



ALL INDIA

EV

EV

MAGAZINE

EDUCATE | AWARE | PROMOTE

JULY-22

Official Media Partner of



EV Updates Inside

- EV Rockstar: Volttic CEO Mr. Varun Chaturvedi
- EV Milestones
- Who is doing What in EV: Volta Automotive India: India's First 3-W EV Retrofitting
- New Product Launched
- ShEV: Women in EV
- Joint Ventures
- Other EV Updates
- EV Sales Q1 2022
- About All India EV



EV Rockstar

Varun Chaturvedi

Founder and CEO

Volttic EV Charging Solution



Can you share about your journey before starting Volttic and how did it lead to starting Volttic?

I have done electrical engineering. Before starting the Volttic I was working within oil and gas industries where I was looking in power infrastructure, mostly power generation and distribution, so this was my comfort zone. After some time I started thinking about what I should do, because, at that time, EVs were even not known in India, and whosoever was thinking about sustainability was limited to the renewable side.

So, when my partner and I were exploring the options, we got some information that in Europe, people are talking about EVs, and there is lots of momentum. We did our own research and we found that, it's really going to help India, because our major challenge to India is the pollution. Most of the cities are polluting, and then of course, after that fuel import, so we thought maybe right now, it is not happening but of course, the future is something that India should adopt for EVs, and why we should jump because it's new for everyone, everybody will be on the same page.

So we realized that we have experience in the power industry. So first is the technology side, we are very comfortable, not just the selection but operation and maintenance as well because of my background. The second thing is it's a sustainability part, so where we are going to contribute to the social cause and of course, serve the country.

And third, of course, in time it's making a commercial impact means like, we are going to generate employment and a company which is going to have more visibility. So, with all these three combinations, we thought let's venture into the electric vehicle. In the electric vehicle industry, there are multiple verticals, vehicle manufacturing, that we immediately dropped out, because that was not our forte, and as you know it is required lots of, infrastructure support and the investment. So, we thought we will go on the charging infrastructure. So in that, we choose the charging as a service where we should provide the services. So this is how we started our January in 2017.

What were all challenges you faced while starting Volttic and how did you overcome them?

We were a new company and there was no visibility, awareness, policies, or any sort of standardization. It was important to understand in which direction we should move and then how we should make ourselves more sustainable. We started our journey and at that time, we were even not sure that we are going to make our revenue.

We started with choosing the solution sales side because that is where we don't need to invest, we thought that we should just sell the solutions to the end user and make some margin. We choose the commercial fleets because the use first mover of EV adoption is from the commercial trip because they know how much they are going to save money on fuel and maintenance. We targeted those segments, where we can immediately start making revenue because ultimately that's what is needed for surviving a startup. The business model which I developed at that time, was very clear that we should choose the segment where we have proper visibility.

We targeted commercial fleets then residential complexes, of course, corporate offices, and hotels where the need is coming. So, with proper strategies and market study, we overcome those challenges, and right now we are making our site fast charging here

Can you share with us how you felt when you installed your first charging station?

Our first order was the retail, before that we were meeting lots of people giving lots of demos but nobody was aware of EV charging infrastructure. I always remember our first conversation with our first client, because they were the first people who trusted us. When I was briefing them, he very gently responded you want to experiment on us, it is not a project installation, and it's an experiment because we are the first who are going to install the charging station.

So the moment we got the first installation, it was really exciting because the first installation means you are knowing nothing about the field. We were going to get the live experience of installing, commissioning and charging the electric vehicle for the very first time. Not only us but the client is also very excited.

Our first installation was in 2019, somewhere during August. It was quite exciting when we got the first photo clicked and the first things are done. And then we got recognition in the market because we were the first few who deployed the charging stations and got utilized. So the whole team was excited it was a learning phase.

What's your thought on the present EV market and how rapidly it's going to change in the coming year.

Now, there is no doubt about EVS adoption and its growth. Everyone is fully confident in the EV charging infrastructure. Last two years because of the COVID impact it was not up to that pace, but everywhere EV charging stations are getting installed. New players in the battery industry are coming up. I believe EV sales volume going to increase every year. As per government data, 13 lakhs of EVs have been registered, which is more than a million, and the next four, or five years are going to be more exciting.

I believe this is the correct time to venture into the EV industry. If we talk about the benchmark scenario that is going to happen by 2025. I believe 2025 is the best time in case when everything will be well visible EVs, lots of EVs models, a good number of charging infrastructures, and all those things.

From 2020 to this year, every year we saw rising growth of EVs. The government is targeting 30% electrification by 2030 but we believe that the market will see a natural adoption of EVs after 2025 and after that by 2030.

So we believe it is going to be very exciting next four or five years and we are very amazing

What's your definition of Success? What's the upcoming milestone for Volttic and when you are planning to achieve it?

