

The Next Age Of Mobility Runs on more than wheels.

Invest in the ecosystem powering it.

Axis Nifty EV & New Age Automotive Index Fund

Electric Vehicle

Charging infrastructure

Software & connected
technologies

Components &
equipment

Batteries



NFO Dates

16th - 30th Oct, 2026

SEBI Registered Name	Registered Number
Axis Mutual Fund	MF/061/09/02



AXIS MUTUAL FUND

Mutual Fund investments are subject to market risks, read all scheme related documents carefully.

For riskometer and product label, refer slide No. 4

Axis Nifty EV & New Age Automotive Index Fund

About the fund



Axis Nifty EV & New Age Automotive Index Fund



Scheme Details

Indicative NFO Dates –
16th Oct 2026 to
30th Oct 2026



Type of Scheme

An Open Ended scheme replicating/tracking Nifty EV & New Age Automotive Index



Inception Dates

TBD



Minimum Investment

During NFO: Rs 100 & In multiples of Re.1/- thereafter
Ongoing basis: Rs 100 & In multiples of Re.1/- thereafter



Investment Objective

To provide returns before expenses that corresponds to the performance of Nifty EV & New Age Automotive TRI subject to tracking error. There is no assurance that the investment objective of the Scheme will be achieved.



Exit Load

- a). If redeemed/switched out within 15 days from the date of allotment: 0.25%
- b). If redeemed/switched after 15 days from the date of allotment: Nil



Fund Manager

Mr. Nandik Malik and Mr. Rohit Gautam



AUM (In Cr)

NA as NFO period



Total Expense Ratio

Direct – To be announced
Regular – To be announced



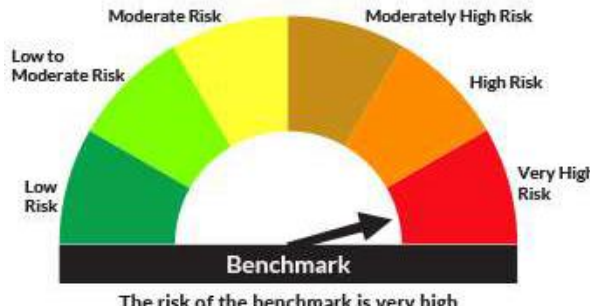
Benchmark

Nifty EV & New Age Automotive TRI

Axis Nifty EV & New Age Automotive Index Fund

(An Open-Ended scheme replicating/tracking the Nifty EV & New Age Automotive Index)

Benchmark: Nifty EV & New Age Automotive TRI

This product is suitable for investors who are seeking*:	Scheme Risk-o-meter	Benchmark Risk-o-meter
• Long term wealth creation solution • An index fund that invests in constituents of Nifty EV & New Age Automotive TRI and aims to achieve returns of the stated total return index, subject to tracking error.		 Nifty EV & New Age Automotive TRI

*Investors should consult their financial advisers if in doubt about whether the product is suitable for them.

The product labelling assigned during the New Fund Offer is based on internal assessment of the Scheme Characteristics or model portfolio and the same may vary post NFO when actual investments are made.

EV & New Age Automotive Sector

Introduction



The world is changing and so is the way we drive!

People Move -> Economies Grow -> Lives Evolve

Future is here !

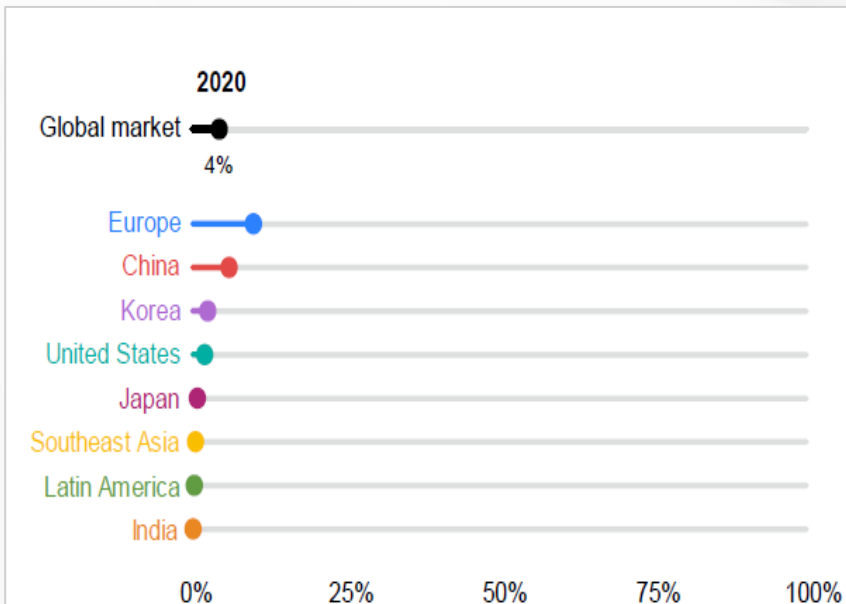


Global EV Car Sales are catching up faster

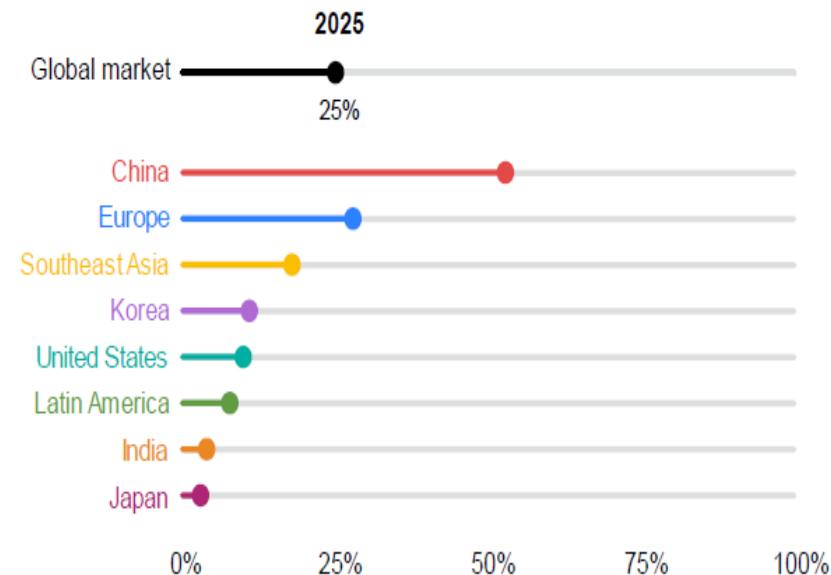
The Rise of Electric Cars Worldwide : from 4% to 25% market share

One In Four Cars Sold Globally Is Already Electric

Back in 2020



Latest Scenario (2025)



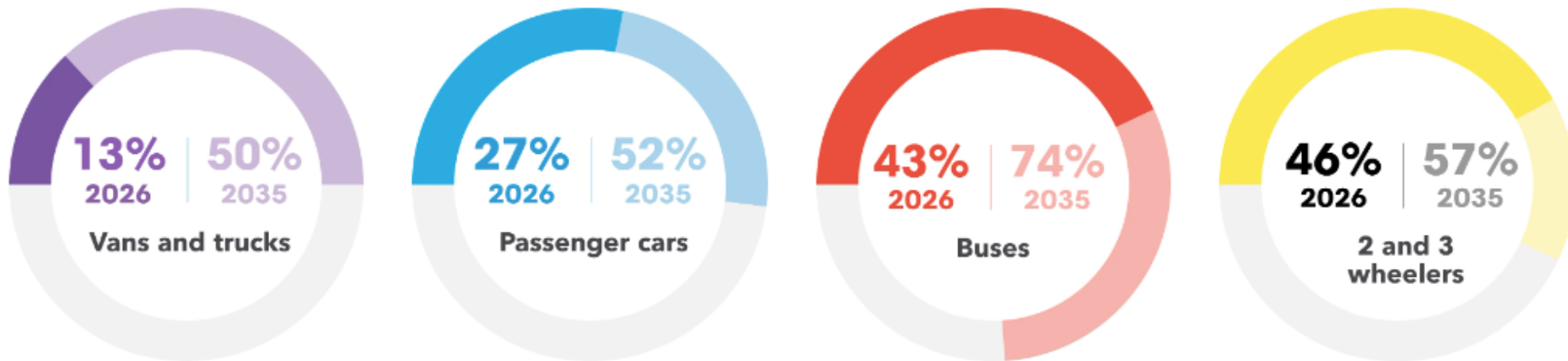
China and Europe lead global EV car sales, with market shares of over 50% and 30%, respectively.

Forecasts put electric cars at 60% of all car sales by 2030.

