

## Strengthening the Network Behind Sustainable Mobility

VOL 05 | May 2026



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15

States

30+

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#### Finance

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#### Spare Parts

Genuine parts supply chain



#### Charging Infra

Dealer-linked charging partner network



#### Fleet & Telematics

Remote monitoring & uptime support

### Network Reach & Growth

Active dealerships

60

Upcoming dealerships

30



Buses  
City & intercity

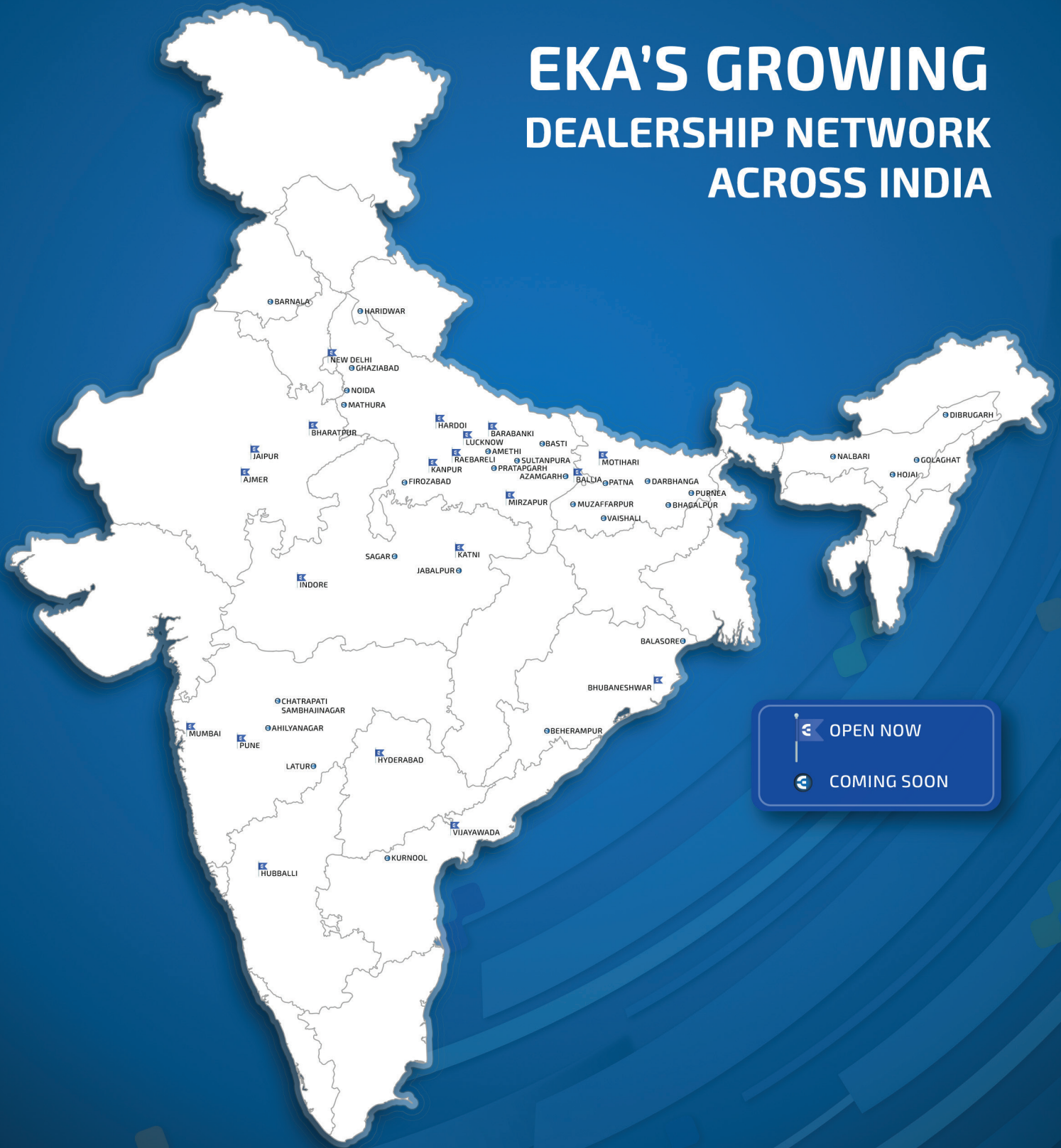



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# EKA'S GROWING DEALERSHIP NETWORK ACROSS INDIA



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# EKA UPDATES

In conversation with Mint, Dr. Sudhir Mehta, Founder and Chairman of EKA Mobility, reveals how the company is using real-time diagnostics and a centralised network centre to track, manage and future-proof its fleet of electric commercial vehicles.

