



*Accelerating the Performance*

# Emmforce Autotech Ltd

*Winning the Races on  
Rough Tracks*

*Investors Presentation February 2026*



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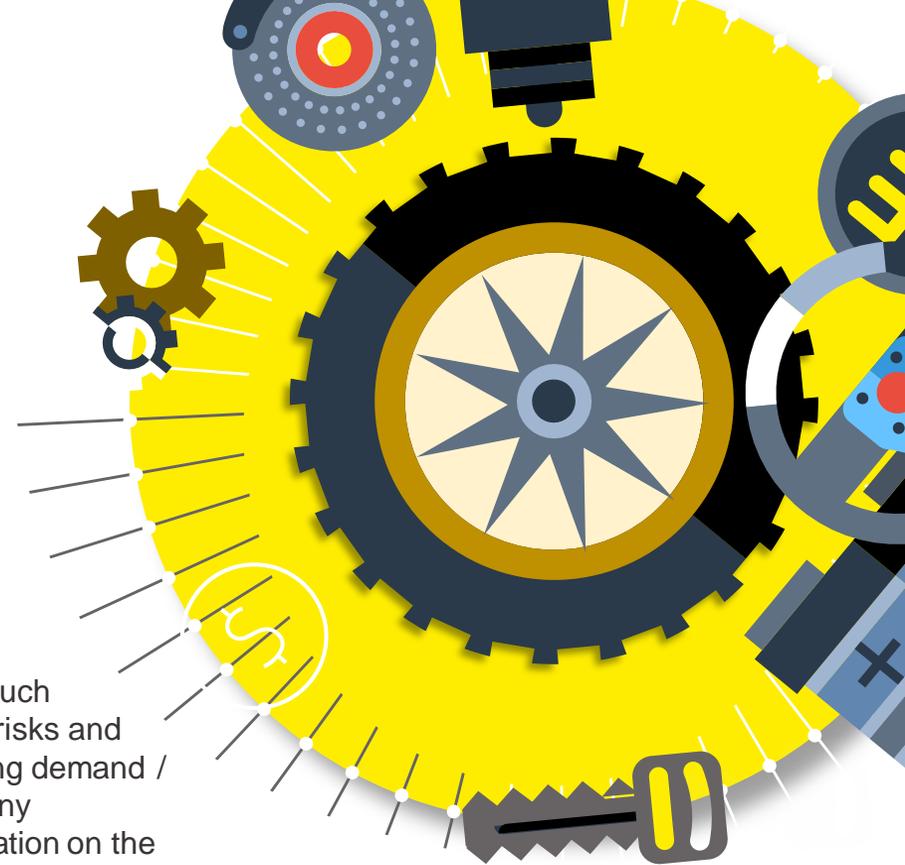


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# Business Overview

*Winning the Races on Rough Tracks*



Manufacturer of **precision-engineered niche drivetrain components** primarily catering to 4WD and performance racing vehicles.



Strategically expanded into the **Agri segment**.



Product portfolio includes **differential housings, 4WD locking hubs, spindles, gear shifters, axle assemblies, hydraulic gear pumps, differential housings, forged shafts, and specialized driveshaft yokes, farm equipment rotavator, forgings, rotavator blades etc.**



**1,50,000 sq. ft. manufacturing facility in Baddi, Himachal Pradesh**, supported by **600+ skilled professionals**. Exporting a broad portfolio of differential and driveline components, serving customers across **20+ countries** for nearly **3.5 decades**



**IATF 16949:2016, ISO45001, ISO14001 certified**

**Annual Production capacity – Rs. 350 Cr**

**Automotive Business - Rs. 200 Cr**  
**Agri Business - Rs. 150 Cr**

## Key metrics for FY25



**Total Revenue: Rs. 89 Cr**  
**CAGR: 14%^**



**EBITDA: 21%**  
**CAGR: 14%**



**PAT: 9.2%**  
**CAGR: 12%**



**Net debt to equity: 0.32**



**ROCE: 38%\***



**ROE: 34%\***



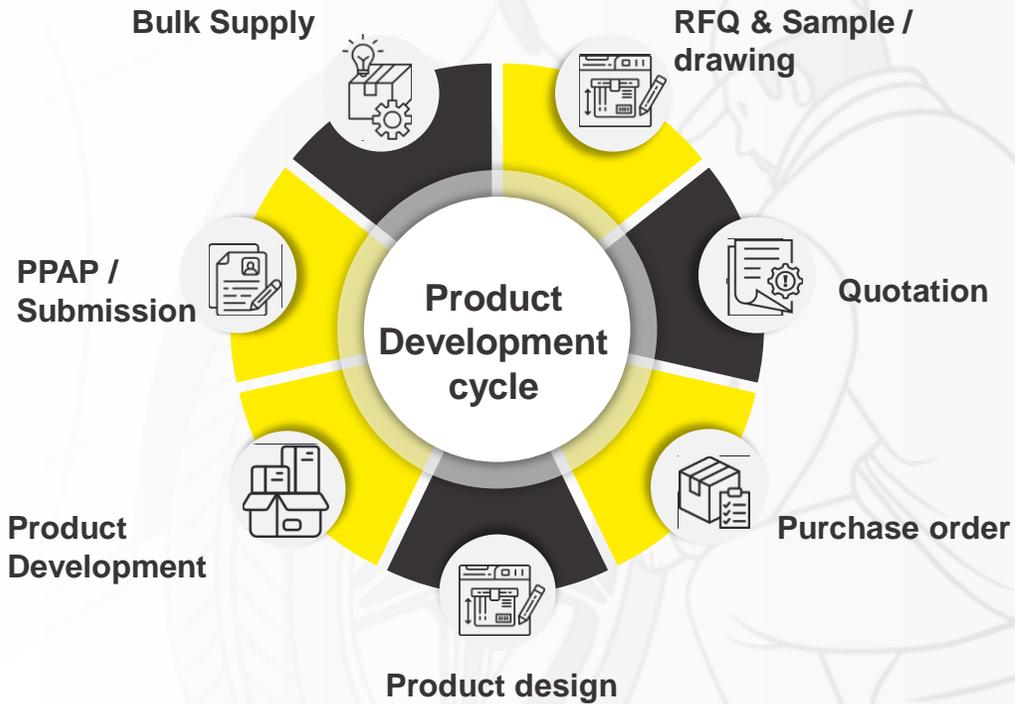
**Multi year Order book > Rs. 500Cr**



**40+ Products**

\*Average of last 5 year from FY21 to FY25 ; ^CAGR – 4 years





**Customer stickiness**

**Export-oriented business**

- Vertical Integration:**
1. In-house design & engineering
  2. Forging of drivetrain components
  3. Machining and precision finishing
  4. Heat treatment & surface treatment
  5. Assembly, testing, and quality control
  6. Final dispatch to global customers

**Fully Integrated Manufacturing Plant with State-of-the-Art Technology**

- Diverse product portfolio**
1. Hubs & Spindles
  2. Axle shafts
  3. Driveshaft parts
  4. Other differential parts
  5. Hydraulic Gear Pumps
  6. Agri Equipment
  7. Rotavator Blades

**Customer-centric approach**

**Integrated Quality control**

**Strong R&D**





## Export-Led, Globally Scaled Business

Predominantly export-driven operations with ~94% revenue from overseas markets.

### Deep-Rooted Customer Relationships

~95% customer retention, reflecting strong repeat orders, long-term relationships, and high customer stickiness.

### Design Excellence

IATF certification – High quality control allowing for building parts from scratch

**Our USPs**

### Extensive Distribution Network

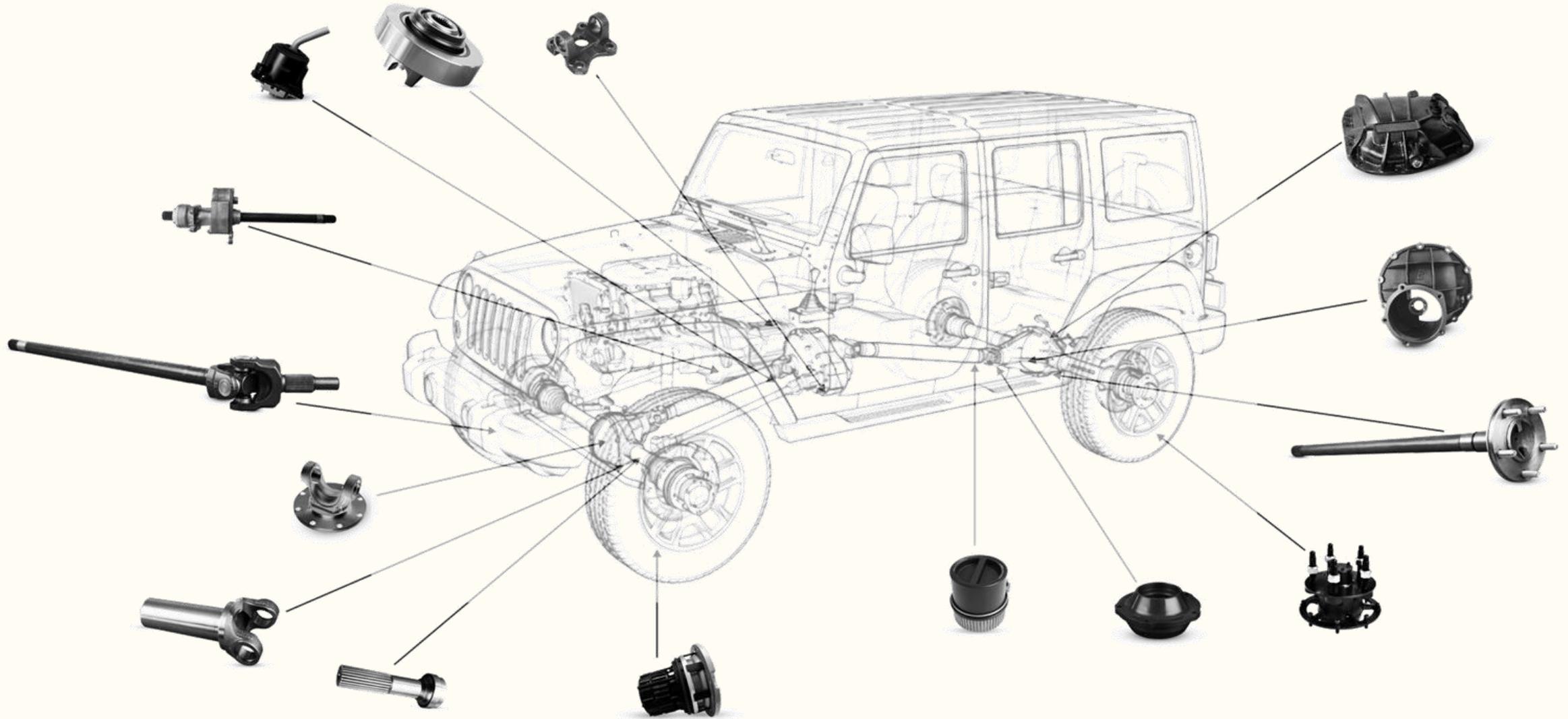
Exports to 20+ countries with an established global footprint across multiple geographies

### End-to-End Integrated Manufacturing

Comprehensive in-house processing from forging to precision machining, enabling tighter process control and faster execution.

