## FOR IMMEDIATE RELEASE

## FADA Releases September'20 Vehicle Registration Data

- Vehicle Registrations in September continues to grow by $11.45 \%$ on MoM basis but falls by -10.24\% on YoY basis.
- On yearly comparison, 2-Wheeler degrows by -12.62\%, 3-Wheeler by -58.86\% and CV by $-33.65 \%$. PV for the first time grew by $9.81 \%$ since unlocking began. Tractor registrations continued its upward journey with a magnificent $80.39 \%$ growth.
- With social distancing as the new normal, the Government's push to open urban areas and easing of vehicle financing, entry level passenger vehicles saw good demand.
- Tractor sales in rural India continues its positive run as Kharif sowing witnessed record progress of area covered till date (1,116.88 lakh Ha area sown compared to 1,066.06 lakh Ha area.)
- Dealer Inventory for both 2W and PV are at highest levels in anticipation of a good festive season. Any further increase in inventory coupled with festival dampener will have a catastrophic impact on the health of auto dealerships.
$\mathbf{8}^{\text {th }}$ October'20, New Delhi: The Federation of Automobile Dealers Associations (FADA) today released the Monthly Vehicle Registration Data for the Month of September'20.


## September'20 Retail Sales

Commenting on how September'20 performed, FADA President, Mr. Vinkesh Gulati said, "With the Government's persistent effort to unlock India, the month of September continued to witness Automobile Registrations on a rise as compared to previous months.

Passenger Vehicles for the first time saw positive growth coming back on YoY basis. With social distancing on customer's mind coupled with government's push to further normalise business conditions and banks becoming more considerate to finance vehicles, entry level passenger vehicles saw good demand thus indicating a preference for personal transportation over public. New Launches \& Vehicle availability played their part as catalyst. A lower base during last FY also helped the cause.

Tractor sales continued its dream run as Kharif sowing witnessed record progress of area covered till date when compared to last year. With good Rabi season resulting in good disposable income, rural market also saw its rub off effect on 2-Wheeler, small passenger vehicles and small commercial vehicles. Overall, 2-wheeler, 3-Wheeler, and Commercial Vehicles continued to march ahead on MoM basis and inched up to narrow their gap with last year's sale even though pre-covid levels are yet to be seen across all categories.

While recently, the economic revival was mostly limited to Rural India and impact of Covid-19 was still felt on larger states and urban centres, the top states which makes up half of India's economic output (Maharashtra, Tamil Nadu, Uttar Pradesh, Karnataka, Gujarat and West Bengal) are now showing signs of revival as economic activities in these states are at its peak since lockdown began in March. This has also helped in creating a demand for automobile sales."

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## Near Term Outlook

The month of October \& November brings with itself the much awaited festival season of Navratri, Durga Puja \& Diwali. With no more lockdown as announced by the Central Government, FADA anticipates a high growth period during these two months for Automobile Sales in India.

The Government's consideration to waive off interest on interest during moratorium up to Rs 2 Crores will help in improving customer sentiment thus making them conclude vehicle purchase decision during the festivities.

With Banks and NBFCs also gearing up with various festival offers to woo retail customers, Auto Sales is expected to witness a renewed growth and may close at par with last year. Passenger vehicles and two wheelers are anticipated to lead the way.

As a caveat, with festival season round the corner and elections approaching in Bihar, the risk of Covid spread resurging may play a spoilsport in specific regions. Inventory for 2 W stands at 45-50 days and PV stands at 35-40 days. Any dampener in vehicle sales during the upcoming festivals will have a catastrophic impact on Dealers financial health.

FADA thus once again advises extreme caution to both OEMs and the Dealers to avoid building any further inventory as this may lead to a disastrous situation similar to last 2 festive seasons when sales were below the mark.

Chart showing Vehicle Registration Data for September'20 with YoY comparison can be found below:
All India Vehicle Registration Data for September'20

| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| :--- | ---: | ---: | ---: |
| 2W | $10,16,977$ | $11,63,918$ | $\mathbf{- 1 2 . 6 2 \%}$ |
| $3 W$ | 24,060 | 58,485 | $-58.86 \%$ |
| CV | 39,600 | 59,683 | $-\mathbf{- 3 3 . 6 5 \%}$ |
| PV | $1,95,665$ | $1,78,189$ | $\mathbf{9 . 8 1 \%}$ |
| TRAC | 68,564 | 38,008 | $\mathbf{8 0 . 3 9 \%}$ |
| Total | $\mathbf{1 3 , 4 4 , 8 6 6}$ | $\mathbf{1 4 , 9 8 , 2 8 3}$ | $\mathbf{- 1 0 . 2 4 \%}$ |

Source: FADA Research

## Disclaimer:

1- The above numbers do not have figures from AP, MP, LD \& TS as all these States/UT's are not yet on Vahan 4.
2- Vehicle Registration Data has been collated as on 06.10.20 and in collaboration with Ministry of Road Transport \& Highways, Government of India and has been gathered from 1,254 out of 1,461 RTOs.

