

All India EV



Edition **54**

What All Happened in September 2026?



EV Sales Data



EV Charging Infra



EV Launches



Funding &
Investments



Editorials &
Interviews



Joint Ventures &
Partnerships



Sandeep Yadav
Founder & CEO, Yahhvi



Sales Data

- Electric 2W Sales Data: Sept 2026
- Electric Car Sales Data: Sept 2026
- Electric eLCV: Sept 2026
- Electric Bus Sales Data: Sept 2026

Editorials

- Electrifying Bharat: The Blueprint for Clean Energy Mobility by **Mr. Ashhok, Founder EzUrja**
- **ShEV: Alpna Jain Co-Founder DRIVN**
- EV Charging Infra: India Needs Smart Grids to Support the Next Phase of EV Charging Infrastructure by Mr. Mayank, Founder E-Fill Electric
- An Interaction with **EMO Energy**
- **Story of the Month:** Story of the Month: September's EV Funding Wave
- **EV Geopolitics:** EV Geopolitics: India's EV Opportunity in Europe's Changing Trade Order

EV Update Inside

What all happened in September 2026?

- Milestones Achieved
- New Product Launched
- JV & Partnerships
- Investment & Funding
- EV Charger Infra
- Other EV News

MARKET INTELLIGENCE

All India EV Newsletter

A weekly outlook of India's EV industry—market signals, public-market moves, startup stories, and sharp reality checks.



The 9 AM Post



EV Stocks



Friday Featuring
Startups



Reality Check



Published Weekly

AIEV / WEEKLY OUTLOOK



EV MARKET SIGNAL



INDUSTRY KEYWORD

Energy Density

↑ 12.4%

Q2 vs Q1 2026

All India EV

ALWAYS ON

From dependable commercial uptime to assured AMC for upto 12 years*, every Amaron EV charger is built to keep your business moving.



INDIA'S MOST RELIABLE EV CHARGER

Complete range of AC and DC chargers from 3.3kW to 360kW

What is the EV Charger Subsidy Process?

EV Charger Subsidy मिलेगी या सिर्फ़ वादा?

Greater Noida Industrial Development Authority NPCL ROADGRID

SUBSIDY?

₹

State Govt Support?

EV Charger Subsidy

under VGF Policy

State Govt Support?

Financial Support

Boost EV Adoption

State Govt Initiative

Green Future Better Tomorrow

Lower Investment

Faster ROI

Policy Backed

क्या आपको पता है state govt भी आपको EV charger लगाने के लिए financial support दे रही है?

ON INSTAGRAM

SCAN ME



EV Charger Business शुरू करने से पहले किन 2 बातों का सबसे ज्यादा ध्यान रखना चाहिए?

Greater Noida Industrial Development Authority NPCL ROADGRID

Mon & Wed | 6 PM

EV Charger related videos coming every Monday and Wednesday at 6pm

Stay tuned to All India EV

Maharashtra Govt आपको दे रही है up to 10L incentive to install EV Charging Station

Incharz By Servotech

60

EV 2W Sales Sept 26

	Name of company	Sales in Sept - 26	M-o-M %
	TVS Motor Company Ltd	53,747	+10.0%
	Bajaj Auto Ltd	48,402	+17.3%
	Ather Energy Ltd	30,349	+5.5%
	Hero MotoCorp Ltd	24,248	+27.7%
	Ola Electric Technologies Pvt Ltd	13,249	-4.0%
	Greaves Electric Mobility Ltd	9,100	+7.5%
	River Mobility Pvt Ltd	5,595	+7.1%
	BGauss Auto Private Limited	4,509	+5.8%
	E-Sprinto Green Energy Pvt Ltd	1,997	+1,564.2%
	Oben Electric Vehicles Pvt Ltd	1,392	+126.0%
	SimpleEnergy Pvt Ltd	1,358	-18.5%
	Lectrix E Vehicles Pvt Ltd	1,104	+39.0%
	Revolt Intellicorp Pvt Ltd	1,021	+12.4%
	Honda Motorcycle and Scooter India (P) Ltd	957	+9.2%
	Suzuki Motorcycle India Pvt Ltd	648	-2.8%

Electric Car Sales Sept 26

	Name of company	Sales in Sept - 26	M-o-M %
	Tata Passenger Electric Mobility Ltd	14,662	+9.8%
	Mahindra Electric Automobile Ltd	7,519	+13.6%
	JSW MG Motor India Pvt Ltd	5,106	+5.8%
	Kia India Private Limited	1,163	+99.5%
	Maruti Suzuki India Ltd	1,091	-23.3%
	BYD India Private Limited	845	+49.8%
	VinFast Auto India Pvt Ltd	825	+3.5%
	Hyundai Motor India Ltd	806	-3.7%
	BMW India Pvt Ltd	517	+78.3%
	Mahindra & Mahindra Limited	351	+67.1%

e-LCV Sales Sept 26

Name of company

Sales in Sept - 26

M-o-M %



Tata Motors Ltd

1,259

-10.8%



Euler Motors Pvt Ltd

1,067

+20.7%



Mahindra Last Mile Mobility Ltd

464

+27.8%



Switch Mobility Automotive Ltd

171

+27.6%



Tivolt Electric Vehicles Pvt Ltd

142

+12.7%



VE Commercial Vehicles Ltd

78

+8.3%

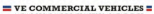


QUCEV Technologies Pvt Ltd

24

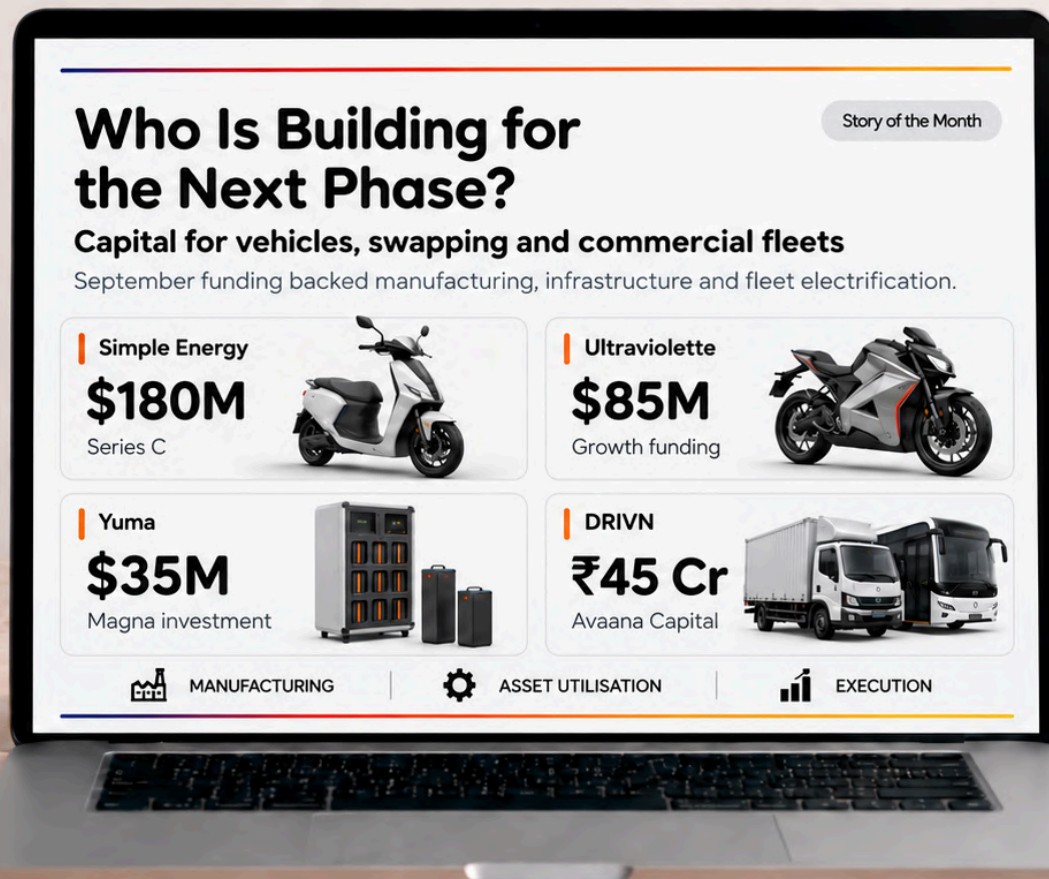
+380.0%

Electric Bus Sales Sept 26

	Name of company	Sales in Sept - 26	M-o-M %
	JBM Auto Limited	271	+66.3%
	PMI Electro Mobility Solutions Private Limited	141	+161.1%
	Olectra Greentech Ltd	129	-58.9%
	Switch Mobility Automotive Ltd	89	-39.0%
	VE Commercial Vehicles Ltd	63	+23.5%
	Pinnacle Mobility Solutions Pvt Ltd	53	-65.8%
	AeroEagle Automobiles Pvt Ltd	47	+487.5%

Story of the month

September's EV Funding Wave



”

September brought substantial funding announcements across electric vehicles, battery swapping and commercial-fleet electrification. The capital gives these businesses room to expand. How effectively they turn it into production, customer support and productive assets will determine their competitive position.

A funding announcement is a milestone. For an electric mobility business, its significance becomes clearer when the money reaches the factory, the service workshop or the fleet.

September offered several examples of that next stage taking shape.

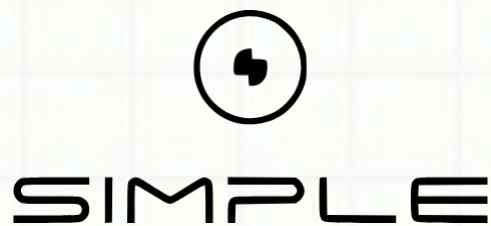
Simple Energy announced a \$180 million Series C, **Ultraviolette** raised \$85 million, and **Yuma** secured \$35 million from Magna International.

Across these three rounds alone, the disclosed amounts totalled \$300 million. Their intended uses spanned vehicle production, product development, distribution and battery-swapping infrastructure.

DRIVN's ₹45 crore seed investment from Avaana Capital added another dimension: the businesses helping commercial operators access and manage electric fleets.

Taken together, these announcements suggest that investors are backing several routes to EV scale. Manufacturers need to deliver more vehicles consistently. Infrastructure operators need to keep those vehicles productive. Fleet businesses need to make electrification commercially workable.

Each route requires capital. Each also demands a different measure of success.



Simple Energy: Funding the Capacity to Compete

Simple Energy's September announcement was the largest of the three dollar-denominated rounds highlighted here.

The company said its **₹1,750 crore, approximately \$180 million, all-equity Series C** would support a new manufacturing facility, higher production, sales and service expansion, hiring, supply-chain development and R&D.

The **round was led by Dr Arokiaswamy Velumani's family office**, with participation from the founders, Amit Mishra and the Haran Family Office.

The breadth of those priorities matters. Scaling an EV manufacturer means coordinating several functions that consume money at different speeds.

Production requires components and working capital before a vehicle reaches its buyer. Distribution requires inventory and viable dealer economics. Service needs trained technicians, spare parts and diagnostic support. Product development continues while the existing portfolio is being manufactured and sold.

A larger funding round can give a company the resources to address these requirements together.

The execution question is how closely expansion follows demand. Installed capacity creates an opportunity, but returns depend on how much of it is used, the quality of the vehicles produced and the cost of supporting them after sale.

For Simple Energy, the practical scorecard should therefore extend beyond new facilities and outlets. It should include delivery consistency, production utilisation, service turnaround and the financial performance of its retail network.

The strongest outcome would be expansion that improves the ownership experience while strengthening the economics of each vehicle sold.



