceptor 650	3QFY19	New model				
Continental GT	3QFY19	New model				
Bullet Trails	4QFY19	Variants of Bullet 350/500				
Bullet ES/KS	2QFY20	Variants of Bullet 350				
Classic 350 S	2QFY20	Variant of Classic 350				
Meteor 350	3QFY21	New model				
Himalayan	4QFY21	Variant of Himalayan				
Interceptor 650	4QFY21	Variant of Interceptor 650				
Continental GT	4QFY21	Variant of Continental GT650				
New Classic 350	4QFY22	Full model change				
Scram	4QFY22	New model				
Hunter 350	2QFY22	New model				

Source: Company, JM Financial

Exhibit 5. Avg. monthly volumes contracted during the same period owing to multiple challenges FY17-19 FY23 (1Q) Domestic Change volume Monthly Monthly ('000 units) (Units'000s) contribution contribution Avg. Avg. Classic 350 42 66% 29 56% (12) 10 Bullet 350 15% 13% (3) Bullet Electra 3 5% 4 8% 0% 4 7% (4) Thunderbird 350 Meteor 350 0% 14% 7 7 Himalayan 1 1% 4 7% 3 0% 650cc models 0 2 3%

4%

100%

3

63

Source: Company, JM Financial

Domestic volume

Others

Exhibit 6. Recently launched - RE Hunter 350



Source: Company, JM Financial

Exhibit 7. Hunter 350 is the most affordable offering from RE's current product portfolio

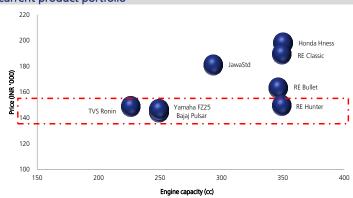
53

0%

100%

(3)

(10)



Source: Company, JM Financial

Model-wise volume projection

Exhibit 8. Model-wise sales estimates								
Model-wise sales	FY19	FY20	FY21	FY22	FY23E	FY24E	FY25E	
Classic 350	5,26,442	3,98,093	3,61,140	2,67,611	3,10,074	3,12,000	3,30,000	
Bullet 350 Twinspark	1,37,946	1,30,820	98,008	77,376	86,394	90,000	96,000	
Thunderbird 350	71,327	40,185	-	-	-	-	-	
Bullet Electra Twinspark	28,297	45,528	50,579	36,025	47,903	48,000	54,000	
Classic 500	19,282	4,925	-	-	-	-	-	
Himalayan	10,701	15,302	13,562	36,194	49,298	54,000	60,000	
Bullet 500	2,737	786	-	-	-	-	-	
Thunderbird 500	3,373	824	-	-	-	-	-	
650 Twin	5,168	20,188	10,256	15,305	22,335	27,000	30,000	
Meteor 350	-	-	39,893	88,732	92,559	1,02,000	1,08,000	
Hunter 350	-	-	-	-	1,34,500	2,16,000	2,28,000	
Total Domestic sales	8,05,273	6,56,651	5,73,438	5,21,243	7,43,063	8,49,000	9,06,000	
Export Sales	20,825	39,188	38,622	81,032	96,937	1,08,000	1,44,000	
Total Sales	8,26,098	6,95,839	6,12,060	6,02,275	8,40,000	9,57,000	10,50,000	
Capacity utilization	87%	58%	51%	50%	70%	80%	87%	

Source: Company, JM Financial

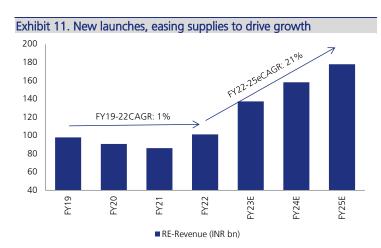
Financial estimates & SOTP valuation

Exhibit 9. Eicher Motors Ltd (standalone) – Change in estimates									
Standalone	New assumptions			Old assumptions			% Change		
Staritialorie	FY23E	FY24E	FY25E	FY23E	FY24E	FY25E	FY23E	FY24E	FY25E
Revenue	137,378	158,288	178,156	137,795	158,148	n.a.	0%	0%	n.a.
EBITDA	33,819	40,396	46,787	33,859	40,335	n.a.	0%	0%	n.a.
EBITDA margin (%)	24.6%	25.5%	26.3%	24.6%	25.5%	n.a.	0%	0%	n.a.
PAT	27,670	34,776	40,667	27,700	34,732	n.a.	0%	0%	n.a.
EPS	101	127	149	101	127	n.a.	0%	0%	n.a.

