Talbros Automotive Components Ltd.
www.talbros.com

**18th November, 2026**

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| Listing Department<br>**BSE Limited**<br>Phiroze Jeejeebhoy Towers<br>Dalal Street<br>Mumbai – 400 001<br><br>**Scrip Code: 505160** | Listing Department<br>**National Stock Exchange of India Limited**<br>Exchange Plaza, Plot No. C-1, G Block<br>Bandra Kurla Complex, Bandra (East)<br>Mumbai – 400 051<br><br>**Symbol: TALBROAUTO** |

**Sub: Submission of Q2 & H1 FY27 Earnings Conference Call Transcript**

Dear Sir/ Ma'am,

Pursuant to Regulation 30 of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, please find enclosed herewith Q2 & H1 FY27 Earnings Conference Call Transcript.

The same will also be available on the website of the Company at https://www.talbros.com/ .

This is for your information and record.

Thanking you,

Yours Sincerely
For **Talbros Automotive Components Limited**

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Digitally signed by SEEMA NARANG
Date: 2026.11.18 11:15:33 +05'30'

**Seema Narang**
**Company Secretary & Compliance Officer**

Talbros Automotive Components Ltd. Faridabad

Encl.: *As above*

# “Talbros Automotive Components Limited
# Q2 & H1 FY27 Earnings Conference Call”
# November 12, 2026

**E&OE -** This transcript is edited for factual errors. In case of discrepancy, the audio recordings uploaded on the stock exchange on 12th November 2026 will prevail

## MANAGEMENT:

- Mr. Anuj Talwar – Managing Director – Talbros Automotive Components Limited
- Mr. Navin Juneja– Director and Group Chief Financial Officer– Talbros Automotive Components Limited

**Moderator:** Ladies and gentlemen, good day, and welcome to Q2 and H1 FY27 Earnings Conference Call of Talbros Automotive Components Limited. As a reminder, all participant lines will be in the listen-only mode and there will be an opportunity for you to ask questions after the presentation concludes. Should you need assistance during the conference call, please signal an operator by pressing star then zero on your touchtone phone. Please note this conference is being recorded.

Before we begin, a brief disclaimer. This conference call may contain forward-looking statements about the company, which are based on the beliefs, opinions and expectations of the company as on date of this call. These statements are not the guarantees of future performance, and it may involve risks and uncertainties that are difficult to predict. I now hand the conference over to Mr. Anuj Talwar, Managing Director of Talbros Automotive Components Limited. Thank you, and over to you, sir.

**Anuj Talwar:** Good afternoon, everyone, and a very warm welcome to our earnings call for Q2 and H1 of FY27. On the call today, I'm joined by Mr. Navin Juneja, our Director on the Board and our Group CFO. We're also joined by Investor Relations Advisers, SGA. The results and the investor presentation have been uploaded on the stock exchange and the company website. I hope you all have had an opportunity to review them.

Before I take you through our performance, I'd like to spend a moment on the broader industry landscape. The Indian automotive industry delivered a record performance in Q2 FY27. Domestic automobile sales grew 18.2% year-on-year to 83.88 lakhs units in the July to September quarter, with passenger vehicles, 2-wheelers, 3-wheelers, commercial vehicles, all recording their highest ever second quarter sales.

Demand continued to be supported by GST rationalization, improving consumer sentiment and a healthier rural economy. The passenger vehicle segment led the growth with sales rising 30.7% year-on-year basis to 13.61 lakhs units for Q2 FY27. Utility vehicles grew 34.2%, while passengers grew at 25%, reflecting both continued demand for SUVs and a recovery in the entry-level segment.

The 2-wheeler industry recorded sales of 64.33 lakhs units, a growth of 15.2% year-on-year, led by scooters, while 2-wheeler exports rose 27.7% to again the highest ever second quarter level. This segment's strength is particularly significant for Talbros given our market-leading position for Gaskets in 2-wheelers, where we are single source with a prominent OEM.