Ultraviolet: Supporting a Broader Product and Market Strategy

Ultraviolet's **\$85 million round, led by Yali Capital and TDK Ventures**, supported a different expansion programme.

The company said the capital would **scale manufacturing for the F77 and X-47**, support upcoming Tesseract and Shockwave products, develop future EV platforms and deepen its international presence. Its stated plans included entry into the US market in 2027.

This creates opportunities across products and geographies. It also increases the demands on the organisation.

A broader portfolio requires production planning, supplier coordination and parts availability across more models. International expansion adds market-specific certification, distribution and service requirements. Engineering capability must be supported by a commercial system that can deliver and maintain the product.

The analytical question is how much capability the company can share across that expansion.

Common components, manufacturing processes and diagnostic systems can spread development costs across a larger business. A portfolio with limited commonality can create more inventory, service complexity and engineering work.

For investors, product launches will be visible milestones. The more consequential evidence will be whether those launches produce repeatable manufacturing, dependable support and improving margins.

Ultraviolet's next phase will test its ability to turn product ambition into a scalable automotive organisation.



Yuma: Capital for the Energy System Behind the Vehicle

Yuma's **\$35 million Series A** from **Magna International** highlighted investment in the operating infrastructure of electric mobility.

The company said the funds would **expand its swapping network**, reach additional markets and customers, and strengthen the technology managing battery distribution and network uptime.

At the announcement, **Yuma reported more than 400 locations across 18 cities, over 100,000 deployed batteries and more than 60 million cumulative swaps**. These are company-reported operating figures.

For a swapping business, expansion involves both physical assets and their coordination.

Batteries must be available where riders need them. Stations need sufficient electrical capacity and reliable equipment. Battery movement, charging schedules and maintenance must respond to local demand.

The economics depend heavily on utilisation. Adding batteries and locations can improve access, but assets that remain idle still carry purchase, financing and maintenance costs.

Network density is therefore an important investment question. A well-used cluster can support convenience and productive battery deployment. A widely dispersed network may require more capital before demand catches up.

Yuma's funding makes this part of the EV system more visible. Investors should assess how effectively the network converts its assets into repeat usage, reliable availability and sustainable earnings.



DRIVN: Making Commercial Electrification Deployable

DRIVN's Indian operating entity raised **₹45 crore from Avaana Capital** in September.

The investment was **separate from Nomura's earlier financing commitment of up to \$80 million**.

DRIVN's business combines ownership and leasing of electric buses and trucks with fleet operations, charging and battery-management services. That model addresses several linked decisions faced by commercial operators: vehicle access, financing, energy supply and operating responsibility.

Its performance should be assessed through the productivity of deployed assets. Relevant measures include revenue-generating kilometres, vehicle availability, charging costs, customer collections and the terms of fleet contracts.

Long-term asset ownership also brings exposure to battery condition, maintenance costs and residual values. Capital can support deployment, but contracts and operating discipline determine whether that deployment earns an acceptable return.

Commercial EV investment becomes more meaningful when funding is matched with workable routes, dependable energy access and paying customers.

“ A manufacturer's sales ambitions depend on production and service capability. A swapping network's growth depends on local demand and asset utilisation. A commercial-fleet platform's expansion depends on contracts, financing and operating performance.

This also explains why funding headlines need careful interpretation. Equity raised, debt commitments, proposed issues, secondary share purchases and factory investment plans represent different transactions. They should retain their individual status when assessing the capital available for expansion.

Where Highways Stop, Charging Starts

Install high-performance EV charging where India already stops to eat, rest, and recharge.



Built for the new highway economy

ROADGRID | Slash CCS2 HPC

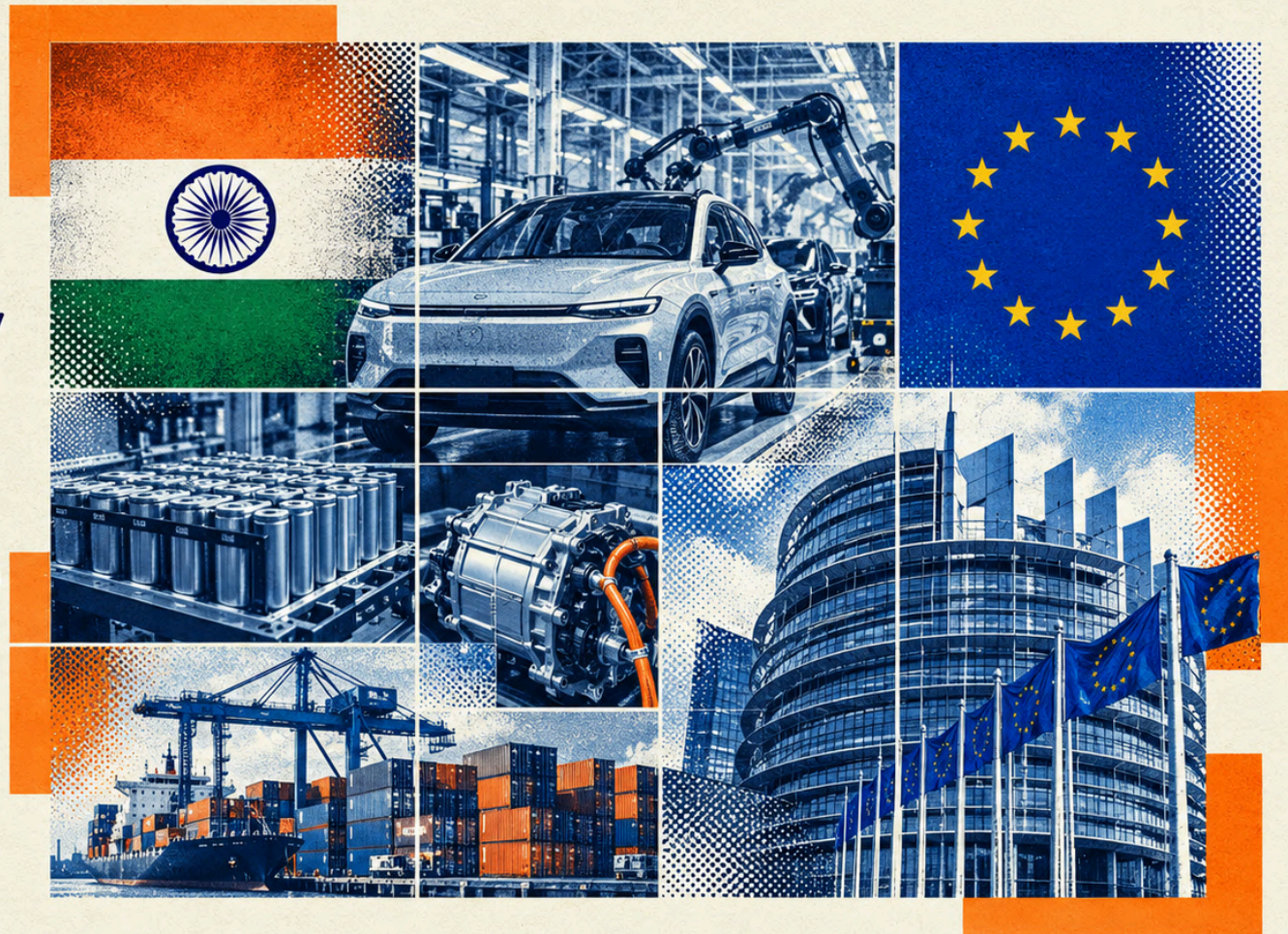
Fast charging infrastructure for high-traffic destinations

Get started

EV GEOPOLITICS

India's EV Opportunity in Europe's Changing Trade Order

Trade access. Manufacturing capability. Supply-chain resilience.



Europe's changing approach to EV trade is creating an opening for India. Turning that opening into an industrial advantage will depend on manufacturing competitiveness, technology capability and the strength of India's supply chains.

September brought two developments that help explain this opportunity.

On 11 September, the European Commission submitted proposals to authorise the signing and conclusion of the **India-EU Free Trade Agreement**. The agreement still requires further approval and ratification before entering into force. Later in the month, France and Spain called for stronger European trade safeguards toward China, including technology-transfer commitments from Chinese automotive investors.

These statements signal a political direction; they do not establish a new Europe-wide investment requirement.

Together, these developments suggest an important editorial reading: Europe is seeking deeper commercial partnerships while asking harder questions about where industrial value, technology and supply-chain control reside.

For India's EV industry, this raises a practical question: **can the country become a competitive manufacturing partner in Europe's evolving automotive economy?**

A Trade Opening With a Long Runway

The proposed India-EU agreement offers a route toward greater automotive market access. However, its EV provisions envisage a phased opening, with preferential treatment beginning in the fifth year of implementation and expanding through tariff reductions and quotas.

Manufacturers should therefore view it as a planning opportunity, rather than an immediate change in vehicle prices or export conditions.

That runway matters.

Building an export business requires investment well before the first shipment. Manufacturers need suitable products, regulatory approvals, reliable production, distribution partners and after-sales support.

Suppliers need consistent quality, documentation and the ability to deliver at an internationally competitive cost.

The commercial value of the agreement will ultimately depend on how effectively businesses prepare during that period.

Market access can improve the economics of exporting. Manufacturing capability determines whether a company can use it.

Europe's Investment Debate Is About Industrial Value

The emphasis on technology transfer in September's French and Spanish discussions points toward a broader industrial concern: what does an automotive investment leave behind in the host economy?

A factory can create employment and production capacity. Its longer-term contribution also depends on local engineering, supplier development, technical knowledge and the ability to improve products independently.

This offers a useful lens for India's own EV investment decisions.

As companies pursue overseas partnerships and domestic expansion, the quality of investment deserves as much attention as its size. Partnerships that develop engineering teams, deepen component manufacturing and strengthen local suppliers can produce benefits that extend beyond a single vehicle programme.

For India, attracting capital and building capability must advance together.

The Opportunity Extends Beyond Finished Vehicles

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For India, attracting capital and building capability must advance together.

For many Indian businesses, supplying a component or engineering service may provide a more achievable entry point than launching a complete vehicle in Europe.

Such relationships could also help manufacturers build experience with international quality expectations and demanding production schedules.

The strategic task is to identify where Indian firms can compete on cost, reliability and technical performance—and invest selectively in those capabilities.

Rules of Origin Will Shape Supply-Chain Decisions

An important part of any preferential trade agreement is determining which products qualify for its benefits.

For EV manufacturers, this makes supply-chain design a commercial consideration. Companies using imported cells, electronics or other major components will need to assess the applicable product-specific rules before assuming that assembly in India provides preferential access.

Imported content does not automatically disqualify a product. Equally, a “Made in India” label alone does not establish eligibility.

Businesses will need to understand the relevant rules, document sourcing and evaluate how production choices affect qualification.

Export planning must begin with the bill of materials, alongside the product and its target market.

Battery Collaboration Adds Another Dimension

Trade negotiations are only one part of India-Europe cooperation.

An earlier joint initiative on EV battery recycling reached its application deadline on 15 September. Announced in May, the €15.2 million programme supports collaboration on material recovery, safe collection and recycling technologies, including plans for a pilot line in India.

It remains a research and demonstration initiative, rather than evidence of completed commercial recycling capacity.

Its relevance is nevertheless clear.

Battery recycling can connect industrial development with resource recovery. For India, the opportunity includes learning how to recover valuable materials consistently, validate processes and develop businesses capable of serving a growing battery economy.

This broadens the partnership agenda beyond vehicle trade to the capabilities supporting electrification.

Greater Access Will Bring Greater Competition

A deeper trade relationship would also create opportunities for European businesses in India.

Domestic manufacturers should factor that prospect into investment decisions. Over time, stronger competition could increase pressure on product quality, efficiency, technology and customer support.