live **mint**

## EV MAKERS ARE REWRITING THE SERVICE PLAYBOOK

Indian automakers are racing to fix software-driven machines as service becomes the ultimate differentiator

Ayaan Karki

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NEW DELHI

**S**ituated 33 kilometers from the busy streets of Pune is Chakan, home to automobile manufacturers and their suppliers. One company in this area is electric bus maker EKA Mobility. Here, a team of young executives remains glued to their screens, looking at data relayed from hundreds of buses plying across the country.

"We can track the status and health of each of these buses. If even one stops functioning, we can immediately respond by diagnosing it quickly," one of the executives explained.

Situations range from critical breakdowns to customer complaints about range. A customer once called, complaining of a sharp drop in the range of the bus he bought. EKA Mobility's team diagnosed that the vehicle's air conditioner was in use for a long time— even when the vehicle was idle and parked.

The company's network centre, which mimics a 'war room', harnesses one of the biggest advantages of electric vehicles (EVs)—the software at the heart of these machines.

EKA Mobility's attempt to check its vehicles, diagnose problems, and quickly deploy a team to fix issues underlines a key question troubling every other auto executive: how will such vehicles be serviced at scale? The answer could well determine whether India's EV revolution sustains or stalls.

Unlike internal combustion engine (ICE) counterparts, EVs cannot rely on decades of institutional knowledge spread across formal and informal networks in the country. EVs are a relatively new phenomenon—while electric two-wheelers gained popularity since 2021, electric cars and buses started gaining mass acceptance only around 2023.

In the financial year 2026, total EV sales across all categories crossed 2.4 million, compared to 1.9 million the year before.

For years, makers of ICE vehicles had invested in service, onboarding the right dealer partners to ensure a smoother after-sales experience. However, EVs brought new complications. Automobile companies now have to rewrite the play-book-EVs, because of the software play mentioned, are fundamentally different from ICE vehicles where service is more mechanical.

Now, the service component is becoming a key differentiating factor for companies as they push the accelerator on sales, particularly in two- and four-wheelers. A study by the consulting firm Deloitte highlights this. 30% of respondents in its Global Automotive Consumer Study, 2026, India edition, stated that a lack of knowledge or understanding about EVs and the technology is one reason they would hesitate to choose them as their next vehicle. About 43% of the respondents in the study stated that a company's service network presence is one of the most important factors they would consider before making a purchase decision.

And Indian automakers have already learnt a lesson.

### LESSONS FROM OLA

Service, or the lack thereof, can impact a brand's reputation and eventually sales. Take the example of Ola Electric, once the poster child of India's EV revolution.

The Bhavish Aggarwal-led startup, which first launched scooters in 2021, quickly shot up the pecking order of electric two-wheeler makers to become the No. 1 player. In March 2024, the company crossed monthly sales of more than 50,000 scooters, cornering more than half the market share.

But soon, things began to unravel. In September that year, Mint reported that the Bengaluru-based company had been receiving nearly 80,000 complaints every month, and its service centres were struggling to keep pace. On some days, the number of complaints spiked to 6,000-7,000 a day, causing long delays, leaving service staff overwhelmed and customers frustrated.

Soon, the Central Consumer Protection Authority (CCPA) started a formal investigation. And consumer trust waned. Legacy rivals—Bajaj Auto and TVS Motor—started catching up.

From more than 400,000 scooter sales in calendar year 2024, Ola Electric's numbers halved in 2025. From being the market leader in 2024, the company nose-dived to the fourth position by unit market share.

"We do have a service challenge which we are working through. That has impacted brand trust and hence sales are down in the last couple of quarters," Aggarwal acknowledged during a 13 February earnings call with investors. "But the good news is that we have improved our service operations meaningfully in the last three-four months or so," he added.

Service EVs is more complex. Failures mostly pertain to the software. Battery or the motor control unit—these components require engineering-driven solutions.

### A COMPLEX TASK

Typically, an EV scooter costs ₹20,000 to ₹40,000 more than an ICE equivalent. With higher upfront costs, service delays create a spiral of negative perceptions, harming brands, experts say.

