August 03, 2026

Comfort Trims Private Limited: Ratings reaffirmed

Summary of rating action

Instrument*	Previous rated amount (Rs. crore)	Current rated amount (Rs. crore)	Rating action	Financial Sector Regulator#
Long-term-fund based-working capital-others	20.0	20.0	[ICRA] A (Stable); reaffirmed	RBI
Short-term non fund based-others	30.0	30.0	[ICRA]A1; reaffirmed	RBI
Total	**50.0**	**50.0**		

**Instrument details are provided in Annexure I*

#SEBI's grievance redressal/dispute resolution and SEBI investor protection mechanisms such as SCORES and ODR shall not be available for activities and instruments which fall under the regulatory purview of Financial Sector Regulators other than SEBI.

Rationale

The ratings reaffirmation for Comfort Trims Private Limited (CTPL) factors in the expectations of steady operational performance, aided by the entity's established presence in the automotive seating trims manufacturing industry, and the long experience of its promoters, Mr. Ashok Kapur and his family, in the auto components and ancillary industry. CTPL primarily supplies trims to tier-I supplier, Krishna Maruti Limited (KML [ICRA]AA (Stable)/A1+), the flagship entity of the Krishna Group). KML then supplies assembled seating to leading passenger vehicle (PV) original equipment manufacturer (OEM), Maruti Suzuki India Limited (MSIL). The entity is estimated to supply 50-55% trim requirement of KML, which provides strong revenue visibility for the company, given the healthy share of business (SOB) enjoyed by KML for MSIL, the market leader in the passenger vehicle industry. Further, the company diversified into supplying integrated cabins to Bharat Earth Movers Limited (BEML) in FY2024. While the business gained from BEML providing diversification benefits, the revenues in this segment would continue to depend on the company's ability to win tenders from BEML.

The company's overall revenues, in FY2026, grew by around 8% on a YoY basis to Rs. 362.0 crore (as per provisional financials), supported by higher production volumes from Maruti Suzuki India Limited (MSIL) and consequent increased business from the Krishna Maruti (KML) Group. The growth momentum is expected to sustain, led by steady demand level along with the price-escalation clause with KML. The company's profitability improved significantly over the last few fiscals with the operating profit margin (OPM) increasing to 18.3% in FY2026 from 15.2% in FY2022. ICRA expects the OPM to remain at the current level over the near term, supported by operating efficiency and raw material pass-on clause with its customers, which is likely to help the company record healthy cash accruals.

The ratings also favourably factor in the company's strong financial risk profile, characterised by steady accruals, low leverage, and strong coverage metrics as evident from TD/OPBITDA of 0.3 times as on March 31, 2026. The company also has a strong liquidity profile, with cash and liquid investments of Rs. 165-170 crore as on March 31, 2026. Given that the company does not have any long-term debt obligations and no major debt-funded capex plans, the debt metrics are likely to remain strong in the near term.

ICRA notes that CTPL has extended a corporate guarantee of Rs. 97 crore in favour of Shloka Valves Private Limited (SVPL), a Krishna Group entity established as a backward integration initiative for manufacturing cylinder walls. The guarantee supports SVPL's partly debt-funded capex project aimed at supplying cylinder walls to Krishna Landi Renzo Private Limited (KLR), a joint venture between the Krishna Group and Landi Renzo S.P.A., Italy. Given the expected scale of operations at KLR and the significant revenue potential for SVPL as a key supplier, SVPL's debt servicing capability is expected to remain adequate and does not envisage any need for additional funding support from CTPL beyond the corporate guarantee provided; any further support extended by CTPL would remain monitorable.

The ratings, however, remain constrained by the company's high dependence on MSIL, given that a significant share of its revenues is linked to the OEM's performance. The same is partially mitigated by KML's healthy SOB with MSIL, along with the OEM's leadership position in the PV segment. The company also remains exposed to the inherent cyclicality associated with the automotive industry, and its operations are restricted to the domestic market.

The Stable outlook reflects ICRA's opinion that the entity's credit metrics are expected to remain healthy over the near-to-medium term, aided by steady cash flows emanating from the business with key customers.