The preparation required for exports can help companies respond at home as well. Better production discipline, stronger engineering and reliable service networks support both objectives.

September’s developments therefore deserve attention as an industrial signal.

India’s EV opportunity in Europe will be measured by the competitive products, qualified suppliers and technical capabilities it can build.

Trade agreements can create the opening. The next task is to build the businesses capable of moving through it.

ALL INDIA EV INTELLIGENCE

Beyond the news. Into the market.



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CAPITAL



POLICY &
INFRASTRUCTURE



TECHNOLOGY &
SUPPLY CHAINS



STRATEGY &
EXECUTION

Research • Analysis • Industry Perspectives

Hero's EV Strategy Extends Beyond VIDA

Hero MotoCorp's EV Strategy Is Bigger Than VIDA

Inside Its Ather + Euler Bet

~₹5,400 Cr
potential EV exposure

VIDA
Powered by IT HERO

CLEANER
RIDES
BRIGHTER
TOMORROWS

VIDA
~10.4%
Aug e2W share

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SCOOTERS
COMMERCIAL
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A STRONGER
INDIA

ELECTRIC
BUSINESSES
STRONGER
INDIA

MORE
MOBILITY
A BRIGHTER
TOMORROW

Hero MotoCorp's position in electric mobility needs to be assessed across three businesses: VIDA, Ather Energy and Euler Motors. Together, they represent different routes into India's EV economy, with different ownership structures and execution risks.

VIDA gives Hero a business it operates directly. Ather provides exposure to an independently managed electric two-wheeler manufacturer. Euler extends that exposure into commercial mobility, where purchasing decisions depend heavily on vehicle productivity and operating costs.

AIEV's September analysis reported Hero's fully diluted holdings at approximately **32.8% in Ather and 36.67% in Euler**.

These investments broaden its participation in electrification, but they should be distinguished from ownership of those companies' entire businesses or sales.

Three Businesses, Different Roles

VIDA's performance directly affects Hero's product portfolio, customer relationships and service obligations. Its progress therefore depends on competitive vehicles, distribution, reliable support and the economics of operating the brand.

Ather creates a different relationship. Hero can participate financially in its growth while the two businesses compete for customers. Minority ownership provides economic exposure without making Ather's registrations Hero's own sales.

Euler adds another demand profile. Cargo operators evaluate vehicles around routes, payload, financing and uptime. Hero's FY26 disclosures identify its increased Euler stake as part of its commitment to last-mile electric mobility.

Capital Needs a Clear Scoreboard

A portfolio approach requires more than tracking market share. Investors also need to separate money already deployed from future commitments, and primary investment from secondary purchases.

AIEV estimated approximately ₹4,700 crore in disclosed external investment across Ather and Euler, rising to roughly ₹5,400 crore in committed exposure when unpaid Ather warrant consideration was included. These are AIEV's reconstructed estimates and exclude internal VIDA expenditure.

That distinction matters because a secondary share purchase changes ownership, while primary capital enters the company receiving the investment. Neither automatically establishes the return Hero will earn.

Where the Portfolio Could Create Value

The practical opportunity lies in capabilities that can support growth: supplier relationships, financing access, distribution experience and service infrastructure.

Our assessment is that these advantages should be evaluated business by business. A procurement arrangement useful to one vehicle category may offer limited value to another. An established dealer network can provide reach, but customers still need technicians, parts and support appropriate to the product.

Clear responsibilities also become important when an investor owns a competing brand. Each company needs room to make decisions that serve its customers and shareholders.

JSW's Electric-Truck Bet Depends on Financing



An electric truck can offer attractive operating economics and still be difficult to purchase. **JSW's AMPSTAR strategy addresses this gap by bringing vehicle ownership, financing, energy infrastructure and operating support into the same proposition.**

At its September launch, **JSW described AMPSTAR as a commercial mobility offering that includes charging, financing and after-sales support.** Customers would be able to choose between outright purchase, leasing, Battery-as-a-Service and other operating models.

The significance extends beyond the vehicle. A truck operator needs a workable relationship between the initial payment, monthly obligations and the income the asset can generate.

Future Savings Need Present-Day Finance

AIEV's September analysis examined the challenge of financing an ₹85-88 lakh electric truck against a diesel alternative costing roughly ₹25 lakh. These figures illustrate the comparison discussed in the article, rather than a universal price benchmark.

Lower expenditure during operation may help justify a higher purchase price. However, expected savings arrive over time, while a buyer's down payment and financing requirements begin immediately.

A financing structure must bridge that timing difference. Its success depends on whether the vehicle can consistently generate enough income to meet its obligations.

Ownership Models Change Who Carries the Risk

Leasing and Battery-as-a-Service can alter how expenditure is distributed. They can also change who is responsible for battery replacement, maintenance and residual value.

For an operator assessing such an offer, the monthly payment is only the starting point. Contract duration, usage limits, service commitments, replacement provisions and exit terms shape the overall economics.

Our assessment is that flexibility will be valuable when it matches a customer's operating pattern. A model designed for a predictable industrial route may require different terms from one serving variable, multi-customer freight.

Captive Freight Provides a Test Environment

The AIEV analysis highlighted JSW's existing industrial freight activity as a potential advantage. It also discussed a planned deployment of 100 battery-swapping electric trucks on a captive route.

Such an environment could allow the group to evaluate vehicles, energy services and operating arrangements together. A planned deployment nevertheless remains separate from a demonstrated operating result.

The evidence to watch is straightforward: **vehicles operating, loads carried, kilometres completed, downtime and delivered transport cost.**

A Contract Must Survive Operating Variability

A useful commercial assessment should consider days when utilisation falls, charging takes longer or a vehicle needs repairs.

Who provides a replacement? Who carries the cost of unavailable infrastructure? How are battery-related issues resolved?

These questions connect product support with finance. An operator continues to face contractual payments even when a vehicle cannot complete its scheduled work.

India's ₹2,000-Crore Charging Push: Funding Usable Infrastructure

Follow the Project Through Its Stages

Our assessment is that a clearer public scoreboard would distinguish four stages: **approved, installed, commissioned and operational.**

Each stage answers a different question. Approval establishes a project's place in the programme. Installation records physical progress. Commissioning confirms readiness to begin service. Operating disclosures show what customers can actually use.

Tracking the movement between these stages could help identify delays and make responsibilities easier to assess.

An approved project may still face work on land access, electrical infrastructure or installation. Reporting only its final target can conceal those intermediate requirements.

Support the Infrastructure Around the Charger

The existing framework recognises upstream expenditure. Government reporting specifies support for both upstream infrastructure and charging equipment at certain public locations, while other categories receive upstream support.

The practical question is how effectively eligible projects move through that framework: whether proposals reflect site requirements, agencies coordinate delivery and completed assets receive the operating support they need.

A charging location should be assessed as a complete service facility. Access, electricity supply, payment systems and maintenance must function together.

Alongside deployment numbers, our proposed operating dashboard would track successful sessions, energy delivered, availability, repair times and customer complaints.

These measures help explain why two locations with similar equipment can produce different results. They also create a basis for reviewing whether publicly supported capacity is serving its intended users.



The effectiveness of India's charging allocation will depend on the infrastructure it brings into dependable service. The commercial task includes electricity connections, suitable sites, operating responsibilities and sufficient demand to sustain each location.

PM E-DRIVE allocates ₹2,000 crore for public EV charging infrastructure. Its implementation framework already provides support for upstream infrastructure and charging equipment, with assistance varying by location category. The policy discussion therefore needs to examine execution alongside the allocation itself.

What Operators Told AIEV

For its September investigation, All India EV sought perspectives from Reliable Charge, CHARGEZONE and ROADGRID.

Their responses brought attention to the conditions behind a usable charging asset: grid connections, transformers, approvals, land, installation costs and utilisation. The investigation also examined the limitations of relying on charger counts as the main measure of progress.

These are connected issues. Equipment cannot serve customers before the site has suitable power and commissioning is complete. Once operational, the location needs maintenance and enough demand to support continued service.

Chara's Rare-Earth-Free Powertrain Faces the Scale Test



Chara Technologies has progressed beyond an early motor concept. The next commercial test is whether its powertrain systems can meet customer requirements consistently at higher production volumes.

The company reports more than two years of commercial deployment, over two million kilometres of road use and 70-plus customers across India and Europe.

These are company-reported figures; they indicate deployment experience without establishing that every customer relationship has reached high-volume production.

AIEV's September feature examined the opportunity through engineering, manufacturing and commercial economics.

Understand the Architecture

Chara develops synchronous-reluctance-based motor systems alongside controllers and software. Its technology description explains how rotor geometry provides a path for magnetic flux, allowing pure SynRM designs to operate without permanent magnets.

The portfolio also includes ferrite-assisted technology. **Greaves Cotton confirms that it has licensed Chara's ferrite-magnet-based SynRM technology.**

This distinction is essential: rare-earth-free does not necessarily mean magnet-free.

For a vehicle manufacturer, architecture is one part of the decision. The complete system must meet the vehicle's requirements for performance, packaging, efficiency and control.

Match the System to the Application

AIEV's analysis examined Chara's proposition across different mobility and industrial applications. It also identified the remaining commercial questions around cost, weight, reliability and production scale.

Our assessment is that adoption should be evaluated through specific customer programmes. A system suited to one operating pattern may need further development for another.

The useful comparison is therefore between complete powertrains performing the same duty. Purchase price alone cannot explain the effect on the vehicle's energy use, packaging or service needs.

Manufacturing Needs Its Own Evidence

An OEM assessing a supplier needs confidence in repeatability as well as design.

Production validation should show whether systems meet specifications across batches, whether defects are controlled and whether engineering changes can be introduced without disrupting supply.

Warranty support also matters. A growing installed base creates obligations for diagnostics, replacement parts and field assistance. These capabilities need to expand alongside deliveries.

A manufacturing partnership can support that work. Greaves' licensing relationship provides an industrial route for the technology, while actual orders and operating results remain the evidence of commercial progress.



Electrifying Bharat: The Blueprint for Clean Energy Mobility

Ashhok Kapoor
Founder & MD: EzUrja Pvt Ltd

India's electric vehicle movement is no longer a futuristic promise limited to capital cities or metro corridors, it has quietly reshaped the economic backbone of the nation's urban and rural towns, highways, and logistics networks.

While urban commuters drove early adoption, the true test of sustainable mobility lies in penetration across Bharat: tier-2/3 cities, freight corridors, and last-mile delivery arteries that power the real economy.

Everyone is now realising that achieving this scale demands more than incremental vehicle sales or chargers; it requires an integrated blueprint that pairs localised supply chains and ruggedised hardware with grid-smart charging networks.

As demand shifts to necessity-driven reliance, building an inclusive, resilient clean energy ecosystem will decide whether India simply adopts electric vehicles or genuinely leads the global transition to sustainable mobility.

India's EV transition is accelerating, not because EVs will immediately replace every petrol, diesel, and CNG vehicle, but the stronger pattern will be segment-wise electrification: two-wheelers, three-wheelers, buses, delivery fleets, taxis, and predictable commercial routes will move faster than private cars and long-distance passenger vehicles.

The recent fuel-price shock strengthens the economic case for EVs.

However, E20 is not necessarily a direct competitor to EVs: it is primarily a fuel-blending and petroleum-import strategy, while EVs change the energy source and drivetrain altogether.

E20 may temporarily delay some purchases of new EVs by keeping petrol vehicles usable, but mileage concerns and maintenance uncertainty for older vehicles seems to be making EV ownership more attractive.

In current scenario the EVs are increasingly stronger where:

- The vehicle follows a predictable route.
- It returns to a depot or home every day.
- Charging can occur during non-operating hours.
- Maintenance and energy costs are carefully managed.
- The fleet has enough scale to justify dedicated infrastructure.

