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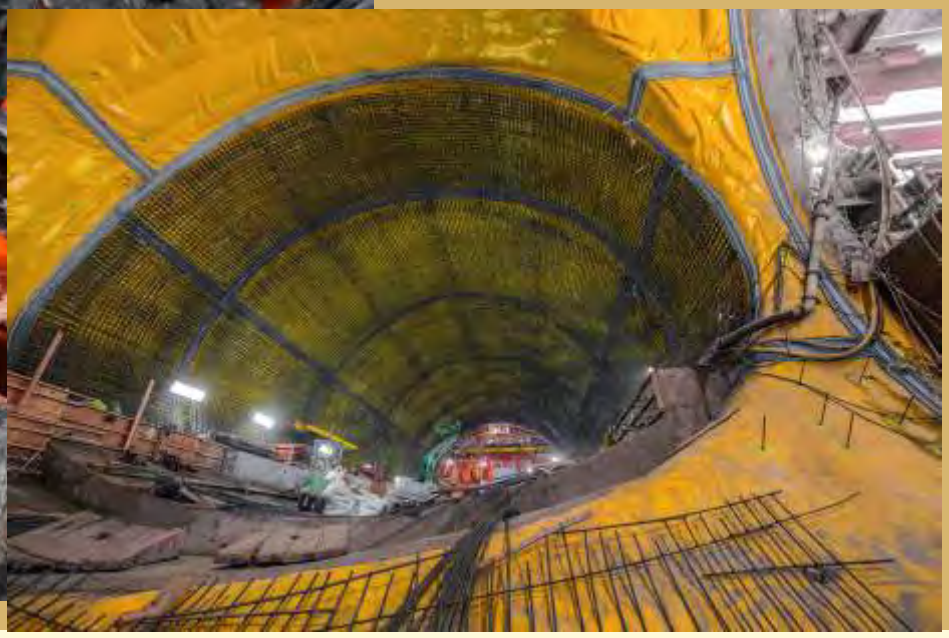

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D. A. Chandekar
Editor

Dear Readers,

The ongoing US-India tariff war is a significant development in the evolving global trade landscape. As the world's two largest democracies navigate this complex situation, it is becoming increasingly clear that India is not merely a passive player but a proactive participant shaping the future world order. The imposition of high tariffs by the US may seem daunting, but India is leveraging this challenge to diversify its trade relationships and explore alternative markets. The recent freeze on a Free Trade Agreement (FTA) with the UK is a strategic move that underscores India's intent to broaden its economic partnerships beyond traditional boundaries.

India's demographic advantage is a critical factor that will mitigate the impact of US tariffs. With a population of 145 billion, India represents the largest marketplace on the planet, and its growth trajectory cannot be ignored. The country's steel industry, a cornerstone of infrastructure development, is poised to play a pivotal role in driving economic growth. The recent GDP growth of 7.8% in the last quarter sends a strong message to the global community about India's economic resilience and potential. As India continues to invest in infrastructure, the demand for steel is expected to surge, further solidifying the industry's position as a key driver of economic progress. The government's focus on initiatives like 'Make in India' and 'Aatmanirbhar Bharat' will likely boost domestic steel production and consumption.

The US-India tariff war may accelerate India's shift towards a more multipolar world order, where emerging markets and regional powers play a more significant role. By diversifying its trade relationships and strengthening its economic fundamentals, India is well-positioned to navigate the complexities of global trade politics. The steel industry, with its intrinsic link to infrastructure development, will remain at the forefront of India's economic growth story. As the world watches India's progress, it is clear that the country's economic trajectory will have far-reaching implications for the global economy and the future world order. India's ability to adapt and innovate will be crucial in determining its success in this new era of global trade. With its robust economic fundamentals and strategic partnerships, India is poised to emerge stronger from the US tariff war.

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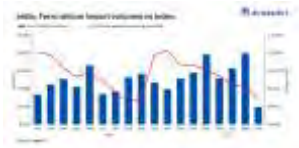

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Building the Future of Lime

An Exclusive Conversation with Arun Kumar Barad

Secretary - Bharat Lime Association

With over three decades of expertise across refractories, steel, limekilns, and industrial project management, Arun Kumar Barad is among the most respected voices in the lime and steel ecosystem.

A Ceramic Engineering graduate, Barad began his career in 1992 as a lecturer before transitioning to steel plants in 2006. Over the years, he has spearheaded the construction of more than 30 limekiln complexes, overseeing projects end-to-end—from conceptualisation and design to commissioning—both in India and overseas.

Through his venture Barad Consultancy Services, in collaboration with QualiCal International Srl, Italy, he has introduced state-of-the-art technologies in limekilns, hydration, and grinding plants. His efforts have been pivotal in establishing QualiCal as a leading technology supplier across India, the Middle East, Japan, and beyond.

His entrepreneurial footprint extends further. He has explored copper and gold mining projects across Africa and co-founded ULTI-MET SMART TECHNO PRIVATE LIMITED in Mumbai, a company committed to the digitalisation of process industries—ushering in Industry 4.0 practices for heavy manufacturing sectors. Currently, as Secretary of the Bharat Lime Association, Barad continues to channel his industry expertise toward shaping policy, sustainability, and growth.

In this in-depth conversation, he shares insights on the state of the lime industry, the challenges ahead, and what the future holds.

Q1. How would you describe the present situation in the lime industry in India?

The lime industry in India is at a very crucial inflection point. Demand is growing rapidly, largely driven by the steel sector, where lime is indispensable—about 60–65 kg per ton of liquid steel and 35–38 kg per ton of sinter. With India's steel production projected to grow from 160 MTPA today to 300 MTPA by 2030, lime consumption is expected to scale up significantly. Beyond steel, infrastructure development and urbanisation are fuelling growth in construction materials, while the agriculture sector has also started adopting lime more actively for soil treatment. Globally, the lime market, valued at USD 38.84 billion in 2022, is forecasted to reach USD 46.20 billion by 2030, and India will be a central contributor. The momentum is strong, but the industry must balance growth with efficiency and sustainability.

Q2. The government's emphasis on infrastructure is boosting steel demand. How does this translate to

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the lime supply chain?

The correlation is very direct. Steel and lime are inseparable, so any uptick in steel production results in a corresponding rise in lime consumption. This naturally puts pressure on production capacity, as lime producers will need to ramp up output to meet the surging demand. At the same time, logistics

become a critical challenge, since transporting lime in bulk is already cost-intensive, and rising demand could escalate these costs further. Unless producers invest in modern, high-capacity kilns and streamline logistics networks, the industry may struggle to keep pace with the growth of steel. Forward planning and infrastructure upgrades will be essential to sustain this momentum.

Q3. What key challenges do Indian lime producers face amid current global geopolitical uncertainties?

Indian lime producers are facing several interlinked challenges. Access to high-grade limestone, the primary raw material, is tightening, and this directly affects both quality and production costs. Added to this are energy and commodity price fluctuations, particularly influenced by global events such as the Russia–Ukraine conflict, which has increased volatility and driven up costs. Competitive pressures also loom large, as producers in regions like the UAE, Oman, Vietnam, Thailand, and Malaysia benefit from lower labour costs, simplified tax structures, and favourable trade agreements, which give them an edge in global markets. Another hurdle is policy-related, with measures like the EU's Carbon Border Adjustment Mechanism (CBAM) imposing tariffs of 20–35% on products such as steel, indirectly impacting lime demand from Indian exporters. To stay competitive, Indian producers will need to innovate, adopt modern technologies, and engage more actively with policymakers to navigate these challenges.

Q4. How is the lime industry reshaping itself to remain relevant in the future?

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The lime industry is undergoing a significant transformation to align with changing market dynamics. Globally, the market is projected to reach USD 59 billion by 2033, with Asia-Pacific, particularly India and China, driving this growth. Within India, companies are increasingly upgrading to modern Parallel Flow Regenerative (PFR) kilns, which not only enhance productivity but also reduce emissions. Sustainability is also at the heart of this evolution, as lime finds new applications in carbon capture, pollution control, and eco-friendly construction materials. Diversification is another major trend, with lime increasingly being used in sectors such as food processing, cosmetics, pharmaceuticals, and water treatment. On the supply side, Indian players such as Sigma Minerals, CMIPL, White n White, Aglow, and Sun City are scaling up their capacities, while international majors like Lhoist, Graymont, Carmeuse, and Chememan are expanding in Asia and the Middle East. Together, these developments highlight that the lime industry is no longer confined to steel and construction—it is becoming central to sustainability-driven solutions worldwide.

Q5. From a policy standpoint, what support does the lime industry require?

From a policy perspective, three key areas need attention. First is taxation and compliance. Rationalising GST on lime-related products and simplifying regulatory compliance would greatly benefit smaller and mid-sized producers. Retaining the 1% GST slab on affordable housing would also indirectly boost demand, while reducing customs duty on imported plant and machinery could accelerate the pace of modernisation. Second, sustainability requires greater policy focus. Incentives for R&D in cleaner production technologies and support for sustainable applications would help India position itself as a global leader in lime innovation. Finally, trade and infrastructure policies need to be strengthened. Clearer export guidelines and government-driven infrastructure projects would not only boost lime consumption domestically but also open up new opportunities in global markets. It is essential that policymakers recognise lime as a strategic material for steel, infrastructure, and agriculture, and frame long-term policies accordingly.

As Arun Barad emphasises, the lime industry is standing at the crossroads of opportunity and challenge. With rising steel demand, the government's infrastructure push, and a global shift toward sustainability, the sector is gearing up for transformative growth. Visionaries like him are ensuring that India not only keeps pace but sets new benchmarks in the global lime market.

Key Takeaways from Arun Barad

Steel–Lime Link:

With India's steel capacity set to nearly double by 2030, lime demand will rise sharply (60–65 kg per ton of steel).

Supply Chain Pressures:

Rising demand may strain logistics and increase costs unless producers upgrade capacity and streamline transport.

Global Headwinds:

Access to high-grade limestone, energy price volatility, and CBAM tariffs are major challenges for Indian producers.

Industry Transformation:

Adoption of PFR kiln technology, expansion into new applications (pharma, cosmetics, water treatment), and focus on sustainability are reshaping the sector.

Policy Needs:

Rationalised GST, customs duty relief, R&D incentives, and export-friendly policies are critical to industry growth.

Leadership Role:

Through his consultancy and association work, Arun Barad has been instrumental in establishing QualiCal's leadership in Asia and promoting digitalisation via ULTI-MET SMART TECHNO■

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High Performance Monolithic Lining on Rh Snorkel

Abstract

In the life cycle of the RH degasser, the snorkels are the most important component that controls the operation, and at the same time are subjected to severe thermo-mechanical and chemical wear. In most cases, it decides the life cycle time of RH Snorkel. The life of snorkels can be extended by focusing on the outer and inner refractory lining. The external monolithic lining of the snorkel assembly has a significant bearing on the life cycle of the snorkels. This paper highlights the mechanical and chemical abuses encountered during the operation. A superior monolithic is developed to address the above operation conditions of corrosion caused by slag, erosion caused by flowing metal and spalling due to temperature cycling and thermo-mechanical stresses of the steel structure holding the castable and bricks. The properties of castable and performance in operation are mentioned for operating products for the outer monolithic lining.

S Arasu **C Natarajan**

Dr. N K Mishra

Sk. Bashir Mohammed
IFGL Refractories Limited,

Introduction

The RH process is employed to meet the steadily rising demand for ultra-carbon steels. It is supposed to degas steel primarily by reducing carbon, hydrogen and nitrogen contents to ultra-low levels (ppm). The steel circulation can go as high as 200 tons per minute, depending on the design of the RH vessel and pump capacity. The treatment takes 20-35 minutes between 1460°C

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Strategically located, the site is well-connected by a deep-sea port and robust infrastructure to facilitate efficient handling of incoming materials and outgoing products.

Key Highlights

The project aims to produce environmentally friendly Green HBI/Iron and Green Slab, with a carbon emission of <<200 Kg per Ton for HBI and <<500 Kg per Ton for Iron/Slab. The product will also meet the EU CBAM standards.

Technology: DRI (Dual Fuel NG + H2) ➤ EAF ➤ LF ➤ RHOB ➤ Slab Caster

Benefits to the customers

- Reduced Scope -1 Carbon Footprint
- De-risk Supply chain
- Operational Efficiency
- Achieve decarbonization goals
- Carbon regulations ready
- Enhanced Marketability

Product Categories

Green Slab:

- 50% NG + 50% H2 DRI based Green Slab
- **Thickness:** 200-300 mm
- **Width:** 1200-2200 mm
- Customisation Available

Green HBI/Green Pig Iron

Standard Market Grades:

- C: 0.3%-0.6%, Ultra Low Sulphur and Phosphorus for high H2 DRI smelted product.
- C: 1.6%-2.2%, Si: 0.3%-1.0%, Ultra Low Sulphur & Phosphorus.
- Customization is available to meet specific steel-making needs.

Special Product Extras:

- Zero C or lower carbon Iron content for hydrogen applications.
- High Carbon and high silicon particles.
- Special grades for the US market,heat-treated Nodular grades.
- C- 0.25-2.5% depending on customer needs.

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Product Applications

Green Slab

Low/mid/high carbon

Ballistic and Military Plates

Pressure vessels including low temperature applications

Ship Building & Boilers plates.

Plates for offshore, Pipes and Tubular for Oil & Gas

Atmospheric corrosion resistance plates

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High tensile machine structure use.

Green Metallics

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Lower Carbon Footprint
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Green HBI

Green HBI for Blast Furnace:
Green HBI to be used in Blast Furnace burden (up to 30%) to improve productivity, reduce coke rate and lower emission

Green HBI as coolant in BOF:
HBI can be used as coolant in BOF to control the bath temperature ensuring optimal operating conditions reducing thermal shocks to the refractory lining

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(carbon steels) and 1640 °C (ultra low carbon steels) as a function of steel quality and metallurgical targets. The loads and stresses to which refractory materials are subjected are correspondingly intensive. The wear mechanisms are mainly thermal, mechanical or chemical, which influence one another and therefore need to be considered collectively when designing the refractory materials.

Operational environment

The different stresses that come into play are indicated below:

Thermal

-Thermal shocks due to intermittent operation.

-Strong overheating by alumina-thermic heating

Chemical

-Slag attack, esp. on the snorkel outside lining

-Switching between oxidizing and reducing atmospheres

Mechanical

-Erosion by steel circulation

-Bath agitation by top lancing

-Skull removal from snorkels

In Table 1, the average refractory life of the different sections of an RH vessel in Europe is given alongside that of Indian ones. It shows that the Snorkel section is the one with the shortest life and, therefore, the decisive factor for refractory maintenance. In addition to the required replacement of snorkels, there is a continuous need to maintain them at regular intervals.