Category-wise market share can be found in Annexure 1, Page No. 04
State-wise Vehicle Registration Analysis can be found in Annexure 2, Page No. 08.
----- End of Press Release ----

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## About FADA India

Founded in 1964, Federation of Automobile Dealers Associations (FADA), is the apex national body of Automobile Retail Industry in India engaged in the sale, service and spares of $2 / 3$ Wheelers, Passenger Cars, UVs, Commercial Vehicles (including buses and trucks) and Tractors. FADA India represents over 15,000 automobile dealers having 26,500 dealerships including multiple Associations of Automobile Dealers at the Regional, State and City levels representing the entire Auto Retail Industry. Together we employ $\sim 4$ million people at dealerships and service centres.

FADA India, at the same time also actively networks with the Industries and the authorities, both at the Central \& State levels to provide its inputs and suggestions on the Auto Policy, Taxation, Vehicle Registration Procedure, Road Safety and Clean Environment, etc. to sustain the growth of the Automobile Retail Trade in India.

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Annexure 1

OEM wise Market Share Data for the Month of September'20 with YoY comparison

| Two-Wheeler (2W) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Two-Wheeler OEM | SEP'20 | Market Share <br> (\%), SEP'20 | SEP'19 | Market Share <br> (\%), SEP'19 |
| HERO MOTOCORP LTD | $3,42,940$ | $33.72 \%$ | $3,85,851$ | $33.15 \%$ |
| HONDA MOTORCYCLE AND SCOOTER <br> INDIA (P) LTD | $2,59,935$ | $25.56 \%$ | $3,00,954$ | $25.86 \%$ |
| TVS MOTOR COMPANY LTD | $1,57,347$ | $15.47 \%$ | $1,72,742$ | $14.84 \%$ |
| BAJAJ AUTO LTD | $1,22,098$ | $12.01 \%$ | $1,54,092$ | $13.24 \%$ |
| INDIA YAMAHA MOTOR PVT LTD | 44,436 | $4.37 \%$ | 45,383 | $3.90 \%$ |
| ROYAL-ENFIELD (UNIT OF EICHER LTD) | 41,487 | $4.08 \%$ | 49,400 | $4.24 \%$ |
| SUZUKI MOTORCYCLE INDIA PVT LTD | 39,996 | $3.93 \%$ | 46,146 | $3.96 \%$ |
| PIAGGIO VEHICLES PVT LTD | 3,343 | $0.33 \%$ | 5,281 | $0.45 \%$ |
| CLASSIC LEGENDS PVT LTD | 2,121 | $0.21 \%$ | 1,492 | $0.13 \%$ |
| ADISHWAR AUTO RIDE INDIA PVT LTD | 192 | $0.02 \%$ | 95 | $0.01 \%$ |
| H-D MOTOR COMPANY INDIA PVT LTD | 168 | $0.02 \%$ | 170 | $0.01 \%$ |
| TRIUMPH MOTORCYCLES (INDIA) PVT | 70 | $0.01 \%$ | 68 | $0.01 \%$ |
| LTD | 68 | $0.01 \%$ | 246 | $0.02 \%$ |
| INDIA KAWASAKI MOTORS PVT LTD | 72 | $0.00 \%$ | 161 | $0.01 \%$ |
| BMW INDIA PVT LTD | 7 | $0.00 \%$ | 19 | $0.00 \%$ |
| DUCATI INDIA PVT LTD | 5 | $0.00 \%$ | 4 | $0.00 \%$ |
| DUCATI MOTOR HOLDING S.P.A | 2,722 | $0.27 \%$ | 1,814 | $0.16 \%$ |
| Others including EV | $10,16,977$ | $100.00 \%$ | $\mathbf{1 1 , 6 3 , 9 1 8}$ | $\mathbf{1 0 0 . 0 0 \%}$ |
| Total |  |  |  |  |

