THE BUS INSIDER

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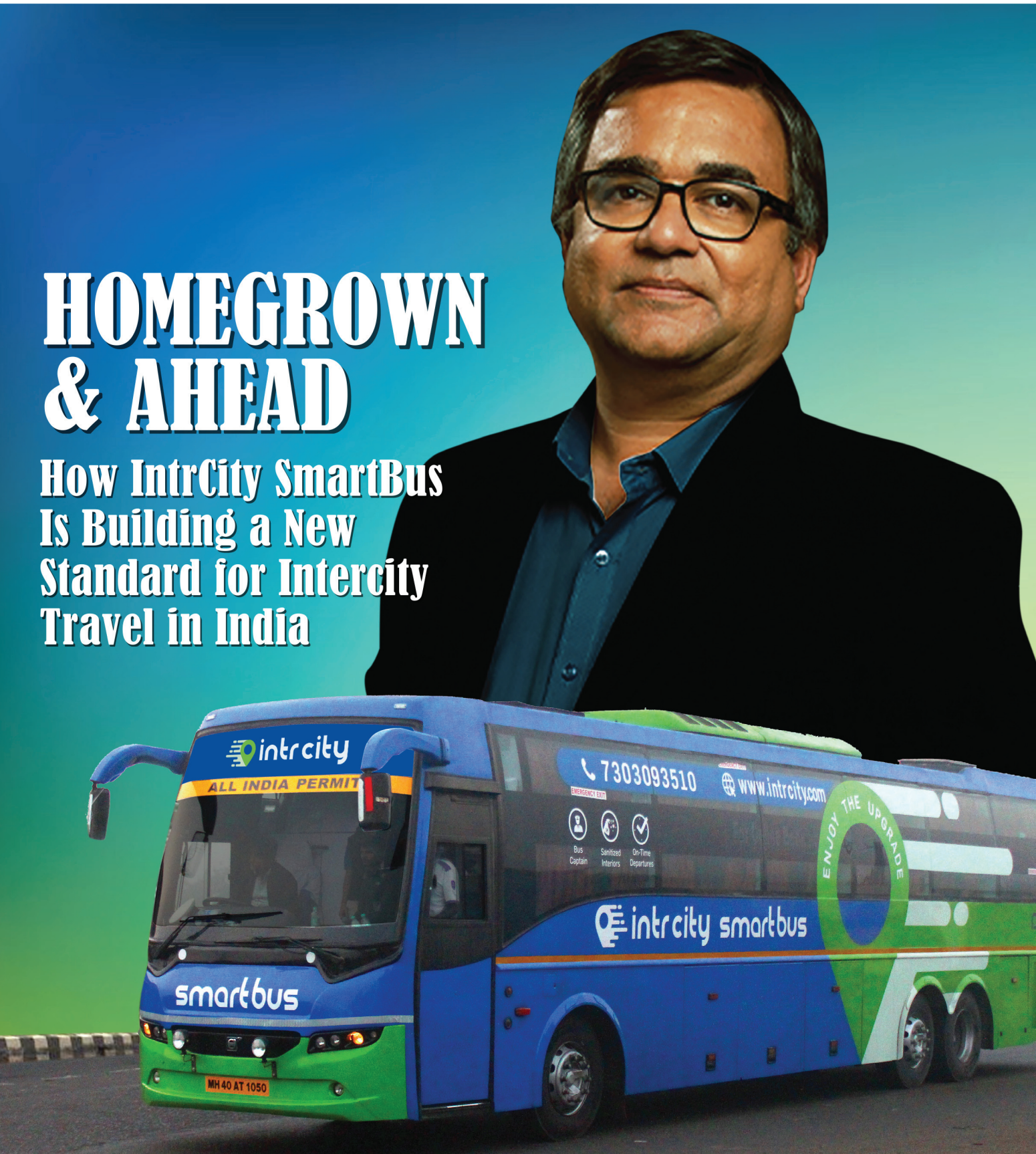

HOMEGROWN & AHEAD

How IntrCity SmartBus Is Building a New Standard for Intercity Travel in India

intrcity

All-in-One SmartBus Experience

- On-Board Washroom
- Live Bus Tracking
- SmartBus Savings Card
- Smart Switch
- IntrCity Club Miles

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Editor's Note

When we launched the first issue of The Bus Insider, we were anxious — hopeful, but uncertain. Would the industry see what we were trying to build? Would it resonate? But, what came next left us humbled.