Every Vehicle Category Is Electrifying

Electric vehicle share of sales globally 2026 vs 2035 estimate

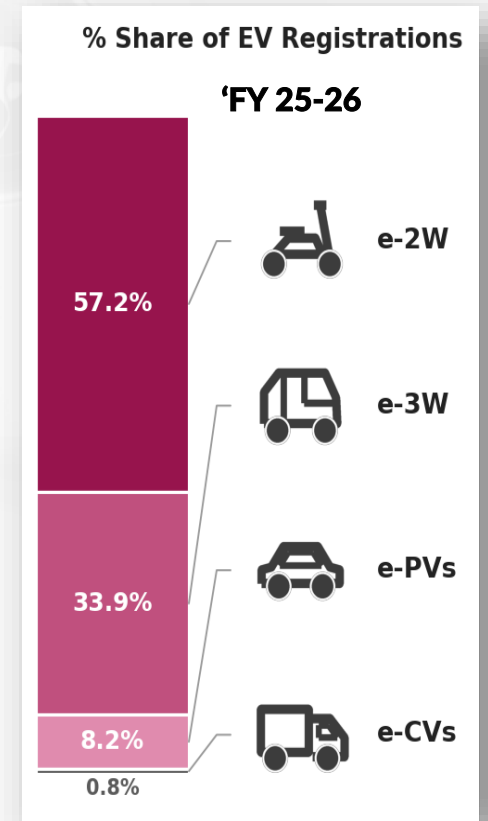
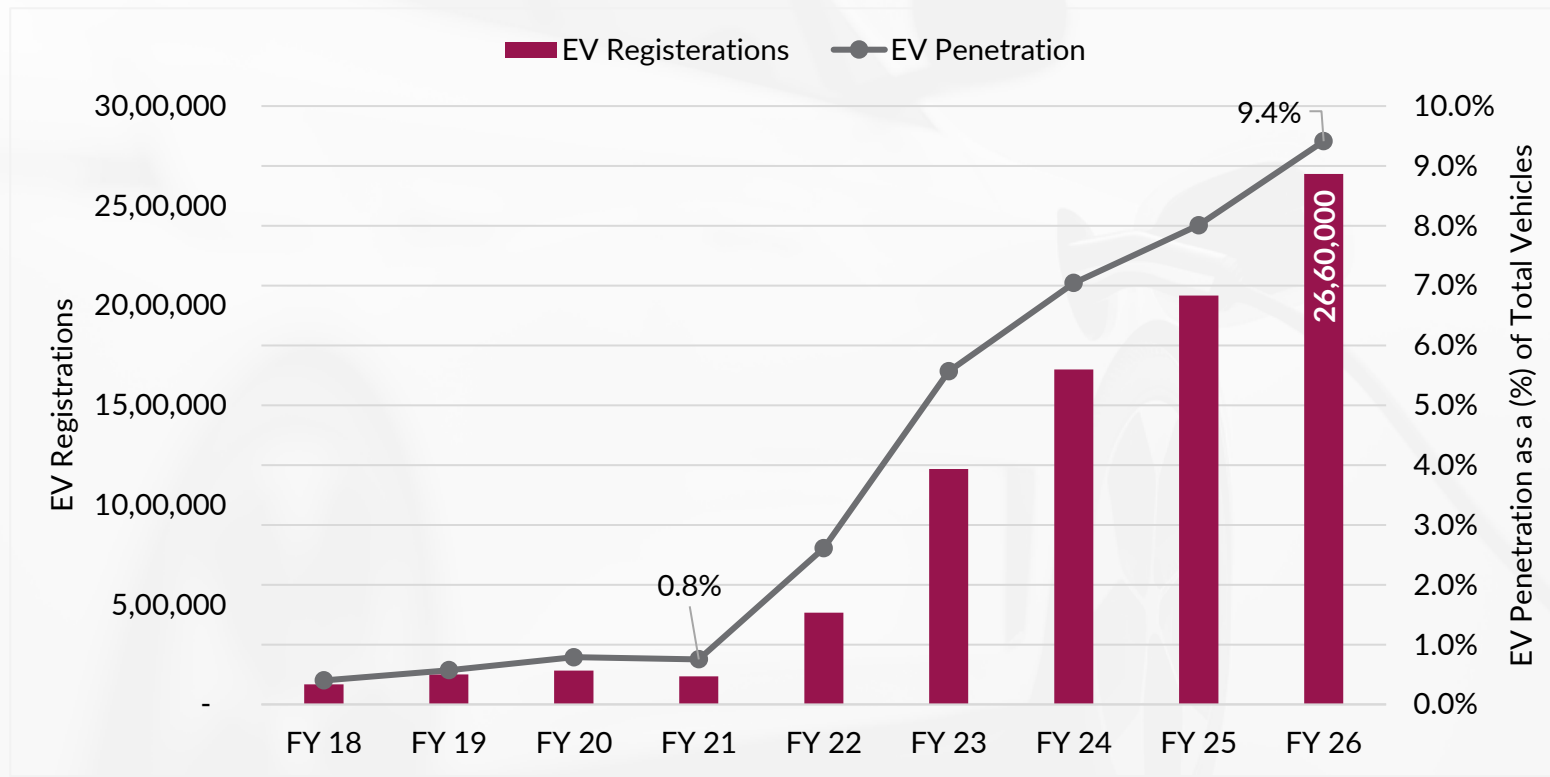
Electric vehicle share of sales



Note: All figures are BloombergNEF's outlook for 2026 and 2035. Percentages are the electric vehicle share of new sales in each segment. Includes battery electric and plug-in hybrid vehicles.; <https://about.bnef.com/insights/clean-transport/electric-vehicle-outlook/#executive-summary-preview>

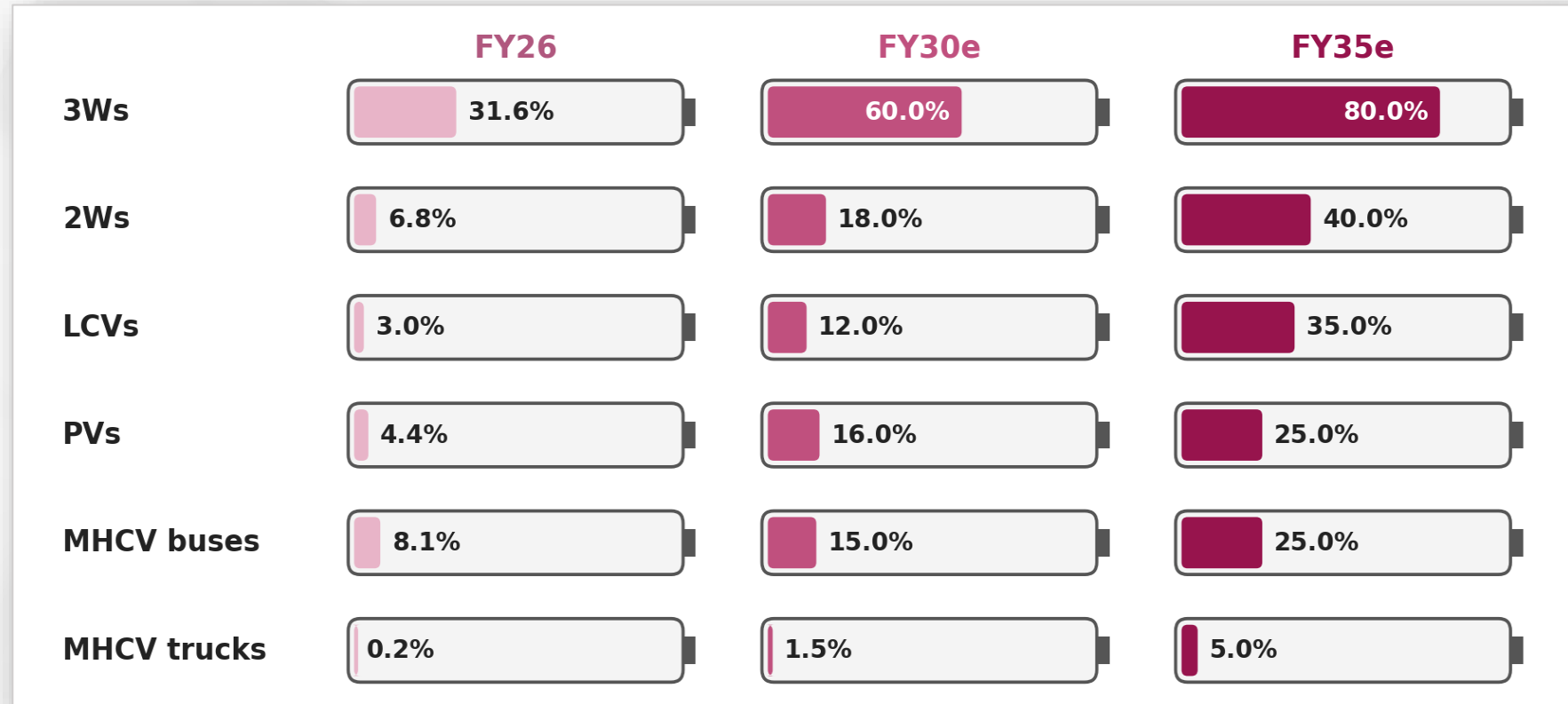
Market share of EVs grew exponentially over last 5 years

EV adoption has accelerated sharply, with market share rising from less than 1% in FY21 to over 9% in FY26, alongside 25 lakh+ registrations.



