August 14, 2026

To,

BSE Limited,
Phiroze Jeejeebhoy Towers,
Dalal Street,
Mumbai - 400 001

BSE Scrip Code: **976163**

Dear Sir/Madam,

Sub: Intimation of publication of Financial Results in Newspaper under Regulation 52(8) of Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015

Pursuant to Regulation 52(8) of Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended), we wish to inform you that the extract of Unaudited Financial Results for the quarter ended June 30, 2026 has been published today i.e., Friday, August 14, 2026 in Business Standard all India edition.

The newspaper clipping is enclosed herewith for your record.

We request you to kindly take note of the above information.

Thanking you,
Yours faithfully,
For Indium Software (India) Private Limited

C. Pavan Raghavendra

Pavan Raghavendra Cheruvu
Company Secretary and Compliance Officer
M. No. A66753

Indium Software (India) Private Limited ★ Chennai 600018

Encl: As above

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From Detroit of Asia to Chennai for the World

A wave of foreign majors, including Hyundai, Nissan, BMW, Renault, Daimler, Royal Enfield, Citroën India, Yamaha, and TAFE, set up units in Chennai in the years after liberalisation

PHOTO: REUTERS

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In comparison, the US' total production was around 11 million last year, with Michigan state, where Detroit is located, reportedly contributing 21 per cent.

Taking the lead

In the years after liberalisation, a wave of foreign majors set up units in the city — Nissan, BMW, Renault, Daimler, Royal Enfield, Citroën India, Yamaha, and TAFE, among others.

What makes Chennai special is its deep ecosystem of original equipment manufacturers (OEMs), tyre companies, and component suppliers. According to data shared by the state's investment promotion agency Guidance, it builds around 36 per cent of India's two-wheelers and 25 per cent of its four-wheelers. The dominance is starker in EVs — Tamil Nadu contributes around 60 per cent of India's electric two-wheelers and, more importantly, 40 per cent of tyre production too.

Chennai sits at the heart of it all, with Sriperumbudur, Oragadam, and Maraimalai Nagar hosting a dense concentration of vehicle manufacturers and component suppliers. Besides, other regions in the state are also catching up with the capital — Krishnagiri has become India's electric vehicle (EV) hub, Coimbatore is known for its engineering base, and a fourth cluster has emerged in Thoothukudi anchored by Vietnamese major VinFast.

Gopala Krishnan C S, the chief manufacturing officer of Hyundai Motor India, says: "We wanted to create a manufacturing ecosystem in 1996, and have been successful over the years through brands like Santro, Accent, i20, and Creta. Favourable policies, a skilled workforce, proximity to ports, and robust road and rail connectivity also helped us in Chennai."

The rise of Madras

The state's auto manufacturing success has been built over two phases — an early phase dating back to the turn of the 20th century, and a second in the 1990s.

It all started in the 1900s, when dealers like Addison & Co, Madras Automobile, Simpson & Co, and TVS Group imported automobiles and set up service stations. In fact, Simpson even built the first motor car and bus in India, both run on steam with locally made parts, except for imported burners.

In 1948, Chennai got its first automobile factory, when commercial vehicle maker Ashok Motors (now Ashok Leyland) set up shop. It was soon followed by Standard Motor with the first car (closed in 1994). And, in 1955, iconic British manufacturer Royal Enfield joined hands with Madras Motors to make motorcycles in the city.

"Chennai became a success story mainly because of the ancillary units developed over the years, which also improved their quality with time and targeted the national market first. We also developed skilled manpower with polytechnic colleges from (former chief minister and Congress stalwart) K Kamaraj's time, and engineering colleges during M G Ramachandran's tenure," historian Venkatakrishnan Sriram tells *Business Standard*.

He believes that the entry of Maruti and the opening up of the two-wheeler segment in the 1980s gave a new lease of life to the automotive component industry, as players like TVS Group, Rane, and Amalgamations became major suppliers.

Parallely, the manpower ecosystem got a boost starting with the Madras Institute of Technology at Chromepet in Chennai, which even offered specialised automobile courses way back in 1949. Even today, the state produces the highest number of engineering graduates in India annually, with a 17 per cent share.

Even in the automotive ancillary space, Chennai had an early lead after city-based Amalgamations Group set up a unit in 1949. Then, Kolkata's Dunlop started a tyre unit in Ambattur by 1958.

"The rise of small-scale clusters for the auto industry (at Guindy, Ambattur, and Thiruvottiyur) was the turning point for Chennai. Hence, when global majors entered, they just had to come and plug into an ecosystem that improved quality with a Japanese touch through Maruti," says M Balachandran, chief executive of Declosys Manufacturing, a parts supplier for tractors and cars.

