

kazam

July 2021

“Kazam Raises 7Cr Funding”

● Initiatives

● Stocks

● Launches

A 360°
Take On
EV Industry !



ALL ABOUT THE EV ECOSYSTEM

What is an Electric Vehicle?

A vehicle driven by one or more electric motors or traction motor is known as an electric vehicle.

WHY IS IT SO DIFFICULT TO CONVINCE PEOPLE TO PURCHASE AN EV?

- High Price
- Range Anxiety
- Charging Time
- Battery Replacement
- Limited Variety

What is the Internet of Things, IoT?

IoT has become one of the most prevalent advancements these days and is ready to establish itself as a reality in every sector. The Internet of things describes the network of physical objectives. IoT is embedded with sensors, software, and other technologies to connect and exchange with other devices and other systems over the internet.



SAFEST, AFFORDABLE & RELIABLE EV CHARGER!

Did You Know?

Currently, women represent just 27% of the car manufacturing workforce, compared to around 47% of the total working force.

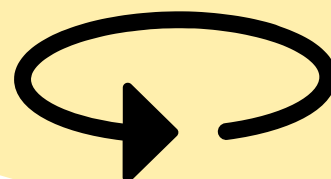
Pushing Researchers to Develop Different Power Sources

With lithium-ion batteries becoming an indispensable part of modern life and a critical step towards the carbon depletion of the global economy, supply chain issues surrounding critical components may endanger the rise of electric vehicles. As researchers are becoming more concerned about the reality that a lithium-ion battery does not represent a limitless resource, this causes them to prioritize coming up with newer, better batteries that are not relying on materials facing shortages.

Understanding the properties of a battery during all sorts of use is the first step in selecting it as a safe and effective choice. For example, lithium-ion batteries have an exothermic reaction during charging that produces heat. Temperature control devices must take into notice to develop by engineers to prevent overheating. As a result, finding a battery substitute is only one part of the task. Other efforts are focused on ensuring that it functions as intended while posing no risks.

HEADLINE

- **Tata Will Launch 10 New EVs By 2025**
- **Rise of EV Stocks**
- **New Renault 4 EV in development**
- **Tamil Nadu is all set to become an Electric Vehicle (EV) Hub**
- **Zomato Pledges Hundred Percent Adoption of Electric Vehicles by 2030**



EVERYTHING ELECTRIC



KAZAM ELECTRIC
CHARGING STATION

**Kazam EV
Magazine**

CONTENTS

NEWS

- Audi to turn into an EV brand.....06
- EV Charger Provider Kazam has Raised a Total of Rs. 7cr in SeedRound07
- Govt plans institution to fund businesses focused onelectric vehicles:Gadkari.....08
- Pandemic Effect Electric VehiclesIndustry.....09
- Kevadiya In Gujarat Will Become An Electric Vehicle Metropolis.....10

SOCIALS

Trending @Kazam
EV.....16



028



046



084



160

BLOG

- Locations of Kazam Electric VehicleCharging Stations.....01
- What are DC Charging Stations?.....02
- Meet the first electric vehicle of India - Lovebird.....03
- Financial Incentives for Electric Vehicle Buyers in India.....04
- Hot EV Stocks to Buy Right Now.....05

REVIEW

- Hero Lector.....11
- Compact Luxury Plug-in Hybrid SUV comparison: 2021 v Mini Cooper Countryman SE Hybrid v 2021 Volvo XC40 Recharge.....12
- The Renault 5 Prototype EV HatchbackRevealed.....13
- 2021 Volkswagen ID.4 Seeks to Normalize Electric Cars.....14
- Review of the Toyota Kluger 2021 GXLHybrid.....15

LOCATIONS OF KAZAM ELECTRIC VEHICLE CHARGING STATIONS

With a rapidly changing climate, everything, including our vehicle, necessitates newer measurements. Electric Vehicles are taking the world by storm! Find out where you can charge your electric vehicle while you're on the road.

All About Kazam Electric Vehicle Charging Stations

Kazam brings you the most stylish, cost-effective, and dependable AC charger. A 3.3 KW, IoT SIM-based electric vehicle charger. It enables the charging of electric vehicles. It is waterproof, anti-theft. EV owners can charge their vehicles, on the go.

Kazam EV Mobile Application

The Kazam app is available in both the App Store and the Google Play Store. It is simple to use and dependable. EV pro drivers will be able to look up the nearest EV charger, check its availability and rates before arriving, pay using the app wallet, and, most importantly, access their vehicle charging history. You don't have to worry about charge collection because Kazam includes a built-in wallet.

Locations of Kazam Electric Vehicle Charging Stations

You'll find Kazam electric vehicle charging stations from north to south and east to west.

Kazam Electric Vehicle Charging Stations in Maharashtra

Electric Vehicle Charging Stations in Baner Link Road, Aundh - Pune

- Charger Name: Khushbu Perfumes
- Address: Shop no.D, Sai Heritage Society, Near Medi Point Hospital, 4, Baner Link Road, near medipoint hospital Aundh Pune, 411007
- Host Name: Mr. Khushbu Perfumes
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Thite Nagar, Kharadi - Pune

- Charger Name: Holesale HUB
- Address: Riverdale Heights Pune, Thite Nagar, Kharadi, Pune, 411014
- Host Name: Mr. Manish Shirude
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Mahadev Nagar, Kharadi - Pune

- Charger Name: The Platinum Tower
- Address: Old Mundhwa Rd, Mahadev Nagar, Kharadi, Pune, 411014
- Host Name: Mr. Vineet Vijay
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Kolbad Road, Thane West - Mumbai

- Charger Name: Prathmesh Enterprises
- Address: Kolbad Road, Near Shankar Mandir, Next To Kolbad Talao, Kolbad, Thane West, Mumbai, 400601
- Host Name: Mr. Prathmesh Ghule
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Kazam Electric Vehicle Charging Stations in Telangana

Electric Vehicle Charging Stations in Kamalapuri Colony, Banjara Hills - Hyderabad

- Charger Name: Rainbow Children's Hospital
- Address: Road No. 2, near Hotel Park Hyatt, Sri Nagar Colony, Kamalapuri Colony, Banjara Hills, Hyderabad, 500032
- Host Name: Mr. Ahmed
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Kazam Electric Vehicle Charging Stations in Karnataka

Electric Vehicle Charging Stations in Anjanapura Main Road, J. P. Nagar - Bengaluru

- Charger Name: COSMICVOLT
- Address: Anjanapura Main Rd, 8th Phase, J. P. Nagar, Bengaluru, 560076
- Host Name: Mr. Rajendra
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Attur Layout, Yelahanka New Town - Bengaluru

- Charger Name: Deepak
- Address: Attired Main Rd, Attur Layout, Yelahanka New Town, Bengaluru, 560064
- Host Name: Mr. Deepak Gowda
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Outer Ring Road, J.P. Nagar - Bengaluru

- Charger Name: LLHQ1
- Address: 742, Outer Ring Rd, JP Nagar 6th Phase, KR Layout, JP Nagar Phase 6, J. P. Nagar, Bengaluru, 560078
- Host Name: Mr. Panchakshari
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Koramangala - Bengaluru

- Charger Name: Kazam Charging Station
- Address: #657, 17th D Main Rd, KHB Colony, 6th Block, Koramangala, Bengaluru, 560095
- Host Name: Mr. Vaibhav
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Outer Ring Road, J.P. Nagar - Bengaluru

- Charger Name: LLHQ2
- Address: 742, Outer Ring Rd, JP Nagar 6th Phase, KR Layout, JP Nagar Phase 6, J. P. Nagar, Bengaluru, 560078
- Host Name: Mr. Panchakshari
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Gandhi Nagar, Yelahanka - Bengaluru

