All India EV

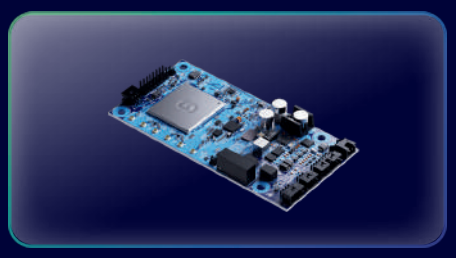
Educate | Aware | Promote

EV Magazine

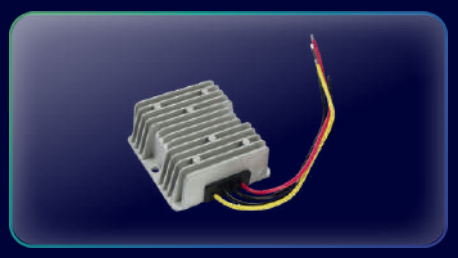
April-2025

MAXWELL

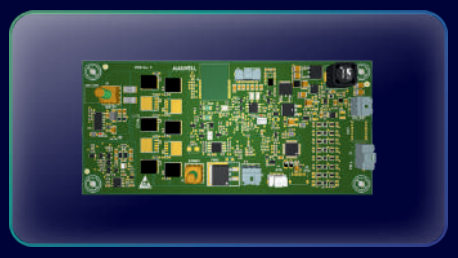
One Stop for Every DRIVE and Every DEVICE



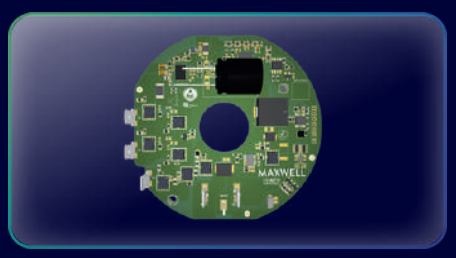
TCU



DC-DC



BMS



MCU

IoT

Charger

EV Update **Inside**

- EV 2W Sales Data April-25
- E-Rickshaw Sales Data April-25
- Electric 3W Passengers & Goods April-25 Sales
- Electric Bus April-25 Sales
- Electric 4W April-25 Sales
- EV Milestones
- Indian Battery-as-a-Service Ecosystem
- Current Status of Motor Manufacturing in India: An interview with Chara Technology
- Kolkata’s 6 MW Leap: EzUrja’s Blueprint for Smart, Scalable EV Charging
- New Product Launch
- Joint Ventures & Partnerships
- Who got Funded?
- Other EV Updates

ROADGRID

EV Charging Solutions

Energizing the Mobility

www.roadgridindia.com

EV 2W Sales Data April-25

1	TVS iQUBE ELECTRIC	19,749
2	OLA ELECTRIC	19,709
3	Chetak	19,011
4	ATHER	13,173
5	VIDA Powered by Hero	6,125
6	GREAVES ELECTRIC MOBILITY	4,000
7	PURE	1,449
8	BGAUSS	1,311
9	KINETIC GREEN Think Electric... Think Kinetic...	1,306
10	River	785
11	REVOLT	624
12	e-SPRINTO	456
13	ODYSSE	428
14	LECTRIX	385
15	Joy e-bike	379
16	HONDA	315
17	oben ELECTRIC	313
18	SIMPLE	266
19	OKINAWA Power the Change	219
20	OPG MOBILITY Formerly Okaya EV	197

E-Rickshaw Sales Data April-25

1	YC	3,364
2	MAYURI	1,792
3	City Life	1,678
4	उड़ान	1,172
5	JSA THREE WHEELERS	1,169
6	VB VANDE BHARAT	1,095
7	Panther	1,076
8	Mini Metro™	1,040
9	BADSHAH	977
10	SKS Arzoo	824
11	SAARTHI	716
12	KHALSA	701
13	INDO WAGEN	696
14	ZEOPLUS	678
15	SARGAM E RIDE	605
16	Vijay's	583
17	THUKRAL Electric - Bikes	576
18	TERRA MOTORS	570
19		554
20	mahindra LAST MILE MOBILITY	552

Electric 3W Passenger & Goods Sales Data April 2025

3W Goods	March
Mahindra last Mile Mobility	561
E Royce Motors	405
Bajaj Auto Ltd	378
Omega Seiki	329
Euler Motors	296
Piaggio Vehicles	141
Atul Auto	48
Raja Arts Hitech Engg.	37
Thukral Electric Bikes	36
Dilli Electric	23
Rilox EV	17
KLB Komaki	14
Kinetic Green	11
Altier Electric	10
Keto Motors	10
Champion Ployplast	9
Atul Greentech	8
ECO Dynaamic	8
Kalinga Ventures	8
Mahindra Electric Mobility	7