"EV service demand is dominated by electronics. Component failures often immobilise the vehicle," Ravindra Patil, managing partner at Vector Consulting Group, said. "Early-life failure rates in EVs remain higher than those of ICE, and even firmware or BMS (battery management system) updates can temporarily disable the vehicle if not executed well."

EVs saw high early-life failures in past years because many companies were still figuring out what works. Battery packs, for instance, needed to be designed keeping Indian weather conditions in mind. Energy management and heat management needed to be well-balanced in the design. There were mechanical issues too. Ola's S1 scooter, the company's first e-scooter

model, had a Dutch design suitable for the smooth roads in Europe but it posed critical safety risks for riders on Indian roads.

But customers have zero tolerance for service delays. "Hence, an uptime-restoration system with fast diagnosis, daily parts availability, and short turnaround times becomes central to customer satisfaction and brand competitiveness," Patil added.

EVs nearly have 40-80% fewer moving parts compared to ICE vehicles. And yet, servicing these vehicles is more complex. Failures mostly pertain to the software, battery or the motor control unit—these components require engineer-driven solutions, there are no quick fixes.

"When we started and had less vertical integration of components and electronics, we faced issues in displays, etc. in vehicles. Over time, we internalized a lot of tech—made components on our own. This helped reduce problems," Madhumita Agrawal, founder and CEO, Electric, an electric motorcycle maker, said.

She added that cracking the servicing piece is easier once companies have a better understanding of what goes into their vehicles.

Some companies like Ather Energy are trying to ensure the availability of robust service capabilities with the dealer as a prerequisite to opening a store. Furthermore, the company has dedicated teams for random checks at service stations, Ather's founder Tarun Mehta said.

From Bajaj Auto, Hero MotoCorp to Tata Motors, all other automakers are now working to increase the number of service touch points.

Not all companies disclose the number of service centres they operate. However, industry estimates suggest that the EV industry, collectively, would have crossed 5,000 service centres as of today.

### TRAINING AN ARMY

Automobile companies have also begun training a number of service providers.

India's largest carmaker, Maruti Suzuki, began its EV sales in February—a latecomer compared to other carmakers. However, it claims the delay was due to its efforts to 'build an ecosystem for EVs'. The company has set up more than 1,500 service workshops with over 150,000 trained workforce.

In an earlier interview with Mint, around the testing of Maruti's first EV, Partho Banerjee, senior executive officer, sales and marketing, Maruti Suzuki, said that service was one of the major inhibitions about EVs which the company wanted to resolve before launching.

"In the informal sector, mechanical repairs are all very much doable. But today, the vehicles have more electronics, more software, more modules. That they can't do," Banerjee said, noting that the role of a trained service technician increased significantly with EVs.

Ather Energy and Oben Electric are also ensuring that the service technicians are trained by the company themselves.



A file photo of Ather Energy's service centre.



EKA Mobility's network centre that tracks the status and health of its electric vehicles.

EKA Mobility is blending youth with experienced professionals. Sudhir Mehta, founder and chairperson at EKA Mobility, told Mint that senior professionals bring institutional knowledge, the fundamentals needed to crack relationships with customers and retain them. Young executives, meanwhile, bring in the knowledge of software and how to apply technology.

### DISAPPOINTED DEALERS

Meanwhile, the EV technology, with less moving parts as compared to ICE, is less lucrative for dealers.

A June 2025 study by the Council on Energy, Environment and Water stated that EVs have considerably lesser annual maintenance cost compared to ICE equivalents. For instance, the annual cost of maintenance for an electric SUV is at least 32% less than a diesel SUV. The difference suggests that dealers would make less money on the servicing piece.

While dealers dealing with ICE make money on multiple components related to the engine such as engine oil, filters, and spark plugs among others, the battery is the most critical component in the world of EVs. And batteries are mostly under warranty, controlled by the manufacturer rather than the dealer. The dealers also do not stand to gain much from software-linked problems—again, these issues are resolved by the manufacturers through over-the-air updates.

The scope of work for EV service stations includes resolving problems that are common across ICE and EVs—such as vehicle body dents, problems with brake pads—besides regular maintenance work.

"It's correct that there is less revenue to be made from EVs through servicing but they also require lower investments from the dealers," C.S. Vigneshwar, president of the Federation of Automobile Dealers Associations, said. "EVs do come for body parts servicing. While currently any critical issue related to batteries is referred to manufacturers, in the future, dealers could build capabilities," he added.

American carmaker Tesla, which launched in India in July last year, also indicated that it would invest in body shops to deal with regular repairs even as it deals with software issues remotely.