Success is something that you just define in one word, because it's come in a milestone, like if I give you the first step to success for me when we install the first charging station. That gave us full confidence and now we are up to a certain level of more than four hundred charging stations. So, success means something which gives you confidence which gives you satisfaction, and most importantly the client you are doing business with should give positive feedback.

At the same time, it is a balance between both sides like I am getting clients for installation and at the same time, I'm serving the purpose of my clients, our users.

But yeah, there are certain targets which defined a floor success, like at Volttic we are targeting to install 10,000 charge points in the next five years. So that could give us a successful parameter in the market where we have a good number of shares.

At Volttic our plan is quite clear, to have the maximum number of charging stations but not we are chasing only numbers we are chasing asset utilization, proper operation safety reliability is the key factor for all these things. So we will achieve pure success when all our charging stations are getting installed and they are running safely the operation should be in contro

What piece of advice would you like to give to the one who wants to be a part of this EV industry in any way, as entrepreneurs or job seekers

The first piece of advice to entrepreneurs is to do very hard due diligence on their products. Make sure you have comfort and control over that sector for at least initial four or five years until you don't have good fundraising and good team size.

Believe in your product readiness. Don't get demoralized by what others are doing. I always suggest having confidence in yourself, doing the proper strategy in terms of business operation at least for two, or three years, think of what you are not going to get upfront. So how you are going to survive how your product is going to get launched? And who are your customers? Make them your friend so that in your tough time they should support you and you should also support them. It's not the only vendor or supplier relation or client or company relation. There are multiple factors that you should learn. Every day is learning there is nothing harm in learning new things from anybody whether it's junior or senior.

I believe opportunities are available. But be selective, be confident. Don't get confused about the competition or with the others. Whatever you are targeting focus on that and keep focusing on that might be that is the best way to have in this industry.

Joy e-bike

Presents

EV India
An Electric Motor Vehicle Show

India's Biggest Electric Motor Vehicle Show

EV INDIA 2022

An Electric Motor Vehicle Show

07th-09th September, 2022

India Expo Centre, Greater Noida, NCR, U.P., India

In Association with

MAXIM
EBIKE



CONCURRENT EVENTS

- E-CHARGE FORUM
- E-MOBILITY AWARDS
- COP26 EV RALLY
- EV pe CHARCHA

FOCUS INDUSTRIES:

- Electric Vehicles ● Charging Infrastructure, Equipment & Solutions ● Auto Components
- Battery Manufacturer ● Battery Management System ● Battery Storage System
- IoT Devices & Software ● Raw Material ● Allied Products & Accessories

Organizers

Co-organizer



SOCIETY OF MANUFACTURERS OF ELECTRIC VEHICLES

Supported by



EV Milestones



CSIR-CECRI partners with
GODI India to set up a
lithium-ion cells production
facility in Chennai

CSIR-CECRI and GODI India have entered into a public-private partnership through an MoA, to operate and maintain an advanced Lithium-ion cells manufacturing facility in Taramani, Chennai



IIT Kharagpur develops
motor, smart controller for
e-rickshaws

A team of researchers at IIT Kharagpur has developed an indigenous, efficient and affordable smart controller for e-Rickshaws. The smart controller is part of the Ministry of Electronics and Information Technology's (MeitY) program for indigenous development of electric vehicle subsystems



Repos Announces A Solution Of Waste to Power Fueled Mobile Electric Charging Vehicle

Repos announced the launch of an organic waste-powered 'Mobile Electric charging vehicle' with the vision of moving towards a carbon-neutral future. Repos has signed an MOU with Urja Biosystem Pvt Ltd and Batx Energy Pvt Ltd for mobile distribution of clean electrical power to EVs through second-life batteries.

"Who is doing What in EV"

VOLTA AUTOMOTIVE INDIA PVT LTD

First Indian company to retrofit the 3-wheelers

Volta Automotive India Pvt Ltd started with a passion for EV when the Government of India Started NEMMP 2020 in 2012. So in the year 2013, we imported e Rickshaw which was not well accepted by Bangalore auto drivers since there is no cycle rickshaw concept. So some of the drivers suggested that why not make electric auto similar to Bajaj auto, then we thought let us try to convert the Bajaj Autos, so we started searching for EV components which were not available in India and none of the motor manufacturers were able to provide us good motor and controller. We contacted our Chinese contact and explained our requirement and visited their facility sat with them and they took 2 months to freeze on correct power train suitable for our needs after taking data from us and suggested that 2.2kW 60V power train will be suitable to us.



At the beginning of 2014 we tested the same on their test bench and found all parameters are matching with the performance of Bajaj ICE powered auto, we bought a few 2.2kW 60V power train from them to India fixed on the Auto converted it to Pure electric, there we found there are only Lead-acid Batteries available, so we used 5 no's Lead-acid Batteries of 12V 100Ah, the vehicle performed very well, Now the task was how to bring them on Road, local transport authority suggested to get ARAI certificate, when approached ARAI they said there are no norms for Pure electric retrofitting since we were removing Whole IC Parts and directed us to approach the ministry of Road Transport Government of India, which we did in Feb 2015 and taken retrofitted auto to Delhi from Bangalore, Shown to Transport Minister Mr. Nitin Gadkari Ji who after taking a ride in our retrofitted auto got convinced and directed ARAI to evaluate the Retrofitted auto and give their report whether it's roadworthy.

