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■ Tariffs Will Hit Revenues and Exports

M.M. Umadi
Managing Director
SIPRA Engineers
Pvt. Ltd.

■ Status of Indian Die Casting Industry

■ Eco-Friendly Use of Die Coats & Plunger Beads in HPDC

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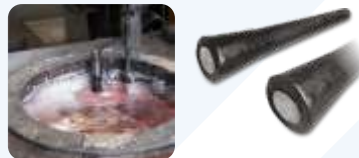
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D. A. Chandekar Editor

Dear Readers,

The recent imposition of new US tariffs on metals is likely to have a ripple effect on the global economy, but India's relative position might improve in this scenario. The Indian stock markets, which initially dropped overnight in response to the news, gradually recovered, reflecting the resilience of the Indian economy. One key factor contributing to India's stability is its domestic consumption-driven growth model. Unlike many other countries, India's economy is less dependent on international trade, which makes it less vulnerable to external shocks. This characteristic has historically helped India weather global economic storms, such as the 1998 Asian currency crisis and the 2008 Western world meltdown. During these periods, India's relatively low exposure to international trade helped cushion the impact of the crises, allowing the country to maintain a degree of economic stability.

Another crucial factor that has contributed to India's economic resilience is its robust banking system. India's banking laws, often described as "stubborn" due to their strict adherence to prudential norms, have played a significant role in maintaining financial stability. These regulations have ensured that Indian banks maintain strong capital adequacy ratios and follow conservative lending practices, which has helped the banking system remain stable even during turbulent times.

The new US tariffs on metals could

Editorial Desk



further enhance India's relative position in the global economy. As some countries that heavily rely on metal exports to the US face challenges due to the tariffs, India might attract more investment and attention as a stable and growing market. India's focus on infrastructure development and its growing demand for metals could make it an attractive destination for metal producers and consumers alike.

Moreover, the tariffs could lead to a shift in global supply chains, with companies looking to diversify their production and sourcing to mitigate risks associated with trade uncertainties. India, with its large and growing market, could benefit from this trend, potentially increasing its share in global metal consumption and production.

However, it's essential to note that India should continue to focus on strengthening its economic fundamentals, improving infrastructure, and enhancing its competitiveness to maximize the benefits of this potential shift. The government and industry stakeholders should work together to create a conducive environment for growth, investment, and innovation in the metal sector.

In conclusion, the new US tariffs on metals might improve India's relative position in the global economy, thanks to its domestic consumption-driven growth model and robust banking system. As the global economy continues to evolve, India is well-positioned to capitalize on emerging opportunities and maintain its economic stability. By focusing on sustainable growth, infrastructure development, and competitiveness, India can navigate the challenges and opportunities arising from the changing global trade landscape.

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Tariffs Will Hit Revenues and Exports

M.M. Umadi

Managing Director

SIPRA Engineers Pvt. Ltd.

With over 35 years of experience in the automotive and diecasting sector, Mr. M.M. Umadi has played a pivotal role in Sipra Group's growth since joining in 2005. Deeply inspired by the vision of Mr. Sitaram Shah and Mr. Vandan Shah, he transitioned from Madhya Pradesh to Maharashtra to join Sipra as General Manager, eventually rising to become Managing Director through his dedication, strategic leadership, and deep industry insight. Under his leadership, Sipra has embraced a culture of collaborative leadership and value-based practices aimed at enhancing employee well-being and engagement. Mr. Umadi introduced initiatives such as morning yoga, meditation, and spiritual gatherings to foster inner growth, emotional balance, and a deeper sense of purpose among employees. Believing that a spiritually inclined workforce is more focused, productive, and aligned with the organization's goals, he has worked to cultivate an environment where individuals connect meaningfully with their roles, driving sustainable growth and innovation while staying rooted in core values.

D.A.Chandekar, Editor & CEO of Metalworld magazine had an exclusive interaction with M.M. Umadi Managing Director of SIPRA Engineers Pvt. Ltd., to get insights of the present status of diecasting industry, What are the major consumer industries, How is export potential of high-pressure diecasting industry etc.

1. What is the present status of diecasting industry?

The present status of diecasting industry is Bright – Future belongs to High Pressure Diecasting. It is Magic of metal.

Die casting has experienced significant growth as a manufacturing process, driven by several factors including technological advancements and increasing demand across various sectors, particularly in the automotive and electric vehicle industries, the expansion of global sourcing from production facilities in Asia.

The Asia-Pacific region has emerged as the largest and most dynamic die casting market globally, accounting for nearly half of global market demand.



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2. What are the major consumer industries?

From automotive and aerospace to consumer electronics and industrial machinery, die-cast components play a crucial role in manufacturing.

Die-cast aluminum components are favored for their strength and precision. With the expansion of these sectors, the demand for aluminum die casting has grown.

The automotive sector is a significant driver, as aluminum die castings are used extensively in automobile components due to their lightweight properties and durability.

The increasing adoption of electric vehicles and stringent emissions standards has further boosted demand.

Additionally, the aerospace, electronics, and construction industries contribute to market growth, seeking precision-engineered components. However, the landscape of global sourcing is rapidly evolving, presenting both challenges and opportunities for the die casting industry.

3. How is export potential of high-pressure diecasting industry?

The export potential is high, but equally the risk is also High. Who take the risk, he will Grow in the export market.

The aluminum die casting segment, has a strong export potential driven by a

combination of factors, including a growing domestic market, competitive pricing, technological advancements. But due to the increased costs, Indian exporters may see a decline in export volumes to the US.

Indian exporters might need to shift their focus to alternative markets in Europe and Southeast Asia where demand remains robust.

4. What is the impact of newly imposed tariffs by US government?

The newly imposed tariffs by the US government on Indian aluminum die casting will likely lead to decreased export volumes and reduced revenues for Indian manufacturers.

The 25% duty on steel and aluminum imports from the US could make Indian aluminum products less competitive in the US market. This could result in lower demand, reduced production.



5. Do you see any threats from cheap imports in our country?

As per me in Aluminium High Pressure Diecasting, as on date we are the competitive / Cheapest source, so I don't see any

threat.

If the neighbour countries will further reduce their costs then the cheap imports may cause threats to India's economy, including harming domestic industries, particularly micro, small, and medium enterprises (MSMEs), and potentially leading to job losses.

These imports can also disrupt market equilibrium, negatively impact exports, and contribute to trade imbalances.

6. What support does the diecasting industry is looking from policy maker?

The die casting industry seeks support from policymakers in areas like

Promoting Technological Advancements:

The industry is looking to adopt automation and other technologies to increase productivity and efficiency, which requires support from policymakers to encourage investment in these areas.