The commercial vehicle segment also delivered its highest ever Q2 volumes with sales rising 28.7% year-on-year to 3.09 lakhs units, supported by government spending on infrastructure, freight movement and fleet replacement, while CV exports rose to 72.5%.

Simultaneously, electrical mobility continued to gain traction with electric passenger vehicle sales growing at 84% year-on-year to over 1 lakh units in Q2 FY '27, while electric 2-wheeler sales grew around 80% to 5.89 lakh units, taking the EV penetration in 2-wheeler above 11%. Talbros' EV readiness position makes us a natural beneficiary of this particular segment and a change in consumer buying.

Coming to our company performance. I'm extremely pleased to share that Talbros Automotive has delivered its strongest ever quarterly performance in Q2 of this year. Our total revenue stood at INR267 crores for the quarter, a growth of 23% year-over-year. Even as in H1, our revenue stood at INR510 crores with a growth of 19% year-over-year.

At the EBITDA level, in Q2, we came up with an EBITDA of INR47 crores, a growth of 32.8% at a margin of 17.6%, reflecting robust operational leverage, disciplined cost management. H1 FY27 EBITDA stood at INR90 crores, again up by 28% year-on-year. Talking a bit about our divisions. Our Gasket and Heat Shield division remains the largest and most profitable contributor to our business, accounting for 51% of revenues.

In H1 of '27, the division delivered revenues of INR340 crores with a growth of 22% year-on-year with EBITDA growing 35% year-on-year to INR63 crores. Domestic revenues were led by the 2-wheeler and the commercial vehicle segment and benefited from strong OEM demand, high penetration in premium vehicle platforms. We remain a single source supplier for 5 of our key customers, a testament to the trust and the quality standards we uphold.

The Heat Shield segment continues to scale meaningfully with H1 '27 revenues of about INR35 crores. Our exclusive partnership with global companies for lightweight aluminum heat shield is exciting. These products offer value-added features, including noise reduction, emission control, thermal insulation for new generation engines, including hybrids and EVs, making this futuristic product interesting for us.

Coming to our Forging division, in H1 of '27, the Forging division delivered a revenue of INR171 crores with a growth of 13% year-on-year and INR92 crores in Q2 FY '27, making its strongest quarter in recent periods, with EBITDA growing 19% year-on-year. As a one-stop solution provider for hot forging with press capacities up to 2,500 tons, we offer comprehensive capabilities spanning die design, machining and heat treatment.

Exports constitute approximately 57% of the Forging division revenues with customers, including JCB, DANA, Carraro, GKN Driveline, Musashi and JLR. The INR500 crores of new orders secured in the forging business include a significant portion for newly onboarded major European global OEM.

With European OEMs consolidating their supplier base and India emerging as a preferred alternative to China, this structural opportunity for our Forging division is larger than any point in our history. This is basically with a lot of Tier 1 European companies facing the heat of leveraged balance sheet, automatically, the business is moving towards India.

This could be a big growth segment for the company going forward. Coming to joint ventures. Our 2 joint ventures continued the strong momentum. Marelli Talbros Chassis Systems reported an H1 FY27 revenues of INR226 crores, up 49% year-on-year with EBITDA growing 31% to INR36 crores.

Improved operational efficiency and higher volumes drove profit during the quarter. Over 90% of Marelli's revenues come from passenger vehicle segment and EV revenues now account for

almost 5% of this joint venture. As you know, we've also won a lot of Body-in-White components from luxury carmakers in the overseas market.

Coming to Talbros Marugo, a 50-50 joint venture with Marugo Japan reported H1 revenues of INR86 crores, up 32% with an EBITDA of 37% to INR10 crores, 90% of the revenues of this division come from the passenger vehicle segment. Coming to exports. Our exports remain a key pillar to our growth strategy, contributing over 1/4 of our revenues in H1 '27.

We continue to see strong opportunities from the global supply chain shifts, as mentioned earlier to you, including increasing outsourcing by OEMs and India's growth position as a manufacturing hub. Recent trade developments, especially with Europe, should further strengthen this opportunity.