We took the same Auto to ARAI, PUNE along with a Letter from MoRTH and ARAI Evaluated and gave the positive report saying it is worth doing retrofitting, and MoRTH asked us to do PILOT Project and run 10 Vehicles in 3 Different Cities Bangalore-Delhi-Nagpur.

We converted 10 vehicles from Bangalore and took 3 Vehicles to Delhi, 3 retrofitted vehicles to Nagpur, and 4 Vehicles to Bangalore by taking Special Permission from the Local Transport department under MoRTH's direction.

We fixed 362W solar Rooftop with MPBT charger on these vehicles just for Testing. The whole PILOT was for 120 Days with every day 10 Vehicles running for around 100km each of which we had taken data of WATTAGE/Current/Voltage Drop/Location/ Time of Travel from every stop/ Speed of the Vehicle and gave a Cumulative report of Cumulative 1,20,000 km data to MoRTH. With this data and ARAI Recommendation MoRTH in Feb 2106 brought a Draft Notification for OBJECTIONS from any of the OEMs within 90 days, and after 90 Days there was no objection from any of the OEMs then the MoRTH brought the final Gazette 629(E) dated 24th June 2016 which amends CMVR act 115D with Part 3 where in PURE ELECTRIC retrofitting is allowed in India with vehicle safety shift from OEM to the Kit manufacturer, After this Gazette 629(E) VAIPL received the ARAI certification for Retrofitting first in INDIA, subsequently received FAME-1 Incentive but same was removed when FAME-II was framed by NITI Aayog.

It's a self-financed business. We have Retrofitted around 100 Vehicles since 2017 when VAIPL received ARAI Certification and Transport Commissioner's approval to retrofit and ENDORSE the RC BOOK post Retrofitting by the RTOs. At present the Motor and Controller is been Imported from China, and VAIPL is localising the Power trains which are under Testing (road Trials). The challenge this business is facing is Financing the individual Auto drivers for Retrofitting because none of the Banks are ready to finance them, also good quality battery suppliers.

The Central Government role in this EV retrofitting is to extend FAME-1 Incentive to FAME-2 scheme, which will make the initial cost of retrofitting cheaper for drivers, also direct all the state Governments to support Retrofitting in a big scale, The retrofitting is good for India as the retrofitting cost is 50% of the similar new electric vehicle also retrofitting will increase the no of electric vehicle on road at the same time reduce similar number of polluting, Central Government should push all the banks to give finance to electric vehicles as priority sector financing at very attractive rate of interest which will make it easier to adopt, as of now most of the Banks hesitate to finance the electric vehicles because of difficulty in reselling those vehicles for which the repayment is not done because of Battery life (max 3 Years) because the Battery makes more than 50% of the cost of Electric Vehicles, Government Missed the BUS as they failed to make any standardisation on Battery Chemistry or Battery Voltage, if it was done it would have been easier for battery swapping affordable due to inertpolarability of the batteries for 2 and 3 wheelers, Today in India most of the EV manufacturers using 48V Battery which will have higher current carrying leading to higher operating temperature as well the Power loss (Higher energy per km)

Madan Mungaravalli
CEO, Volta automotive

Pollution free wheels

New Product Launch



e-Ashwa Automotive launches e-auto

With a mileage of 90-100 km and a maximum speed of up to 25 kmph, the budget e-auto offers a good solution for the existing traditional rickshaw drivers looking for better options to shift to eco-friendly, affordable and low-maintenance vehicles due to the rising fuel prices



Atumobile launches AtumVader e-bike

Hyderabad-based electric vehicle maker Atumobile launched its latest high-speed AtumVader e-bike, at an early bird price of Rs 99,999. With a 2.4 kWh battery pack, AtumVader offers a range of 100 km on a single charge and a top speed of 65 km/hour



XC40 Recharge electric SUV by Volvo Cars India

Swedish luxury carmaker Volvo Cars India launched its electric SUV XC40 Recharge



Onix Group Launches ESO-10 Electric Bike

Onix Group India, a renewable energy including solar and wind energy and electric segment company has launched a new electric scooter, ESO-10. It will be offered in two colors white and black



EVeium Launches Czar, Cosmo, and Comet

All e-scooters were launched in the high-speed category. Ellysium Automotives is the automobile arm of Meta4 Group in the United Arab Emirates. Recently, EVEium, its EV two-wheeler brand, was launched in India by Ellysium Automotives.

Electrifying India's Mobility

India eMobility Show 2022 is a part of a series of global eMobility & other sustainability events organised by Valiant in a bid to support zero-emission mobility and a carbon-neutral future.

