

Iran Automobile Industry - Market Share Analysis, Industry Trends & Statistics, Growth Forecasts (2025 - 2030)

Market Report | 2025-07-01 | 150 pages | Mordor Intelligence

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Report description:

Iran Automobile Industry Market Analysis

The Iran automobile market size stands at USD 41.59 billion in 2025 and is forecast to reach USD 65.69 billion by 2030, reflecting a 9.57% CAGR from 2025 to 2030. Strong population growth, urbanization, and a youthful demographic underpin demand, while gradual credit liberalization and government localization programs sustain production momentum. Resilient domestic manufacturing capacity above 1.1 million units annually reinforces supply security despite sanctions. Increasing ride-hailing adoption, compressed natural gas (CNG) conversion programs, and barter-based component sourcing further bolster the Iran automotive market, positioning it for steady expansion amid currency and inflation headwinds. As import limits ease, competitive pressures and consumer expectations for higher-quality vehicles intensify, compelling incumbents to prioritize cost efficiency and technology upgrades.

Iran Automobile Industry Market Trends and Insights

Young Population & Rising First-Time Car Buyers

A median age below 32 ensures a robust entry of first-time buyers into the Iran automotive market. Urban households pool resources to finance vehicles, while targeted youth loan schemes from public banks reduce down-payment burdens. Limited public transport capacity raises reliance on personal mobility, reinforcing baseline demand. Manufacturers streamline compact and affordable models to match the purchasing power of this cohort. The demographic tailwind is expected to keep annual

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passenger-car sales volumes on a steady upward path despite cyclical economic pressures, anchoring long-term growth prospects for the Iran automotive market.

Gradual Easing of Domestic Credit for Auto Purchase

Domestic lenders now view cars as hedges against inflation, prompting them to stretch repayment tenors and lower equity thresholds. Private banks outcompete state lenders with more generous credit ceilings, driving a surge in showroom traffic in Tehran and provincial capitals. Automakers complement bank financing with in-house installment plans, expanding access for middle-income families. As lending standards relax, pent-up replacement demand accelerates, cushioning the Iran automotive market from currency volatility. Credit availability is forecast to remain an essential catalyst until broader macroeconomic stabilization.

US/EU Sanctions Limiting Access to Advanced Parts & Software

Executive Order limits advanced engine control units, safety electronics, and lithium-ion cells, increasing the technology gap compared to global standards. Compliance hurdles force OEMs to rely on reverse-engineered platforms, hampering fuel-efficiency gains and export competitiveness. Sanctioned entities struggle to integrate Euro 6 emission systems, limiting new-model appeal. High embedded costs curb profitability and slow R&D cycles, pressuring the Iran automotive market to seek workarounds that seldom fully match international standards.

Other drivers and restraints analyzed in the detailed report include:

Government Target to Localize 80% of Components by 2027 / Barter Trade Models Securing Critical Parts Amid FX Crunch / High Inflation Squeezes Consumer Purchasing Power /

For complete list of drivers and restraints, kindly check the Table Of Contents.

Segment Analysis

Passenger cars held 46.24% of Iran automotive market share in 2024, equal to an estimated 520,000 units of output. Strong cultural affinity for private sedans and rising urban household incomes underpins an 8.90% CAGR outlook. Compact models priced under 750 million tomans dominate showroom sales, while crossover SUVs gain traction among young families. Commercial vehicles, buoyed by e-commerce logistics and infrastructure projects, contribute 22% of unit demand, though supply constraints limit fleet upgrades. Motorcycles retain critical importance in secondary cities with narrow streets and lower incomes; annual volumes top 800,000 units. Three-wheeler and specialty segments remain niche but benefit from emerging electric options for last-mile cargo.

Continued OEM investment in modular platforms promises cost efficiencies that reinforce passenger-car leadership. Localization of chassis and interior trims is narrowing cost gaps with imported alternatives. Commercial-vehicle makers eye CNG drivetrains to meet fuel-efficiency mandates, while motorcycle assemblers experiment with low-speed electric scooters for courier services. Overall, passenger-car dominance remains unchallenged, anchoring growth across supply chains within the Iran automotive market.

Economy-priced models commanded 73.28% of Iran automotive market share in 2024, cementing their role as the primary volume driver for first-time urban buyers and ride-hailing drivers who prioritize affordability and low running costs. OEMs optimize production lines for sub-750 million-ton sedans by deepening parts localization and leveraging barter-sourced electronics to curb forex exposure. Persistently high inflation also positions economy cars as hedges, prompting households to accelerate purchases

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before further price escalations. The segment, therefore, continues to anchor working-capital planning for Iran Khodro and Saipa, which bundle factory-backed credit plans to sustain showroom traffic. Economy offerings are further supported by government fleet orders that favor domestically assembled, lower-priced vehicles for public agencies and service fleets.

While starting from a small base, the premium band is projected to post the fastest 8.26% CAGR through 2030 as import liberalization widens model choice and affluent consumers demand advanced safety and infotainment features. Parallel importers target used European and Korean hybrids under five years old, taking advantage of the new customs framework that eases environmental compliance. Rising disposable incomes among tech-savvy professionals in Tehran and Kish Island fuel appetite for premium crossovers, nudging dealerships to expand after-sales capacity and parts inventories. Luxury financing packages with tenors up to 36 months lower the entry barrier, while improved availability of high-octane gasoline supports performance models. As premium volumes climb, their contribution to Iran automotive market size is expected to diversify revenue streams for OEMs and stimulate technology diffusion into mid-price trims, gradually narrowing the value gap across the broader Iran automotive market.

Iran Automobile Industry Report is Segmented by Vehicle Type (Passenger Cars, Commercial Vehicles, Motorcycles, and More), by Price Band (Economy, Mid-Range, and More), Fuel Type (Gasoline, Diesel, and More), and Sales Channel (Domestic Production, and More). The Market Forecasts are Provided in Terms of Value (USD).

List of Companies Covered in this Report:

Iran Khodro (IKCO) / Saipa Corporation / Bahman Motor Company / Modiran Vehicle Mfg (MVM / Chery Iran) / Kerman Motor / Hyundai Motor Company / Kia Motors Corporation / Volkswagen Group / Sazeh Gostar Saipa / SAPCO (Iran Khodro Parts Co.) / Mega Motor / Iran Tractor Manufacturing Co. (ITMCO) /

Additional Benefits:

The market estimate (ME) sheet in Excel format /
3 months of analyst support /

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