- Charger Name: Micelio Charger
- Address: #504, 3rd Main Rd, Gandhi Nagar, Yelahanka, Bengaluru, 560064
- Host Name: Mr. Harshit
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Electric Vehicle Charging Stations in Amruthnagar Byatarayanapura - Bengaluru

- Charger Name: Sanjay
- Address: 69, 4th Cross Rd Amruthnagar Byatarayanapura, Bengaluru, 560092
- Host Name: Mr. Sanjay
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

Kazam Electric Vehicle Charging Stations in Tamil Nadu

Electric Vehicle Charging Stations in Ghansi Bazaar, Shoolagiri - Krishnagiri

- Charger Name: Balaji
- Address: Sri Balaji Weigh Bridge, 21-1, NH7, Hosur Rd, Ghansi Bazaar, Shoolagiri, Krishnagiri, 635117
- Host Name: Mr. Balaji
- Opening Hours: Open 24*7 (Everyday)
- Payment Mode: Kazam EV Mobile Application
- Plug & Charger Type: 3 Pin Plug AC Charger (3.3 kW)

The Most Recent Kazam EV News!

- Invested in by Inflection Point Ventures, 1 USD Seed Round.
- In partnership discussions with leading EV fleets, OEMs, and businesses
- Installed more than 100 charging stations across India in less than six months.
- Kazam EV Charger chargers all-electric vehicles and is available on every platform.
- India's first intelligent IoT-based charging station.
- Broad product portfolio to meet individual customer needs





WHAT IS DC CHARGING STATION?

The electric vehicle charging station is a machine that supplies electric energy to charge plug-in electric vehicles- including EVs in neighborhoods, homes, offices, etc.

The electric vehicle charging industry is now witnessing buzzing advancements, innovations, and trends which has gradually gained prominence among the individual.

What is even more interesting is that the mindset of the Indian population is also slowly evolving, with many now willing to make a switch to EVs soon. A recent study highlighted that by 2022, more customers in India would consider buying an electric vehicle than petrol cars. This achievement is highly likely to trigger rapid growth in the EV sector.

What is the difference between AC and DC Charger?

Electric vehicles come with a convertible charger called "onboard charger." The actual function of the converter comes into play when an electric current gets transferred to the electric vehicle, the form of the charge flow is in AC forms, with the help of this converter, this gets converted into DC chargers that are responsible for juicing up your EV.

Types of Electric Vehicle chargers used in India

Level 1

- Level 1 charger cable comes with your car, uses a 120V standard household circuit.
- These types of chargers operate in parking spaces.
- A 100% charging requires overnight.

Level 2

- Level 2 chargers can operate both for commercial (204 AC Plug) & residential (208 AC Plug) purposes.
- It requires additional charging equipment installation & a higher cost.
- These types of chargers operate in parking spaces.

Level 3 fast DC chargers.

- The high installation cost of charging stations, high-powered equipment, and chargers through a 480V
- Faster charging gets 80% charged in 20 minutes of charge.
- Commonly, operational for commercial purposes.

In this article, we'll be investigating the DC(Direct Current) chargers.

When it comes to electric cars the converter comes in build. It is also called onboard chargers. The fundamental motive purpose of these converts is that they help in converting the power from AC to DC and then helps in juicing up your car battery.

DC(Direct Charger) chargers help in charging station your electric vehicle even 50 times quicker than basic domestic socket chargers ranging on the charging type of these vehicles this power varies even from 10,20 times as well.

Process of Charging

Batteries are the power source for Direct Current (or DC for short).

An in-vehicle charging station, which changes the approaching rotating current into direct current, is in this way outdated. This cycle happens in the DC charging station. Numerous electric vehicles can accomplish up to 3.7 kW (like Nissan Leaf) or 11 kW (like BMW i3) with an alternative charging current. A DC charging station can charge these vehicles fundamentally better. Practically all e-vehicles, which likewise incorporate e-transports and e-trucks, can be charged with direct current.



MEET THE FIRST ELECTRIC VEHICLE OF INDIA - LOVEBIRD

During the early days of Indian automobiles, manufacturers experimented with various technologies. One such manufacturer debuted the Lovebird, an electric vehicle.

The Lovebird

In 1993, the Eddy Electric series produced the Lovebird. The vehicle had first introduced at the Delhi Auto Expo. Following its release, it also received a few awards. Eddy Current Controls (India) had created the Lovebird in collaboration with Yaskawa Electric Mfg. Company of Tokyo, Japan. The vehicle had manufactured in Chalakudy, Kerala, and Coimbatore, Tamil Nadu.

Features of Lovebird:

The Lovebird was a two-seater car powered by a rechargeable portable battery and a direct current electric motor. The lightweight high-tensile steel chassis and fiberglass-reinforced polyester body of the two-seater Lovebird used in its construction. The small car, which was designed for city driving, had a range of 60 kilometers on a single charge. The battery took six to eight hours to get fully charge, just like modern electric vehicles. The Lovebird was capable of navigating any incline without difficulty. Because no one had heard of lithium-ion batteries at the time, the lead-acid battery in Lovebird was the same as in other cars.

hLovebird propelled by a direct current electric motor was made available with an electronic chopper controller that allowed for smooth speed control – it had four forward speeds and one reverse. The car's unique selling point was its portability, compactness, and low cost, and those people who had driven the electric car attested to its mobility. However, once it became clear that Lovebird was no longer commercially viable, the manufacturer was forced to stop production, most likely because the concept was ahead of its time.

Government's Reaction: End of Lovebird

Initially, the Indian government was on board and gave it the thumbs up. However, due to a great extent of low sales volumes, the manufacturer was forced to discontinue production.

The units sold for the Lovebird did not even exceed a three-digit number, which results in the government withdrawing its subsidy for purchasing an electric car, making the electric vehicle more expensive; this marked the end of India's first electric car.

Sipani, Kazah, Aravind, and Meera were among the other manufacturers in the Indian automobile market. On the other hand, the introduction of the Maruti Suzuki 800 completely transformed the Indian automobile market.

About Reva- A Revolution for India

Reva is India's success story with electric vehicles. It was born in India and now be seen on roads in 26 countries around the globe, including Europe. Mahindra purchased Chetan Maini's Bangalore-based company. The Mahindra Reva is available in Mahindra showrooms throughout India, including Kerala. It is now referring to as the Mahindra E2O.

The Reva was born in 2001, ten years after the Lovebird. The acronym Reva stands for revolutionary electric vehicle alternative. Using a standard car battery and US technology, the Reva covered 70 kilometers on a single charge. If charged for five hours, the new e2o could travel 100 kilometers. Reva has a top speed of 90 kilometers per hour.

Electric vehicles in India

Reva's eye-catching design became the face of the Electric Car in India. Even though Reva did not perform as expected, it was more than enough to spark people's interest in owning electric vehicles. The Reva was purchased by Mahindra and renamed the E2O. Manufacturers such as MG, Tata, and Hyundai are currently doing well in the electric car segment. Many new electric vehicles will expect to release in 2021 and subsequent years.



FINANCIAL INCENTIVES FOR ELECTRIC VEHICLE BUYERS IN INDIA

Electric cars (EV) are substantially more costly than gasoline-powered vehicles (ICE). EVs have greater initial prices than conventional vehicles, and lowering them is critical to increasing their appeal to customers. In India, both national and subnational governments are offering various financial incentives to make EVs more accessible.