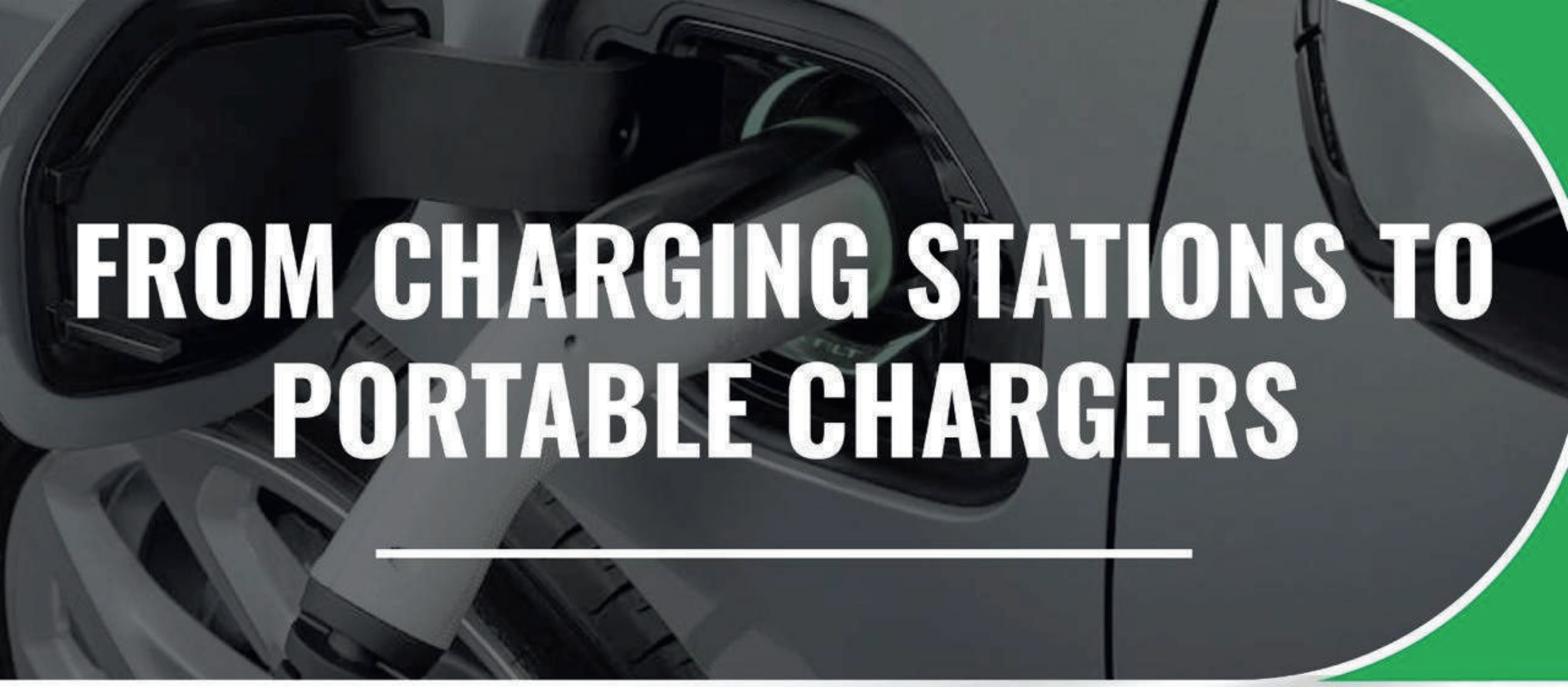
3W Passenger	March
Bajaj Auto	5,128
Mahindra Last Mile	4,506
TVS Motor Company	1,196
Piaggio Vehicles	1,002
TI Clean Mobility	496
Omega Seiki	142
Atul Greentech	123
Euler Motors	56
Dilli Electric	55
Atul Auto	50
Thukral Electric	35
Godawari Electric	25
MLR Auto	22
JMT Vehicles	21
Extra Fast Solutions	17
Baxy Ltd	15
Victory Electric	14
Khalsa E-Vehicles	12
EVCO Automobiles	9
Best Way Agencies	8

Electric Bus
Sales Data April 2025

Company	Sales
PMI Electro Mobility	188
JBM Auto	40
Olectra Greentech	25
VE Commercial Vehicles	12
JBM Electric Vehicles	6
Tata Motors	6
Pinnacle Mobility	3
Veera Vidyuth Vahana	2
Mytrah Mobility	1
Veera Vahana Udyog	1

