

EKA IntelliTwist™ Har Twist Samajhdaar

India's Most Intelligent Dual-Direction Throttle
for Electric 3-Wheelers

**Intelligent
Braking
Through
Regeneration**

(Reverse Twist)

**Intelligent
Acceleration**

(Forward Twist)



#BharatKiEVCV

INDIA'S LARGEST RANGE OF
ELECTRIC COMMERCIAL VEHICLES



Scan for website





This year, EKA takes center stage
as a prominent exhibitor, driving innovation in commercial passenger mobility &
shaping a smarter, more sustainable future.



India's Flagship Multimodal Transport Show

Prawaas 5.0

BUS | CAR | METRO | LEVs
HEC, GANDHINAGAR

Prominent Exhibitor



1

HALL NO.

103

STALL NO.

DATE: 9TH - 11TH JULY 2026



EKA UPDATES

EKA 6S Vehicles Deployed In Ayodhya



Strengthening last-mile connectivity in Ayodhya, EKA 6S vehicles are now on the road—enabling cleaner, quieter, and more efficient urban mobility for residents and visitors alike.

[▶ Watch Now](#)



EKA Mobility Partners with Lok Suvidha Finance

This MoU will help strengthen retail financing for its Electric 3-wheeler range— 3S, 6S, and 3W Cargo — across India.



[▶ Read More](#)



THE HINDU businessline.

EKA Mobility builds capacity ahead of demand

Amit Vijay Mohile
Mumbai

EKA Mobility's scale ambitions are outpacing its current business, signalling a shift in India's electric commercial vehicle market.

The company has a build capacity for 40,000 electric commercial vehicles annually, which includes a capex for 10,000 buses, 6,000 trucks and 24,000 small commercial vehicles. With an order book of over 6,000 e-buses to be delivered over the next two years, the company registered 1,143 vehicles in FY26, even as production stood at 1,344 units.

The gap between capacity, order visibility and actual volumes highlights an in-



READY FOR MORE. With an order book of over 6,000 e-buses to be delivered over the next two years, the company registered 1,143 vehicles in FY26, even as production stood at 1,344 units

dustry increasingly investing ahead of demand.

SCALING VOLUMES

"We are not only scaling our manufacturing foot-

print," said Sudhir Mehta, Founder and Chairman, EKA Mobility, pointing to a strategy built around future growth rather than current utilisation. EKA reported a 5x year-on-year increase in

volumes in FY26, albeit on a low base, reflecting early-stage scaling in the electric CV market. Demand visibility remains the strongest in buses, where government-led programmes, such as PM e-Bus Sewa and PM E-DRIVE, are driving adoption.

The company has deployed vehicles across 15+ States, including Maharashtra, Gujarat, Uttar Pradesh, Karnataka and Delhi.

At the same time, it is expanding across segments, with its small commercial vehicle portfolio scaling up in last-mile and intra-city mobility, while its entry into electric trucks opens up a new growth segment.

"With the widest range of fully homologated, born-electric platforms, from last-mile to long-haul, we are

uniquely positioned as a full-stack EV company," Mehta said, highlighting a platformed approach as companies move beyond single-segment play.

BEYOND INDIA

EKA is also looking beyond India to absorb future capacity, with electric bus deployments in Africa, a CKD assembly partnership with the Kerchanshe Group, and an agreement with NBF Capital for manufacturing in Australia.

The company is simultaneously exploring alternative technologies, having deployed a 9 m hydrogen fuel cell bus at the Cochin International Airport, in collaboration with KPIT Technologies and BPCL, with plans to roll out 15 more such buses.

EKA UPDATES

EKA Mobility Achieves ARAI Certification for Heavy Trucks

In a landmark achievement, EKA becomes India's first OEM to secure ARAI certification across the entire electric commercial vehicle spectrum—spanning 3-wheelers, SCVs, HCVs, and buses—reinforcing its leadership in end-to-end electric mobility solutions.