Cost is frequently a primary factor in drivers' decision-making when it comes to their next car purchase. According to a poll performed by Autolist, one of the top three reasons drivers delay switching to an electric car is the relative cost to comparable gas-powered vehicles. This apprehension represents immediate expenses, and it is not without justification. In 2019, the average cost of a new gas-powered car was \$36,600, compared to \$55,600 for an electric vehicle. As demand for EVs increases, alternatives expand, and buyers will have a better chance of finding a car that meets both their budgetary and personal preferences.

Additionally, there are helpful resources available, such as AAA's Green Car Guide, that may assist you in locating the ideal EV for your budget. For these reasons, the high initial cost of an EV should not be a deterrent - at least not until you've thoroughly examined your choices. What's more persuasive is that the long-term expenses of owning an EV are frequently cheaper than those of a gas-powered vehicle. Even with the increased cost of a new vehicle, converting to an electric vehicle may save you money.

Who should be concerned about these monetary incentives?

1. Individuals who purchase EVs
2. Operators of fleets - freight and transportation
3. Providers of public transportation
4. Government agencies with a responsibility to accelerate the use of electric vehicles

Purchase Incentives

A purchasing incentive is a discount applied directly to the user's EV purchase price. These kind of incentives are frequently utilised across the world to help make EVs more affordable. Financial assistance may be provided to either the user or the manufacturer. Additionally, the incentive might be tied to the cost of the battery. In many situations, the amount of assistance offered has a cap.

In India, the central government and state governments offer purchase incentives for electric vehicles. These may be in the form of subsidies to consumer capital, user subsidies, or demand generating incentives.

Coupons

Additionally, financial incentives in the form of government coupons may be offered to EV purchasers. The government will compensate you afterwards. Coupon values vary according on vehicle type and pricing. Additionally, coupons may be available for a limited time.

Subventions for interest

Interest subventions are reductions in the interest rate charged on a loan. When suggested through a policy, the government bears the cost of these subventions. As a result, the user obtains a waiver on the interest rate she/he pays.

Exemption from road taxes

In India, all car owners are required to pay a road tax to the state government at the time of purchase. This varies by state in India. These also differ depending on the vehicle's intended use - personal or business. The state road tax is further classified into slabs based on the cost of the vehicle and its fuel requirements. For example, the road tax in Delhi is between 4% and 15%. The majority of Indian states with EV laws exclude EVs from road taxes.

Exemption from registration fees

A one-time registration charge is required for the purchase of any new vehicle. Similar to road tax, this is also paid at the time of purchase. This amount varies according on the vehicle's intended use - commercial or private.

Income tax benefits

Income tax (IT) advantages are frequently utilised to incentivize the purchase of electric vehicles. This is a deduction from the amount of tax that an individual owes to the government.

Elimination of incentives

Scrapping incentives are used to deter the usage and ownership of older internal combustion engine (ICE) cars. These are supplied in India upon de-registration of older ICE cars. A scrap value is provided - this may be a fixed amount, a percentage of the vehicle's ex-showroom price, or a rebate on the new vehicle's road tax and registration fee.

Refund of SGST

In India, the goods and services tax (GST) is shared equally between the central and state governments as a central goods and services tax (CGST) and a state goods and services tax (SGST) (SGST). States may provide SGST rebates on the purchase of an electric vehicle.

Others

Numerous additional financial incentives, including interest-free loans, top-up subsidies, and unique incentives for electric three-wheelers, have been included in state EV programmes.

EVs are considerably less expensive to maintain and repair.

Gas-powered cars contain a lot of moving components, are extremely complicated and typically require more maintenance than EV vehicles do. To begin, gasoline-powered vehicles require frequent oil and transmission fluid changes, whereas EVs do not. Additionally, gas-powered vehicles incorporate more machinery, which complicates troubleshooting and lengthens repair times. This increases the mechanic's costs. Finally, EVs are generally equipped with regenerative brakes that slow the car using the vehicle's kinetic energy. This results in less wear and tear on the brakes, as well as a decreased need for brake maintenance. These savings can add up to a substantial sum.

The higher average price of EVs continues to be a disincentive for individuals considering a new automobile purchase. However, drivers are becoming aware of the long-term savings that electric vehicles may offer. This might be an incentive for many to make the transition.



Green Incentives

Green Incentives

Green Incentives

Green Incentives

Green Incentives

Green Incentives

Green Incentives

Green Incentives

HOT EV STOCKS TO BUY RIGHT NOW

Electric cars has recently gained popularity, particularly among investors. As the globe strives to become more environmentally friendly, and EVs address one of the primary sources of carbon emissions, investors have flocked to electric vehicle stocks, resulting in increased trading volume and, in some cases, dramatic price growth.

Additionally, many feel the sector's spectacular gains are only the tip of the iceberg.

In recent years, electric vehicle (EV) stocks have been one of the most popular investing topics in the stock market. Concerns about the emerging business appear to have been overcome by the enthusiasm around the space. There is little denying that the sector's excitement has waned in recent months.

Top Electric Vehicle Stocks in India

The Indian EV sector is still in its infancy and does not yet have a market leader for all vehicle types. There are around ten significant companies in the two-wheeler market, three or four in the electric bus segment, and a few in automobile production. Due to the embryonic state of the Indian EV industry, it is seen as an untapped potential. MG Motors, Maruti Suzuki, Renault, Audi, Volvo, Hero, and Ather are other players in the EV industry. As the EV sector grows, other related industries will follow suit. This covers both the battery and the electric vehicle chargers. Numerous businesses, including Siemens, Schneider, and Delta, have expressed interest.

However, these firms will enter the market only when there is a substantial demand for public four-wheelers. On the other side, one of the primary reasons for the EV industry's slow growth has been customer worries over the country's lack of Fast Chargers. Due to the tiny scale of company, unorganised and small players dominate. To address this, the NITI Ayog is playing a critical role in establishing EV chargers. India presently has 270 installed EV chargers. NITI Aayog has collaborated with NTPC to provide 100,000 electric vehicle charging stations around the country. Other government institutions, including as BHEL, have cooperated with ISRO to create lithium-ion batteries. At the moment, the majority of lithium demand are met by imports from China, South Korea, Vietnam, Singapore, and Japan. Additionally, Reliance, Suzuki, Toshiba, Denso Corp, JSW Group, Adani, Mahindra, Hero Electric, Panasonic, Exide Batteries, and Amara Raja have expressed interest in the lithium battery manufacturing sector in India.

List of Top 10 EV Stocks in India for Investors

COMPANY MARKET INSIGHTS

Amara Raja Batteries Ltd.

(Industry - Batteries)

(Market Capital -14862.4 Cr)

(Dividend yield - 1.47%)

(PE Ratio - 19.72)

(Share Price - 746.9)

Exide Industries Ltd

(Industry - Batteries)

(Market Capital -15907.75 Cr)

(Dividend yield - 2.46%)

(PE Ratio - 19.19)

(Share Price - 182.9)

Hero MotoCorp Ltd.

(Industry - Automobile Two-Three Wheelers)

(Market Cap -62319.44 Cr)

(Dividend yield - 3.08%)

(PE Ratio - 20.01)

(Share Price - 2,922.40)

Himadri Speciality Chemical Ltd

(Industry - Chemicals)

(Market Cap -1782.03 Cr)

(Dividend yield - 0.27%)

(PE Ratio -24.47)

(Share Price - 55.45)

Vedanta Ltd.

(Industry- Metal-Non Ferrous)

(MarketCap -82577.47 Cr)

(PE Ratio - 8.42)

(Share Price - 262)

Hindustan Copper Ltd.

(Industry- Metal-Non Ferrous)

(MarketCap -11639.24 Cr)

(PE Ratio - 118.08)

(Share Price - 140.85)

Ashok Leyland Ltd.