Electric 4W
Sales Data April 2025

Company	Sales
Tata Passenger	4,423
MG Motor India	3,464
Mahindra Electric	2,699
Hyundai Motor India	679
BYD India	346
Mahindra & Mahindra	291
BMW India	126
PCA Automobiles	48
Mercedes Benz India	42
Mercedes Benz AG	39



FROM CHARGING STATIONS TO PORTABLE CHARGERS

EV MILES™ HAS GOT YOU COVERED

TM

+91 22-40033379

evmilesindia@gmail.com

GO GREEN

AatmaNirbhar Bharat Abhiyan

Electric Vehicle

Charging Sockets & Plugs

Milestones

EzUrja developing biggest EV Charging Hub of India in Kolkata

India's largest single-site EV charging hub is being built in south Kolkata's Thakurpukur area by EzUrja, with 300 chargers. It will be the second-largest in the world, after China’s facility with 650 chargers. The hub, costing Rs 7.5 crore, will serve Snap-E’s electric cabs and feature fast and slow chargers. It aims for eco-friendly operations with solar panels and a microgrid.

India's EV Revolution: Audi Adds 6,500 New Chargers, Free Charging Until 2026

Audi India has achieved a new milestone with the rollout of over 6,500 charging points across the country for its electric vehicle customers. The company achieved the milestone under Phase II of its ‘Charge My Audi’ initiative. The manufacturer recently added 16 new infrastructure providers, and over 75 per cent of the locations are equipped with DC fast-charging technology.

Karnataka's Electric Bus Revolution: 4000 Buses to Hit the Roads

The programme enables the Bangalore Metropolitan Transport Corporation (BMTC), Karnataka State Road Transport Corporation (KSRTC), and Kalyana Karnataka Road Transport Corporation (KKRTC) to procure the buses with the aid of a low-interest ₹3,000-crore loan from the World Bank.

NITI Aayog

NITI Aayog: Indian Auto Component Industry Set for Massive Growth, $145 Billion by 2030

The country's automotive component production is set to grow to $145 billion by 2030, with exports tripling from $20 billion to $60 billion, while generating 2-2.5 million new employment opportunities, a NITI Aayog report projected. This growth would lead to a trade surplus of approximately $25 billion and a significant increase in India's share of the global automotive value chain from 3 per cent to 8 per cent, according to the report titled "Automotive Industry: Powering India's Participation in Global Value Chains".

Indian Battery-as-a-Service Ecosystem

Powering EVs Without Ownership: The Rise of Battery-as-a-Service in India

As electric vehicle (EV) adoption accelerates across India, a transformative shift is occurring in how batteries are accessed and utilized. Enter **Battery-as-a-Service (BaaS)**—a model where end-users, particularly delivery fleets and operators of electric two- and three-wheelers, subscribe to battery usage rather than owning the batteries outright.

This approach addresses two of the most significant barriers to EV adoption: the high upfront cost of batteries and concerns over battery degradation. By subscribing to battery services, operators can reduce capital expenditures, mitigate risks associated with battery performance over time, and scale their operations more flexibly.

Battery-as-a-Service is not just a convenience — it’s the missing piece in India’s high-volume, low-margin EV puzzle. These startups are creating a future where power is a service, not a product.
As we move toward a million-EV nation, it's clear — ownership is optional, but uptime is non-negotiable.

Pointo: Pioneering Battery Swapping for Urban Mobility

Pointo offers a zero-infra BaaS model — where riders receive a charged battery at their doorstep. With on-demand battery replacement and performance-based pricing, Pointo is attracting last-mile gig workers who prioritize convenience and uptime over ownership.

Chargeup: Accelerating EV Adoption with Fintech Solutions

Founded in 2019, Chargeup is a fintech platform driving EV adoption through battery swapping and asset management for last-mile drivers, particularly e-rickshaw owners.
With partnerships like Credit Fair and Ascend Capital, Chargeup aims to facilitate INR 100 Cr in loans by 2025 and onboard 1 lakh EV drivers.

Urja Mobility: Empowering Drivers with Flexible Battery Leasing

Urja Mobility is revolutionizing EV adoption through its pay-per-use battery leasing model. Targeting e-rickshaw drivers in 10 cities—including Agra, Varanasi, and Bhubaneswar—their “Smart Opex Model” offers lithium-ion batteries with longer life cycles and minimal maintenance. With IoT-enabled monitoring, Urja ensures reliability and affordability, contributing to India’s green future.

