



Sharda Motor Industries Ltd.

Events	Date	Time
Date of 37 th AGM	Tuesday, September 20, 2022	12:00 Noon (IST)
Mode	Video Conference ("VC") and Other Audio Visual Means ("OAVM")	Not Applicable
Cut-off date for determining the eligibility for casting the votes through e-voting	Tuesday, September 13, 2022	Not Applicable
Commencement of e-voting period	Saturday, September 17, 2022	09:00 A.M. (IST)
End of e-voting period	Monday, September 19, 2022	05:00 P.M. (IST)
Book Closure date for the purpose of AGM & Declaration of Final Dividend for the Financial Year 2020-21	From Wednesday, September 14, 2022 to Tuesday, September 20, 2022 (both days inclusive)	Not Applicable

The detailed procedure for attending the 37th AGM through VC / OVAM and exercising the right to vote in respect of the business to be transacted at the 37th AGM by electronic means (remote e-voting / e-voting at the AGM) are provided in the Notice of 37th AGM.

This is for your information and record.

Thanking you,

Yours faithfully,

For SHARDA MOTOR INDUSTRIES LIMITED

Divyang Jain

**Asst. Company Secretary &
Compliance Officer**

Encl. as above

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CIN NO-L74899DL1986PLC023202



**SHARDA MOTOR
INDUSTRIES LIMITED**



BEYOND THE STANDARD...



37 ANNUAL REPORT

2021-22

INVESTOR INFORMATION

Rs. 2,226 Crore

Approx Market Capitalisation as at
March 31, 2022

535602

BSE Code

SHARDAMOTR

NSE Symbol

Equity dividend of

407.50% amounting
to Rs 8.15 per share.

20.09.2022

AGM Date

Video Conferencing (VC)/
Other Audio-Visuals Means (OAVM)

AGM Mode



An electronic version of this report is available online at:
<https://www.shardamotor.com/investor-relations/>

Disclaimer: This document contains statements about expected future events and financials of Sharda Motor Industries Limited which are forward looking. By their nature, forward-looking statements require the Company to make assumptions and are subject to inherent risks and uncertainties. There is a significant risk that the assumptions, predictions and other forward looking statements may not prove to be accurate. Readers are cautioned not to place undue reliance on forward looking statements as several factors could cause assumptions, actual future results and events to differ materially from those expressed in the forward-looking statements. Accordingly, this document is subject to the disclaimer and qualified in its entirety by the assumptions, qualifications and risk factors referred to in the Management Discussion and Analysis section of this Annual Report.





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SHARDA MOTOR AT A GLANCE

Leading Auto-ancillary Company with Global Aspirations

- ➔ Offers highly engineered products and services commencing from emission to suspension systems, roof systems & supply chain management solutions.
- ➔ Strong market share and healthy long-term relationships with OEMs
- ➔ Significant potential growth trajectory.



Emission Control
(Exhaust System)



Suspension & Stampings



Roof System



Supply Chain Management



Lithium Batteries for
Electric Vehicles

* Note:

Purem International GmbH (Formerly known as Eberspaecher Exhaust Technology International)

Kinetic Green Energy & Power Solutions Limited

Foundation

Founded in 1986, Sharda Motor has scaled to numerous highs in the automotive industry.

World class Manufacturing Infrastructure

9 Manufacturing units (including JV), 3 sales offices & 1 R&D center.

Full Backward Integration

Owns 2 Tube Mills & 3 Stamping Plants

Strategic Partnerships*

- Purem (Formerly known as Eberspaecher), Germany (CV exhaust systems)
- Kinetic Green, India (EV Battery)
- Bestop Inc. USA (Roof Systems)