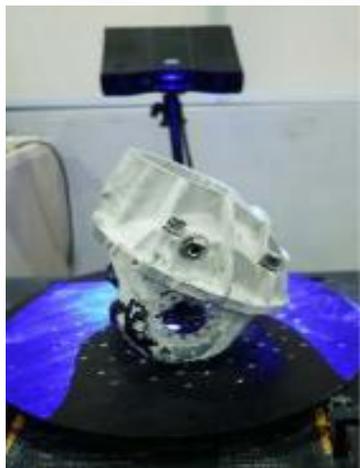


# Sizeable and Increasing Presence





# Built to Scale : Vertically Integrated Manufacturing



**Benchmarking**



**Design & Development**



**Forging simulation**



**Spectrometer**



**Microscope with  
image Analyzer**



**Universal Testing  
Machine**



**Micro Vickers  
Hardness test**



**Tool Room**



**Mechanical Forging  
Press**



**Coordinate Measuring  
Machine**



**Standard Room**



**ENAMOTO Japan Servo  
Friction Screw Forging  
Press**



**SCADA Driven  
Continuous Heat-  
Treatment**



**Machine shop**



**In Process Gauging**



**Assembly shop**



**Warehouse**



**Oil Leak Machine**



**Air Leak  
Machine**



**Vacuum Testing  
Machine**



**Torque Tester  
Machine**





**Integrated manufacturing setup - A fully integrated 1,50,000 sq. ft. facility with end-to-end in-house capabilities.**

## Backward Integration

Emmforce Mobility Solutions Pvt. Ltd (EMSPL), the subsidiary is used for backward integration:

- 

**01** Established as part of the company’s expansion strategy to strengthen forging capabilities & Agri equipment division.
- 

**02** Houses a 1,600-ton forging press, reducing reliance on third-party vendors.
- 

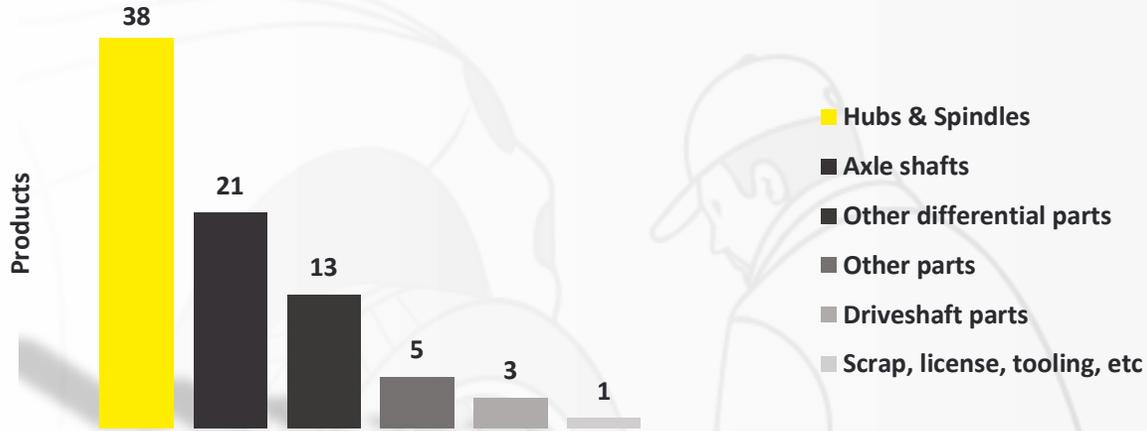
**03** Reducing risk related to raw material processing and intermediate manufacturing stages

Capacity utilization	
Manufacturing unit area`	1,50,000 sq. ft.
Annual production capacity – Automotive business	Rs 200 crore
Annual production capacity – Agri business	Rs 150 crore
Capacity Utilization – Automotive business	50-55%
Capacity Utilization – Agri business	8-10%

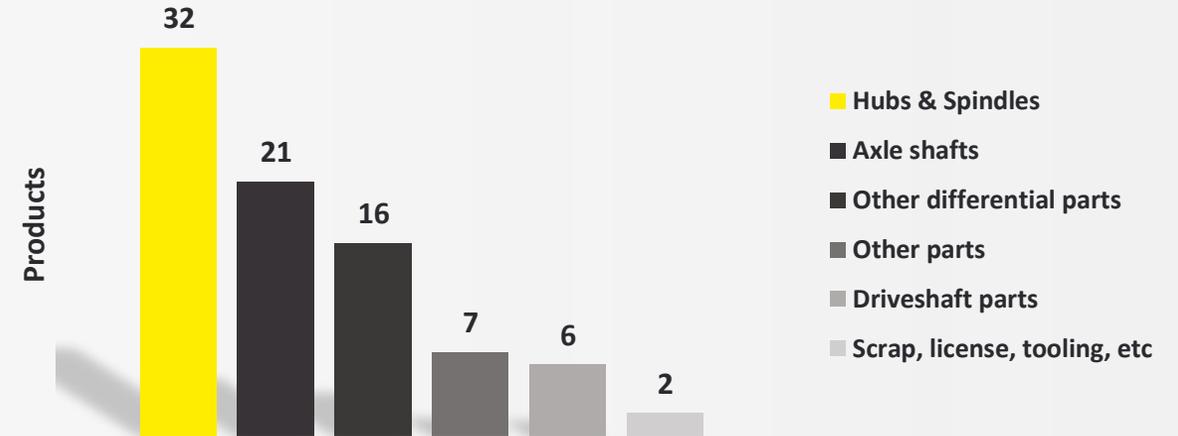


(Rs. in Cr.)