Mooving: Driving Mass EV Adoption with Smart Swapping Networks

Mooving is a leading BaaS provider powering over 5,000 EVs across 20+ cities. Specializing in electric two- and three-wheelers, Mooving offers smart swappable battery systems and automated swapping stations.
Their platform strategy focuses on risk-free EV adoption, addressing consumer concerns about range, safety, and quality.

Battery Smart: Scaling Accessibility with a Vast Swapping Network

Battery Smart operates one of India’s largest battery-swapping networks, with over 650 live stations across 25 cities.
Catering to electric two- and three-wheelers, the company has completed 12 million swaps and serves 25,000 customers. Backed by investors like Tiger Global and Blume Ventures, Battery Smart’s pay-per-use model eliminates high upfront battery costs, making EVs more affordable for gig workers and fleet operators.

Current Status of Motor Manufacturing in India

Bhaktha Keshavachar
Founder & CEO: Chara Technology

Where does India currently stand in electric motor manufacturing, especially in comparison to global leaders like China, Germany, and the US?

Today, most electric motors in India are either imported - primarily from China or manufactured locally by global MNCs. A few Indian companies are designing and building motors, but most of these still rely heavily on Rare-Earth-based magnets. In contrast, China is fully self-sufficient - not just in design and manufacturing, but also in the raw materials required for these motors.

Countries like Germany and the US have strong capabilities in design and manufacturing as well, but even they depend on China for large-scale production and Rare-Earth-based magnets.
India is still catching up across all three dimensions: design, manufacturing, and materials.

What role do rare-earth-free motors like SynRM play in this evolving landscape?

Rare-Earth magnets, while powerful, come with significant drawbacks. They create a critical dependency on a single country for minerals, raise environmental concerns due to unsustainable mining practices, and are expensive.
As we transition from fossil fuels to electrified energy systems, it’s vital that the components we use - especially motors - are both Sustainable and Cost-effective.
Technologies like SynRM, which are Rare-Earth-Free, will be central to this transition. They offer a path toward reducing critical mineral dependency while delivering the performance required for modern EVs.

What are the key technological challenges Indian companies face in building high-efficiency EV motors at scale?

There are several hurdles.

- Most high-performance motors today still rely on Rare-Earth magnets.
- Building Efficient, Compact, and Scalable motor designs requires deep technical know-how, which is still developing locally.
- Precision manufacturing at scale is a major challenge.
- There's a need to train more engineers and technicians in motor design and production.

How do policy gaps, such as the lack of specific incentives or component-level schemes, impact indigenous motor R&D and manufacturing?

India is still in the early stages of developing the materials and manufacturing ecosystem required for motor technology. The industry needs support before it can scale sustainably. Without targeted incentives - especially at the component level - it becomes difficult to develop a full, self-reliant ecosystem.
The risk is that we will remain dependent on imports and lose out on long-term strategic independence in this critical area.

Given India's dependency on imports for magnets and other critical motor components, how is Chara Technologies addressing supply chain vulnerabilities?

At Chara, we have taken the road less travelled. All our materials are locally sourced. We have designed our motors to be completely independent of Rare-Earth magnets and other imported components.
This makes our solutions more resilient, cost-effective over time, and gives India the potential to become a motor manufacturing and export hub for the world.

Do you believe that the Indian EV ecosystem has sufficient funding and investor appetite to support deep-tech motor innovation? If not, what's missing?

Deep-tech ventures, especially in hardware, have long R&D cycles before turning profitable. In India, there is good support at the seed and pre-Series A levels. However, beyond that, large-scale funding - what we call "patient capital" - is still hard to come by locally.
Most deep-tech companies still depend on global investors for growth-stage funding. India needs to develop a stronger ecosystem that supports innovation beyond the early stages.

How is Chara Technologies leveraging local talent and academic partnerships (e.g., IITs, IISc) to accelerate innovation in motor design and control software?

Our journey began with strong academic support. IISc provided our first round of funding and invaluable technical mentorship. IIT Madras played a key role by validating our motor systems using their advanced infrastructure, which helped us build credibility with both customers and investors. We have also worked with a team from Wadia College of Engineering and supported them with our motor system for their EBaja participation. These partnerships help us stay at the forefront of innovation.

From a technology standpoint, what does the future of EV motor manufacturing in India look like in the next 5–10 years? Are there specific trends or breakthroughs you foresee?

