CHAPTER-III
DEVELOPMENT AND MODERNIZATION OF PASSENGER CAR MARKET

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CHAPTER-3

DEVELOPMENT AND MODERNISATION
OF PASSENGER CAR MARKET

1. Development of Passenger Car Market before Independence-

Indian Market before independence was seen as a market for imported vehicles while assembling of cars made by general motors and other brands was the order of the day. Indian automobile industry mainly focused on service, dealership, financing and maintenance of vehicles.

During the 1890's and 1900s developments of other technologies such as the steering wheel and floor mounted accelerator speeded up the development of the automotive industry by making vehicles easier to use. During 1910s the development of technologies and societal infrastructure continued in addition to new manufacturing practices and business strategies. During 1920s the development of infrastructure, adoption of new manufacturing practices and the merging of companies started taking place in a rapid manner. (eg. Ford and Lincoln, Benz and Daimler).

In the 1930s several new vehicle brands were developed (eg. Ford Mercury, Lincoln continental, volkswagen). In the 1940s during World War-II automobile factories were used to make Military vehicles and weapons. After World War-II the economies of most countries were decimated, this required the development of new production and business strategies.
2. Development and Progress of Passenger Car Market during Five Year Plans-

Our Indian Constitution Came into Force in Jan. 1950. Subsequently the Planning Commission was set up in March-1950 to oversee the formulation and implementation of India's five year plans. The Commission had the responsibility of assessing all the resources of the country and making plans for the development of the resources in the most effective and balanced manner in consideration to the nation's priorities.

As for the automobile Industry, the commission planed the total number of vehicles (per vehicle type) that were to be produced in the given plan period depending upon the need of the nation and resources available. For example the 1st Five year plan covering the period 1951-1956, introduced in April 1951 targeted to raise the production of vehicles in the country from 4,077 in 1951 to 30,000 in 1956. Accordingly, the ministry of the Industry administered the capacity licences to the automobile companies.

The IPR was introduced in 1956. The IPR (Industrial Policy Revolution) provided necessary autonomy to the automotive industry that was necessary for functioning.

The IPR of 1956 was followed by the introduction of second five year plan. In contrast to the 1st year plan which focused on the development of agrarian second, the second five year plan had ambitions programmes for rapid development of the industrial sector. The plan targeted a production capacity of 40,000 trucks, 12000 Cars, and 5000 Jeeps for the automotive industry by
the end of the year 1960-61. More emphasis was laid on the production of trucks which regard to the nation's priorities. Also, the plan aimed at stepping up the indigenous content of the automobiles to 80% by the end of the year 1960-61. Meanwhile by 1956, Bajaj Tempo with programmes of CVs entered the industry. Bajaj Tempo initially produced 3-wheelers under the licence of vidal and sohn tempo work of Germany. In addition to this, Enfield India also entered the industry, with a programme of manufacturing motorcycles.

The third five year plan (1961-1966) had stressed on the efforts of indigenisation. The target production for automobiles by the end of 1965-66 was 60,000, CVS, 60,000, 2-3 wheelers and 30,000 passenger cars. Priority was given to the production of CVS and 2-wheelers.

In short, the Indian automotive industry in the year 1947-1965 was the one in which the foreign competition was highly restricted by means of protective rates of tariff and foreign investment licencing requirements. Foreign collaborations were permitted only after lot of formalities and were subject to effective control.

The fourth FYP (1969-1974) was introduced in 1969. The government was very clear in its preference for means of affordable personal and public transport as it was against luxurious passenger Cars. From an annual production of 35,300 CVS and 84,600 2/3 wheelers in 1968-69, the fourth five year plan targeted to reach an annual production of 85000 CVS and 2,10,000 2/3 wheelers by the end of 1973-74. On the other
From 1975 minor relaxations were being made to the licencing regulations. For instance since 1975 'automatic growth rules was applicable to CVS, ancillaries and tractors. According to this rule an automatic capacity expansion of 5% per year (25% in total 5 years) was permitted over and above the 5% automatic growth permitted under IDRA 1951. Further, in 1978, the government also dismantled some of its stricter controls on foreign equity collaborations.