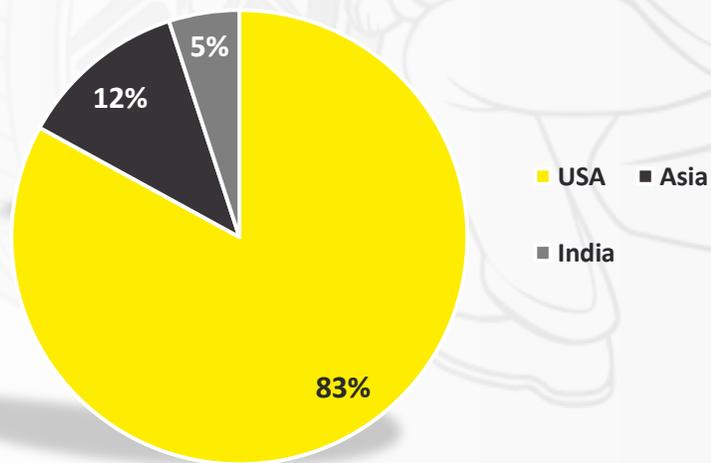
### Product led revenue - FY24



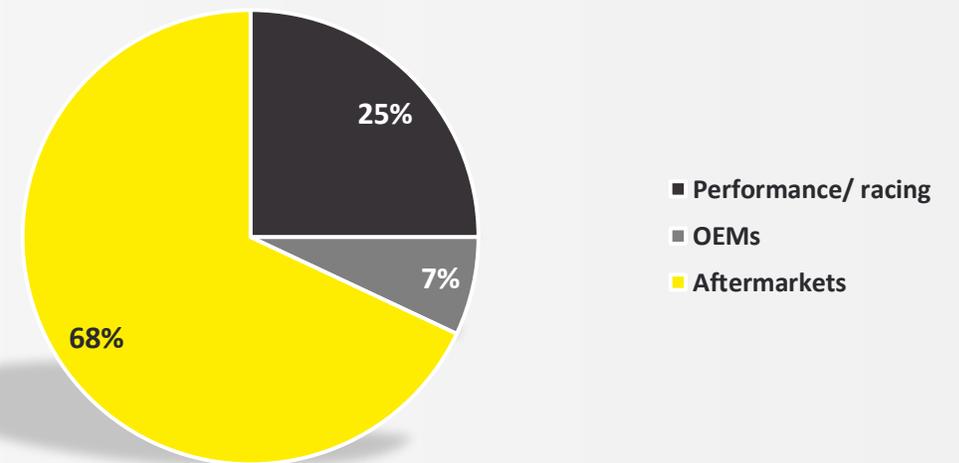
### Product led revenue - FY25



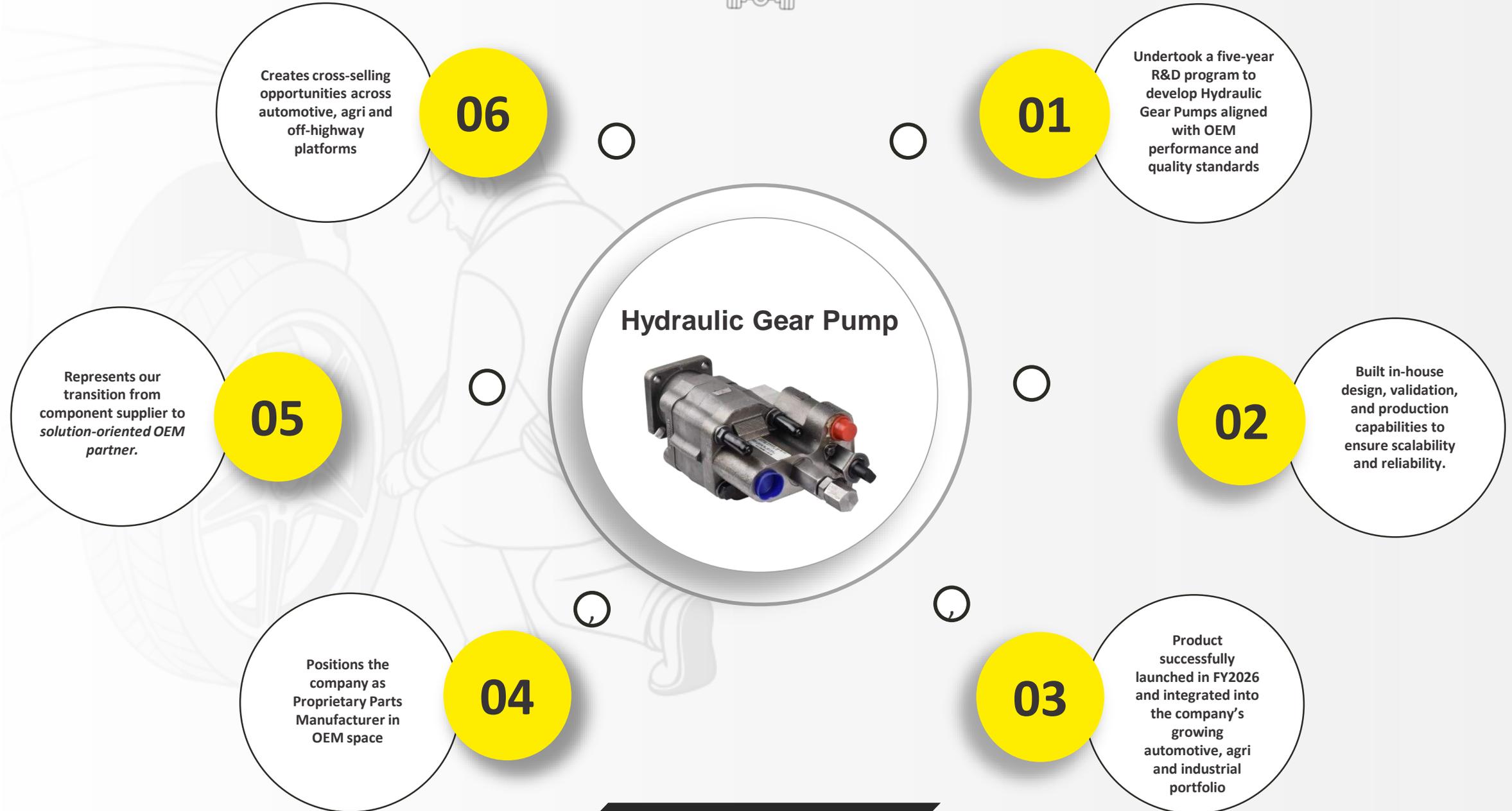
### Revenue split by geography - FY25



### Revenue split by Delivery – FY25



# Case study: Strategic Core Product with Embedded Growth Visibility





## Pricing power

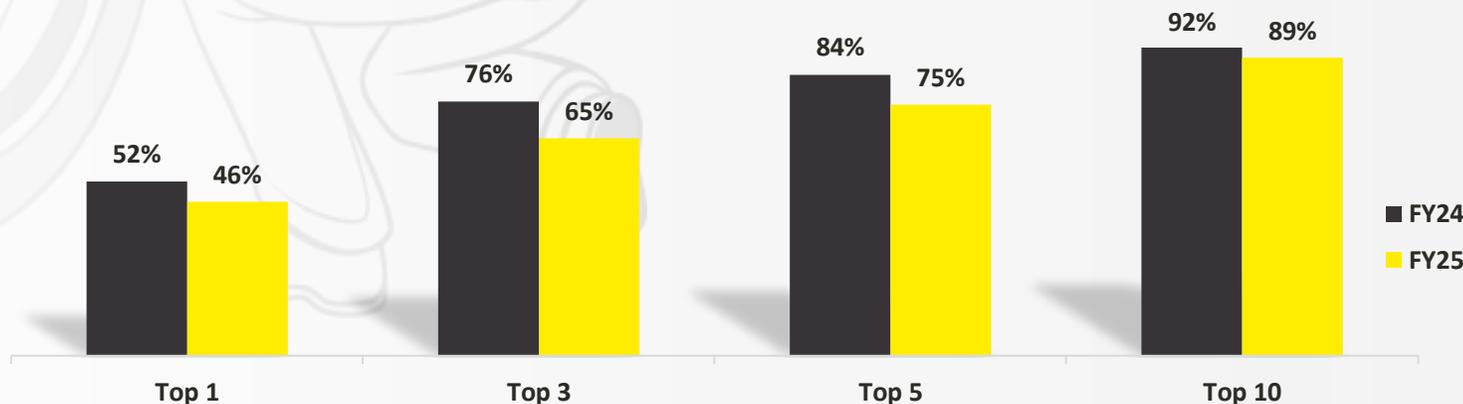
-  Operates in **niche, precision-engineered drivetrain components** with limited competition
-  Products are **customised and performance-critical**, allowing value-based pricing rather than commodity pricing
-  Export customers prioritise **quality, reliability, and engineering capability over price sensitivity**

## Customer Stickiness

-  Long product life cycles and customer-specific designs result in **high switching costs**, typically **requiring 3–5 years** for customers to transition to alternate suppliers
-  Deep integration with customers through **co-engineering and repeat orders**
-  Customer-specific **tooling investments**, typically incurred upfront, act as a deterrent to supplier switching and enhance long-term customer retention

High revenue contribution from key customers reflects deep, long-term partnerships rather than concentration risk, supported by increasing contribution levels driven by repeat orders.

Revenue contribution by top customers





01

**Focus on new products:** Successfully developed hydraulic gear pumps, rotavator blades, and many more products

02

**Focus on process improvements:** Forging integration, precision machining enhancements for quality and cost efficiency.

03

**Helps to find customer-specific solutions:** From conceptualization, design, validation to manufacturing of drivetrain parts.

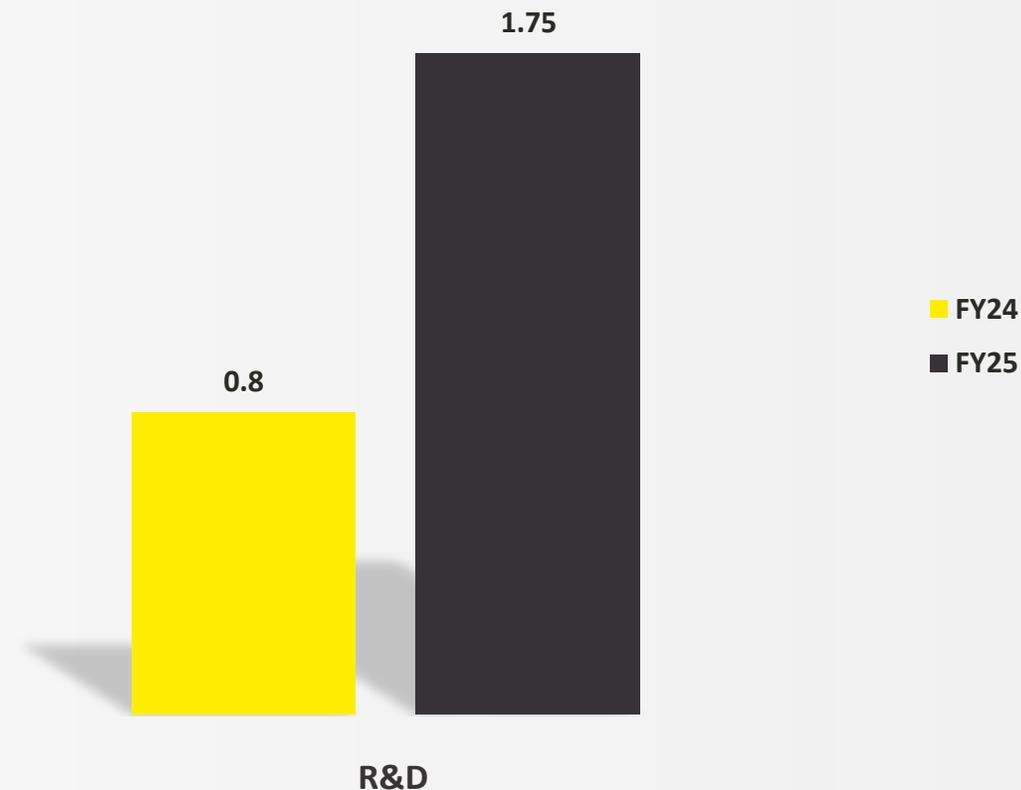
04

R&D centers on market-driven product development and engineering customization for global OEMs and performance vehicles

05

Consistently **allocate ~2% of annual revenue** to R&D enables differentiated products, integrated execution, and scalable growth across core and emerging segments.