(Industry-Automobiles-Trucks/Lcv)

(MarketCap -34140.18 Cr)

(Dividend yield - 0.49%)

(Share Price - 122.6)

Mahindra&Mahindra Ltd.

(Industry-Automobiles-Trucks/Lcv)

(MarketCap -105683.8 Cr)

(Dividend yield-1.12%)

(PE Ratio- 21.99)

(Share Price -784)

Tata Motors Ltd.

(Industry-Automobiles-Trucks/Lcv)

(MarketCap -102580.91 Cr)

(Share Price -344.9)

AUDI TO TURN INTO AN EV BRAND.

Automakers are now devising ways to implement an all-electric vehicle portfolio, however, the process will take time. Following the Volkswagen Group's announcement of a change in focus and investment toward electric vehicle research, the company's subsidiary brands — Porsche, Audi, Lamborghini, and Bentley — have all revealed new EV models or advancements. According to the German magazine "Süddeutsche Zeitung," Audi is considering discontinuing its complete line of gasoline and diesel automobiles. Soon, the German premium and luxury carmaker will completely transform into an electric vehicle manufacturer. Audi claimed that it sees a future for conventional engines, this may lead the firm to go all-electric within the next two decades.

Audi is expected to deliver its final ICE-powered vehicle, the Q5, in 2026, with production continuing until 2033. Markus Duesmann, Chairman of the Board of Audi AG, allegedly notified workers councils and top management that the carmaker will transition to an all-electric brand and phase out new diesel and gasoline vehicles beginning in 2026. This plan also encompassed hybrid cars.

In an article published last week, Audi is reportedly planning to offer a transition schedule in the coming months that contains specific dates for the changeover. This will offer a better overall picture of the company's plan, which will include the date by when the company's various plants will stop making combustion engines. While a 10- to 15-year transition is predicted, it is an estimate. While the firm is readying a new range of electric vehicles for the near future, long-term planning is not simple even for a major automaker. Five plug-in-electric vehicles and twelve plug-in-hybrid variants were available by Audi towards the end of 2020. This number will only grow as the firm intends to sell around 30 plug-in cars by the middle of the next decade, including approximately 20 all-electric versions.

Additionally, the business anticipates that overall plug-in sales would rise from 3.5 percent to 40% by that time. Until Audi entirely transitions to electric vehicles, the firm will continue to seek to improve the efficiency of combustion engines.

Audi's upcoming EV is already in production, even before the company has unveiled the new vehicle. The E-Tron GT is scheduled to go on sale in spring 2021 and is expected to arrive in the United States several months later with a six-figure price tag. Earlier this year, the RS E-Tron registered blazing acceleration numbers, reaching 60 miles per hour (96 kilometres per hour) in 2.88 seconds and 100 miles per hour (160 kilometres per hour) in 6.86 seconds. This is the next phase in Audi's lengthy journey toward complete electrification.

Audi has already stated that it will cease the development of its internal combustion engine series. Audi then launched the e-Tron, e-Tron Sportback, Q4 e-Tron, and e-Tron GT as part of its ambition to launch a total of 20 new battery-electric cars by 2026.

According to reports, the A3 and A4 models would no longer be followed by ICE-powered successors. Both models are in the process of being completely rebuilt and given new names.

While this does not imply you will be unable to purchase a new Audi powered by gasoline or diesel after 2026. After 2026, the manufacturer will discontinue the production of ICE-powered cars. However, Audi is allegedly planning to phase out the production of ICE-powered vehicles altogether by 2033, at which point the brand would focus only on battery electric vehicles.

Keep an eye on Express Drives for further information on the forthcoming Audi e-tron battery-electric SUV.



EV CHARGER PROVIDER KAZAM HAS RAISED A TOTAL OF RS. 7CR IN SEED ROUND

First Indian intelligent IoT-based charging station Kazam has raised ₹7crores in a Seed round led by Inflection Point Ventures.

This one-year-old Start-up has set up over 30 smart-charging stations in five states Karnataka, Maharashtra, Delhi/NCR, Telangana, and Tamil Nadu. Kazam states that the funds will elevate sales, development of the product, marketing, and operations. The Company added its aim to leverage the growing Electric Vehicle (EV) market in India and the need for charging infrastructure for all vehicles in both personal & commercial applications. The network of Kazam charging stations will consist of IoT devices for connectivity, analytics, BMS, and the ability to meter and bill users through a mobile app.

The technological development by Kazam is notable. The charging station cuts manpower. The built-in charging station and software can be installed and operated through a mobile application.

Digging deeper into the EV ecosystem over five months, Kazam has built the hardware & software tech for affordable and smart-EV charging infrastructure. Provides an open architecture that will help other manufacturers to use their protocols and APIs.

Officials' Statements

Akshay Shekhar, Co-Founder, Kazam said, "Electric Vehicles, especially 2W & 3W are growing at a rapid pace and Kazam has a solution for all the EV charging needs for fleet operators, home charging, and public charging. We not only provide hardware but the software needed to manage and operate daily."

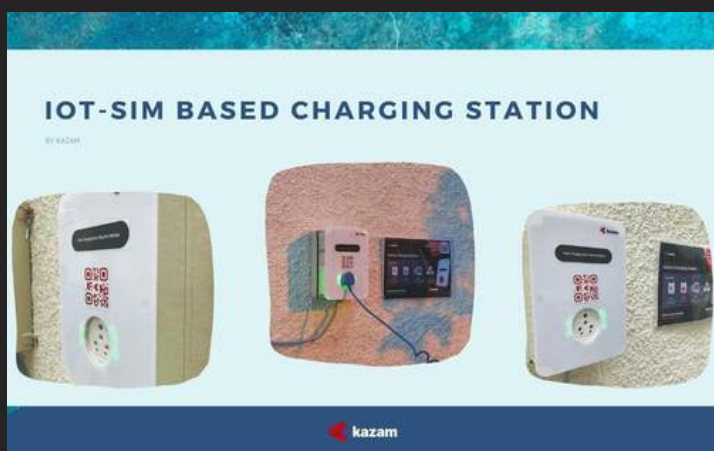
Further adding he stated that "Our partnership with one of the leading EV fleet operators has already taken a good shape where we are seeing very high transaction rates on our station. We expect to put 10,000 charging stations in 2021-22 and build a robust team to support it. Even with the 2nd wave of Covid hitting our way, IPV and our other investors have stayed resilient and continue to believe in our vision to make electric mobility accessible to all."

Vaibhav Tyagi, Co-Founder, Kazam added, "In the consumer segment, customers do want their hands on EVs but the lack of infrastructure makes them hesitant. Kazam's affordable charging stations and its approach to creating micro-entrepreneurs who can host these smart charge-points to earn income will create a network of charge-points across the country."

Vinay Bansal, Founder, and CEO, Inflection Point Ventures said, "In the last 5 years, the Government of India has announced multiple beneficial initiatives to increase the sales of EV vehicles. Kazam fits in organically as we believe with more electric mobility startups getting launched and scaled, the infrastructure and discovery need (especially charging the vehicles) will be critical in the overall success of this sector. Kazam's strong founding team has an in-depth understanding of technology and physical infrastructure needed to help the sector grow faster and this encouraged us to invest in the Company."

What's next?

According to India Energy Storage Alliance (IESA) report, the EV market in India is projected to cross over 6.3 million units per year by 2027. And companies like Kazam are giving their best to prepare a suitable infrastructure.