While there are geopolitical tensions in the world and the ongoing war may lead to some temporary cost pressures, but inquiries remain strong, and we believe in Talbros, having a very hedged balance sheet and a customer base, we will be able to navigate these costs going forward.

Coming to capex. Over the last several quarters, we have secured significant new businesses from both domestic and global OEMs across EV platforms as well. In line with the strong order book, we have invested about INR41 crores in H1 of our planned capex of INR103 crores for FY27.

This capex is spread across the Gasket division, Heat Shield and Forging. Coming to FY27 and beyond, as mentioned to you earlier, company is now moving from a phase of order acquisition to order execution. Our focus is on timely delivery, ramping up capacities, maintaining global quality standards as we convert the strong order book into sustained revenue and profitability.

Our focus will be on deepening relationship with existing domestic OEMs and on-boarding new OEMs in the global market. We are well on track to deliver our guidance of 18% to 20% growth year-over-year organic growth for FY27, driven by new order commercialization, rising export volumes and continued share of increase with OEMs as well as we have added capacity to meet the same. We're also looking and evaluating inorganic growth opportunities.

We plan to improve EBITDA margins going ahead on the back of operating leverage, product mix improvement and disciplined cost management. Our philosophy of being one of the most hedged auto comp players supplying across all vehicle segments, all powertrain, including EV and across domestic global markets continues to serve us well. With that, I'd like to hand the call over to Mr. Juneja, who will take you through the financial performance of the company.

**Navin Juneja:** Thank you, Anuj. Good afternoon, and a warm welcome to all the participants. As mentioned by Anuj, we are pleased to report a solid performance in Q2 and H1 of FY27, driven by both domestic and export demand across all our business segments. Now coming to the consolidated financial performance. For Q2 FY27, total revenue stood at INR267 crores as against INR217 crores in Q2 FY26, up by 23% year-on-year.

For Q2 of FY27, EBITDA stood at INR47 crores as against INR36 crores, up by 33% Y-o-Y with EBITDA margin of 17.6%, up by 120 basis points year-on-year. PAT in Q2 of FY27 stood

at INR33 crores, up from INR23 crores, a growth of 43% on year-on-year basis. Total revenue of H1 FY27 stood at INR510 crores as against INR427 crores in H1 of FY26 listing a growth of 19% on year-on-year basis. EBITDA for H1 of FY27 stood at INR90 crores as against INR70 crores in H1 of '26, a growth of 28% on Y-o-Y basis.

EBITDA margin remained healthy at 17.6%, up by 110 basis points on Y-o-Y basis, reflecting the benefits of operational improvements, cost management initiative and a better product mix. PAT for H1 of FY27 stood at INR63 crores as against INR45 crores in H1 of FY26, registering a healthy growth of 39% on Y-o-Y basis. Now coming to the division-wise performance. Let's come to the Gasket Division first.

In the Gasket Division in Q2 of FY27 sales for the Gasket Division stood at INR176 crores as against INR143 crores in Q2 of FY26, which was up by 23% on Y-o-Y basis. EBITDA for Q2 of FY27 was INR33 crores, which was up by 38% on Y-o-Y basis. In H1 FY27, gasket sales showed a growth of 22% and stood at INR340 crores as against INR278 crores of H1 of FY26.

For H1 of FY27, this segment saw a EBITDA of INR63 crores, up by 35% on Y-o-Y basis. Gasket & Heat Shield Division continued to perform strongly during the half year driven by robust OEM demand, increasing content per vehicle and higher contribution from premium and export platforms.

Now coming to our Forging Division. Revenue in Q2 FY27 stood at INR92 crores as against INR75 crores in Q2 of FY26, showing a high growth of 23%. EBITDA stood at INR15 crores in Q2 FY27 as against INR13 crores of Q2 of FY26, up by 19%. In H1 of FY27, total revenue of this division was INR171 crores as against INR150 crores in H1 of FY26, up by 13% on Y-o-Y basis. EBITDA of H1 of FY27 stood at 29 crores as compared to INR26 crores for H1 of FY26, a growth 13% on Y-o-Y basis.