This requires the change to anytime anywhere movement and that would be the level of normalised utilisation of the vehicle.

For urban delivery, e-rickshaws, taxis, buses, and two-wheelers, EVs are superseding CNG when the operator measures total cost of ownership, including fuel, maintenance, financing, downtime, battery replacement, and residual value. For intercity trucks and irregular long-distance vehicles, CNG, LNG, hybrids, and diesel may remain competitive for longer, till the highway infrastructure bumps up to expectation on routes.

The charging problem

India's charging challenge is not simply a shortage of plugs. It is a shortage of reliable, correctly placed, interoperable, and financially viable charging capacity.

NITI Aayog has identified a damaging feedback loop: "inadequate charging discourages EV purchases, while low EV utilisation makes public chargers commercially unviable. Public charging can also be substantially more expensive than home charging because of operator margins, electricity costs, taxes, demand charges, and low utilisation".

Home charging

Home charging will remain the foundation of EV adoption, particularly for two-wheelers, private cars, and apartment residents who have dedicated parking.

Its weaknesses include:

- No dedicated parking space.
- Apartment-society permissions & new laws banning basement parking due to missing fire safety NOCs
- Limited sanctioned electrical load and Unsafe or informal wiring.
- Lack of metering for individual users.
- Inability to charge at home for street-parked vehicles.
- Slow charging for larger batteries.

The practical solution is not simply installing more chargers. It involves load assessment, smart charging, separate metering, time-of-use tariffs, electrical safety standards, and building-level energy management.

Public charging

Public fast charging is essential for intercity travel, commercial vehicles, and users without home charging. But many stations are placed based on land availability rather than actual traffic, dwell time, fleet demand, and grid capacity.

A good public charging location should combine:

- High EV traffic or a clearly contracted fleet with Adequate electrical capacity.
- Food, retail, toilets, or workplace facilities and Safe access and sufficient parking.
- Transparent pricing with Digital discoverability, booking, payment, and live-status information.
- Multiple connector standards / Maintenance support and spare parts.

India's public-charging numbers are rising, but reported figures differ depending on whether they count stations, chargers, connectors, or operational sites.

Recent government-linked reporting places installed public charging infrastructure as 67,000 installations, while a separate report noted that PM E-DRIVE approvals had not yet translated into equivalent deployment under that specific programme.

This distinction is important: sanctioned capacity is not the same as functioning capacity.

Downtime is especially damaging because users remember a failed charger more than an available one!! A charging network should therefore be evaluated using uptime, successful-session rate, average waiting time, repair time, and payment reliability—not only the number of installed chargers.

Mobile charging

Mobile EV charging can reduce adoption friction, and it should be positioned as an important reliability to fill gap and recovery layer, not as a complete substitute for fixed infrastructure.

It is especially useful for:

- Stranded vehicles / Roadside assistance.
- Non-availability of fast charging options in the vicinity.
- Fleets operating beyond their normal route.
- Events and temporary demand peaks.
- Apartment residents without assigned charging points.

- Dealerships and workshops.
- Construction sites or temporary commercial operations.
- Last-mile fleets during unexpected route extensions.

Its limitations are equally important:

- Engineering robustness and Energy capacity defines the delivered electricity at the doorstep.
- A mobile unit has its own charging downtime, hence multiple units mitigate the issue
- Vehicle routing and dispatch optimisation
- EV-mounted systems road worthy with choice of payload, safety, and access hence sizes in accordance

The strongest model is likely to be a network of strategically located mobile charging units serving contracted fleets, roadside assistance, and high-value customers. An ideal model is OEM tie up for on-demand consumer services providers the minimum utilisation bundled with insurance, roadside assistance, leasing, or fleet contracts.

Battery swapping

Battery swapping has been applicated in selected segments, especially electric two- and three-wheelers and now being evaluated in E-Trucks.

It can provide:

- Refuelling-like turnaround time.
- Higher vehicle utilisation.
- Smaller batteries and lower upfront vehicle prices.
- Easier charging management at the swap station.
- Better suitability for delivery, 3W, and e-rickshaw fleets.
- Potential battery leasing or pay-per-use models.

However, swapping requires standardisation. The business becomes difficult when batteries differ in:

- Physical dimensions.
- Voltage and capacity.
- Communication protocols.
- Ownership and warranty rules.
- Battery health and residual-value treatment.

A swapping network also needs high station density and sufficient battery inventory. If a customer arrives and compatible batteries are unavailable, the time advantage disappears.

NITI Aayog’s draft policy recognised battery swapping as an alternative, but a commercially scalable market requires stronger interoperability, safety, data, and liability arrangements.

Swapping is therefore most attractive where vehicles are standardised and utilisation is high. It is less suitable for private cars, where battery integration, safety, and consumer preference for owning the complete vehicle remain strong and different models and brands. Hence the E-Truckers are creating route points for swapping stations to ensure smooth movement of heavy E-Trucks on highways.

Likely winning infrastructure model

Use case	Most suitable primary solution	Supporting solution
Private two-wheelers	Home or workplace charging	Portable emergency charging
Apartment residents	Community or society charging	Mobile charging
Private cars	Home and destination charging	Highway fast charging
E-rickshaws and delivery two-wheelers	Battery swapping or depot charging	Mobile backup
Taxis	Fast depot charging	Opportunity charging
City buses	Depot charging and terminal charging	Route-based fast charging
High-utilisation fleets	Dedicated depot charging	Mobile rescue charging
Intercity passenger cars	Highway fast charging	Destination charging
Heavy trucks	Megawatt or high-power corridor charging	Battery swapping in specialised corridors

The commercial opportunity is not merely EV Charging points but selling electricity. It is providing availability, uptime, financing, fleet energy management, and operational certainty.

Strategic direction

For an EV-charging eco-system & robust business, the most defensible approach would be:

- **Start with contracted demand.** Secure fleets, delivery companies, taxis, buses, dealerships, or residential communities before building large infrastructure.
- **Use a hub-and-spoke model.** Establish fixed depot or community charging hubs, supported by mobile units for emergencies and temporary demand.

- **Segment by vehicle type.** Do not use the same business model for cars, e-rickshaws, two-wheelers, buses, and trucks.
- **Measure uptime commercially.** Offer service-level commitments such as charger availability, maximum repair time, and guaranteed energy delivery.
- **Add solar and storage selectively.** Solar-plus-storage can reduce peak demand and improve resilience, but the economics depend on utilisation, battery cost, tariff structure, and available roof or land area.
- **Treat software as infrastructure.** Live charger status, routing, reservations, payments, fleet dashboards, energy forecasting, and remote diagnostics can be as valuable as the physical charger.
- **Build for energy resilience.** In locations with weak distribution networks, a battery-backed charging hub / micro-grid may be more practical than waiting for a major grid upgrade.

Bottom line

Mobile charging and battery swapping can materially accelerate EV adoption, but neither is a complete solution on its own.

Home and depot charging will continue to meet most daily energy needs, while public fast-charging networks will serve long-distance travel and users without private parking.

Battery swapping is likely to be particularly valuable for high-utilisation two- and three-wheelers, and mobile charging can help bridge reliability gaps and provide energy where fixed infrastructure is unavailable.

Ultimately, the decisive shift will come when customers no longer ask, “Where is the nearest charger?” but instead trust that energy will be available whenever and wherever it is needed.

In India, that confidence will be built through a combination of affordable electric vehicles, predictable fleet economics, reliable charging uptime, interoperable swapping systems, stronger electricity distribution networks, and commercially disciplined infrastructure deployment.

The future of electric mobility will therefore depend not on a single charging model, but on an integrated ecosystem that makes charging convenient, dependable, and economically viable.



Alpna Jain
Co-Founder DRIVN

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“At DRIVN, we are building an asset-led commercial EV platform that owns and leases these vehicles while using technology and data to continuously understand how the assets are performing.

”

Your career has moved across policy, infrastructure finance and now entrepreneurship. What were the key experiences that eventually convinced you to build something of your own in electric mobility?

In many ways, DRIVN is a culmination of everything I have done over the last two decades.

I have had the privilege of looking at infrastructure from very different vantage points, project finance, investing, public policy and development finance. At IDFC, I saw how long-term capital can enable infrastructure to scale. At NIIF, I experienced the asset-ownership and platform-building side of the equation.

At NITI Aayog, I saw how policy can unlock private capital and create markets. And at IFC, my work brought me closer to the emerging questions around electric mobility, charging infrastructure and financing the transition.

Across those experiences, one thing became increasingly clear: technology and policy can create the opportunity, but ultimately a transition scales only when the underlying economics work and capital can participate at scale.

Commercial EVs brought that challenge into sharp focus. An electric bus or truck is not simply another vehicle to finance. It is a productive infrastructure asset whose economics depend on utilisation, route, energy consumption, battery performance, maintenance, uptime and residual value.

That insight became fundamental to DRIVN. We wanted to move the conversation from simply financing the purchase of an EV to understanding and managing the asset through its entire lifecycle how it performs, how it generates cash flows and how its risks can be made visible and manageable. For me, entrepreneurship was the opportunity to bring all those pieces together and actually build the platform I believed the sector needed.

You chose commercial electric mobility, particularly buses and trucks, rather than the more visible passenger EV market. What did you see in this segment that others were overlooking?

For me, the attraction of commercial mobility was very simple: this is where electrification can create disproportionate impact.

A commercial bus or truck can run thousands of kilometres every month. It is a revenue-generating asset operating for several hours every day. Every kilometre shifted from diesel to electric therefore has both an economic and an environmental consequence.

But that high utilisation also makes commercial EVs much more complex to finance.

The decision is not merely about vehicle price. You have to understand route economics, utilisation, charging, battery performance, maintenance, downtime, financing tenure and residual value, and how all of these interact over six, seven or eight years.

That complexity is precisely what interested us. At DRIVN, we are building an asset-led commercial EV platform that owns and leases these vehicles while using technology and data to continuously understand how the assets are performing. The ambition is bigger than putting electric vehicles on the road. It is to make commercial electrification investible, predictable and scalable.

A large part of India's EV conversation focuses on vehicles and technology, but you often look at the sector through the lens of capital and asset economics. What do you believe the industry still misunderstands about financing the EV transition?

Perhaps the biggest misconception is that the price of the vehicle is the economics of the vehicle. It isn't. For a commercial EV, the real economics reveal themselves over thousands of kilometres and several years of operation.

Take an electric bus. Its economics depend on utilisation, route revenue, energy consumption, battery degradation, uptime, maintenance, financing cost and residual value. A technically efficient vehicle that remains idle for too long can still be a poor asset. Equally, an EV with compelling lifecycle economics can become difficult for an operator if the financing structure creates too heavy a burden in the early years.

These variables cannot be looked at independently. That is also why I don't believe commercial EV financing can simply be a conventional vehicle loan with an electric vehicle substituted for a diesel one. The financing architecture has to evolve with the asset.

Longer-tenure leasing can align payments more closely with the productive life of the vehicle. Operating data can make risk more visible. Strong OEM and maintenance structures can protect uptime and asset value. At DRIVN, our thesis is that when you combine long-term asset ownership with granular operating data, you can understand risk differently and ultimately bring much larger pools of capital into commercial electrification.

Moving from established institutions to building a young company requires a very different leadership mindset. What has been the biggest personal transition for you as a co-founder?

Ans-The biggest transition has probably been from analysing an ecosystem to being accountable for making every part of it work together. In large institutions, you often become extremely good at understanding one dimension of a problem capital, policy, investment or risk.

As a founder, there is nowhere for the problem to hide. The financing has to work, but so does the vehicle. The vehicle has to work, but so does the route. The contract has to protect you, but the customer relationship has to work too.