Source: FADA Research
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| Three-Wheeler (3W) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Three-Wheeler OEM | SEP'20 | Market Share <br> (\%), SEP'20 | SEP'19 | Market Share <br> (\%), SEP'19 |
| BAJAJ AUTO LTD | 9,149 | $38.03 \%$ | 25,312 | $43.28 \%$ |
| PIAGGIO VEHICLES PVT LTD | 5,394 | $22.42 \%$ | 10,572 | $18.08 \%$ |
| ATUL AUTO LTD | 940 | $3.91 \%$ | 2,971 | $5.08 \%$ |
| TVS MOTOR COMPANY LTD | 703 | $2.92 \%$ | 1,083 | $1.85 \%$ |
| MAHINDRA \& MAHINDRA LIMITED | 468 | $1.95 \%$ | 3,476 | $5.94 \%$ |
| Others including EV | $\mathbf{7 , 4 0 6}$ | $30.78 \%$ | $\mathbf{1 5 , 0 7 1}$ | $\mathbf{2 5 . 7 7 \%}$ |
| Total | $\mathbf{2 4 , 0 6 0}$ | $\mathbf{1 0 0 . 0 0 \%}$ | $\mathbf{5 8 , 4 8 5}$ | $\mathbf{1 0 0 . 0 0 \%}$ |

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| Commercial Vehicle (CV) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Commercial Vehicle OEM | SEP'20 | Market Share <br> (\%), SEP'20 | SEP'19 | Market Share <br> (\%), SEP'19 |
| MAHINDRA \& MAHINDRA LIMITED | 13,875 | $35.04 \%$ | 14,311 | $23.98 \%$ |
| TATA MOTORS LTD | 12,401 | $31.32 \%$ | 26,150 | $43.81 \%$ |
| ASHOK LEYLAND LTD | 4,490 | $11.34 \%$ | 8,947 | $14.99 \%$ |
| MARUTI SUZUKI INDIA LTD | 2,337 | $5.90 \%$ | 2,047 | $3.43 \%$ |
| VE COMMERCIAL VEHICLES LTD | 1,798 | $4.54 \%$ | 3,068 | $5.14 \%$ |
| FORCE MOTORS LIMITED, A FIRODIA <br> ENTERPRISE | 605 | $1.53 \%$ | 922 | $1.54 \%$ |
| DAIMLER INDIA COMMERCIAL VEHICLES <br> PVT. LTD | 570 | $1.44 \%$ | 1,085 | $1.82 \%$ |
| SML ISUZU LTD | 262 | $0.66 \%$ | 690 | $1.16 \%$ |
| Others | 3,262 | $8.24 \%$ | $\mathbf{2 , 4 6 3}$ | $4.13 \%$ |
| Total | $\mathbf{3 9 , 6 0 0}$ | $\mathbf{1 0 0 . 0 0 \%}$ | $\mathbf{5 9 , 6 8 3}$ | $\mathbf{1 0 0 . 0 0 \%}$ |

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| Passenger Vehicle (PV) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Passenger Vehicle OEM | SEP'20 | Market Share <br> (\%), SEP'20 | SEP'19 | Market Share <br> (\%), SEP'19 |
| MARUTI SUZUKI INDIA LTD | 97,640 | $49.90 \%$ | 84,927 | $47.66 \%$ |
| HYUNDAI MOTOR INDIA LTD | 35,182 | $17.98 \%$ | 31,689 | $17.78 \%$ |
| TATA MOTORS LTD | 15,636 | $7.99 \%$ | 9,528 | $5.35 \%$ |
| MAHINDRA \& MAHINDRA LIMITED | 11,060 | $5.65 \%$ | 12,706 | $7.13 \%$ |
| KIA MOTORS INDIA PVT LTD | 8,021 | $4.10 \%$ | 3,080 | $1.73 \%$ |
| RENAULT INDIA PVT LTD | 6,650 | $3.40 \%$ | 5,173 | $2.90 \%$ |
| HONDA CARS INDIA LTD | 5,594 | $2.86 \%$ | 7,725 | $4.34 \%$ |
| TOYOTA KIRLOSKAR MOTOR PVT LTD | 5,087 | $2.60 \%$ | 8,176 | $4.59 \%$ |
| FORD INDIA PVT LTD | 3,322 | $1.70 \%$ | 4,418 | $2.48 \%$ |
| SKODA AUTO VOLKSWAGEN INDIA PVT | 1,808 | $0.92 \%$ | 0 | $0.00 \%$ |
| LTD | 1,786 | $0.91 \%$ | 1,970 | $1.11 \%$ |
| MG MOTOR INDIA PVT LTD | 751 | $0.38 \%$ | 1,617 | $0.91 \%$ |
| NISSAN MOTOR INDIA PVT LTD | 545 | $0.28 \%$ | 772 | $0.43 \%$ |
| MERCEDES-BENZ INDIA PVT LTD | 467 | $0.24 \%$ | 600 | $0.34 \%$ |
| BMW INDIA PVT LTD | 429 | $0.22 \%$ | 633 | $0.36 \%$ |
| FIAT INDIA AUTOMOBILES PVT LTD | 241 | $0.12 \%$ | 1,799 | $1.01 \%$ |
| VOLKSWAGEN AG/INDIA PVT. LTD. | 231 | $0.12 \%$ | 924 | $0.52 \%$ |
| SKODA AUTO INDIA/AS PVT LTD | 135 | $0.07 \%$ | 273 | $0.15 \%$ |
| JAGUAR LAND ROVER INDIA LIMITED | 120 | $0.06 \%$ | 130 | $0.07 \%$ |
| VOLVO AUTO INDIA PVT LTD | 97 | 0 | $0.05 \%$ | 553 |