GOVT PLANS INSTITUTION TO FUND BUSINESSES FOCUSED ON ELECTRIC VEHICLES: GADKARI

The global electric vehicle market size is projecting to grow from 4,093 thousand units in 2021 to 34,756 thousand units by 2030, at a CAGR of 26.8 per cent. Factors such as rising demand for low emission commuting and governments supporting long-range, zero-emission vehicles through subsidies & tax rebates have compelled the manufacturers to provide electric vehicles around the globe. It has resulted in an increased demand on the market for electric vehicles.

India has been steadily increasing its usage of electric vehicles. The government, on the other hand, is making every effort to hike EV sales. The second phase of the Faster Adoption and Manufacturing of Electric Vehicles (FAME) programme has already begun, with some extra incentives is being provided to EV purchasers. In addition to subsidies and incentives, the government intends to establish organisations to fund EV firms.

Insights

According to a recent report, the Electric vehicle financing industry of India is expecting to be worth Rs 3.7 lakh crore by 2030, accounting for roughly 80% of the current retail vehicle finance industry. On Thursday, Nitin Gadkari, who addressed the India Global Forum 2021, said that the government plans to encourage electric vehicles for construction equipment and promises to encourage them. Gadkari said that the government is trying to reduce electric vehicles costs to make them more affordable. "Domestic demand for electric vehicles is enormous. Many companies have begun to produce electric vehicles", He said.



Official Statements by Nitin Gadkari

"The government is planning to set up an institution to fund businesses with a focus on electric vehicles and facilitate new financial instruments for lending to the public transportation and commercial vehicle segments", Gadkari said on Thursday. Nitin Gadkari, the Union minister, continued that the government places a high priority on supporting electric vehicles in India. He further added, "The electric vehicle sector in India is rapidly expanding. The government is assisting domestic electric vehicle manufacturers".

The report 'India Electric Vehicle Financing Mobilization', prepared by Niti Aayog and the Rocky Mountain Institute (RMI), concludes that end-users face various challenges like high-interest rates, high insurance rates, and low loan to value relationships. "The government plans to set up a financial facility to finance the electric vehicle business and facilitate new financial instruments for public and commercial vehicle lending", he added.

The reason behind taking these steps

This action has been taking to promote and encourage more institutes to get involved in the automotive industry. It will apply not just to EV automakers but also to makers of components utilised in the production of EVs. The benefits will pass on to companies involved in the establishment of an EV charging network.

Furthermore, Gadkari said that the cost value of the battery is 50% of the price of an electric vehicle and Indian research institutions are working on alternative battery technology for such electric vehicles to bring down the cost of electric vehicles in the country. "Electric vehicles are in high demand in the United States. Many startups have begun to produce electric vehicles", He stated.

The Minister noted that India is struggling with pollution due to imports of petroleum products. "We are going to use solar power to charge the batteries in electric vehicles," Gadkari stated, adding that 69,000 gas stations currently have to charge facilities for electric vehicles.



PANDEMIC EFFECT ELECTRIC VEHICLES INDUSTRY

As the covid-19 pandemic outburst globally in 2020 and many countries completely shut, economic development was at pause, and some countries did experience the downfall of the economy. There were various industries affected drastically, a few boosted and the rest deducted. The EV industry did suffer from the pandemic. The estimations say that the drop in global EV sales was huge in 2020 than in 2007-2009 during the global financial crises. The adoption rate of EV was increasing tremendously before covid-19. Canada, India, Netherlands, and France approved new policies to boost the adoption of EV. However, the process slowed due to the outbreak of covid-19. Many mainstream companies like Nissan, Kia Motors, BMW, and Tesla shift their focus from EV manufacturing to manufacture personal protective equipment.

Effect on India:

The pandemic had a heavy impact on the Indian economy as the EV industry has been a victim of high-cost low demand for years now. Ascertain policies, upcoming technologies, and rising awareness of clean energy affected growth in the market demand for EVs lately, but pandemic leads to huge losses and a decline in growth.

The reports of the Society of Electric Vehicle Manufacturers (SMEV) show a decline of 20%. The year 2021 counts 236,802 units, whereas 2020 counts 295,683 units. Electric 2-wheelers are said to be the largest segment in the Indian EV market, witnessed a decline of 6% with a count of 143,837 units in 2021 whereas 152,000 units in 2020.

The 3-Wheeler sector was the worst hit, witnessing a 37% decline counting 88,378 units in 2021, whereas 140,683 units in 2020. These data don't include Electric 3-wheelers not registered under the transport authority, SMEV clarified. Whereas the passenger vehicles elevated with 54%, counting 4,588 units in 2021, whereas 3,000 units in 2020. The hit witnessed by EV batteries was massive in 2021 due to a clampdown by the government on shipments coming from China, as China holds a monopoly over lithium-ion cells, on which India is dependent.

Benefits from covid-19:

looking at a bigger picture, the covid-19 scenario and the lockdown have somewhat benefited the EV industry. The lockdown has showcased the adverse effect of traditional vehicles and the carbon emission. As various highly polluted cities notice reduced air pollution, which can help in promoting EV vehicles. The dependency on other countries for lithium-ion might reduce, as the government plans to gain lithium-ion mines in Bolivia, Argentina, and Chile. During the lockdown, electric bike-rental services like Bounce have expanded into other Indian cities, apart from the metro cities. The bounce-back of fuel post covid motivating the adoption of EV.

Ray of hope:

India is grappling with the consequences of COVID-19, which brings a ray of hope to the Indian economy and EV industry. As the EV industry looked forward to growing post covid with rising clean-energy awareness and the EV industry is said to play a crucial role with Make in India strengthening the Indian economy. E-commerce portals Flipkart and Amazon are likely to boost the sales of EV in the upcoming years. The covid-19 brought various short-term challenges towards the EV industry, overcoming these challenges EV sectors has alienated long-term opportunities.



KEVADIYA IN GUJARAT WILL BECOME AN ELECTRIC VEHICLE METROPOLIS

Gujarat's Statue of Unity is set to become the country's first all-electric car zone. Prime Minister Narendra Modi mentioned ambitions to create Kevadiya into an electric car metropolis during his World Environment Day address on Saturday. The drive for EVs comes against the backdrop of the government's Rs 18,100 crore production linked incentive (PLI) plan for lithium-ion cell manufacturing, with the aim of attracting Rs 45,000 crore in investment. India is leading the world's largest renewable energy programme and is vying for a leadership role in addressing climate change on a global scale.

According to a statement from the Prime Minister's Office, "he stated the essential infrastructure is being developed to ensure that exclusively battery-powered buses, two-wheelers, and four-wheelers would operate in Kevadiya in the future."

This comes as the Centre has asked all states and union territories (UTs) to choose one city from a national list of 60 that may be entirely powered by rooftop solar. PM Modi had previously urged for each state to establish at least one such 'solar city' at a review of the ministry of new and renewable energy (MNRE) in May last year.

Gujarat's Statue of Unity region is on track to become the country's first zero-emission zone. A day after Prime Minister Narendra Modi launched the initiative, the Statue of Unity Area Development and Tourism Governance Authority (SQUADTGA) stated that it will transform the area in Gujarat's Kevadia into a vehicle-free zone.

The authorities said on Sunday that the area surrounding the 182-metre-tall Statue of Unity in Kevadia will gradually be converted into an electric-vehicle-only zone. "Only electric cars will be permitted to operate inside the authority's boundaries, with tourist buses also running on battery power rather than diesel," it stated.

Modi stated on Saturday that preparations are being done to transition Kevadia to solely battery-powered buses, two- and four-wheelers in the future. However, Prime Minister Modi has already determined in 2019 to prioritise electric vehicles just in Kevadia.

Local residents living near the Sardar Vallabhbhai Patel statue would receive aid to purchase electric three-wheelers, according to the plan. The SQUADTGA also stated that it will give subsidies for electric car purchases.