<https://www.ibef.org/industry/electric-vehicle>; and [Electric Vehicle Industry Report \(May 2026\)](#)

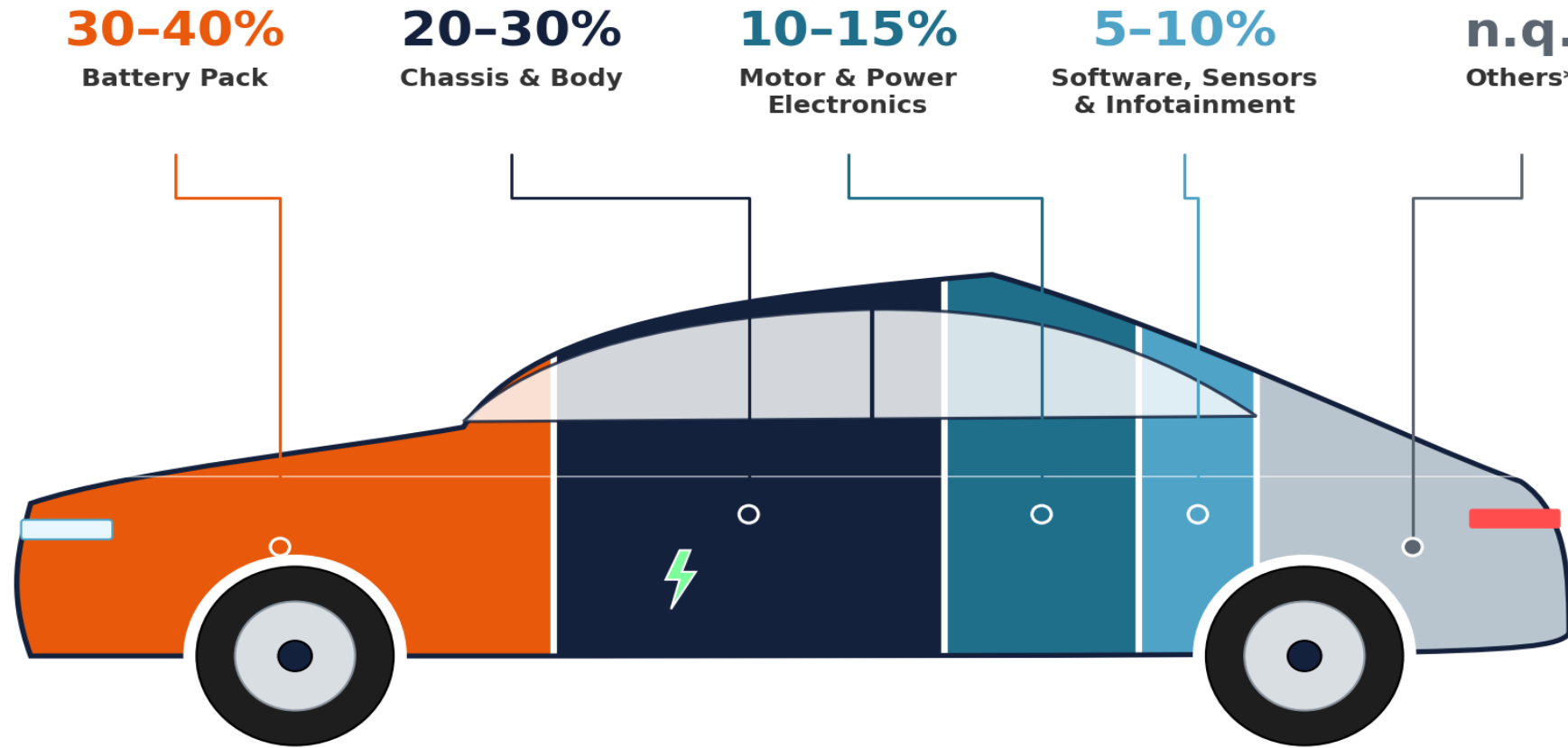
India's EV penetration is expected to be charging up!



Upside : A further rise in crude prices and stronger network effect.

Downside : Restrictions on battery imports and reductions in subsidies.

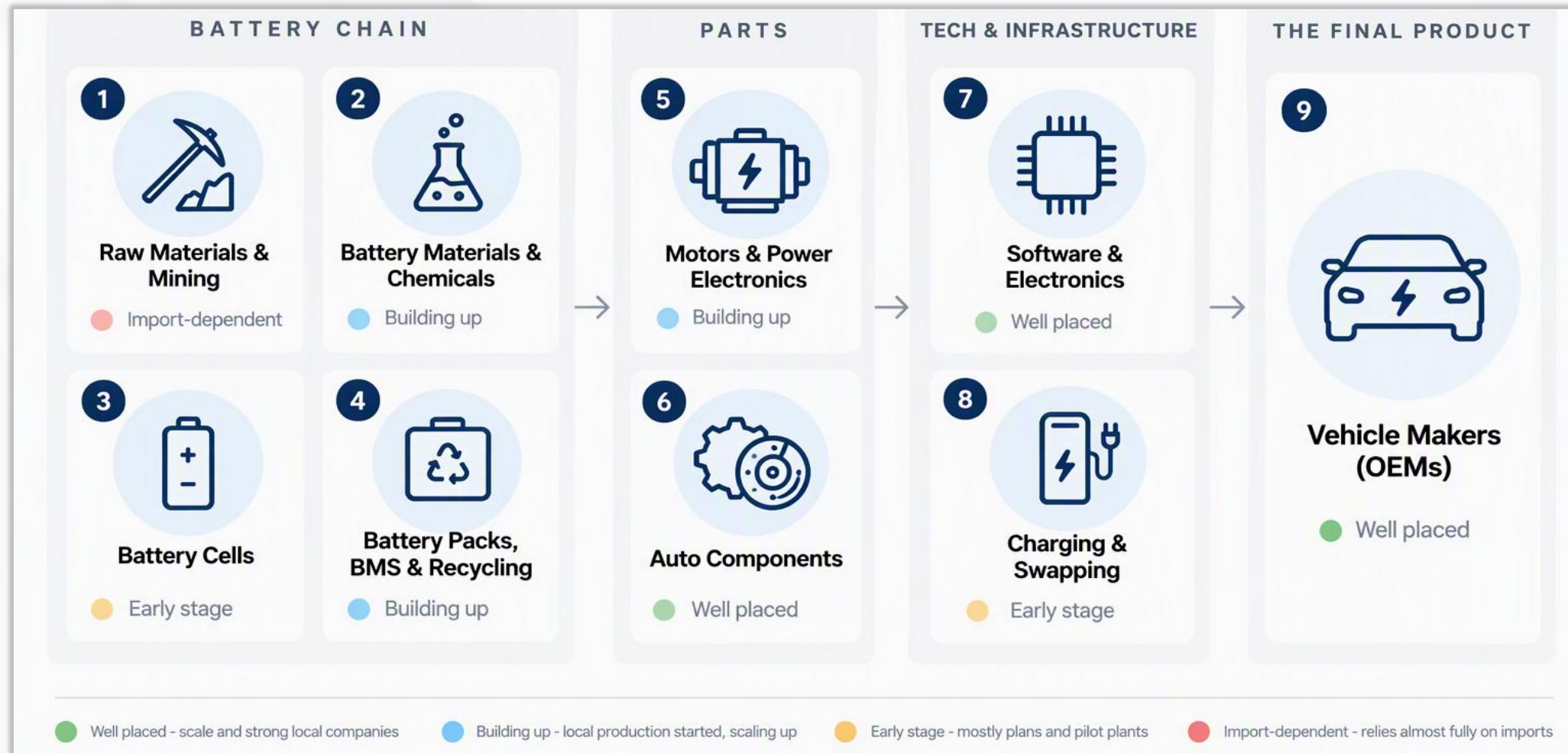
What goes into the price tag of an electric car?