Auto makers, meanwhile, are also working on superior products which would logically require lower servicing.

"If your service centres are full, it points to an issue with the vehicle. A good vehicle should need far fewer instances of service," Ather's Mehta noted in the interview cited earlier.

mint  
**KEY  
NUMBERS**

**2.4 MILLION**

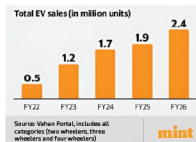
Total electric vehicles sold across all categories in India in financial year 2026, compared to 1.9 million the year before.

**5,000**

EV service centres in India. Maruti Suzuki alone has set up over 1,500 service workshops with 150,000 trained workforce.

**90%**

Ola Electric's sales in the second quarter of FY26 that came from Gen 3 vehicles. It has stopped the sale of Gen 2 products.



Ola Electric's new generation of vehicles are of superior quality, Aggarwal insists. The company is now mostly focusing on its Gen 3 vehicles and has phased out its first and second generation ones.

"On Gen 3, we feel our quality metrics are far industry leading," Aggarwal said during an earnings call on 29 May. During a 6 November call with analysts and investors, he said that Ola Electric had stopped the sale of Gen 2 products and was solely focusing on Gen 3, with more than 90% of sales in the second quarter of FY26 coming from the platform. According to the company's data, shared with investors during the November earnings call, defect rates in Gen 3 scooters were less than half the previous models.

"There is no doubt that the new generation of vehicles are much better compared to the older iterations, which is reducing the number of hardware and software issues faced. However, teething issues remain," Priyans Murarka, founder at Experiences with EVs, an EV analytics company, said. The teething issues range from glitches in the electronics to the need for regular software updates.

The service playbook for EVs, in short, is still getting firmed up, with multiple companies vying to get their formulas right. That could have a bearing on tomorrow's pecking order, as automakers race each other to find the next set of customers.



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# EKA UPDATES

A conversation with Zoeb Karampurwala, Chief Product Officer at EKA Mobility, on innovation, electrification and the future of commercial transportation in India

## Purpose Built EV Platforms



Blending scale with precision, EKA Mobility's manufacturing ecosystem enables seamless production of electric commercial vehicles, write, Sahil Kesari & Niharika Singh.

With the growing push for sustainable transportation, EKA Mobility is among the bold OEMs riding the momentum. Founded in 2022, the Pune-based company is positioning itself as a global electric commercial vehicle manufacturer, offering end-to-end solutions across the new energy mobility value chain, from design and manufacturing with advanced technology integration. Dr Sudhir Mehta is banking on innovation, operations, and growth. The strategic alliances with Japan's Mitsui Co. and technology transfer from Netherlands-based VDL Groep reflect the global ambition. It is backed by a joint, multi-phase, estimated USD 100 mn investment. Investor confidence from Mitsui & VDL, ENAM Holdings, and NIF has enabled rapid expansion. EKA operates across two Pune manufacturing facilities with an upcoming facility in Pithampur. The capacities range from an estimated 4800 units to 10,000 buses annually.

With over five hundred vehicles already on Indian roads, and tender results giving it an edge, EKA has

established a visible presence across public transport and logistics. Its e-buses are deployed in high-impact zones such as airports, including collaborations with Uber for the Shuttle, while partnerships with IKEA highlight its growing role in last-mile electric delivery.

The company's order book of over 3,000 e-buses reflects strong demand under government initiatives such as the PM e-Bus Sewa Scheme. Its product portfolio spans buses, light commercial vehicles, and trucks.

With dealership expansion plans from 26 to over 100 touchpoints, EKA is strengthening its nationwide presence. Backed by policy support, including approval under the Government of India's Auto PLI scheme, the company is well-positioned to scale operations and drive EV adoption across segments. EKA Mobility is building a complete ecosystem aimed at enabling sustainable, efficient, and accessible mobility solutions for India.

## Shopfloor Sojourn

### Inside EKA Mobility's Manufacturing Powerhouse

Step inside EKA Mobility's shopfloor, and the scale, structure, and precision of its operations become immediately evident. At the heart of this network is the Koregaon Bhima e-Bus plant in Pune, spread across 547,291 sq. ft., over 13 acres. Fully operational, the facility has an annual production capacity of 4,800 units and employs around 800 personnel. The shopfloor layout is optimised for efficiency, with clearly defined zones for chassis assembly, body fabrication, battery integration, and final vehicle testing. Dedicated quality control checkpoints ensure that each vehicle meets performance and safety benchmarks before dispatch. The integration of EV-specific systems, such as battery packs, power electronics, and drivetrains, highlights the plant's capability to handle next-generation vehicle architectures while maintaining consistency at scale.