The response was far more than we expected. The messages, the calls, the shares, the feedback — every word of encouragement became a quiet reminder that our efforts matter. And that there's a real need for stories, voices, and insights that put the passenger mobility sector in India exactly where it belongs — at the center of the conversation.

There couldn't have been a better reward for the months of effort, passion, and relentless work our team put in. It reaffirmed something I've always believed, this sector, though often overlooked, is full of transformation, grit, and people who care deeply about moving India forward.

Seeing how well it was received has only strengthened our resolve to dig deeper, ask sharper questions, and celebrate the people and progress shaping the future of bus transport in India.

In this issue, we turn our gaze to the north — spotlighting some of the most influential names in the North Indian bus market. I'm especially excited to feature IntrCity SmartBus, one of the OGs of India's mobility start-up space. Having personally been associated with IntrCity for over five years, I've had the privilege of witnessing their culture of innovation, their relentless focus on passenger experience, and their knack for solving problems others didn't even see coming. To now showcase their story in The Bus Insider feels deeply rewarding.

We also feature Mayank Kukreja of Guru Ram Dass Body Builders, who shares how embracing technology has helped the company grow far beyond its traditional base — a powerful example of how legacy businesses are evolving with the times.

And then there's our deep-dive into the real-world operational challenges of electric buses, as experienced by Ahmedabad Janmarg Limited. Because transformation isn't just about vision — it's about what it takes to make that vision work where the rubber meets the road.

As always, we've aimed to bring you insights, inspiration, and ideas you can carry into your own work. We hope you enjoy reading this issue as much as we enjoyed creating it.

Cheers,

Shivam Gautom

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IntrCity SmartBus Targets ₹1000 Cr Revenue After 70% Growth Surge

Tech-driven bus platform IntrCity SmartBus has announced plans to reach ₹1,000 crore in annual revenue by 2027, bolstered by fleet expansion and steady profitability. The Noida-based company, backed by Blume Ventures, recorded an impressive 70% year-on-year revenue growth in FY25 and marked its second consecutive profitable year.

To support its growth trajectory, IntrCity SmartBus will add 500 new SmartBus vehicles over the next two years, aiming to serve nearly 1 million travellers each month. The company has already added over 200 new buses in the past year alone.

Manish Rathi, Co-founder & CEO, emphasized the two core pillars of their success: “First, the value we offer our customers, with a product tailored for Indian travel conditions. Second, the growth opportunities and tangible benefits we deliver to our operator partners.”

The company positions itself uniquely in a traditionally fragmented and low-margin industry by leveraging technology, data science, and operational compliance to achieve profitable scalability.

IntrCity also operates RailYatri, a widely used platform providing rail travel information to over 14 million monthly users.

In the competitive online bus booking space, it rivals platforms like RedBus and ixigo’s AbhiBus.

In February 2024, IntrCity SmartBus raised $4.5 million in a Series C round, reinforcing its plans to further disrupt India’s intercity mobility landscape.

EKA Mobility and Chartered Speed to Deploy 675 Electric Buses in Rajasthan Under PM e-Bus Sewa Scheme

EKA Mobility, in partnership with Chartered Speed, has secured a Letter of Award (LOA) to supply 675 electric buses across Rajasthan. The order is part of the central government’s Pradhan Mantri e-Bus Sewa initiative, aimed at accelerating India’s transition to sustainable public transport.