● Fostering Research and Development:

Die casting research is focused on improving die design and construction, as well as reducing changeover times between products, which requires support for research and development initiatives.

● Encouraging Sustainable Practices:

The industry is increasingly focused on sustainability, including using recycled materials and minimizing waste. Policymakers can support this by encouraging the adoption of life cycle assessments and other eco-friendly practices.



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● Addressing Workplace Safety:

The industry also seeks support for workplace safety, including addressing potential hazards like burns and cuts, according to the North American Die Casting Association (NADCA).

● Increasing Self-Sufficiency and Reducing Dependency:

The industry seeks support to promote increased self-sufficiency, reduce dependency on imports, and strengthen domestic capacities through technological transitions

SUMMARY

In an exclusive interaction with Metalworld, M.M. Umadi, Managing Director of SIPRA Engineers Pvt. Ltd., shares insights on the diecasting industry. He highlights that the future of diecasting, particularly high-pressure diecasting, is bright, fueled by demand from automotive, aerospace, and electronics sectors. The Asia-Pacific region leads globally in diecasting. While India's export potential remains strong, rising costs and new U.S. tariffs could impact revenues. Mr. Umadi stresses the need for government support in technology adoption, R&D, sustainability, workplace safety, and boosting domestic capacities to





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Status of Indian Die Casting Industry

The Indian Die casting market size reached USD 3.77 Billion in 2024. The IMARC group expects the market to reach USD 6.13 Billion by 2033 exhibiting a compound CAGR of 5.13% during 2025 -2033. The rising automotive production, demand for light weight components, expanding infrastructure, increased use in electronics and industrial machinery are factors propelling growth of the market. Growth in electric vehicles, government initiatives and advancements in die casting technologies further accelerate market expansion.

The Indian automotive aluminum die casting industry is now matured and has started catering to both domestic and international customers. The availability of skilled labor and the usage of advanced machinery and technology are key factors for this growth.

Future of aluminium alloy die casting:

The future of aluminium die casting is positive. Multiple reports on the aluminium casting industry in India suggest that the market for die casting products will increase at a considerable rate, and might be doubled by 2030. While USA will remain the top

player, aluminium manufacturers in India will play a pivotal role.

Analysts are optimistic that technological advancements will only help the market and increase the CAGR. Currently, the market is projected to reach multi-million USD in the next 5-7 years. India aluminium market alone reached a staggering height of 3.96 million metric tons.

Top Indian Aluminium Die Casting Manufacturers of 2023

Ts/Op/	Dpn qboz	Tf swjoh!bevt usf t
2	Nbsdvt ! engineering -tēph	Bvupn pūwf Hydraulic,Electri Healthcare and Pneumatic.
3	Sjhi ū dbt qoh! .B private ltd	Bvupn pūwf
4	.bejbo! Ejf casting industries	I pvt f i pret -!Bvupn pcjrh! -!Bvupn electricals
5	[f u k f s l	Usbot qpsubūpo- Aerospace Construction Energy, Consum electronics and more.

A Table 1: Globally competitive and exporting companies

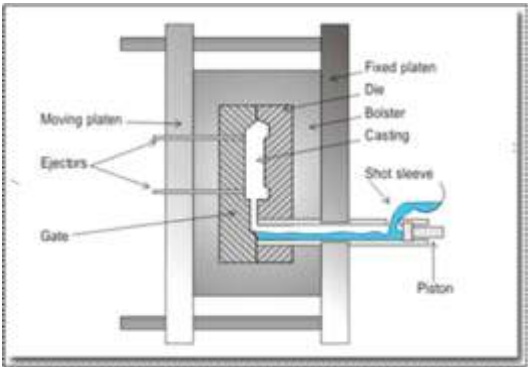


Figure 1: Die Casting technique Other prominent players

Ts/Op/	Dpn qboz	Mpdbhypo	Qspevdt and Facilities
2	CFTQBT L	Lpmbqvsl)NT*	I QED-MQED-!Hsbwuz!Ejf !Ddbt qoh
3	PTX BMCastings	I bszbob	Wbdvvn ! Ejf ! dbt qoh-! x ju ! DOD-! WND HMC machining.
4	DSQLJDE.B	Di f oobj/	Bnt [o-! Nht! boel Tuf f rhdbt qoh! x ju ! DO machining.
5	TVODBTU.OH	Cbohbrpsf	Bnt [o!ejf !dbt qoh!x ju !ef t jho-!qspevdt and machining.
6	SPDLNBO	Of x !Ef rhj	Bmpzlx i f f rhdbt.

*Table 2: Other prominent players in Die Casting Industry

are shown in Table 2. (HDPC- high pressure die casting, LDPC- Low pressure die casting).

India Die Casting Market Trends:

(A) Rising Global Interest in India's Die Casting Capabilities:

India is establishing itself as a major participant in the die casting industry, drawing worldwide involvement and investment. The industry is collaborating more with global markets, resulting in improved production capabilities and technology adoption. The increased engagement of many countries demonstrates growing confidence in India's knowledge, industrial capability, and ability to satisfy changing

demands. The country's die casting sector benefits from a solid industrial foundation, a competent workforce, and supporting regulations that encourage innovation and efficiency. As worldwide interest grows, India is prepared to play a larger role in creating the future of high-precision casting solutions in industries such as automotive, aerospace, and industrial machinery, solidifying its position as a competitive manufacturing base.

(B) Advancing Smart Technologies in Die Casting:

The use of real-time monitoring in die casting is revolutionizing factory



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efficiency, allowing for precise control over production parameters. The use of intelligent solutions improves operational performance by prolonging die life and optimizing expenses, making operations more sustainable and cost-effective. As companies strive for greater efficiency, innovative digital monitoring systems play an increasingly important role in enhancing quality consistency and decreasing downtime. This technological transition promotes increased industrial self-sufficiency, reduces dependency on imports, and strengthens native capacities. With an emphasis on automation and data-driven decision-making, India's die casting industry is transitioning to smarter, more efficient manufacturing processes. For example, in March 2024, Godrej Tooling developed the Smart Connected Die Casting Die, a patented device that analyzes die parameters in real time to improve foundry efficiency. This innovation increases die life by 10% while lowering per-piece costs by 10%, providing an indigenous solution for improving production quality and efficiency in India's die casting sector.