According to the Auto Component Manufacturers Association (ACMA), the industry is valued at around $80 billion now, and the Tamil Nadu planning body says 35 per cent of this comes from the state, mostly Chennai. From tyre makers to component giants, almost every player in the space has a Chennai address. With 100 major suppliers, 350 Tier I and Tier II suppliers, and over 4,000 small and medium entrepreneurs, Chennai is the backbone of India's component ecosystem.

Future perfect

In Chennai's thriving ecosystem, all traditional OEMs, except for Standard Motor, have not just thrived but have made a mark in the global market too. Almost all the players are investing heavily in the EV ecosystem now, while new ones are entering the region, including Tata Motors Passenger Vehicles and its arm Jaguar Land Rover.

"We are committed to developing Tamil Nadu as an EV hub and launching our first EV. We will also localise EV components. In ICE (internal combustion engines) too, we are aiming to ensure 90 per cent localisation within the next five years," Krishnan of Hyundai says.

The international exposure has helped build a strong home-grown talent pool, as well. Take the case of Balakrishnan Govindarajan, the managing director of Eicher Motors and chief executive officer of Royal Enfield. When he joined as Manager (Engineering) in 1994, its annual production was hardly 2,000 units. In FY26, having climbed through the ranks and become the CEO, he helped Royal Enfield achieve its highest-ever annual sales of 1.23 million units globally.

Considering Chennai's development, is it fair then to call it the Detroit of Asia now? It certainly has some more catching up to do.

According to the Global Epicenter of Mobility, an economic development initiative led by the Detroit Regional Partnership, Michigan's annual investment in automotive research and development (R&D) comes to $13.2 billion. In contrast, the Indian auto industry's direct domestic R&D expenditure is minuscule, though there are signs of change.

Invest India data indicates that around 40 per cent of the $31 billion spent globally on automotive engineering and R&D is outsourced to or operated through global capability centres (GCCs) in the country.

But considering Chennai's achievements, an industry expert jokes: "The city is no longer the Detroit of Asia, but the Chennai of the World."

ACCENT REGION

UTTAR PRADESH

State puts expressways' expansion in fast lane

VIRENDRA SINGH RAWAT
Lucknow, 13 August

The Uttar Pradesh (UP) government has allocated ₹15,400 crore for multiple expressway projects, majority of which shall be utilised on land acquisition for these mega projects crisscrossing the eastern and western districts of the landlocked state.

In the supplementary budget 2026-27, which was recently tabled in the assembly, the state has granted ₹6,500 crore for land acquisition for construction of the proposed Vindhya Expressway — connecting 594-kilometre Ganga Expressway to Sonbhadra via Prayagraj, Mirzapur, Varanasi, and Chandauli districts.

Similarly, ₹5,700 crore have been earmarked for land acquisition pertaining to the extension of Meerut-Prayagraj Ganga Expressway. India's longest greenfield expressway, Ganga Expressway, was inaugurated by Prime Minister Narendra Modi on April 29, 2026. Developed by Uttar Pradesh Expressway Industrial Development Authority (UPEIDA), the expressway costed over ₹36,000 crore to the exchequer.

Currently, the six-lane Ganga Expressway connects 12 districts — Meerut, Hapur, Bulandshahar, Amroha, Sambhal, Badaun, Shahjahanpur, Hardoi, Unnao, Rae Bareli, Pratapgarh, and Prayagraj.

UPEIDA floated competitive bidding, and subsequently awarded different packages of the Expressway to winning bidders, which included Adani Enterprises.

Meanwhile, ₹250 crore was allocated in the budget for the Noida International Airport-Ganga Expressway Greenfield Expressway via Bulandshahr.

RAJASTHAN

Water supply system to get solar power boost

ANIL SHARMA
Jaipur, 13 August

Rajasthan's public health engineering department (PHED) water supply connection is set to be integrated with solar power plants under the Renewable Energy Service Company (RESCO) model.

Under the initiative, solar rooftop systems with a total capacity of over 200 megawatt (Mw) will be installed for major pumping stations, saving over ₹180 crores, according to sources.

Currently the department's pumping stations consume nearly 3.5 billion units of electricity annually.

The first phase will cover eight districts with 43 solar plants in Baran, 31 in Bharatpur, 13 in Bundi, 26 in Dausa, 16 in Deeg, 21 in Kota, 27 in Sawai Madhopur, and 24 in Tonk.

With an estimated cost of over ₹703 crore, the initiative will be implemented under the virtual net metering framework (VNM), which allows a single solar plant to supply multiple dispersed connections by injecting power into the grid and adjusting bills accordingly.

Under the public-private partnership model, contracted companies will be responsible for installation, full funding, operation, and maintenance for 25 years. To ensure competition, a single company will be allocated work with a maximum capacity of 50 Mw. Companies will be required to install solar plants that maintain an annual Capacity Utilization Factor (CUF) between 17 per cent and 19 per cent, ensuring a minimum level of power generation.

This model will be subsequently expanded across the entire state, sources said.