The company continued its growth momentum in the coming quarters. Now coming to our joint venture Marelli Talbros Chassis Systems, revenue for Q2 of this division for FY27 stood INR122 crores as against INR79 crores, a growth of 54%. EBITDA for Q2 of FY27 stood at INR19 crores, a growth of 31% on Y-o-Y basis. For H1 of FY27, the revenue of this division stood at INR226 crores versus INR152 crores registering a growth of 49%[1] on Y-o-Y basis. For H1 of FY27, EBITDA stood at INR36 crores as against INR28 crores with a growth of 31% on Y-o-Y basis.

Now coming to our last joint venture of Talbros Marugo Rubber Private Limited, revenue for TMR business in Q2 of FY27 stood at INR47 crores as against INR35 crores, a growth of 33% on Y-o-Y basis. EBITDA for this division stood at INR5 crores in Q2 of FY27 up by 19% on Y-o-Y basis. Revenue of this division stood at INR86 crores in H1 of FY27 as against INR65 crores, a growth of 32%. For H1 of FY27, EBITDA stood INR10 crores, which was up by 37% on Y-o-Y basis.

Geopolitical tensions in the West Asian region led to an increase in our raw material and freight costs. Profit growing faster than revenue reflect the operating leverage in our business, a better

[1] Mentioned as 40% on the call, however, the correct figure is 49%

product mix and our focus on cost. We have delivered this while absorbing higher steel, aluminium, labour and freight costs during this half year. With a stronger order pipeline, healthy demand outlook and continued focus on execution excellence, the company remains confident of sustaining the growth momentum going forward. This is all from my side. Let's open the floor to question-and-answer.

**Moderator:** Thank you very much. We will now begin the question-and-answer session. We take our first question from the line of Dipen Shah from Six Senses. Please go ahead.

**Dipen Shah:** Yes. Thank you so much. Congratulations on a very good set of numbers, pretty strong numbers this time. I had a couple of questions. Firstly, sir, on the Marelli side, we have been seeing that the revenue growth has been pretty strong in the 40% to 50% range. However, the margins over the last four or five quarters have seen a slight flattening. So could you just give us some further insights on the reasons? And how do you see the margins panning out from the current levels?

**Management:** You're right, the margin is a little bit muted in this quarter. I agree because we are ramping up the production of our standard business in a big way. So we have deployed extra manpower, what has gone wrong is my manpower cost has gone high. That is one of the reasons for little bit muted performance. We are aware that we have put extra manpower.

So we are initially in the process of checking each and every piece basically so that nothing goes wrong. So I think now this phase is over. Now in coming quarters, you will see the top line going up, but the manpower cost is not going up. It will come down. So the margin will come back. It will come back. Marginally down by 0.5%, 0.75%, nothing more than that. That is the reason.

**Dipen Shah:** Yes. That's very reassuring. And could you just give us some more insights on some of the new contracts which you expect to start sometime in the fourth quarter or maybe the next year, basically wanted to get some more visibility on how the growth could be in the next year, maybe not giving exact numbers, but some confidence on the visibility.

**Management:** Here, Marelli has two businesses. One, Stellantis has started, but not the way we want it. There are initial issues of starting here and there. So in the first 6 months, we started from the month of June end, till September, we did a sale of around INR15.85 crores. And we expect the sales for the next 6 months should be around INR35 crores in the business. And next year, it should cross INR120 crores.

Now there are new business of JLR has also been started in this division in a big way because they have started making e-vehicle for where we have orders of e-vehicle. E-vehicle some model has started, 2-3 models will start in the coming 6 months. So in the first 6 months, we expect this year JLR should be around INR75 crores to INR80 crores as against INR47-48 crores last year.