Key rating drivers and their description

Credit strengths

Established relationships with customers and healthy experience of promoters in auto components industry – CTPL has an established presence and acts as a tier-II component supplier of seat trims to MSIL, which is catered through KML. It fulfils 50-55% of KML's trim requirements and KML, in turn, caters to 60-65% of MSIL's seat requirement for its various models. Further, another key customer, BEML, was added in FY2024. CTPL has already supplied 736 cabins over FY2024- FY2026 to BEML. It also shifted the production base for cabins from Pune to Malur, Karnataka, closer to BEML's plant. The founder of the Krishna Group, Mr. Ashok Kapur, has an experience of three decades in the auto component industry and the promoters' healthy relationships with major suppliers and customers are expected to continue to support the business.

Strong financial risk profile – The company's capital structure remains comfortable, aided by low reliance on external debt, as reflected in a gearing of 0.1 times and total outside liabilities-to-net worth ratio of 0.3 times as on March 31, 2026. Interest coverage and TD/OPBITDA remained robust at 62.5 times and 0.3 times, respectively, in FY2026. The company does not have any long-term debt on its books. ICRA notes that CTPL has extended corporate guarantee of Rs. 97.2 crore against the bank facility availed by Shloka Valves Private Limited (group company). In the absence of any significant debt-funded capex plans in the near-to-medium term, the company's debt protection metrics are likely to remain supported by healthy profitability and low leverage.

Credit challenges

Moderate scale of operations – The company's scale of operations remains at a moderate level, with revenues of Rs. 362.0 crore in FY2026 (provisional). CTPL derives a major portion of its revenues from trims (62% of revenues in FY2026), followed by head rest (21%) and cabins (13%). The operating income is expected to grow at a moderate to healthy pace owing to continued demand for MSIL's vehicles and the company's plan to expand operations in its new cabin business by onboarding other customers. Accordingly, the entity is expected to record a sustained improvement in the scale of operations while continuing to maintain healthy margins.

High customer concentration risk – The company's revenues significantly depend on MSIL, as it derives 80-85% of its top line from the OEM. This exposes the company to customer and segment concentration risk. However, the risk is partially mitigated by MSIL's market leadership in the PV industry. Besides, the company started supplying cabins to BEML from FY2024, thus improving revenue diversity. Going forward, the company's ability to secure regular orders from new customers remains crucial for reducing customer concentration risk and deriving benefits.

Exposed to inherent cyclicality in auto industry – CTPL caters to the automotive industry, which is highly sensitive to economic cycles. The automotive OEMs were affected in FY2020 owing to a decline in consumer spending, in FY2021 due to Covid-19-related disruptions, and again in FY2022 owing to a semiconductor chip shortage, which impacted the performance of auto ancillaries. Hence, the company's financial profile remains vulnerable to the performance of the PV industry and economic downturns.

Liquidity position: Strong

The company's liquidity position remains Strong, characterised by expectations of healthy cash flow from operations of Rs. 40-50 crore p.a. and buffer in working capital limit of Rs. 8.3 crore as of March 2026. Further, the company has cash and bank balances of Rs. 165-170 crore as of March 2026 (liquid investments parked into fixed deposits), and no major capex plans. It does not have any long-term debt on its books as of June 30, 2026. Moreover, the company continues to enjoy healthy financial flexibility for being a part of the Krishna Group.

Rating sensitivities

Positive factors – The company's ability to diversify its customer profile and record a meaningful improvement in its scale of operations and cash accruals, while maintaining a strong credit profile, would be favourably considered for ratings upgrade.

Negative factors – Pressure on the ratings could arise from a sustained weakening of performance and deterioration in liquidity or coverage metrics. Specific credit metrics for ratings downgrade include Total Debt/OPBIDTA above 1.8 times on a sustained basis along with a material depletion of cash and cash equivalents.

Analytical approach

Analytical approach	Comments
Applicable rating methodologies 9 Bold	Corporate Credit Rating Methodology Auto Components
Parent/Group support	Not Applicable
Consolidation/Standalone	Standalone

About the company

CTPL is a part of Mr. Ashok Kapur promoted Krishna Group, with KML being the flagship company. The company, set up in 2012, manufactures trims for the seating system for the PV segment. It mainly caters to the end customer, MSIL, through tier-I supplier, KML. In FY2024, the company diversified into supplying integrated cabins to BEML for its defence requirements. It assembles the sheets (which are procured from BEML itself) along with bought out parts and then supplies the assembled cabins to the OEM. The contribution of KML stands at 80-85% of overall revenues, while BEML at 13-15% and Reciq Engineering Pvt. Ltd. (related entity) at the remaining 3-5%.