The deployment will span eight major cities - Jaipur, Jodhpur, Kota, Udaipur, Ajmer, Alwar, Bikaner, and Bhilwara - marking a significant upgrade to Rajasthan’s public mobility infrastructure. The fleet will include 565 nine-meter (9m) and 110 twelve-meter (12m) electric buses, designed to offer cleaner, efficient urban transport. This initiative supports the state’s broader environmental goals, including reducing air pollution, cutting fossil fuel dependence, and modernizing transit systems. It also follows the national push for EV adoption, led by Convergence Energy Services Limited (CESL) under the PM e-Bus Sewa program.

Rohit Srivastava, Business Head & Chief Growth Officer at EKA Mobility, stated, “This landmark order shows that electric mobility is no longer aspirational, it’s already underway. We’re honored to help transform Rajasthan’s public transport landscape.”

Sanyam Gandhi, Whole-Time Director at Chartered Speed, added, “This partnership reinforces our vision for smart, green transport. Through the PM e-Bus Sewa Scheme, we’re making clean mobility a reality across Rajasthan’s cities.” The deal adds to EKA Mobility’s growing portfolio, including recent project wins worth ₹150 crore with UPSRTC and ₹400 crore with Nagpur Municipal Corporation (NMC).

JBM Delivers 120 Electric Buses for DEVi Scheme in Delhi, Strengthening Last-Mile Connectivity

JBM Auto has delivered 120 state-of-the-art electric buses for Delhi's ambitious Delhi Electric Vehicle Interconnector (DEVi) scheme, reinforcing its commitment to clean, inclusive, and future-ready urban mobility. The buses were flagged off from Kushak Nallah Depot by Delhi Chief Minister Smt. Rekha Gupta and Union Minister Shri Dharmendra Pradhan.

The buses will operate from Ghazipur Depot, serving key neighborhoods across the capital. Equipped with Intelligent Transport Management System (ITMS), real-time tracking, CCTV surveillance, and ergonomic driver dashboards, these zero-emission ECOLIFE electric buses aim to significantly enhance last-mile connectivity and passenger safety.

With this delivery, JBM now has over 650 electric buses deployed in Delhi, cementing its leadership in India's electric bus sector. Each ECOLIFE bus is expected to save 1,000 tons of CO_2 and 420,000 litres of diesel over a 10-year lifecycle.

The launch coincides with JBM Auto's 10-year milestone in public mobility. The company currently holds an order book of over 10,000 electric buses and aims to serve 20 billion passengers and achieve 3 billion electric kilometers in the next 3–4 years.

Commenting on the milestone, Nishant Arya, Vice Chairman, JBM Auto, said: "We're proud to support Delhi's green mobility journey. These buses reflect our vision of delivering globally benchmarked, Made-in-India solutions for sustainable urban transport."

PMI Electro Mobility Set to Supply 1,456 Electric Buses For the DEVi Scheme by 2026

PMI Electro Mobility has delivered 225 electric buses as part of the Delhi Electric Vehicle Interconnector (DEVi) initiative, marking a significant milestone in the city's efforts to enhance sustainable urban transport. The buses are now operational, improving last-mile connectivity between Delhi Metro stations and key bus terminals, a crucial service for daily commuters.

These 9-meter buses, which feature 23 seats and space for 13 standing passengers, are designed for short-distance travel, with routes covering approximately 12 km. With high-frequency services running at 10-minute intervals, the buses are helping reduce reliance on private vehicles and contribute to reducing congestion in the city.

As part of a broader initiative, PMI Electro Mobility will deliver a total of 1,456 electric buses for the DEVi scheme, out of the total 2,080 buses planned for deployment by 2026. The DEVi electric buses come equipped with an Intelligent Transport Management System (ITMS), offering features such as real-time GPS tracking, CCTV surveillance, digital route displays, and wheelchair accessibility.