"Beneficiary officers/employees will be required to pay any sum not covered by the subsidy, and the loan would be deducted in manageable instalments from their wages. Beneficiaries must ensure that they will not run gasoline-powered or diesel-powered cars in the region "SQUADTGA made the statement.

According to the agency, at least 50 e-rickshaws would initially be permitted to operate under the authority's jurisdiction. Women will be given precedence when it comes to driving these e-rickshaws. Women drivers will receive complimentary training at Kevadia's Skill Development Center. Additionally, a separate workshop and charging station will be established in the region.

Additionally, the agency has requested that the business managing the area's e-rickshaws produce a smart mobile app that will include information on the fares for these e-vehicles as well as other tourist sites. "It should be noted that Kevadia has no polluting businesses and two hydroelectric power plants that provide abundant environmentally beneficial electricity. Reserving the space exclusively for electric cars will help to minimise air and noise pollution, while also adding to the allure of this one-of-a-kind tourist attraction "SQUADTGA said the statement.

HERO LECTRO

Hero has been manufacturing cycles since 1956 in Punjab. Hero is one of the biggest cycle manufacturing companies, exporting cycle to more than 70 countries. As e-cycles are gaining popularity, Hero is not far from that. Hero produces electric Cycles under Hero Lectro, manufactured in Delhi, India. They have more than 10e-bike models to offer with various features, but the problem is choosing ones to fit, and to ease that, in this blog, we are going to review 3 of these e-bikes.

Hero Lectro C3

Specifications:

Hero Lectro C3 is a unisex, single-speed bike, comes with 4 different modes- Pedal, Cruise, Pedelec & Throttle, a good range of 25km, LI-ION battery with 250w of motor power in BLDC motor. The charging time required is 4 hours. Push upstart and 3years of warranty at Rs.24999.

Chassis and Suspension

Unisex frame, all the mechanism is internal the battery and the cables, tube tires with the spoke, front disk brake and v rare brake. 2 colours: a classic black and dark blue.

Hero Lectro C4

Specifications

Hero Lectro C4 is not much different from Hero Lectro C3 in terms of specifications nor prices. Hero Lectro C4 comes with Lady Frame, single-speed bike 4 different modes- Pedal, Cruise, Pedelec, and Throttle. The same range of 25km, LI-ION battery with 250w of motor power in BLDC motor and takes up to 4 hours to charge, posses push up to start. 3years of warranty and prices at Rs.24999

Chassis and Suspension

Contains alloy (6061) 41 cm (16") Lady Frame, inbuilt mechanism with brake cables and battery. Commuting bike with comfort geometry, Tube tires with spokes, front disk brake, and v rare brake. 2 colors available are the classic black and purple.

Lectro EHX20

Specifications

Lectro EHX20 is a unisex bike, Multiple riding modes with a Triple Sensor System:

1. Torque Sensor- detects pedalling power.
2. Speed Sensor- detects bicycle's speed.
3. Crank sensor- detects no. of rotations through pedalling. A range of 80 KM, Li-ion battery with 250w of motor power in BLDC motor, takes up to 4 hours to fully charge and has an electric start. One-year warranty (Croma) and priced at Rs.135,000.

Chassis and Suspension

43 Cm (17 inches) Hardtail Alloy Hydroformed type with centre Motor, E-Thru type dropout, tube tires with the spoke, has front and rare disk brake. With 1colour classic black and has a variant. And on top of all LCD.

Bottom-line

Hero aims to be a mass producer of e-bikes/ e-cycles, which they assume to have 10% of the cycle share in the global e-cycle market. The mentioned Hero e-bikes share many similar features but are unique in their way, style, or specifications. Hero Lectro C3 is most suitable for any gender adult with average specifications. Whereas Hero Lectro C4 is composed for females with preferable colours, other similar features with C3. And the Lectro EHX20 is for all those who need more than average and luxurious features like high range and LCD. Other than that, Hero has set standards in terms of quality and durability is noticeable in these Lectro series.

COMPACT LUXURY PLUG-IN HYBRID SUV COMPARISON: 2021 MINI COOPER COUNTRYMAN SE HYBRID V 2021 VOLVO XC40 RECHARGE

Mini Cooper Countryman SE

The MINI becomes electrified. After the market debut of the MINI Cooper SE, the electric version of the iconic British ultracompact, comes the MINI Countryman SE, the plug-in hybrid variant. The Mini Cooper Countryman SE is the latest crossover from the English house to enter the list. Thanks to the rechargeable hybrid engine, Mini can leap in quality and produce an attractive model also for emissions and consumption. The sportiness remains, given by the 224 horsepower, and you can enjoy the pleasure of traveling even in EV mode (electric motor only) for medium distances. The creation of this version was made possible due to BMW, the regent car manufacturer of Mini, which lent the modern technologies mounted on its cars to small sports cars. In 2019, the fully electric Mini 3-door was introduced; people didn't accept that model due to its reduced autonomy. The hybrid, therefore, remains the currently most intelligent solution. First, both to increase performance and torque and second to reduce pollution and bring the first customers to the world of charging stations.

Volvo XC40 Recharge

An epochal turning point that will take place during this decade: starting from 2030, the Swedish car manufacturer will bid farewell to cars with internal combustion engines: the Volvo XC40 Recharge is only available with an electric motor. It was born on the Compact Modular Architecture platform and concretely promises to be one of the most innovative SUVs on the market. Built on the new CMA platform, the new Volvo XC40 Recharge will have the same design as its sister Volvo XC40. Unique distinctive elements: the grille without air intakes and the charging socket instead of the tank. Inside, compared to the thermal version, the spaces remain unchanged, since the batteries are located under the floor. On the contrary, the electrical system allows for an additional load compartment of 31 liters under the front hood.

Mini Cooper Countryman SE: record autonomy

The new electric cars aim to increase autonomy reaching that of the current endothermic ones. There are two ways to do this. First, by speeding up the charging process, or second, by enlarging the batteries. The Mini Cooper Countryman SE, as a true plug-in hybrid, has relied on both gimmicks. It allows the car to travel in electric-only mode for almost 60 km, and in total with a full tank of petrol, it reaches 1000 km / h of autonomy. The consumption resulting from this data is impressive. 52.6 km with a single liter and CO2 emissions of almost 43 grams, the record of the Mini Cooper Countryman range.

Volvo XC40 Recharge: record autonomy

The range of the new electric Volvo XC40 will be over 400 km in the WLTP cycle (as declared by the company). With a fast charge column, it will take 40 minutes to recharge the XC40 to 80%, while from home, with the wall-box, the refueling time increases to about 7 and a half hours or the space of one night.

Technology, interiors, and new Mini 2020 equipment

The interior of the new Mini Cooper Countryman SE has been developed so much following the technology of the fully electric Mini SE. Infotainment, hi-fi system, and connectivity are top of the range. In terms of onboard comfort, a spacious 450-liter boot is combined with entertainment for the driver and passengers. The dimensions are 430 cm long, 156 cm high and almost 1.9 meters wide. With these specifications, the fifth seat in the rear seat is also comfortable and wide.

Numerous equipment available for the interiors and bodywork customization. The Business one is unique for the Countryman S E. Leather interior, fine colors, and numerous accessories for traveling in comfort with the family or for work. In addition, the hybrid petrol version integrates the All4 drive as standard to have fun on the dirt road and not fear any road surface. Technology, interiors, and new Volvo XC40 Recharge equipment

The beating heart of the new Volvo XC40 Recharge is represented by two electric motors, positioned respectively on the front and rear axles, powered by a 78 kWh battery. The total power is 408 hp, with 660 Nm of torque, values that allow you to get a shot from 0 to 100 km / h in just 4.9 seconds. One of the main innovations of the XC40 Recharge concerns technology. Onboard, drivers will be able to take advantage of the Android Automotive infotainment system, developed specifically for the needs of in-car entertainment, which integrates with Volvo On Call services, which can be used from smartphones or smartwatches. The latter will allow constant updates "over the air" and to be able to use Google Maps, Google Play, and Google Assistant from the display in the center of the dashboard.