Register Now

Get Brochure

From The Organisers Of

LONDON
EV SHOW

29 Nov - 01 Dec 2022
ExCeL London



Test Drive
Track Available



Pragya Goel, CEO Vegh Automobiles



When do you realize that EV is your calling? And what excites you most about the growing EV industry in India?

Before starting Vegh Automobiles, I was working with an automobile company in new business development. The changing technologies across the country have always fantasized me and E- mobility is one such sector. E -mobility is similar to the revolution of mobile phones and the internet which spread suddenly and fast. FY-21 was the year that has seen a phenomenal jump in this sector. This is the same year when Vegh Automobiles had been incorporated.

The fact that multiple players are coming together in an ecosystem is what excites me most about this industry. This industry has completely changed the picture of the automobile industry’s monopoly and has painted a new India where everyone with great ideas has a platform to showcase the same.

Is it tough or boon to be a woman entrepreneur in the EV sector? What challenges have you faced in your small journey so far?

Whether it is any industry, it is a boon to be an entrepreneur in the first place. You get to explore the world in a very short period.

Talking about the conventional automobile or today’s EV industry it has always been difficult for a woman to make her space. This area has been male-dominated. It is quite difficult to socialize and build new relations when it comes in comparison to men. For a woman entrepreneur in this industry at a young age, sometimes society finds it difficult to acknowledge our leadership role.

But then, overcoming these challenges and working towards your vision is what being an entrepreneur means.

But I must say, the Indian ecosystem of startups today is very welcoming to all genders and ages of people and this creates an easy path for women like us to walk on

How do you see this Industry in the present stage and how it will transform in the future?

EVs are touted as a one-stop solution to many problems in India. These include those related to air pollution and steep oil import bill that depletes our foreign exchange reserves.

The present stage of the EV industry is just the beginning of the shift. It has a long way to go. But seeing the growth of this industry, the complete transition to EVs is very close. The market is much bigger now, which official numbers do not reflect, as it doesn't count low-speed two-wheelers that do not require registration.

The govt. Subsidies, regulations, and motivations are proof of how a drastic push is being given for the shift to EVs. The biggest thing is awareness and it is increasing every quarter. With multiple players in this industry, the awareness about the technology and the product is reaching the doors fast. The govt. aims to have 80% of 2-wheelers, 3-wheelers, and 30% of private cars by 2030 as electric. Achieving such high numbers will be supported by huge transformations in infrastructure and battery technologies.

Where are you placing Vegh in the present 2-wheeler electric market and what makes Vegh different from the other electric 2-wheeler manufacturer?

Vegh Automobiles has started to play its part in the revolution. Educating customers about the changing technology while giving them affordable and quality-driven products is what Vegh does. We have started test rides and educational campaigns which not only aware the customers but also special training about EV technology for 2-wheeler workshop owners are given. This ensures the availability of service at every step.

In a short period, I see Vegh as the biggest player in 2 wheeler segment targeting TIER 2 and TIER 3 cities in North and North East India. Vegh understands along with a good product that satisfies customers' needs, how important service support, availability of spare parts, and quality which is lacking by many EV players today.

Joint Ventures & Partnerships



Pinnacle Mobility Solutions, a unit of Pune-based Pinnacle Industries which has forayed into the electric bus business, is all set to establish its first plant in Pithampur, Madhya Pradesh, in partnership with **European company VDL** investing INR 2000 crore over the next five years



shadowfax
We Deliver

Crowdsource platform for last-mile delivery **Shadowfax** has received the first batch of 100 electric scooters from **Hero Electric**. Shadowfax plans to convert 75% of its fleet to electric vehicles by 2025, according to a statement.



eduvanz
Making Education Accessible

Home-grown EV brand, **Jitendra New EV Tech**, and **Eduvanz**, a digital FinTech NBFC, announced their partnership to make electric two-wheelers more accessible across India by providing low-cost financing solutions for the Nashik-based EV manufacturers' customers



Aditya Birla Group's metals flagship **Hindalco Industries Limited** signed an MoU with **Phinergy**, a leading Israel-based pioneer in metal-air battery technology, and **IOC Phinergy Private Limited**. According to the MOU, Phinergy and IOP will partner exclusively with Hindalco in India for advanced battery R&D and Manufacturing



Log9 Materials entered into a strategic partnership with Pune-based EV company **Northway Motorsport** to utilize the latter's expertise to retrofit multiply used and brand-new ICE-based Small Commercial Vehicles (SCV) into EVs alongside the integration of Log9's RapidX batteries for delivering uncompromised and unmatched performance



Murugappa Group sets up EV arm TI Electric Mobility to re-enter EV space with e-3Ws and e-tractors. TI Electric Mobility plans to launch its electric three-wheeler under the brand name Montra by September 2022