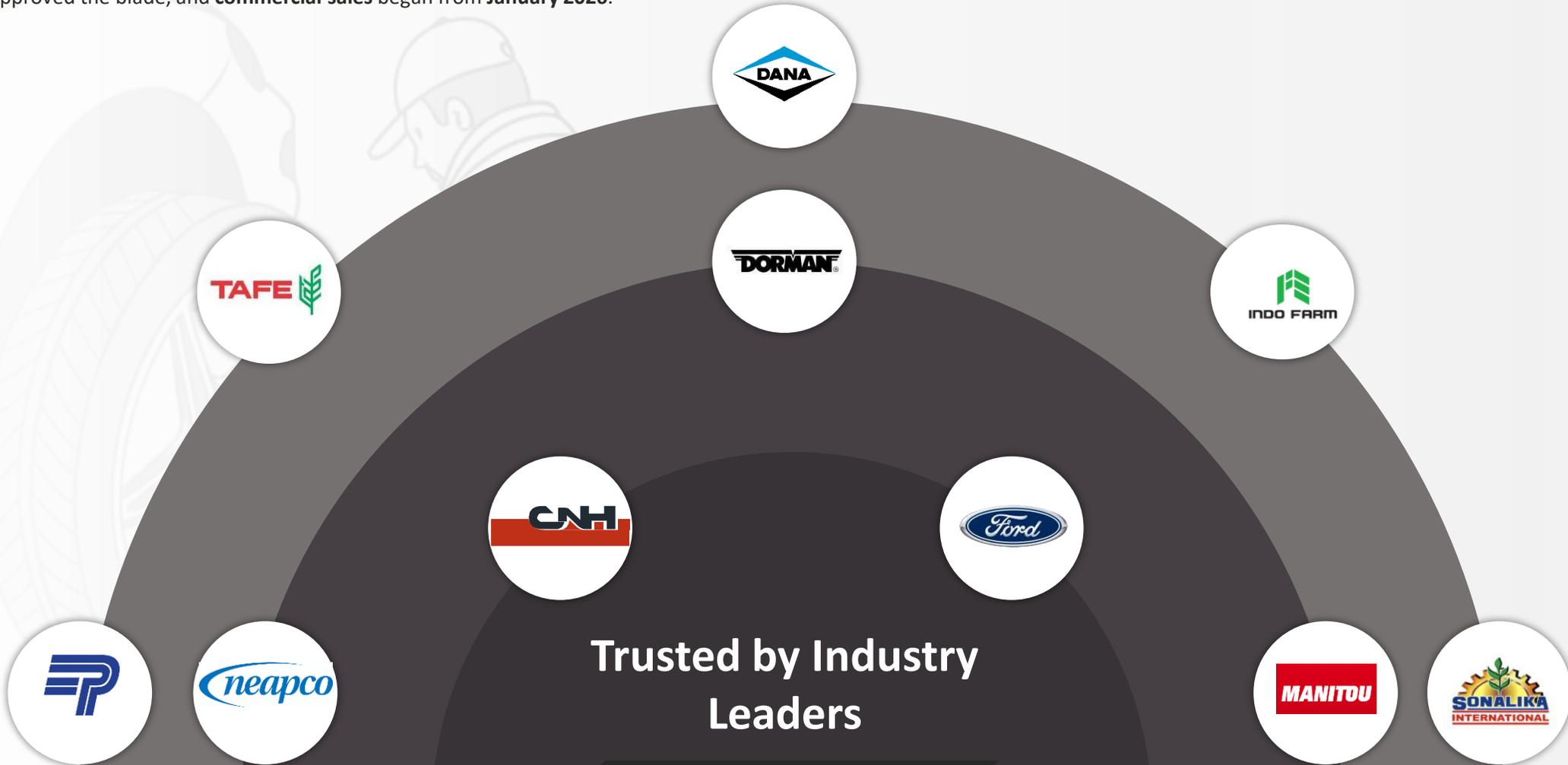
(Rs in Cr.)



# Robust Order Book : Supporting Sustained Growth



1. The recently secured **Rs. 470 Cr U.S. export order** has commenced commercial production and is expected to generate approximately **Rs. 55 Cr of annual** revenue over a nine-year period beginning FY27. The Company also expects to recognise approximately **Rs.10 crore** in revenues from this order in FY26.
2. A new long-term drivetrain supply order worth **Rs. 10.50 Cr** in annual revenue, awarded in October 2025.
3. Additional US customer order estimated to **contribute Rs. 10 Cr** per annum.
4. **TAFE** has approved the blade, and **commercial sales** began from **January 2026**.



**Trusted by Industry Leaders**



# Sectoral Tailwinds to Support Future Growth



India is projected to be one of the largest global automotive and mobility hub.



In India, only 29 out of 1000 people own a car, compared to 226 in China and 581 in the US, underscoring significant growth potential in the Indian market.



The global automotive aftermarket market size was valued at USD 430.51 billion in 2024. The market is projected to grow from USD 443.12 billion in 2025 to USD 565.73 billion by 2032, exhibiting a CAGR of 3.6% during the forecast period.



By 2026, the automobile component sector will contribute 5-7% of India's GDP



The Indian auto - component industry is poised to attract investments of approximately USD 6.5-7 billion in the next five years, nearly doubling the expenditure compared to the USD 3.5-4 billion invested in the last five years.



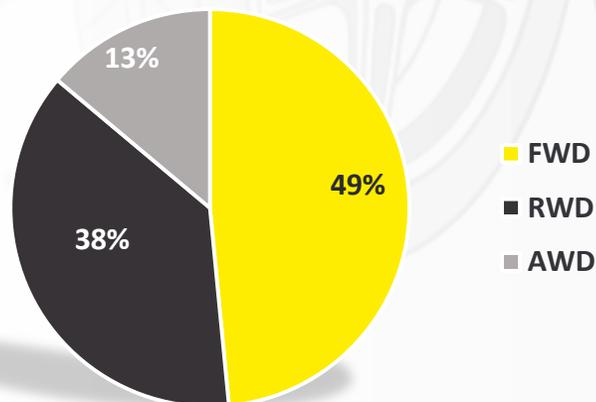
The Indian automobile industry is projected to achieve a CAGR of 8.1%, propelling it to a value of USD 160 billion by 2027.



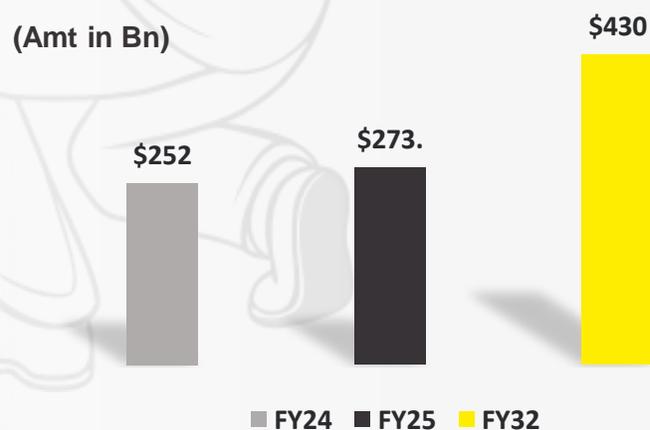
As per the US-India Trade Deal signed on 2nd February 2026, Indian made autoparts will incur zero duty "Preferential Trade Rate Quota" and 18% after the exports quota exceeds its annual limit.

## Global Automotive drivetrain market

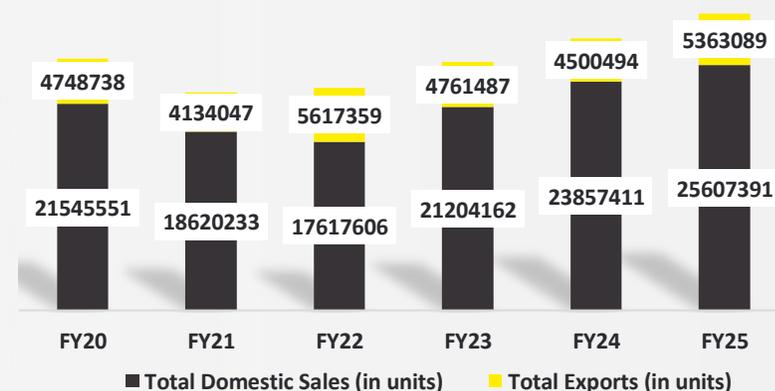
Global Automotive Drivetrain by Market share



Global Automotive drivetrain market (Amt in Bn)



Domestic consumption and Export Trends of Automobiles in India



Source: 1<https://timesofindia.indiatimes.com/auto/policy-and-industry/auto-sector-to-be-key-driver-of-indias-growth-from-fifth-to-third-largest-world-economy-pm-modi/articleshow/103600182.cms?from=mdr>; 3) <https://www.cnbc18.com/economy/auto-component-industry-to-invest-7-billion-over-next-5-years-to-expand-capacity-upgrade-tech-18611251.htm>; 4) [https://www.siam.in/statistics.aspx?mpgid=8&pgidtrail=13\\_5](https://www.siam.in/statistics.aspx?mpgid=8&pgidtrail=13_5) <https://www.fortunebusinessinsights.com/automotive-after-market-102613> 6) <https://www.spglobal.com/automotive/insights/en/rapid-import-analysis/us-import-tariffs-will-reset-automotive-value-chain#link1>



# Strategic Priorities

- Scaling up Agri division
- Expanding to Tier-1 OEMs in the US, Europe and Asia
- Simplify group structure



## Market Opportunity



### Global Farm Equipment market

~\$110 Bn (2024)



~\$190 Bn by 2030 |  
~12.1% CAGR



### Rotavator blades market:

~\$1.2 Bn (2024)



~\$2.5 Bn by 2033 |  
~9.1% CAGR



Significant headroom for growth

## Strategic Rationale



Diversifies revenue beyond export-heavy drivetrain business



Higher margin potential through next-gen agri implements



Demand visibility remains strong, driven by policy support and increasing farm mechanisation.



## Where Strategy Meets Action - Levers That Drive Performance



Agri production already commenced through subsidiary



TAFE rotavator parts have been in full-scale production since July 2025, with business volumes continuing to scale up with TAFE



TAFE approvals secured for manufacturing of Rotavators/Rotavator Parts & Rotavator Blades.



Distributor-led go-to-market strategy, currently live in Karnataka and Madhya Pradesh.



### Upcoming products:

- Inter Row Weeders
- Laser Levellers
- Potato Planters & Diggers
- Superseeder

## Where Growth Turns into Value



Near-term capacity: Rs. 150 Cr



Long-term annual potential: Rs. 250 Cr



Margin accretive portfolio with brand-building in domestic market



## Market Opportunity



### Driveshaft components:

~\$31.2 Bn (2021) → ~\$48.2 Bn by 2030



### Differential Components:

~\$48.2 Bn by 2030 → ~\$1.11 Bn by 2030



### Hubs and spindles :

Combined opportunity → > ~\$70 Bn globally

## Strategic Rationale



Strengthens participation in high-value, regulated OEM ecosystems.



Facilitates a strategic shift in moving up the value curve from component-level supply to long-term program partnerships.