That has been enormously rewarding. It has also changed my relationship with uncertainty. My finance background trained me to analyse risk rigorously, and I remain deeply anchored in that discipline.

But entrepreneurship teaches you that you cannot wait for perfect information. Sometimes the only way to answer a question is to put an asset on the road, observe it and learn.

Perhaps the biggest lesson has therefore been to stay relentlessly close to the ground.

In commercial mobility, seemingly small details utilisation, charging windows, driver behaviour, downtime, route characteristics can determine whether the economics succeed or fail.

A spreadsheet can tell you a great deal. But sometimes the most important answer is sitting with the operator running the vehicle every day.

As a woman working across infrastructure, finance and commercial mobility, all sectors that have traditionally had relatively low female representation, have you seen the industry change during your career? Where does it still need to improve?

The change over the last two decades has been significant. When I started my career, women were often a very small minority in infrastructure particularly in investment roles, project finance, technical discussions and positions involving direct commercial decision-making.

Today, there is a much stronger pipeline of women entering finance, infrastructure and mobility, and importantly, the conversation has moved beyond simply getting women into the room.

But I think the next frontier is representation to real decision-making authority.

It is not enough to ask how many women an organisation employs. We should also ask: How many are allocating capital? How many are running businesses? How many own a P&L? How many are making the difficult calls when the answer isn't obvious?

Commercial mobility still has considerable distance to travel on that front. The EV transition gives us an unusual opportunity because the industry itself is still being created. Its institutions, business models, technology platforms and leadership teams are being built today. Women should not merely find a place in this new industry.

When you look at the next generation of women entering India's EV ecosystem, which areas do you think offer the biggest opportunities: technology, finance, fleet operations, charging, policy, entrepreneurship, or something else entirely?

I would actually resist choosing one the most interesting opportunities will emerge at the intersections between these disciplines.

EVs are often described as a technology transition. Commercial electrification is simultaneously a technology, financing, energy, infrastructure and operations transition.

That creates extraordinary opportunities for people who can connect disciplines.

A finance professional who understands battery degradation and utilisation will make better investment decisions. A technologist who understands fleet economics will build more relevant products. Someone working in policy who understands the realities of an operator can design interventions that are far more effective.

And I believe data will become one of the most important layers connecting all of this.

As commercial EV fleets scale, we will accumulate increasingly sophisticated information about battery behaviour, utilisation, routes, energy consumption, maintenance, uptime and asset performance. The ability to translate that data into better financing, better operations and better investment decisions could become one of the most valuable capabilities in the EV ecosystem.

For young women entering the sector, that also means there is no single prescribed route in. Finance, engineering, data, operations, energy and policy can all become pathways to leadership.



India Needs Smart Grids to Support the Next Phase of EV Charging Infrastructure

Mayank Jain
Founder & CEO: E-Fill Electric

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“A large number of high-power chargers operating simultaneously can create substantial demand on local electrical infrastructure. In such situations, smart charging can play an important role by dynamically managing charging loads according to grid conditions, available power, charging requirements and operational priorities.

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India's electric mobility transition is entering a new phase. The focus is no longer only on increasing the number of electric vehicles on the road or installing more charging stations.

The next challenge is ensuring that the electricity network is ready to support the scale, speed and diversity of charging that the country will require.

At **E-Fill Electric**, our experience across EV charging hardware and infrastructure deployment has shown us that charging infrastructure cannot be looked at in isolation.

A charger is ultimately part of a larger energy ecosystem, connected to the grid, the consumer, the charging operator and, increasingly, renewable energy and energy-storage systems.

As charging demand grows, this interconnection will become even more important.

From More Chargers to Smarter Charging

India will need significantly more charging points to support passenger vehicles, commercial fleets, buses, three-wheelers and long-distance mobility.

However, simply adding charging capacity does not automatically create a reliable charging network. The key question is when and how that electricity is consumed.

A large number of high-power chargers operating simultaneously can create substantial demand on local electrical infrastructure. In such situations, smart charging can play an important role by dynamically managing charging loads according to grid conditions, available power, charging requirements and operational priorities.

Instead of treating every charger as an independent load, charging infrastructure can become an intelligent and coordinated part of the electricity network.

This is where smart-grid technologies become critical.

Grid Capacity Will Become a Charging Infrastructure Issue

One of the practical challenges we see across the EV charging ecosystem is the variation in site requirements.

A residential charger, a highway fast-charging station, a commercial charging hub and a fleet depot have completely different energy-demand profiles. A fleet depot, for example, may require multiple vehicles to charge within a limited time window, creating concentrated demand on the local network.



Planning charging infrastructure therefore needs to go beyond the charger rating.

It requires consideration of transformer capacity, connection availability, peak demand, load profile, distribution infrastructure and future expansion.

For CPOs and infrastructure developers, this means that grid planning needs to become part of charging-site planning from the beginning, rather than being addressed only after a site has been selected.

Improving Efficiency Beyond Active Charging

While much of the discussion around EV charging focuses on the energy consumed during vehicle charging, another important consideration is the electrical behaviour of charging equipment when it is not actively delivering energy to a vehicle.

Chargers may remain connected to the electricity supply for extended periods between charging sessions. During these idle periods, managing the electrical characteristics of the equipment can contribute to more efficient infrastructure operation.

At E-Fill Electric, we have developed **HiberVolt**, our own technology aimed at addressing this challenge.

According to our internal development and performance assessments, **HiberVolt** can reduce reactive power losses during charger idle conditions by up to 95%, subject to operating conditions and the specific system configuration.

Reactive power does not represent the same type of useful energy delivered to a vehicle as active power. However, reactive power and power factor behaviour can influence current flow, electrical-system loading and the efficiency of connected infrastructure.

By addressing reactive power behaviour when chargers are idle, technologies such as HiberVolt™ can contribute to a more efficient approach to charging infrastructure management.

This is particularly relevant for charging hubs and large deployments where multiple chargers may remain connected to the grid between charging sessions.

The broader lesson is that charging efficiency should not be considered only at the moment a vehicle is plugged in. It should also include how charging equipment interacts with the electricity network throughout its operating cycle.

Smart Charging Can Reduce Pressure on the Grid

Smart charging provides an opportunity to coordinate electricity consumption without compromising the overall objective of vehicle charging.

Charging management systems can prioritise vehicles based on factors such as required departure time, state of charge, available grid capacity and charging demand. During periods of high demand, charging loads can potentially be adjusted or distributed, while additional capacity can be made available when the grid has greater flexibility.

For large charging networks, this becomes even more relevant.

For large charging networks, this becomes even more relevant.

A centralised charging management platform can provide visibility across multiple chargers and locations, allowing operators to monitor utilisation, energy consumption and charging patterns. Over time, this data can also help operators understand demand and plan infrastructure more efficiently.

When combined with innovations such as HiberVolt™, intelligent charging management can support a broader approach to improving the electrical efficiency and operational performance of charging infrastructure.

The Role of DISCOMs Will Be Critical

For this transition to scale efficiently, closer coordination between charging infrastructure developers and DISCOMs will be essential.

DISCOMs need better visibility into where charging demand is emerging and how quickly it is growing. At the same time, CPOs and charger manufacturers need clarity around grid availability, connection processes, capacity planning and future expansion. Data sharing and demand forecasting can help both sides plan ahead rather than reacting to infrastructure requirements after demand has already increased.

Standardised processes for EV charging connections, faster capacity assessments and better communication between stakeholders can significantly improve deployment timelines.

India Needs an Ecosystem Approach

The next phase of EV charging infrastructure will require collaboration between DISCOMs, CPOs, charger manufacturers, fleet operators, technology providers, renewable-energy companies and policymakers.

The objective should not simply be to measure success by the number of chargers installed.

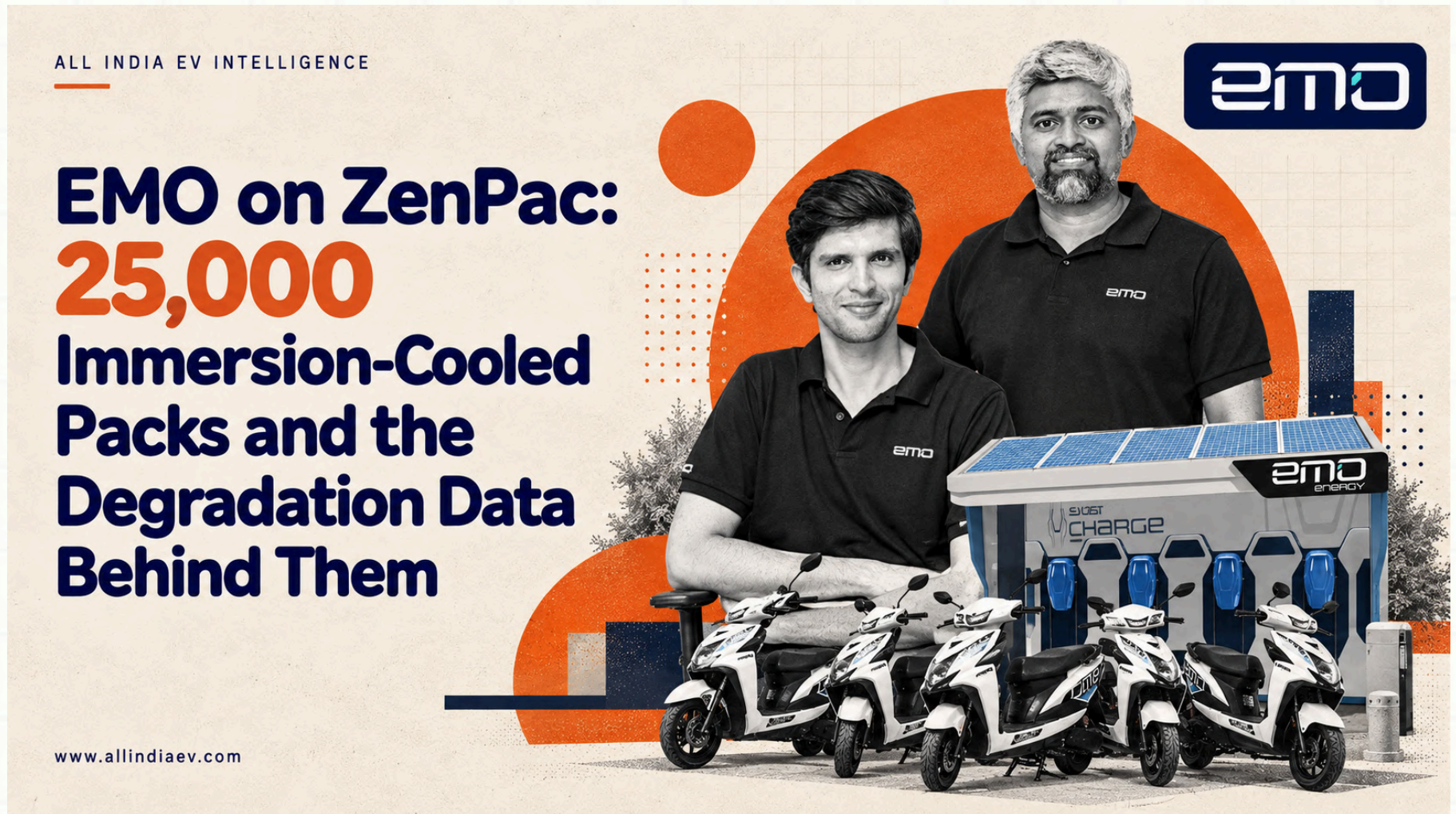
A stronger measure will be whether those chargers can deliver reliable, accessible and scalable charging while making efficient use of available electrical infrastructure.

Smart grids can provide the foundation for this transition by enabling better load management, demand forecasting, renewable integration, energy storage and real-time visibility.