Tata Motors announced its partnership with **EC Wheels India Pvt. Ltd.** an app-based urban transportation service in Kolkata, to deploy 1,000 XPRES T Electric sedans for cab transportation. With a commanding EV market share of 90% in the east, the signing of this MoU makes for the biggest-ever EV fleet order in the region



Leading automotive and two-wheeler battery manufacturer **Tata AutoComp GY Batteries** entered into an after-market tie-up with **Tata Motors**, India's largest commercial vehicle manufacturer. The synergy between the two Tata Group entities will ensure a hassle-free battery buying and service experience for all commercial vehicle consumers across the country



Integrated electric mobility and charging solutions firm **Magenta Mobility** announced its collaboration with **Amazon India** to deploy electric vehicles fleet and charging facilities in Hyderabad. The tie-up, under which it will deploy electric three and four-wheelers for its delivery partners, marks the company's formal entry in Telangana



Convergence Energy Services Limited, a wholly-owned subsidiary of Energy Efficiency Services Limited (EESL), signed a Memorandum of Understanding with **Three Wheels United** (TWU), a global Fintech company specializing in EV financing, to procure 70,000 electric three-wheelers (E3Ws) to be deployed in phases across India in five years.



E-logistic service provider **Zypp Electric** recently partnered with **Zepto**, an e-grocery company, to facilitate last-mile deliveries. Extending an EV+Driver fleet of 1500-plus, the partnership today is enabling more than 20,000 deliveries daily in Delhi and is also going to expand to Bengaluru and Mumbai in the next 4 months



Altigreen has joined hands with the **Centre for Artificial Intelligence and Machine Learning** at the Indian Statistical Institute, Kolkata. Under the partnership, vast amounts of cloud data generated by the advanced drivetrain stack in every Altigreen EV will undergo statistical analysis, to continuously improve the energy efficiency under various use cases and environmental conditions.



Pricol partners with **BMS PowerSafe** for manufacturing Battery Management System for EVs. As part of the arrangement, BMS PowerSafe will develop the software and provide its BMS platform as an end-to-end solution in consultation with Pricol.



Italian niche bike maker **Moto Morini** announced joining hands with Hyderabad-based **Adishwar Auto Ride**. They are coming up with their new line-up of models, which comprises a tourer, adventure tourer, Retro Street, and a scrambler bike



Kinetic Green Energy partners with **Cholamandalam Investment** for EV financing. The collaboration is aimed at making Kinetic Green's battery-operated vehicles more affordable for discerning and price-conscious buyers with attractive financing solutions as well as catering to newer markets



Ipower Batteries and **Elthor Energy** collaborate to create a 2-wheeler battery with a 280 km range. The companies have collaborated on research and development of high-performance EV batteries to enable two-wheelers to cover long distances per charge.



Bounce Partners with **CSC e-Governance Services India** to increase its presence in rural India. Bounce plans to increase its reach to more than 7 lakh villages in India with the MoU.

Other EV Updates

Tork Motors has started the deliveries of the Kratos and Kratos-R electric bikes

Tata Motors bags 1500 e-buses order from DTC under CESL tender. Tata Motors will supply, operate and maintain those electric buses.

Olectra to supply 300 electric buses worth Rs. 500 crore to Telangana

Bounce to sell its e-scooters through Flipkart and buyer will be able to receive e-scooter within 15 days

● **Tube Investments** acquires about 65% stake in an EV startup. The acquisition would be through a combination of primary and secondary purchases of share ●

● **Ather Energy** launches 450X Gen-3. On the UI/UX front, the 450X Gen 3 features an upgraded dashboard with a re-architecture Ather stack and an upgraded 2 GB RAM ●

● **Ola Electric** to invest USD 500 Million to set up EV cell R&D Centre in Bengaluru ●

● **iVOOMi Energy** to invest Rs. 200 crores to set up an electric two-wheeler manufacturing unit in Pune ●

● **Delta** deploys 6000 EV chargers in India. Delta is also planning to localise its products by 80% ●

Hero Electric begin work on the second facility in Ludhiana. The plant will be a hub for building new battery design and development and futuristic products.

EKA has received the Central Motor Vehicle Rules certification for its E9 electric bus from the Automotive Research Association of India

Delhi govt launched a **WhatsApp chatbot** to answer queries on e-vehicles.
Send a **'hello'** at **9810336008**

eBikeGo to set up manufacturing plant through subsidiary **Vajram Electric**

Jitenndra New EV Tech and **Hayasa E-Mobility** to invest Rs. 1,500 crore in Nashik over next 5 years

VMoto eyes extensive EV service, repairing network across cities.

Under **Haryana State EV Policy** 2022, electric vehicle buyers to get INR 10 lakh discount

M&M raises Rs. 1925 cr in a proposed EV subsidiary from BII at a valuation for Rs. 70,070 cr.