(C) India Aluminum Casting Market Size 2025-2029:

The India aluminum casting market size is forecast to increase by USD 10.61 billion at a CAGR of

11.1% between 2024 and 2029. The market is experiencing significant growth, driven by the increasing demand for aluminum in various industries. In the construction sector, the use of aluminum casting in constructing buildings and infrastructure is on the rise due to its lightweight and durability. Additionally, the renewable energy sector, particularly wind energy, is a key consumer of aluminum castings, as they are essential components in wind turbines. The automotive industry is another major market for aluminum casting, with the growing trend towards lightweight vehicles. However, the market is also facing challenges, including the volatility in raw material prices, which can impact the profitability of aluminum casting manufacturers.

Further more, the emergence of alternative materials, such as steel and hydrogen, may pose a threat to the market's growth. The adoption of energy-efficient technologies, such as LED lighting, is expected to match the increasing demand for aluminum castings in various applications. In summary, the market is poised for growth due to its applications in various industries, but faces challenges from raw material price volatility and emerging alternatives.

Growing Demand & Industry-Wise Opportunities for the Pressure Die Casting

Industry:

(1) Automotive Industry:

The automotive industry in India is witnessing robust growth, presenting significant opportunities for the pressure die casting sector. With the increasing demand for lightweight and fuel-efficient vehicles, pressure die casting plays a crucial role in manufacturing engine components, transmission parts, suspension systems, and other critical automotive components. The industry's shift towards electric and hybrid vehicles further amplifies the demand for die cast aluminum components, such as motor housings and battery casings. By catering to the automotive industry's evolving needs, the pressure die casting sector can capitalize on the growth opportunities and forge strong partnerships with automotive manufacturers.

(2) Aerospace and Defense Sector:

India's aerospace and defense sector is experiencing remarkable growth, opening doors for the pressure die casting industry. The sector demands high-performance components that are lightweight, structurally sound, and capable of withstanding extreme conditions. Pressure die casting facilitates the production of intricate aerospace components like turbine blades, engine casings, brackets, and structural parts.

As India strives to enhance its domestic aerospace manufacturing capabilities and attract global partnerships, the pressure die casting industry

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can contribute significantly by delivering high-quality precision components and meeting the stringent requirements of the aerospace and defense sector.

(3) Electronics and Telecommunications:

The electronics and telecommunications industries present lucrative opportunities for India's pressure die casting industry. With the rapid advancement of technology and the increasing demand for smaller, lightweight, and complex components, pressure die casting offers a cost-effective solution. The industry relies on die cast parts for smart phones, laptops, tablets, networking equipment, and consumer electronics. As the demand for these devices continues to rise, the pressure die casting sector can cater to the electronics and telecommunications industry by providing high-quality die cast components with superior surface finishes and tight tolerances.

(4) Industrial and General Engineering:

The industrial and general engineering sectors provide a broad range of opportunities for the pressure die casting industry. From machinery and equipment manufacturing to infrastructure development, these industries require precision components that are durable, dimensionally accurate, and capable of withstanding demanding

conditions. Pressure die casting can supply critical components like pump housings, valves, hydraulic and pneumatic components, and structural parts for various industrial applications.



Figure 2: Die Cast Components

(5) Consumer Goods:

The consumer goods industry presents another avenue of growth for India's pressure die casting sector. With the rising demand for aesthetically appealing and high-quality products, pressure die casting plays a vital role in manufacturing components for appliances, home decor, furniture, and other consumer goods. Die cast parts offer versatility in design, ensuring intricate

and superior surface finishes.

By capitalizing on the growing consumer goods market, the pressure die casting industry can establish itself as a reliable supplier of premium quality components to leading consumer goods manufacturers.

Conclusion: Thus it is seen that Indian Die casting industry has good future and is globally competitive with robust growth potential in the coming decade.



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Eco-Friendly Use of Die Coats & Plunger Beads in HPDC

As consumers become more environmentally conscious and demand grows for green initiatives, manufacturers and original equipment manufacturers (OEMs) are increasingly seeking to offer eco-friendly manufacturing processes and sustainable product options.

Of all of the modern manufacturing methods available today, die casting, in particular HPDC, is one of the most efficient and environmentally friendly manufacturing processes.

HIGH PRESSURE DIE CASTING:

High-pressure die casting involves injecting molten metal under pressure into a sealed mould cavity. This cavity is held tightly closed by significant compressive force until the metal solidifies.

During this process, water-based emulsion release agents create a release film between the casting mould and the casting material. These agents also cool the casting mould, which becomes extremely hot after casting.

Traditional die coats often contain petroleum oil-based lubricants, polymeric waxes, silicone-based lubricants, and nonyl phenol based emulsifiers. When these substances come into contact with molten metal, they release carbonaceous gases. The resulting effluent

waste is difficult to decompose, leading to long-term environmental persistence. Additionally, castings produced using these materials may suffer from staining, discoloration, and issues during post-casting treatments.

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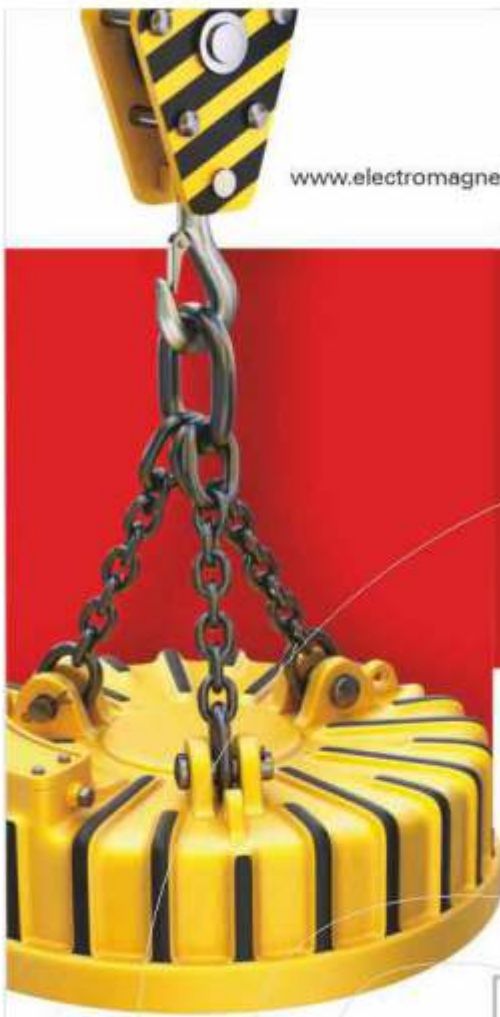
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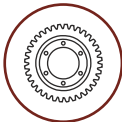
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- 3. Plunger beads are environmentally-friendly.
- 4. After melting instantaneously start spreading inside the shot sleeve, effectively protecting the steel against aluminium erosion and additionally lubricate the plunger.
- 5. Suitable to use in all types of bead dispensers and are suitable for all types of plungers- and shot sleeve materials, e.g. steel, yellow metals, grey iron.
- 6. The beads withstand fairly high ambient temperature without clogging the dispenser system.
- 7. Improved lubrication to plunger, increases the life of plunger tip and shot

sleeve almost double.