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| Tractor (TRAC) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Tractor OEM | SEP'20 | Market Share <br> (\%), SEP'20 | SEP'19 | Market Share <br> (\%), SEP'19 |
| MAHINDRA \& MAHINDRA LIMITED <br> (TRACTOR) | 15,597 | $22.75 \%$ | 8,834 | $23.24 \%$ |
| MAHINDRA \& MAHINDRA LIMITED <br> (SWARAJ DIVISION) | 11,466 | $16.72 \%$ | 6,116 | $16.09 \%$ |
| INTERNATIONAL TRACTORS LIMITED | 8,778 | $12.80 \%$ | 4,714 | $12.40 \%$ |
| TAFE LIMITED | 7,749 | $11.30 \%$ | 4,160 | $10.95 \%$ |
| ESCORTS LIMITED (AGRI MACHINERY <br> GROUP) | 7,377 | $10.76 \%$ | 4,168 | $10.97 \%$ |
| JOHN DEERE INDIA PVT LTD(TRACTOR <br> DEVISION) | 5,065 | $7.39 \%$ | 3,033 | $7.98 \%$ |
| EICHER TRACTORS | 4,219 | $6.15 \%$ | 2,431 | $6.40 \%$ |
| CNH INDUSTRIAL (INDIA) PVT LTD | 2,887 | $4.21 \%$ | 1,671 | $4.40 \%$ |
| KUBOTA AGRICULTURAL MACHINERY <br> INDIA PVT.LTD. | 1,550 | $2.26 \%$ | 528 | $1.39 \%$ |
| V.S.T. TILLERS TRACTORS LIMITED | 848 | $1.24 \%$ | 421 | $1.11 \%$ |
| FORCE MOTORS LIMITED, A FIRODIA <br> ENTERPRISE | 513 | $0.75 \%$ | 210 | $0.55 \%$ |
| INDO FARM EQUIPMENT LIMITED | 154 | $0.22 \%$ | 159 | $0.42 \%$ |
| CAPTAIN TRACTORS PVT. LTD. | 104 | $0.15 \%$ | 121 | $0.32 \%$ |
| Others | $\mathbf{2 , 2 5 7}$ | $3.29 \%$ | 1,442 | $3.79 \%$ |
| Total | $\mathbf{1 0 0 . 0 0 \%}$ | $\mathbf{3 8 , 0 0 8}$ | $\mathbf{1 0 0 . 0 0 \%}$ |  |

Source: FADA Research

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State wise Vehicle Registration Data for the Month of September' 20 with YoY comparison

| Andaman \& Nicobar |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 404 | 547 | $-\mathbf{2 6 . 1 4 \%}$ |
| 3W | 10 | 4 | $150.00 \%$ |
| CV | 8 | 6 | $33.33 \%$ |
| PV | 172 | 147 | $17.01 \%$ |
| TRAC | - | - | - |
| Total | 594 | 704 | $-15.63 \%$ |


| ARUNACHAL PRADESH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 904 | 1,588 | $-\mathbf{- 4 3 . 0 7 \%}$ |
| 3W | 3 | 86 | $-96.51 \%$ |
| CV | 81 | 118 | $-\mathbf{3 1 . 3 6 \%}$ |
| PV | 598 | 583 | $\mathbf{2 . 5 7 \%}$ |
| TRAC | 28 | 22 | $\mathbf{2 7 . 2 7 \%}$ |
| Total | $\mathbf{1 , 6 1 4}$ | $\mathbf{2 , 3 9 7}$ | $\mathbf{- 3 2 . 6 7 \%}$ |