**Others include interior & comfort features, R&D, and assembly & labour – share not quantified (n.q.) in source. Segment widths are indicative.*

The Entire EV Value Chain

The Opportunity Extends Beyond Vehicle Makers (OEM)



OEM – Original Equipment Manufacturer

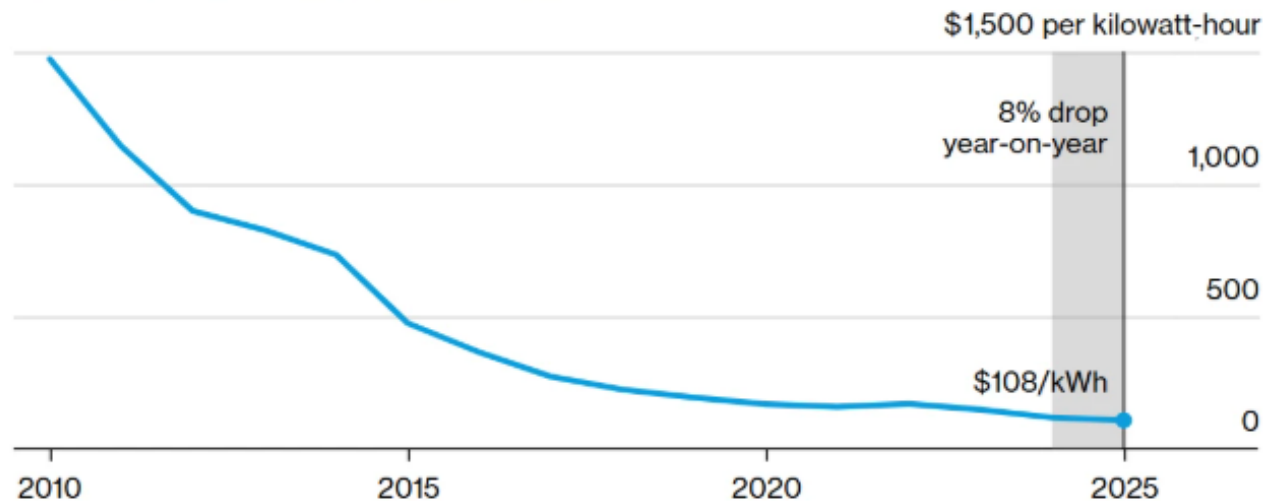
Source : India EV Value Chain Report Internal (2026) . Table / Charts mentioned above are used to explain the concept and is for illustration purpose only

Reason for EV Adoption: **Falling Battery Prices**

Battery Pack Prices Fall in 2025, Despite Rising Metal Prices

Lithium-ion battery pack prices

Volume-weighted average in real 2025 dollars



Source: BloombergNEF

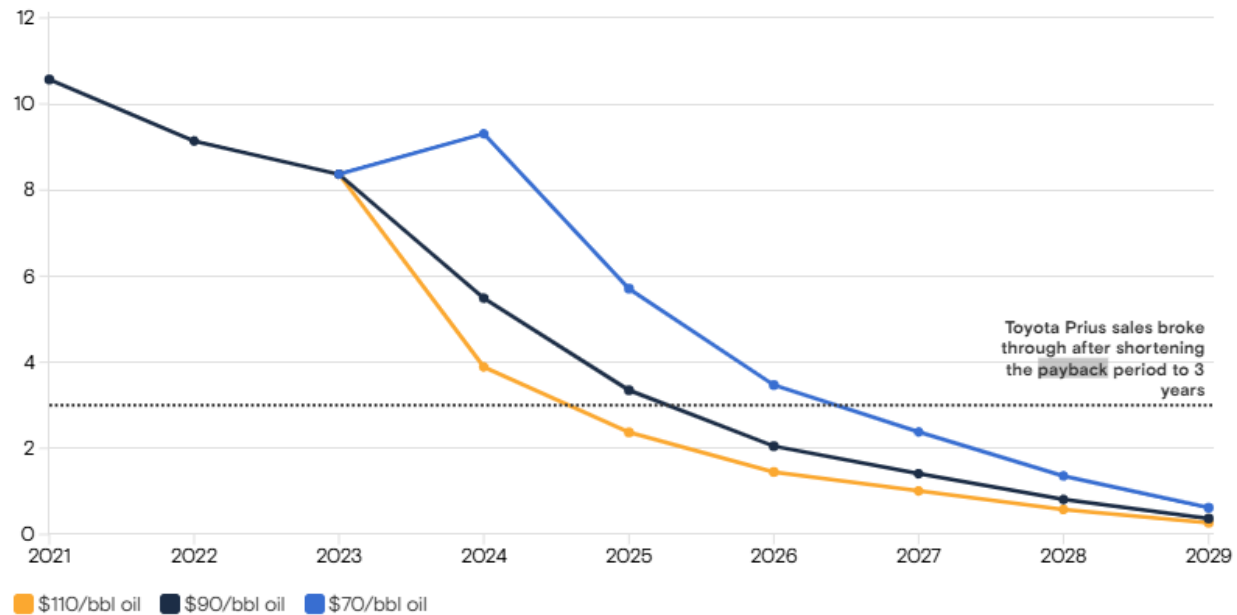
Note: Historical data has been adjusted to real 2025 dollars. Sectors include passenger cars, buses, commercial vehicles, two- and three-wheelers and stationary storage.

- The battery is the costliest part of an EV. Its price has fallen sharply, so EVs are getting closer to petrol vehicles in price.
- Pack price fell to \$108/kWh in 2025, down 93% since 2010

Reason for EV Adoption: **Faster Payback Period**

Lower battery prices could mean EV cost parity with ICE vehicles by mid-decade

EV cost premium payback period versus ICE in years



Source: Company data, Goldman Sachs Research
Data from 2023 are estimates

Goldman Sachs

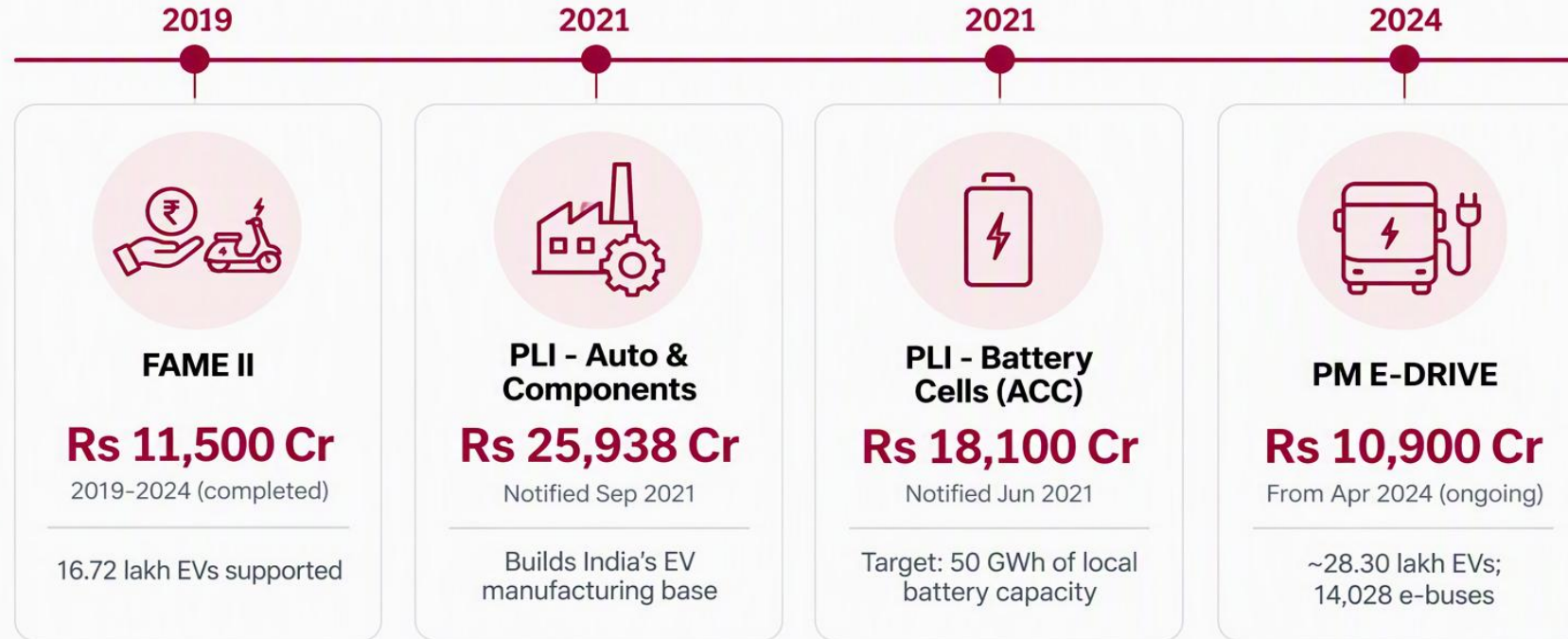
- An electric motor turns most of its energy into movement; a petrol engine wastes most of it as heat.
- With lower battery prices, premium of EV over non-electric (ICE) vehicles has fallen resulting faster payback period of EV premium



Parameter	Electric Vehicle	ICE Vehicle
Input Energy to Motion	85-90%	30%
Cost per Km for scooter / 2W	Re. 0.25-0.35 per km	Re. 2-2.5 per km
Cost per Km for PV	Re. 1.5-2.0 per km	Re. 8-10 per km

Reason for EV Adoption: Policy tailwinds

India's journey towards electric mobility began in 2015. It was marked by the launch of the National Electric Mobility Mission Plan and later FAME scheme to incentivize the adoption of EVs.



India's EV transition is a key enabler of its ambition to achieve net-zero emissions by 2070 (as per COP 26 framework)



5% GST on all electric cars, two-wheelers and three-wheelers.

Reason for EV Adoption: Macroeconomic Headwinds Further Strengthen the EV Case

India's oil dependence, weaker rupee and global conflict

THE MACRO PRESSURE



High import dependence ~88%

of India's crude oil needs came from imports in FY26.



Rupee at record low Rs 96.84 per \$

in May 2026, making imported oil costlier.



War risk on supply routes ~52%

of India's crude imports passed through the Strait of Hormuz in early 2026.