Chhattisgarh Govt approves electric vehicles policy with an aim to develop state as a EV manufacturing hub

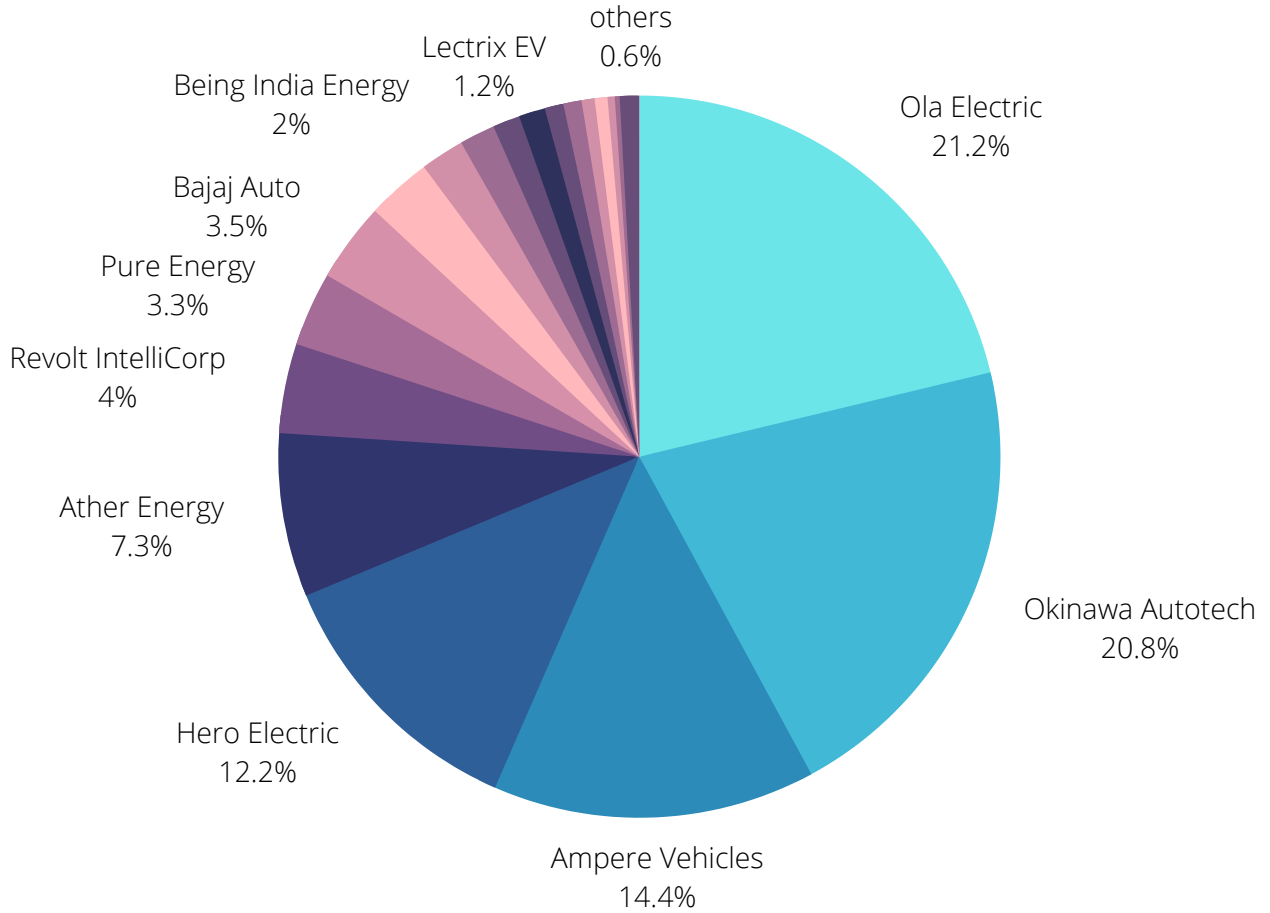
Turno raises USD 3.1 million. Turno claims to have captured 75% market share in the retail cargo.

● **Okinawa** to adopt government's Open-BMS. This Open-BMS is being developed by Niti Aayog in collaboration with IITs, battery makers, and the Department of Science and Technology ●

● **Omega Seiki Mobility** opens its third manufacturing plant in Faridabad with an investment of Rs. 75 crore ●