Hon'ble Chief Minister Shri Mohan Charan Majhi Ji Flags Off EKA Buses in Keonjhar, Odisha



ELECTRIC FREIGHT FUTURE

From bus tenders to freight corridors, EKA Mobility is built to outlast the subsidy era

Business India

India's commercial vehicle industry has reached a turning point. After years of depending on government subsidies and limited pilot projects, the economics of electric mobility have finally made a compelling case on their own. Payback periods on electric buses and trucks once stretched to 7 or 8 years and have now fallen below 2, even without subsidy requirements. For an industry that has always made decisions on total cost of ownership (TCO), that change is significant.

The numbers frame the opportunity. India's heavy commercial vehicle market currently moves 70 per cent of the country's freight by road, yet EV trucks represent just three per cent of the total vehicle population while contributing 34 per cent of all road carbon emissions. The country spends over \$105 billion annually on oil imports. Industry estimates logistics costs at roughly 14 per cent of GDP, nearly double the global benchmark. Electrification will dramatically cut per-kilometre operating costs, potentially making Indian goods cheaper to produce and move over time. Against this backdrop, the Government has committed to deploying 150,000 electric buses by 2030 under the PM E-Drive and PM E-Bus Sewa programmes, while simultaneously pushing forward corridor electrification plans along the Golden Quadrilateral highway network that could make long-haul electric trucking operationally viable within 2-3 years.

EKA Mobility, headquartered in Pune, sits at the centre of this shift. Its story offers a practical lens on what it takes to build an electric commercial vehicle business in India from the ground up. Founded in 2022 as part of the Pinnacle Industries group, EKA has in 5 years assembled a portfolio of over 14 EV models spanning three-wheelers, small commercial vehicles, buses and heavy-duty trucks. In an industry where traditional OEMs average less than one new platform per year, EKA has developed 12 distinct vehicle platforms in 5 years, largely because it

started with no ICE legacy to protect and built every platform as a born-electric architecture from day one.

Strategic interest

Most incumbent OEMs have approached commercial EV development by electrifying existing ICE platforms. This creates a structural divide between OEMs that own their vehicle software and those that depend on imported technology stacks, particularly from China. Also, dependency on rare earth magnet imports has real supply chain consequences. Chief Product Officer Zoeb Karanpura of EKA points to software ownership as the defining variable. "If you don't own it, you don't control your supply chain, your range improvements, or your uptime, and those are exactly what fleet customers care about most," he says.

Uptime and range anxiety remain the two most cited barriers to commercial EV adoption, particularly among financiers who are still pricing battery degradation risk into loan structures. However, buses that entered service in 2013 and 2014 have demonstrated battery durability well beyond initial projections, and several operators are now running electric coaches over 550 km daily with consistent performance.

The TCO case is being made with hard numbers. An electric 55-tonne truck running 400 km daily delivers a payback period of 1.8 years against a diesel equivalent, with per-kilometre costs roughly halved even after factoring in battery replacement. For industrial operators who have already installed captive solar generation across the cement, logistics and FMCG categories, effective electricity costs can fall to ₹2-3 per unit. E-commerce majors, including Amazon and Flipkart, committed to fully electrifying last-mile delivery, are actively scouting for

medium- and heavy-duty electric commercial vehicles. Meanwhile, the ramp-up of domestic EV production will remain partially hostage to global supply dynamics and restrictive supply chains, with battery cells and power electronics being imported. As **Dr Sudhir Mehta, Founder and Chairman of EKA Mobility**, frames it: "We are building for the long term, scaling a diverse portfolio designed to deliver the lowest total cost of ownership, while taking India's engineering and manufacturing capabilities to global markets." With marquee investors including Japan's Mitsui and the Netherlands' VDL Groep investing ₹850 crore, ENAM Holdings ₹200 crore, and the National Investment & Infrastructure Fund (NIIF) ₹500 crore into EKA, institutional capital appears to share that conviction.

India has a narrow but genuine window to emerge as the world's second-largest electric commercial vehicle ecosystem after China.



Dr Sudhir Mehta
Chairman & Founder
EKA Mobility



MANUFACTURING FOOTPRINT

BUILT TO MOVE INDIA

Three precision-engineered facilities. One unified mission — to electrify India's roads at scale. From compact freight to city transit, EKA's manufacturing ecosystem is purpose-built for the next era of mobility.