These are 2 major steps happening in this business. Now the export business, for this Marelli business, the capex is more or less in place. The price is arriving about INR20 crores by December end, or by January, it will totally start working. And there are 2 products we are to supply to Marelli, one is flanges and the other is start boxes as already we have started with the existing 2,500 tons.

We are starting the commercial production later on this month. And next month, we will commercialize more pieces will start going. And from the last quarter, the other products also start going. So this year, we expect INR10-12 crores of this business, which will be around INR90 crores next financial year. So that is the status of the orders.

**Dipen Shah:** Okay. And sir, once again, coming back on the margins front, we have been able to deliver this 16.5% margin, I am excluding the other income. So we have been able to deliver these margins despite higher commodity cost and higher freight cost. So assuming that the freight costs go down, is there a further scope for improvement in margins over the next 12 to 18 months?

**Management:** I will give you guidance, I am talking about other income because I don't have data without other income. My margin is around 17.6% for the 6 months. I am hoping that this margin will not come down in the next 6 months because whatever the price increases freight, etc, 50% has to be recovered and balance in the 30% to 35% to be recovered. In gasket around 40% to 45% to be recovered, we will recover this quarter itself.

So there is no pressure on the margin. we will try to maintain the margins the way they are, if not better, but we are absorbing inflation cost, we are also talking to customers regarding the pricing raised. So yes, margins will be good, not to worry. We will be able to maintain these margins.

**Dipen Shah:** Right, sir. That's very reassuring. And sir, lastly, any further developments on the Marelli front, sir, on the parent side, is there is any further update?

**Management:** So no, it's work in progress. We will come back to you within 1 month, 1.5 months of time.

**Dipen Shah:** Okay. Good performance and all the very best.

**Moderator:** Thank you. We will take our next question from the line of Jiten Parmar from Aurum Capital. Please go ahead.

**Jiten Parmar:** Good afternoon Anuj ji and Navin ji everybody on the call. Wish you a very happy Diwali and a prosperous new year. I will just basically extend the last question, which the previous participant asked regarding the Marelli situation. I just want to basically get a sense that whatever is happening with Marelli bankruptcy and all, from the performance, it doesn't look like, but I just want your reassurance that it does not affect anything at the JV here?

**Management:** No, not at all. The Marelli bankruptcy, as you know, which is in public domain is at the U.S. courts. It does affect the companies that are maybe based out of Europe or whatever, but I think the joint venture in India. It's not at all affected.

**Jiten Parmar:** Perfect. Okay. Also my other question will be on forging. Our forging division growth has been a bit low. And it's good to see that majority of the capex for FY27 is towards forging. So are we expecting higher growth in the forging division? And, I mean were there any issues which have been resolved or anything on that, if you can throw some light on that?

**Management:** You are right. First quarter was a muted growth of 10%. Second quarter, we gave a growth of 23%, okay? And at the end of the year, this division will give a growth of more than 20% that I can assure you. I think the operational issues are resolved.

More or less all resolved. Now new capacity machines are being put under installation, shed is under preparation. So other things are happening, but operationally it's done much better. Now it's doing much better. And order book is quite strong. So you will also see third and fourth quarter will be very, very good.

**Jiten Parmar:** Okay. I had also just heard the TV interview of Navin ji. And if I may just recollect, data center revenues from last year about INR12 crores and this year, I think you guided INR35 crores. And next year is INR60 crores. Is that correct?

**Management:** Around INR50 crores plus, INR55 crores, depends on the order book. We expect around INR50 crores to INR60 crores, in between.

**Jiten Parmar** So is that from single customer or we are having multiple customers in that? And how are we tapping any new...

**Management:** The 2 main customers, Cummins and Kirloskar. And the third is TAFE.

**Jiten Parmar:** Okay. Perfect.

**Management:** Cummins America for this.

**Jiten Parmar:** Okay. Great. And basically, that seems that there is some more margin improvement scope also. So that is good. Can you tell me a bit more about the Lohum joint venture? What is that we want to do? And what are kind of the number we are thinking or the JV is thinking about, let's say, 3 years out?