Thus, this phase of the development of Indian automobile industry witnessed tightening of regulations with the introduction of MRTP and FERA. The Macro economic setbacks influenced the development of passenger car segment in an adverse manner. The average annual growth rate of this segment over the period 1966 to 1979 was quite low at 2.8%. On the other hand, government policies to encourage the development of non-luxury segment helped it to sustain growth through otherwise difficult times. The Indian automobile industry produced 275,624 2-wheeler, 59,700 CVS, 29,235 Cars, 16,947 3-wheeler in the year 1979.

Since, 1980 the Indian automobile industry started touching new heights. It was in 1981 when the country saw the entry of Japanese Manufacturers establishing Maruti Udhyog. After that the period that followed several foreign based companies started Joint ventures with Indian Companies.

At present the Indian Automobile sector is known for its progress all over the world.
3. The Impact of Liberalization on Indian Economy:

During 1990-91 there was economic Crisis in the country. This caused a major shift in the country's over all economic policy framework. Increased governmental expenditure combined with poor performance of the public undertakings had led to growing budget deficits throughout the 1980s.

The sweeping changes in over all industrial policy had a significant impact on the development course of India's automobile industry. Though a few liberalization measures had already been introduced in 1980's the policy reforms initiated in 1991 were much more comprehensive. The entire vehicles segment (except passenger Cars) were delicensed in July 1991. The passenger Car segment was delicensed in May 1993, along with abolition of the need for MRTP clearances. This meant that the automotive firms were free to enter, expand, diversity, merge or acquire based on their commercial judgments. The Liberalisation concerning foreign investment encouraged several global players to enter into the Indian Market establishing JVS with domestic players.

The automobile industry, which saw a negative annual growth of 10.1% in the vehicles segment in the year 1991-92, recovered in the subsequent years of post reforms period. The excise duty on passenger cars was reduced from 66% to 55%. The tariff structure for auto-related imports also underwent changes with the peak tariff rate reduced from 66% to 55%.
The passenger car segment with the highest untapped growth saw the most hectic activities from the foreign automotive firms by mid-1990s several foreign players had entered into the Indian passenger car market by mainly setting up Joint ventures with local firms- Mercedes Benz with Telco (1994), General Motors with HML (1994) Peugeot with Pal (1994), Daewoo with acquisition of DCM-Toyota (1995), Honda motors with Siel Ltd. (1995), Ford with M&M (1996), Huyndai with a 100% owned subsidiary (1996) etc.

4. Pollution Norms:

The automobile industry has to address the following issues at all the stages of manufacturing of vehicles.

(a) Environmental Imperatives
(b) Safety Requirements
© Competitive Pressures
(d) Customers Expectation

There is a strong interlinking amongst all these forces of change influencing the automobile industry. These have to be stressed and paid attention to ensure competitiveness.

The parameters determining emission from vehicles-

(a) Vehicular Technology.
(b) Fuel Quality
(c) Inspection and Maintenance of In-use vehicles.
(d) Road and Traffic Management.
The significant environmental implications of vehicles can not be denied. The need to control pollution has led to emission control through regulations and Environment friendly technologies.

It was in 1991 that the 1st stage emission norms came into force for petrol vehicles and in 1992 for diesel vehicles.

Road And Traffic Management-

Poor quality of road surface leads to increased operation costs and increased pollution.

It is time now for auto and oil industry to come up together under the guidance of the government in evolving fuel quality standards and vehicular technology to meet the quality targets.

5. Significant Role of Maruti Suzuki in Passenger Car Market:

Maruti Suzuki is a subsidiary company of Japanese automaker Suzuki Motor Corporation. It was the 1st Company in India to mass produce and sell more than a million Cars. It is largely credited for having brought in an automobile revolution in India. If offers a complete range of cars from entry level Maruti 800 and Alto to Smart looking Cars Ritz, A-Star, Swift, Wagor-R, Estilo and sedans Dzire, SX4 in the 'C' segment Maruti Eeco and sports Utility vehicle Grand Vitara.