| ASSAM |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 29,655 | 30,470 | $-\mathbf{- 2 . 6 7 \%}$ |
| 3W | 1,196 | 2,496 | $-52.08 \%$ |
| CV | 1,421 | 2,151 | $-33.94 \%$ |
| PV | 6,538 | 6,722 | $-\mathbf{- 2 . 7 4 \%}$ |
| TRAC | 1,255 | 687 | $82.68 \%$ |
| Total | 40,065 | 42,526 | $-5.79 \%$ |


| BIHAR |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 70,798 | 75,655 | $-6.42 \%$ |
| 3W | 4,776 | 7,563 | $-36.85 \%$ |
| CV | 2,117 | 2,311 | $-8.39 \%$ |
| PV | 5,880 | 4,654 | $\mathbf{2 6 . 3 4 \%}$ |
| TRAC | 5,022 | 2,725 | $84.29 \%$ |
| Total | $\mathbf{8 8 , 5 9 3}$ | $\mathbf{9 2 , 9 0 8}$ | $-4.64 \%$ |

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| CHHATTISGARH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 22,689 | 30,070 | $-\mathbf{2 4 . 5 5 \%}$ |
| 3W | 103 | 543 | $-81.03 \%$ |
| CV | 653 | 1,226 | $-46.74 \%$ |
| PV | 2,464 | 3,165 | $-\mathbf{2 2 . 1 5 \%}$ |
| TRAC | 1,987 | 1,382 | $43.78 \%$ |
| Total | $\mathbf{2 7 , 8 9 6}$ | $\mathbf{3 6 , 3 8 6}$ | $\mathbf{- 2 3 . 3 3 \%}$ |


| CHANDIGARH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 1,022 | 1,236 | $\mathbf{- 1 7 . 3 1 \%}$ |
| 3W | 101 | 38 | $165.79 \%$ |
| CV | 61 | 96 | $-\mathbf{3 6 . 4 6 \%}$ |
| PV | 964 | 630 | $53.02 \%$ |
| TRAC | 4 | 3 | $33.33 \%$ |
| Total | $\mathbf{2 , 1 5 2}$ | $\mathbf{2 , 0 0 3}$ | $\mathbf{7 . 4 4 \%}$ |


| DADRA \& NAGAR HAVELI AND DAMAN \& DIU |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 815 | 742 | $9.84 \%$ |
| 3W | 3 | 5 | $-40.00 \%$ |
| CV | 58 | 197 | $-\mathbf{7 0 . 5 6 \%}$ |
| PV | 269 | 281 | $-4.27 \%$ |
| TRAC | 3 | 1 | $\mathbf{2 0 0 . 0 0 \%}$ |
| Total | $\mathbf{1 , 1 4 8}$ | $\mathbf{1 , 2 2 6}$ | $-6.36 \%$ |


| DELHI |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 21,074 | 28,920 | $\mathbf{- 2 7 . 1 3 \%}$ |
| 3W | 926 | 2,825 | $-67.22 \%$ |
| CV | 920 | 1,442 | $-\mathbf{3 6 . 2 0 \%}$ |
| PV | 8,123 | 9,795 | $-17.07 \%$ |
| TRAC | - | 1 | $\mathbf{- 1 0 0 . 0 0 \%}$ |
| Total | $\mathbf{3 1 , 0 4 3}$ | $\mathbf{4 2 , 9 8 3}$ | $\mathbf{- 2 7 . 7 8 \%}$ |


| GOA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 2,153 | 3,109 | $-\mathbf{3 0 . 7 5 \%}$ |
| 3W | 1 | 3 | $-66.67 \%$ |
| CV | 100 | 157 | $-\mathbf{3 6 . 3 1 \%}$ |
| PV | 851 | 1,080 | $-\mathbf{2 1 . 2 0 \%}$ |
| TRAC | 4 | 2 | $\mathbf{1 0 0 . 0 0 \%}$ |
| Total | $\mathbf{3 , 1 0 9}$ | $\mathbf{4 , 3 5 1}$ | $-\mathbf{2 8 . 5 5 \%}$ |


| GUJARAT |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 36,403 | 68,572 | $-46.91 \%$ |
| 3W | 543 | 5,849 | $-90.72 \%$ |
| CV | 2,277 | 4,011 | $-\mathbf{4 3 . 2 3 \%}$ |
| PV | 14,842 | 15,276 | $-2.84 \%$ |
| TRAC | 4,085 | 3,630 | $\mathbf{1 2 . 5 3 \%}$ |
| Total | $\mathbf{5 8 , 1 5 0}$ | $\mathbf{9 7 , 3 3 8}$ | $\mathbf{- 4 0 . 2 6 \%}$ |