**Management:** Regarding the Lohum, our product sample has been approved by 2 tire manufacturers, Apollo Tyres and MRF, okay? Now they are making the final product out of that sample, I think and approved the process will be over within the next 3 to 4 weeks. Now Lohum team is working on a site where the project to be set up. Most probably it will set up in the south of India.

Firstly, they decided that they will buy the raw material, which is carbon black raw material is the scrap of tyres.

**Management:** Pyrolysis is the raw material which we used to buy from the vendor. We realized that quality of pyrolysis also is a very, very important factor in the finished product. Now we are working on it that we will buy a piece of land of 10-12 acres. We set up our own pyrolysis plant and on devulcanization everything we will do our own 100%.

For that, they are identifying the plant and equipment, etc, for which they will submit the plan in the next 2 months, the time line we expect by the middle of next financial year, we should be able to start commercial production of this. And the project cost will depend on the project land, building, and plant machinery. I can't give you a figure.

**Management:** We will be in a better position than the last quarter of this financial year.

**Jiten Parmar:** Fair enough. Okay. So the export currently, I think was 26%. What would be the export contribution next year, FY28?

**Management:** You see this quarter Okay. Overall, it's 26.5%. Last quarter, it was 28%, last quarter alone last quarter. With that new order book coming in, with the JLR performing much better, we expect that this percentage in the last quarter should be around 30%. JLR next year will be full force, and Stellantis will be going be very, very higher. So we expect by end of next financial year, FY28 last quarter, it should be around 35% plus.

**Jiten Parmar:** Got it. Okay. Wish you all the best

**Management:** Thank you, Mr. Parmar.

**Moderator:** Thank you. Next question is from the line of Harshil Solanki from Equitree Capital. Please go ahead.

**Harshil Solanki:** So, I wanted to understand on our order book, how are we getting orders? Why are customers choosing us? And how are we able to replace existing vendors and so on? So, if you can throw some light on that aspect, because I think the main driver of our growth is the order book which we have, so if you can help us explain that?

**Management:** Yes. Regarding the order book, we have announced orders of at least INR1,000 crores in last financial year. We have not announced any order book in this financial year. We are in the process of execution of those orders as you have been told that our order of, I think, Rs.127 crores order has started. The results, you will see much better results in next financial year.

My order of Kia has been started already from May, June of this financial year for this heat shield. Our Marelli order of INR500 crores is I'm talking of major orders. I'm not talking of small, small orders. INR500 crores of Marelli order will start kicking off in the last quarter of this financial year from January onwards, and it will be in full force in next financial year.

Plus other small, small orders are there of INR100 crores, but different orders are there for the Compass business, for Mahindra business, for other businesses, plus the increase in the demand of the existing products. It will be taken care for next financial year also, we expect that. And we are in the process of closing other orders also. We have not announced. We have closed a lot of orders in around last 6 months. We are just waiting and we will announce those orders, which will be implemented in '27, '28, '29.

**Management:** Also I just want to add to your other point, we are adding new customers with our technologies. We're also replacing a lot of vendors in Europe who have got stretched balance sheets, and that's a big club for us, so the customers like Jaguar Land Rover, JCB, maybe in the future other carmakers in Europe, many more are coming our way. So that's a big sign with the China Plus One strategy, India stands to gain the most.

And as Navin mentioned to you, over the next 2 or 3 years, you will see a higher export percentage in our books, right? So, that's also our networking constantly with OEMs worldwide and in India.

**Harshil Solanki:** Okay. Understood. And in the aftermarket side, do you have any plans to increase because that is a very small portion of our revenues. Do you have any strategy to increase that space?

**Management:** Yes. see this is Indian aftermarket we report. In the export segment, there is a very big aftermarket of INR50 crores, INR60 crores for US and Europe, which is reflected in the export.

Yes. So the Indian aftermarket will grow. 10% to 15% it will grow. But exports can double in the next 3 to 4 years.