It was on 17" September, 2007, Maruti Udhyog Limited was renamed. Maruti Suzuki. India Limited

The Company's headquarters are located in New Delhi.
Maruti Suzuki is India and Nepal's number one leading in the Car segment, both in terms of volume of vehicles sold and revenue earned. Before 2003 18.28% of the company was owned by the Indian government and 54.2% by Suzuki of Japan. Maruti Udhyog Limited was established in **February 1981**, though the actual production commenced in **1983** with the **Maruti 800**, based on the Suzuki Alto Kei Car which at the time was the only modern car available in India. **It had two competitors Hindustan Ambassador and premier Padmini were both around 25 years of date at that time.** Since 2004 Maruti Suzuki has produced over 5 million vehicles. Maruti Suzuki's cars are sold in India and various other countries depending upon export orders. Models which are similar to Maruti Suzuki (but not manufactured by Maruti Udhyog) are sold by Suzuki Motors Corporation and manufactured in Pakistan and South Asian Countries.

The **Company exports more than 50,000 Cars** annually and has an extremely large domestic market in India selling over **7,30,000 cars** annually. Maruti 800, till 2004 was the India's larges selling compact car over since it was launched in 1983. More than a Million unit of this car have been sold world wide so far. **Due to large number of Maruti 800s sold in the Indian Market the term 'Maruti' is commonly used to refer to this compact model.** Its manufacturing facilities are located at two facilities **Gurgaon** and **Manesar**, South of Delhi. Maruti Suzuki's Gurgaon Facility has an installed capacity of 3,50,000 units per annum.

The **Manesar facilities launched in February, 2007 comprise a vehicle assembly plant with a capacity of 1,00,000**
units per year and a Diesel Engine plant with an annual capacity of 1,00,000 engines and transmission. Manesar and Gurgaon facilities have a combined capability to produce over 7,00,000 units annually. More than half the Cars sold in India are Maruti Suzuki Cars. 54.2% of Maruti Suzuki is owned by Suzuki Motor corporation while the rest is owned by public and financial institutions. It is listed on the Bombay stock exchange and National Stock exchange in India.

Suzuki Motor Corporation, the parent company is a global leader in mini and compact cars for three decades. Suzuki's technical superiority lies in its ability to pack power and performance into a compact, light weight-engine that is clean and fuel efficient. Nearly, 75,000 people are employed directly by Maruti Suzuki and its partners. It has been rated 1st in Customer satisfaction among all car makers in India from 1999 to 2009 by JD Power Asia Pacific.

During 2007-2008 Maruti Suzuki sold 7,65,842 cars, out of which 53,024 were exported. In all over six million Maruti Suzuki cars are on Indian Roads since the 1st Car rolled out on road on 14 December, 1983.

Maruti Suzuki offers around 15 models. Maruti 800, Alto, Wagon R-Estilo, A-star, Ritz, Swift, Swift, D-zire, SX4, omni, Eeco, Gypsy. Grand Vitara, Khizasi, are manufactured in Manesar. Grand Vitara and Khizasi are imported from Japan as completely built units (CBU), remaining units of all models are manufactured in Gurgaon Plant. Ertiga new model of Maruti is launched recently on 12th April, 2012.
Striking Maruti workers start vacating Manesar plant

Dipak Kumar Dash, Oct 14, 2011, 10.11PM IST

GURGAON: A day after Punjab and Haryana high court directed all the striking workers at Maruti's Manesar plant to vacate the company premises, workers finally started moving out these facilities late on Friday evening.

Sources said senior officers from district administration and Gurgaon police held marathon talks with the striking workers to convince them to follow the court orders.

**Pictures showing Maruti Suzuki's Strike at Manesar from August, 2011 till October, 2011**
Maruti's Chairman Mr. R.C. Bhargava along with other officials giving Interview regarding strike at Manesar

Maruti's Locked Plant at Manesar after Strike in August, 2011
25 April, 2012

A modern Institute of Driving and Traffic Research (IDTR) expected to train over 20,000 people annually, has been set up at Rohtak in Haryana by leading car maker Maruti Suzuki India Limited.

Giving the information in New Delhi on Tuesday, an official spokesman said the state-of the-art training facility was the result of public-private-partnership between the leading car manufacturer and Haryana government.

Expected to train over 20,000 people in safe driving per annum, the IDTR is spread over an area of 14 acres and has six class rooms with a capacity for 40 trainees each, two driving simulators, 1.8 km-long driving training tracks, six cars and two buses for training, a driving laboratory and a library.

The courses at the IDTR include training course for commercial drivers, learner driving training courses and customized driving training courses for police staff, auto drivers, learner licence aspirants and companies. Special training would also be provided to violators of traffic rule.