AREA INSIDE RH DEGASSER	LIFE	
	INDIA	EUROPE
GAS DUCT	> 4000 Heats	6000 Heats
UPPER VESSEL	1000-1500 Heats	1500-3000 Heats
LOWER VESSEL	200-500 Heats	200-600 Heats
SNORKELS	90-140 Heats	120-180 Heats

The maintenance is usually executed in two stages. First, the snorkels are cleaned from the outside by a snorkel cleaning device, which removes attached skulls and slag. In the second stage, the snorkel refractory is repaired by gunning from inside and outside with proper refractory mass. Both devices are usually installed on a so-called snorkel maintenance car and serve to improve and extend the refractory life of snorkels.

It is also a fact that the specific consumption of refractory material is consequently the highest for snorkels and throats, more so if snorkel gunning is also considered.

Prefabricated snorkel

RH Snorkels are the highest consumers of refractories in the RH Degasser lining. The wear lining of snorkels and throats together consumes more than one kg per ton of liquid steel, or almost two-thirds of the total RH Degasser refractory consumption. Hence, the focus on the development of robust, abrasion and erosion-resistant castables, which will be detailed here. Before that, let us discuss in brief the standard snorkel design, as this has a significant bearing on the performance and stress generated on the precast snorkel.

Standard Snorkel Design

In general, two different brick holding designs exist. (Fig.1 & Fig. 2)

1. Conical brick holding system

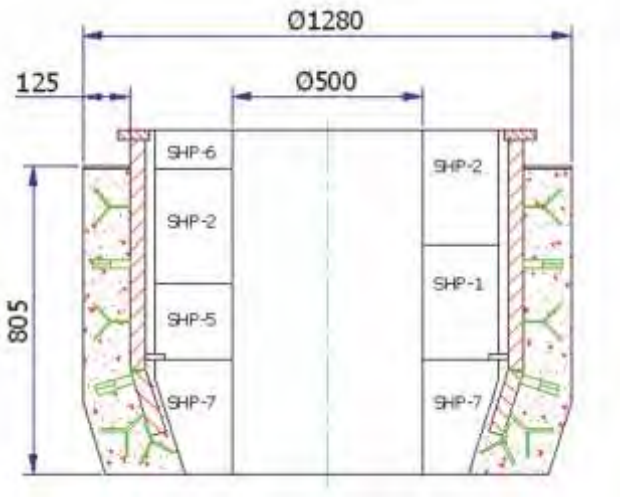

Fig. 1

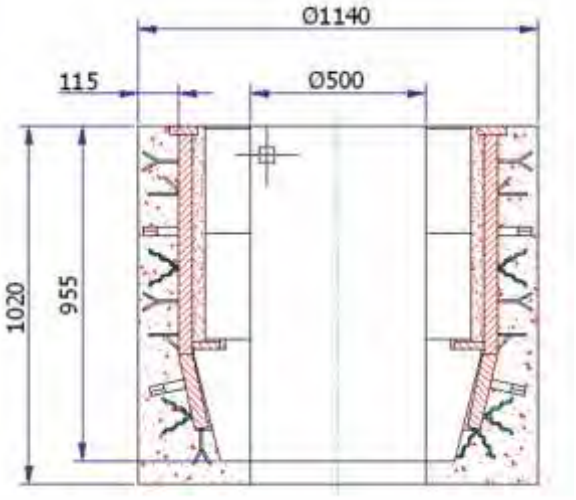

Fig. 2

2. Holding design by means of a flat flange

Both designs are in practice and accepted. In both systems bricks can be lined with vertically bonded construction.

We will also have a closer look in to steel construction for precast snorkel assembly as it impacts to counteract thermal stresses during dipping and lifting.

Steel Design of a Precast Snorkel Assembly

The steel components of the snorkel comprise of

-Steel shell, with or without cooling flange

-Gas tubing system

-Anchoring system of outer castable

Generally, the steel shell is 25-40mm thick in boiler sheet quality. The conical part is reinforced by welding a round bar of 40-50mm in diameter all around the outer periphery of the shell. The gas pipe is made with heat-resistant stainless steel. The Argon tubing is skillfully embedded between the steel shell and bricks to protect it from any possible steel ingress. The anchoring system is extremely important for the outer castable. Anchors are selected in a heat-resistant stainless steel grade, and an effort is made to embed a stainless-steel wire mesh in the middle. This feature provides resistance to the heavy cracking tendency of the castable during operation cycles.

Selection of Castable .

The castable selection process considered the above-mentioned thermal, chemical, and mechanical stresses in addition to the metal penetration that takes place. The stresses are developed in the steel structure during high temperature cycling, and this largely impacts the castable lining than the corrosion-erosion by metal penetration. The repeated thermal shocks lead to heavy stress build-ups and deform the steel structure, thus impacting the castable lining, which becomes prone to cracking, slabbing and subsequently eroding out.

Design of the Castable

Accordingly, a high alumina, silica-free, high purity material with and without spinel addition has been designed, for which a detailed property study followed by a simulative rotary slag corrosion test was done. In the castable, Tabular alumina is considered for its superior high-temperature mechanical and abrasive properties, coupled with fused alumina for its abrasion resistance. Fused and sintered spinel is added to enhance the corrosion and thermal shock resistance and check the ingress of molten steel into the precast. The rest of the properties are controlled by reactives and cement.

Small batches were prepared, and samples were cast and tested as per ASTM standards. The flowability was checked using ASTM C 860, and high-temperature properties were tested. The properties are detailed in Table 2.

Criteria		HA1	HA35M
Al2O3	%	95.89	92.3
CaO	%	3.41	2.46
MgO	%	-	5.1
At 110°C/24hr			
BD	(gm/cc)	3.16, 3.12	3.07, 3.10
CCS(MOR)	(kg/cm^2)	825, 798(182,196)	822,932(181,178)
At 1000°C/3hr			
BD	(gm/cc)	3.06, 3.07	3.04, 3.07
CCS (MOR)	(kg/cm2)	1037(191)	1163(211)
PLC	(%)	+0.13	+0.09
At 1650°C/3hr			
BD	(gm/cc)	3.06	3.04
CCS (MOR)	(kg/cm^2)	965(229)	1232(231)
PLC	(%)	+0.14, +0.96	+0.31,+0.42
RTE	(%)	0.53	+0.56
Erosion	(mm)	5.5	3.5

Corrosion and penetration resistance of the mix was carried on in a Rotary Slag furnace with a compatible slag (Table 4) from the steel unit. The slag corrosion was checked at 1650°C with this slag, in which the total residence time of the metal was 8 hrs and slag was tapped after each hour.

SiO_2 %	Al_2O_3 %	MnO %	CaO %	MgO %	P_2O_5 %	Fe %	S %
15.66	1.04	1.39	45.19	11.5	1.68	13.36	0.08

The result after corrosion is displayed in Figure 3, which gives the penetration depth of the samples. It is observed that the corrosion in both HA1 and HA35M has progressed to a similar extent, but in HA35M, the penetration depth is uniform and lower. This is attributed to the presence of spinel crystals that increase corrosion resistance because the reactivity of the preformed spinel with slag is less, and the reaction to produce fluxing materials cannot happen. Thus, the ingress of the metal into the castable matrix is restricted.

The alumina-rich matrix is very effective in resisting the

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Fig. 3

PLANT	AVG TREATMENT TIME (MIN)	AVG LIFE (HEATS)
A	27	65
B	36	105
C(OVERSEAS)	38	137

metal erosion by virtue of its high mechanical properties, but CaO, MnO-bearing slag leads to penetration and dissolution of the matrix, and the phase alteration causes structural spalling. This phenomenon primarily governs higher erosion of material.

The products are in operation and being supplied to RH Degassers in leading integrated steel plants in India and overseas. The pictures of the product in operation are given in Fig. 4.

Conclusion

The design the castable required for the outer precast portion, considering the turbulent conditions to which the snorkel precast is subjected. The simulative test displays representative result of the material selected for the purpose. The high alumina and spinel-based material have superior properties in terms of erosion and penetration. The spinel-based material is superior to high alumina in resistance to structural spalling due to metal ingress in the castable matrix. In real time operation, the material is working in tandem with the inner brick lining subject to the steel reinforcement design. The performance of RH Snorkel in different integrated steel plants is given in Table 4.

Acknowledgement

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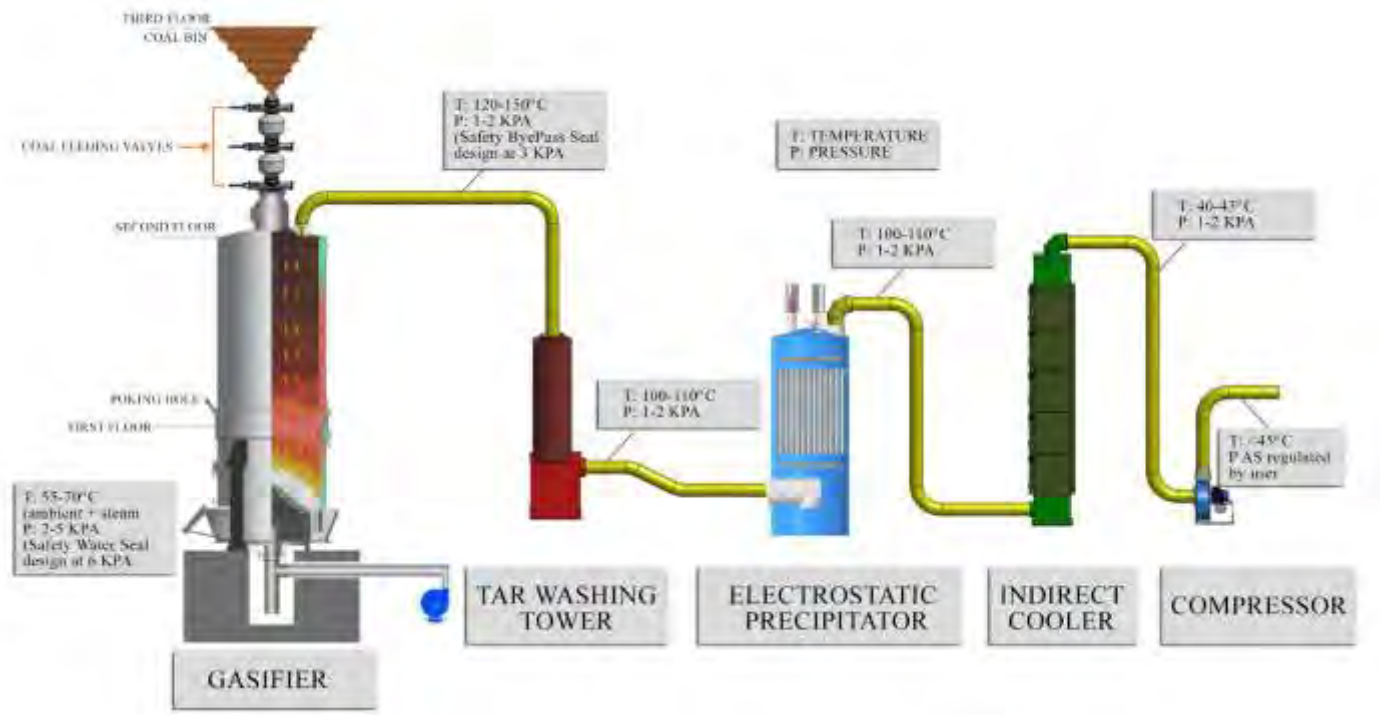

Clean Coal Gasification: Driving Efficiency and Sustainability in Industry

Coal continues to play a major role in industrial energy supply, but traditional usage poses challenges such as harmful emissions and health risks. To address these issues, coal gasification has emerged as a cleaner and more efficient alternative. The process converts coal into synthesis gas (syngas) at high temperatures with limited oxygen, producing a versatile fuel with higher calorific value and reduced environmental impact.

CASE Group, a technology provider in this space, has developed clean cold gasifiers that operate through a series of controlled stages. Coal is first fed into the hearth via conveyor belts, undergoing drying, pyrolysis, reduction, and oxidation. These sequential reactions transform the coal into producer gas.

The gas then passes through downstream cleaning equipment. In the Tar Washing Tower (TWT), tar particles are removed through a seeding process, reducing the load on subsequent systems. The Electrostatic Tar Precipitator (ESP) applies high-voltage corona discharge to separate heavier tar residues, while the Indirect Cooler (IDC), a fin-tube heat exchanger, lowers the gas temperature to below 45°C. CASE Group also ensures Zero Liquid Discharge (ZLD) by treating and reusing phenolic wastewater generated during the process.

Shweta Mourya
Project Engineer
CASE Group

The resulting clean syngas can be compressed and supplied for use across industries including steelmaking, rolling mills, pellets, ceramics, and more. Even the ash residue from gasifiers finds utility in brick manufacturing, contributing to circular resource use.

With India aiming to reduce fuel imports and transition toward greener technologies, gasification offers a viable pathway for sustainable energy use. By providing cleaner alternatives while ensuring efficiency, the technology is gaining wider acceptance across energy-intensive sectors.

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Concast (India) Strengthens Steel Industry Presence with Billet Caster Orders

Concast (India) Pvt. Ltd. has secured two orders for 7-meter radius, five-strand billet casters from a steel producer in Jharkhand. The repeat order from the same customer reflects confidence in the company's ability to deliver reliable continuous casting equipment that meets production requirements.

The ordered casters are designed with features including a ladle turret, overhead tundish car, rigid dummy bar, diagonal shear, and Level 1 automation. These elements are intended to enhance operational stability, improve billet quality, and ensure consistent output for the steelmaker.

The decision to once again partner with Concast highlights the value of proven performance and adherence to delivery commitments in a competitive market. With a portfolio spanning billet, bloom, round, beam blank, slab, and combi casters, Concast (India) continues to serve a broad spectrum of steel producers across scales of operation.

The latest orders reinforce the company's role as a dependable supplier to India's steel sector, where capacity expansion and modernization remain key priorities for meeting domestic and global demand.

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MSSSL's Karnataka Facility to Run on 95% Renewable Energy, Net-Zero by 2050

Mukand Sumi Special Steel Expands with Greenfield Plant for Sustainable Growth

Mukand Sumi Special Steel Limited (MSSSL), a joint venture between India's Bajaj Group and Japan's Sumitomo Corporation, has announced a major expansion with the launch of a greenfield integrated steelmaking facility in Kanakapura, Koppal, Karnataka. The new plant will increase MSSSL's capacity to 700,000 tonnes per annum, positioning it among India's leading special steel manufacturers. The project, with an investment of ₹2,345 crore, is subject to environmental clearances and is expected to begin operations by early 2028.

The expansion comes at a time when India's steel demand is growing across automotive, energy, and infrastructure sectors under initiatives like *Atmanirbhar Bharat*. MSSSL currently produces around 350,000 tonnes annually, supplying premium-grade Bars, Wire Rods, and related products to domestic and international markets. The company plans to add advanced technologies such as Jumbo bloom caster, modern rolling mills, and upgraded testing facilities to meet demand for critical applications in powertrains, railways, bearings, and energy.