To become self-sufficient in EV manufacturing, India will need large investments in core technologies - especially in Batteries, Motors, and key components. Today, most motors on the market are either PMSMs or BLDCs. In the future, we may see broader adoption of alternatives like SynRMs as policy support strengthens. On the battery front, there's already a shift from NMC to LFP, and potentially toward solid-state or sodium-ion in the next wave. These transitions will shape how motors are designed and integrated, making the next decade a period of significant evolution

> India is uniquely positioned. Our domestic market is massive and highly diverse - allowing us to test and refine solutions under a variety of use cases. That gives us an edge in building globally competitive products.

With global supply chains evolving, there's growing interest in stable and sustainable alternatives. This gives India a timely opportunity to establish itself as a reliable source for next-gen EV components, especially in areas like Rare-Earth-Free motors.

The momentum is there, and with the right investments and policy support, India can play a meaningful role in shaping the future of EV manufacturing - not just locally, but on the global stage.

Kolkata's 6 MW Leap: EzUrja's Blueprint for Smart, Scalable EV Charging

Rohit Agarwal
Co-Founder & CFO EzUrja

Kolkata is set to host India's largest EV charging hub, and it's being talked about globally. Could you walk us through the vision behind this project and what makes it stand out from other EV charging facilities in India?

Vision Behind the Project

- Energy Management being the focus, the core is Accessibility, Reliability, Stability and Sustainability.
- Accelerate EV Adoption: The goal is to improve EVs ownership by reducing charge anxiety for both individual users and fleet operators.
- Renewables in Energy Mix for Mobility: Aligned with India's broader climate goals (like the National Electric Mobility Mission Plan), the project aims to cut down carbon emissions in one of the most densely populated metros.
- Smart Infrastructure Integration: The hub is expected to be part of a smarter, tech-driven grid with real-time energy management, usage analytics, and even AI-based traffic/charge flow control.

What Makes This EV Hub Unique?

- Scale & Capacity−Over 300 charging points, catering to all types of EVs: two-wheelers, three-wheelers, cars, probably e-buses & commercial vehicles. Fast charging options with DC chargers up to 240 kW.

- Renewable-Powered−A significant portion of the electricity will be solar-sourced via rooftop panels and grid-tied renewable partnerships along with Battery Energy Storage System.

- Battery Swapping Zones−The hub will feature battery swapping stations, especially beneficial for electric scooters and auto-rickshaws — speeding up turnaround times.

- Fleet-Centric Design−Special infrastructure for electric taxis, delivery fleets, and public transport, including rest areas, logistics support, and priority lanes.

- Tech-First Approach−App-based booking, smart queuing, predictive maintenance capabilities in development.

- Collaborative Public-Private Model−This project is a collaboration between the Andrew Yule & Company Ltd, a Central Govt. PSU and us, encouraging innovation and faster rollout.

- National Visibility−Its sheer size and smart features are drawing national interest as a model for urban EV infrastructure.

With 300 chargers planned, including both fast and slow variants, how are you planning to cater to the diverse charging needs of fleet operators, private EV users, and two/three-wheelers? Will the platform be open for public use or exclusively for Snap-E's fleet?

Yes, it will be open to the public.
Snap-E, being a key partner, will have priority access and internal integration for its fleet, also:

- A part of the infrastructure will be available to private EV users and other fleet partners.
- Public users will access the system via an app-based booking platform—with real-time availability, pricing, and support.

One of the most exciting aspects is the integration of a solar-powered microgrid expected to supply 40% of the total 6 MW demand. Could you explain how this hybrid system is designed and how it will balance energy flow between grid and renewable sources?

Absolutely. The idea is to build a resilient energy backbone that leans heavily on renewables while ensuring round-the-clock availability.

Around 40% of our 6 MW demand will be met through on-site solar panels, with a Battery Energy Storage System (BESS) storing excess power during peak sunlight hours. This stored energy kicks in when solar generation dips or demand spikes.

We've also designed the system to sync seamlessly with the main grid, which acts as a backup during cloudy days or exceptionally high usage. A smart Energy Management System (EMS) handles this balance in real time—prioritizing solar, tapping into batteries when needed, and pulling from the grid only when essential.

We're also exploring wind integration down the line to diversify the mix further.
On top of that, a layer of AI based algorithms on the backend will enable Charging Management System to forecasts usage, manages queues, and ensures efficient energy distribution across all chargers.
So it's not just about clean power—it's about smart, reliable delivery tailored to urban EV demand.

Large-scale EV charging hubs can sometimes put stress on the local grid. How is EzUrja ensuring smart load balancing, peak shaving, or energy storage integration to maintain grid stability at this scale?