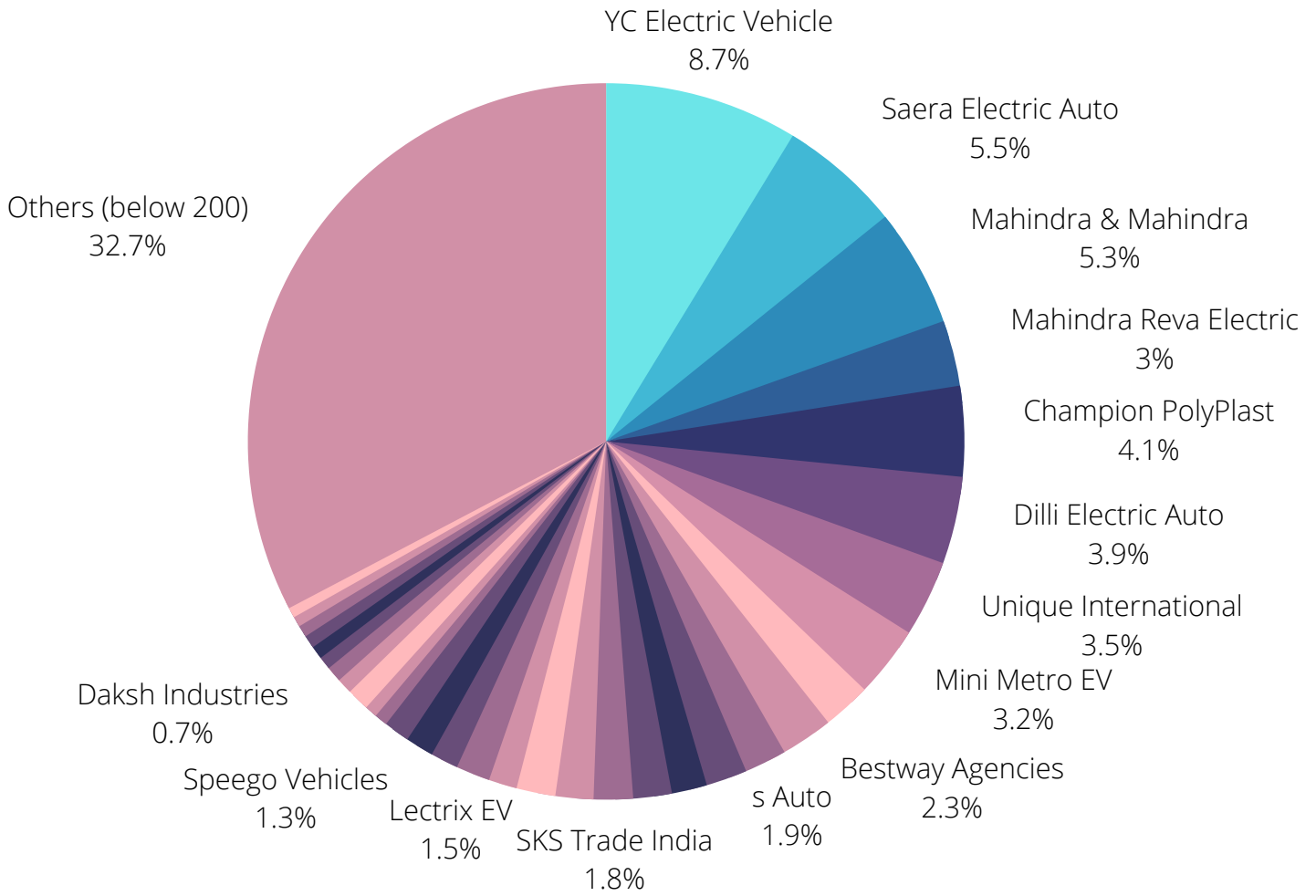
● **EVIFY** Raises Rs. 80 lakh in a seed financing round led by **We Founder Circle** ●

EV Sales Data Q1 2022



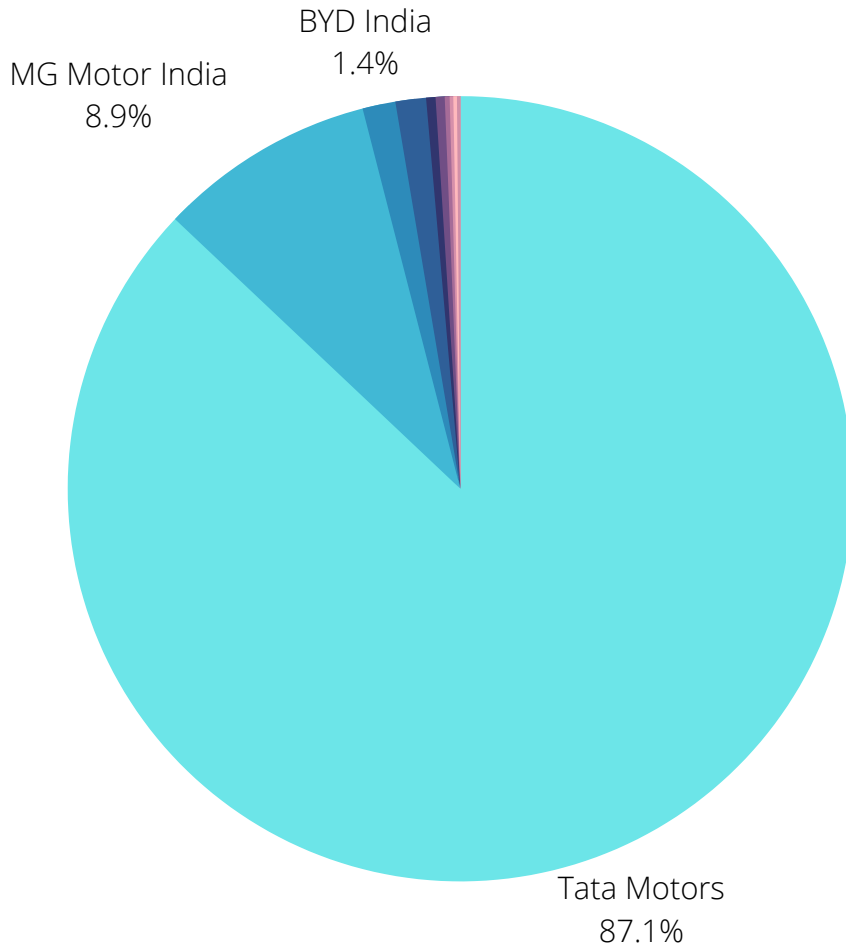
Q1 Sales data of Electric two-wheelers in India