"This expansion marks a significant milestone in our long-term growth roadmap. Guided by the forward-looking vision of our Chairman, Mr. Niraj Bajaj, we are investing in sustainable and future-ready technologies that will strengthen our position in the global special steel market. By enhancing our manufacturing capabilities,

we are not only responding to the evolving demands of our customers but also aligning ourselves with the broader national objective of self-reliance. Our aim is to deliver exceptional value to our customers while building a future-ready, responsible steel ecosystem," said Mr. Vipul Mashruwala, President, Mukand Sumi Special Steel Limited.

Designed as a sustainability-first facility, the plant will operate on a Zero Liquid, Solid, and Gaseous Discharge Model, with more than 95% of its energy needs met through renewables. MSSSL has committed to achieving net-zero steel manufacturing by 2050. Future phases will integrate hydrogen-ready infrastructure and carbon capture technologies.

"The new facility will allow us to serve growing demand with greater efficiency, quality, and environmental responsibility. It is a step forward in realizing our shared vision of creating a world-class, sustainable special steel enterprise," Mr. Vipul Mashruwala added.

The plant will include iron making, steel making, and blooming mill facilities with high levels of automation and digital integration to optimize energy use and maintain consistent product quality. MSSSL aims to combine scale, sustainability, and smart manufacturing, positioning itself as a key partner for global OEMs while supporting India's Industry 4.0 push.

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India's Ferro-Alloy Market Faces Mixed Price Trends Amid EU Trade Uncertainty

India's ferro-alloy market saw mixed changes this month. Ferro-silicon, used in steelmaking, became slightly cheaper because more supply came in from Bhutan and production in Meghalaya restarted after earlier power problems. Prices mostly stayed around ₹94,000–96,000 per tonne.

Manganese alloys, another key steel input, were steady but traders are cautious. India usually exports 30,000–40,000 tonnes of manganese alloys to Europe every month. But the European Commission is considering safeguard duties (extra import restrictions) that could reduce India's exports. If that happens, the extra material may stay in India, creating oversupply and putting pressure on prices.

High-carbon ferro-chrome was the only alloy that became costlier. Prices rose slightly because fewer producers are currently active, limiting supply. However, demand from Europe remains weak because many steel plants there are under maintenance shutdowns.

Overall, Indian producers are entering a difficult phase. If Europe imposes trade restrictions and steel demand there stays low, India's alloy makers may have to depend more on domestic buyers. That could make it harder for them to keep prices firm and maintain profit margins.

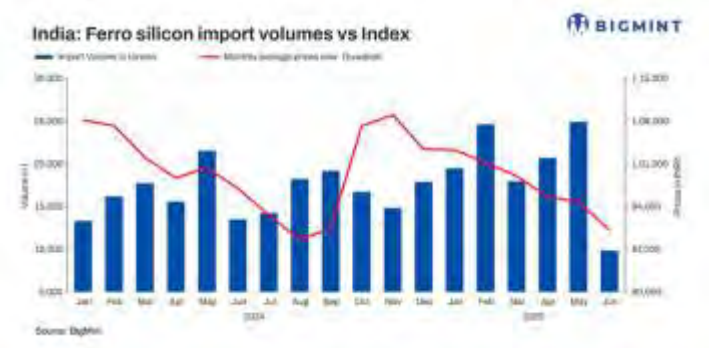
"Visakhapatnam Expansion Boosts IFGL's Capacity for High - Performance Steel Refractories"

IFGL Refractories has commissioned a 60 tons per day (TPD) fully automatic continuous tempering kiln at its Visakhapatnam facility to produce magnesia carbon bricks, widely used in steelmaking due to their thermal shock resistance and durability. The kiln was inaugurated by Arasu Shanmugam, Director and CEO – India, and is expected to enhance production efficiency and product consistency through automation and continuous processing.

This investment builds on IFGL's Phase 3 expansion at the same unit in July 2024, which introduced a magnesia carbon production line with an annual capacity of 9,000 MT alongside the first despatch of casting flux granules. The Visakhapatnam site also houses a casting flux division with 18,000 MT annual capacity, further expanding the company's product offering.

With operations across Odisha, Gujarat, and Andhra Pradesh, IFGL manufactures a range of refractory products for the steel sector, including slide gate systems, fluxes, monolithics, and precast shapes. A continuous casting refractories facility in Odisha is scheduled to begin production by FY27, reinforcing the company's focus on expanding domestic manufacturing capabilities. By adding the new kiln, IFGL strengthens its ability to meet rising demand for high-performance refractory solutions in India's growing steel industry.

India's ferro-silicon imports rise 20% in H1CY'25 as Northeast output shrinks



India's ferro-silicon imports increased 20% y-o-y to 117,642 t in H1CY'25 from 98,025 t in H1CY'24, BigMint data shows. The jump was driven by supply shortages in the Northeast, where two Meghalaya units shut down over high power costs and another relocated to Arunachal Pradesh, reducing annual output by nearly 40,000 t. Tariff hikes in Meghalaya, rising to ₹7.10/unit in FY'25 from ₹6.47/unit, further undermined viability.

Bhutan remained the top supplier at 54,960 t, though down 20% y-o-y. Imports from Russia and Malaysia surged 195% to 35,080 t, supported by competitive pricing and stable availability. Together, Bhutan, Russia, and Malaysia dominated shipments, with Jaigaon handling 39% of volumes, followed by Chennai and Darranga.

Stainless steel output in India rose 26% y-o-y in H1CY'25 to 2.06 mnt, with strong demand from infrastructure, railways, and automobiles boosting ferro-silicon consumption. With domestic supply constrained and demand rising, imports became the preferred option despite longer transit times.

Outlook remains tight as Meghalaya's power utility has suspended electricity supply to ferro-silicon plants over unpaid dues pending for over six months. Unless resolved, domestic production could face further disruption, reinforcing import dependence and keeping prices firm.

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India's Refractory Industry Confronts China Dependence and US Tariff Pressure

India's $2-billion refractory industry, which supplies critical heat-resistant materials to steel, cement, non-ferrous metals, and glass manufacturers, faces rising supply chain and pricing risks due to China's dominance in raw materials. Nearly 90% of global magnesium, a key ingredient in refractories, comes from China. Any disruption in supply could directly hit costs and operations across these industries, making India highly vulnerable to external shocks.

Adding to the pressure, new US tariffs on steel and aluminum imports could affect up to $5 billion worth of Indian exports, creating indirect cost escalations throughout the downstream supply chain. This comes at a time when domestic demand for refractories is growing steadily, driven by large-scale infrastructure projects under PM Gati Shakti and the National Infrastructure Pipeline.

Industry leaders such as RHI Magnesita India note that the global market is shifting toward sustainability, digitalization, and service-based solutions, with customers increasingly demanding lifecycle management rather than standalone products. Companies are also introducing AI-driven tools, such as real-time lining scans and predictive maintenance systems, alongside data-driven quality controls to optimize production and extend refractory lifecycles.

To reduce reliance on imports and counter risks, RHI Magnesita has adopted strategies like backward integration into mining, including ownership stakes in Brazil, stock-holding strategies in India, and recycling of spent refractories. However, given China's overwhelming control of magnesia supply, even temporary restrictions could trigger cascading effects on steel, alloy, and cement production in India.

The company has urged the government to treat the refractory sector as strategically critical. It has recommended rationalizing customs duty on refractory-grade magnesia, encouraging exploration of India's domestic magnesite reserves, and providing policy support to strengthen raw material security. Unless such steps are taken, the sector's growth ambitions risk being undermined by supply volatility and global trade headwinds.

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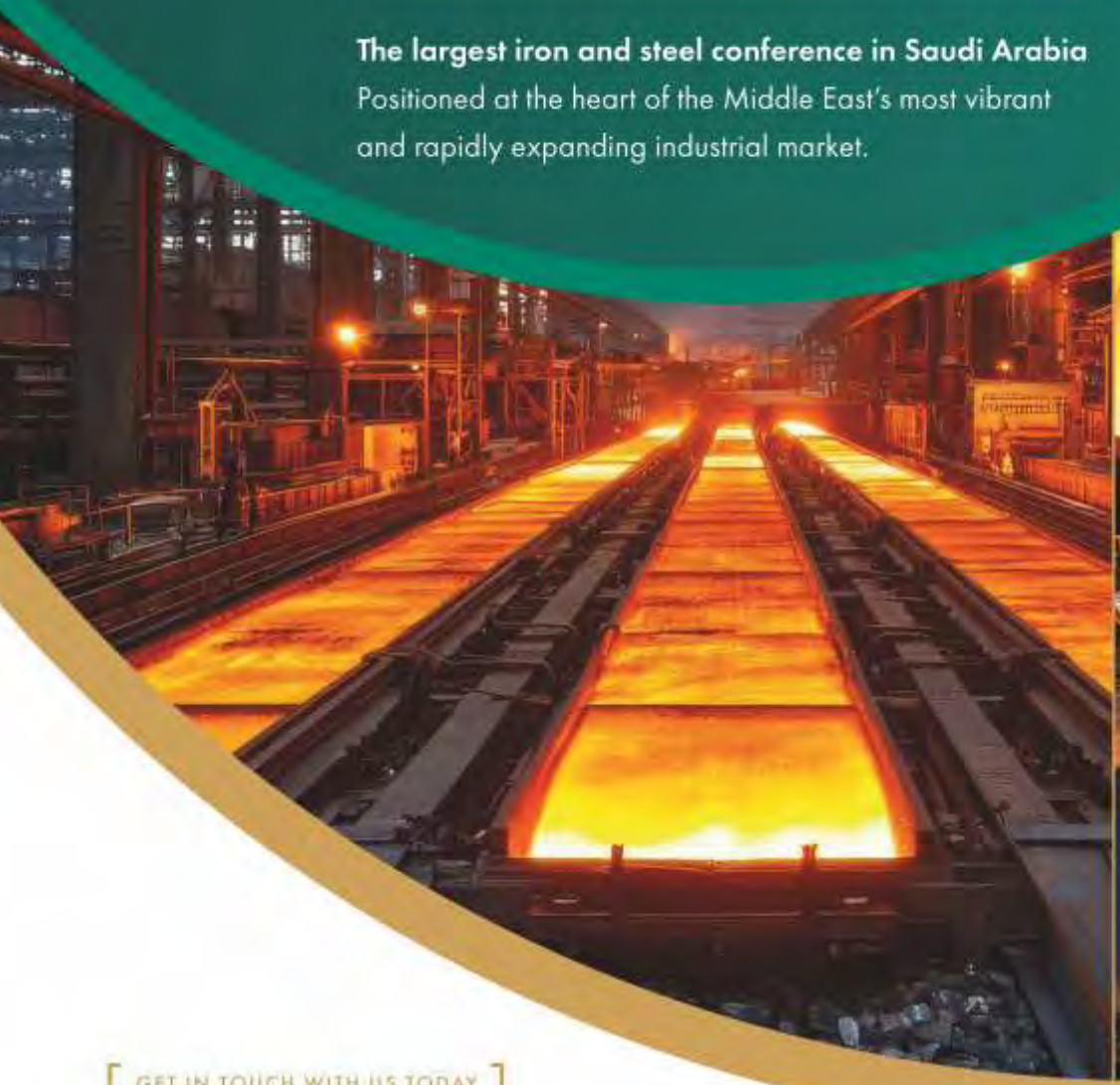

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Crude steel production

22 August 2025 Brussels, Belgium
World crude steel production for the 70 countries reporting to the World Steel Association (worldsteel) was 150.1 million tonnes (Mt) in July 2025, a 1.3% decrease compared to July 2024.
Crude steel production
Combination chart with 6 data series.
View as data table, Crude steel production
The chart has 1 X axis displaying categories.
The chart has 2 Y axes displaying Production (Mt) and Growth (% y-on-y).
End of interactive chart.
Crude steel production by region
Africa produced 1.9 Mt in July 2025, down 2.0% on July 2024. Asia and Oceania produced 110.4 Mt, down 1.9%. The EU (27) produced 10.2 Mt, down 7.0%. Europe, Other produced 3.6 Mt, up 2.6%. The Middle East produced 4.4 Mt, up 27.7%. North America produced 9.4 Mt, up 5.8%. Russia & other CIS + Ukraine produced 6.7 Mt, down 5.1%. South America produced 3.6 Mt, down 4.5%.

Table 1. Crude steel production by region

	Jul 2025 (Mt)	% change Jul 25/24	Jan-Jul 2025 (Mt)	% change Jan-Jul 25/24
Africa	1.9	-2.0	13.4	4.0
Asia and Oceania	110.4	-1.9	804.8	-1.8
EU (27)	10.2	-7.0	75.6	-3.8
Europe, Other	3.6	2.6	24.5	-5.4
Middle East	4.4	27.7	32.3	-0.9
North America	9.4	5.8	63.0	1.0
Russia & other CIS + Ukraine	6.7	-5.1	48.6	-4.8
South America	3.6	-4.5	24.1	-1.0
Total 70 countries	**150.1**	**-1.3**	**1,086.2**	**-1.9**

The 70 countries included in this table accounted for approximately 98% of total world crude steel production in 2024.
Regions and countries covered by the table:

- Africa: Algeria, Egypt, Libya, Morocco, South Africa, Tunisia
- Asia and Oceania: Australia, China, India, Japan, Mongolia, New Zealand, Pakistan, South Korea, Taiwan (China), Thailand, Viet Nam
- European Union (27): Austria, Belgium, Bulgaria, Croatia, Czechia, Finland, France, Germany, Greece, Italy, Luxembourg, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden
- Europe, Other: Macedonia, Norway, Serbia, Türkiye, United Kingdom
- Middle East: Bahrain, Iran, Iraq, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates, Yemen
- North America: Canada, Cuba, El Salvador, Guatemala, Mexico, United States
- Russia & other CIS + Ukraine: Belarus, Kazakhstan, Russia, Ukraine
- South America: Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela

Top 10 steel-producing countries

China produced 79.7 Mt in July 2025, down 4.0% on July 2024. India produced 14.0 Mt, up 14.0%. Japan produced 6.9 Mt, down 2.5%. The United States produced 7.1 Mt, up 4.8%. Russia is estimated to have produced 5.7 Mt, down 2.4%. South Korea produced 5.3 Mt, down 4.7%. Türkiye produced 3.2 Mt, up 4.2%. Germany produced 2.7 Mt, down 13.7%. Brazil is estimated to have produced 2.9 Mt, down 5.5%. Iran produced 2.2 Mt, up 29.7%.