Global OEM exposure across the US, Europe, and Asia ensures:

- Long-term visibility of orders
- Dollar-denominated revenues
- Disciplined and sustainable pricing



## Where Strategy Meets Action - Levers That Drive Performance



Added three new US customers over the last eight months, despite a challenging tariff environment.



Secured a Rs. 10.5 crore annual, long-term order from a US OEM.



Commissioned a greenfield, dedicated facility - from ground-breaking to commercial production within 12 months for a US OEM. Mass production for the project commenced on 15 December 2025.

## Where Growth Turns into Value



Annual US business pipeline of ~Rs. 75+ Crore already secured (Rs. 55 crore + Rs. 10.5 crore + Rs. 10 crore).



Robust RFQ pipeline for incremental drivetrain packages.



EBITDA enhancement driven by scale benefits, automation, and in-house forging.

# Strategic Priority 3 : Simplifying Group Structure



## Subsidiary

Emmforce  
Mobility  
Solutions  
Private Limited

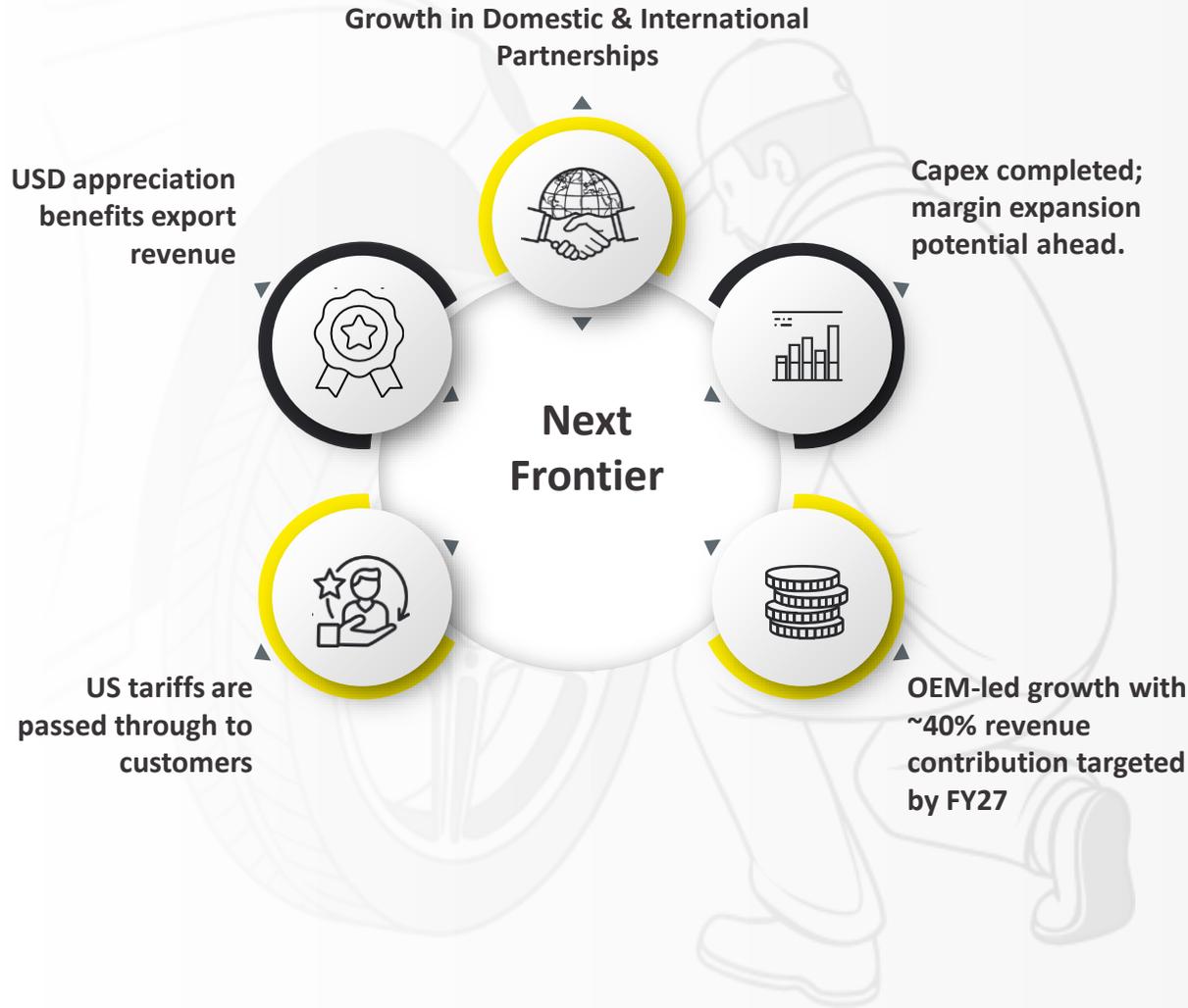
Forgings &  
Rotavator  
blades

## Related Party

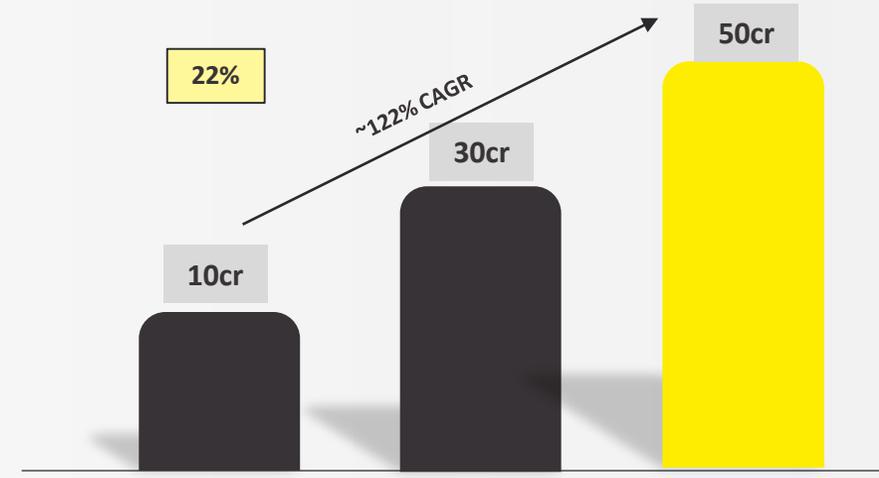
Emmbros  
Automotives Pvt.  
Ltd

Rear/Front Axle  
Shafts,  
Transmission  
shafts etc

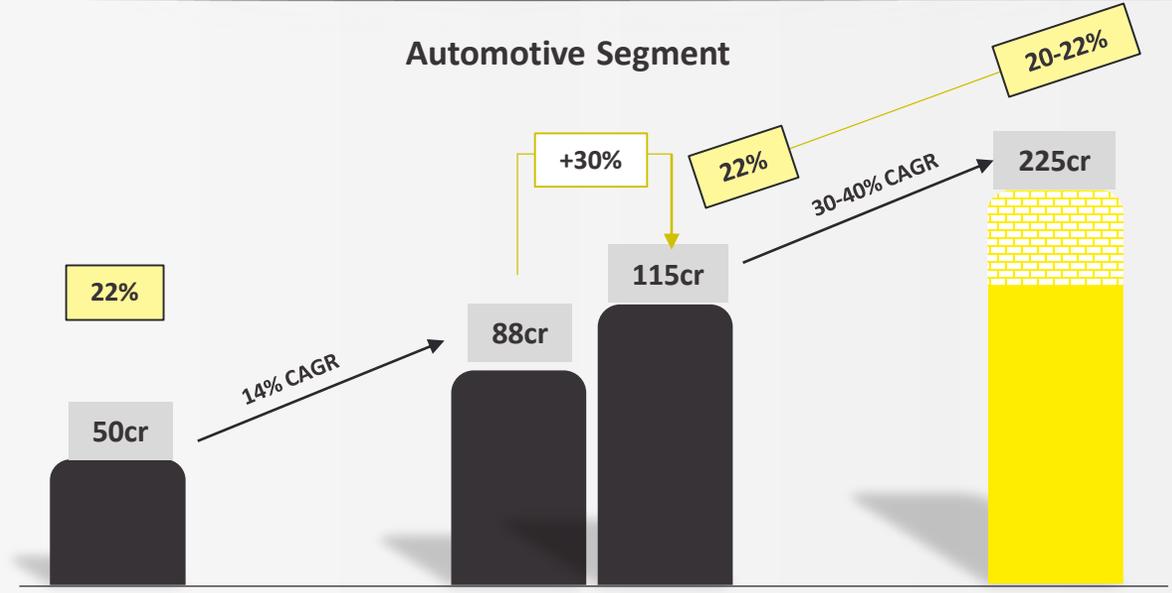
The company intends to migrate to the mainboard **within approximately one year**, followed by **acquisition of Emmbros Automotives Pvt. Ltd.**, a related party.