die and related equipment. Moreover, by eliminating silicone-based materials, the process becomes more

Plunger diameter	Recommended usage in gr		Weight of alloy in kg	Machine size
	min.	max.		
70 mm	0,50	1,00	1	150 – 300 T
80 mm	0,80	1,60		
90 mm	1,20	2,40	1 – 4	300 – 700 T
100 mm	1,50	3,00		
110 mm	1,80	3,40	4 – 8	600 – 1000 T
120 mm	2,40	3,80		
130 mm	2,80	4,00	8 - 15	1000 – 1800 T
140 mm	3,50	4,50		
150 < mm	4,00	6,00		2000 T <

Empfehlung	Extrem -0,50	1/3 - 05	1/6 -10	2/1 - 16	2/7 - 20	3/1 -30
Tipp	Spice	Spice	Spice	Spice	Spice	Spice

A

CONCLUSION:

In high-pressure die casting, using silicone-free release agents and plunger lubricant beads offers several advantages over traditional lubricants. These alternatives provide a cleaner, more environmentally friendly process, enabling better post casting treatments and reducing the risk of contamination. They also contribute to cleaner die frames, vents, machines, and prevent nozzle plugging.

In high-pressure die casting, the adoption of silicone-free release agents and plunger lubricant beads represents a significant advancement over traditional lubricant systems. These innovative alternatives offer a cleaner production environment by minimizing the build-up of residues on die surfaces, vents, and machinery. This cleanliness not only improves operational efficiency but also extends the life of the

compatible with subsequent treatments such as painting, coating, or welding, where surface contamination from traditional lubricants can cause serious adhesion problems. Beyond operational advantages, the switch to silicone-free technologies contributes positively to environmental and workplace health standards. These alternatives produce fewer emissions and reduce the generation of hazardous waste, supporting regulatory compliance and corporate sustainability goals. Additionally, by preventing issues such as nozzle plugging and contamination within the casting system, manufacturers can achieve more consistent product quality, reduce downtime, and lower maintenance costs. Overall, silicone-free release agents and plunger lubricant beads offer a compelling combination of improved process performance, environmental responsibility, and economic benefits for the die casting industry.



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India's Copper Opportunity



Vedanta Group Chairman Anil Agarwal recently took to social media platform X to emphasize the growing importance of copper, calling it the "next gold" in the age of clean energy and cutting-edge technology. Sharing a photo with the caption "Copper is the next gold," he drew attention to copper's strategic value.

Agarwal highlighted the case of Canadian mining giant Barrick Gold, which has dropped "Gold" from its name to become simply "Barrick," signaling its shift toward copper mining.

"Copper is emerging as a super metal, playing a vital role in advanced technologies—from electric vehicles and renewable energy systems to artificial intelligence and defense applications," he said.

He noted that copper mines around the world are being revived, and new smelters are being set up to keep pace with increasing demand. Agarwal believes India has vast potential in this space, especially in critical and transition minerals.

Calling it a golden opportunity, he encouraged entrepreneurs and investors to tap into this momentum. "Let's turn this into a national mission," he urged.

Navigating Aluminum Market Volatility After Tariffs



Aluminum suppliers have become more skilled at managing market instability, learning from past experiences with tariffs and supply chain disruptions. Despite the introduction of higher tariffs in 2025, the market has reacted more calmly compared to the sharp response in 2018. Suppliers are now focusing on strategic planning and margin protection. Buyers are advised to maintain strong supplier communication, use hedging strategies, and diversify their sourcing to navigate this evolving landscape. The Aluminum Monthly Metals Index (MMI) saw a slight dip of 0.74%, reflecting ongoing price instability.

Aluminum prices have grown more volatile since the announcement of new tariffs, dropping sharply after reaching a mid-March high. Though the tariffs came with some exemptions, markets viewed them as a potential threat to global economic stability, which dragged prices further down. However, unlike 2018, the U.S. aluminum sector appears more resilient today. Industry expert Julie Treska highlighted how the supply chain has adapted over the past seven years, and how producers are now better equipped to weather trade policy changes.

Tariff Relief Boosts Copper



Benchmark three-month copper on the London Metal Exchange (LME) climbed 1% to \$9,246 per metric ton by 1013 GMT, after briefly touching \$9,271.5—its highest level since April 4. The metal has rebounded significantly, gaining 14% since falling to a multi-month low of \$8,105 last week. That earlier drop was triggered by renewed U.S.-China trade tensions, which had reignited concerns about global economic growth. However, recent tariff exemptions on electronics such as smartphones and computers, mostly imported from China, have provided some relief. Although these exemptions may be temporary—President Trump is expected to announce new semiconductor tariffs soon—the move has improved market sentiment, hinting at a possible opening for dialogue between the two economic giants.

Ole Hansen, Head of Commodity Strategy at Saxo Bank, noted that industrial metals, including copper, continue to be swayed by shifting headlines, with market volatility being the only consistent trend. On the technical side, LME copper is testing resistance near its 100-day moving average of \$9,280. The price spread between LME cash copper and the three-month contract has been unstable, currently at parity after swinging between a \$37 premium and a \$38 discount over the past week. In China, copper imports dropped 5.2% in the first quarter, with some shipments redirected to the U.S. due to higher Comex prices. In other metals, aluminium slipped 0.2% to \$2,392 a ton, zinc and lead inched up 0.1%, tin rose 1.8%, and nickel led gains with a 2.7% increase to \$15,470.



Aluminum's Flight Path to Sustainability



The circular economy promotes smarter resource use by minimizing waste and maximizing material reuse. Aluminum fits perfectly into this model, as it can be endlessly recycled without losing its strength. This sustainable cycle reduces the need for raw material extraction and cuts energy use and emissions compared to producing aluminum from scratch. Aircraft recycling plays a key role in this process. With modern planes made of around 80% recyclable material—aluminum being a major component—recycling ensures valuable resources don't go to waste when aircraft are retired, instead feeding back into new manufacturing processes and supporting both environmental and economic goals.

Driven by a growing number of aging aircraft being retired, rising environmental regulations, and the financial benefits of recycling, aircraft recycling is gaining momentum. The International Air Transport Association (IATA) projects that about 12,000 planes will retire by 2030, highlighting the need for efficient recycling systems. Extracting aluminum from these aircraft uses only 5% of the energy needed to produce new aluminum, significantly lowering costs and emissions. Valuable parts like engines and avionics are also salvaged, refurbished, and resold, adding further value. The process involves skilled dismantling, recovering usable parts, and processing aluminum into high-quality new materials—keeping the metal in circulation and reinforcing the circular economy.