Table 2. Top 10 steel-producing countries

	Jul 2025 (Mt)	% change Jul 25/24	Jan-Jul 2025 (Mt)	% change Jan-Jul 25/24
China	79.7	-4.0	594.5	-3.1
India	14.0	14.0	94.9	9.8
Japan	6.9	-2.5	47.5	-4.7
United States	7.1	4.8	47.4	1.5
Russia	5.7e	-2.4	40.8	-4.4
South Korea	5.3	-4.7	35.9	-3.1
Türkiye	3.2	4.2	21.5	-0.9
Germany	2.7	-13.7	19.8	-12.1
Brazil	2.9e	-5.5	19.4	-0.5
Iran	2.2	29.7	18.2	-5.2

e – estimated. The ranking of the top 10 producing countries is based on year-to-date aggregate

Passenger Vehicle sales decline but three-wheeler segment records best-ever August sales: SIAM

As per the Indian automobile industry witnessed mixed performance in August 2025 with passenger vehicle sales declining, while three-wheeler and two-wheeler segments registered growth, the Society of Indian Automobile Manufacturers (SIAM) said on Monday.

According to SIAM data, passenger vehicle sales stood at 3,21,840 units in August 2025, marking a decline of 8.8 percent compared to the same month last year. The industry attributed the fall to recalibration of dispatches by manufacturers.

On the other hand, the three-wheeler category registered its highest-ever sales for August, growing 8.3 per cent year-on-year to 75,759 units from 69,962 units in August 2024.

The growth was driven by passenger carriers and goods carriers. However, the e-rickshaw segment fell sharply by 49.4 per cent to 1,344 units, while e-cart sales surged 362.9 per cent to 810 units. Two-wheeler sales rose 7.1 per cent to 18,33,921 units in August 2025 compared to 17,11,662 units last year. Scooters grew 12.7 per cent to 6,83,397 units, while motorcycles saw a modest 4.3 per cent rise to 11,06,638 units. Mopeds registered a slight decline of 1.5 per cent, at 43,886 units. Quadricycles recorded negligible activity with no sales reported in August.

While commenting on August-2025 performance, Mr Rajesh Menon, Director General, SIAM said, "Sales of Passenger Vehicles in August 2025 de-grew by (-) 8.8%, posting sales of 3.22 Lakh units as compared to August of previous year, primarily due to recalibration of dispatches by Passenger vehicle manufacturers.

Three Wheelers posted their highest ever sales of August in 2025 of 0.76 Lakh units, with a growth of 8.3% as compared to August 2024. Two-Wheeler segment grew by 7.1% in August 2025, as compared to August 2024, with sales of 18.34 Lakh units. The landmark decision of Government of India to reduce the GST rates on Vehicles will go a long way in enabling broader access to mobility and inject fresh momentum into the Indian Automotive sector in the upcoming festive season."

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Statistics

SIAM

Segment wise Comparative Production, Domestic Sales & Exports data for the month of August 2025

(Number of Vehicles)

Category / Segment/Subsegment	Production August	Domestic Sales August		Exports August					
	2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Passenger Vehicles*									
Passenger Cars	1,35,585	1,24,882	-7.9%	97,198	90,466	-6.9%	35,213	43,650	24.0%
Utility Vehicles	2,29,349	2,25,195	-1.8%	2,00,596	1,79,588	-10.5%	29,907	37,522	25.5%
Vans	11,792	11,264	-4.5%	10,985	10,785	-1.8%	888	1,074	20.9%
Total Passenger Vehicles	**3,76,726**	**3,61,341**	**-4.1%**	**3,08,779**	**2,80,839**	**-9.0%**	**66,008**	**82,246**	**24.6%**
Three Wheelers									
Passenger Carrier	89,750	1,06,787	19.0%	58,698	63,854	8.8%	28,272	41,890	48.2%
Goods Carrier	10,603	11,396	7.5%	8,434	9,751	15.6%	601	852	41.8%
E-Rickshaw	3,022	911	-69.9%	2,655	1,344	-49.4%	-	23	-
E-Cart	151	761	404.0%	175	810	362.9%	-	-	-
Total Three Wheelers	**1,03,526**	**1,19,855**	**15.8%**	**69,962**	**75,759**	**8.3%**	**28,873**	**42,765**	**48.1%**
Two Wheelers									
Scooters	6,23,277	7,31,199	17.3%	6,06,250	6,83,397	12.7%	54,318	64,810	19.3%
Motorcycles	13,39,213	14,39,351	7.5%	10,60,866	11,06,638	4.3%	2,84,110	3,64,487	28.3%
Mopeds	48,066	40,874	-15.0%	44,546	43,886	-1.5%	180	2,736	1420.0%
Total Two Wheelers	**20,10,556**	**22,11,424**	**10.0%**	**17,11,662**	**18,33,921**	**7.1%**	**3,38,608**	**4,32,033**	**27.6%**
Quadricycle	**455**	**429**	**-5.7%**	**6**	**-**	**-**	**282**	**402**	**42.6%**
Grand Total	**24,91,263**	**26,93,049**	**8.1%**	**20,90,409**	**21,90,519**	**4.8%**	**4,33,771**	**5,57,446**	**28.5%**

* BMW, Mercedes, JLR, Tata Motors and Volvo Auto data are not available

Society of Indian Automobile Manufacturers (15/09/2025)

SIAM

Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-August 2025

Report I

(Number of Vehicles)

Category / Segment/Subsegment	Production April-August	Domestic Sales April-August		Exports April-August					
	2024-25	2025-26	% Change	2024-25	2025-26	% Change	2024-25	2025-26	% Change
Passenger Vehicles*									
Passenger Cars	7,20,723	6,78,782	-5.8%	5,35,143	4,89,604	-8.5%	1,69,292	1,83,602	8.5%
Utility Vehicles	11,91,380	12,58,763	5.7%	10,34,607	10,42,607	0.8%	1,35,676	1,65,877	22.3%
Vans	66,001	66,241	0.4%	61,820	61,761	-0.1%	3,452	4,389	27.1%
Total Passenger Vehicles	**19,78,104**	**20,03,786**	**1.3%**	**16,31,570**	**15,93,972**	**-2.3%**	**3,08,420**	**3,53,868**	**14.7%**
Three Wheelers									
Passenger Carrier	3,69,396	4,33,183	17.3%	2,40,637	2,58,418	7.4%	1,25,587	1,75,887	40.1%
Goods Carrier	48,610	49,370	1.6%	43,593	44,941	3.1%	1,641	2,438	48.6%
E-Rickshaw	8,576	4,402	-48.7%	8,627	4,990	-42.2%	-	23	-
E-Cart	1,180	1,875	58.9%	1,259	2,024	60.8%	-	-	-
Total Three Wheelers	**4,27,762**	**4,88,830**	**14.3%**	**2,94,116**	**3,10,373**	**5.5%**	**1,27,228**	**1,78,348**	**40.2%**
Two Wheelers									
Scooters	30,70,286	33,38,165	8.7%	28,24,886	29,88,318	5.8%	2,60,324	2,68,543	3.2%
Motorcycles	65,33,664	67,62,655	3.5%	51,09,277	49,00,194	-4.1%	13,24,336	17,23,283	30.1%
Mopeds	2,14,015	1,99,457	-6.8%	2,04,824	1,87,238	-8.6%	2,004	11,022	450.0%
Total Two Wheelers	**98,17,965**	**1,03,00,277**	**4.9%**	**81,38,987**	**80,75,750**	**-0.8%**	**15,86,664**	**20,02,848**	**26.2%**
Total Quadricycle	**3,154**	**1,708**	**-45.8%**	**104**	**4**	**-96.2%**	**2,916**	**1,698**	**-41.8%**
Grand Total	**1,22,26,985**	**1,27,94,601**	**4.6%**	**1,00,64,777**	**99,80,099**	**-0.8%**	**20,25,228**	**25,36,762**	**25.3%**

* BMW, Mercedes, JLR, Volvo Auto data is not available and Tata Motors data is available for Apr-June only

Society of Indian Automobile Manufacturers (15/09/2025)

SIAM

Category & Company wise Summary Report for the month of August 2025 and Cumulative for April-August 2025

Report II

(Number of Vehicles)

Category / Segment/Subsegment / Manufacturer	Production August	Domestic Sales April-August		Exports August		Exports April-August			
	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	
Passenger Vehicles									
FCA India Automobiles Pvt Ltd	599	357	2,680	2,205	340	172	1,612	1,114	269	303	973	1,278
Force Motors Ltd	195	193	941	715	220	154	814	720	-	-	10	6
Honda Cars India Ltd	10,590	7,828	43,800	31,464	5,326	3,850	23,927	19,828	5,817	2,924	26,536	10,450
Hyundai Motor India Ltd	70,400	60,613	3,25,980	3,11,113	49,525	44,001	2,47,993	2,20,233	13,650	16,500	71,800	80,740
Isuzu Motors India Pvt Ltd	2	15	315	106	19	16	150	107	-	-	-	-
JSW MG Motor India Pvt Ltd	1,855	408	11,191	4,144	2,987	574	14,658	4,370	-	-	-	-
Kia India Pvt Ltd	24,206	26,443	1,12,414	1,23,091	22,523	19,608	1,03,798	1,08,306	2,604	2,458	12,822	11,060
Mahindra & Mahindra Ltd	45,402	49,320	2,14,370	2,62,881	43,277	39,399	2,09,148	2,41,337	1,393	1,452	4,078	8,366
Maruti Suzuki India Ltd	1,65,782	1,55,238	8,35,842	8,34,165	1,43,075	1,31,278	6,99,652	6,62,626	25,669	36,224	1,19,527	1,63,787
Nissan Motor India Pvt Ltd	7,831	6,193	39,035	41,818	2,257	1,384	10,974	7,296	8,361	8,157	25,543	28,738
Renault India Pvt Ltd	6,098	6,000	22,275	16,978	3,018	3,015	16,819	13,319	1,276	1,100	3,613	5,199
SkodaAuto India Pvt Ltd	1,992	3,514	11,388	28,707	2,772	4,971	12,904	29,581	113	327	623	649
Stellantis India Pvt Ltd	901	524	2,460	1,627	1,275	403	2,868	2,179	297	932	2,198	3,231
Tata Motors Ltd*	NA	NA	1,48,081	1,37,076	NA	NA	1,43,232	1,29,369	NA	NA	632	1,035
Toyota Kirloskar Motor Pvt Ltd	33,584	37,136	1,61,377	1,66,180	28,588	29,295	1,26,455	1,38,868	2,290	4,934	9,243	14,878
Volkswagen India Pvt Ltd	7,289	7,559	45,955	41,516	3,577	2,719	16,566	14,719	4,269	6,935	30,822	24,451
Total Passenger Vehicles	**3,76,726**	**3,61,341**	**19,78,104**	**20,03,786**	**3,08,779**	**2,80,839**	**16,31,570**	**15,93,972**	**66,008**	**82,246**	**3,08,420**	**3,53,868**

* Only cumulative data is available for Apr-June

NA= Not Available

SIAM

Category & Company wise Summary Report for the month of August 2025 and Cumulative for April-August 2025

Report II

(Number of Vehicles)

Category / Segment/Subsegment / Manufacturer	Production August	Domestic Sales April-August		Exports August		Exports April-August			
	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	
Three Wheelers									
Atul Auto Ltd	3,052	3,322	13,061	13,601	2,733	2,601	11,234	11,396	101	425	823	1,279
Bajaj Auto Ltd	64,240	76,142	2,71,412	3,03,641	45,200	48,289	1,95,376	1,97,613	17,138	27,038	71,997	1,08,613
Bavy Ltd	500	517	1,998	1,460	469	474	2,134	1,496	-	62	-	122
Force Motors Ltd	-	-	672	-	-	-	-	-	112	-	630	-
Mahindra & Mahindra Ltd	11,256	10,947	32,385	41,357	9,326	10,527	30,570	40,561	144	286	396	543
Piaggio Vehicles Pvt Ltd	10,616	10,278	47,999	44,619	9,055	7,989	41,614	35,266	1,170	1,512	5,490	7,574
Pinnacle Mobility Solutions Pvt Ltd	-	100	-	164	-	19	-	31	-	-	-	-
TI Clean Mobility Pvt Ltd	613	431	2,977	2,596	640	553	3,044	2,938	-	1	-	3
TVS Motor Company Ltd	13,249	18,118	57,258	81,392	2,539	5,307	10,144	21,072	10,208	13,441	47,892	60,214
Total Three Wheelers	**1,03,526**	**1,19,855**	**4,27,762**	**4,88,830**	**69,962**	**75,759**	**2,94,116**	**3,10,373**	**28,873**	**42,765**	**1,27,228**	**1,78,348**
Two Wheelers									
Ather Energy Pvt. Ltd	13,474	23,427	50,037	86,074	13,232	22,757	48,136	84,760	160	360	240	742
Bajaj Auto Ltd	3,31,225	3,40,560	15,67,754	16,15,376	2,08,621	1,84,109	9,59,965	8,52,732	1,26,557	1,57,778	6,23,671	7,34,193
Hero MotoCorp Ltd	4,92,626	5,21,872	24,24,553	24,15,111	4,92,263	5,19,139	23,23,960	22,34,193	20,097	34,588	93,828	1,36,362
Honda Motorcycle & Scooter India Pvt Ltd	5,33,966	5,48,572	25,86,594	25,56,702	4,91,678	4,81,021	23,45,028	21,76,345	47,174	53,840	2,29,716	2,49,046
India Kawasaki Motors Pvt Ltd	339	115	1,271	852	280	230	1,601	1,834	-	-	-	-
India Yamaha Motor Pvt Ltd	83,708	86,429	4,17,465	3,82,759	60,231	60,413	3,01,860	2,48,107	27,494	29,140	1,06,576	1,43,299
Okinawa Autotech Pvt. Ltd	143	80	386	112	184	40	316	73	-	-	-	-
Piaggio Vehicles Pvt Ltd	4,946	4,476	26,505	23,529	2,877	2,800	15,160	13,372	2,032	968	11,705	9,258
Royal-Enfield (Unit of Eicher Motors)	75,379	1,09,201	4,11,698	4,94,462	65,623	1,02,876	3,31,517	4,07,909	8,006	11,126	36,284	59,666
Suzuki Motorcycle India Pvt Ltd	1,03,085	1,05,051	5,25,518	5,61,839	87,480	91,629	4,39,267	4,64,586	17,320	22,307	81,423	1,00,038
Triumph Motorcycles India Pvt Ltd	57	7	190	58	120	45	531	315	-	-	-	-
TVS Motor Company Ltd	3,71,608	4,71,634	18,05,994	21,63,403	2,89,073	3,68,862	13,71,646	15,91,528	89,768	1,21,926	4,03,221	5,70,244
Total Two Wheelers	**20,10,556**	**22,11,424**	**98,17,965**	**1,03,00,277**	**17,11,662**	**18,33,921**	**81,38,987**	**80,75,750**	**3,38,608**	**4,32,033**	**15,86,664**	**20,02,848**
Quadricycle									
Bajaj Auto Ltd	455	429	3,154	1,708	6	-	104	4	282	402	2,916	1,698
Total Quadricycle	**455**	**429**	**3,154**	**1,708**	**6**	**-**	**104**	**4**	**282**	**402**	**2,916**	**1,698**
Grand Total	**24,91,263**	**26,93,049**	**1,22,26,985**	**1,27,94,601**	**20,90,409**	**21,90,519**	**1,00,64,777**	**99,80,099**	**4,33,771**	**5,57,446**	**20,25,228**	**25,36,762**