Every \$ 10 rise in crude +\$14–16 bn

added to India's oil import bill in a year.

HOW THIS SUPPORTS EVs



Higher fuel costs

Costlier petrol widens the EV running-cost advantage.



Energy security

Less oil to import, less risk from global shocks.



Charging is growing

EV charging at 29,503 fuel retail outlets.

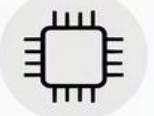


Global momentum

EVs avoided 1.7 mn barrels of oil a day in 2025.

Reason for EV Adoption: Technological Evolution

Cars are evolving into connected digital platforms and becoming like computer on wheels !

1		OTA	over-the-air updates improve ADAS and battery management after purchase.
2		5x	more powerful driving-automation chips since 2020.
3		2x	EVs more likely to be partially automated than petrol cars.
4		100%	of robotaxis are battery electric.
5		AI	smarter battery management and charging.

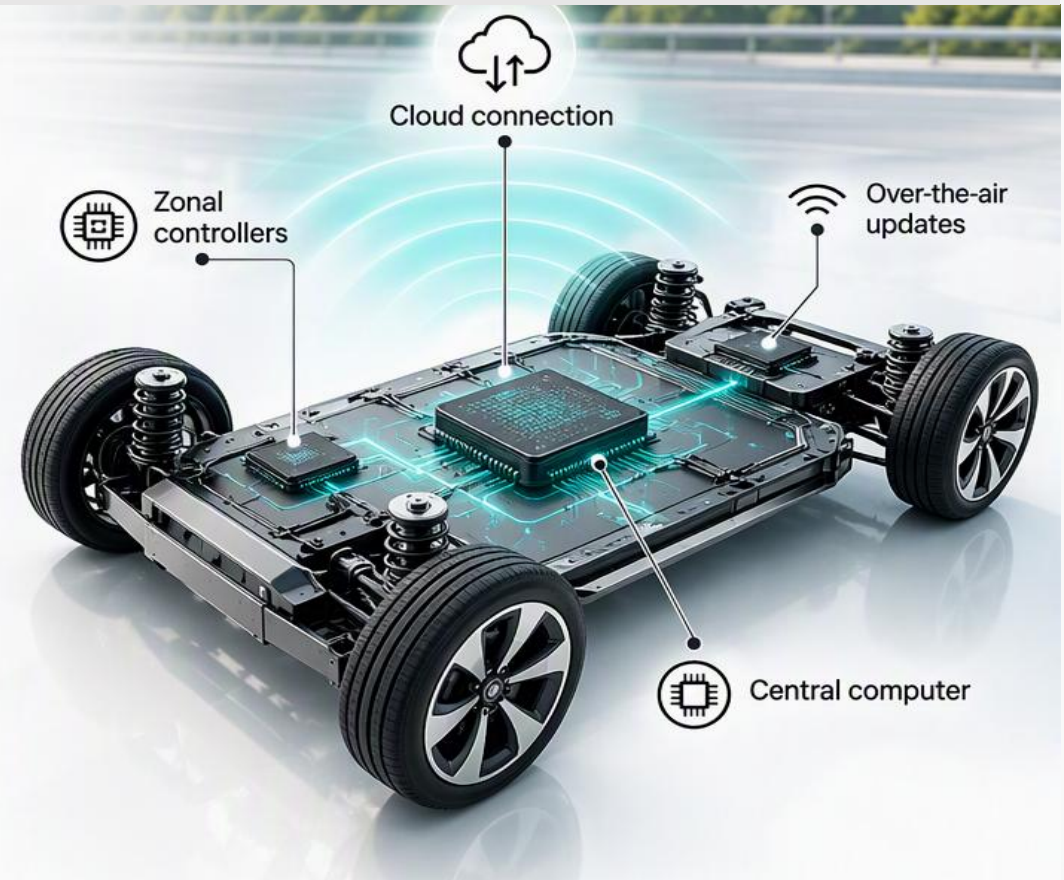


Table / Charts mentioned above are used to explain the concept and is for illustration purpose only

Source : <https://www.iea.org/reports/vehicle-software-and-software-defined-vehicles>

Speed Bumps on to Road to EVs

Key risks that could slow EV Adoption and how the world is responding

 Not enough chargers Too few public chargers; many apartments can't charge at home ✓ Fix: public charger funding, chargers in new buildings, battery swapping	 Higher upfront price EVs cost more to buy than similar petrol cars ✓ Fix: EVs: subsidies, lower taxes than cheaper batteries	 Dependence on China Cells, magnets and key minerals come mostly from one country ✓ Fix: local factories and new mineral partnerships	 Policy changes Sudden subsidy cuts can cause sales dips ✓ Fix: long-term roadmaps and gradual phase-outs
 Uncertain resale value Buyers are unsure what a used EV and its battery will be worth ✓ Fix: long battery warranties and battery health checks	 Execution delays Factory announcements are not the same as production ✓ Fix: incentives paid only on actual output	 Battery safety concerns Fire incidents can dent buyer confidence ✓ Fix: stricter battery testing and safety standards	 Strain on the power grid More EVs need more electricity at peak hours ✓ Fix: off-peak smart charging and more renewable power

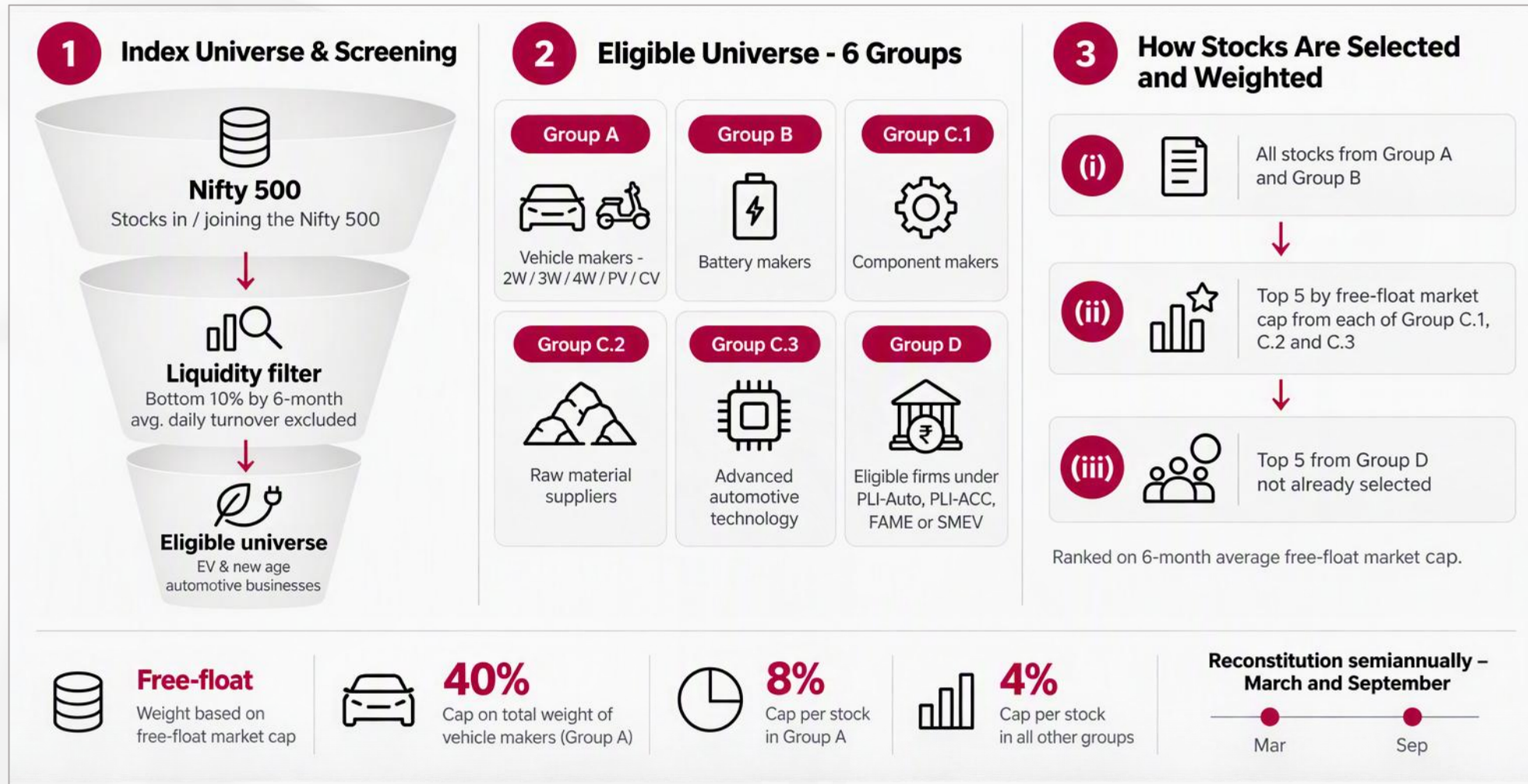
Table / Charts mentioned above are used to explain the concept and is for illustration purpose only