Copper Surge Fuels U.S. Mining



U.S. copper demand expected to double over the next decade, industry leaders and government officials are pushing to expand domestic mining operations.

President Donald Trump recently signed an executive order aimed at boosting American mineral production by streamlining regulations and prioritizing key mineral projects, including copper. The order argues that although the U.S. has abundant mineral resources, strict federal regulations have stifled production, making the nation reliant on imports. For companies like Rio Tinto, this initiative is a welcome step. The mining giant has long tried to launch the Resolution Copper project in Arizona, which could supply up to 20% of U.S. copper demand but has faced repeated delays due to environmental and land rights concerns.

Rio Tinto's executives stress the need to speed up mine permitting, which currently can take nearly three decades in the U.S. They argue that designating copper as a critical mineral—defined by the Department of Energy as essential to energy technologies and vulnerable to supply chain disruption—could help fast-track new mining projects. Such a move would reduce reliance on foreign sources and support the broader manufacturing sector by providing steady, affordable raw materials. Rio Tinto's Kennecott mine in Utah, already the world's largest open-pit copper mine, demonstrates the potential of domestic operations if supported by policy reforms.

Copper Gets a Boost from Trade News



U.S. President Donald Trump has launched a formal investigation into whether copper imports pose a threat to national security, causing a noticeable surge in global copper prices. The move, announced through an executive order, directs the U.S. Commerce Department to explore possible solutions, such as tariffs, export restrictions, or support for increasing local copper production, with recommendations expected within 270 days.

While Canada and Mexico remain exempt under the USMCA trade agreement, the announcement has still stirred market reactions. The U.S. currently relies on imports for half of its copper supply and brought in 850,000 tonnes in 2024, not counting scrap. If import limits are enforced, the country would need to depend heavily on its two primary smelters to meet demand.



Copper Market Reacts to Tariff Risk



Copper prices have surged to new highs this week as traders rush to secure supplies before possible U.S. tariffs take effect, reshaping global trade routes. COMEX copper futures crossed \$5.13 per pound on Thursday, nearing their record peak, while copper on the London Metal Exchange (LME) touched \$10,000 per metric ton—still trading at a notable 13.5% discount compared to U.S. prices.

According to Adam Turnquist, chief technical strategist at LPL Financial, the price rally is being driven by tariff fears, supply constraints, and growing optimism about China's economic recovery fueled by stimulus efforts. The jump in prices follows an order from former President Donald Trump directing the Commerce Department to consider copper import tariffs. Though a final decision is expected later this year, traders are already fast-tracking copper shipments to the U.S. to avoid potential levies.

Bloomberg reports that a record 100,000 to 150,000 metric tons of copper are expected to reach U.S. shores soon. This has widened the price gap between U.S. and global markets and raised alarm among Asian buyers, who now face tightening supply and possible shortages of copper cathodes.

Zinc Against Rust: Hindustan Zinc Advocates Galvanization to Save 5% of India's GDP

Ahead of World Corrosion Awareness Day, Hindustan Zinc Limited (NSE: HINDZINC), India's only and the world's largest integrated zinc producer, launched a dynamic initiative under its #ZungKeKhilaafZinc campaign to spotlight the massive economic impact of corrosion, which costs India nearly 5% of its GDP—over \$100 billion annually. Through a week-long activation involving social media outreach, on-ground demonstrations, and a nationwide consumer survey, the company aimed to raise public awareness about the critical need for corrosion prevention. Corrosion, caused by natural chemical and electrochemical reactions, rapidly deteriorates metals,

compromising infrastructure and vehicles. Zinc galvanization offers an effective, scalable solution by forming a protective layer that significantly extends the life and durability of steel products. A striking live demonstration in Udaipur showcased the stark contrast between a galvanized and a non-galvanized two-wheeler, drawing public attention and encouraging zinc-smart consumer choices. Hindustan Zinc emphasized that



galvanized steel provides a highly durable, cost-effective alternative to expensive materials like stainless steel, while also enhancing safety, longevity, and resale value—especially critical in sectors like automotive manufacturing.

Commenting on the initiative, Mr. Arun Misra, CEO of Hindustan Zinc, stressed the urgent need for greater awareness about corrosion's economic threat and the critical role of galvanization. The campaign highlighted how countries like Japan and Australia have successfully reduced their corrosion-related losses to 1.5% of GDP through widespread zinc coating practices, while India, with its long coastline and humid zones, remains highly vulnerable. Globally, corrosion leads to losses exceeding \$2.5 trillion annually, making prevention vital. Hindustan Zinc's live experiments demonstrated that 70% of a vehicle's body structure is vulnerable steel, and using galvanized steel—costing less than 0.1% of a vehicle's price—can pay for itself within a year through reduced maintenance costs. The company, a Vedanta Group subsidiary and a leading player in global zinc and silver markets, also promotes sustainable innovations like EcoZen, Asia's first low-carbon green zinc. Through its awareness campaigns and sustainable product offerings, Hindustan Zinc continues to play a pivotal role in advancing India's energy transition and protecting critical infrastructure from preventable corrosion damage.



Hindalco Strengthens EV Push with Mahindra Battery Enclosure Delivery



Hindalco Industries Ltd., the metals flagship of the Aditya Birla Group and one of the world's largest aluminium companies, has marked a significant milestone by delivering 10,000 aluminium battery enclosures for Mahindra's latest e-SUV models — the BE 6 and XUV 9e — and inaugurating its state-of-the-art EV component manufacturing facility at Chakan, Pune. Built with an investment of ₹500 crores over a 5-acre site within an industrial park, this facility represents Hindalco's foray into the EV component sector and is designed to meet the rising demand for lightweight, crash-resistant battery solutions. With an initial production capacity of 80,000 enclosures annually and plans to double this to 160,000 units, Hindalco is reinforcing its commitment to innovation, localisation, and sustainable mobility. Over 3,000 Mahindra EVs equipped with these enclosures are already on Indian roads. The battery enclosures, developed in collaboration with Mahindra, offer up to 40% weight savings compared to traditional steel versions, improving vehicle range by 8–10%, enhancing crash