EzUrja has designed the EV hub based on a microgrid application to ensure long-term sustainability by balancing the load demand. Here's how:

- **Hybrid Microgrid:** The hub combines solar, wind, and Battery Energy Storage Systems (BESS) to generate up to 40% of its 6 MW demand from renewable sources, reducing reliance on the grid.
- **Smart Energy Management:** Our Energy Management System (EMS) optimizes energy distribution in real time, ensuring efficient use of solar, storage, and grid power as needed.
- **Load Balancing & Peak Shaving:** By tapping into stored energy during peak demand times, the hub reduces stress on the grid, ensuring continuous, stable charging.
- **AI-Driven Charging:** With IoT and AI technologies, System predicts usage patterns and distributes energy intelligently, preventing grid overload.

These strategies make the hub both scalable and resilient, supporting not just the current EV infrastructure but future growth too.

What kind of impact do you foresee this hub having on Kolkata's urban transport ecosystem, especially in terms of electrifying last-mile mobility and reducing emissions? Are there similar hubs planned in other Indian cities?

The EV charging hub in Thakurpukur, Kolkata, is poised to drive significant change in the urban transport ecosystem:

- **Electrifying Last-Mile Mobility:** The hub will primarily support Snap-E's all-electric fleet, providing a reliable and clean alternative for last-mile connectivity. With 300 charging points and a 6 MW capacity, it ensures efficient charging for a large fleet, accelerating the shift from fossil-fuel vehicles to EVs for daily commuting.

- **Reducing Emissions:** By sourcing 40% of its energy from renewable sources like solar and wind, the hub directly contributes to reducing CO_2 emissions. This aligns with India's Net Zero by 2070 goal, addressing urban air quality issues, particularly in dense areas like Kolkata.

Building a Sustainable Transport Ecosystem: The hub integrates AI and IoT technologies, enhancing the user experience and efficiency of EV infrastructure.
Localized manufacturing of chargers (80% localization) also supports job creation and skill development in the region, contributing to the 'Make in India' initiative.

EzUrja is looking to expand in Phase 1 - to cities like NCR, MMR, Pune, Bengaluru, and Hyderabad for similar EV infrastructure projects. The government's push for nationwide EV infrastructure aligns with these efforts, ensuring a broader shift to green transport solutions across India.
The Kolkata hub offers a model for infrastructure to electrify urban mobility and reducing emissions and grid dependence.

New Product Launch

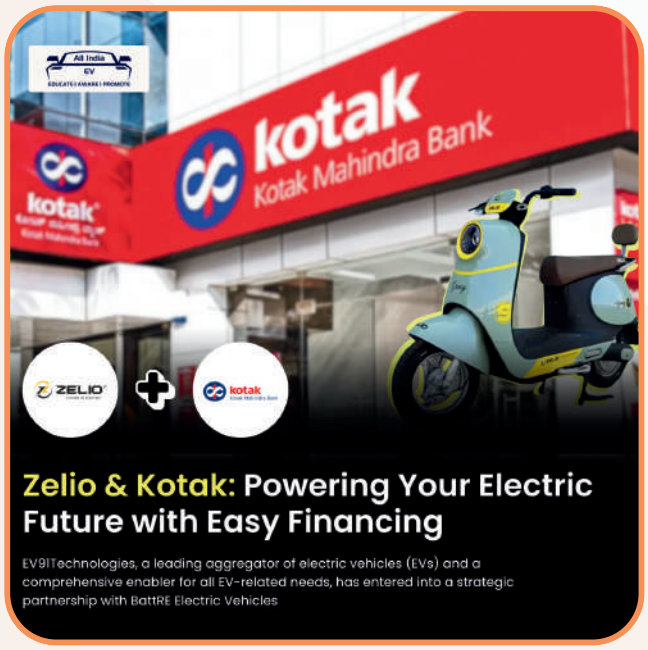

AMPERE
All India EV
EDUCATE | AWARE | PROMOTE
REO
Ampere offers Reo 80 electric scooter for ₹59,900
It is an upgraded version of its flagship scooter, Reo, a low-speed e-scooter designed for speeds under 25 kmph. The new version offers a range of 80 km on a single charge.