Complementing Koregaon Bhima is the Chakan plant, also located in Pune, which focuses on trucks and small commercial vehicles. Spread over 3,19,688 sq. ft. across eight acres, this facility is designed for higher throughput, with an initial production capacity of 24,000 commercial vehicles annually. What distinguishes the Chakan unit is its close integration with a state-of-the-art R&D centre housing over 400 engineers and designers. This proximity enables real-time feedback between product development and manufacturing, accelerating innovation cycles and improving overall product quality. Looking ahead, the upcoming Pithampur plant represents a significant leap. Spanning 20,03,755 sq. ft. across 46 acres, the facility is designed to produce 10,000 units annually, backed by 500 people. Once operational, it will play a crucial role in meeting large government and institutional orders while reducing production timelines and logistics complexity.

Across all facilities, EKA's manufacturing philosophy is rooted in flexibility and modularity. The shopfloor is designed to accommodate multiple vehicle formats, including buses, light commercial vehicles, and trucks, on adaptable production lines. This approach allows the company to respond quickly to changing market demands while optimising resource utilisation. Critical EV processes such as battery pack installation, drivetrain assembly, and electronic system calibration are seamlessly integrated into the production flow. Advanced testing protocols ensure that vehicles are validated for real-world operating conditions, reinforcing reliability and durability. With over 500 vehicles already deployed on Indian roads and an order book exceeding 3,000 e-buses, the shopfloor operates in close alignment with market demand and performance feedback.

Beyond production, EKA's facilities function as hubs of innovation and employment. A skilled workforce supported by strong R&D capabilities drives continuous improvement across processes and products. As India moves toward large-scale electrification of mobility, EKA Mobility's shopfloor stands as a critical enabler-delivering not just vehicles, but a scalable and future-ready manufacturing backbone for the EV ecosystem.



[Read More](#)

## Scalable EV Ecosystem

In this conversation, Zoeb Karampurwala, Chief Product Officer of EKA Mobility, speaks to Sahil Kesari and Niharika Singh on innovation, electric mobility trends, product strategy, and the future of sustainable commercial transportation in India.

**Q. India's adoption of electric commercial vehicles is still heavily influenced by policy incentives. When do you think the market will become purely driven by economics?**

**A.** At EKA Mobility, we believe the industry is already moving steadily toward economics-led adoption, particularly in high-utilisation commercial applications. Policy incentives have certainly helped accelerate the initial transition, but fleet operators today are increasingly evaluating EVs based on total cost of ownership, operational efficiency, and uptime advantages. Our products are designed specifically to deliver long-term operating savings and reliability in real-world Indian conditions. As battery costs continue to reduce and charging infrastructure expands, we expect electric commercial vehicles to become commercially self-sustaining over the next few years, especially in urban transport and logistics applications.

**Q. Which segment will drive the next major growth wave for EKA out of buses, trucks, or small commercial vehicles?**

**A.** For EKA Mobility, all three segments are strategically important because we have built a scalable EV ecosystem with a multi-platform approach. We see significant near-term momentum in the logistics and cargo mobility space, driven by the rapid growth of e-commerce and urban distribution requirements. At the same time, the electric bus segment remains a strong focus area for us as public transport electrification continues to gain pace across India. Our strategy is centred around offering purpose-built EV platforms that can cater to multiple commercial applications efficiently.

**"Our strategy is centred around offering purpose-built EV platforms that can cater to multiple commercial applications efficiently."**

**Q. As a challenger OEM, how can you build customer confidence against established legacy players with service networks?**

**A.** At EKA Mobility, customer confidence is built through product performance, operational reliability, and strong after-sales support. Since inception, we have focused on creating an EV-first ecosystem that combines advanced vehicle engineering with connected technologies and proactive service solutions. We work closely with fleet operators to understand their operational requirements and provide continuous support through telematics, diagnostics, and predictive maintenance systems. Our focus is not only on selling vehicles but on ensuring maximum uptime and operational efficiency for customers. Over time, real-world performance becomes the strongest differentiator.