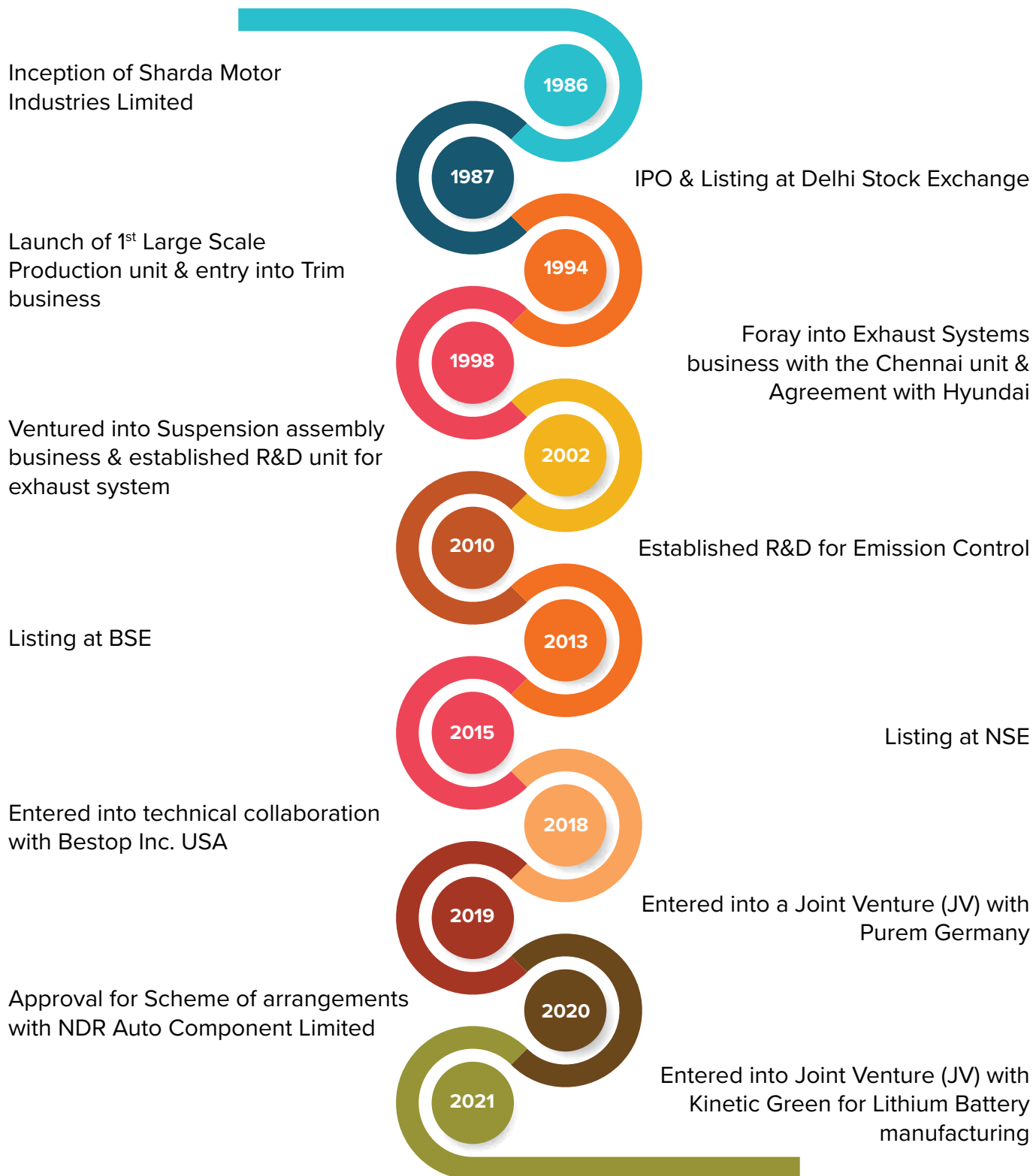
Sound Financials

- Debt Free Company
- Dun & Bradstreet 5A1 rating

Certified

IATF 16949-2016

KEY MILESTONES



MANUFACTURING INFRASTRUCTURE

Presence in Pan India

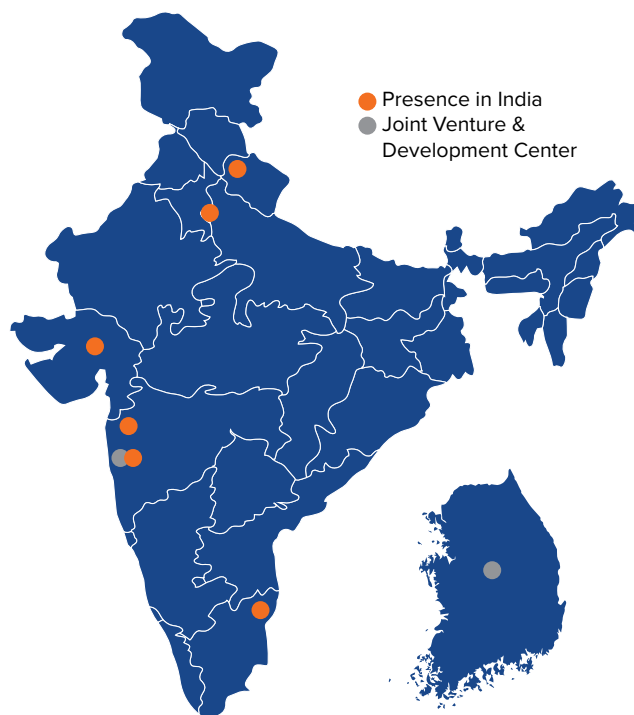
Sanand Exhaust System	Pune Exhaust System Suspension Assembly	Chennai Exhaust System Tube Mill / R&D
Nashik Exhaust System Roof System Suspension Assembly	Haridwar Exhaust System Stamping of Parts & Fuel Tank	Delhi Corporate Office

Joint Venture

Pune Exhaust System - 2 Plants Kinetic - Lithium Battery (under consideration)