Special attention, obviously for safety. In terms of material used, the batteries are protected by an aluminum sheath to avoid consequences in the event of side impacts, and as regards the driver assistance systems. The new Volvo XC40 Recharge will benefit from automation software made by Zenuity, with, in particular, a latest-generation Pilot Assist, designed to stigmatize any unusual behavior: if the driver, while driving, takes his hands off the steering wheel, the car will stop autonomously.

Mini Cooper Countryman SE price

Currently, there is only one version available: Mini Cooper SE ALL4 with automatic transmission; whose approximate price is 39.50 - 43.40 Lakh. The rechargeable hybrid petrol engine develops 224 horsepower and reaches a top speed of 200 km / h. 0 to 100 km / h is covered in less than 7 seconds.

Volvo XC40 Recharge price

Compared to the non-electrified XC40 range, the price is another punch in the stomach: approximately 60.00 Lakh gives us a nice piece, the set-up is the top of the range.

THE RENAULT 5 PROTOTYPE EV HATCHBACK REVEALED

About Renault: A throwback to the past

The original Renault 5 was inaugurated in 1972, and by 1980, it had become one of the global best-selling vehicles. The 5 Gordini was released in the United Kingdom in 1976, and it is now considered one of the first truly hot hatchbacks around the globe. After that, the Renault 5 GT Turbo was released in 1980. Finally, the Supercinq, the second generation, debuted in 1984 with a new look and a new platform.

An icon reinvented for the 21st century time

The newly revealed Renault 5 prototype shows the design and technology of the French carmaker for its new electrical premium hatchback. The 5 Prototype production version is expecting in 2024 in international markets. This new Renault 5 nameplate will be part of a new and significant plan for reviving the fortunes of the French firm and will be part of a CMF-BEV small electric vehicle platform for the Renault Group.

Official Statement:

Renault design chief Gilles Vidal said: "The design of the Renault 5 Prototype is based on the R5, a cult model of our heritage. This prototype easily represents modernity, a vehicle relevant to its time: urban, electric, attractive."

Basic Features:

- The Specification of Production Renault 5 EV is to be based on the platform CMF-BEV.
- It will be cheaper with a coverage range of 400 km than the Renault Zoe EV.
- The Renault 5 prototype has a distinctive design inspired by its predecessors.



What is the Renault 5 Prototype?

The styling and design cues for the Renault 5 Prototype come from Clio's predecessor, which Renault produced from 1972 to 1996. It will be one of 14 new models – including seven fully electric vehicles – to be introduced by the French automaker by 2025. It will also join by the 4ever, a new version of the Renault 4 hatchback.

The French company first revealed the new model 5 concept as part of the 'Renaulution' strategic plan devised by new CEO Luca de Meo. The 5 Prototype city cars will play a crucial role in the target of Renault selling 30 percent of its electric vehicles by 2025.

Renault 5 Prototype: Design

The Renault 5 Prototype is a five-door all-electric supermini. The design incorporates numerous nods to various versions of the original Renault 5 stable, including the cult classic Renault 5 GT Turbo and the Supercinq, but with a modern EV twist. For example, the flared wheel arches, headlights, and upright rear lights. The EV charging point is cleverly located in the off-centre bonnet air intake, and the fog lights in the lower front bumper serve as daytime running lights. The front headlights are constructed on the original design, and an EV charging port is located where the radiator grille was on the original. The concept has wider rear wheel arches and a red stripe livery reminiscent of the R5 Turbo hot hatch, hinting at the possibility of a high-performance version of the new model.

Renault 5 EV hatchback: technical specifications

The company has confirmed that the product specifications of Renault 5 will use new powertrain technology and nickel, manganese, and cobalt-based (NCM) batteries, claiming that this will help reduce the cost per kWh dramatically by 2030. The Renault 5 will have a range of around 400 kilometres, according to Renault. The concept is full of technical specifications that have yet to be revealed by Renault.

Renault 2021 lineup for India

Renault currently has four models available in our market: the Kwid hatchback, Kiger compact SUV, Duster midsize SUV, and Triber MPV. The Zoe EV hatchback was also being considered for India, with the carmaker even planning to show it off at the 2020 Auto Show.

Luca de Meo, CEO of Renault, stated during a Renault electropop event that the usage of the new platform and revamped battery technology would allow the company to sell the 5 for approximately 33% less than the current Zoe.

2021 VOLKSWAGEN ID.4 SEEKS TO NORMALIZE ELECTRIC CARS

Volkswagen has finally delivered on its promises with the ID.4 electric SUV, which previously known as the ID. Crozz concept vehicle, after years of teasing us with electric-powered concept cars. The ID.4 is no less vital to VW's goal of rolling out a robust lineup of electric vehicles, even if it does not look like the famed Microbus-inspired ID. Buzz. The ID.4 will be able to travel up to 250 miles between charges. According to the company, its SUV shape and attractive styling should make it a desirable EV. All ID.4 models will initially be rear-wheel drive only, but all-wheel-drive models, as well as a less expensive base model, will be added to the lineup in 2021.

Amazing Features:

Driver Assistance and Safety Features

The VW e-Golf will come with a slew of standard and optional driver-assistance features. Visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites for more information on the ID.4 crash-test results. The following are important safety features:

- Adaptive cruise control is standard, including a semi-autonomous driving mode.
- Conventional automatic emergency braking with pedestrian detection
- Standard lane-departure warning with lane-keeping assist

Connectivity and infotainment

The ID.4 comes standard with a 10.0-inch infotainment touchscreen, which can upgrade to a larger 12.0-inch display with the Statement package, which is optional. The software is unique to the ID.4 and found the interface to be more demanding than in other gasoline-powered Volkswagens. Both displays include navigation, as well as wireless versions of Apple CarPlay and Android Auto. All ID.4 models include a 5.3-inch reconfigurable digital gauge display and voice recognition.

Cargo, interior, and comfort

While the interior of the ID.4 is less flashy than that of the ID. Crozz Concept, which featured a retractable steering wheel and sliding rear doors, still has a modern design with high-tech features, ambient lighting, and plenty of cargo space. The interior design is simple and entertaining, especially in the 1st Edition model, which features play and pause icons on the accelerator and brake pedals. The Statement package adds faux-leather upholstery and 12-way power-adjustable front seats with massaging and memory capabilities to the base cloth seats.

Real-World MPG and Fuel Economy

The ID.4 First Edition and Pro S have EPA ratings of 104 MPGe city and 89 mpg highway, with a driving range of 250 miles per charge; the base Pro model has not yet rated. The ID.4 First Edition returned 82 MPGe and sailed for 190 miles on our 75-mph highway fuel-economy test route. The testing revealed that EPA range numbers overstate or underestimate the real-world highway range difference between EVs. Because the testing conducted in near-freezing temperatures revealed that it possibly reduce driving range, the 190-mile result is more impressive than it appears.

battery Life, Range, Charging

Volkswagen says the ID.4 battery pack of 77 kWh is equipped with sufficient juice to power the SUV up to 250 miles, which places them in a mixture with other electrical SUVs like Hyundai Kona Electric and Kia Niro EV. Unfortunately, the estimated EPA range for the Tesla Model Y for VW is far lower than 316 miles. Of course, the battery can charge at home with 110 or 240 volts. But it can also speedily recharge by the DC.