**Q. What differentiates EKA's business model from legacy commercial OEMs entering electrification?**

**A.** EKA Mobility was established as a clean-sheet EV company from day one, and that fundamentally shapes our business model and product philosophy. Unlike traditional OEMs adapting legacy ICE architectures, we have built our platforms, technologies, and operations entirely around electric mobility. This allows us to innovate faster, integrate software and connect technologies more effectively, and optimise vehicle performance specifically for EV applications. Our focus extends beyond manufacturing vehicles. We are building an integrated electric mobility ecosystem designed around future commercial transportation needs.

**"Unlike traditional OEMs adapting legacy ICE architectures, we have built our platforms, technologies, and operations entirely around electric mobility."**

**Q. How much advantage does a clean-sheet EV platform provide compared to converted ICE architectures in real operating conditions?**

**A.** We believe clean-sheet EV platforms offer a substantial advantage in real-world commercial operations. At EKA Mobility, our platforms are engineered specifically around electric drivetrains, battery integration, weight distribution, and energy management systems. This enables better efficiency, improved vehicle dynamics, higher payload optimisation, and enhanced thermal management compared to converted ICE platforms. Since there are no legacy design limitations, we can also integrate advanced software and connected technologies more seamlessly, which is critical for modern fleet operations and long-term scalability.



**Q. What is your strongest technological differentiation today?**

**A.** Our key differentiator lies in our integrated EV platform and software-driven mobility strategy. At EKA Mobility, we focus on developing intelligent commercial mobility solutions instead of just standalone electric vehicles. Our platforms incorporate advanced telematics, connected-vehicle technologies, energy-optimisation systems, and modular architectures specifically designed for Indian operating conditions. Additionally, we emphasise localisation, scalability, and adaptability, allowing us to effectively serve various commercial vehicle segments through a unified technology ecosystem.

**Q. Beyond your collaboration with Log9, are you pursuing a multi-supplier battery strategy to manage scale and supply risk?**

**A.** At EKA Mobility, we recognise that supply chain flexibility and technology adaptability are extremely important for long-term scalability. While strategic collaborations remain valuable, we are continuously evaluating multiple technology partnerships and sourcing strategies to ensure resilience and flexibility across our operations. Different vehicle applications may require different battery solutions, and our approach is centred around maintaining the ability to integrate evolving technologies while ensuring reliability, scalability, and customer-specific optimisation.

**"LFP chemistry offers a strong balance for many commercial vehicle applications in India because of its thermal stability, safety profile, and long operational life."**

**Q. How much of the battery pack architecture, thermal management, BMS calibration, and integration is developed in-house?**

**A.** At EKA Mobility, we have built strong in-house capabilities across critical EV integration areas, including battery architecture optimisation, thermal management, software calibration, and vehicle-level system integration. Commercial vehicles operate under demanding conditions, particularly in India, where temperature variations, payload demands, and operating cycles can be extremely challenging. Our engineering approach focuses on ensuring safety, durability, efficiency, and on-gem reliability by deep integration of the battery system with the overall vehicle platform.

**Q. Which battery chemistry do you believe is best suited over the next decade?**

**A.** From EKA Mobility's perspective, battery chemistry selection must align with application-specific requirements such as duty cycles, operating conditions, safety, lifecycle durability, and cost efficiency. LFP chemistry offers a strong balance for many commercial vehicle applications in India because of its thermal stability, safety profile, and long operational life. However, we believe the industry will continue to evolve with multiple chemistries coexisting for different use cases. Our focus remains on adopting technologies that deliver the best combination of performance, reliability, and operational economics for commercial fleet operators.

**Q. How do you evaluate competition between new-age EV companies and traditional OEMs who have the structural advantage?**

**A.** We believe the EV industry is creating opportunities for both established manufacturers and new-age mobility companies. Traditional OEMs bring scale, manufacturing experience, and established networks, while companies like EKA Mobility bring agility, faster innovation cycles, and EV-native product development capabilities. Our advantage lies in the fact that we are not constrained by legacy systems or ICE-era architectures. This allows us to move faster in technology integration, platform development, and customer-centric innovation. Ultimately, the market will reward companies consistently operational efficiency, and long-term customer value.

# EKA UPDATES

## Eka, PMI race ahead of Tata, Ashok Leyland in e-bus tender

The companies secured over two-thirds of India's third-largest tender for 6,230 electric buses

Ayaz Karik & Manas Pimpalkhare  
NEW DELHI

**Y**oung challenger Eka Mobility and PMI Electro Mobility are consistently outpacing larger, established players such as Tata Motors and Ashok Leyland in winning a bigger share of government electric-bus tenders.