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Abroad

South Korea Design & Development Center at Namyang, South Korea

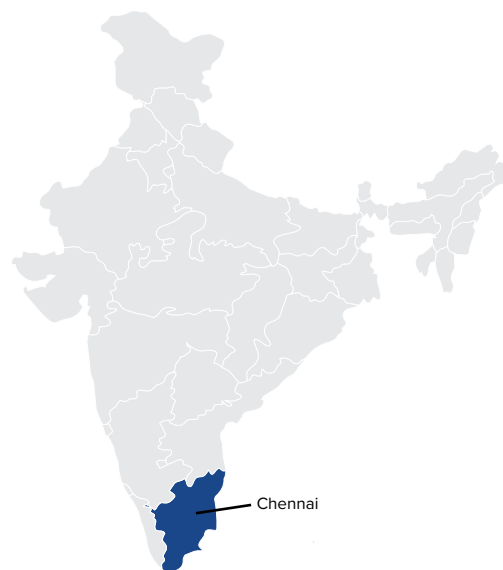


- State of Art' manufacturing facilities across 7 locations in four states of India
- 9 manufacturing units (including JV) and 1 R&D center covering major part of the auto component(s) market
- Supplies exceptional automotive components to leading vehicle and engine / genset manufacturers

Note – Maps not to scale. All data, information, and maps are provided “as is” without warranty or any representation of accuracy, timeliness or completeness