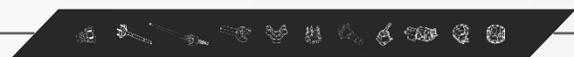
## Agri Segment



## Automotive Segment



Indicators -





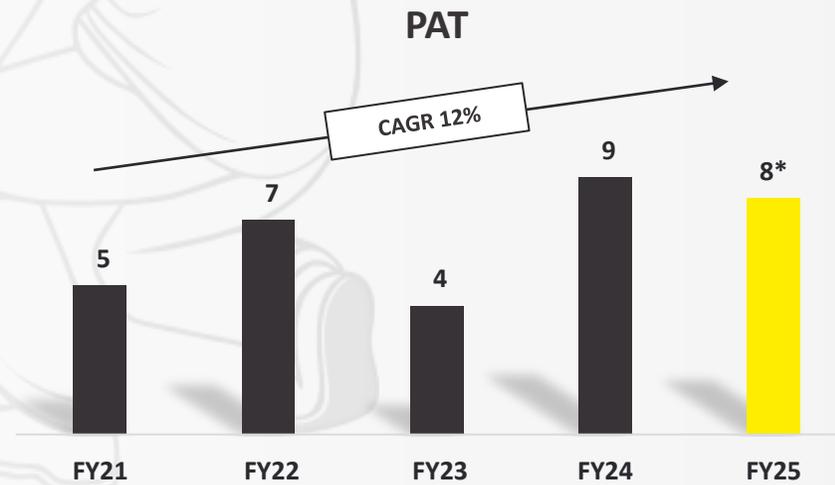
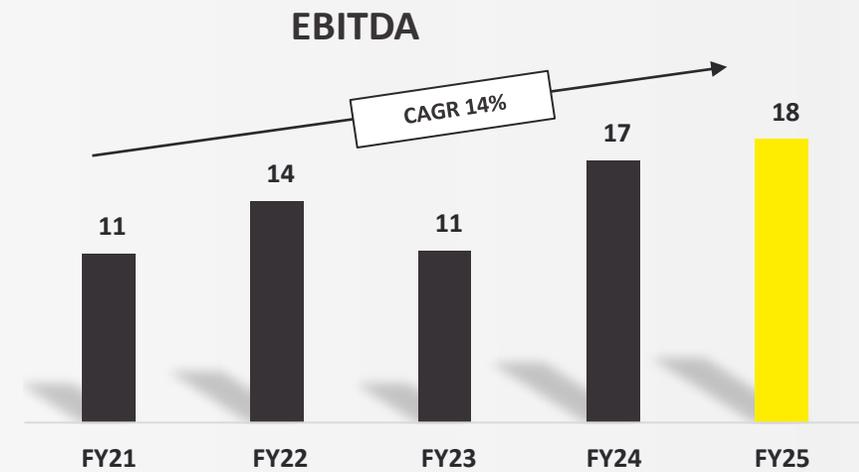
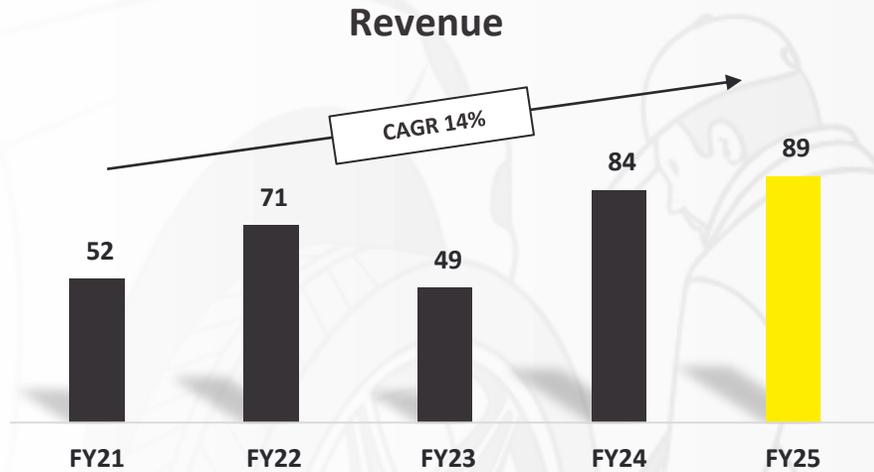
# Financial Highlights

*Winning the Races on Rough Tracks*



## Strong Revenue Growth with Accelerating Profitability

(Rs. In Cr.)



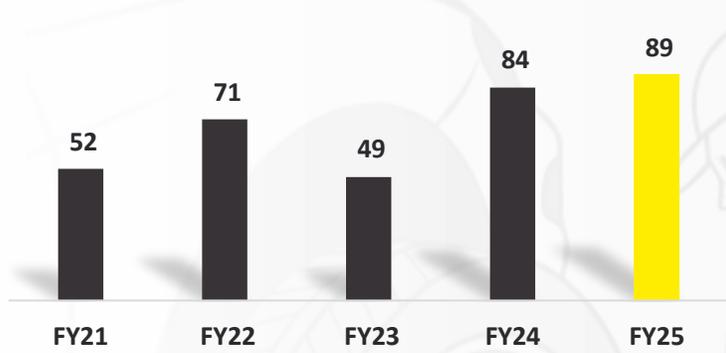
\*The PAT declined largely on account of higher depreciation linked to new asset capitalization in the subsidiary. Importantly, this impact is transitional in nature, as these investments are aimed at enhancing future revenue capacity and profitability.



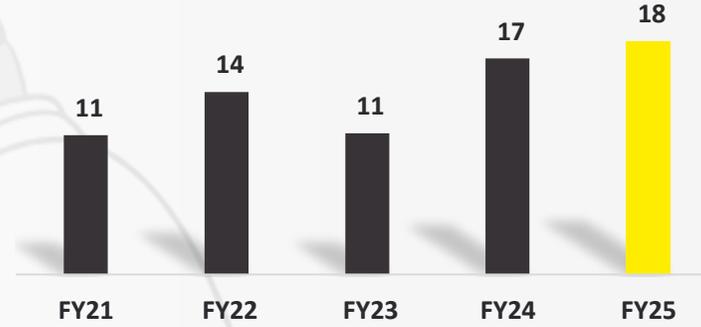


(Rs. In Cr.)

### Total Revenue



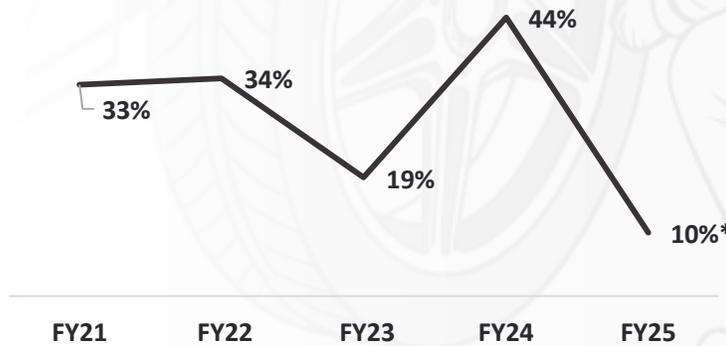
### EBITDA



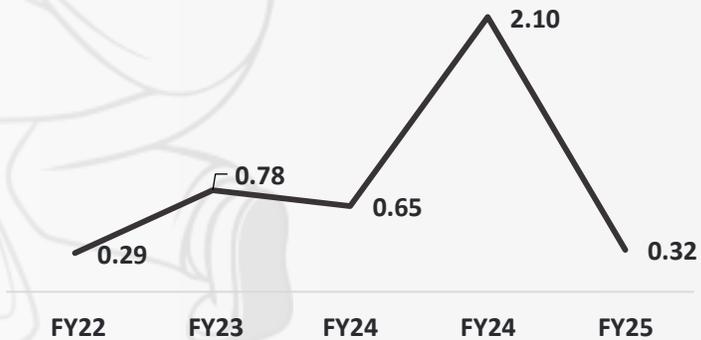
### PBT



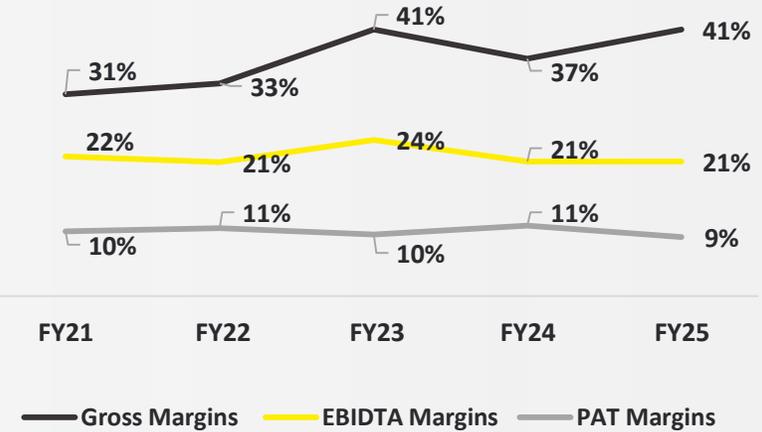
### ROE



### Debt to equity



### Margins



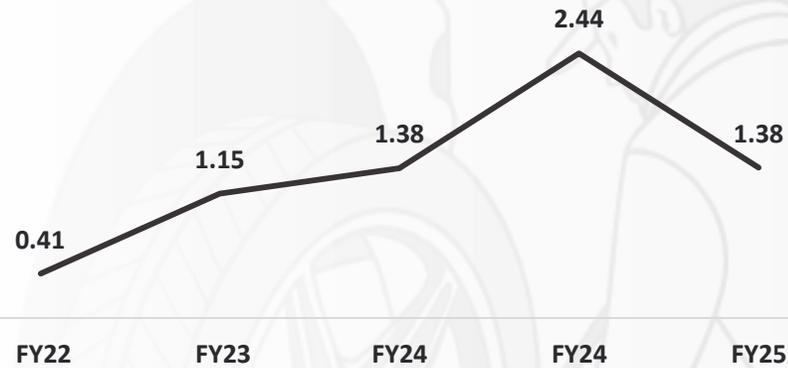
\*Equity infusion in 2025 led to a short-term moderation in ROE, supporting long-term growth



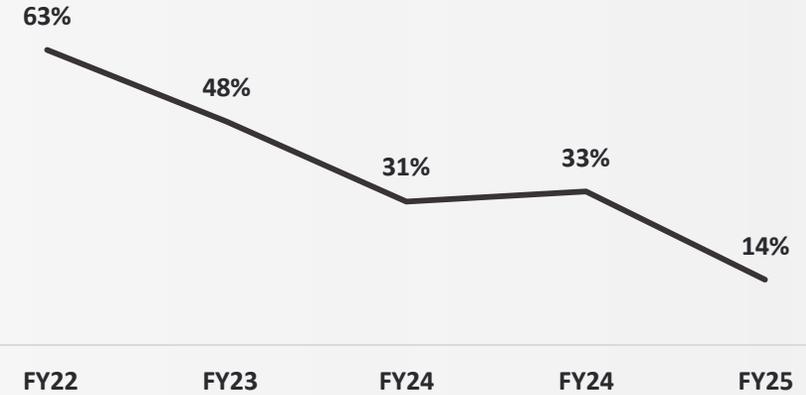


\*The recent decline in ROCE reflects significant capacity-expansion capex for agri division; returns are expected to improve as utilisation ramps up and revenues scale.