This initiative is central to Delhi's commitment to electrifying 80% of its public transport fleet, which will significantly lower emissions and improve air quality across the capital. The successful delivery of these buses is a key step in Delhi's journey toward sustainable, eco-friendly mobility, aligning with the government's environmental goals and supporting the national vision for green urban transport.

GreenCell Mobility Secures Landmark Order of Over 1,200 Electric Buses Under PM E-Bus Sewa Scheme

GreenCell Mobility has been awarded a significant contract under the PM E-Bus Sewa Scheme, securing over 1,200 electric buses for deployment across Madhya Pradesh and Andhra Pradesh. This landmark order was issued by Convergence Energy Services Limited (CESL) as part of the Government of India's plan to roll out 10,000 electric buses to modernize and decarbonize urban public transport systems.

The order includes 472 Eicher electric buses for six cities in Madhya Pradesh, supplied in partnership with VE Commercial Vehicles (VECV), and 750 electric buses for 11 cities in Andhra Pradesh, through a collaboration with EKA Mobility, a subsidiary of Pinnacle Mobility Solutions.

This large-scale deployment reinforces GreenCell Mobility's leadership in India's electric mobility ecosystem and marks a substantial step forward in the electrification of public transport. The company already operates over 900 electric buses across Uttar Pradesh, Gujarat, and Maharashtra.

Each electric bus is equipped with features such as over 250 km range per charge, fast-charging capabilities, air conditioning, real-time tracking, and advanced safety systems, ensuring not only operational efficiency but also passenger comfort and safety.

Commenting on the development, GreenCell Mobility stated that the project exemplifies its commitment to sustainable mobility, made possible through strong OEM partnerships and a scalable financing model.

Tata Motors and Vertelo Join Forces to Accelerate EV Adoption in Commercial Fleets

Tata Motors, India's largest commercial vehicle manufacturer, has signed a Memorandum of Understanding (MoU) with Vertelo, a bespoke electric mobility solutions provider, to expand access to electric commercial vehicles (CVs) across the country. The partnership aims to ease the transition to electric mobility for fleet operators by offering customised leasing solutions applicable across Tata Motors' entire electric CV portfolio.

With a shared vision for sustainable transport, this collaboration is set to significantly enhance electric vehicle adoption in commercial segments, including buses, trucks, and mini-trucks. Vertelo's end-to-end leasing and fleet support services will help operators overcome key adoption barriers such as upfront costs and infrastructure readiness.

Rajesh Kaul, Vice President & Business Head – Trucks, Tata Motors Commercial Vehicles, highlighted the partnership's importance: "We are committed to democratising electric mobility in India. Our collaboration with Vertelo will drive broader access to our advanced electric CVs and support the development of a robust EV ecosystem."

Sandeep Gambhir, CEO of Vertelo, added, "We are proud to partner with Tata Motors to enable scalable, eco-friendly transport solutions. Our bespoke leasing models and ecosystem approach are designed to make EVs the preferred choice for commercial fleet operators."

Tata Motors' electric CV offerings include the Tata Ace EV, Tata Ultra, and Tata Starbus ranges, along with advanced models like the Tata Prima E.55S and Magna EV bus. This partnership is further supported by Vertelo's EV ecosystem platform, backed by Macquarie Asset Management and the Green Climate Fund, which has committed up to USD 200 million.

EKA Mobility secures LOA for 750 Electric Buses to be deployed Across Andhra Pradesh

EKA Mobility has been awarded the Letter of Award (LOA) for the supply and deployment of 750 state-of-the-art electric buses across 11 cities in Andhra Pradesh. EKA Mobility has joined forces with GreenCell Mobility, India's leading electric bus mass mobility solution provider, to execute this order. This large-scale deployment will see the rollout of both 9-meter and 12-meter fully electric buses across eleven cities in the state, including Amravati, Anantapur, Kadapa, Kakinada, Kurnool, Rajahmundry, Nellore, Guntur, Vijayawada, Vishakhapatnam, and Tirupati.