| HIMACHAL PRADESH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 6,904 | 4,765 | $44.89 \%$ |
| 3W | 41 | 29 | $41.38 \%$ |
| CV | 782 | 1,002 | $-\mathbf{2 1 . 9 6 \%}$ |
| PV | 4,729 | 2,958 | $59.87 \%$ |
| TRAC | 293 | 119 | $146.22 \%$ |
| Total | $\mathbf{1 2 , 7 4 9}$ | $\mathbf{8 , 8 7 3}$ | $43.68 \%$ |


| HARYANA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 29,930 | 43,240 | $-\mathbf{3 0 . 7 8 \%}$ |
| 3W | 534 | 2,486 | $-\mathbf{- 7 8 . 5 2 \%}$ |
| CV | 1,623 | 3,422 | $-52.57 \%$ |
| PV | 11,317 | 10,784 | $4.94 \%$ |
| TRAC | 4,387 | 2,901 | $\mathbf{5 1 . 2 2 \%}$ |
| Total | $\mathbf{4 7 , 7 9 1}$ | $\mathbf{6 2 , 8 3 3}$ | $\mathbf{- 2 3 . 9 4 \%}$ |

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| JHARKHAND |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 33,410 | 30,302 | $\mathbf{1 0 . 2 6 \%}$ |
| 3W | 964 | 1,698 | $-\mathbf{- 4 3 . 2 3 \%}$ |
| CV | 755 | 982 | $\mathbf{- 2 3 . 1 2 \%}$ |
| PV | 4,647 | 3,314 | $\mathbf{4 0 . 2 2 \%}$ |
| TRAC | 1,721 | 816 | $\mathbf{1 1 0 . 9 1 \%}$ |
| Total | $\mathbf{4 1 , 4 9 7}$ | $\mathbf{3 7 , 1 1 2}$ | $\mathbf{1 1 . 8 2 \%}$ |


| JAMMU \& KASHMIR |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 13,205 | 4,888 | $\mathbf{1 7 0 . 1 5 \%}$ |
| 3W | 204 | 112 | $\mathbf{8 2 . 1 4 \%}$ |
| CV | 608 | 520 | $\mathbf{1 6 . 9 2 \%}$ |
| PV | 7,222 | 2,260 | $\mathbf{2 1 9 . 5 6 \%}$ |
| TRAC | 154 | 174 | $\mathbf{- 1 1 . 4 9 \%}$ |
| Total | $\mathbf{2 1 , 3 9 3}$ | $\mathbf{7 , 9 5 4}$ | $\mathbf{1 6 8 . 9 6 \%}$ |


| KARNATAKA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 78,736 | 85,711 | $-8.14 \%$ |
| 3W | 1,300 | 4,107 | $-\mathbf{6 8 . 3 5 \%}$ |
| CV | 3,226 | 4,587 | $\mathbf{- 2 9 . 6 7 \%}$ |
| PV | 15,517 | 14,444 | $\mathbf{7 . 4 3 \%}$ |
| TRAC | 3,774 | 2,449 | $\mathbf{5 4 . 1 0 \%}$ |
| Total | $\mathbf{1 , 0 2 , 5 5 3}$ | $\mathbf{1 , 1 1 , 2 9 8}$ | $\mathbf{- 7 . 8 6 \%}$ |


| KERALA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 51,979 | 56,171 | $-7.46 \%$ |
| 3W | 1,182 | 2,600 | $-54.54 \%$ |
| CV | 1,966 | 2,257 | $-\mathbf{1 2 . 8 9 \%}$ |
| PV | 17,934 | 18,372 | $-\mathbf{- 2 . 3 8 \%}$ |
| TRAC | 24 | 26 | $-7.69 \%$ |
| Total | $\mathbf{7 3 , 0 8 5}$ | $\mathbf{7 9 , 4 2 6}$ | $-7.98 \%$ |

