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| The **Tata Indica** (from "Indian Car") is a [B-segment](https://en.wikipedia.org/wiki/B-segment) car launched by the Indian manufacturer [Tata Motors](https://en.wikipedia.org/wiki/Tata_Motors) in 1998. It was the first Indian hatchback with a diesel engine. It was the first passenger hatchback from Tata Motors, with previous models being station wagons and SUVs.  Indica is also considered one of India's indigenously developed passenger cars, though not the first. As of August 2008, more than 9.1 [lakh](https://en.wikipedia.org/wiki/Lakh) units had been produced and the platform had spawned close to 12 lakh (1.2 million) vehicles.[[1]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-1) Annual sales of Indica were as high as 1,44,690 units in 2006–2007.[[2]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-2) As of July 2009, monthly sales of Indica were around 8,000 units. The models were also exported to [European](https://en.wikipedia.org/wiki/Europe) and [African](https://en.wikipedia.org/wiki/Africa) countries from late 2004.[[3]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-3) The car was discontinued in April 2018.[[4]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-4)  On 30 December 1998, [Tata Motors](https://en.wikipedia.org/wiki/Tata_Motors) (previously called [Telco](https://en.wikipedia.org/wiki/TATA_Engineering_and_Locomotive_Company)) introduced the most modern car ever to be designed by an Indian company:[[*citation needed*](https://en.wikipedia.org/wiki/Wikipedia:Citation_needed)] the Indica. Initially introduced with the caption "More car per car," the ad campaign focused on roomy interiors and affordability. Within a week of its unveiling in 1999, the company received 115,000 orders.[[6]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-6) Within two years, the Indica had become the number-one car in its segment.[[7]](https://en.wikipedia.org/wiki/Tata_Indica#cite_note-7)  Partly designed and developed by Tata Motors, it was a five-door [compact](https://en.wikipedia.org/wiki/Compact_car) [hatchback](https://en.wikipedia.org/wiki/Hatchback) with a 1.4-L petrol/[diesel](https://en.wikipedia.org/wiki/Diesel_fuel) [inline-four engine](https://en.wikipedia.org/wiki/Inline-four_engine) designated internally as 475DL. This was a homegrown engine derived from the engine used by Tata in their line of pick-ups and SUVs earlier, but with a shortened stroke. The original engine was designated as 483DL which stood for four-cylinder and 83-mm stroke. | RATNAN TATA: (28 December 1937 – 9 October 2024) RATNAN TATA IN 2005 |
|  | In the 1970s, Ratan Tata was given a managerial position in the Tata group. He achieved initial success by turning the subsidiary National Radio and Electronics (NELCO) around, only to see it collapse during an economic slowdown.[[22]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-BS-23)[[23]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-24) In 1991, [J. R. D. Tata](https://en.wikipedia.org/wiki/J._R._D._Tata) stepped down as chairman of Tata Sons, naming him his successor. Initially, Tata faced stiff resistance from the heads of various subsidiaries, who had a large amount of operational freedom under the senior Tata's tenure. In response, Tata implemented a number of policies designed to consolidate power, including the implementation of a retirement age, having subsidiaries report directly to the group office, and requiring subsidiaries to contribute their profit to building the Tata group brand. Tata prioritised innovation and delegated many responsibilities to younger talent.[[24]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-ChrisDeresky-25) Under his leadership, overlapping operations between subsidiaries were streamlined into company-wide operations, with the group exiting unrelated businesses to take on globalisation.[[25]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-26)  Ratan meets union minister [Anand Sharma](https://en.wikipedia.org/wiki/Anand_Sharma" \o "Anand Sharma) in 2011  During the 21 years Tata led the Tata Group, revenue grew over 40 times, and profit over 50 times.[[22]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-BS-23) When he took over the company, sales overwhelmingly comprised commodity sales, but at the end of his tenure, the majority of sales came from brands.[[26]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-27)[[27]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-28) He had [Tata Tea](https://en.wikipedia.org/wiki/Tata_Global_Beverages) acquire [Tetley](https://en.wikipedia.org/wiki/Tetley), [Tata Motors](https://en.wikipedia.org/wiki/Tata_Motors) acquire [Jaguar Land Rover](https://en.wikipedia.org/wiki/Jaguar_Land_Rover), and [Tata Steel](https://en.wikipedia.org/wiki/Tata_Steel) acquire [Corus](https://en.wikipedia.org/wiki/Corus_Group_plc). These acquisitions repositioned Tata from a largely India-centric group into a global business, with over 65% of revenues coming from operations and sales internationally.[[22]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-BS-23)  He also conceptualised and spearheaded the development of the [Tata Nano](https://en.wikipedia.org/wiki/Tata_Nano) car after the grand success of Diesel [Tata Indica](https://en.wikipedia.org/wiki/Tata_Indica), which helped put cars at a price-point within reach of the average Indian consumer.[[28]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-29)[[24]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-ChrisDeresky-25) [Tata Motors](https://en.wikipedia.org/wiki/Tata_Motors) has since rolled out the first batch of Tigor Electric Vehicles from its [Sanand Plant](https://en.wikipedia.org/wiki/Sanand_Plant_(Tata_Motors)" \o "Sanand Plant (Tata Motors)) in Gujarat, which Tata has described as to "fast-forward India's electric dream."[[29]](https://en.wikipedia.org/wiki/Ratan_Tata#cite_note-30) |  |
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