Society of Indian Automobile Manufacturers (15/09/2025)

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Statistics

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report III

(Number of Vehicles)

Category	Production	Domestic Sales	Exports									
Segment/Subsegment	August	April-August	August	April-August	August	April-August						
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Passenger Vehicles												
A: Passenger Cars												
Honda Cars India Ltd	4,951	4,594	19,920	19,920	3,603	2,190	15,429	12,742	1,202	1,561	8,820	4,147
Hyundai Motor India Ltd	30,905	26,050	1,40,217	1,33,978	15,776	13,649	80,523	67,795	11,109	13,481	58,287	67,507
Maruti Suzuki India Ltd	85,430	85,408	4,55,284	4,39,883	69,406	66,450	3,60,844	3,37,711	11,403	21,702	57,155	81,762
Nissan Motor India Pvt Ltd	6,587	2,044	21,999	11,497	-	-	-	-	7,401	1,092	20,901	8,885
Renault India Pvt Ltd	1,834	1,477	6,351	5,418	634	235	3,522	2,084	1,126	935	2,031	2,985
SkodaAuto India Pvt Ltd	1,240	423	5,890	3,896	1,125	1,008	5,957	5,061	3	-	13	3
Tata Motors Ltd*	NA	NA	40,938	35,496	NA	NA	37,578	32,801	NA	NA	575	548
Toyota Kirloskar Motor Pvt Ltd	141	292	707	1,252	4,778	5,260	23,199	22,849	-	-	-	-
Volkswagen India Pvt Ltd	4,497	4,594	29,417	27,442	1,876	1,674	8,091	8,561	2,969	4,879	21,510	17,765
Total A: Passenger Cars	**1,35,585**	**1,24,882**	**7,20,723**	**6,78,782**	**97,198**	**90,466**	**5,35,143**	**4,89,604**	**35,213**	**43,650**	**1,69,292**	**1,83,602**
B: Utility Vehicles												
FCA India Automobiles Pvt Ltd	599	357	2,680	2,205	340	172	1,612	1,114	269	303	973	1,278
Force Motors Ltd	195	193	941	715	220	154	814	720	-	-	10	6
Honda Cars India Ltd	5,639	3,234	23,880	11,544	1,723	1,660	8,498	7,086	4,615	1,363	17,716	6,303
Hyundai Motor India Ltd	39,495	34,563	1,85,763	1,77,135	33,749	30,352	1,67,470	1,52,438	2,541	3,019	13,513	13,233
Isuzu Motors India Pvt Ltd	2	15	315	106	19	16	150	107	-	-	-	-
JSW MG Motor India Pvt Ltd	1,855	408	11,191	4,144	2,987	574	14,658	4,370	-	-	-	-
Kia India Pvt Ltd	24,206	26,443	1,12,414	1,23,091	22,523	19,608	1,03,798	1,08,306	2,604	2,458	12,822	11,060
Mahindra & Mahindra Ltd	45,402	49,299	2,14,305	2,62,860	43,277	39,399	2,09,148	2,41,337	1,393	1,447	4,003	8,351
Maruti Suzuki India Ltd	68,560	58,587	3,19,654	3,34,018	62,684	54,043	2,82,116	2,68,684	13,378	13,453	59,049	77,716
Nissan Motor India Pvt Ltd	1,244	4,149	17,036	30,321	2,257	1,384	10,974	7,296	960	7,065	4,642	19,853
Renault India Pvt Ltd	4,264	4,523	15,924	11,560	2,384	2,780	13,297	11,235	150	165	1,582	2,214
SkodaAuto India Pvt Ltd	752	3,091	5,498	24,811	1,647	3,963	6,947	24,520	110	327	610	646
Stellantis India Pvt Ltd	901	524	2,460	1,627	1,275	403	2,868	2,179	297	932	2,198	3,231
Tata Motors Ltd*	NA	NA	1,02,111	95,624	NA	NA	1,00,526	91,038	NA	NA	3	422
Toyota Kirloskar Motor Pvt Ltd	33,443	36,844	1,60,670	1,64,928	23,810	24,035	1,03,256	1,16,019	2,290	4,934	9,243	14,878
Volkswagen India Pvt Ltd	2,792	2,965	16,538	14,074	1,701	1,045	8,475	6,158	1,300	2,056	9,312	6,686
Total B: Utility Vehicles	**2,29,349**	**2,25,195**	**11,91,380**	**12,58,763**	**2,00,596**	**1,79,588**	**10,34,607**	**10,42,607**	**29,907**	**37,522**	**1,35,676**	**1,65,877**
C: Vans												
Mahindra & Mahindra Ltd	-	21	65	21	-	-	-	-	-	5	75	15
Maruti Suzuki India Ltd	11,792	11,243	60,904	60,264	10,985	10,785	56,692	56,231	888	1,069	3,323	4,309
Tata Motors Ltd*	NA	NA	5,032	5,956	NA	NA	5,128	5,530	NA	NA	54	65
Total C: Vans	**11,792**	**11,264**	**66,001**	**66,241**	**10,985**	**10,785**	**61,820**	**61,761**	**888**	**1,074**	**3,452**	**4,389**
Total Passenger Vehicles	**3,76,726**	**3,61,341**	**19,78,104**	**20,03,786**	**3,08,779**	**2,80,839**	**16,31,570**	**15,93,972**	**66,008**	**82,246**	**3,08,420**	**3,53,868**
* Only cumulative data is available for Apr-June		N	A= Not Available									

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report III

(Number of Vehicles)

Category	Production	Domestic Sales	Exports									
Segment/Subsegment	August	April-August	August	April-August	August	April-August						
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Three Wheelers												
A: Passenger Carrier												
Atul Auto Ltd	1,136	1,665	4,859	6,197	1,060	1,059	3,644	4,441	101	411	804	1,199
Bajaj Auto Ltd	58,560	69,595	2,47,190	2,77,779	40,977	42,754	1,74,296	1,73,319	16,842	26,386	71,117	1,06,949
Baxy Ltd	91	155	379	386	80	131	385	266	-	40	-	100
Force Motors Ltd	-	-	672	-	-	-	-	-	112	-	630	-
Mahindra & Mahindra Ltd	7,973	9,181	21,299	32,989	6,581	8,741	19,975	33,070	-	246	132	432
Piaggio Vehicles Pvt Ltd	8,145	7,587	35,055	32,080	6,831	5,328	29,303	23,459	1,106	1,366	5,168	7,210
Pinnacle Mobility Solutions Pvt Ltd	-	100	-	164	-	19	-	31	-	-	-	-
TI Clean Mobility Pvt Ltd	613	403	2,977	2,459	640	524	3,044	2,809	-	-	-	2
TVS Motor Company Ltd	13,232	18,101	56,965	81,129	2,529	5,298	9,990	21,023	10,111	13,441	47,736	59,995
Total A: Passenger Carrier	**89,750**	**1,06,787**	**3,69,396**	**4,33,183**	**58,698**	**63,854**	**2,40,637**	**2,58,418**	**28,272**	**41,890**	**1,25,587**	**1,75,887**
E-Rickshaw												
Atul Auto Ltd	744	412	2,568	1,620	707	413	2,580	1,681	-	-	-	-
Bajaj Auto Ltd	-	217	-	470	-	325	-	354	-	-	-	-
Baxy Ltd	257	170	974	611	251	205	1,091	833	-	22	-	22
Mahindra & Mahindra Ltd	2,021	111	5,034	1,700	1,697	401	4,956	2,122	-	-	-	-
TI Clean Mobility Pvt Ltd	-	1	-	1	-	-	-	-	-	1	-	1
Total E-Rickshaw	**3,022**	**911**	**8,576**	**4,402**	**2,655**	**1,344**	**8,627**	**4,990**	**-**	**23**	**-**	**23**
B: Goods Carrier												
Atul Auto Ltd	1,058	1,057	4,811	5,180	838	967	4,273	4,524	-	14	19	80
Bajaj Auto Ltd	5,680	6,330	24,222	25,392	4,223	5,210	21,080	23,940	296	652	880	1,664
Baxy Ltd	115	146	524	250	112	89	549	188	-	-	-	-
Mahindra & Mahindra Ltd	1,262	1,128	5,816	5,610	1,027	786	5,226	4,304	144	40	264	111
Piaggio Vehicles Pvt Ltd	2,471	2,691	12,944	12,539	2,224	2,661	12,311	11,807	64	146	322	364
TI Clean Mobility Pvt Ltd	-	27	-	136	-	29	-	129	-	-	-	-
TVS Motor Company Ltd	17	17	293	263	10	9	154	49	97	-	156	219
Total B: Goods Carrier	**10,603**	**11,396**	**48,610**	**49,370**	**8,434**	**9,751**	**43,593**	**44,941**	**601**	**852**	**1,641**	**2,438**
E-Cart												
Atul Auto Ltd	114	188	823	604	128	162	737	750	-	-	-	-
Baxy Ltd	37	46	121	213	26	49	109	209	-	-	-	-
Mahindra & Mahindra Ltd	-	527	236	1,058	21	599	413	1,065	-	-	-	-
Total E-Cart	**151**	**761**	**1,180**	**1,875**	**175**	**810**	**1,259**	**2,024**	**-**	**-**	**-**	**-**
Total Three Wheelers	**1,03,526**	**1,19,855**	**4,27,762**	**4,88,830**	**69,962**	**75,759**	**2,94,116**	**3,10,373**	**28,873**	**42,765**	**1,27,228**	**1,78,348**

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report III

(Number of Vehicles)

Category	Production	Domestic Sales	Exports									
Segment/Subsegment	August	April-August	August	April-August	August	April-August						
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Two Wheelers												
A: Scooters												
Ather Energy Pvt. Ltd	13,474	23,427	50,037	86,074	13,232	22,757	48,136	84,760	160	360	240	742
Bajaj Auto Ltd	28,571	14,837	99,742	90,846	25,756	14,164	95,924	89,918	-	90	2	210
Hero MotoCorp Ltd	32,503	51,917	1,51,151	1,93,011	31,707	48,304	1,44,259	1,83,579	2,438	3,900	13,970	10,924
Honda Motorcycle & Scooter India Pvt Ltd	2,80,118	3,08,396	14,23,295	14,38,161	2,62,163	2,69,923	12,86,074	11,77,616	32,517	28,763	1,41,456	1,44,556
India Yamaha Motor Pvt Ltd	34,958	29,953	1,58,760	1,35,093	29,390	27,944	1,31,287	1,15,575	5,900	7,848	27,940	28,535
Okinawa Autotech Pvt. Ltd	143	80	386	112	184	40	316	73	-	-	-	-
Piaggio Vehicles Pvt Ltd	3,848	3,962	20,210	18,257	2,463	2,602	13,363	12,353	1,388	744	7,278	5,159
Suzuki Motorcycle India Pvt Ltd	90,445	90,563	4,55,394	4,78,633	85,378	91,065	4,30,018	4,58,043	4,263	7,407	22,906	25,476
TVS Motor Company Ltd	1,39,217	2,08,064	7,11,311	8,97,978	1,55,977	2,06,598	6,75,509	8,66,401	7,652	15,698	46,532	52,941
Total A: Scooters	**6,23,277**	**7,31,199**	**30,70,286**	**33,38,165**	**6,06,250**	**6,83,397**	**28,24,886**	**29,88,318**	**54,318**	**64,810**	**2,60,324**	**2,68,543**
B: Motorcycles												
Bajaj Auto Ltd	3,02,654	3,25,723	14,68,012	15,24,530	1,82,865	1,69,945	8,64,041	7,62,814	1,26,557	1,57,688	6,23,669	7,33,983
Hero MotoCorp Ltd	4,60,123	4,69,955	22,73,402	22,22,100	4,60,556	4,70,835	21,79,701	20,50,614	17,659	30,688	79,858	1,25,438
Honda Motorcycle & Scooter India Pvt Ltd	2,53,848	2,40,176	11,63,299	11,18,541	2,29,515	2,11,098	10,58,954	9,98,729	14,657	25,077	88,260	1,04,490
India Kawasaki Motors Pvt Ltd	339	115	1,271	852	280	230	1,601	1,834	-	-	-	-
India Yamaha Motor Pvt Ltd	48,750	56,476	2,58,705	2,47,666	30,841	32,469	1,70,573	1,32,532	21,594	21,292	78,636	1,14,764
Piaggio Vehicles Pvt Ltd	1,098	514	6,295	5,272	414	198	1,797	1,019	644	224	4,427	4,099
Royal-Enfield (Unit of Eicher Motors)	75,379	1,09,201	4,11,698	4,94,462	65,623	1,02,876	3,31,517	4,07,909	8,006	11,126	36,284	59,666
Suzuki Motorcycle India Pvt Ltd	12,640	14,488	70,124	83,206	2,102	564	9,249	6,543	13,057	14,900	58,517	74,562
Triumph Motorcycles India Pvt Ltd	57	7	190	58	120	45	531	311	-	-	-	-
TVS Motor Company Ltd	1,84,325	2,22,696	8,80,668	10,65,968	88,550	1,18,378	4,91,313	5,37,889	81,936	1,03,492	3,54,685	5,06,281
Total B: Motorcycles	**13,39,213**	**14,39,351**	**65,33,664**	**67,62,655**	**10,60,866**	**11,06,638**	**51,09,277**	**49,00,194**	**2,84,110**	**3,64,487**	**13,24,336**	**17,23,283**
C: Mopeds												
TVS Motor Company Ltd	48,066	40,874	2,14,015	1,99,457	44,546	43,886	2,04,824	1,87,238	180	2,736	2,004	11,022
Total C: Mopeds	**48,066**	**40,874**	**2,14,015**	**1,99,457**	**44,546**	**43,886**	**2,04,824**	**1,87,238**	**180**	**2,736**	**2,004**	**11,022**
Total Two Wheelers	**20,10,556**	**22,11,424**	**98,17,965**	**1,03,00,277**	**17,11,662**	**18,33,921**	**81,38,987**	**80,75,750**	**3,38,608**	**4,32,033**	**15,86,664**	**20,02,848**
Quadricycle												
Bajaj Auto Ltd	455	429	3,154	1,708	6	-	104	4	282	402	2,916	1,698
Total Quadricycle	**455**	**429**	**3,154**	**1,708**	**6**	**-**	**104**	**4**	**282**	**402**	**2,916**	**1,698**
Grand Total	**24,91,263**	**26,93,049**	**1,22,26,985**	**1,27,94,601**	**20,90,409**	**21,90,519**	**1,00,64,777**	**99,80,099**	**4,33,771**	**5,57,446**	**20,25,228**	**25,36,762**
Society of Indian Automobile Manufacturers (15/09/2025)												