Nifty EV & New Age Automotive Index

Deep Dive



Index Methodology



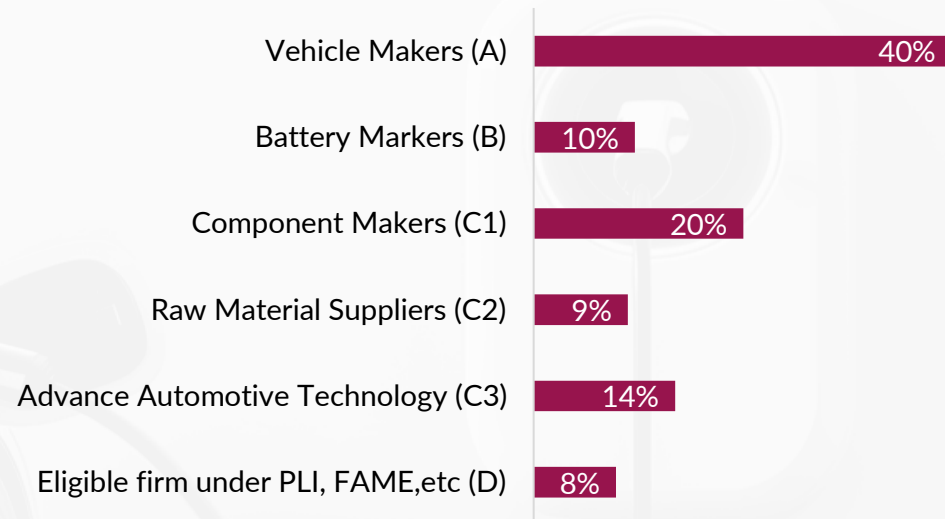
Source: Nifty Indices, Data as of 30-Sep-2026. For Detailed Methodology : <https://www.niftyindices.com/indices/equity/Thematic-indices/nifty-ev-new-age-automotive>

Index Constituents

Top 10 Constituents

Company Name	Weight
Maruti Suzuki India Ltd.	8.1%
Mahindra & Mahindra Ltd.	8.0%
Sona Blw Precision Forgings Ltd.	4.1%
Samvardhana Motherson International Ltd.	4.0%
Bosch Ltd.	4.0%
Sansera Engineering Ltd.	4.0%
Reliance Industries Ltd.	4.0%
Cg Power And Industrial Solutions Ltd.	4.0%
Uno Minda Ltd.	3.9%
Kei Industries Ltd.	3.9%
Total Weight	48.0%

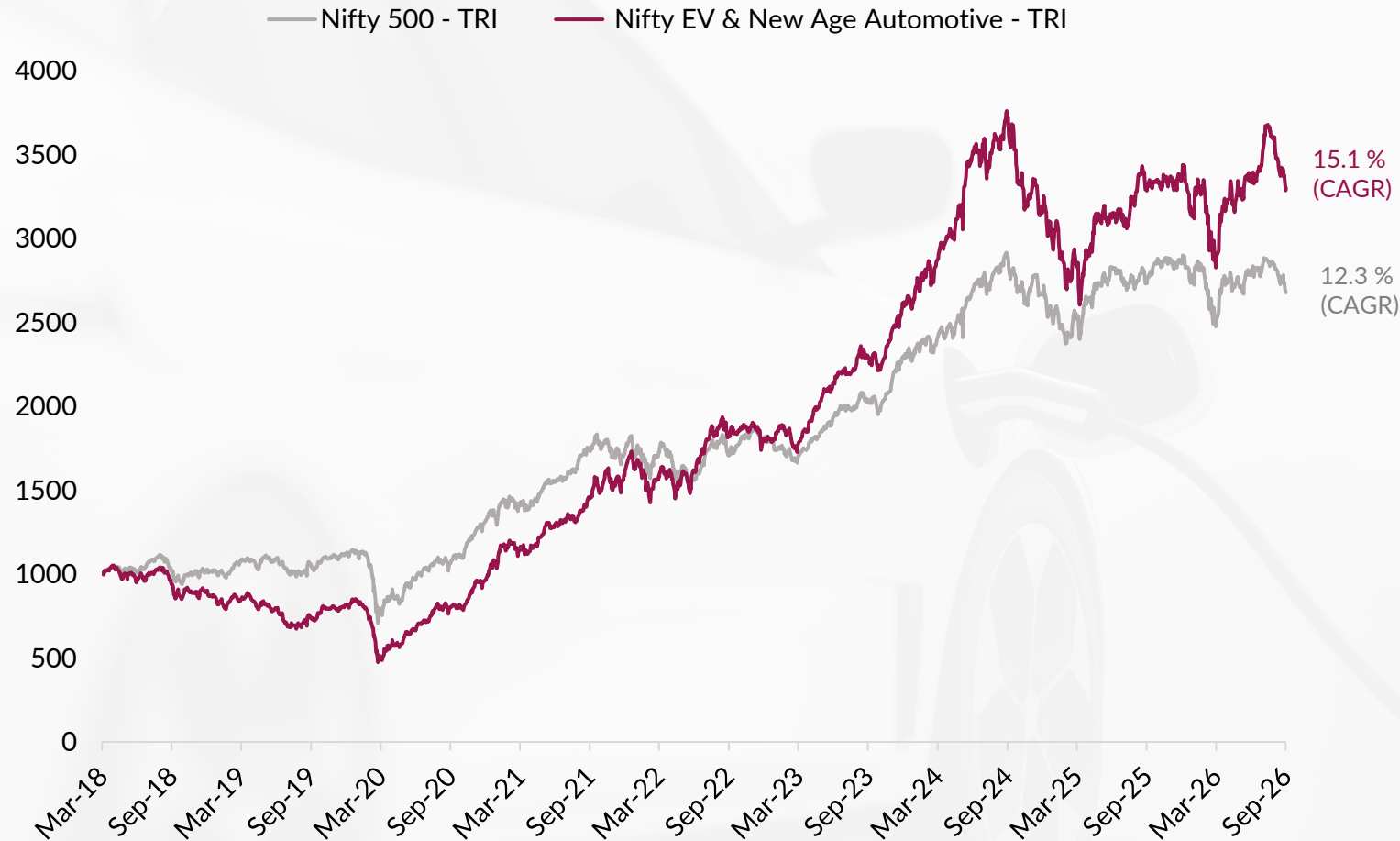
Weight in Line with Index Methodology(%)



SEBI Size	Weight (%)
Large Cap	44%
Mid Cap	29%
Small Cap	27%
Total	100%

Source: Nifty Indices, Data as of 30-Sep-2026. Past performance may or may not be sustained in the future. The above information should not be construed as promise, guarantee or forecast of returns. Table / Charts mentioned above are used to explain the concept and is for illustration purpose only. The Stocks mentioned herein are for general assessment purpose only and not a complete disclosure of every material fact. It should not be construed as investment advice to any party. * Entire list of basic industry : <https://www.niftyindices.com/indices/equity/Thematic-indices/nifty-ev-new-age-automotive>