Innovations such as HiberVolt™ can complement this development by addressing the electrical efficiency of charging equipment beyond active charging sessions.

India's EV opportunity is ultimately an energy-infrastructure opportunity as well. If the country wants EV adoption to scale sustainably, charging infrastructure and electricity infrastructure must evolve together.

An Interaction with EMO Energy



EMO says 25,000 of its immersion-cooled ZenPac batteries are on Indian roads, with fleet packs holding 85 to 88% State of Health after 75,000 km of fast charging. All India EV put five questions to the company on what that claim rests on.

The headline for EMO is not cooling hardware but degradation data. Thermal management claims are easy to make and hard to prove. The proof only arrives after packs have run thousands of fast-charge cycles in Indian heat, under fleets that cannot afford downtime.

That test is now underway. EMO's ZenPac is going into 8,000 commercial e-Sprinto scooters built for last-mile and quick-commerce delivery, the most punishing duty cycle in Indian two-wheelers. All India EV reached out to EMO to ask how many packs are actually deployed, what the field data shows, and what the company is watching as kilometres pile up.

All India EV: How many liquid-cooled ZenPac batteries are actually on the road today?

EMO: There are 25,000 ZenPac batteries on the road today.

All India EV: What measurable advantage is liquid cooling delivering under real Indian fleet conditions?

EMO: Immersion cooling and SENS, our battery intelligence platform, work together to improve battery performance by roughly 40%. This shows up in two places. The first is extended battery lifetime. The second is 20-minute fast charging, sustained under continuous high load, multiple daily charge cycles, extreme ambient heat and constant duty cycles that most battery systems aren't built to absorb.

The technology is also engineered to maintain stable battery temperatures, with thermal control designed to keep the pack away from thermal runaway conditions.

All India EV: EMO claims its technology can extend battery life by around 40%. What real-world degradation data supports that?

EMO: Our fleet data shows 12 to 15% degradation after 75,000 km over three years of real-world fast-charging operation. State of Health holds between 85 and 88% at that point. Conventional EV packs under similarly frequent fast charging typically see 25 to 30% degradation, with SOH falling to 70 to 75%. This difference directly validates our efficiency and performance numbers.

All India EV: Why did e-Sprinto choose a liquid-cooled battery architecture for these 8,000 commercial scooters?

EMO: These vehicles operate in the highest-utilisation segments of the market, such as last-mile and quick-commerce delivery. Uptime is non-negotiable, and batteries face repeated fast-charging cycles in demanding ambient conditions.

ZenPac is built for this intensity: high daily cycle counts, long operating hours and Indian heat. Immersion cooling paired with SENS gives a full-stack solution, with fast charging, battery management and fleet intelligence integrated into one system.

All India EV: The real test begins after thousands of scooters accumulate millions of kilometres. What are you monitoring?

EMO: We do cell-level monitoring of how batteries behave over time, not just their current State of Health. SENS continuously tracks voltage, temperature, charging and discharging patterns, SOC and usage behaviour, comparing live performance against historical and fleet-level data.

This helps us identify deviations and emerging anomalies, understand how individual packs are ageing, forecast degradation, and optimise charging and thermal management as conditions change.

EMO ZenPac: What the Numbers Rest On

Every figure below is company-reported. None has yet been independently verified by All India EV.

CLAIM	FIGURE	STATUS	WHAT WOULD VERIFY IT
ZenPac batteries on the road	25,000	COMPANY-REPORTED	VAHAN-linked vehicle count or OEM-wise deployment split
Performance gain from immersion cooling + SENS	~40%	COMPANY-REPORTED Metric undefined	Which metric (cycle life, capacity retention, charge rate) and against what baseline
Fast-charge time under fleet duty	20 min	COMPANY-REPORTED	SOC window (e.g. 10 to 80%) and ambient temperature for the test
Degradation after 75,000 km / 3 years	12 to 15% SOH 85 to 88%	COMPANY FLEET DATA	Sample size, cell chemistry, charging C-rate, third-party audit
Conventional pack degradation, similar use	25 to 30% SOH 70 to 75%	COMPANY BENCHMARK Source not given	Named study or comparable fleet dataset
e-Sprinto commercial scooter order	8,000 units	REFERENCED Delivery timeline not disclosed	e-Sprinto confirmation and rollout schedule
Thermal runaway protection	Design intent	COMPANY-REPORTED	AIS-156 test results and field incident record

Milestones

SEPTEMBER 2026

PRODUCTION · ADOPTION · CHARGING

September's EV Milestones Show an Industry Building Commercial Scale.

● MILESTONES

SEPTEMBER 2026 · MILESTONES

- 01** Oben Electric
10,000th electric motorcycle produced
- 02** Mahindra Electric Origin SUVs
1 lakh cumulative billings since launch
- 03** BMW i7
Local production in Chennai
- 04** Mahindra Charge_iN
50 live stations · 200 charging points
- 05** Tata Power-TATA.ev
70,000+ sessions across 10 Mega Hubs

10,000

Oben cumulative motorcycle production

1 LAKH

Mahindra Electric Origin SUV billings

70,000+

Tata Power-TATA.ev charging sessions

47,000+

Tata Motors quarterly EV sales

In August, the strongest EV milestones showed scale becoming physical through vehicle sales, fleet deployments, battery manufacturing and component exports. **September added evidence of production growth, stronger market acceptance and expanding charging infrastructure.**

Oben Electric rolled out its 10,000th motorcycle, while Mahindra's Electric Origin SUVs crossed one lakh cumulative billings. BMW brought local production of its flagship i7 to Chennai, adding another dimension to India's premium EV manufacturing footprint.

Charging infrastructure also delivered measurable progress. Mahindra's Charge_iN network reached 50 operational stations, while Tata Power-TATA.ev Mega Charger hubs crossed 70,000 charging sessions. Oben's monthly registration leadership and Tata Motors' record quarterly EV sales added further commercial proof points.

These milestones span different parts of the value chain, but together they show an industry building production capacity, attracting customers and putting infrastructure to use.



1. Oben's 10,000th Motorcycle Marks a Step Up in Production Scale

Oben Electric rolled out its 10,000th electric motorcycle from its Bengaluru manufacturing facility in September, marking a cumulative production milestone for the company.

The significance lies in translating product development into repeatable manufacturing. As electric motorcycle volumes grow, production consistency, supplier reliability and service readiness become increasingly important. This milestone provides a tangible measure of Oben's manufacturing progress as it works toward a larger market presence.



Mahindra's One Lakh Electric Origin SUV Billings Show Growing Commercial Scale

Mahindra crossed one lakh cumulative billings of its Electric Origin SUVs since launch, according to its September sales update.

This is a billing milestone, distinct from customer registrations or deliveries. Its importance lies in the commercial scale reached by Mahindra's dedicated electric SUV portfolio.



BMW i7 Local Production Expands India's Premium EV Manufacturing Footprint

BMW announced local production of the i7 50 xDrive M Sport at its Chennai plant, making India the only country apart from Germany where the i7 is locally produced. The i7 M70 remains imported.

The milestone extends India's role in BMW's electric vehicle production network. For the premium EV market, local assembly can strengthen supply responsiveness and product positioning, while creating additional experience in handling and assembling sophisticated electric vehicles.



Mahindra Charge_iN Reaches 50 Operational Charging Stations

Mahindra's Charge_iN network expanded to 50 live locations and 200 operational charging points across India. Its first station under the HPCL partnership also became operational on the Mumbai-Pune Expressway.

The importance is in commissioned infrastructure that drivers can use. A growing network can support intercity EV travel, but its continuing value will depend on reliable operation, convenient access and consistent charging performance across locations.



Tata Power-TATA.ev Hubs Cross 70,000 Charging Sessions

The 10 co-branded Tata Power-TATA.ev Mega Charger hubs collectively crossed 70,000 charging sessions and 85,000 charging hours, according to the companies.

This milestone adds evidence of infrastructure usage alongside installation counts. Sessions and charging hours show that the hubs are serving drivers. Assessing their commercial performance will also require energy throughput, utilisation and operating-cost data, but the reported activity provides a useful measure of network adoption.

New Product Launch

SEPTEMBER 2026

SCOOTERS • SEDANS • COMMERCIAL EVs

NEW PRODUCT LAUNCHES

September Expanded the EV Line-up. From Family Scooters to Commercial Vehicles.

SEPTEMBER 2026 • IN FOCUS

- 01 Simple Wave**
Family electric scooter • From ₹1,09,999
- 02 BMW i5 Long Wheelbase**
Electric sedan • ₹79.60 lakh
- 03 BMW i7 Facelift**
Electric luxury sedan • From ₹1.95 crore
- 04 Honda QC3**
Electric scooter • ₹1.35 lakh
- 05 JSW AMPSTAR**
Electric bus and truck brand unveiled
- 06 Royal Enfield Flying Flea C6**
Europe and UK market launch

6

Launch stories in focus

2

Electric scooter launches

2

BMW electric sedan launches

India • Europe • UK

Markets in focus

Simple Wave launched from Rs 1.10 lakh



Simple Energy launched the Wave, a family-focused electric scooter with 70 litres of underseat storage and battery options ranging from 2.2 to 5 kWh. The range starts at ₹1,09,999, with the top variant offering a claimed 243 km range.

BMW Launches i5 Long Wheelbase at ₹79.60 Lakh



BMW introduced the locally assembled i5 Long Wheelbase, expanding its electric sedan portfolio in India. Priced at ₹79.60 lakh, the model combines a spacious rear cabin with an 81.6 kWh battery and a claimed range of up to 669 km.

Honda Launches QC3 Electric Scooter at ₹1.35 Lakh



Honda introduced the QC3 electric scooter at ₹1.35 lakh, expanding its electric two-wheeler portfolio. Initial availability covers Delhi, Agra, Surat, Cuttack and Kollam, with the model positioned for family use and everyday urban commuting.



JSW Greentech Unveils AMPSTAR Electric Bus and Truck Brand

JSW Greentech launched AMPSTAR, its dedicated brand for electric buses and trucks in India. The unveiling marks the group's expansion into commercial electric mobility, supported by a planned ₹2,500 crore first-phase investment.



Royal Enfield Launches Flying Flea C6 in Europe and the UK

Royal Enfield expanded the Flying Flea C6 into Europe and the UK, with prices starting at €5,990 and £5,300, respectively. Reservations opened across five cities, with deliveries scheduled from October as the company builds its overseas sales and service network.

JV & Partnerships

SEPTEMBER 2026

MANUFACTURING • POWERTRAINS • LOGISTICS • MATERIALS

● JV & PARTNERSHIPS

SEPTEMBER 2026 • IN FOCUS

- 01 Škoda-JSW**
Non-binding MoU to explore an India JV
- 02 Solterra-Sinpro**
EV powertrain access and India engineering
- 03 Bounce Task-ONDC**
EV logistics joins the delivery ecosystem
- 04 LICO-Epsilon**
Collaboration on battery graphite recovery

September's Partnerships Connected Technology, Markets and EV Supply Chains.

MANUFACTURING

OEM partnerships

TECHNOLOGY

Powertrains + engineering

LOGISTICS

Fleet access + delivery networks

MATERIALS

Battery recovery + circularity

September's partnerships connected several capabilities that India's EV industry needs to grow: manufacturing, powertrain engineering, delivery networks and battery-material recovery.

The common thread was access. Manufacturers explored access to local industrial capabilities. Component companies strengthened routes to Indian OEMs. Mobility platforms connected electric fleets with delivery demand, while battery specialists worked on returning recovered materials to production.

These agreements are at different stages, from operational partnerships to exploratory MoUs and letters of intent. Their commercial value will depend on execution: whether technology can be integrated, vehicles can find productive applications and recovered materials can meet customer requirements.