ELECTRIC 2-WHEELER OEMS	April '22	May '22	June '22	Q1 Sales
Ola Electric	12,698	9,238	5,883	27,819
Okinawa Autotech	11,010	9,302	6,981	27,293
Ampere Vehicles	6,539	5,836	6,540	18,915
Hero Electric	6,576	2,850	6,503	15,929
Ather Energy	2,447	3,333	3,816	9,596
Revolt IntelliCorp	1,239	1,585	2,423	5,247
Pure Energy	1,756	1,466	1,125	4,347
Bajaj Auto	1,121	1,724	1,795	4,640
TVS Motor Co	1,417	443	1,944	3,804
Being India Energy	820	792	956	2,568
Jitendra New EV Tech	915	626	548	2,089
Lectrix EV	659	419	519	1,597
Gogreen E-Mobility	548	546	446	1,540
Mew Electricals	441	363	298	1,102
KLB Komaki	349	364	358	1,071
Okaya EV			760	760
Twenty Two Motors			751	751
RGM Business Plus	165	146	111	422
Elthor Energy	114	95	76	285
Eco Fuel Systems		65	56	121
Chandana Corporation		38	36	74
Micelio Motors			58	58
Jiangsu Zheenaída			34	34
Nisiki Technologies			29	29
Others	352	259	214	825
Total	49,166	39,490	42,260	1,30,916



YC Electric Vehicle	1,885	2,045	2,385	6,315
Saera Electric Auto	1,171	1,367	1,435	3,973
Mahindra & Mahindra	810	826	2,227	3,863
Mahindra Reva Electric	1,073	1,073		2,146
Champion PolyPlast	920	940	1,088	2,948
Dilli Electric Auto	813	1,019	1,018	2,850
Unique International	695	770	1,034	2,499
Mini Metro EV	638	752	936	2,326
Terra Motors India	497	546	532	1,575
Bestway Agencies	716	542	443	1,701
JS Auto	395	496	487	1,378
Vani Electric Vehicles	460	476	408	1,344
Allfine Industries	322	442	388	1,152
Energy Electric Vehicles	382	422	454	1,258
SKS Trade India	313	422	545	1,280
Thukral Electric Bikes	378	408	451	1,237
Piaggio Vehicles	568	396	307	1,271
GK Rickshaw	290	376	258	924
Lectrix EV	304	326	482	1,112
Bright Autozone	284	306	316	906
Speego Vehicles	286	268	371	925
Khalsa Agencies	256	264	325	845
Omega Seiki	181	242		423
Two Friends Auto Electric	166	242		408
Hotage Corporation	196	241	291	728
E Royce Motors		2	505	507
Daksh Industries		183	326	509
Star Bull Emotors		170	251	421
Maa Shakti Exim		180	246	426
Arrow Automotive		182	241	423
Om Balajee Automobile		160	221	381
Kinetic Green Energy		123	215	338
Hooghly Motors		121	211	332
Others (below 200)	7,054	8,114	8,513	23,681
Total	21,053	24,442	26,910	72,405

Q1 Sales data of Electric three-wheelers in India



ELECTRIC CARMAKERS	April '22	May '22	June '22	Q1 Sales
Tata Motors	1,802	2,487	2,709	6,998
MG Motor India	245	242	232	719
BYD India	21	40	48	109
Hyundai Motor India	23	26	52	101
Mahindra & Mahindra	13	9	20	42
BMW India	17	9	5	31
Audi	8	8	14	30
Mercedes-Benz	10	5	1	16
Porsche	4	5	3	12
Jaguar Land Rover India	3	6	3	12
Others	4	1	2	7
Total	2,150	2,838	3,089	8,077

Q1 Sales data of Electric cars in India



All India EV is an independent platform developed & managed by a few EV enthusiasts with the prime objective of educating people about the EV ecosystem, making them aware about what's all happening in the EV industry & promoting the EV industry

To collaborate with us, you can reach us on business@allindiaev.com