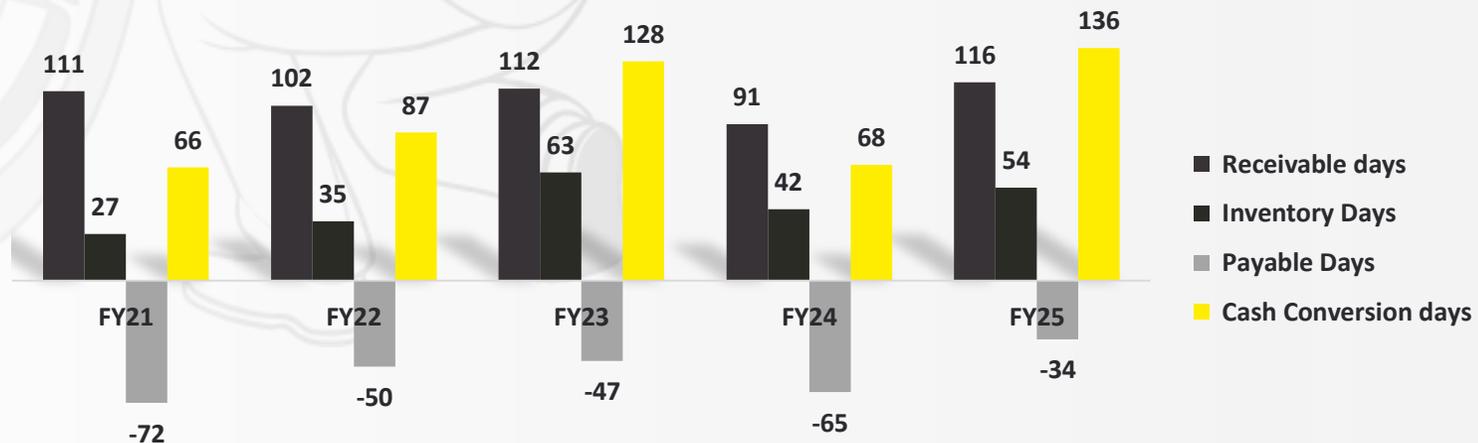
### Net debt to EBITDA



### ROCE\*



### Working capital cycle



# Consolidated Profit & Loss



(Rs. In Cr.)

Particulars (Rs Cr)	FY21	FY22	FY23	FY24*	FY25
Revenue from Operations	50	69	46	83	88
<b>EBITDA</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>18</b>
EBITDA Margin	22%	21%	24%	21%	21%
Depreciation	1	1	2	2	4
<b>EBIT</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>15</b>	<b>14</b>
EBIT Margin	19%	19%	20%	19%	16%
Finance Cost	2	2	2	2	2
Other Income	1	2	3	1	1
<b>PBT</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>13</b>	<b>12</b>
PBT Margin	16%	16%	15%	16%	13%
Tax Expense	3	4	2	4	4
<b>Net Profit</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>8</b>
Net Profit margin	10%	11%	10%	11%	9%
EPS Basic	3.39	4.88	2.93	5.85	3.93
EPS Diluted	3.39	4.88	2.93	5.85	3.93

(\* ) The abovementioned figures are proforma figures for FY24 which consist of the number of Emmforce Autotech Limited from October 2023 to March 2024 after conversion from partnership firm.

# Consolidated Balance sheet

(Rs. In Cr.)



ASSETS (Rs Cr)	FY21	FY22	FY23	FY24	FY25
<b>Non Current assets</b>					
Property, Plant & Equipments	8	14	12	27	37
Capital Work in Progress		2	4	3	22
Goodwill on Consolidation		-	-	0	2
Other non-current assets	0	0	0	0	0
<b>Total Non Current assets</b>	<b>8</b>	<b>15</b>	<b>16</b>	<b>31</b>	<b>61</b>
<b>Current Assets</b>		-	-	-	-
Current investments	0	0	0	-	-
Inventories	4	7	8	9	13
Trade receivables	15	19	14	21	28
Cash and cash equivalents	1	0	0	0	10
Short-term Loans and Advances	1	3	2	13	14
Other current assets	4	9	8	7	5
<b>Total Current Assets</b>	<b>25</b>	<b>37</b>	<b>33</b>	<b>51</b>	<b>70</b>
<b>TOTAL ASSETS</b>	<b>34</b>	<b>53</b>	<b>49</b>	<b>82</b>	<b>130</b>

LIABILITIES (Rs Cr)	FY21	FY22	FY23	FY24	FY25
<b>EQUITY AND LIABILITIES</b>					
<b>EQUITY</b>					
Equity share capital	15	21	23	15	21
Reserves & surplus	-	-	-	4	59
Non controlling interest	-	-	-	1	0
<b>Total Equity</b>	<b>15</b>	<b>21</b>	<b>23</b>	<b>20</b>	<b>80</b>
<b>LIABILITIES</b>					
<b>Non Current liabilities</b>					
Long-Term Borrowings	0	6	6	26	21
Deferred Tax Liabilities (Net)	-	0	0	0	-
Other Long Term Liabilities	-	-	-	-	-
<b>Total Non-Current liabilities</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>26</b>	<b>21</b>
<b>Current Liabilities</b>					
Short-Term Borrowings	5	11	9	16	14
Trade Payables	10	10	6	15	8
Other Current Liabilities	1	1	2	3	4
Short-Term Provisions	3	4	2	2	4
<b>Total Current liabilities</b>	<b>18</b>	<b>25</b>	<b>19</b>	<b>36</b>	<b>30</b>
<b>TOTAL EQUITY AND LIABILITIES</b>	<b>34</b>	<b>53</b>	<b>49</b>	<b>82</b>	<b>131</b>

# Half year Profit & Loss statement



(Rs. In Cr.)

Particulars (Rs Cr)	H1 FY25	H1 FY26	Y-o-Y%	H2 FY25
Revenue from Operations	35	54	53%	52
EBITDA	8	11	48%	11
<b>EBITDA Margin %</b>	<b>21%</b>	<b>21%</b>		<b>21%</b>
Depreciation	2	3	61%	3
<b>Earnings Before Interest &amp; Tax</b>	<b>6</b>	<b>8</b>	<b>43%</b>	<b>9</b>
Interest	1	1	8%	1
Other Income	2	0		-1
<b>Profit Before Tax</b>	<b>4</b>	<b>7</b>	<b>52%</b>	<b>7</b>
Tax	1	3	161%	3
<b>Net Profit</b>	<b>3</b>	<b>5</b>	<b>20%</b>	<b>4</b>
Net Profit Margin (%)	10%	8%	-22%	9%
Earnings Per Share Basic (Rs)	1.65	1.98	20%	2.28
Earnings Per Share Diluted (Rs)	1.65	1.98	20%	2.28

# Half year Balance sheet

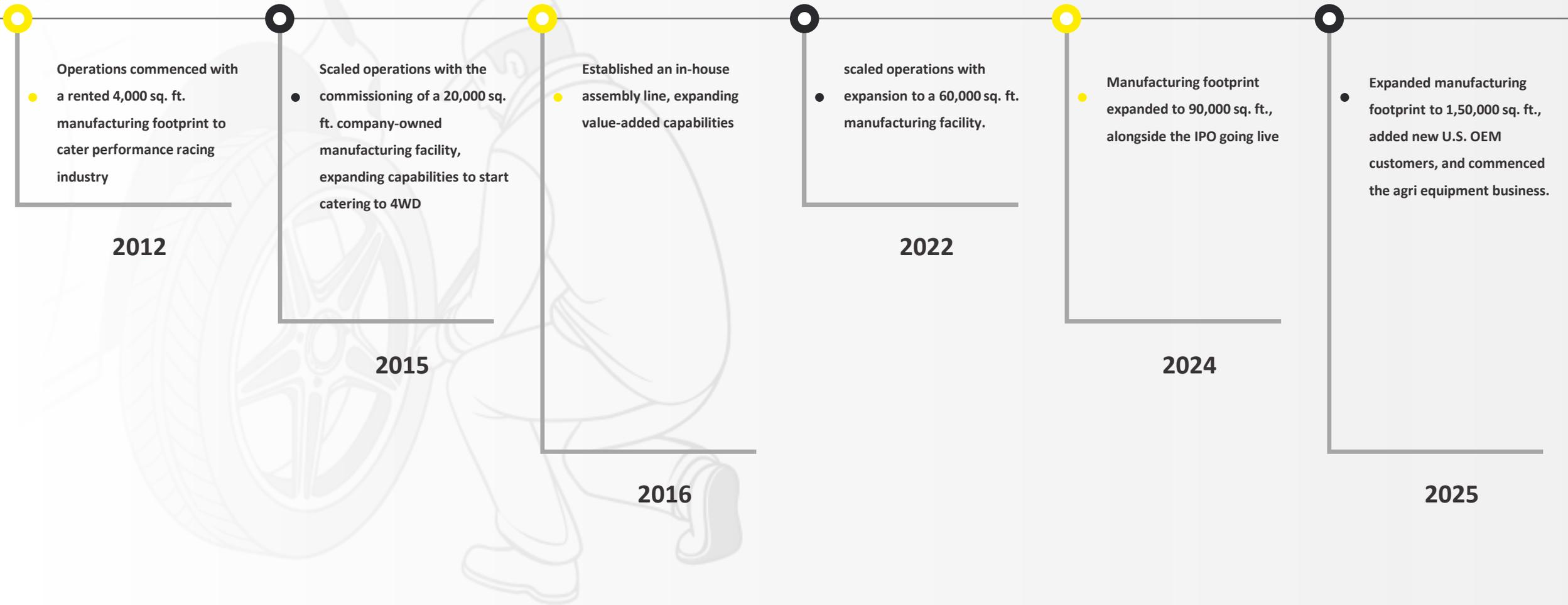
(Rs. In Cr.)