September's developments show how partnerships can help companies address the gaps between a product, its supply chain and its market.

Manufacturing Partnerships Are Shaping Future Market Access



Škoda Auto and JSW Green Mobility signed a non-binding MoU to explore a strategic joint venture in India. The proposed cooperation could support product development, manufacturing and sales for domestic and overseas markets. The agreement remains exploratory, with final commercial terms still to be settled.

The significance lies in combining automotive technology and established operations with local industrial capabilities.

For the EV industry, such cooperation could support localisation and future product investment. Those benefits will depend on the structure and commitments of any definitive agreement.





BikeWo and Moonrider Explore Electric Tractor Deployment

BikeWo Green Tech and Moonrider signed an MoU to explore electric tractor applications across institutional, commercial and specialised operating environments. The proposed collaboration includes evaluating deployment opportunities, with specific projects subject to further agreements.

The operating model matters because electric tractors need suitable work cycles, charging access and sufficient utilisation. Pairing a vehicle manufacturer with a mobility and logistics platform could help identify customers and applications where electrification is commercially practical. Pilots will be important in establishing that fit.

Powertrain Partnerships Connect Technology With Vehicle Development



Solterra and Sinpro Bring EV Powertrain Solutions Closer to Indian OEMs

September coverage highlighted **Solterra Technologies exclusive India partnership with Taiwan's Sinpro Electronics** for EV motors, motor controllers and DC-DC converters. Solterra's expanding Bengaluru engineering presence also supports the development of solutions suited to Indian applications.



The value extends beyond component availability. Vehicle manufacturers need engineering support to select, integrate and validate powertrain systems. Combining Sinpro's technology portfolio with local support could make that process easier for Indian OEMs. Access to imported technology and growth in domestic manufacturing capability remain distinct outcomes.

Musashi and Bhago Plan e-Axle Supply for Electric Three-Wheelers



Musashi Auto Parts India signed a letter of intent with Bhago Mobility to supply e-Axles for the fixed-battery version of the upcoming Bhago Bhim passenger three-wheeler. Production is planned for 2027, making this a future supply programme rather than an existing vehicle rollout.

The partnership brings specialist powertrain engineering into vehicle development at an early stage. Integrated systems can help manufacturers coordinate packaging, performance and production requirements. For a commercial three-wheeler, the eventual test will be reliability, serviceability and operating cost in daily use.

Logistics Partnerships Link EV Access With Delivery Demand



Bounce Task Joins ONDC's Open Logistics Ecosystem

Bounce partnered with ONDC through Bounce Task, connecting its electric mobility and fleet operations capabilities with the network's Open Delivery Protocol. The integration is intended to expand access to last-mile delivery services and opportunities for delivery partners.



The important shift is the connection between vehicles and demand. An electric fleet becomes more valuable when it can secure consistent work.



Bijliride Partners With Swiggy and Zomato to Expand Rider EV Access



Bijliride partnered with Swiggy and Zomato to give delivery partners access to electric two-wheelers through its rental platform. The model offers riders an alternative to purchasing a vehicle outright, helping address the upfront financial barrier to EV adoption.

For delivery riders, the vehicle is an income-generating asset. Rental access becomes useful when the recurring cost, vehicle availability and operating support work together. The partnership's commercial relevance therefore rests on whether riders can maintain dependable working hours and improve their earnings after mobility expenses.

Battery Partnerships Are Extending the Value Chain Into Material Recovery



LICO and Epsilon Connect Recovered Graphite With Anode Production

LICO Materials developed a pathway to recover graphite from end-of-life lithium-ion batteries and manufacturing scrap, with the recovered material intended as secondary feedstock for **Epsilon Advanced Materials'** graphite anode production. The initiative connects battery recycling with battery-material manufacturing.

The significance is in creating a productive destination for recovered graphite. Recycling delivers greater industrial value when recovered material can meet the requirements of subsequent manufacturing processes. Consistent quality, qualification and scale will determine how effectively this pathway contributes to India's battery supply chain.

Investment & Funding

SEPTEMBER 2026

CAPITAL • VEHICLES • SWAPPING • MANUFACTURING

● INVESTMENT & FUNDING

September Capital Backed EV Scale. Vehicles, Infrastructure and Manufacturing.

SEPTEMBER 2026 • IN FOCUS

- 01 Simple Energy**
\$180M Series C announced
- 02 Ultraviolette**
\$85M Series E announced
- 03 Yuma**
\$35M from Magna for swapping expansion
- 04 DRIVN**
₹45 Cr seed funding from Avaana Capital

\$180M

Simple Energy • Series C

\$85M

Ultraviolette • Series E

\$35M

Yuma • Infrastructure capital

VEHICLES • SWAPPING • ELECTRONICS

Where September capital moved

September's EV funding activity shows that capital is backing the capacity needed to turn growing demand into larger, more dependable businesses.

The largest funding announcements focused on vehicle manufacturing, product development, distribution and service networks. Investment also reached battery swapping, electric commercial-vehicle deployment and charging electronics. That matters because scaling India's EV market requires investment across the ownership and operating ecosystem.

The next phase of electrification needs factories that can deliver consistently, service networks that support customers, and energy infrastructure that keeps vehicles moving. Capital is increasingly being directed toward these requirements. September reflects that shift clearly.

Simple Energy announced a \$180 million Series C to expand manufacturing, distribution, service and R&D. Ultraviolette announced an \$85 million Series E to support its vehicle portfolio and scale-up. Yuma raised \$35 million from Magna for batteries and charging/swapping infrastructure, while DRIVN secured ₹45 crore from Avaana Capital.

Alongside these rounds, proposed fundraising and battery-material investment plans signalled a wider capital pipeline. The next test is execution: how effectively that capital translates into production, deployment and sustainable operating economics.

Company Name	Investor / Funding Source	Amount / Status
Simple Energy	Dr A. Velumani Family Office; Haran Family Office, Amit Mishra and founders	\$180M — Series C announced
Ultraviolette	Yali Capital, TDK Ventures and other participants	\$85M — Series E announced
Yuma	Magna	\$35M — capital raised
DRIVN	Avaana Capital	₹45 Cr — seed funding
Zenergize	Equity and venture-debt investors	\$4M — pre-Series A
Ather Energy shares	BlackRock	~₹445 Cr — secondary share purchase
Ola Electric	Proposed rights issue	₹1,000 Cr — board-approved proposal
Zelio	Non-promoter equity investors and promoter warrants	Up to ₹167.96 Cr — proposed issue
Lohum	Prospective equity and debt providers	~₹1,000 Cr equity + up to ₹2,000 Cr debt — explored
Battery Dost	Prospective equity and debt providers	\$5M — fundraising target
Maxvolt	Battery manufacturing project	₹700 Cr — reported project cost
Altmin	Proposed Andhra Pradesh lithium refinery	\$200M — investment plan
Ashok Leyland	Potential Bhandara battery project	₹10,000–15,000 Cr — under evaluation
Finayo–Zuperia	EV lending programme through Lohia Auto's dealer network	₹100 Cr — financing programme
Reliance	Electric-bus donation pledged to TTD	₹27.5 Cr — announced commitment

EV Charging Infra

SEPTEMBER 2026

CHARGING • NETWORKS • RELIABILITY • FLEETS

● EV CHARGING INFRASTRUCTURE

India's Charging Networks Are Expanding.
Access, Reliability and Fleet Readiness Matter.

SEPTEMBER 2026 • IN FOCUS

- 01 Network Expansion**
Mahindra Charge_iN: 50 live stations
- 02 Charging Activity**
Tata Power-TATA.ev: 70,000+ sessions
- 03 Unified Access**
ChargeIndia connects 40+ CPO networks
- 04 Freight Infrastructure**
EIM opens Rewari charging and swapping site

50

Mahindra live charging stations

200

Mahindra operational charging points

70,000+

Sessions across 10 Tata Mega Hubs

40+

CPO networks on ChargeIndia

September 2026: Network Expansion, Unified Access and Fleet Readiness

India's charging networks are expanding. The next test is whether that expansion delivers easier access, dependable service and stronger infrastructure economics.

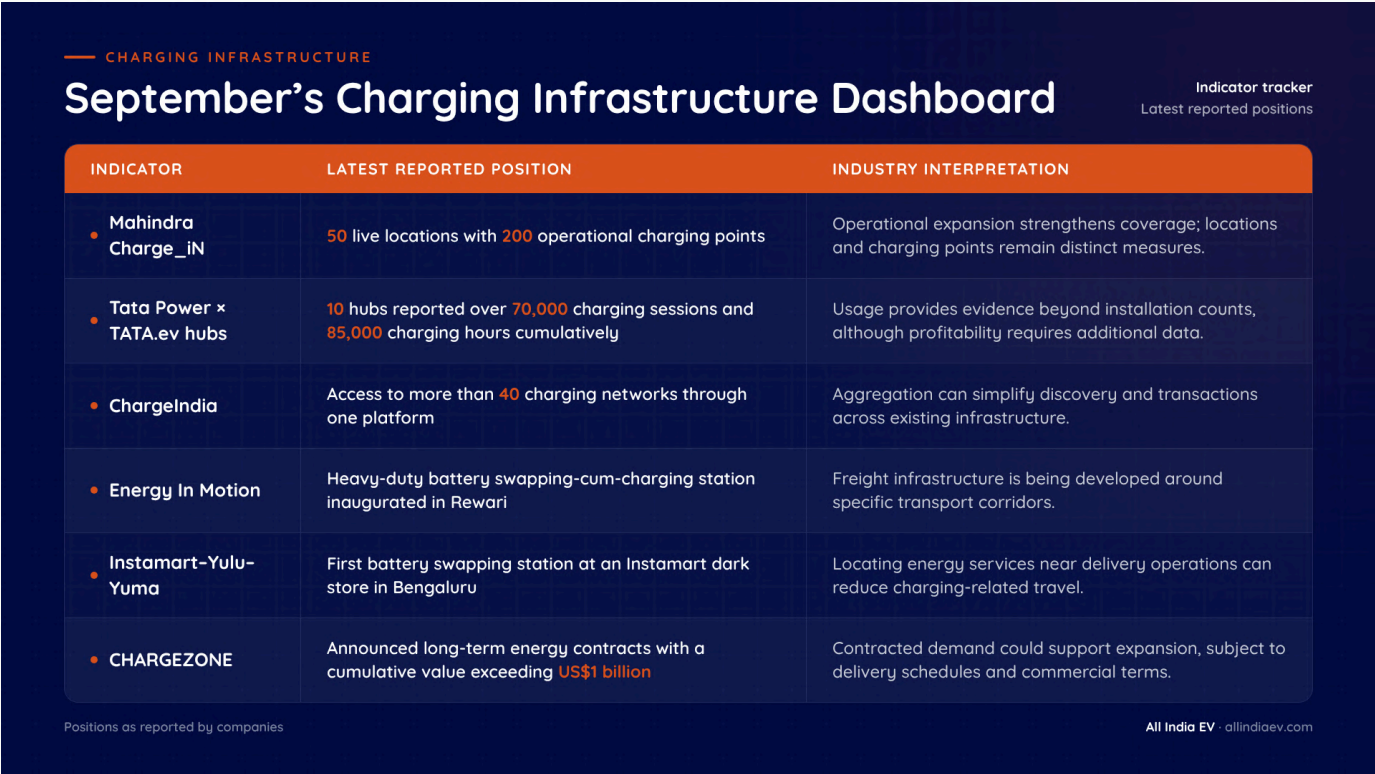
September's developments brought these priorities into focus. Mahindra expanded its operational charging footprint, Tata Power reported cumulative usage across its mega charging hubs, and ChargeIndia brought multiple charging networks into a common interface.