The order includes 129 nine-meter (9m) and 621 twelve-meter (12m) fully electric buses, marking a significant stride in the state's transition to sustainable public transport. This award comes after CESL's issuance of the Letter of Confirmation of Quantity (LOCQ) and Rajasthan's LOA for 675 electric buses announced last week, marking a major milestone in India's e-mobility journey.

Dr. Sudhir Mehta, Founder & Chairman of EKA Mobility & Pinnacle Industries Limited, said, "We are proud to partner with the Government of Andhra Pradesh and collaborate with GreenCell Mobility to deliver green, smart, and efficient transportation solutions for the people of the state. This partnership marks a significant step toward building smarter, more sustainable cities across India."

Mr. Devndra Chawla, MD & CEO, GreenCell Mobility, remarked, "We are honoured to join hands with the Government of Andhra Pradesh to support the state's transition to sustainable public transport. This project is a major milestone in our mission to transform mass mobility through zero-emission electric buses. Together, we are enabling cleaner cities, generating green jobs, and building a more sustainable future for millions"

This order adds to EKA Mobility's growing portfolio of large-scale public transport projects, following recent orders worth approximately ₹150 crore from the Uttar Pradesh State Road Transport Corporation (UPSRTC) and approximately ₹400 crore from the Nagpur Municipal Corporation (NMC).

Electric Bus
Sales Volume in India in April 2025

By Violina Pegu

India's electric bus market maintained a steady pace in April 2025, posting a modest month-on-month growth while highlighting shifting dynamics among manufacturers. With 284 electric buses sold during the month, up from 277 in March, the segment continued to evolve, driven by major gains from select OEMs and new market entries.

While dominant players from previous months experienced sharp declines, April saw the resurgence of older names and the rise of fresh entrants, marking a notable redistribution of market share and momentum.

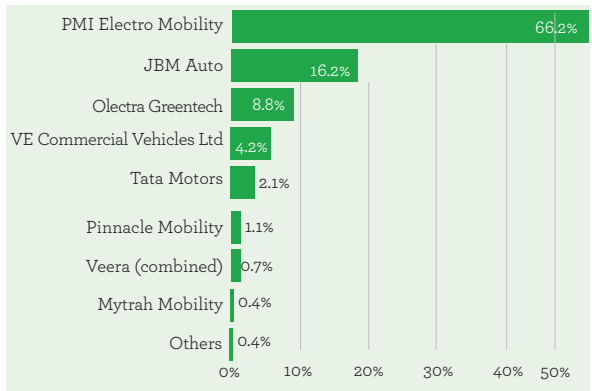
April 2025: Key Highlights

- PMI Electro Mobility surged ahead with 188 units sold, dominating the market with a 66.2% share.
- JBM Auto climbed the ranks with 46 units, holding 16.2% of the market.
- Olectra Greentech witnessed a sharp dip to 25 units, compared to 76 in March.
- VE Commercial Vehicles Ltd debuted in the market, registering 12 units (4.2%).
- Tata Motors, Pinnacle Mobility, and Veera recorded minimal sales.
- The overall market saw a 3% increase from March 2025.

Electric Bus Sales Report – OEM-wise Performance		
Manufacturer	Units Sold	Market Share (%)
PMI Electro Mobility	188	66.2%
JBM Auto	46	16.2%
Olectra Greentech	25	8.8%
VE Commercial Vehicles Ltd	12	4.2%
Tata Motors	6	2.1%
Pinnacle Mobility	3	1.1%
Veera Vidyuth Vahana	2	0.7%
Mytrah Mobility	1	0.4%
Others	1	0.4%
Total	**284**	**100%**