3

FACILITIES

38.8K

UNITS/YEAR

67

ACRES TOTAL

1800+

WORKFORCE

PLANT PROFILES



PUNE, MAHARASHTRA

SCV & TRUCK MANUFACTURING PLANT

EKA's flagship production facility — engineered for high-volume commercial vehicle output with zero compromise on precision.

24,000

VEHICLES / YEAR

319K SQ.FT

FLOOR AREA

8 ACRES

SITE AREA

1,000+

EMPLOYEES

IN-HOUSE R&D CENTRE

400+ engineers & designers · Powertrain, software & chassis innovation



PUNE, MAHARASHTRA

ELECTRIC BUS MANUFACTURING PLANT

Fully operational with advanced assembly lines designed for consistent, high-throughput e-bus production — each vehicle built to meet the rigorous demands of urban and intercity fleets.

4,800
BUSES / YEAR

547K SQ.FT
FLOOR AREA

13 ACRES
SITE AREA

800+
EMPLOYEES



PITHAMPUR, MADHYA PRADESH

MEGA MANUFACTURING HUB

EKA's most ambitious build yet. This 46-acre mega-facility in Pithampur is designed to become one of central India's most significant EV production anchors — with a planned capacity of 10,000 buses annually. Operational in the coming months, it will dramatically expand EKA's national reach.

10,000
BUSES / YEAR

2M SQ.FT
FLOOR AREA

46 ACRES
SITE AREA

2000+
EMPLOYEES



EKA ACROSS INDIA

Building a Stronger Network



**Bharatpur,
Rajasthan**



**Delhi,
New Delhi**



**Vijayawada,
Andhra Pradesh**



**Hubballi,
Karnataka**



**Ballia
Uttar Pradesh**



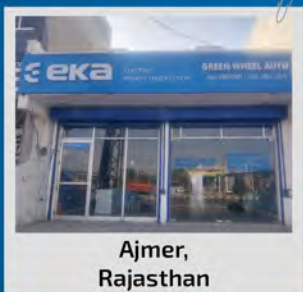
**Mumbai,
Maharashtra**



**Jaipur,
Rajasthan**



**Pune,
Maharashtra**



**Ajmer,
Rajasthan**



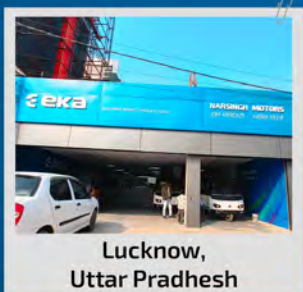
**Azamgarh,
Uttar Pradesh**



**Katni,
Madhya Pradesh**



**Kanpur,
Uttar Pradesh**



**Lucknow,
Uttar Pradesh**



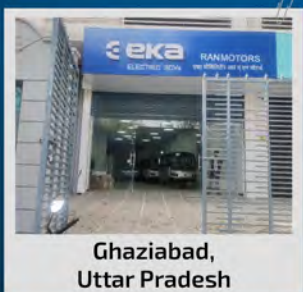
**Nalbari,
Assam**



**Motihari,
Bihar**



**Indore,
Madhya Pradesh**



**Ghaziabad,
Uttar Pradesh**



**Noida,
Uttar Pradesh**



**Bhubaneswar,
Odisha**



**Dibrugarh,
Assam**



India's only integrated commercial vehicle seating, interiors & conversion company that offers end-to-end solutions for commercial vehicles OEMs across ICE & EV spaces



Instor India Pvt. Ltd. is India's largest manufacturer and exporter of modern retail fixtures, industrial solutions, and automotive components



A not-for-profit organisation that promotes and supports Indian entrepreneurs by connecting them to investors, startups and corporates in USA, Israel, South Africa, Middle East and Russia.



A turnkey production systems supplier to the automotive industry for production systems, automated vehicles, parking systems, contract manufacturing and assembly and special products.



Pune United is Pune's official team in the World Pickleball League. The team is co-owned by Riteish Deshmukh and Genelia D'Souza, Dr. Sudhir Mehta & Mrs. Sunanda Mehta and Ajeenkya D. Y. Patil & Pooja Patil.

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