All India EV
EDUCATE | AWARE | PROMOTE
ARAI
Progress through Research
PLUGZMART
POWERFUL SMART EV CHARGE
PLUGZMART
Plugzmart is the first Indian company to receive ARAI approval for its in-house EV charging technology
@allindiaev


All India EV
EDUCATE | AWARE | PROMOTE
KIA
Introducing the Kia EV4:
A New Era of Electric Driving
Kia has unveiled the EV4 at the ongoing New York International Auto Show. The EV4 comes with two battery choices: a 58.3kWh unit offering up to 378km range and an 81.4kWh option delivering up to 531km on Wind and GT-Line trims
@allindiaev


All India EV
EDUCATE | AWARE | PROMOTE
Odysse Electric
introduces the Evoqis Lite
electric sports bike at ₹1.18 lakh
ODYSSE
@allindiaev

Joint Ventures & Partnerships



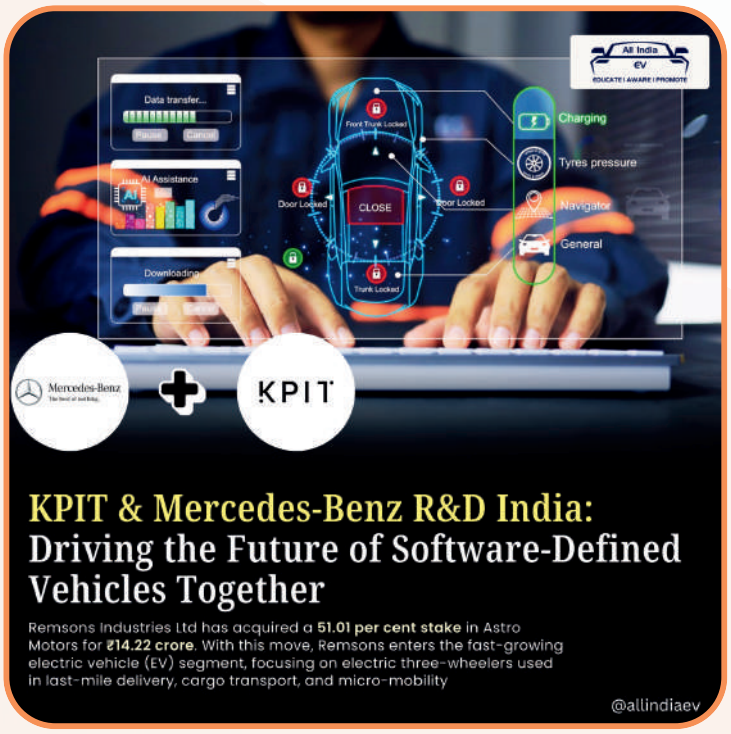

ATUL:E
AMARA RAJA
Amara Raja and Atul Greentech
collaborate on EV batteries and chargers
@allindiaev


ATUL:E
Valeo
Honda e:SWAP
Three automakers come together to transform the EV market: "Brings together the knowledge required"
@allindiaev


ULTRAVIOLETTE
TESSERACT
MotoMondo
ULTRAVIOLETTE
Indian Electric Motorcycles Hit UK & Benelux with Ultraviolette & Moto Mondo Partnership
The Bengaluru-based electric two-wheeler maker will first introduce its electric motorcycle F77 MAch 2 RECOn in the European market with MotoMondo as the official importer and distributor
@allindiaev


HYUNDAI
MOTOR GROUP
IndianOil
Hyundai & IndianOil Join Forces to Explore Hydrogen Car Future in India
Hydrogen Car
Hyundai Motor India Limited (HMIL), a leader in smart mobility solutions, has signed a landmark Memorandum of Understanding (MoU) with Indian Oil Corporation Ltd. (IndianOil), India's largest energy PSU, to evaluate the mass viability of hydrogen fuel cell vehicles in India. This partnership marks a crucial step in HMIL's commitment towards sustainable mobility and the development of India's Green Hydrogen ecosystem
@allindiaev


E-Fill
evrise
finance.com
EVRise Finance and E-Fill Electric Partner to Boost EV Charger Accessibility
This partnership will significantly ease EV charger financing, removing the key barrier of initial investment cost and creating flexible options. It will also make advanced EV charging more accessible and accelerate the growth of the EV ecosystem for a more connected, electrified future.
@allindiaev


All India EV
EDUCATE | AWARE | PROMOTE
Data transfer...
AI Assistance
Downloading
Front Trunk Locked
Door Locked
CLOSE
Door Locked
Trunk Locked
Charging
Tyres pressure
Navigator
General
Mercedes-Benz
KPIT
KPIT & Mercedes-Benz R&D India:
Driving the Future of Software-Defined Vehicles Together
Remsons Industries Ltd has acquired a 51.01 per cent stake in Astro Motors for ₹14.22 crore. With this move, Remsons enters the fast-growing electric vehicle (EV) segment, focusing on electric three-wheelers used in last-mile delivery, cargo transport, and micro-mobility
@allindiaev