The IDTR was inaugurated by Haryana Chief Minister Bhupinder Singh Hooda yesterday.
Maruti's Workers back to work after the strike was resolved in Manesar Plant

Differing Views

Maruti Suzuki management: "There will be no second union."

Ms Satvani Ahlawat, Labour Commissioner of Haryana: "The management has no right to intervene in workers' right to union formation."

Mr Senu Kumar, President of the proposed union: "We have selected seven office bearers who will form the new union. ... As soon our application, which was submitted on June 3, gets approved by the Haryana Labour Department, Maruti Suzuki Employees Union will come into effect."
Strengths of Maruti Suzuki-

1. Large Sales Network-

Maruti has **802 dealers in 555 cities** in India as of March 2010. The sales network added 121 outlets to reach 802. The number of cities covered increased from 454 to 555.

![Maruti Executive taking care of its customers at KTL Ltd.](image)

2. Large Number Of Authorized Service Stations-

Maruti Suzuki has **2,740 workshops** (including dealer workshops and Maruti Authorized Service Stations) in **1,335 towns and cities**. It has **30 Express Service Stations** on **30 National Highways** across **1,314 cities** in India. Similarly 127 more dealer
service workshops were activated. The total cities covered went up from 1314 to 1335.
To Setup Stockyards in Four Zones of India

A sum of Rs.200 crore is been set aside and a land of almost 25 acre has been set aside per stockyard. It will also reduce the working capital requirement of the dealers to stock too many vehicles.

4. Good Number of Engineers in the Research & Development Sector.

The total numbers of engineers in 2009-10 are 958 compared to 730 in 2008-09. The recruitment was almost doubled from 2007-08 in 2008-09. The Company started work on building an additional capacity of 250,000 cars per year, at Manesar. As part of the efforts to build an R&D capability, 700 acres of land were procured for a world class proving ground at Rohtak. The number of design engineers increased to 958, as planned.

5. Maruti Suzuki Was Benefitted From The Production And Export Of Small Cars-

Most European countries announced generous incentives to the public to replace their old cars with new ones. Small, fuel efficient cars exported from India benefited from this opportunity.

6. Optimum Sales In The Current Year-

Present installed capacity: 12,00,000 units (1.2 million units).

Total sales: This comprised of 870,790 cars in the domestic market (growth Of 21%) and 147,575 in the export market (growth of 111%).
7. Very Efficient CSM.

The Company was rated first in customer satisfaction (post sale service) for the twelvth year in a row in the annual survey by JD Power Asia Pacific.
The Company was also awarded the JD Power Award for the highest Sales Satisfaction in India.

8. Being Environmentally Conscious-

- 1st to set up effluent treatment facilities way back in 1984, when there was no legal requirement.
- 1st Indian automobile company to go for ISO 14001 certification in 1999.
- 1st to use natural gas for power generation at its captive power plants.
- 1st to introduce factory fitted LPG and CNG cars.
- 1st to launch cars complying with Bharat Stage-IV emission norms.
- 1st to voluntarily disclose fuel efficiency of cars at dealerships.
9. **Transportation & Inventory Carrying Costs Are Kept To A Minimum**-

Around 86% suppliers (by value) are located within a radius of 100 km of Maruti's manufacturing facilities thus reducing transportation and inventory carrying cost.

10. **Importance Of Training At The Shop Floor Level**-

Skill and capability development at all levels is the next important enabler. Associates on the shop floor had about 43,000 man-hours of training in the year at the Company's technical training center. *They follow Suzuki Production System which is based on the Japanese innovations.*

11. **Favorable Inventory Turnover**-

Inventory turnover ratio is the computed by dividing the cost of goods sold by the average inventory. The inventory turnover ratio of the Company has increased from 16.7 in 2008-09 to 21.2 in 2009-10.

12. **Maruti to Use High Strength Steel.**

Maruti Suzuki would start using high strength steel in a majority of its cars in India by end of 2012. This will not only reduce the carbon emission but also the weight of the vehicle. High strength steel with less thickness will result in less fuel consumption of a vehicle and will ultimately reduce carbon dioxide emission. Maruti has gradually started using high strength steel instead of normal steel in the A Star that has reduced the carbon
emission to 109 mg per km from 150 mg per km. This high strength steel is used in floor and chassis of the vehicle which also reduces weight of the car by 120 kg. The use of high strength steel would result in jacking up input cost by 15-20%.