Source: Company, JM Financial

Exhibit 10. SOTP valuation								
SOTP	Stake	Methodology	Multiple (x)	Value (INR mn)	Value (INR/share)			
VECV	54.4%	Sept'24E EV/EBITDA	12	116,927	430			
RE (Standalone)	100%	Sept'24E PER	25	946,810	3,470			
Fair value					3,900			

Source: Company, JM Financial



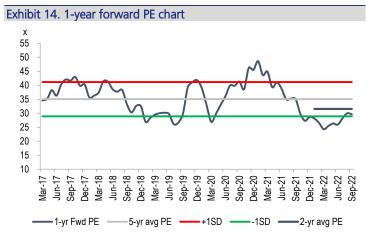


Source: Company, JM Financial

Source: Company, JM Financial



Source: Company, JM Financial



Source: Company, JM Financial

Financial Tables (Standalone)

Income Statement					(INR mn)
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
Net Sales	86,190	1,01,229	1,37,378	1,58,288	1,78,156
Sales Growth	-5.1%	17.4%	35.7%	15.2%	12.6%
Other Operating Income	0	0	0	0	0
Total Revenue	86,190	1,01,229	1,37,378	1,58,288	1,78,156
Cost of Goods Sold/Op. Exp	51,024	59,619	78,855	90,224	1,00,658
Personnel Cost	8,040	7,768	9,710	10,876	12,072
Other Expenses	9,262	12,706	14,993	16,792	18,640
EBITDA	17,865	21,136	33,819	40,396	46,787
EBITDA Margin	20.7%	20.9%	24.6%	25.5%	26.3%
EBITDA Growth	-18.9%	18.3%	60.0%	19.4%	15.8%
Depn. & Amort.	4,460	4,455	4,996	5,605	6,214
EBIT	13,405	16,680	28,823	34,791	40,572
Other Income	4,520	4,543	7,690	11,073	13,398
Finance Cost	92	103	106	106	106
PBT before Excep. & Forex	17,833	21,121	36,408	45,758	53,864
Excep. & Forex Inc./Loss(-)	0	0	0	0	0
PBT	17,833	21,121	36,408	45,758	53,864
Taxes	4,536	5,259	8,738	10,982	13,197
Extraordinary Inc./Loss(-)	0	0	0	0	0
Assoc. Profit/Min. Int.(-)	0	0	0	0	0
Reported Net Profit	13,297	15,862	27,670	34,776	40,667
Adjusted Net Profit	13,297	15,862	27,670	34,776	40,667
Net Margin	15.4%	15.7%	20.1%	22.0%	22.8%
Diluted Share Cap. (mn)	273.3	273.3	273.3	273.3	273.3
Diluted EPS (INR)	48.7	58.0	101.2	127.2	148.8
Diluted EPS Growth	-30.2%	19.3%	74.4%	25.7%	16.9%
Total Dividend + Tax	4,646	5,740	5,740	5,740	5,740
Dividend Per Share (INR)	17.0	21.0	21.0	21.0	21.0

Balance Sheet					(INR mn)
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
Shareholders' Fund	97,050	1,07,946	1,29,872	1,58,905	1,93,829
Share Capital	273	273	273	273	273
Reserves & Surplus	96,777	1,07,672	1,29,599	1,58,632	1,93,556
Preference Share Capital	0	0	0	0	0
Minority Interest	0	0	0	0	0
Total Loans	602	530	530	530	530
Def. Tax Liab. / Assets (-)	2,211	2,229	2,229	2,229	2,229
Total - Equity & Liab.	99,863	1,10,704	1,32,630	1,61,663	1,96,587
Net Fixed Assets	27,335	29,048	29,606	30,055	30,440
Gross Fixed Assets	38,371	44,561	50,603	56,157	62,211
Intangible Assets	0	0	0	0	0
Less: Depn. & Amort.	16,099	20,555	25,551	31,156	37,370
Capital WIP	5,063	5,042	4,554	5,054	5,599
Investments	20,675	60,229	74,635	92,644	1,15,154
Current Assets	78,238	53,569	66,314	80,793	96,572
Inventories	7,691	8,984	11,291	13,010	14,643
Sundry Debtors	2,562	4,929	5,646	6,505	7,321
Cash & Bank Balances	57,989	26,986	33,360	41,564	50,777
Loans & Advances	6,741	7,425	8,910	10,692	12,830
Other Current Assets	3,256	5,246	7,107	9,023	11,000
Current Liab. & Prov.	26,386	32,142	37,925	41,829	45,579
Current Liabilities	15,174	17,645	22,698	25,839	28,793
Provisions & Others	11,212	14,497	15,228	15,990	16,785
Net Current Assets	51,852	21,427	28,389	38,964	50,993
Total – Assets	99,863	1,10,704	1,32,630	1,61,663	1,96,587