Freight and delivery operations also featured prominently, with infrastructure increasingly being placed around the routes and locations where vehicles work.

Taken together, these developments suggest a broader shift: charging infrastructure is becoming more closely connected to the operating needs of different EV users.

For private motorists, the priority is confidence during a journey. For commercial fleets, it is predictable vehicle availability. For infrastructure operators, it is converting installed capacity into recurring energy sales.





Network Expansion Is Becoming a Corridor Strategy

Mahindra’s Charge_iN network reached 50 live locations and 200 operational charging points in September.

Its first operational station under the HPCL collaboration opened at the HP Auto Care Centre in Sajgaon on the Mumbai-Pune Expressway.

The company’s stated expansion target is 250 stations with approximately 1,000 charging points by December 2027.

The location illustrates why corridor coverage matters. An intercity journey depends on usable charging stops at appropriate intervals, with convenient access and facilities that make the stop practical.

For vehicle manufacturers, such infrastructure can help customers use their EVs for more journeys. For charging operators, the opportunity depends on attracting enough recurring traffic to support each location.

The commercial test will therefore be how effectively these sites serve travel demand as the network expands.

Usage Data Adds Depth to the Installation Story

Tata Power and TATA.ev reported that their 10 co-branded mega charging hubs had collectively recorded over 70,000 charging sessions and 85,000 charging hours.

The network comprises 25 fast chargers, 56 charging guns and 2.7 MW of cumulative capacity. These are cumulative figures reported in September, rather than activity confined to the month.

Such disclosures help move the discussion toward infrastructure use. Installed capacity establishes what a network can potentially serve; charging sessions show that customers are using it.

However, sessions and charging hours provide only part of the operating picture. Energy delivered, revenue per session, repeat usage, downtime and site costs are also needed to assess performance.

For operators and investors, the next useful disclosure would be consistent data on energy sold per site and the cost of delivering that energy.

Unified Access Addresses a Different Infrastructure Gap

ChargeIndia’s platform offers access to more than 40 charging networks, bringing charger discovery and payments into a common interface.

This addresses the experience of using an expanding charging ecosystem. Drivers need to find a suitable charger, understand availability, initiate a session and complete payment. A common interface can reduce the number of separate applications and transactions involved.

The physical network and its digital access layer should nevertheless be measured separately. Bringing existing chargers onto a platform increases their accessibility; it does not represent an equivalent addition of newly installed infrastructure.

The operational test is whether a driver can consistently complete the journey from discovering a charger to successfully charging the vehicle.

Freight Infrastructure Must Fit the Transport Operation

Energy In Motion inaugurated a heavy-duty battery swapping-cum-charging station in Rewari, Haryana, on the NH-48 corridor.

The development brings attention to the requirements of commercial transport. A freight vehicle's energy stop affects dispatch schedules, delivery commitments and the productive use of the asset.

Swapping can support compatible fleets by separating the vehicle's stop from the battery's charging cycle. Its economics also depend on battery inventory, compatibility, charging capacity and sufficient recurring demand.

For freight infrastructure, the relevant unit of planning is therefore the transport route: which vehicles use it, how often they need energy, and where an energy stop fits into the operating schedule.

Delivery Infrastructure Is Moving Closer to Daily Demand

Instamart announced the first battery swapping station at one of its Bengaluru dark stores through its collaboration with Yulu and Yuma, with expansion planned.

The significance lies in proximity. Delivery partners already return to fulfilment locations during their working day. Placing energy infrastructure there can reduce the additional travel required to access a swapping station.

It also creates an opportunity to align infrastructure capacity with a concentrated pool of recurring users. The next measures to watch are daily swaps, waiting times, battery availability and the effect on delivery partners' productive hours.

Contracted Demand Strengthens the Economics Discussion

CHARGEZONE announced long-term energy contracts worth more than US\$1 billion cumulatively across intercity electric buses, trucks and commercial car fleets. This figure represents announced contract value over time.

The announcement highlights the potential role of fleet demand in infrastructure planning. Recurring routes and operating schedules can give charging providers a clearer basis for deciding where to build and how much capacity to deploy.

Commercial outcomes will depend on actual energy offtake, pricing, contract duration and the cost of serving those fleets.

At site level, the underlying revenue relationship remains straightforward:

Charging revenue = energy sold in kWh × realised selling price per kWh.

Electricity procurement, site costs, maintenance, software, staffing and financing then determine how much of that revenue becomes an operating return.

Other EV News

SEPTEMBER 2026

POLICY • PRODUCTS • MANUFACTURING • MOBILITY

● OTHER NEWS

September's EV Story Went Beyond the Big Themes. More Developments Kept the Market Moving.

SEPTEMBER 2026 • IN FOCUS

- 01 Policy & Regulation**
Decisions shaping EV adoption
- 02 Products & Technology**
Updates beyond the launch headlines
- 03 Manufacturing & Supply Chains**
Capacity, localisation and industrial progress
- 04 Mobility & Deployment**
Fleet activity and market developments

POLICY

Adoption and regulation

PRODUCTS

Technology and portfolio updates

MANUFACTURING

Capacity and localisation

MOBILITY

Fleets and market activity

1. Switch Mobility Secures Order for 840 Electric Buses for Delhi

Switch Mobility received an order from Antony Road Transport Solutions for 420 nine-metre and 420 twelve-metre electric buses under PM E-DRIVE. The vehicles are intended for deployment with Delhi's public transport authorities, expanding the city's electric-bus procurement pipeline.

2. Haryana Offers MSMEs Up to ₹5 Lakh for Electric Cargo Vehicles

Haryana notified an electric cargo vehicle incentive for eligible MSMEs, offering 15% reimbursement of the ex-showroom price, capped at ₹5 lakh per vehicle. The scheme supports qualifying enterprises purchasing vehicles for their own logistics requirements, with eligibility conditions governing vehicle capacity and registration.

3. Delhi Leads India Electric Mobility Index 2025

The India Electric Mobility Index 2025, published by NITI Aayog, placed Delhi at 84, followed by Maharashtra at 78 and Karnataka at 73. Developed with WRI India, the index assesses state-level electric mobility progress across multiple indicators, extending the comparison beyond vehicle registrations alone.

4. NITI Aayog Launches PACT and Zero Emission Truck Marketplace

NITI Aayog launched the Platform for Aggregating Clean Transport—PACT—and the Zero Emission Truck Marketplace at the fifth E-FAST India Summit. The initiatives aim to support coordinated freight electrification by connecting demand, vehicle options and the wider ecosystem needed for electric-truck adoption.

5. Chandigarh Ends EV Purchase Cash Subsidies

Chandigarh amended its EV policy to discontinue purchase cash subsidies, while retaining other applicable incentives. Pending applications submitted through the EV portal will continue to be processed. The change alters the incentive structure for future buyers as the city moves into its next phase of EV adoption.

6. Delhi Reports ₹4.8 Crore in EV Incentive Disbursements

Delhi reported 5,678 incentive applications and ₹4.8 crore disbursed to 1,664 beneficiaries by September 21 under its EV Policy 2026. Electric two-wheelers accounted for most applications and payments, highlighting their role in the policy's early uptake; 4,014 applications remained under processing.

7. Delhi Cabinet Approves DURGA Scheme for 1,300 E-Autos

Delhi's Cabinet approved the DURGA scheme, allocating 1,170 electric autos to women and 130 to transgender beneficiaries in its first phase. The initiative combines self-employment with cleaner last-mile mobility, with applications planned through a dedicated portal and eligibility conditions applying to beneficiaries.

8. School-Bus Operators Raise Concerns Over Delhi's Electrification Mandate

Delhi school-bus operators sought reconsideration of the requirement for at least 10% electric buses by 2028, citing higher vehicle costs and charging expenses. Their response highlights the financing and infrastructure challenges involved in electrifying fleets that operate around fixed school timings.

9. Maharashtra's Housing-Society Consultation Raises EV Charging Questions

EV charging featured among stakeholders' concerns about Maharashtra's proposed housing-society bylaws. The wider consultation drew more than 5,000 objections and suggestions, including requests for clearer parking provisions and responsibilities.

10. Chamba Receives 10 Electric Buses

Himachal Pradesh flagged off 10 electric buses for Chamba, including a service connecting the district with the Chintpurni temple. The deployment extends electric public transport into hill-region operations, where route conditions, charging arrangements and dependable maintenance are important considerations for fleet performance.

11. Fresh Bus Launches Bengaluru-Hyderabad Electric Sleeper Service

Fresh Bus introduced an electric AC sleeper service on the 600-km-plus Bengaluru-Hyderabad corridor, using 13.5-metre coaches with 36 sleeper berths. Scheduled charging halts support the journey, demonstrating how route planning and energy infrastructure can enable longer-distance electric passenger transport.

12. Raptee.HV Begins Customer Deliveries in Bengaluru

Raptee.HV commenced electric-motorcycle deliveries in Bengaluru following the opening of its showroom and a dedicated service centre in HSR Layout. The company outlined a target of more than 100 deliveries across Chennai and Bengaluru by November, as it works to expand volumes and reduce waiting periods.

13. Creatara Opens Faridabad Plant With 30,000-Unit Annual Capacity

Creatara Mobility inaugurated its first manufacturing facility in Faridabad, with installed capacity for 30,000 electric two-wheelers annually. The plant will manufacture the IN40 and VM4 for domestic and export markets, marking the company's transition toward series production. Installed capacity remains distinct from actual production volumes.

14. Ultraviolette Plans BIGGA Factory in Hosur

Ultraviolette announced plans for its BIGGA factory in Hosur, with phased annual capacity of 250,000 vehicles and infrastructure designed to accommodate 500,000 units as demand grows. The proposed facility will support the company's broader product expansion alongside its existing Bengaluru manufacturing operations.

15. EaseMyTrip's EMTev Begins Electric-Bus Rollout in Bhopal

EaseMyTrip's electric mobility arm, Easy Green Mobility—EMTeV—began its electric-bus rollout in Bhopal. Its Vision 2030 roadmap targets manufacturing capacity of 5,000 buses annually within five years, combining ambitions in production, operations and localisation. The capacity figure remains a future target.

16. Montra Targets US\$1 Billion Annual Revenue by 2030

Montra outlined an ambition to reach US\$1 billion in annual revenue by 2030, with electric trucks expected to drive much of the growth. The strategy places commercial vehicles at the centre of its expansion, linking future scale to freight electrification and demand from industrial customers.

17. VinFast Adds 11,500-Sq-Ft Noida Sales and Service Facility

Velocity Fintrust opened an 11,500-sq-ft VinFast facility in Sector 63, Noida, offering sales, service and spares support. Featuring the VF 6 and VF 7, the outlet strengthens VinFast's NCR presence and adds ownership infrastructure alongside its expanding vehicle distribution network.

18. VinFast Reportedly Explores India-Specific EVs

Reuters reported that VinFast was exploring two India-specific electric vehicles, following a reassessment of local manufacturing costs for existing global models. The reported approach involves Indian suppliers earlier in development, highlighting the importance of aligning product design, sourcing and pricing with domestic market requirements.

19. Renault Indicates Battery-Electric Launches From Late 2027

Renault India indicated plans to introduce battery-electric vehicles from late 2027, alongside a wider product programme and hybrid ambitions. The roadmap signals an expanded role for electrification in its India strategy, while final model details, specifications and launch schedules remain to be announced.

20. Omega Seiki Begins Developing an Accessible EV

Omega Seiki Mobility began designing an electric vehicle for persons with disabilities, focusing on accessibility, safety, comfort and ease of use. The company plans to involve users and relevant specialists during development, bringing inclusive mobility requirements into the vehicle-engineering process.

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