while using low-carbon aluminium to support sustainability goals. Highlighting a strong commitment to inclusivity, the Chakan facility's technical operations are managed almost entirely by women, a rarity in the manufacturing sector, and the plant is expected to generate up to 1,000 jobs. Speaking on the development, Mr. Satish Pai, Managing Director of Hindalco Industries, emphasized the importance of shifting from import dependence to localized high-performance aluminium solutions, while Mahindra's ED and CEO (Auto and Farm Sector), Mr. Rajesh Jejurikar, lauded the collaboration for enabling transformative, efficient, and sustainable solutions for India's EV future. With plans to extend similar offerings to other Indian and global OEMs, Hindalco is positioning itself to cater to the growing EV and ICE vehicle component market as India's clean mobility ecosystem rapidly evolves. A distinctive feature of the Chakan facility is its almost entirely women-led technical workforce, highlighting Hindalco's commitment to inclusivity and gender diversity in the manufacturing sector. The plant is expected to generate up to 1,000 new jobs and supports the government's 'Make in India' initiative by reducing dependence on imports and fostering local manufacturing excellence. Speaking on the development, Mr. Satish Pai, Managing Director, Hindalco Industries, emphasized the strategic shift towards localised aluminium solutions and collaboration with Mahindra to drive India's clean mobility transition. Mr. Rajesh Jejurikar, ED and CEO (Auto and



Farm Sector), Mahindra & Mahindra, highlighted the importance of such partnerships in creating efficient and sustainable EV solutions. Looking ahead, Hindalco plans to extend similar advanced

aluminium solutions to other Indian and global OEMs, expanding its offerings beyond battery enclosures to structural and crash-relevant components for both EV and internal combustion engine vehicles, thereby positioning itself strongly in the evolving automotive landscape.



safety, and providing better thermal management, all



Passenger vehicle sales rise 2% in FY25 with 43,01,848 units sold: SIAM

Passenger vehicle sales in India rose to a record 43 lakh units in the financial year ending March 2025, up 2% from the previous year, according to data released by the Society of Indian Automobile Manufacturers. Utility vehicles accounted for 65% of total passenger vehicle sales in the financial year ending March 2025, compared to around 60% in the preceding financial year.

According to SIAM report indicate that the increase was supported by strong demand for new models, higher feature adoption, and consumer promotions.

"The sales was driven by healthy demand, infrastructure investments, supportive Government policies, and continued emphasis on sustainable mobility," SIAM said, adding, "Sound economic policies and positive market sentiment helped in maintaining growth."

Passenger vehicle exports also reached an all-time high at 7.7 lakh units, growing 14.6% year-on-year. SIAM attributed the rise to higher shipments of India-manufactured global models, particularly to Latin American and African markets.

"Growth is led by scooter segment due to improved rural and semi-urban connectivity and availability of newer models with enhanced features," SIAM said in a statement. Commercial vehicle sales, however, declined 1.2% year-on-year, but the last quarter showed a 1.5% rise, indicating a slight recovery. Overall, domestic auto sales increased 7.3%, while exports across segments grew 19.2% during the financial year ending March 2025.

Segment-wise

a) Passenger vehicles

Passenger Vehicles (PV) posted its highest ever sales in FY 2024-25 of 4.3 million units, with a growth of 2% as compared to FY 2023-24.

High base effect of FY 2023-24 resulted in moderate Growth.

Utility Vehicles (UVs) continued to drive growth, now contributing 65% of total PV sales compared to about 60% in FY 2023-24.

New model launches, packed with advanced features and modern design, resonated strongly with consumer aspirations.

Attractive discounts and promotional offers supported growth momentum and helped sustain volumes.

Passenger Vehicles also saw their highest ever exports in FY 2024-25 of 0.77 million units registering a growth of 14.6% as compared to

FY 2023-24. Growth in exports have been driven by demand of global models being manufactured from India in markets of Latin America and Africa. Some companies have also commenced exporting to Developed markets.

b) Two-Wheelers

Two-Wheelers with sales of 19.6 million units registered a good growth momentum of 9.1% in FY 2024-25 over FY 2023-24.

Improved rural demand and resurgence in consumer confidence is helping the segment to recover.

Growth is led by scooter segment due to improved rural and semi-urban connectivity and availability of newer models with enhanced features.

It is noteworthy that share of EVs in overall Two-Wheelers have crossed 6% in 2024- 25.

In FY 2024-25, Two-Wheeler exports registered a good growth of 21.4% as compared to the previous year with a total of 4.2 million units. New models and new markets have helped in expanding the footprint of Two-Wheeler exports. Further, economic stability in the African region and demand in Latin America has supported this growth.

c) Three Wheelers

Three-Wheelers posted its highest ever sales in FY 2024-25 of 7.4 Lakh Units with a growth of 6.7% as compared to previous year, surpassing the previous peak of FY2019.

Growth is primarily driven by the demand of Passenger sub-segment.

Rising demand for last-mile mobility solutions, in urban and semi-urban areas including e-vehicles led to this growth.

Replacement demand and easier availability of financing has also helped this segment.

Three-Wheeler exports grew by 2.3% in FY 2024-25 as compared to FY 2023-24 with exports of 3.1 Lakh units

d) Commercial Vehicles

Commercial Vehicles experienced a slight de-growth of (-) 1.2% in FY 2024-25 compared to previous year. However, last quarter of FY 2024-25 posted a growth of 1.5%.



Though the overall trucks segment has witnessed a slight de-growth, but the requirement of freight movement has been suitably served with fleets migrating towards higher GVW vehicles. The expanding highways and expressway network is playing a crucial role in reducing logistics costs, enhancing regional connectivity which is auguring well with the performance of this segment.

However, the infrastructure development has helped in driving sales of buses for inter-city travels and focus on mass-mobility in intra-city routes has also helped this segment. Exports of Commercial Vehicles posted a good growth of 23% in FY 2024-25 as compared to previous year with exports of 0.81 Lakh units.

Growth Outlook for FY 2025-26

All segments of the industry are expected to continue with the growth momentum in FY 2025-26, building on the robust performance of recent years due to stable macroeconomic conditions, proactive government policies, and Infrastructure spending by the Government.

A normal monsoon, as currently forecasted for 2025, is expected to support broader economic activity, especially in rural and semi-urban regions, which would be a tailwind for auto sector demand.

The sector will also benefit from the reforms in the personal income tax announced in the recent Union Budget of 2025-26, which has been followed by two back-to-back rate cuts by RBI. These measures would help in creating demand by increased accessibility of vehicle financing.

Export demand in key markets of interest, such as Africa and neighbouring countries, is likely to continue as 'Made in India' vehicles are gaining traction.

Overall, the Automobile Industry will closely monitor macroeconomic factors and global geopolitics, which will determine the key demand conditions, and supply chain dynamics going forward.

EV Adoption Trends (Source: SIAM Analysis of Vahan Database)

Total EV registrations in the country reached 1.97 million units in FY 2024-25 compared to 1.68 million units FY 2023-24 posting a growth of 16.9%.