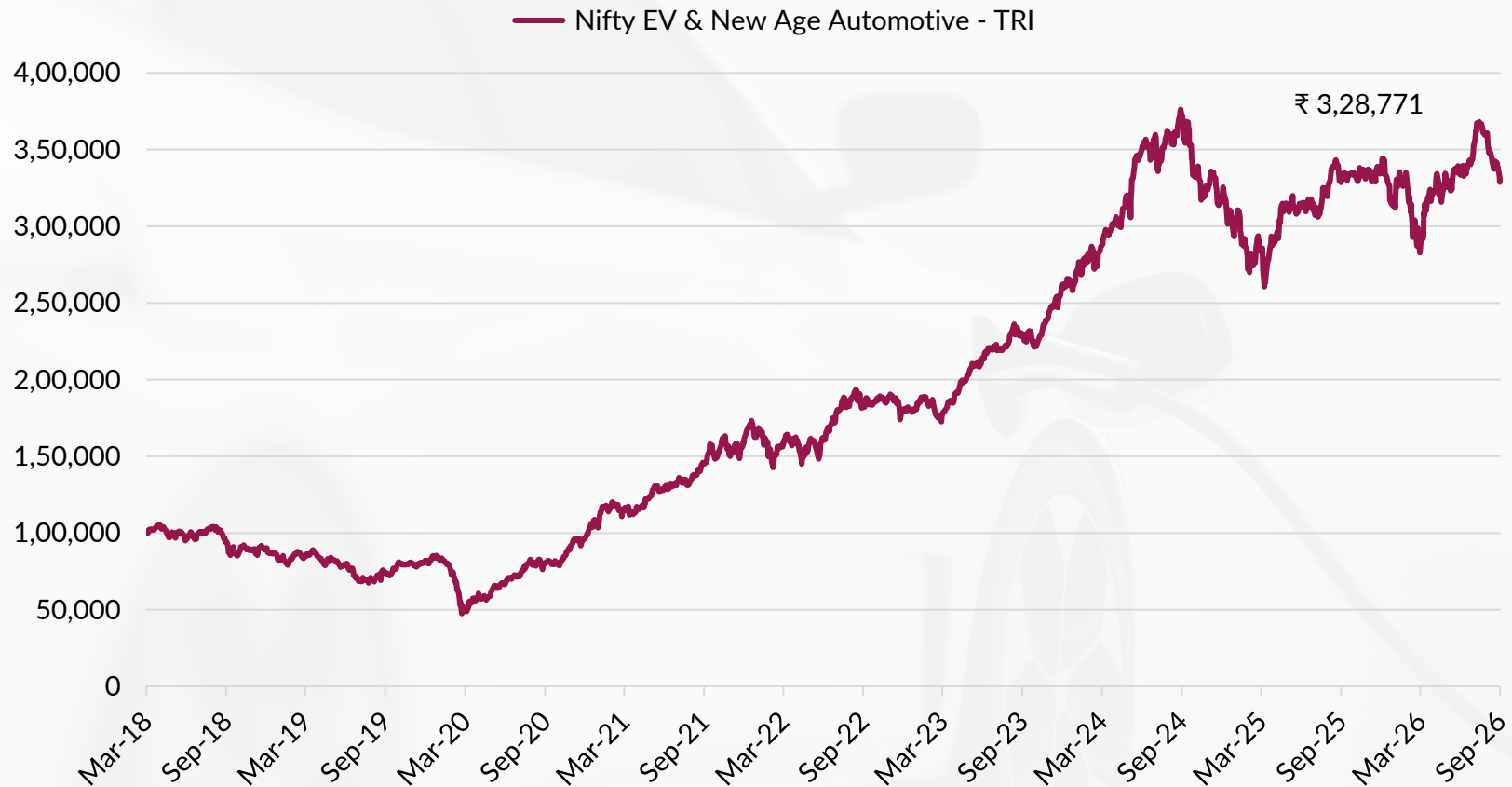
Historical Performance



Period	Nifty 500 - TRI	Nifty EV & New Age Automotive - TRI
Annualized Returns (CAGR)		
1 Year	-2.0%	0.5%
3 Year	9.5%	12.8%
5 Year	9.0%	17.9%
7 Year	14.2%	23.8%
Since Inception* (02-Mar-2018)	12.3%	15.1%
Annualized Volatility		
5 Year	14.4	17.3

Source: Nifty Indices. Data as of 30-Sep-2026. Past performance may or may not be sustained in the future. The above information should not be construed as promise, guarantee or forecast of returns. Table / Charts mentioned above are used to explain the concept and is for illustration purpose only. *Nifty 500 - TRI is rebased to 1000 as of 02-Mar-2018 for comparison purpose. <https://www.niftyindices.com/indices/equity/Thematic-indices/nifty-ev-new-age-automotive>

Rs. 1 Lakh invested grew 3.2 times



If Rs. 1 lakh were invested in Nifty EV & New Age Automotive - TRI would have been grown by ~ 3.2 times (from Apr 2018 to Sep-2026) with a CAGR of 15.1%*

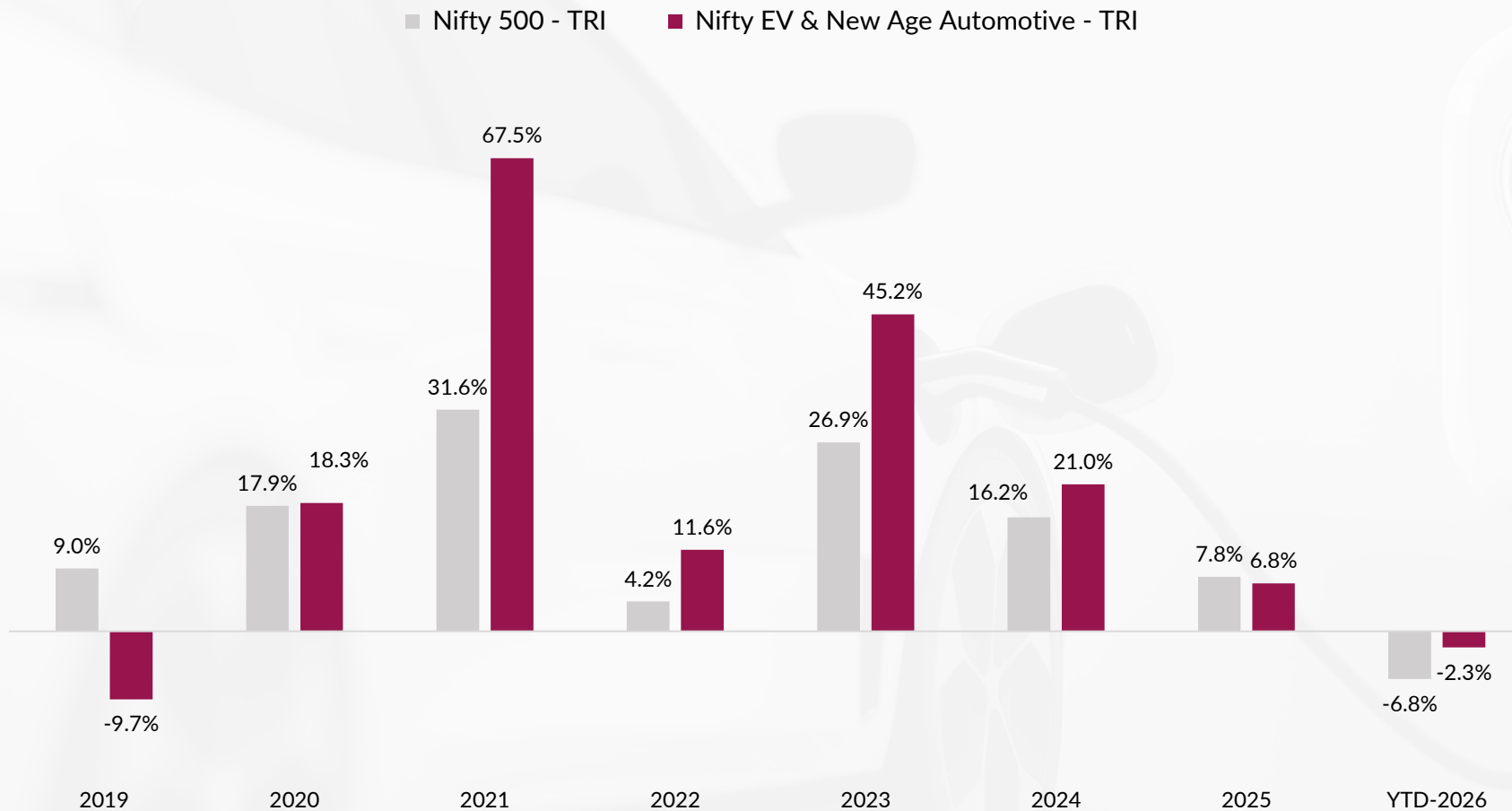
Source: Nifty Indices, Data as of 30-Sep-2026. Past performance may or may not be sustained in the future. The above information should not be construed as promise, guarantee or forecast of returns. Table / Charts mentioned above are used to explain the concept and is for illustration purpose only. *First Exact Index Value Date Available - 02-Apr-2018, Performance is calculated using Total Return Index (TRI), with zero cost / expenses and tracking difference / error into consideration. <https://www.niftyindices.com/indices/equity/Thematic-indices/nifty-ev-new--age-automotive>

Index SIP Performance

Nifty EV & New Age Automotive – TRI	1 Year	3 Year	5 Year
XIRR (Returns)	0.5%	4.8%	13.3%
Amount Invested	1,20,000	3,60,000	6,00,000
Market Value	1,20,293	3,87,496	8,37,115

Note : For SIP returns, monthly investment of INR 10,000 invested on the first business day of every month has been considered. Performance is calculated using Total Return Index (TRI), with zero cost / expenses and tracking difference / error into consideration. Past Performance may or may not be sustained in future

Calendar Year Performance



Nifty EV & New Age Automotive - TRI has outperformed Nifty 500 - TRI on calendar basis for 6 times out of 8 times into consideration since it's inception.

Electric Vehicles Are Becoming the Smart Choice

A cleaner, smarter and more affordable way to move forward



01
Lower Total Cost of Ownership
Lower fuel expenses and minimal maintenance (fewer moving parts).
More savings every month

02
Eco-Friendly
Zero tailpipe emissions and a smaller carbon footprint.
Cleaner air for a healthier tomorrow

03
Tax Perks
Savings with lower registration fees and government incentives.
More value in your drive

04
Home Charging
Integrated home and public charging solutions becoming available.
Refuel at home overnight

05
Silent Ride
No IC engine means lesser noise pollution.
Quieter streets and happier communities

Annexure



Government key policy powering India's EV opportunity

India's journey towards electric mobility began in 2015. It was marked by the launch of the National Electric Mobility Mission Plan and later FAME scheme to incentivize the adoption of EVs.