Comparison with March 2025				
Manufacturer	**Mar 2025**	**Apr 2025**	**MoM Change (Mar-Apr)**	**% Change**
PMI Electro Mobility	25	188	+163	+652.0%
JBM Auto	4	46	+42	+1050.0%
Olectra Greentech	76	25	-51	-67.1%
VE Commercial Vehicles Ltd	0	12	+12	—
Tata Motors	24	6	-18	-75.0%
Pinnacle Mobility	1	3	+2	+200.0%
Veera Vidyuth Vahana	4	2	-2	-50.0%
Mytrah Mobility	0	1	+1	—
Others	143	1	-142	-99.3%
Total	**277**	**284**	**+7**	**+2.5%**

Market Share of Indian Electric Bus OEMs in April 2025



Conclusion: An Uneven Yet Growing Market

While April 2025 marked a slight overall market uptick, the electric bus sector saw a pronounced concentration of sales among top players. PMI Electro Mobility's commanding performance redefined the month's leaderboard, while volatility among others highlighted the ongoing challenges of scalability, contracts, and competition.

Note: Data taken from Vahan Dashboard as of May 2, 2025. Data from Telangana and Lakshadweep are not included in this report.

HOMEGROWN & AHEAD:

How IntrCity SmartBus Is Building a New Standard for Intercity Travel in India

Through thoughtful design, dependable technology, and customer-centric innovation, IntrCity is revolutionizing the way millions of Indian travelers experience intercity bus journeys.

In India's vast and dynamic travel landscape, where millions rely on buses for long-distance journeys, IntrCity SmartBus has emerged as a powerful disruptor. At a time when intercity bus travel was often seen as unpredictable, uncomfortable, and lacking in basic amenities, IntrCity stepped in with a bold vision: to bring structure, safety, and sophistication to road travel.

From day one, the company set out to solve a problem that affected everyday Indians - how to make long-distance bus travel dependable and dignified. Rather than merely offering transport, IntrCity chose to build a full-fledged mobility ecosystem grounded in technology, transparency, and trust.

Today, that mission has evolved into a robust network of SmartBuses connecting over 630 cities across 16 states, delivering a travel experience that seamlessly blends efficiency with thoughtful care.

"Our goal was always to create a platform that brings predictability and comfort to road travel. Today, every route, every boarding lounge, and every new service reflects that promise," says, **Manish Rathi**, Co-founder & CEO, IntrCity SmartBus.

A Travel Experience Designed Around the Passenger

At the heart of IntrCity SmartBus lies a singular commitment, to make every step of the journey, from booking to boarding to arrival, not just easier, but more reassuring, seamless, and human-centered.

Every feature is carefully crafted to deliver peace of mind, safety, and control over the travel experience.

Passengers benefit from a thoughtfully designed ecosystem that includes:

- **Live bus tracking and real-time journey alerts**, keeping both passengers and their loved ones informed throughout the trip.
- **Onboard washrooms**, a standout innovation that eliminates discomfort on long-haul routes - especially valued by women, senior citizens, and families.
- **Women-only reserved seats and private sleeping cabins**, creating a sense of privacy and security that's rare in traditional bus services.
- **Lounge-style boarding areas** in 20+ cities, with an additional 50+ boarding partners, transforming chaotic, roadside pick-up points into organized, clean, and relaxed pre-boarding spaces.

IntrCity SmartBus stands out for its ability to listen, learn, and act - fast. Its edge lies in a deep, data-led understanding of what passengers truly need, powered by its sister company, RailYatri.

Every ride is managed by trained onboard captains, ensuring both technical oversight and courteous service throughout the journey. Combined with well-maintained buses and streamlined boarding experiences, these elements offer a highly curated, consistent travel experience that resonates with frequent and first-time travelers alike.

Data-Driven Innovation That Matters

In a world where travel needs are constantly evolving, IntrCity SmartBus stands out for its ability to listen, learn, and act - fast. Its edge lies in a deep, data-led understanding of what passengers truly need, powered by its sister company, RailYatri

- one of India's leading real-time travel intelligence platforms.