Electric Passenger Vehicle registrations crossed 1 Lakh units in FY 2024-25 registering a growth of 18.2% as compared to previous year.

Registration of e-Two Wheelers grew by 21.2% in FY 2024-25 as compared to previous year, with 11.5 Lakh units.

Registration of all types of e-Three Wheelers grew by 10.5% in FY 2024-25 as compared to FY 2023-24, with registrations of close to 7 Lakh units.

Recent policy interventions of Government of India including Electric Mobility Promotion Scheme (EMPS) from 1st April 2024 to 30th September 2024, followed by the PM E DRIVE and PM e-Sewa schemes, coupled with EV launches by several manufacturers has provided the necessary momentum for the adoption of electric vehicles in the country.

Commenting on sales data of 2024-25, Mr Shailesh Chandra, President, SIAM said, "The Indian Automobile Industry continued its steady performance in FY2024-25, driven by healthy demand, infrastructure investments, supportive Government policies, and continued emphasis on sustainable mobility. Passenger Vehicles, Two-Wheelers and Three Wheelers grew in FY 2024-25 compared to FY 2023-24, but growth rates have been varied across segments.

Passenger Vehicles and Three-Wheelers witnessed a moderate growth on account of high base effect, but saw the highest ever sales in these categories, while the Two-Wheeler segment registered strong growth in FY2024-25. However, Commercial Vehicles witnessed a slight degrowth in the FY2024-25, though performance in recent months has been comparatively better. On the exports front, good recovery is seen across all segments, particularly Passenger Vehicles and Two-Wheelers reflecting improved global demand and India's growing competitiveness.

In FY2024-25, the Government of India introduced the PM E DRIVE scheme and PM e-Sewa schemes which underscores the firm commitment of the Government towards promoting sustainable mobility. Looking ahead, the backdrop of stable policy environment, along with recent measures such as reforms in personal income tax and RBI's rate cuts, will help in supporting consumer confidence and demand across segments.

Commenting on the performance of 2024-25, Mr Rajesh Menon, Director General, SIAM said, "Sales of Passenger Vehicles has been the highest ever in FY2024-25 of 4.3 million units, with a growth of 2%, compared to the previous year. Sales of Three-Wheelers in FY2024-25 grew by 6.7% as compared to last year, with 7.4 Lakh units, which is again the highest ever in a financial year. Two-Wheelers witnessed a good growth of momentum 9.1% in this financial year, compared to last year, with sales of 19.6 million units while Commercial Vehicles posted a slight de-growth of (-) 1.2% in FY2024-25, compared to last year, with sales of 9.6 Lakh units."



Domestic Sales: Monthly

Category	Domestic Sales (In Nos.)		
Segment/Subsegment	March		
	2024	2025	% Change
Total Passenger Vehicles²	3,68,090	3,81,358	3.6%
Three Wheelers			
Passenger Carrier	43,042	49,762	15.6%
Goods Carrier	11,655	11,590	-0.6%
E-Rickshaw	1,695	1,073	-36.7%
E-Cart	460	388	-15.7%
Total Three Wheelers	56,852	62,813	10.5%
Two Wheelers			
Scooters	4,66,612	5,86,485	25.7%
Motorcycles	9,80,100	10,35,273	5.6%
Mopeds	40,867	35,181	-13.9%
Total Two Wheelers	14,87,579	16,56,939	11.4%
Quadricycle	31	-	-

² BMW, Mercedes, JLR & Volvo Auto data are not available. Tata Motors Domestic Sales data for March included only in 'Total PV', detailed break-up is not available. However, without Tata Motors, 'Total PV' would be 3,17,980 units for March 2024 and 3,29,742 units for March 2025.

SIAM									
Segment wise Comparative Production, Domestic Sales & Exports data for the month of March 2025									
(Number of Vehicles)									
Category	Production	Domestic Sales	Exports						
Segment/Subsegment	March	March	March						
	2024	2025	% Change	2024	2025	% Change	2024	2025	% Change
Passenger Vehicles*									
Passenger Cars	1,49,165	1,49,985	0.5%	1,11,545	1,07,238	-3.9%	37,411	35,281	-5.7%
Utility Vehicles	2,19,270	2,61,255	19.1%	1,94,416	2,12,095	9.1%	24,076	41,086	70.7%
Vans	11,953	11,765	-1.6%	12,019	10,409	-13.4%	463	809	74.7%
Total Passenger Vehicles	3,80,388	4,23,005	11.2%	3,17,980	3,29,742	3.7%	61,950	77,176	24.6%
Three Wheelers									
Passenger Carrier	68,808	74,007	7.6%	43,042	49,762	15.6%	23,823	28,497	19.6%
Goods Carrier	11,993	12,068	0.6%	11,655	11,590	-0.6%	458	411	-10.3%
E-Rickshaw	1,093	704	-35.6%	1,695	1,073	-36.7%	-	-	-
E-Cart	396	440	11.1%	460	388	-15.7%	-	-	-
Total Three Wheelers	82,290	87,219	6.0%	56,852	62,813	10.5%	24,281	28,908	19.1%
Two Wheelers									
Scooters	5,49,087	6,22,520	13.4%	4,66,612	5,86,485	25.7%	43,887	33,817	-22.9%
Motorcycles	12,70,227	13,05,588	2.8%	9,80,100	10,35,273	5.6%	2,82,734	3,29,087	16.4%
Mopeds	43,382	38,466	-11.3%	40,867	35,181	-13.9%	496	1,908	284.7%
Total Two Wheelers	18,62,696	19,66,574	5.6%	14,87,579	16,56,939	11.4%	3,27,117	3,64,812	11.5%
Total Quadricycle	810	117	-85.6%	31	-	-	642	180	-72.0%
Grand Total	23,26,184	24,76,915	6.5%	18,62,442	20,49,494	10.0%	4,13,990	4,71,076	13.8%
* BMW, Mercedes, JLR, Tata Motors and Volvo Auto data are not available									
Society of Indian Automobile Manufacturers (15/04/2025)									