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report IV

(Number of Vehicles)

Category	Production	Domestic Sales	Exports									
Segment/Subsegment	August	April-August	August	April-August	August	April-August						
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Passenger Vehicles												
A : Passenger Cars - Upto 5 Seats												
Mini :Seats upto-5, Length Normally <3600 mm, Body Style-Hatchback, Engine Displacement Normally upto 1.0 Litre												
Maruti Suzuki India Ltd (Alto,Spresso)	10,631	9,485	64,139	47,966	10,648	6,853	51,424	33,197	2,753	4,054	11,565	15,092
Renault India Pvt Ltd (Kwid)	1,834	1,477	6,351	5,418	634	235	3,522	2,084	1,126	935	2,031	2,985
Total Mini	**12,465**	**10,962**	**70,490**	**53,384**	**11,282**	**7,088**	**54,946**	**35,281**	**3,879**	**4,989**	**13,596**	**18,077**
Compact :Seats upto-5, Length Normally between 3600 - 4000 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.4 Litre												
Honda Cars India Ltd (Amaze)	3,331	2,582	10,920	12,688	2,585	1,753	10,717	10,053	210	150	480	421
Hyundai Motor India Ltd (Aura,Grand i10,i20	25,701	19,559	1,10,413	1,03,429	14,582	12,878	73,532	63,450	7,546	7,417	36,089	40,918
Maruti Suzuki India Ltd (OEM Model#,Balen	73,148	75,923	3,83,355	3,91,917	58,051	59,597	3,05,941	3,02,534	7,570	17,648	41,745	66,287
Tata Motors Ltd* (Altroz,Tiago,Tigor)	NA	NA	40,938	35,496	NA	NA	37,578	32,801	NA	NA	575	548
Toyota Kirloskar Motor Pvt Ltd (Glanza)	-	-	-	-	4,624	5,102	22,475	21,944	-	-	-	-
Total Compact	**1,02,180**	**98,064**	**5,45,626**	**5,43,530**	**79,842**	**79,330**	**4,50,243**	**4,30,782**	**15,326**	**25,215**	**78,889**	**1,08,174**
Mid-Size: Seats upto-5, Length Normally between 4250 - 4500 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Honda Cars India Ltd (City)	1,620	2,012	9,000	7,232	1,018	437	4,712	2,689	992	1,411	8,340	3,726
Hyundai Motor India Ltd (Verna)	5,204	6,491	29,804	30,549	1,194	771	6,990	4,345	3,563	6,064	22,198	26,589
Maruti Suzuki India Ltd (Ciaz)	1,651	-	7,790	-	707	-	3,479	1,980	1,080	-	3,845	383
Nissan Motor India Pvt Ltd (Sunny)	6,587	2,044	21,999	11,497	-	-	-	-	7,401	1,092	20,901	8,885
Volkswagen India Pvt Ltd (Virtus)	4,497	4,594	29,417	27,442	1,876	1,674	8,091	8,561	2,969	4,879	21,510	17,765
Total Mid-Size	**19,559**	**15,141**	**98,010**	**76,720**	**4,795**	**2,882**	**23,272**	**17,575**	**16,005**	**13,446**	**76,794**	**57,348**
Executive :Seats upto-5, Length Normally between 4500 - 4700 mm, Body Style-Sedan/Estate/Notchback, Engine Displacement Normally upto 2 Litre												
SkodaAuto India Pvt Ltd (Slavia)	1,240	423	5,890	3,896	1,122	1,008	5,936	5,057	3	-	13	3
Total Executive	**1,240**	**423**	**5,890**	**3,896**	**1,122**	**1,008**	**5,936**	**5,057**	**3**	**-**	**13**	**3**
Premium :Seats upto-5, Length Normally between 4700 - 5000 mm, Body Style-Sedan/Estates, Engine Displacement Normally upto 3 Litre												
SkodaAuto India Pvt Ltd (Superb)	-	-	-	-	3	-	21	4	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Camry)	141	292	707	1,252	154	158	724	905	-	-	-	-
Total Premium	**141**	**292**	**707**	**1,252**	**157**	**158**	**745**	**909**	**-**	**-**	**-**	**-**
Luxury :Seats upto-5, Length Normally Over 5000 mm												
Hyundai Motor India Ltd (Other)	-	-	-	-	-	-	1	-	-	-	-	-
Total Luxury	**-**	**-**	**-**	**-**	**-**	**-**	**1**	**-**	**-**	**-**	**-**	**-**
Total Passenger Cars	**1,35,585**	**1,24,882**	**7,20,723**	**6,78,782**	**97,198**	**90,466**	**5,35,143**	**4,89,604**	**35,213**	**43,650**	**1,69,292**	**1,83,602**
* Only cumulative data is available for Apr-June		NA=Not Available		#Only production volume of OEM Model is reported by Maruti Suzuki India Limited.								

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	August		April-August		August		April-August		August		April-August	
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
B : Utility Vehicles/ Sports Utility Vehicles; 4x2 or 4x4 offroad capability ; Generally ladder on frame ; 2 box ; 5 Seats or more but upto 10 Seats.												
UVC : Length < 4000 mm & Price <20 Lakhs												
Force Motors Ltd (Gurkha)	-	25	-	25	-	25	-	25	-	-	-	-
Hyundai Motor India Ltd (Exter,Venue)	19,050	15,114	92,459	78,978	15,717	13,170	81,292	65,818	2,113	1,453	7,475	4,910
Kia India Pvt Ltd (Sonet,Syros)	11,356	9,640	49,541	49,925	10,073	8,049	44,682	45,310	1,317	1,113	5,210	5,054
Mahindra & Mahindra Ltd (Bolero,Kuv100,T	21,704	15,856	1,08,933	97,747	19,194	15,318	1,05,663	89,029	1,052	1,134	1,825	5,475
Maruti Suzuki India Ltd (OEM Model#,Brezz	46,204	35,660	2,06,293	2,18,245	32,169	26,645	1,42,337	1,40,216	10,073	9,326	41,234	58,605
Nissan Motor India Pvt Ltd (Magnite)	1,244	4,149	17,036	30,321	2,257	1,384	10,974	7,200	960	7,065	4,642	19,853
Renault India Pvt Ltd (Kiger,Triber)	4,264	4,523	15,924	11,560	2,384	2,780	13,297	11,235	150	165	1,582	2,214
SkodaAuto India Pvt Ltd (Kylaq)	-	2,502	-	20,474	-	3,099	-	19,985	-	-	-	-
Stellantis India Pvt Ltd (C3,EC3)	269	508	1,650	1,207	657	351	1,827	1,336	125	597	559	2,167
Tata Motors Ltd* (Nexon,Punch)	NA	NA	92,348	80,001	NA	NA	91,036	76,230	NA	NA	3	320
Toyota Kirloskar Motor Pvt Ltd (Urban Cruis	-	-	-	-	3,213	2,683	11,218	12,234	-	-	-	-
Total UVC	**1,04,091**	**87,977**	**5,84,184**	**5,88,483**	**85,664**	**73,504**	**5,02,326**	**4,68,618**	**15,790**	**20,853**	**62,530**	**98,598**
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs												
Force Motors Ltd (Gurkha,Trax)	50	51	513	172	65	38	373	188	-	-	10	5
Honda Cars India Ltd (Elevate)	5,639	3,234	23,880	11,544	1,723	1,660	8,498	7,086	4,615	1,363	17,716	6,303
Hyundai Motor India Ltd (Creta)	18,050	16,628	81,507	87,125	16,762	15,924	80,514	80,484	268	415	1,358	2,730
JSW MG Motor India Pvt Ltd (Astor)	919	-	5,158	300	937	179	4,814	510	-	-	-	-
Kia India Pvt Ltd (Seltos)	5,731	7,173	32,629	31,965	6,536	4,687	31,659	28,139	393	506	3,089	2,747
Mahindra & Mahindra Ltd (Electric Origin SU	-	4,921	-	20,823	-	3,864	-	18,895	-	1	-	6
Maruti Suzuki India Ltd (OEM Model#,e Vita	19,544	20,243	96,245	1,00,335	27,601	24,188	1,23,104	1,12,415	3,291	4,126	17,735	18,807
SkodaAuto India Pvt Ltd (Kushaq)	752	488	5,466	3,276	1,502	789	6,085	3,909	110	327	610	646
Stellantis India Pvt Ltd (Basalt,C3 Aircross)	632	16	797	403	617	52	1,039	841	172	335	1,639	1,064
Tata Motors Ltd* (Curvv)	-	NA	-	9,135	-	NA	-	8,272	-	NA	-	101
Toyota Kirloskar Motor Pvt Ltd (Model Manu	20,451	24,031	97,866	1,01,773	8,255	9,168	33,713	44,029	2,290	4,910	9,243	14,817
Volkswagen India Pvt Ltd (Taigun)	2,792	2,965	16,214	14,074	1,628	1,001	8,030	5,777	1,300	2,056	9,312	6,686
Total UV1	**74,560**	**79,750**	**3,60,275**	**3,80,925**	**65,626**	**61,550**	**2,97,829**	**3,10,545**	**12,439**	**14,039**	**60,712**	**53,912**
UV2 : Length between 4400 - 4700 mm & Price <20 Lakhs												
Hyundai Motor India Ltd (Alcazar)	2,250	2,771	10,975	10,804	1,105	1,187	4,735	5,719	160	1,151	4,680	5,593
JSW MG Motor India Pvt Ltd (Hector)	818	408	5,551	3,728	1,814	379	9,026	3,790	-	-	-	-
Kia India Pvt Ltd (Carens)	7,119	9,630	30,244	40,551	5,881	6,822	27,358	34,493	894	839	4,523	3,259
Mahindra & Mahindra Ltd (Bolero Neo Plus,	23,698	28,522	1,05,372	1,44,290	24,083	20,217	1,03,485	1,33,413	341	312	2,178	2,870
Maruti Suzuki India Ltd (XL6)	2,812	2,684	17,116	15,438	2,740	2,973	15,736	14,777	14	1	79	304
Tata Motors Ltd* (Harrier,Safari)	NA	NA	9,763	6,488	NA	NA	9,490	6,536	NA	NA	-	1
Total UV2	**36,697**	**44,015**	**1,79,021**	**2,21,299**	**35,623**	**31,578**	**1,69,830**	**1,98,728**	**1,409**	**2,303**	**11,460**	**12,027**
UV3 : Length >4700 mm & Price <20 Lakhs												
Force Motors Ltd (Trax)	145	117	428	518	155	91	388	507	-	-	-	1
Toyota Kirloskar Motor Pvt Ltd (Innova Crys	9,859	9,847	45,818	46,682	9,687	9,304	44,662	43,806	-	24	-	57
Total UV3	**10,004**	**9,964**	**46,246**	**47,200**	**9,842**	**9,395**	**45,050**	**44,313**	**-**	**24**	**-**	**58**

* Only cumulative data is available for Apr-June NA=Not Available #Only production volume of OEM Model is reported by Maruti Suzuki India Limited.

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	August		April-August		August		April-August		August		April-August	
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
UV4 : Price between Rs. 20 to 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Comp	306	238	1,360	708	280	97	1,254	625	2	120	60	135
Force Motors Ltd (Gurkha)	-	-	-	-	-	-	53	-	-	-	-	-
Hyundai Motor India Ltd (Tucson)	113	50	686	194	125	57	737	339	-	-	-	-
Isuzu Motors India Pvt Ltd (Hi-Lander,V-Cro	2	15	300	106	17	12	145	92	-	-	-	-
Maruti Suzuki India Ltd (Invicto)	-	-	-	-	174	237	939	1,276	-	-	1	-
Stellantis India Pvt Ltd (C5 Aircross)	-	-	13	17	1	-	2	2	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Model Manu	1	248	2,102	1,521	-	-	-	-	-	-	-	-
Total UV4	**422**	**551**	**4,461**	**2,546**	**597**	**403**	**3,130**	**2,334**	**2**	**120**	**61**	**135**
UV5 : Price >Rs. 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Meridi	293	119	1,320	1,497	60	75	358	489	267	183	913	1,143
Hyundai Motor India Ltd (Ioniq5)	32	-	136	34	40	14	192	78	-	-	-	-
Isuzu Motors India Pvt Ltd (MU-X)	-	-	15	-	2	4	5	15	-	-	-	-
JSW MG Motor India Pvt Ltd (Gloster)	118	-	482	116	236	16	818	70	-	-	-	-
Kia India Pvt Ltd (Carnival,EV6)	-	-	-	650	33	50	99	364	-	-	-	-
Nissan Motor India Pvt Ltd (X Trail)	-	-	-	-	-	-	-	96	-	-	-	-
SkodaAuto India Pvt Ltd (Kodiaq)	-	101	32	1,061	145	75	862	626	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Fortuner,Hil	3,132	2,718	14,884	14,952	2,655	2,880	13,663	15,950	-	-	-	4
Volkswagen India Pvt Ltd (Golf GTI,Tiguan)	-	-	324	-	73	44	445	381	-	-	-	-
Total UV5	**3,575**	**2,938**	**17,193**	**18,310**	**3,244**	**3,158**	**16,442**	**18,069**	**267**	**183**	**913**	**1,147**
Total Utility Vehicles	**2,29,349**	**2,25,195**	**11,91,380**	**12,58,763**	**2,00,596**	**1,79,588**	**10,34,607**	**10,42,607**	**29,907**	**37,522**	**1,35,676**	**1,65,877**
C :Vans ; Generally 1 or 1.5 box; seats upto 5 to 10												
V1 :Hard tops mainly used for personal transport, Price upto Rs. 10 Lakh												
Mahindra & Mahindra Ltd (Maxximo)	-	21	65	21	-	-	-	-	-	5	75	15
Maruti Suzuki India Ltd (Eeco)	11,792	11,243	60,904	60,264	10,985	10,785	56,692	56,231	888	1,069	3,323	4,309
Tata Motors Ltd* (Magic Express)	NA	NA	4,959	5,956	NA	NA	5,067	5,348	NA	NA	-	-
Total V1	**11,792**	**11,264**	**65,928**	**66,241**	**10,985**	**10,785**	**61,759**	**61,579**	**888**	**1,074**	**3,398**	**4,324**
V2 :Soft tops mainly used as Maxi Cabs, Price upto Rs. 10 Lakh												
Tata Motors Ltd* (Magic Iris)	NA	NA	73	-	NA	NA	61	182	NA	NA	54	65
Total V2	**-**	**-**	**73**	**-**	**-**	**-**	**61**	**182**	**-**	**-**	**54**	**65**
Total Vans	**11,792**	**11,264**	**66,001**	**66,241**	**10,985**	**10,785**	**61,820**	**61,761**	**888**	**1,074**	**3,452**	**4,389**
Total Passenger Vehicles	**3,76,726**	**3,61,341**	**19,78,104**	**20,03,786**	**3,08,779**	**2,80,839**	**16,31,570**	**15,93,972**	**66,008**	**82,246**	**3,08,420**	**3,53,868**