**Harshil Solanki:** Export can double? Okay.

**Management:** For aftermarket. That's roughly about, I think, INR40 crores, INR50 crores

**Harshil Solanki:** Got it. These were my questions. Thank you

**Moderator:** Thank you. Next question is from the line of Jainam Madrecha from CJ Shah Family Office. Please go ahead.

**Jainam Madrecha:** Yes. Thank you for giving me the opportunity and congratulations on good set of numbers. Just had a few questions. Wanted to understand that for the Q2 and H1 Y-o-Y growth that we have seen, spectacular growth, can you split that into what was driven by the industry growth and what was driven by the new programs that were started in last 12 months? And also, if you could help me understand how much was driven by the raw material pass-through and increase in pricings?

**Management:** Regarding first question, how much driven by the new business, etcetera, I can give you a ballpark figure. In our gasket and heat shields business, on new part numbers, which have been coming to force is around INR25 crores, INR30 crores is by the new part number out of INR340 crores, around 8% to 10% in the gasket and heat shields.

In forging, nothing, all the existing part numbers and because commericalised. In joint Marugo, it's volume game. Maruti done very well. They are 90% plus, Maruti. So they have done very well. Plus there is a new part number also there, which is around 2% to 3%. And coming to the Marelli, approximately out of 200-something, around 10% to 12% from the new businesses they got.

Regarding question of how much is raw material increase, etc, it's very difficult to give you, but in gasket, it's around 2%. In forging, again, it's around 2.5%, 3%. Marelli, nothing because they are yet to receive price increases. Marugo, it's about 7% to 8%.

**Jainam Madrecha:** Understood. Thank you for answering in detail. Nextly, I wanted to understand in Q4 '26, I guess you had alluded that INR150 crores of new business was supposed to start in FY27. Does this number stand true even today or this has increased? This is what the current traction we are getting?

**Management:** The same business, what you are saying, it is INR170 crores. Marugo businesses will start in last quarter, marginally increased by INR10 crores, INR12 crores.

The business will remain about INR150 crores plus.

**Jainam Madrecha:** Okay. Understood. And next is on the forging side. Forging business grew 25% this quarter. And last 2 years, it was struggling because of multiple reasons, Europe slowdown, then last quarter, we had a manpower issue and also the plant was not there. So this 25% growth that we saw in this quarter, this was majorly because of normalization of these issues is what I am understanding.

And is this growth going to sustain in like next few quarters, ex of the new orders, let's say, ex of the Marelli order, would this 20%, 25% growth sustain for us in the forging business?

**Management:** We see better traction in Q3 and Q4. I'm telling you in the next 6 months, we should have against INR170 crores we achieved –in these 6 months, we should be touching around INR200 crores in the next 6 months.

I just said there is definitely a good growth. Last year, the forging sale was INR150 crores. This year, it should be around INR200 crores.

**Jainam Madrecha:** Understood, sir.

**Management:** This is on the basis of increased volume, number one, from the existing customer, plus Marelli business will start from January in a better way. Some business will start in November, December, but the main will start from January, February.

**Jainam Madrecha:** So, is it fair to understand like given ex of Marelli as well, we would be growing at 20%, 25% and Marelli would be giving us like significant incremental orders beyond existing

**Management:** Yes. INR200 crores in next 6 months approximately, out of which Marelli will be INR8 crores to INR10 crores. That's all.

**Jainam Madrecha:** Understood. Yes. Next is on the MTCS side. More than 60% of MTCS growth came from the incremental growth that came in Q2 was driven by the export market. Was this because of JLR coming out of issues and also Stellantis coming in maybe slightly or there were other reasons as well for this.

**Management:** There are other factors. Because their customers are Maruti. Maruti performed very well in the second quarter. You know that. Tata Motors, passenger car vehicles done fantastically good in the last quarter. Third is Stellantis. Stellantis business, which did around INR3 crores to INR4 crores in the first quarter, it was INR11 crores -INR12 crores in the second quarter, okay? And JLR EV, they have started picking the material. Very good performance of JLR in the second quarter. They all 4 have contributed.