By tapping into granular insights on passenger behavior, route patterns, and unmet expectations, IntrCity was able to transform raw data into meaningful enhancements that directly improve the travel experience.

One of the clearest examples? The introduction of **onboard washrooms**.

RailYatri's data revealed a consistent trend - a large segment of travelers, especially women, elderly passengers, and families, expressed anxiety about the lack of clean, accessible restrooms during long-distance journeys.

IntrCity SmartBus didn't just take note of this gap; it responded with innovation. As one of the first operators in India to introduce onboard washroom facilities, IntrCity set a new benchmark for passenger comfort.

Today, these restrooms are among the most valued features on the SmartBus platform, significantly improving the travel experience and addressing a key barrier to accessibility on intercity routes.

"Every new feature we roll out is based on what we hear and see from our travelers. It's a cycle of listening, building, and improving," sates Manish Rathi.

Whether it's optimizing boarding points, customizing seat configurations, or improving journey alerts, every innovation is backed by data and inspired by empathy, ensuring that progress is never guesswork, but always grounded in real passenger needs.

For IntrCity SmartBus, growth goes beyond simply adding more buses or expanding routes. It's about scaling with precision, discipline, and an unwavering commitment to quality.

Empowering Travelers With Flexibility

Travel, by its nature, can be unpredictable. Plans change, delays happen, and personal schedules shift. Recognizing this reality, IntrCity SmartBus came up with a suite of smart, user-friendly tools designed to give travelers greater control and peace of mind.

Key innovations that empower passengers include:

1. **Smart Switch feature** that lets passengers effortlessly "*switch*" between travel dates, routes, services, or even seat preferences, without the usual hassle.

2. **Multiple boarding and drop-off** points across key cities, offering more accessibility and convenience to match individual itineraries.

3. **Low-cost cancellations** and reschedules, encouraging early bookings without the fear of losing money if plans evolve.

These features aren't just operational conveniences, they are trust-builders. In a market where uncertainty often prevents travelers from booking in advance, IntrCity's flexible model offers confidence and control,

strengthening customer loyalty and reducing friction at every stage.