Engine, Transmission, and Performance

While all-wheel-drive models will eventually be available, the single-motor rear-wheel-drive models will be the first to go on sale. The rear-mounted motor produces 201 horsepower, but the dual-motor all-wheel-drive model builds a robust 302. The towing capacity is a sturdy 2700 pounds. Regenerative braking helps recapture energy when slowing the vehicle aside from the bold one-pedal driving that EV drivers have come to appreciate largely absent here, even in the ID.4's most aggressive regenerative mode. The traditional gut-punch acceleration that electric vehicles are known for is also missing. The ID.4 is not slow by compact crossover standards. However, its 7.6-second run to 60 mph in our testing shows that it is far more relaxed than faster EV competitors. The ID.4 handles less sharply than some other EVs, but we like how smooth and refined the ride is and how quiet the cabin is.

Pricing and Choosing Which One to Purchase

The ID.4 will be available in base, Pro, and 1st Edition trim levels rather than Volkswagen's traditional S, SE, and SEL trim levels. A base model priced around \$35,000 will satisfy value-conscious consumers with EV ambitions, but the entry-level ID.4 won't be available until 2022. Meanwhile, the ID.4 Pro and loaded 1st Edition models are the ID.4's launch trims. The 1st Edition is a good buy because it includes the optional Statement and Gradient packages, which would usually cost \$4500 and \$1500, respectively. Buyers who spend the extra money will get a larger 12.0-inch infotainment display, a panoramic sunroof, and a power liftgate.

REVIEW OF THE TOYOTA KLUGER 2021 GXLHYBRID

The 2021 Toyota Kluger, following in the footsteps of the extremely successful RAV4, Camry, and Corolla, intends to increase fuel economy without considerably raising the asking price.

Finally, we have what is likely to be the most practical and popular choice in the 2021 Kluger lineup: the GXL grade equipped with an all-wheel-drive hybrid powertrain.

In summary, the 2021 Kluger is available in three trim levels: GX, GXL, and Grande. Each of the three models is available with a 3.5-liter petrol V6 engine driving the front or all four wheels. On the other hand, hybrid power is only feasible when all four wheels are driven.

Toyota Kluger 2021 Gxlhybrid

The Kluger is Toyota's eighth and biggest hybrid vehicle in Australia, joining the Prius series, the aforementioned cars, as well as the Yaris, Yaris Cross, and C-HR.

The new Kluger is based on Toyota's new TNGA-K big platform, which shares its underpinnings with the Camry and RAV4, but has been expanded to suit the massive seven-seat SUV.

Toyota's latest-generation 'Dynamic Force' four-cylinder 2.5-litre petrol engine powers the car. It features a 95RON unleaded engine capable of producing 142kW at 6000rpm and 242Nm at 4400rpm.

This is supported by a 6.5-amp-hour nickel-metal hydride battery that powers the front and rear electric motors at 134kW/270Nm and 40kW/121Nm, respectively. Unlike a plug-in hybrid, this so-called closed-loop hybrid electric vehicle does not have charging capability. Rather than that, the battery is recharged while the vehicle is in motion, such as during coasting or braking. Drivers need just to worry about filling up the gasoline tank, which should occur less frequently. The combined maximum power output is 184kW, however, the combined torque output is not specified.

Additionally, for those interested in minor off-roading, a 'Trail' driving mode modifies the drive, brakes, throttle, and gearbox for mild off-roading. This time, we did not do any off-road testing, but the Kluger should function excellently in some basic low-traction situations.

The GXL includes LED headlights, taillights, and daytime running lights as standard, as well as 18-inch alloy wheels, an 8.0-inch touchscreen display with smartphone mirroring, keyless entry and push-button start, automatic headlights, and automatic wipers.

For an extra cost, CXL trim levels offer heated and powered front seats, tri-zone climate control, synthetic leather upholstery, a motorised tailgate, a 7.0-inch part-digital instrument cluster, and native navigation in the infotainment display.

Misses the mark when compared to the absolute best The Kluger Grande includes a panoramic sunroof, hands-free power tailgate opening, front seat ventilation, a head-up display, a panoramic-view monitor, leather-trimmed seats, an 11-speaker JBL sound system, and 20-inch chromed alloy wheels.

While the hybrid engine lacks the overall dynamism of Toyota's 218kW 2GR V6, it does provide significant fuel

Additionally, the Kluger has grown in every dimension relative to the previous generation: the new model is 76mm larger in length and 25mm taller in height at 4966mm. Additionally, the width has been extended by 5 millimetres and the wheelbase has been lengthened by 60 millimetres (2850mm). The Kluger, perched on a new platform, proved to be a nice and tranquil abode, at least when the kids weren't too boisterous. The 18-inch alloy wheels are wrapped in a thick layer of Toyo rubber, with the taller sidewalls offering added comfort and absorption around town. Although the electronic steering is not too light, it feels straight and responsive. It is ideal for urban and highway trips. Another plus is the calibration of the driver assistance systems, which are not so invasive as to be readily deactivated. Adaptive cruise control appears to be responsive, and lane-departure warning does not interfere with normal, safe driving.

Highlights: Toyota hybrids are known for their seamless transition between gasoline and electric propulsion. Electric motors are capable of progressive acceleration up to a point, while gasoline does not cause jerks or sudden acceleration. The rate of acceleration is enhanced utilises all available power sources concurrently, with sufficient acceleration to prevent humiliation. While the bigger and heavier Kluger does not offer as much pure electric driving as a Corolla, the difference is negligible in contrast to the efficiency gains.

The infotainment system includes Apple CarPlay, Android Auto, and DAB+ digital radio, as well as buttons and knobs for basic functions.

Toyota's safety credentials are considerably enhanced with the addition of Toyota's Safety Sense suite of technology in this latest-generation Kluger. A combination of cameras and radars enables autonomous emergency braking, traffic sign recognition, rear cross-traffic warning, blind-spot monitoring, adaptive cruise control, and lane centering. Additionally, a rear-view camera is included, as are front and rear parking sensors.

Additionally, the automated emergency braking system runs on a daily and nightly basis for pedestrians, cyclists, and intersections.

While the Kluger's inside is sparse in comparison to the interiors of comparable priced competitors such as the Kia Sorento, Hyundai Santa Fe, and Mazda CX-9, the layout's usefulness and liveability cannot be questioned.

The infotainment system's controls are simplified by the buttons and knobs that surround the screen, and the operating system is straightforward to navigate. Likewise, the climate controls and multifunction display in front of the driver appear to be modern and straightforward to operate.

The second row is comparable in size and comfort, offering more comfort and versatility. Seats are split 60/40 and may be advanced and retracted using low-mounted levers at the entry. Additional levers simplify the process of advancing the seat and tilting it forward in one action, allowing decent access to the third row.

Prior to entering the third row, there are a few other conveniences to mention: dual USB connections, roof-mounted air vents, and controls on the centre console. Each door has a handle that can carry two bottles and a small object such as a wallet. There are cupholders in the flip-down armrest, and the floor mats are of decent quality.

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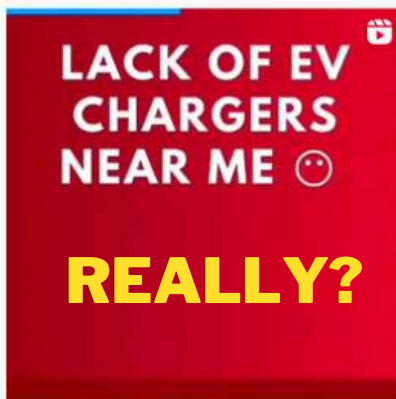


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