The company has three plants – one each at Daslana, Kadi (Gujarat) and Malur (Karnataka). The Gujarat plants are dedicated towards manufacturing trims and the Karnataka plant towards cabins. The company is 99.99% owned by Mr. Ashok Kapur.

Key financial indicators

	FY2024	FY2025	FY2026*
Operating income	295.6	336.2	362.0
PAT	43.8	48.6	50.6
OPBDIT/OI	20.3%	18.5%	18.3%
PAT/OI	14.8%	14.5%	14.0%
Total outside liabilities/Tangible net worth (times)	0.5	0.4	0.3
Total debt/OPBDIT (times)	0.2	0.3	0.3
Interest coverage (times	77.8	52.6	62.5

*Source: Company, ICRA Research; All ratios as per ICRA's calculations; Amount in Rs. crore PAT: Profit after tax; OPBDIT: Operating profit before depreciation, interest, taxes and amortisation, *Provisional numbers*

Status of non-cooperation with previous CRA: Not applicable

Any other information: None

Rating history for past three years

		Current (FY2027)		Chronology of rating history for the past 3 years					
		FY2027		FY2026		FY2025		FY2024	
Instrument	Type	Amount rated (Rs. crore)	Aug 03, 2026	Date	Rating	Date	Rating	Date	Rating
Fund based-working capital-others	Long-term	20.00	[ICRA]A (Stable)	July 16, 2025	[ICRA]A (Stable)	-	-	-	-
Non-fund based - others	Short-term	30.00	[ICRA]A1	July 16, 2025	[ICRA]A1	-	-	-	-

Complexity level of the rated instruments

Instrument	Complexity indicator
Long-term-fund based-working capital-others	Simple
Short-term non fund based -others	Simple

The Complexity Indicator refers to the ease with which the returns associated with the rated instrument could be estimated. It does not indicate the risk related to the timely payments on the instrument, which is rather indicated by the instrument's credit rating. It also does not indicate the complexity associated with analysing an entity's financial, business, industry risks or complexity related to the structural, transactional or legal aspects. Details on the complexity levels of the instruments are available on ICRA's website: Click here

Annexure I: Instrument details

ISIN	Instrument name	Date of issuance	Coupon rate	Maturity	Amount rated (Rs. crore)	Current rating and outlook	Financial Sector Regulator#
NA	**Long-term-fund based-working capital-others**	NA	NA	NA	20.00	[ICRA]A (Stable)	RBI
NA	**Short-term non fund based - others**	NA	NA	NA	30.00	[ICRA]A1	RBI

Source: Company

#SEBI's grievance redressal/dispute resolution and SEBI investor protection mechanisms such as SCORES and ODR shall not be available for activities and instruments which fall under the regulatory purview of Financial Sector Regulators other than SEBI.

Please click here to view details of lender-wise facilities rated by ICRA

Annexure II: List of entities considered for consolidated analysis – Not Applicable

ANALYST CONTACTS

Jitin Makkar
+91 124 4545 368
jitinm@icraindia.com

Srikumar Krishnamurthy
+91 44 4596 4318
ksrikumar@icraindia.com

Rohan Kanwar Gupta
+91 124 4545 808
rohan.kanwar@icraindia.com

Shaurya Gupta
+91 124 4545 869
shaurya.gupta@icraindia.com

RELATIONSHIP CONTACT

L. Shivakumar
+91 22 6114 3406
shivakumar@icraindia.com

MEDIA AND PUBLIC RELATIONS CONTACT

Ms. Naznin Prodhani
Tel: +91 124 4545 860
communications@icraindia.com

HELPLINE FOR BUSINESS QUERIES

+91-9354738909 (open Monday to Friday, from 9:30 am to 6 pm)

info@icraindia.com

ABOUT ICRA LIMITED

ICRA Limited was set up in 1991 by leading financial/investment institutions, commercial banks and financial services companies as an independent and professional investment Information and Credit Rating Agency.

Today, ICRA and its subsidiaries together form the ICRA Group of Companies (Group ICRA). ICRA is a Public Limited Company, with its shares listed on the Bombay Stock Exchange and the National Stock Exchange. The international Credit Rating Agency Moody's Investors Service is ICRA's largest shareholder.

For more information, visit www.icra.in

ICRA Limited

Registered Office

B-710, Statesman House, 148 Barakhamba Road, New Delhi-110001
Tel: +91 11 23357940-45

Branches