Scheme	Period	Outlay	What It Does	Scale / Progress
FAME India Phase-II	Apr 2019 – Mar 2024 (completed)	₹11,500 cr	Cash incentives on e-2W, e-3W, e-4W; grants for e-buses and public charging	16.72 lakh EVs supported; 5,297 e-buses deployed; ₹912.50 cr set aside for charging stations.
PLI – Auto & Auto Components	Notified Sep 2021	₹25,938 cr	Rewards domestic manufacturing of advanced automotive technology products, including EVs.	Builds India's EV manufacturing base
PLI – Advanced Chemistry Cell (ACC)	Notified Jun 2021	₹18,100 cr	Supports domestic battery cell manufacturing	Targets 50 GWh of domestic battery capacity
PM E-DRIVE	From Apr 2024 (ongoing)	₹10,900 cr	Incentives for e-2W, e-3W, e-trucks, e-buses, e-ambulances; grants for charging and testing agencies	Covers ~28.30 lakh EVs; ₹4,391 cr for 14,028 e-buses; ₹2,000 cr for charging stations

EVs in India attract a concessional GST rate of 5% , which applies to all electric cars, two-wheelers, and three-wheelers.

<https://www.pib.gov.in/PressReleaseDetail.aspx?PRID=2294482®=48&lang=1>

India's Auto Industry Is Investing for an Electric Future

Major capex plans by Indian automakers



Combined announced capex

by four leading Indian automakers, incl. non-EV spending

~Rs 1.4 Lakh Cr

over the next 3-5 years



Largest Passenger Vehicle Maker

Market leader by volume

Rs 77,500 Cr

FY27-FY31; new plants can build EVs, hybrids and petrol cars on the same line.



Global Automaker – India Arm

Indian subsidiary of a global OEM

Rs 45,000 Cr

By FY30; first locally made electric SUV by 2027.



Leading SUV-Focused Automaker

Domestic utility vehicle specialist

Rs 12,000 Cr

FY25-FY27, dedicated to its electric SUV business.



Early EV Leader (PV & EV)

Domestic pioneer in electric cars

Rs 4,000-5,200 Cr a year

7-9% of revenue; EV output to rise from 10,000 to 15,000 a month.



Investments across



Manufacturing facilities



EV platforms & R&D



Localisation of components



Charging ecosystem

(1) <https://www.autocarpro.in/news/maruti-suzuki-outlines-rs-77500-crore-capex-plan-through-fy31-134350> ;

(2) https://www.business-standard.com/companies/news/hyundai-motor-india-rs-45000-crore-investment-plan-fy2030-growth-125101500567_1.html ;

(3) <https://www.cnbctv18.com/auto/mahindra-mahindra-to-invest-rs-12000-crore-on-ev-expansion-over-the-next-three-years-19412850.htm> ;

(4) <https://www.carbike360.com/news/tata-motors-boosts-ev-push-with-higher-investment-and-expanded-production-capacity>

India is also building the EV ecosystem

Strong capex across the value chain

	Battery cell scheme (PLI-ACC) Rs 18,100 Cr	For 50 GWh of cells; Rs 5,180 Cr invested so far.
	Exide Energy Rs 5,200 Cr+	6 GWh Bengaluru cell plant commissioned Sep 2026.
	Amara Raja Rs 9,500 Cr	16 GWh Giga Corridor; first 2 GWh line in 2027.
	New cell plants planned 178 GWh	Announced by at least 10 makers beyond the PLI scheme.
	Auto component makers Rs 25,000 Cr+	Expected EV-component capex over 3-4 years, about half for battery cells.
	Rare-earth magnets Rs 7,280 Cr	Scheme for 6,000 tonnes a year of magnets used in EV motors.
	Charging infrastructure Rs 10,900 Cr	PM E-DRIVE scheme, incl. Rs 2,000 Cr for public charging stations.

(1) <https://pib.gov.in/PressReleasePage.aspx?PRID=2287137®=48&lang=1>

(2) <https://www.cnbctv18.com/market/stocks/exide-industries-share-price-arm-commissions-phase-i-of-6-gwh-lithium-ion-cell-manufacturing-plant-19996773.htm>

(3) <https://www.amararajaeandm.com/Files/Newsroom/2025/Press%20Release%20-%20Amara%20Raja%20Launches.pdf>

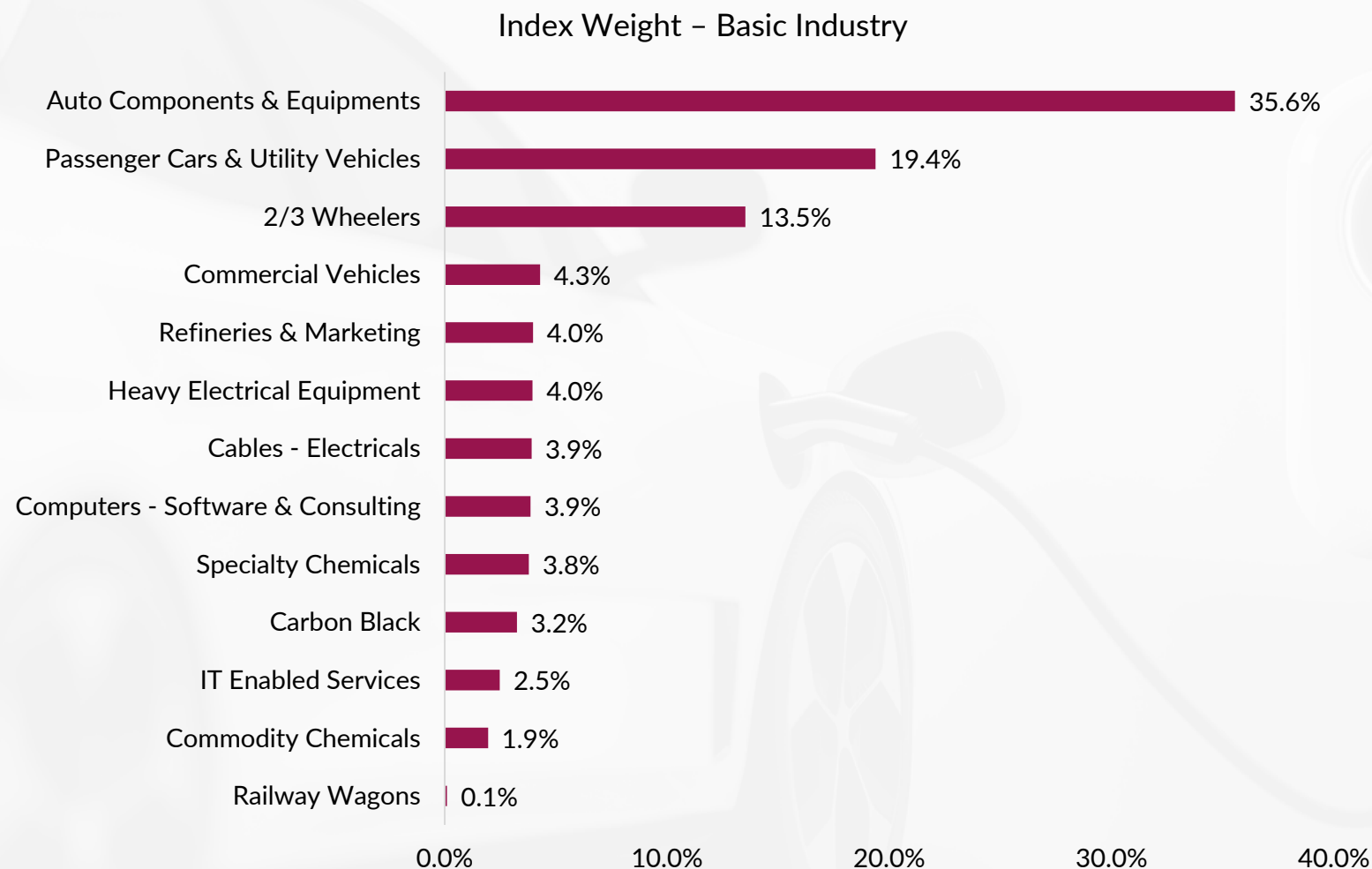
(4) <https://pib.gov.in/PressReleasePage.aspx?PRID=2225877®=3&lang=1>

(5) <https://www.icra.in/CommonService/OpenMediaS3?Key=f90cd55a-9ae8-4d2d-8f98-a20fd144ffff>

(6) <https://pib.gov.in/PressReleasePage.aspx?PRID=2194684®=3&lang=2>

(7) <https://pib.gov.in/PressReleasePage.aspx?PRID=2290691>

Index Weight as per AMFI Basic Industry



Source: Nifty Indices, Data as of 30-Sep-2026. Past performance may or may not be sustained in the future. The above information should not be construed as promise, guarantee or forecast of returns. Table / Charts mentioned above are used to explain the concept and is for illustration purpose only. The Stocks mentioned herein are for general assessment purpose only and not a complete disclosure of every material fact. It should not be construed as investment advice to any party. <https://www.niftyindices.com/indices/equity/Thematic-indices/nifty-ev-new-age-automotive>

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The TER of the Scheme is subject to change at the discretion of AMC within the limits specified in Scheme Information Document. Investors are requested to visit Axis Mutual Fund website to view the current TER of the Scheme at the time of investments (<https://www.axismf.com/total-expense-ratio>).

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