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| LADAKH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 31 | 3 | $933.33 \%$ |
| 3W | - | - | - |
| CV | 24 | 3 | $700.00 \%$ |
| PV | 278 | 19 | $1363.16 \%$ |
| TRAC | 13 | - | - |
| Total | 346 | $\mathbf{2 5}$ | $1284.00 \%$ |


| MAHARASHTRA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | $1,10,373$ | $1,11,683$ | $\mathbf{- 1 . 1 7 \%}$ |
| 3W | 1,890 | 6,776 | $-\mathbf{- 7 2 . 1 1 \%}$ |
| CV | 5,524 | 8,994 | $\mathbf{- 3 8 . 5 8 \%}$ |
| PV | 23,870 | 19,411 | $\mathbf{2 2 . 9 7 \%}$ |
| TRAC | 11,655 | 3,649 | $\mathbf{2 1 9 . 4 0 \%}$ |
| Total | $\mathbf{1 , 5 3 , 3 1 2}$ | $\mathbf{1 , 5 0 , 5 1 3}$ | $\mathbf{1 . 8 6 \%}$ |


| MEGHALAYA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 1,205 | 1,561 | $\mathbf{- 2 2 . 8 1 \%}$ |
| 3W | 53 | 87 | $\mathbf{- 3 9 . 0 8 \%}$ |
| CV | 301 | 316 | $\mathbf{- 4 . 7 5 \%}$ |
| PV | 1,015 | 969 | $4.75 \%$ |
| TRAC | 2 | 1 | $\mathbf{1 0 0 . 0 0 \%}$ |
| Total | $\mathbf{2 , 5 7 6}$ | $\mathbf{2 , 9 3 4}$ | $\mathbf{- 1 2 . 2 0 \%}$ |


| MANIPUR |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 653 | 1,953 | $-66.56 \%$ |
| 3W | 2 | 122 | $-98.36 \%$ |
| CV | 23 | 138 | $-83.33 \%$ |
| PV | 139 | 550 | $-74.73 \%$ |
| TRAC | 1 | 4 | $-75.00 \%$ |
| Total | $\mathbf{8 1 8}$ | $\mathbf{2 , 7 6 7}$ | $-\mathbf{7 0 . 4 4 \%}$ |

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| MIZORAM |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 1,364 | 2,184 | $-\mathbf{3 7 . 5 5 \%}$ |
| 3W | 131 | 31 | $\mathbf{3 2 2 . 5 8 \%}$ |
| CV | 134 | 246 | $-45.53 \%$ |
| PV | 372 | 448 | $-\mathbf{1 6 . 9 6 \%}$ |
| TRAC | 1 | - | - |
| Total | $\mathbf{2 , 0 0 2}$ | $\mathbf{2 , 9 0 9}$ | $\mathbf{- 3 1 . 1 8 \%}$ |


| NAGALAND |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 726 | 546 | $32.97 \%$ |
| 3W | 9 | 83 | $-89.16 \%$ |
| CV | 209 | 827 | $-74.73 \%$ |
| PV | 802 | 498 | $61.04 \%$ |
| TRAC | - | 3 | $-100.00 \%$ |
| Total | 1,746 | 1,957 | $-10.78 \%$ |


| ODISHA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 39,193 | 49,502 | $\mathbf{- 2 0 . 8 3 \%}$ |
| 3W | 984 | 2,193 | $\mathbf{- 5 5 . 1 3 \%}$ |
| CV | 1,731 | 2,360 | $-\mathbf{2 6 . 6 5 \%}$ |
| PV | 4,584 | 4,006 | $\mathbf{1 4 . 4 3 \%}$ |
| TRAC | 1,627 | 1,027 | $\mathbf{5 8 . 4 2 \%}$ |
| Total | $\mathbf{4 8 , 1 1 9}$ | $\mathbf{5 9 , 0 8 8}$ | $\mathbf{- 1 8 . 5 6 \%}$ |


| PUNJAB |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 25,202 | 43,828 | $\mathbf{- 4 2 . 5 0 \%}$ |
| 3W | 275 | 687 | $\mathbf{- 5 9 . 9 7 \%}$ |
| CV | 975 | 1,836 | $-\mathbf{4 6 . 9 0 \%}$ |
| PV | 6,429 | 7,053 | $\mathbf{- 8 . 8 5 \%}$ |
| TRAC | 3,311 | 1,840 | $\mathbf{7 9 . 9 5 \%}$ |
| Total | $\mathbf{3 6 , 1 9 2}$ | $\mathbf{5 5 , 2 4 4}$ | $\mathbf{- 3 4 . 4 9 \%}$ |