* Only cumulative data is available for Apr-June NA=Not Available

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	August		April-August		August		April-August		August		April-August	
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Three Wheelers												
A: Passenger Carrier												
A1:No. of seats Including driver not exceeding 4 & Max.Mass not exceeding 1 tonne												
Atul Auto Ltd (Atul Gem,Atul Gemini,Atul Ri	503	710	2,336	2,798	393	354	1,259	1,456	82	391	785	1,081
Bajaj Auto Ltd (Maxima,Maxima - EV,RE)	58,560	69,595	2,47,190	2,77,779	40,977	42,754	1,74,296	1,73,319	16,842	26,386	71,117	1,06,949
Baxy Ltd (Baxy EVE PRO,Baxy Express Pa	91	155	379	386	80	131	385	266	-	40	-	100
Mahindra & Mahindra Ltd (Alfa,Treo)	7,973	9,181	21,299	32,989	6,581	8,741	19,975	33,070	-	246	132	432
Piaggio Vehicles Pvt Ltd (Ape Auto,Ape City	8,145	7,587	35,055	32,080	6,831	5,328	29,303	23,459	1,106	1,366	5,168	7,210
TI Clean Mobility Pvt Ltd (L5M)	613	403	2,977	2,459	640	524	3,044	2,809	-	-	-	2
TVS Motor Company Ltd (TVS King 4S,TVS	13,232	18,101	56,965	81,129	2,529	5,298	9,990	21,023	10,111	13,441	47,736	59,995
Total A1	**89,117**	**1,05,732**	**3,66,201**	**4,29,620**	**58,031**	**63,130**	**2,38,252**	**2,55,402**	**28,141**	**41,870**	**1,24,938**	**1,75,769**
A2:No. of seats Including driver exceeding 4 but not exceeding 7 & Max.Mass not exceeding 1.5 tonnes												
Atul Auto Ltd (Atul Gem,Gemi Paxx)	633	955	2,523	3,399	667	705	2,385	2,985	19	20	19	118
Force Motors Ltd (Minidor)	-	-	672	-	-	-	-	-	112	-	630	-
Pinnacle Mobility Solutions Pvt Ltd (Saarthi	-	100	-	164	-	19	-	31	-	-	-	-
Total A2	**633**	**1,055**	**3,195**	**3,563**	**667**	**724**	**2,385**	**3,016**	**131**	**20**	**649**	**118**
Total Passenger Carriers	**89,750**	**1,06,787**	**3,69,396**	**4,33,183**	**58,698**	**63,854**	**2,40,637**	**2,58,418**	**28,272**	**41,890**	**1,25,587**	**1,75,887**
E-Rickshaw												
Atul Auto Ltd (Atul Elite)	744	412	2,568	1,620	707	413	2,580	1,681	-	-	-	-
Bajaj Auto Ltd (Riki - EV)	-	217	-	470	-	325	-	354	-	-	-	-
Baxy Ltd (Baxy E Rath)	257	170	974	611	251	205	1,091	833	-	22	-	22
Mahindra & Mahindra Ltd (e-Alfa Mini,Treo	2,021	111	5,034	1,700	1,697	401	4,956	2,122	-	-	-	-
TI Clean Mobility Pvt Ltd (L3M)	-	1	-	1	-	-	-	-	-	1	-	1
Total E-Rickshaw	**3,022**	**911**	**8,576**	**4,402**	**2,655**	**1,344**	**8,627**	**4,990**	**-**	**23**	**-**	**23**
B: Goods Carrier												
B1: Max mass not exceeding 1 tonnes												
Atul Auto Ltd (Atul Energie,Atul Gem,Atul G	1,058	1,057	4,811	5,180	838	967	4,273	4,524	-	14	19	80
Bajaj Auto Ltd (Maxima)	5,680	6,330	24,222	25,392	4,223	5,210	21,080	23,940	296	652	880	1,664
Baxy Ltd (Baxy Cargo,Baxy Cargo Super Ki	115	146	524	250	112	89	549	188	-	-	-	-
Mahindra & Mahindra Ltd (Alfa,Treo,Zor Gra	1,262	1,128	5,816	5,610	1,027	786	5,226	4,304	144	40	264	111
Piaggio Vehicles Pvt Ltd (Ape Xtra)	2,471	2,691	12,944	12,539	2,224	2,661	12,311	11,807	64	146	322	364
TI Clean Mobility Pvt Ltd (L5N)	-	27	-	136	-	29	-	129	-	-	-	-
TVS Motor Company Ltd (TVS King Kargo)	17	17	293	263	10	9	154	49	97	-	156	219
Total Goods Carrier	**10,603**	**11,396**	**48,610**	**49,370**	**8,434**	**9,751**	**43,593**	**44,941**	**601**	**852**	**1,641**	**2,438**
E-Cart												
Atul Auto Ltd (Atul Elite Cargo)	114	188	823	604	128	162	737	750	-	-	-	-
Baxy Ltd (Baxy E Cart)	37	46	121	213	26	49	109	209	-	-	-	-
Mahindra & Mahindra Ltd (e-Alfa Cargo,Tre	-	527	236	1,058	21	599	413	1,065	-	-	-	-
Total E-Cart	**151**	**761**	**1,180**	**1,875**	**175**	**810**	**1,259**	**2,024**	**-**	**-**	**-**	**-**
Total Three Wheelers	**1,03,526**	**1,19,855**	**4,27,762**	**4,88,830**	**69,962**	**75,759**	**2,94,116**	**3,10,373**	**28,873**	**42,765**	**1,27,228**	**1,78,348**

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of August 2025 and Cumulative for April-August 2025

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	August		April-August		August		April-August		August		April-August	
Manufacturer	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26	2024	2025	2024-25	2025-26
Two Wheelers												
A : Scooters : Wheel size is less than or equal to 12"												
A1: Engine capacity less than or equal to 75 CC												
Piaggio Vehicles Pvt Ltd (SXR 50,Typhoon	622	432	2,875	2,734	-	-	-	-	622	528	2,875	2,736
Total A1	**622**	**432**	**2,875**	**2,734**	**-**	**-**	**-**	**-**	**622**	**528**	**2,875**	**2,736**
A3: Engine capacity >90 CC but less than or equal to 125 CC												
Hero MotoCorp Ltd (Hero Destni 125,Maest	26,308	39,122	1,29,597	1,46,339	25,683	35,926	1,23,076	1,37,321	2,438	3,894	13,970	10,917
Honda Motorcycle & Scooter India Pvt Ltd (	2,80,118	3,08,396	14,23,295	14,33,425	2,62,163	2,69,903	12,86,074	11,75,085	32,517	28,763	1,41,456	1,44,556
India Yamaha Motor Pvt Ltd (Fascino,Ray)	33,358	27,736	1,49,740	1,26,786	27,392	25,520	1,22,575	1,05,925	5,900	7,848	27,844	28,475
Piaggio Vehicles Pvt Ltd (Aprilia,Vespa)	2,521	2,414	13,847	11,642	2,096	1,753	11,563	9,874	415	118	2,696	774
Suzuki Motorcycle India Pvt Ltd (Access,Av	90,445	90,563	4,55,394	4,78,145	85,378	91,065	4,30,018	4,58,043	4,263	7,407	22,906	25,476
TVS Motor Company Ltd (Jupiter,Ntorq,Zest	1,13,816	1,82,977	6,11,589	7,80,632	1,31,796	1,82,164	5,81,100	7,49,448	7,054	14,994	42,784	51,091
Total A3	**5,46,566**	**6,51,208**	**27,83,462**	**29,76,969**	**5,34,508**	**6,06,331**	**25,54,406**	**26,35,696**	**52,587**	**63,024**	**2,51,656**	**2,61,289**
A4 : Engine capacity >125 CC but less than or equal to 150 CC												
Piaggio Vehicles Pvt Ltd (Aprilia,Vespa)	271	245	1,647	2,028	62	109	384	687	237	78	1,258	1,474
Total A4	**271**	**245**	**1,647**	**2,028**	**62**	**109**	**384**	**687**	**237**	**78**	**1,258**	**1,474**
A5 : Engine capacity >150 CC but less than or equal to 200 CC												
Hero MotoCorp Ltd (Xoom)	-	-	-	-	-	105	-	105	-	4	-	4
India Yamaha Motor Pvt Ltd (Aerox)	1,600	2,217	9,020	8,307	1,998	2,424	8,712	9,650	-	-	96	60
Piaggio Vehicles Pvt Ltd (Aprilia)	434	871	1,841	1,853	305	740	1,416	1,792	114	20	449	175
Total A5	**2,034**	**3,088**	**10,861**	**10,160**	**2,303**	**3,269**	**10,128**	**11,547**	**114**	**24**	**545**	**239**
AE1:Upto 250 W Electric												
Bajaj Auto Ltd (Yulu Ver 3.0x)	4,204	345	13,408	1,930	4,000	150	13,200	1,700	-	-	-	-
Okinawa Autotech Pvt. Ltd (Dual,Dual-100,L	143	60	305	92	148	40	209	73	-	-	-	-
Total AE1	**4,347**	**405**	**13,713**	**2,022**	**4,148**	**190**	**13,409**	**1,773**	**-**	**-**	**-**	**-**
AE2: More than 250 W Electric												
Ather Energy Pvt. Ltd (450 Apex,450S,450X	13,474	23,427	50,037	86,074	13,232	22,757	48,136	84,760	160	360	240	742
Bajaj Auto Ltd (Chetak)	24,367	14,492	86,334	88,916	21,756	14,014	82,724	88,218	-	90	2	210
Hero MotoCorp Ltd (Vida)	6,195	12,795	21,554	46,672	6,024	12,273	21,183	46,153	-	2	-	3
Honda Motorcycle & Scooter India Pvt Ltd (	-	-	-	4,736	-	20	-	2,531	-	-	-	-
Okinawa Autotech Pvt. Ltd (I Praise,Okhi 90	-	20	81	20	36	-	107	-	-	-	-	-
Suzuki Motorcycle India Pvt Ltd (e-Access)	-	-	-	488	-	-	-	-	-	-	-	-
TVS Motor Company Ltd (BMW EV,TVS iQ	25,401	25,087	99,722	1,17,346	24,181	24,434	94,409	1,16,953	598	704	3,748	1,850
Total AE2	**69,437**	**75,821**	**2,57,728**	**3,44,252**	**65,229**	**73,498**	**2,46,559**	**3,38,615**	**758**	**1,156**	**3,990**	**2,805**
Total Scooters	**6,23,277**	**7,31,199**	**30,70,286**	**33,38,165**	**6,06,250**	**6,83,397**	**28,24,886**	**29,88,318**	**54,318**	**64,810**	**2,60,324**	**2,68,543**

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(Number of Vehicles)

Category / Segment/Subsegment / Manufacturer	Production August 2024	Domestic Sales April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26
B : Motorcycles: Big wheel size – more than 12"												
B1: Engine capacity <75 CC												
India Kawasaki Motors Pvt Ltd (KX65)	-	-	-	-	-	-	1	3	-	-	-	-
Total B1	**-**	**-**	**-**	**-**	**-**	**-**	**1**	**3**	**-**	**-**	**-**	**-**
B2: Engine Capacity >75 CC but less than equal to 110 CC												
Bajaj Auto Ltd (Boxer,CT,Discover,Platina)	96,385	93,304	3,84,995	4,22,359	46,939	45,015	2,06,212	1,73,779	47,838	49,668	1,93,797	2,41,341
Hero MotoCorp Ltd (HF Dawn,HF Deluxe,P	3,87,329	3,93,255	18,99,973	19,13,551	3,91,679	4,08,671	18,54,632	18,23,944	5,970	11,265	29,328	45,283
Honda Motorcycle & Scooter India Pvt Ltd (	48,082	31,799	2,20,786	1,16,775	38,139	26,661	1,80,903	1,00,636	4,964	4,646	28,308	23,733
India Kawasaki Motors Pvt Ltd (KX85)	-	-	-	-	-	-	-	2	-	-	-	-
India Yamaha Motor Pvt Ltd (Crux,Saluto R	6,644	3,348	27,374	17,912	-	-	-	-	5,026	2,484	21,714	18,004
TVS Motor Company Ltd (Radeon,Sport,Sta	46,549	54,847	2,00,721	2,40,769	29,428	32,399	1,29,499	1,26,572	13,177	27,760	73,661	1,29,120
Total B2	**5,84,989**	**5,76,553**	**27,33,849**	**27,11,366**	**5,06,185**	**5,12,746**	**23,71,246**	**22,24,933**	**76,975**	**95,823**	**3,46,808**	**4,57,481**
B3: Engine Capacity >110 CC but less than equal to 125 CC												
Bajaj Auto Ltd (Boxer,CT,Discover,Dominar,	93,700	1,12,965	5,15,397	5,45,060	77,172	60,799	3,61,525	3,15,574	28,839	45,040	1,58,791	2,13,986
Hero MotoCorp Ltd (Glamour,Splendor,Xtre	58,526	57,406	3,01,798	2,31,210	62,351	54,788	2,89,927	2,00,541	2,421	10,188	10,956	30,521
Honda Motorcycle & Scooter India Pvt Ltd (	1,58,384	1,55,432	7,03,271	7,59,316	1,49,697	1,47,247	6,78,119	7,18,492	4,321	5,417	19,453	20,994
India Kawasaki Motors Pvt Ltd (KX112)	-	-	-	-	-	1	1	4	-	-	-	-
India Yamaha Motor Pvt Ltd (Saluto)	1,918	4,690	9,025	17,520	-	-	-	-	1,472	3,010	5,422	10,980
Suzuki Motorcycle India Pvt Ltd (Hayate)	213	300	921	1,201	-	-	-	48	180	948	1,164	
TVS Motor Company Ltd (Raider,Star City 1	86,841	96,955	4,09,146	4,92,836	26,923	33,434	1,69,667	1,63,855	57,542	61,769	2,24,313	3,10,675
Total B3	**3,99,582**	**4,27,748**	**19,39,558**	**20,47,143**	**3,16,143**	**2,96,269**	**14,99,239**	**13,98,466**	**94,643**	**1,25,604**	**4,19,883**	**5,88,320**
B4: Engine Capacity >125 CC but less than equal to 150 CC												
Bajaj Auto Ltd (Boxer,CT 150,Pulsar)	45,891	37,939	2,17,555	1,79,448	25,137	20,187	1,28,159	84,119	21,320	19,714	93,010	92,434
Hero MotoCorp Ltd (Hunk,Xtreme)	9,462	7,748	28,837	38,501	2,270	-	4,336	-	7,220	4,877	26,040	33,732
Honda Motorcycle & Scooter India Pvt Ltd (	31,228	27,900	86,790	58,677	31,451	29,274	82,942	55,291	816	-	5,088	-
India Kawasaki Motors Pvt Ltd (KLX 140)	-	-	-	-	-	-	2	-	-	-	-	-
India Yamaha Motor Pvt Ltd (FZ,SZ)	21,799	25,834	1,02,759	1,30,211	12,253	14,323	63,395	62,661	12,924	12,182	42,724	66,550
Total B4	**1,08,380**	**99,421**	**4,36,041**	**4,06,837**	**71,111**	**63,784**	**2,78,834**	**2,02,071**	**42,280**	**36,773**	**1,66,862**	**1,92,716**
B5: Engine Capacity >150 CC but less than equal to 200 CC												
Bajaj Auto Ltd (Avenger,KTM,Pulsar)	38,172	48,516	2,07,377	2,26,582	18,624	27,417	99,682	1,20,695	17,494	26,322	1,04,549	1,05,017
Hero MotoCorp Ltd (Xpulse 200,Xtreme.)	4,803	6,880	34,169	27,537	2,932	5,489	20,596	19,943	2,046	1,900	12,796	10,880
Honda Motorcycle & Scooter India Pvt Ltd (	14,892	17,962	1,35,563	1,54,846	7,080	3,898	1,00,780	1,06,508	4,476	12,106	27,726	44,405
India Kawasaki Motors Pvt Ltd (W175)	104	-	378	-	46	-	330	365	-	-	-	-
India Yamaha Motor Pvt Ltd (MT 15,R15)	17,781	21,476	1,15,655	75,983	18,512	18,142	1,07,035	69,746	1,366	2,294	5,132	12,444
Suzuki Motorcycle India Pvt Ltd (Gixxer)	9,076	11,638	54,512	64,568	1,365	390	6,230	4,482	9,489	11,554	47,487	58,172
TVS Motor Company Ltd (Apache)	46,302	61,820	2,45,673	2,92,723	30,038	45,038	1,81,307	2,18,722	9,861	12,229	46,294	58,149
Total B5	**1,31,130**	**1,68,292**	**7,93,327**	**8,42,239**	**78,597**	**1,00,374**	**5,15,960**	**5,40,461**	**44,732**	**66,405**	**2,43,984**	**2,89,067**