These two relatively new companies have secured over two-thirds of the country's third-largest tender for 6,230 electric buses. The latest win comes about six months after they emerged as leading players in the country's largest tender for 10,000 e-buses, according to two executives aware of the matter.

India's largest bus makers, including Tata Motors, Ashok Leyland and VE Commercial Vehicles (Vohar Echer), continue to trail in tenders as raised questions about their electrification strategy.

According to the data reviewed by *Mint*, Pune-based Eka Mobility won bids for 3,981 electric buses while Gurugram-based IRI Auto and PMI Electro Mobility secured 899 and 500 buses, respectively. Mumbai-based Tata Motors secured 200 buses through the tender while Ashok Leyland and VE Commercial Vehicles Ltd did not secure any buses. The government's demand aggregation agency, Convergence



The PM E-Drive scheme, operated by the heavy industries ministry, aims to facilitate the rollout of 14,028 e-buses.

Energys Services Ltd (CESL) confirmed the data on wins by companies in an emailed response to *Mint*.

"With our expanding manufacturing footprint, we have the capability to deliver at the scale that large tenders like this demand. The fact that new-age EV-first players have consistently secured significant shares in major tenders reflects a broader market recognition that purpose-built EV companies are best positioned to drive this transition efficiently and sustainably," Sudhir Mehta, founder and chairman at Eka Mobility, told *Mint* in an emailed response. "We see this trend not just

continuing, but strengthening, as operators increasingly prioritize EV-native expertise, lifecycle economics, and delivery reliability."

Queries sent to Tata Motors, Ashok Leyland, Vohar Echer, PMI Electro Mobility, and the Union ministry of heavy industries remained unanswered. *Mint* first reported in November 2025 that the government was planning the second phase of its PM E-Drive scheme, involving e-bus tenders for Mumbai, Pune and Hyderabad. To be clear, of these 6,230 e-buses, 2,900 buses have been tendered under the PM E-Drive scheme.

The central government scheme, operated by the heavy industries ministry, aims to assist the rollout of 14,028 e-buses, of which 10,900 were completed in the first tender for Delhi, Bengaluru, Hyderabad, Ahmedabad, and Surat; and 2,900 in the second for Mumbai, Pune, Hyderabad, and Ahmedabad.

With private sector adoption of e-buses still at an early stage, large-scale orders are largely coming from government tenders, making these wins crucial for newer players to gain scale.

Eka Mobility, a subsidiary of Pune-based automotive seat and interior maker Pinnacle Industries, was established in 2019 and entered the e-bus space only in 2022. It has a strategic partnership with Japan's Mitsui and the Netherlands' VDL Group since 2023. It raised a \$57 million round from NIIF India-Japan Fund. It has a manufacturing capacity of 6,000 electric buses annually.

PMI Electro Mobility, founded in 2017 by Sathish Jain and Anurag Aggarwal, has a 3,000-unit annual capacity plant in Dharuhera, Haryana, and is building a second plant in Neemrana with a capacity to make 15,000 buses. In March, US-based investment firm KKR announced that it will invest \$300 million into the company. [ayaz.karik@live.mint.com](mailto:ayaz.karik@live.mint.com)  
For an extended version of this story, go to [livemint.com](https://www.livemint.com).

The Centre is considering a nationwide ban on crop-protection chemicals paraquat and carbofuran after Telangana and Odisha imposed restrictions on their use, two people familiar with the matter told *Mint*. Paraquat is extensively used for weed control and conservation tillage, while carbofuran is considered one of the few effective options against gall midge attacks on paddy.

However, as the kharif sowing begins, the agrochemical industry has approached the Centre, contending that restricting the two widely used chemicals at the start of the cultivation season could disrupt weed and pest management and hurt production of key cereal, particularly rice.

It is lobbying for a scientific reassessment rather than an outright ban, warning that removing the two molecules could reduce farmers' choices, increase cultivation costs, and aggravate pesticide resistance. The two chemicals have a market size of about \$2,100 crore and are widely used in crops such as rice, cotton, fruits, and vegetables. [ditendra.kumar@live.mint.com](mailto:ditendra.kumar@live.mint.com)  
For an extended version of this story, go to [livemint.com](https://www.livemint.com).

3,981  
The number of e-buses for which Eka won bids

500  
The number of e-buses for which PMI won bids

From emerging player to industry frontrunner. India's e-bus transition is gaining momentum & EKA Mobility is right at the center of it.