ASSETS (Rs Cr)	H2 FY24	H2 FY25	H1 FY26	LIABILITIES (Rs Cr)	H2 FY24	H2 FY25	H1 FY26
<b>ASSETS</b>				<b>EQUITY AND LIABILITIES</b>			
<b>Non Current assets</b>				<b>EQUITY</b>			
Property, Plant & Equipments	27	36	51	Equity share capital	15	20	20
Capital Work in Progress	3	22	21	Reserves & surplus	4	59	66
Goodwill on Consolidation	0	2	4	Non controlling interest	1	0	-0
Other non-current assets	0	0	0	<b>Total Equity</b>	<b>20</b>	<b>80</b>	<b>86</b>
<b>Total Non Current assets</b>	<b>31</b>	<b>61</b>	<b>77</b>	<b>LIABILITIES</b>			
<b>Current Assets</b>				<b>Non Current liabilities</b>			
Current investments				Long-Term Borrowings	26	21	23
Inventories	9	13	16	Deferred Tax Liabilities (Net)	0	0	0
Trade receivables	21	28	31	<b>Total Non-Current liabilities</b>	<b>26</b>	<b>21</b>	<b>24</b>
Cash and cash equivalents	0	10	1	<b>Current Liabilities</b>			
Short-term Loans and Advances	13	14	13	Short-Term Borrowings	16	14	17
Other current assets	7	5	6	Trade Payables	15	8	12
<b>Total Current Assets</b>	<b>51</b>	<b>70</b>	<b>66</b>	Other Current Liabilities	3	4	3
<b>TOTAL ASSETS</b>	<b>82</b>	<b>130</b>	<b>143</b>	Short-Term Provisions	1	4	2
				<b>Total Current liabilities</b>	<b>36</b>	<b>30</b>	<b>34</b>
				<b>TOTAL EQUITY AND LIABILITIES</b>	<b>82</b>	<b>130</b>	<b>143</b>



# ANNEXURES

*Winning the Races on Rough Tracks*



● Operations commenced with a rented 4,000 sq. ft. manufacturing footprint to cater performance racing industry

2012

● Scaled operations with the commissioning of a 20,000 sq. ft. company-owned manufacturing facility, expanding capabilities to start catering to 4WD

2015

● Established an in-house assembly line, expanding value-added capabilities

2016

● scaled operations with expansion to a 60,000 sq. ft. manufacturing facility.

2022

● Manufacturing footprint expanded to 90,000 sq. ft., alongside the IPO going live

2024

● Expanded manufacturing footprint to 1,50,000 sq. ft., added new U.S. OEM customers, and commenced the agri equipment business.

2025





**Mr. Ashok Mehta**

*Promoter & Managing Director*

Brings **33+ years of experience** in the automotive components industry. A **Chartered Accountant with strong engineering aptitude**, he focuses on **capital-efficient growth, strong governance, and operational excellence**. He is also a **published author**, reflecting deep industry and business insight:

“**The world around axle shafts**” (2019) – a technical and industry-focused publication covering axle shaft applications, design, and market dynamics.

“**Who doubled my profit**” (2024) – a practical business book centred on improving profitability through cost control, process efficiency, and strategic decision-making.

His leadership emphasizes **profitability, compliance, and scalable expansion**, creating **sustainable value for our investors**.



**Mr. Azeez Mehta**

*Executive Director & CFO*

Has **6.5 years of industry experience** and holds a degree in **industrial engineering from the USA**. With strong **financial aptitude**, he oversees **finance, cost optimization, working capital management, and financial controls**, while also supporting **process improvement and operational efficiency**. He represents **next-generation leadership**, contributing to **capital-efficient growth, governance, and long-term value creation for our investors**. He leads an engineering-led finance function, driving sustainable and profitable growth for the emmforce group.

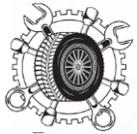




**Integrity** - Proactive, market- and customer-centric management approach ensures transparency, accountability, and long-term partnership orientation.



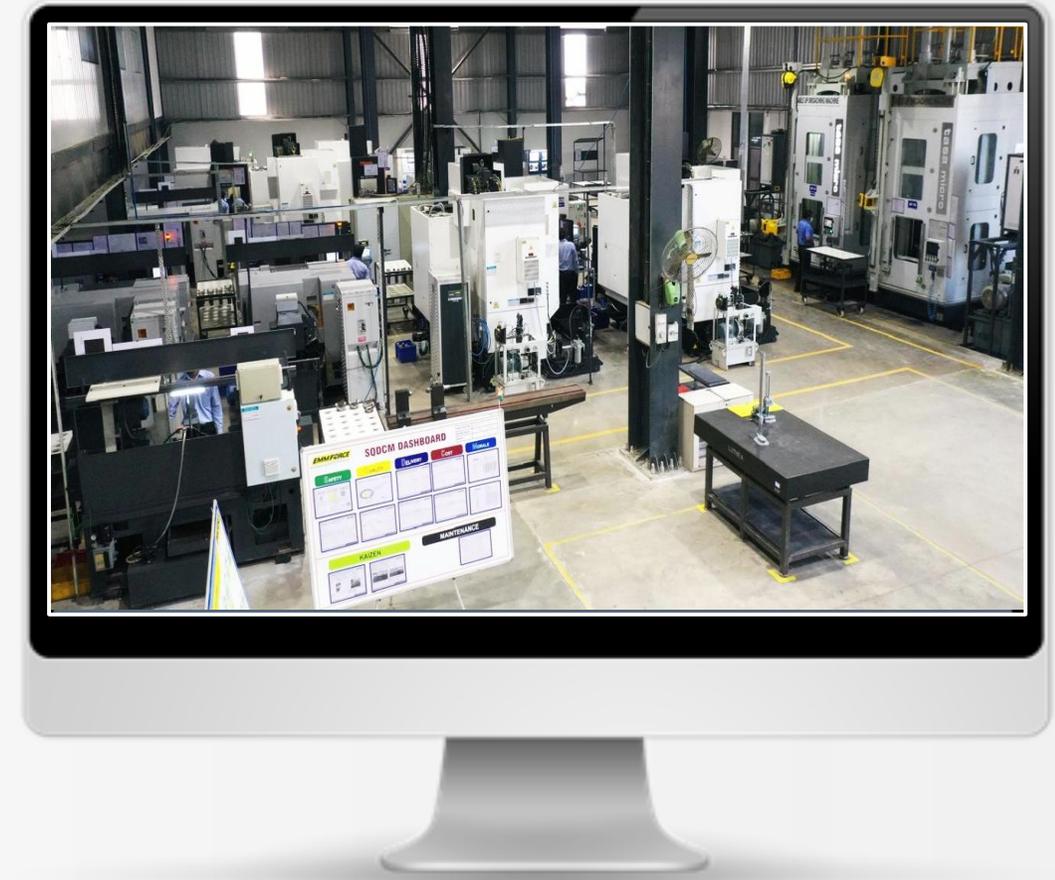
**Excellence** - Integrated manufacturing of a wide range of drivetrain components under one roof provides superior quality control and operational efficiency.



**Collaboration** - A diverse customer base across segments enables close customer engagement and a deep understanding of evolving needs, while long-term relationships facilitate effective upselling and cross-selling opportunities.



**Innovation** - Robust in-house R&D and automation capabilities drive technological differentiation, while a pipeline of niche, highly scalable products aligned with evolving customer and market needs strengthens long-term growth potential.





## OUR VISION

**“To be an industry leader with global presence, world-class products and delighted customers.”**

## OUR MISSION

**“To achieve customers' utmost delight by developing and delivering the best quality, cost competitive, market driven and innovative products on time by using the best manufacturing and ethical business practices.”**

## OUR VALUES

**“Ethical Business Practices, Latest Technology, Rapid Turnaround Time, Competent and Committed Workforce  
Creating value for all stakeholders”**



These components enable efficient *power transmission, torque control, and functional engagement across drivetrain systems.*

Engineered for durability and precision, they ensure reliable performance under demanding operating conditions.



Spindle



Actuator Hub



Floater Hub



Locking Hub





These *drive train and power transmission components are used to transmit torque, support vehicle movement, and handle high load and stress conditions in automobiles and equipment.*

They play a critical role in power delivery from the engine to the wheels, ensuring durability, stability, and performance.



Rear Axle Shafts



Power Transmission Shafts



Cardan Shaft



Intermediate Shafts



Front Wheel Shaft



Front Axle Shafts





*The yokes and joint assemblies are critical driveline components used to connect, support, and transmit rotational power between shafts and different drivetrain elements.*

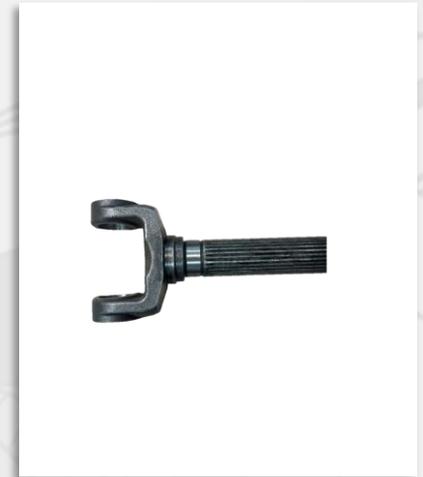
They accommodate angular movement, vibration, and misalignment while ensuring smooth and reliable torque transfer.



Flange Yoke



Slip Yoke



Stub Yoke



Double U Joint



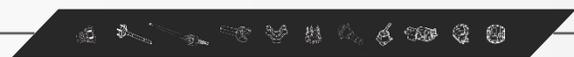
End Yoke



Pinion Yoke with Damper



Flange Yoke





These differential components are used *to control torque distribution between wheels, improve traction, and enhance driveline performance under varying road and off-road conditions.*

They enable wheel locking, limited slip, or equal torque transfer, depending on vehicle and application requirements



Differential Housing



Full Spool



Differential Locker



Posi Locker



Differential Locker Housing





These assemblies and systems are used to *enable power transmission, torque control, and functional engagement within drivetrain and hydraulic systems.*

They support vehicle movement, gear selection, wheel engagement, and load handling under demanding operating conditions.



Hyd. Gear Pump



Axle Assembly



Gear Shift Tower



Gear Box Assembly





## Subsidiary Product Portfolio



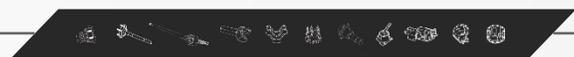
Forgings



Rotavator Blades



Rotavator





Accelerating the Performance

## Emmforce Autotech Ltd.

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# Thank You!