All India EV
EDUCATE | AWARE | PROMOTE
FLiXBUS
vertelo
Say Goodbye to Emissions! FlixBus & Vertelo Bring 500 Electric Buses to India
Under the partnership, Vertelo will offer financing and leasing options for electric buses, develop charging infrastructure, and work with OEMs to identify suitable electric coach models
FLIXBUS
@allindiaev


All India EV
EDUCATE | AWARE | PROMOTE
ZERO EMISSION
eka
PURE ELECTRIC
ENVIRONMENT CONSCIOUS MOBILITY
eka
CHARTERED
EKA Mobility and Chartered Speed Join Forces for 675 Electric Buses in Rajasthan
The deployment will include 565 nine-metre and 110 twelve-metre electric buses across eight cities of Rajasthan under the Pradhan Mantri e-Bus Sewa Scheme
RAJASTHAN
@allindiaev

Who Got Funded?

Other EV Updates

EV Charging & Better Navigation Coming to Google Maps India

Elon, Watch Out! VinFast Plans India Car Assembly plant by end-June

Positive Signals Ahead! Ather Energy Cuts Losses by 25% as IPO Looms

Electric Vehicles Surge in India Over 2 Million Sales, Two-Wheelers Dominate

Tata Motors Achieves Peak Innovation with Highest-Ever Patent Filings

Breaking Dependence: Nagpur Scientists Create Rare-Earth-Free Technology EVs

Toshiba's SCiB Module: Advancing Lithium-Ion for Electric Vehicles

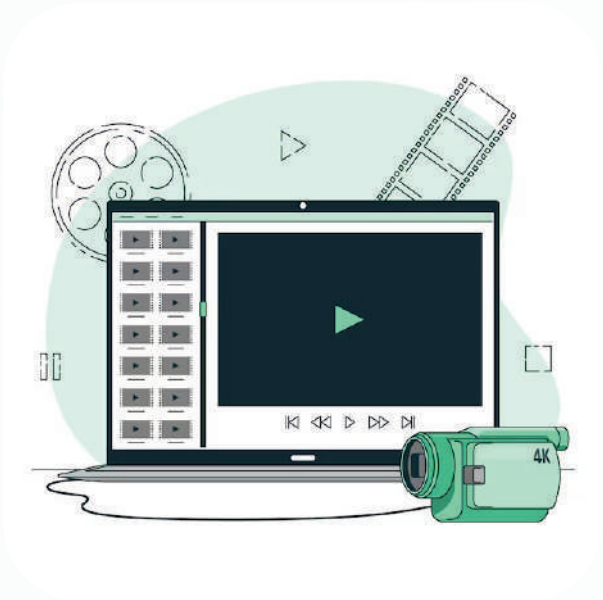
400+ charging stations approved in Himachal Pradesh

Audi India powers up! Over 6,500 EV charging points & 16 new partnerships

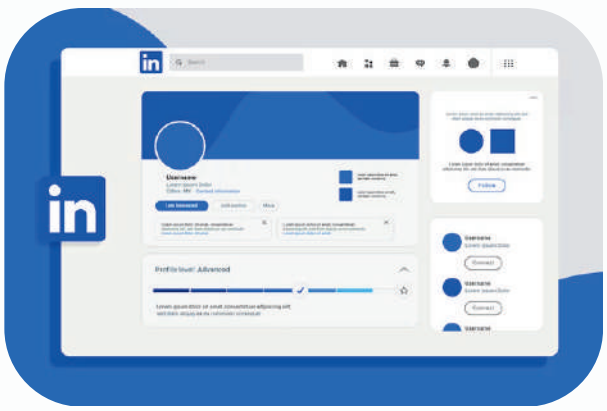
Olectra Secures Himachal Road Transport Corporation's ₹424 Crore Electric Bus Contract

Jitendra EV Gears Up: ₹125 Cr Investment to Supercharge Production

Branding with All India EV



- 1100+ Hours of watch time in last 4 Months
- 100K views



- 700K+ Organic Impressions
- 49K LinkedIn Followers

What do we offer?

Podcast

Authored Articles

Content Marketing

Advertisement

Branding Consultancy

All India EV

EDUCATE | AWARE | PROMOTE

All India EV is India’s fastest growing
EV Industry based media and market research platform.

Our objective is to give our readers a 360° view of the Indian EV industry through our content so that they can understand about the industry in a better way.

8588906961

ankit.sharma@allindiaev.com
allindiaev@gmail.com