Maruti Suzuki had more than double sales in November 2010 over its closest competitor Tata Motors in the domestic market. Maruti had sales of 1,12,554 vehicles in November 2010. This includes 10,051 units of exports. Whereas the combined might of Tata and Fiat could just muster 16,365 nos. (15,340 Tata + 1,025 Fiat) in the domestic market in November 2010.

14. Better Communication From The Middle Level Management To Lower Level And Upper Level Management-

The Company is adopting initiatives like 360 degree feedback for middle management, tea group meetings with MD and top management and Stay Interview to take this openness to a still higher level. This translates to better speed, responsiveness, commitment and people excellence.
Weaknesses of Maruti Suzuki

1. Dependence Of Maruti On Suzuki For Component Designs And So The Payment Of Royalties Is Taking A Heavy Toll On Maruti’s Profit.

In the fiscal ended 31 March 2010, royalty payments to Suzuki Motor Corp. rose 47% to Rs. 1,000.93 crore from Rs679 crore a year earlier. Maruti has been introducing at least one new model every year since 2003. Royalties are typically calculated as a percentage of net sales and derived from the use of an asset or a fixed price per unit sold of an item. Royalty as a percentage of net sales rose marginally to 3.5% from 3.3% a year ago. The upper limit on royalty as a percentage of net sales has been capped at 5% by the Reserve Bank of India. It's factored in after reducing the value of the imported content.

3. Emergence Of China In The Automotive Sector-

In terms of target markets, bidders from China mainly source overseas automotive assets in North America, UK & Ireland and South East Asia, with the three regions collectively counting for 53% of overall acquisitions by volume. In recent years however, the value of outbound acquisition activity has been relatively concentrated in the Germanic, South Korean and Australasian markets, together which comprise 80% of aft outbound Automotive M&A flows by value. They have mainly acquired these foreign companies to secure a share in the foreign market and bring home the technical know-how of these foreign companies.
4. Maruti Is Not Well Known For Premium Sedans Or Fast Seek Cars, More Known For Cars Of A Particular Segment-

The sales figures for November 2010 are given below:

<table>
<thead>
<tr>
<th>Segment</th>
<th>Models</th>
<th>In November</th>
<th>Till November</th>
<th>April-09 to March-10</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>2010</td>
<td>2009</td>
<td>2010-11</td>
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<tr>
<td>A1</td>
<td>M800</td>
<td>2440</td>
<td>3040</td>
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<tr>
<td>A3</td>
<td>SX4, D'Zire</td>
<td>11115</td>
<td>8741</td>
<td>83056</td>
</tr>
<tr>
<td>A: Total Passenger Cars</td>
<td></td>
<td>87618</td>
<td>67786</td>
<td>621271</td>
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<tr>
<td>B; MUV</td>
<td>Gypsy, Grand Vitara</td>
<td>199</td>
<td>253</td>
<td>4428</td>
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<td>C: Van Type</td>
<td>Omni, Versa, Eeco</td>
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<td>Domestic</td>
<td></td>
<td>102503</td>
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<td>Export</td>
<td></td>
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<td>Total</td>
<td></td>
<td>112554</td>
<td>87807</td>
<td>828440</td>
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</table>

SOURCE: COMPANY

5. Maruti Has Not Yet Made A Successful And Long Lasting Entry Into Developed Markets Of The World-

Poland, Finland, Iceland, Malta, Switzerland, The Netherlands, Algeria and Italy are among the few nations where Maruti exports entry level cars. Latin America, East Africa, South East Asia and the Oceania are among Maruti Suzuki's major buyers.
6. Partnership of Passenger Car Market:

Maruti Enters Into Partnership with Fiat for Supply of Diesel Engines-

As per latest references, Fiat and Maruti have reached an agreement in which Fiat is going to supply Maruti with one lakh units of diesel engines every year for ensuring that swift diesel is delivered on time.

The season for entering into this agreement was very serious. Maruti was continuously facing struggle on diesel engine variants while their competitors including Hyundai had already started looking for alternatives. Then Maruti started thinking about its problem. It seemed sensible to collaborate with Fiat who had the experience of having supplied the 1.31 diesel engine, which the Maruti Swift uses.