Source: Company, JM Financial

Source: Company, JM Financial

Cash Flow Statement				((INR mn)
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
Profit before Tax	17,833	21,121	36,408	45,758	53,864
Depn. & Amort.	4,460	4,455	4,996	5,605	6,214
Net Interest Exp. / Inc. (-)	92	103	106	106	106
Inc (-) / Dec in WCap.	-2,873	737	913	-872	-1,316
Others	0	0	0	0	0
Taxes Paid	-4,536	-5,259	-8,738	-10,982	-13,197
Operating Cash Flow	14,976	21,157	33,685	39,615	45,671
Capex	-4,986	-6,168	-5,554	-6,054	-6,599
Free Cash Flow	9,990	14,989	28,131	33,561	39,072
Inc (-) / Dec in Investments	18,819	-39,553	-14,407	-18,008	-22,510
Others	-92	-103	-106	-106	-106
Investing Cash Flow	13,741	-45,824	-20,067	-24,168	-29,215
Inc / Dec (-) in Capital	0	0	0	0	0
Dividend + Tax thereon	-4,646	-5,740	-5,740	-5,740	-5,740
Inc / Dec (-) in Loans	-405	-72	0	0	0
Others	5,059	-525	-1,503	-1,503	-1,503
Financing Cash Flow	9	-6,337	-7,243	-7,243	-7,243
Inc / Dec (-) in Cash	28,726	-31,004	6,375	8,204	9,213
Opening Cash Balance	29,264	57,989	26,986	33,360	41,564
Closing Cash Balance	57,990	26,985	33,360	41,564	50,777

Dupont Analysis					
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
Net Margin	15.4%	15.7%	20.1%	22.0%	22.8%
Asset Turnover (x)	0.9	1.0	1.1	1.1	1.0
Leverage Factor (x)	1.0	1.0	1.0	1.0	1.0
RoE	14.8%	15.5%	23.3%	24.1%	23.1%

Key Ratios					
Y/E March	FY21A	FY22A	FY23E	FY24E	FY25E
BV/Share (INR)	355.1	394.9	475.1	581.3	709.1
ROIC	58.8%	62.3%	100.3%	111.0%	114.2%
ROE	14.8%	15.5%	23.3%	24.1%	23.1%
Net Debt/Equity (x)	-0.8	-0.8	-0.8	-0.8	-0.8
P/E (x)	69.6	58.3	33.4	26.6	22.7
P/B (x)	9.5	8.6	7.1	5.8	4.8
EV/EBITDA (x)	47.0	39.4	24.0	19.5	16.1
EV/Sales (x)	9.7	8.2	5.9	5.0	4.2
Debtor days	11	18	15	15	15
Inventory days	33	32	30	30	30
Creditor days	81	80	80	80	80

Source: Company, JM Financial

Source: Company, JM Financial

History of Recommendation and Target Price					
Date	Recommendation	Target Price	% Chg.		
23-Sep-19	Hold	1,825			
10-Nov-19	Hold	1,905	4.4		
7-Feb-20	Hold	1,850	-2.9		
13-Apr-20	Hold	1,270	-31.4		
15-Jun-20	Sell	1,265	-0.4		
13-Aug-20	Sell	1,790	41.5		
12-Nov-20	Sell	2,000	11.8		
10-Feb-21	Sell	2,350	17.5		
27-May-21	Sell	2,450	4.3		
12-Aug-21	Sell	2,250	-8.2		
7-Nov-21	Sell	2,300	2.2		
14-Feb-22	Sell	2,300	0.0		
12-Apr-22	Sell	2,300	0.0		
15-May-22	Sell	2,400	4.3		
10-Aug-22	Sell	2,520	5.0		
15-Aug-22	Sell	2,520	0.0		



APPENDIX I

JM Financial Institutional Securities Limited

Corporate Identity Number: U67100MH2017PLC296081

Member of BSE Ltd., National Stock Exchange of India Ltd. and Metropolitan Stock Exchange of India Ltd. SEBI Registration Nos.: Stock Broker - INZ000163434, Research Analyst - INH000000610 Registered Office: 7th Floor, Cnergy, Appasaheb Marathe Marg, Prabhadevi, Mumbai 400 025, India. Board: +9122 6630 3030 | Fax: +91 22 6630 3488 | Email: jmfinancial.research@jmfl.com | www.jmfl.com Compliance Officer: Mr. Sunny Shah | Tel: +91 22 6630 3383 | Email: sunny.shah@jmfl.com

Definition of	ratings
Rating	Meaning
Buy	Total expected returns of more than 10% for large-cap stocks* and REITs and more than 15% for all other stocks, over the next twelve months. Total expected return includes dividend yields.
Hold	Price expected to move in the range of 10% downside to 10% upside from the current market price for large-cap* stocks and REITs and in the range of 10% downside to 15% upside from the current market price for all other stocks, over the next twelve months.
Sell	Price expected to move downwards by more than 10% from the current market price over the next twelve months.

^{*} Large-cap stocks refer to securities with market capitalisation in excess of INR200bn. REIT refers to Real Estate Investment Trusts.

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