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| PUDUCHERRY |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 4,078 | 3,767 | $8.26 \%$ |
| 3W | 11 | 8 | $37.50 \%$ |
| CV | 50 | 76 | $-\mathbf{3 4 . 2 1 \%}$ |
| PV | 559 | 491 | $\mathbf{1 3 . 8 5 \%}$ |
| TRAC | 3 | - | - |
| Total | 4,701 | 4,342 | $8.27 \%$ |


| RAJASTHAN |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 45,296 | 63,598 | $\mathbf{- 2 8 . 7 8 \%}$ |
| 3W | 736 | 1,454 | $\mathbf{- 4 9 . 3 8 \%}$ |
| CV | 2,337 | 3,644 | $\mathbf{- 3 5 . 8 7 \%}$ |
| PV | 8,683 | 8,130 | $6.80 \%$ |
| TRAC | 8,421 | 3,649 | $\mathbf{1 3 0 . 7 8 \%}$ |
| Total | $\mathbf{6 5 , 4 7 3}$ | $\mathbf{8 0 , 4 7 5}$ | $\mathbf{- 1 8 . 6 4 \%}$ |


| SIKKIM |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 209 | 406 | $-48.52 \%$ |
| 3W | - | - | - |
| CV | 10 | 42 | $-76.19 \%$ |
| PV | 227 | 621 | $-63.45 \%$ |
| TRAC | - | - | - |
| Total | 446 | 1,069 | $-58.28 \%$ |


| TAMIL NADU |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | $1,43,990$ | $1,20,117$ | $\mathbf{1 9 . 8 7 \%}$ |
| 3W | 1,634 | 3,524 | $\mathbf{- 5 3 . 6 3 \%}$ |
| CV | 5,325 | 5,564 | $-4.30 \%$ |
| PV | 15,480 | 14,073 | $\mathbf{1 0 . 0 0 \%}$ |
| TRAC | 3,731 | 1,938 | $\mathbf{9 2 . 5 2 \%}$ |
| Total | $\mathbf{1 , 7 0 , 1 6 0}$ | $\mathbf{1 , 4 5 , 2 1 6}$ | $\mathbf{1 7 . 1 8 \%}$ |

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| TRIPURA |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 3,454 | 3,647 | $-5.29 \%$ |
| 3W | 360 | 271 | $32.84 \%$ |
| CV | 168 | 175 | $-4.00 \%$ |
| PV | 433 | 396 | $9.34 \%$ |
| TRAC | - | 1 | $-100.00 \%$ |
| Total | 4,415 | 4,490 | $-1.67 \%$ |


| UTTARAKHAND |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | 9,312 | 11,490 | $\mathbf{- 1 8 . 9 6 \%}$ |
| 3W | 205 | 629 | $\mathbf{- 6 7 . 4 1 \%}$ |
| CV | 366 | 600 | $\mathbf{- 3 9 . 0 0 \%}$ |
| PV | 2,617 | 2,295 | $\mathbf{1 4 . 0 3 \%}$ |
| TRAC | 428 | 156 | $\mathbf{1 7 4 . 3 6 \%}$ |
| Total | $\mathbf{1 2 , 9 2 8}$ | $\mathbf{1 5 , 1 7 0}$ | $\mathbf{- 1 4 . 7 8 \%}$ |


| UTTAR PRADESH |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | $1,28,162$ | $1,91,233$ | $\mathbf{- 3 2 . 9 8 \%}$ |
| 3W | 3,942 | 8,650 | $\mathbf{- 5 4 . 4 3 \%}$ |
| CV | 3,164 | 6,518 | $\mathbf{- 5 1 . 4 6 \%}$ |
| PV | 18,138 | 16,193 | $\mathbf{1 2 . 0 1 \%}$ |
| TRAC | 14,017 | 8,840 | $\mathbf{5 8 . 5 6 \%}$ |
| Total | $\mathbf{1 , 6 7 , 4 2 3}$ | $\mathbf{2 , 3 1 , 4 3 4}$ | $\mathbf{- 2 7 . 6 6 \%}$ |


| WEST BENGAL |  |  |  |
| :--- | ---: | ---: | ---: |
| CATEGORY | SEP'20 | SEP'19 | YoY \% |
| 2W | $1,03,648$ | 92,414 | $\mathbf{1 2 . 1 6 \%}$ |
| 3W | 1,941 | 3,526 | $-\mathbf{4 4 . 9 5 \%}$ |
| CV | 2,603 | 3,859 | $-\mathbf{3 2 . 5 5 \%}$ |
| PV | 9,972 | 8,571 | $\mathbf{1 6 . 3 5 \%}$ |
| TRAC | 2,613 | 1,962 | $\mathbf{3 3 . 1 8 \%}$ |
| Total | $\mathbf{1 , 2 0 , 7 7 7}$ | $\mathbf{1 , 1 0 , 3 3 2}$ | $\mathbf{9 . 4 7 \%}$ |