The Indian auto segment is experiencing a peak in demand for diesel cars with a 22% growth in Sales. This is in sharp contrast to the overall Car Sales scenario, where the industry has suffered a 1.5% negative growth. The rising prices of petrol have been identified as the primary reason behind this. The gap behind the prices of petrol and diesel has increased to Rs. 25, which is pushing more and more customers towards diesel Cars.

Maruti India is showing increasing preference for the diesel variant. Diesel cars are fast outselling their petrol variants, the difference between the two is ever widening. Maruti itself is experiencing the pain of piling inventory of their petrol cars in most of their sales outlets. Sales figure of the auto market also indicate
the same. There has been 6% growth in Sales of diesel Cars. The company Maruti has recently increased the prices of the two diesel variants Maruti Ritz and Maruti Swift as it was having full confidence about the success of the above mentioned two models.

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7. Future of Passenger Car Market in India:

Market Research firm JD Power said recently that the Indian passenger Car segment is expected to grow by over four times to 93 lakhs in 2020. He said that India will become the world's 3rd biggest Car Market by 2020.

The country's Car market was around 21 lakh units in 2009. According to latest references India will possible cross the Japanese Car Market by 2014. Only China and US will be ahead of India in 2020. JD Power believes that the current Market leader Maruti Suzuki will remain number one in the country. But its market share will fall below 50% the next decade.
Arora said that although there will be many new entrants till 2020 but primarily Tata Motors and Hyundai motors will gain significant Market Share.

Hence we can say that no doubt India will surely become the 3rd largest Car Market by 2020. The name of our golden bird 'India' will shine more brightly in the passenger Car Market.

Therefore, certain vital facts that can be stated about Maruti are as follows:

1. Maruti Udhyog limited is the 1st automobile company to be honoured with an ISO 9000:2000 certificate.

2. Maruti Suzuki India Limited (MSIL, formerly known as Maruti Udhyog Limited) is a subsidiary of Suzuki Motor corporation, Japan.

3. MSIL has been the leader of Indian car makers for over two and a half decades.

4. The company has two manufacturing facilities located at Gurgaon and Manesar, South of New Delhi, India. Both the facilities have a combined capacity to produce over a 1.2 million vehicles annually.

5. Maruti retains a dominant market share despite increasing competition. The company plans to expand its manufacturing capacity to 1.75 million by 2013.
6. Kenichi Ayokawa is the new MD and CEO of Maruti Suzuki. He overtook his position from April 1, 2013 when Shinzo Nakanishi (Ex-C.E.O.) retired.

7. As a conscious and vigilant organization Maruti Suzuki India Limited believes in the conduct of affairs of its constituents in a fair and transparent manner by adopting the highest standards of professionalism, honesty, integrity and ethical behaviour.

8. In its endeavour to provide its employees a secure and a fearless working environment MSIL has established the 'Whistle blower policy'.

9. The purpose of above mentioned policy is to create a fearless environment for the employees to report any instance of unethical behaviour, actual or suspected fraud or violation of the company’s code of conduct or ethics policy to the ombudsman (Director of the company).

10. **NET profit of Maruti Suzuki India rose 49.05% to Rs 631.61 crore in the quarter ended June 2013** as against Rs 423. 77 crore during the previous quarter ended June 2012.

11. Sales declined 5.07% to Rs 9995.12 crore in the quarter ended June 2013 as against Rs. 10529.24 crore during the previous quarter ended June 2012.
12. **It is mission of Maruti Suzuki to provide a car for every individual, family, need, budget and way of life.** That is why it offers 16 brands and over 150 variants ranging from people’s favourite Maruti 800 to the present latest life utility vehicle, SX4 Facelift.


14. The strengths of Maruti Suzuki India Limited include-

   (a) **Technology of Maruti Suzuki**- Better thinking, Better processes, better technologies-more sensitivity. This is what helps Maruti to create better cares. Suzuki works on a philosophy of **“Small cars for a big future.”** With the help of over 1000 engineers at Maruti Suzuki.

   (b) **Cost of Ownership**-Maruti Suzuki manufacturers say- “Buy it, run it or sell it a Maruti Suzuki gives you unmatched value.”

15. **Widest Network**-the producers of Maruti Suzuki say that wherever you get lost in India, but chances are there will be a suzuki service station nearby. So sitting inside a Maruti Suzuki Car a person does not has to worry about the car getting out of order.