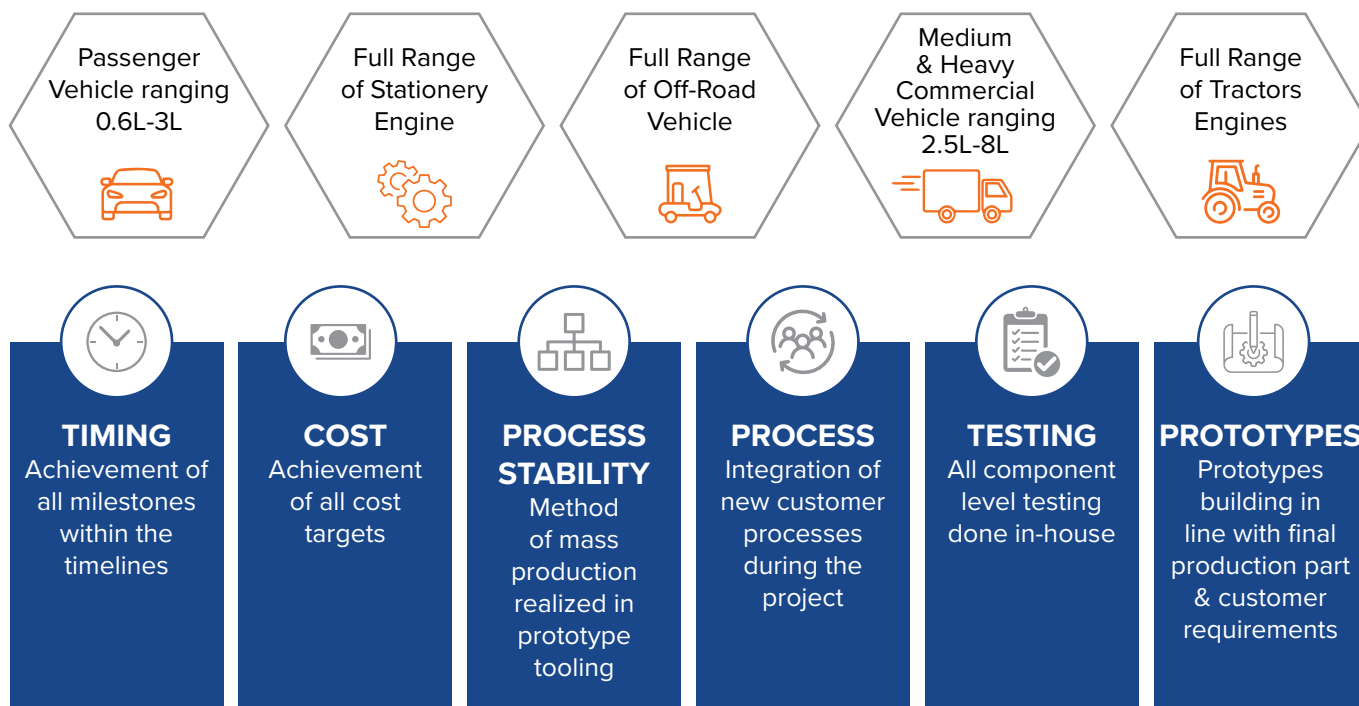
RESEARCH & DEVELOPMENT

- Established R&D unit for **exhaust system in 2002 and emission system 2010** at Mahindra World City, Chennai
- A state of art facility to **Design, Simulate, Testing and Prototype of exhaust system for PVs & CVs as well as non-automotive applications**
- R&D Centre has the full capabilities to cater to **various emission norms ranging from BS6, BS6.2, TREM5, STAGE5, TIER4 & TIER5**
- **100+ Trained and skilled engineers** for Design, CFD, FEA & Acoustics
- **IATF 16949-2016 Certification**



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OUR EXPERIENCE MORE THAN 3 DECADES



OUR TECHNOLOGY EXPERTISE

Responsibilities	Concept Design	CFD Analysis	Acoustic Simulation	Structural Analysis	Proto build	Industrialization	Testing	SOP
Passenger Vehicle Engine	●	●	●	●	●	●	●	●
Small Commercial Vehicle Engine	●	●	●	●	●	●	●	●
Light Commercial Vehicle Engine	●	●	●	●	●	●	●	●
Medium Commercial Vehicle Engine	●	●	●	●	●	●	●	●
Heavy Commercial Vehicle	●	●	●	●	●	●	●	●
3 Wheeler Passenger / Load Carrier	●	●	●	●	●	●	●	●
Tractors and Off-road Vehicles	●	●	●	●	●	●	●	●

● Yes | ● Has ability for testing up to 8L engine for Heavy Commercial Vehicle

CORPORATE OVERVIEW

STATUTORY REPORTS

FINANCIAL SECTIONS

LEGISLATION TAILWINDS

Leading to increase in content per Vehicle

	Legislation	Impact
Off-Road CEV IV* (Apr'2021) TREM IV** (Oct'2022) CEV V* & TREM V** (Apr'2024)	CEV IV & V and TREM IV & V emission standards are for non road diesel engines used in construction equipment and agricultural tractors	<ul style="list-style-type: none"> With applicability of new emission norms, the Off Highway Addressable Market will become equivalent or larger to the current commercial vehicle market With the new norms, our products will be required for majority of the off highway segment We have already developed and validated export product equivalent to TREM V norms.
On-Road BS-VI RDE Norms (Real Driving Emissions) (April 2023) BS-VI OBD-II (On-Board Diagnostics) (April 2023)	Norms will require cars to achieve emission targets even in real world conditions, as opposed to just a laboratory environment On-board diagnostic systems for emission control shall have the capability of identifying the likely area of malfunction by means of fault codes stored in computer memory as per the procedure laid down in AIS 137 when that failure results in an increase in emission above the limits	<ul style="list-style-type: none"> With applicability of RDE norms from April 2023, the content per vehicle is expected to increase by 10-15% BS-VI OBD-II norms will enable to capture additional organic growth

* CEV Stage IV and CEV Stage V – Applicable for Construction Equipment Vehicles & Other Off-Highway Equipment's

** TREM IV and TREM V – Applicable for Agricultural Tractors (TREM V likely to be postponed by a year)