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**LEADER IN MOBILITY**

Dr. Sudhir Mehta, Founder of EKA Mobility

**EXCELLENCE IN PUBLIC TRANSPORTATION**

**EXCELLENCE IN ELECTRIC MOBILITY PROVIDER (COMMERCIAL ELECTRIC VEHICLES)**

**EXCELLENCE IN TELEMATICS**

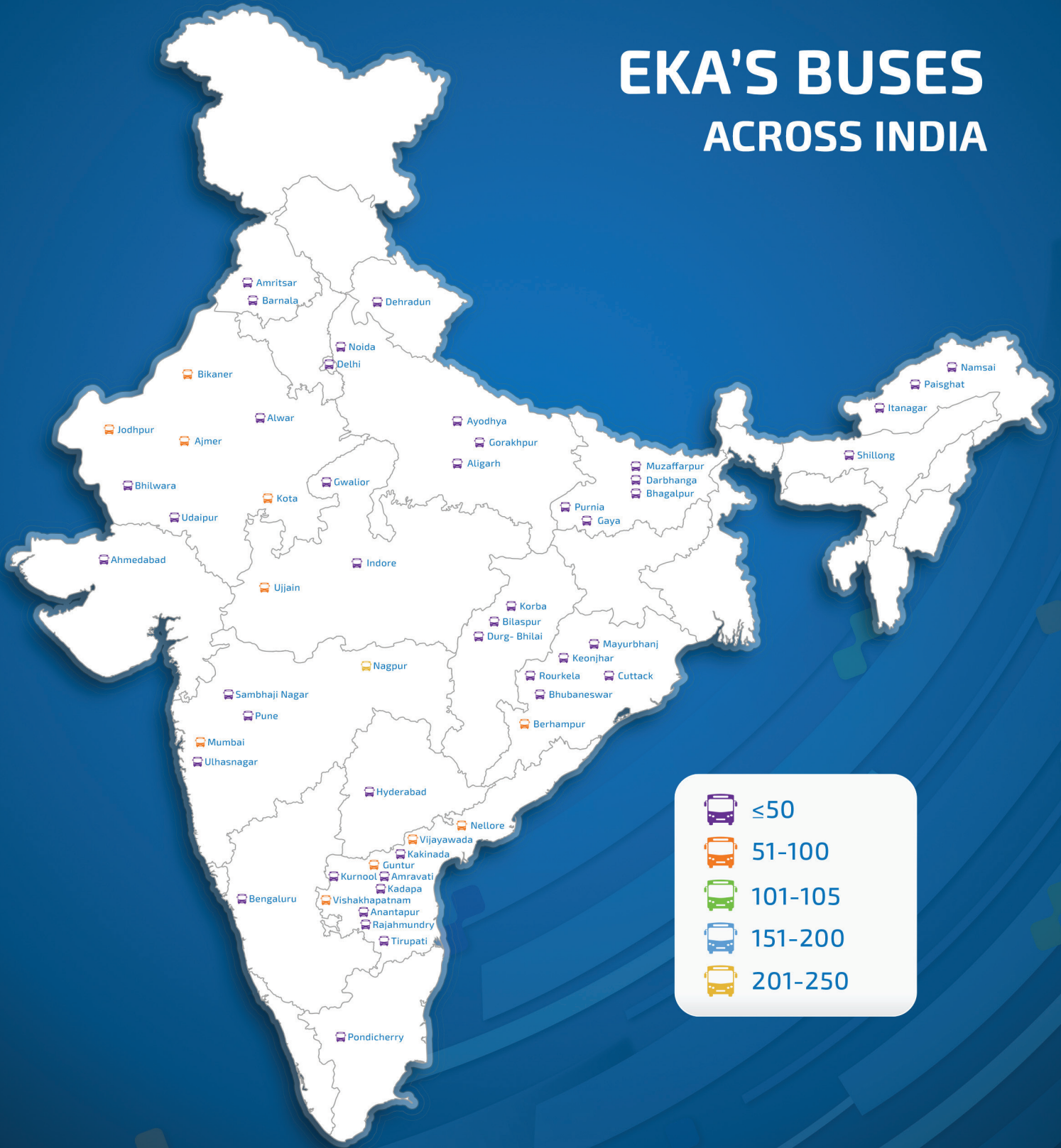
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## EKA UPDATES

### STRENGTHENING LAST-MILE MOBILITY EKA 6S & 3S DELIVERIES ACROSS INDIA



# EKA'S BUSES ACROSS INDIA





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



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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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