SIAM									
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of January-March 2025									
(Number of Vehicles)									
Category Segment/Subsegment	Production	Domestic Sales	Exports						
	January-March	January-March	January-March						
	2023-24	2024-25	% Change	2023-24	2024-25	% Change	2023-24	2024-25	% Change
Passenger Vehicles*									
Passenger Cars	5,14,223	4,85,847	-5.5%	3,94,553	3,76,772	-4.5%	99,298	86,029	-13.4%
Utility Vehicles	7,89,530	8,85,623	12.2%	7,01,212	7,48,509	6.7%	64,754	1,03,293	59.5%
Vans	38,339	40,373	5.3%	39,740	37,279	-6.2%	1,836	2,954	60.9%
Total Passenger Vehicles	13,42,092	14,11,843	5.2%	11,35,505	11,62,560	2.4%	1,65,888	1,92,276	15.9%
Commercial Vehicles**									
M&HCVs									
Passenger Carrier	18,474	26,110	41.3%	20,346	22,262	9.4%	2,323	3,844	65.5%
Goods Carrier	89,108	92,837	4.2%	90,246	92,653	2.7%	2,385	3,584	50.3%
Total M&HCVs	1,07,582	1,18,947	10.6%	1,10,592	1,14,915	3.9%	4,708	7,428	57.8%
LCVs									
Passenger Carrier	21,405	20,099	-6.1%	15,333	18,310	19.4%	1,459	1,872	28.3%
Goods Carrier	1,60,265	1,59,039	-0.8%	1,42,995	1,39,765	-2.3%	8,873	14,215	60.2%
Total LCVs	1,81,670	1,79,138	-1.4%	1,58,328	1,58,075	-0.2%	10,332	16,087	55.7%
Total Commercial Vehicles	2,89,252	2,98,085	3.1%	2,68,920	2,72,990	1.5%	15,040	23,515	56.3%
Three Wheelers									
Passenger Carrier	1,99,400	2,24,167	12.4%	1,28,506	1,42,547	10.9%	68,642	78,008	13.6%
Goods Carrier	32,807	33,106	0.9%	31,668	32,222	1.7%	1,470	783	-46.7%
E-Rickshaw	4,416	2,134	-51.7%	4,466	2,818	-36.9%	-	-	-
E-Card	1,539	1,369	-11.0%	1,378	1,181	-14.3%	-	-	-
Total Three Wheelers	2,38,162	2,60,776	9.5%	1,66,018	1,78,768	7.7%	70,112	78,791	12.4%
Two Wheelers									
Scooters	16,60,892	18,50,523	11.4%	14,69,486	16,47,469	12.1%	1,27,573	1,23,436	-3.2%
Motorcycles	37,36,375	38,67,175	3.5%	29,10,075	28,09,668	-3.5%	7,86,862	10,10,162	28.4%
Mopeds	1,27,626	1,29,659	1.6%	1,23,962	1,10,625	-10.8%	1,072	3,150	193.8%
Total Two Wheelers	55,24,893	58,47,357	5.8%	45,03,523	45,67,762	1.4%	9,15,507	11,36,748	24.2%
Quadricycle	1,735	935	-46.1%	100	4	-96.0%	1,470	966	-34.3%
Grand Total	73,96,134	78,18,996	5.7%	60,74,066	61,82,084	1.8%	11,68,017	14,32,296	22.8%
* BMW, Mercedes, JLR and Volvo Auto data are not available									
** Daimler & JBM data are not available									
Society of Indian Automobile Manufacturers (15/04/2025)									

SIAM									
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-March 2025									
Report I									
(Number of Vehicles)									
Category Segment/Subsegment	Production	Domestic Sales	Exports						
	April-March	April-March	April-March						
	2023-24	2024-25	% Change	2023-24	2024-25	% Change	2023-24	2024-25	% Change
Passenger Vehicles*									
Passenger Cars	19,79,907	17,49,506	-11.6%	15,48,947	13,53,287	-12.6%	4,29,677	3,98,879	-7.2%
Utility Vehicles	27,77,051	31,55,312	13.6%	25,20,691	27,97,229	11.0%	2,34,720	3,62,160	54.3%
Vans	1,44,882	1,56,346	7.9%	1,49,112	1,51,332	1.5%	7,708	9,325	21.0%
Total Passenger Vehicles	49,01,840	50,61,164	3.3%	42,18,750	43,01,848	2.0%	6,72,105	7,70,364	14.6%
Commercial Vehicles**									
M&HCVs									
Passenger Carrier	55,744	70,178	25.9%	53,768	66,328	23.4%	10,014	11,236	12.2%
Goods Carrier	3,37,719	3,23,441	-4.2%	3,20,244	3,07,491	-4.0%	8,211	12,015	46.3%
Total M&HCVs	3,93,463	3,93,619	0.0%	3,74,012	3,73,819	-0.1%	18,225	23,251	27.6%
LCVs									
Passenger Carrier	73,229	65,550	-10.5%	51,750	54,807	5.9%	3,631	4,889	34.6%
Goods Carrier	6,00,812	5,73,476	-4.5%	5,43,008	5,28,045	-2.8%	43,962	52,846	20.2%
Total LCVs	6,74,041	6,39,026	-5.2%	5,94,758	5,82,852	-2.0%	47,593	57,735	21.3%
Total Commercial Vehicles	10,67,504	10,32,645	-3.3%	9,68,770	9,56,671	-1.2%	65,818	80,986	23.0%
Three Wheelers									
Passenger Carrier	8,46,385	9,05,821	7.0%	5,48,090	6,01,642	9.8%	2,96,080	3,03,141	2.4%
Goods Carrier	1,16,141	1,21,195	4.4%	1,11,519	1,17,156	5.1%	3,897	3,739	-4.1%
E-Rickshaw	29,830	18,715	-37.3%	31,290	18,474	-41.0%	-	34	-
E-Card	3,803	4,289	12.8%	3,902	4,148	6.3%	-	-	-
Total Three Wheelers	9,96,159	10,50,020	5.4%	6,94,801	7,41,420	6.7%	2,99,977	3,06,914	2.3%
Two Wheelers									
Scooters	63,91,272	74,37,681	16.4%	58,39,325	68,53,214	17.4%	5,12,347	5,69,093	11.1%
Motorcycles	1,45,89,393	1,59,22,027	9.1%	1,16,53,237	1,22,52,305	5.1%	29,43,341	36,20,886	23.0%
Mopeds	4,87,862	5,24,149	7.4%	4,81,803	5,01,813	4.2%	2,728	8,424	208.8%
Total Two Wheelers	2,14,68,527	2,38,83,857	11.3%	1,79,74,365	1,96,07,332	9.1%	34,58,416	41,98,403	21.4%
Quadricycle	5,006	6,488	29.6%	725	120	-83.4%	4,178	6,422	53.7%
Grand Total	2,84,39,036	3,10,34,174	9.1%	2,38,57,411	2,56,07,391	7.3%	45,00,494	53,63,089	19.2%
* BMW, Mercedes, JLR and Volvo Auto data are not available									
** Daimler & JBM data are not available									
Society of Indian Automobile Manufacturers (15/04/2025)									

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