**Jainam Madrecha:** Understood, sir. And sir, in the first question, you had said that JLR was doing somewhere around INR45 crores, INR50 crores last year. And this year, we are targeting INR75 crores, INR80 crores.

**Management:** This is Marelli business. Yes.

**Jainam Madrecha:** Sorry. This is?

**Management:** This is in Marelli business. In the first 6 months, we have already done INR40 crores of business with them.

**Jainam Madrecha:** Okay. This is the Marelli business, JLR Body-in-White order.

**Management:** Yes. Even in chassis business, it has started picking up because we are also supplying heat shield and some plastic components for the EV, their sales also start picking up.

**Jainam Madrecha:** Understood, sir. Sir, but if we see the JLR BIW order, Body-in-White order, total scale is about INR90 crores. So, when we say this INR75 crores, INR80crores this year, like this includes multiple orders beyond the already disclosed one or...

**Management:** Because these 2 vehicles will be launched in the next 6 months. The full volume will come next year.

Two more orders yet to be launched, we have orders in hand, yet to be launched by JLR. They will launch in the next 6 months, okay? All the order -- everything will come in the next financial year.

**Jainam Madrecha:** Understood. So, this INR75crores, INR80 crores should come in FY28?

**Management:** Yes.

**Jainam Madrecha:** Understood. And lastly, sir. Those are my questions. Yes. Thank you. I will get back in the queue.

**Moderator:** Next question is from the line of Varun Agrawal, an Individual Investor. Please go ahead.

**Varun Agrawal:** Hi, sir. Thank you for taking my questions and congratulations once again on a very good quarter. My question is pertaining to FY28. We have good visibility on FY27 numbers. But given the high base, especially for Marelli, can we expect these kinds of year around growth numbers to continue over the FY28 period as well?

**Management:** I think we see 18% to 20% growth even next year. This year, we are targeting to close at INR470 crores. Next year, it should be INR550 crores plus. That I can say.

And at the group level also, we're looking at a high double-digit growth rate, 18% onwards. So, as we spoke on the call earlier, a lot of new orders that are coming our way, coming for execution, that will also happen.

**Varun Agrawal:** Thank you. Okay. And one question, an earlier participant also asked about the Marelli bankruptcy. Do we have any indication of like what kind of multiples you would be looking at? Would it be higher than the Nippon Leakless that you bought or would it be lower?

**Management:** Sorry, we can't speak on that. But at the same time, I think your Indian operations will not suffer.

**Varun Agrawal:** Okay, understood. Thank you.

**Moderator:** Next question is from the line of Athul Joby from Prosperity Wealth. Please go ahead.

**Athul Joby:** Yes. Thank you for the opportunity. Sir, in the Gasket & Heat Shield Division, can we sustain 20% growth that we achieved in this quarter for FY28?

**Management:** Sir, for this financial year, we expect a growth of 17% in totality for this division after the major growth comes and the first 4 months was muted because of the GST impact, which came in September, the last 6 months were very, very good of that division. Of course, will be much better than last 6 months in this year better, but the overall growth for the full financial year should be around 17%.

**Athul Joby:** Okay. What about FY28 growth in the Gasket & Heat Shield Division based on data center order.

**Management:** Next financial year, it should be around 15%, 16% again.

**Moderator:** Thank you. As there are no further questions, I now hand the conference over to management for closing comments. Over to you, sir.

**Management:** Thank you so much for joining the call today. Our focus is now on execution of orders, ramping up capacities, delivering on our order books across all our divisions. India is looking good. We're getting more and more business from the overseas market. Exports continue to be a focus area for us, and we feel that we have a strong year in '27 and continue the momentum in '28. Thank you.

**Moderator:** Thank you. On behalf of Talbros Automotive Components Limited, that concludes this conference. Thank you all for joining us. You may now disconnect your lines.