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(Number of Vehicles)

Category / Segment/Subsegment / Manufacturer	Production August 2024	Domestic Sales April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26
B6: Engine Capacity >200 CC but less than equal to 250 CC												
Bajaj Auto Ltd (Avenger,Dominar,Husqvarna	15,495	15,592	80,898	68,395	7,687	9,082	40,813	37,796	7,026	6,868	37,543	31,196
Hero MotoCorp Ltd (Karizma,Xtreme)	3	2,302	3,525	6,166	258	347	2,873	1,611	2	2,016	723	4,499
India Kawasaki Motors Pvt Ltd (KLX230,KL	-	-	-	-	1	29	5	260	-	-	-	-
India Yamaha Motor Pvt Ltd (FZ25)	608	1,128	3,892	6,040	-	-	-	-	806	1,322	3,644	6,786
Suzuki Motorcycle India Pvt Ltd (Gixxer 250	3,266	2,470	14,394	17,107	702	117	2,771	1,829	3,520	3,166	10,082	15,226
TVS Motor Company Ltd (Ronin)	2,150	6,787	11,612	28,583	2,029	6,623	9,462	26,670	196	572	1,910	1,902
Total B6	**21,522**	**28,279**	**1,14,321**	**1,26,291**	**10,677**	**16,198**	**55,924**	**68,166**	**11,550**	**13,944**	**53,902**	**59,609**
B7: Engine Capacity >250 CC but less than equal to 350 CC												
Honda Motorcycle & Scooter India Pvt Ltd (	1,226	6,875	16,708	28,266	3,112	3,893	16,029	17,339	80	2,908	7,685	15,358
India Kawasaki Motors Pvt Ltd (KLX300R,N	137	59	496	555	80	110	389	507	-	-	-	-
India Yamaha Motor Pvt Ltd (R3)	-	-	-	-	76	4	143	125	-	-	-	-
Royal-Enfield (Unit of Eicher Motors) (Bullet	60,384	93,512	3,49,700	4,29,256	57,376	92,468	2,94,140	3,70,463	3,711	6,161	17,720	31,667
TVS Motor Company Ltd (BMW,RR 310)	2,483	2,287	13,516	11,057	132	884	1,378	2,070	1,160	1,162	8,507	6,435
Total B7	**64,230**	**1,02,733**	**3,80,420**	**4,69,134**	**60,776**	**97,359**	**3,12,079**	**3,90,504**	**4,951**	**10,231**	**33,912**	**53,460**
B8: Engine Capacity >350 CC but less than equal to 500 CC												
Bajaj Auto Ltd (Dominar,Husqvarna,KTM,Pu	13,011	17,407	61,790	82,686	7,306	7,445	27,650	30,851	4,040	10,076	35,979	50,009
Hero MotoCorp Ltd (HD X440,Mavrick 440)	-	2,332	5,000	5,081	1,055	1,519	7,265	4,477	-	442	15	523
Honda Motorcycle & Scooter India Pvt Ltd (	-	64	35	320	-	40	35	188	-	-	-	-
India Kawasaki Motors Pvt Ltd (Eliminator,K	-	-	-	-	20	16	163	124	-	-	-	-
Piaggio Vehicles Pvt Ltd (RS,Tuono)	1,098	514	6,295	5,272	415	200	1,794	1,020	644	224	4,427	4,099
Royal-Enfield (Unit of Eicher Motors) (Guerr	7,895	7,582	32,722	28,518	4,304	4,617	17,835	14,752	2,620	2,965	10,220	15,439
Total B8	**22,004**	**27,899**	**1,05,842**	**1,21,877**	**13,100**	**13,837**	**54,742**	**51,412**	**7,304**	**13,707**	**50,641**	**70,070**
B9: Engine Capacity >500 CC but less than equal to 800 CC												
Honda Motorcycle & Scooter India Pvt Ltd (	32	144	128	314	36	84	132	248	-	-	-	-
India Kawasaki Motors Pvt Ltd (Ninja650,Ve	85	42	266	42	45	53	274	152	-	-	-	-
Piaggio Vehicles Pvt Ltd (Aprilia RS660,Tua	-	-	-	-	(1)	(1)	2	-	-	-	-	-
Royal-Enfield (Unit of Eicher Motors) (650 T	7,100	8,107	29,276	36,688	3,943	5,791	19,542	22,694	1,675	2,000	8,344	12,560
Suzuki Motorcycle India Pvt Ltd (DL800DE,	30	-	32	91	-	5	36	38	-	-	-	-
Triumph Motorcycles India Pvt Ltd (Daytona	55	7	188	58	57	7	251	58	-	-	-	-
Total B9	**7,302**	**8,300**	**29,890**	**37,193**	**4,080**	**5,939**	**20,237**	**23,190**	**1,675**	**2,000**	**8,344**	**12,560**
B10: Engine Capacity >800 CC but less than equal to 1000 CC												
Honda Motorcycle & Scooter India Pvt Ltd (	-	-	-	15	-	1	-	15	-	-	-	-
India Kawasaki Motors Pvt Ltd (Ninja H2 SX	13	14	131	102	88	1	436	310	-	-	-	-
Piaggio Vehicles Pvt Ltd (Moto Guzzi)	-	-	-	-	-	(1)	-	(1)	-	-	-	-
Suzuki Motorcycle India Pvt Ltd (Katana)	1	-	30	-	2	-	2	-	-	-	-	-
Triumph Motorcycles India Pvt Ltd (Bonevill	2	-	2	-	41	21	177	143	-	-	-	-
Total B10	**16**	**14**	**163**	**117**	**131**	**22**	**615**	**467**	**-**	**-**	**-**	**-**

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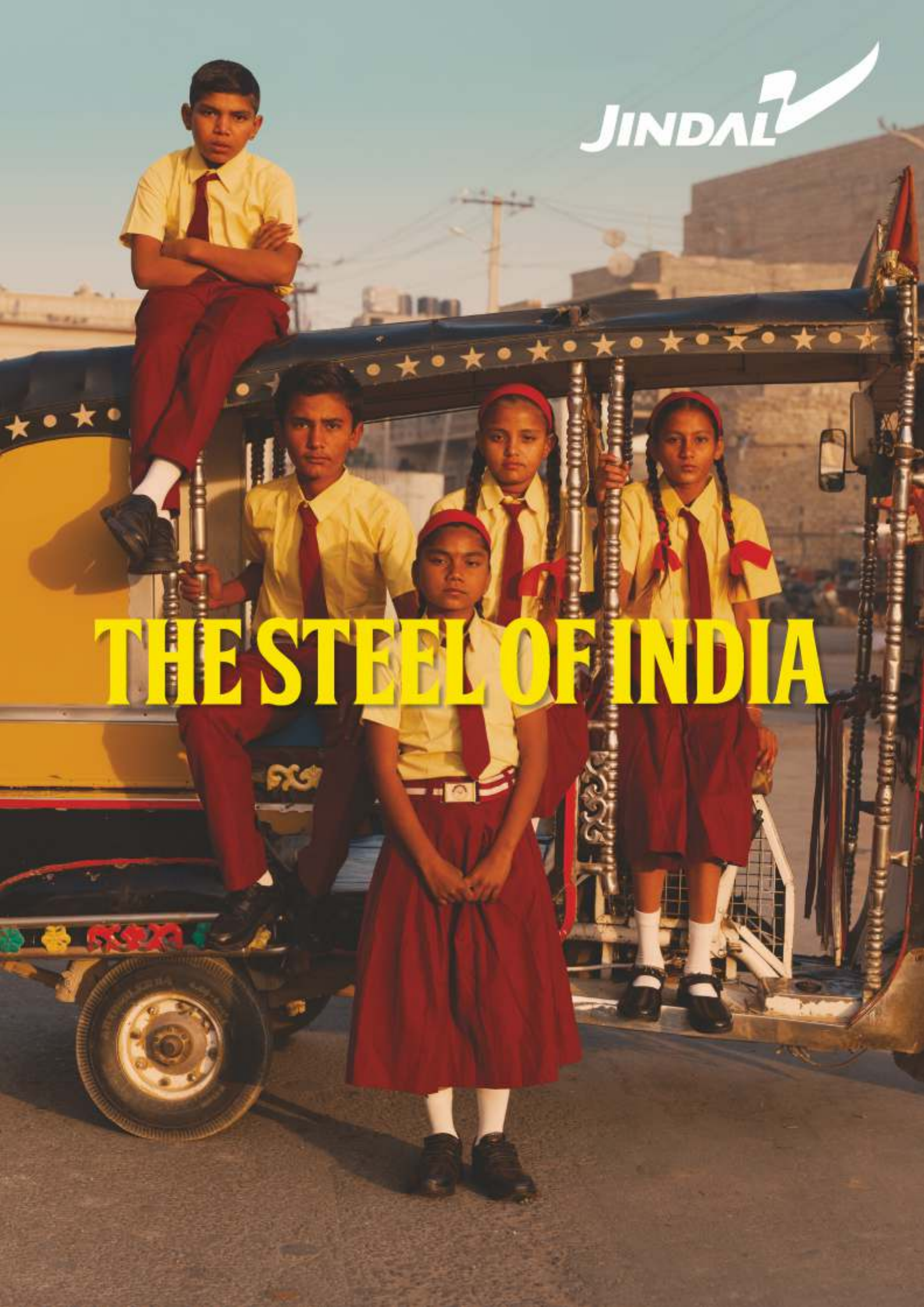
Report IV

(Number of Vehicles)

Category / Segment/Subsegment / Manufacturer	Production August 2024	Domestic Sales April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26	Exports August 2024	Exports April-August 2025	Exports August 2024-25	Exports April-August 2025-26
B11: Engine Capacity >1000 CC but less than equal to 1600 CC												
Hero MotoCorp Ltd (Nightster,Pan America,	-	8	-	23	3	14	27	50	-	-	-	-
India Kawasaki Motors Pvt Ltd (Ninja 1100S	-	-	-	153	-	20	-	107	-	-	-	-
Piaggio Vehicles Pvt Ltd (RSV4 Factory)	-	-	-	-	-	-	1	-	-	-	-	-
Suzuki Motorcycle India Pvt Ltd (Hayabusa)	54	80	235	239	33	52	210	194	-	-	-	-
Triumph Motorcycles India Pvt Ltd (Bonevill	-	-	-	-	12	15	61	92	-	-	-	-
Total B11	**54**	**88**	**235**	**415**	**48**	**101**	**299**	**443**	**-**	**-**	**-**	**-**
B12: Engine Capacity >1600 CC												
Hero MotoCorp Ltd (Fat Bob,Fat Boy 114,H	-	24	-	31	8	7	45	48	-	-	-	-
Honda Motorcycle & Scooter India Pvt Ltd (	4	-	18	12	-	-	14	12	-	-	-	-
Triumph Motorcycles India Pvt Ltd (Rocket I	-	-	-	-	10	2	42	18	-	-	-	-
Total B12	**4**	**24**	**18**	**43**	**18**	**9**	**101**	**78**	**-**	**-**	**-**	**-**
Total Motorcycles	**13,39,213**	**14,39,351**	**65,33,664**	**67,62,655**	**10,60,866**	**11,06,638**	**51,09,277**	**49,00,194**	**2,84,110**	**3,64,487**	**13,24,336**	**17,23,283**
C :Moped: More than 75 CC to 100 CC and with fixed transmission Ratio, Big wheel size – more than 12"												
C1:Engine capacity less than or equal 100 CC												
TVS Motor Company Ltd (TVS XL)	48,066	40,874	2,14,015	1,99,457	44,546	43,886	2,04,824	1,87,238	180	2,736	2,004	11,022
Total Mopeds	**48,066**	**40,874**	**2,14,015**	**1,99,457**	**44,546**	**43,886**	**2,04,824**	**1,87,238**	**180**	**2,736**	**2,004**	**11,022**
Total Two Wheelers	**20,10,556**	**22,11,424**	**98,17,965**	**1,03,00,277**	**17,11,662**	**18,33,921**	**81,38,987**	**80,75,750**	**3,38,608**	**4,32,033**	**15,86,664**	**20,02,848**
Quadricycle												
Bajaj Auto Ltd (Qute)	455	429	3,154	1,708	6	-	104	4	282	402	2,916	1,698
Total Quadricycle	**455**	**429**	**3,154**	**1,708**	**6**	**-**	**104**	**4**	**282**	**402**	**2,916**	**1,698**
Grand Total	**24,91,263**	**26,93,049**	**1,22,26,985**	**1,27,94,601**	**20,90,409**	**21,90,519**	**1,00,64,777**	**99,80,099**	**4,33,771**	**5,57,446**	**20,25,228**	**25,36,762**

Society of Indian Automobile Manufacturers (15/08/2025)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