Creating Value On-the-Go for Brands

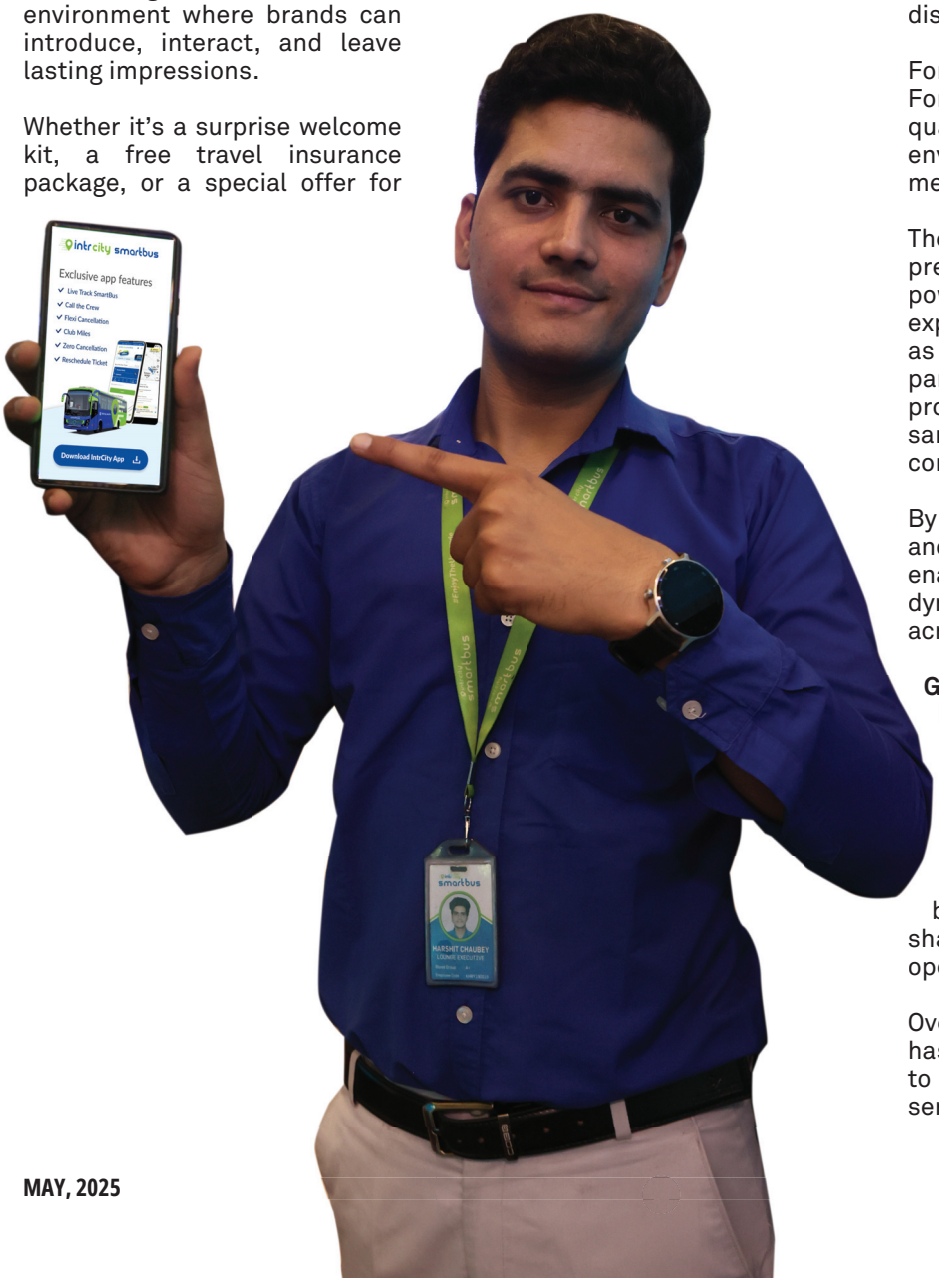
While IntrCity SmartBus is fundamentally a passenger-first mobility platform, it is also uniquely positioned as a high-impact engagement channel for brands looking to connect with a diverse, on-the-move audience across India.

With every journey, IntrCity offers more than just transportation, it creates meaningful, memorable touchpoints for travelers and brands alike. Each bus becomes a moving canvas, and each lounge a curated micro-environment where brands can introduce, interact, and leave lasting impressions.

Whether it's a surprise welcome kit, a free travel insurance package, or a special offer for hotel bookings, these carefully placed moments of delight turn routine travel into an opportunity for discovery.

"Our goal was always to create a platform that brings predictability and comfort to road travel. Today, every route, every boarding lounge, and every new service reflects that promise"

-Manish Rathi
Manish Rathi, Co-founder & CEO, IntrCity SmartBus



For passengers, it's added value. For brands, it's targeted, high-quality visibility in a captive environment that reaches both metros and emerging markets.

The company's network of premium lounges also serves as a powerful offline extension of brand experiences. These lounges double as experiential zones, allowing partner brands to showcase products, run activations, or offer samples in an atmosphere of comfort and attention.

By seamlessly bridging the physical and digital worlds, IntrCity SmartBus enables brands to engage with a dynamic, tech-savvy consumer base across India.

Growing With Purpose

For IntrCity SmartBus, growth goes beyond simply adding more buses or expanding routes. It's about scaling with precision, discipline, and an unwavering commitment to quality. The company's unique approach balances expansion with a sharp focus on experience and operational excellence.

Over the past year, the company has proven that it is possible to scale while maintaining high service standards.

That clarity of purpose is reflected in the company's performance. IntrCity SmartBus reported over ₹500 crore in revenue for FY25, marking a robust 70% increase from ₹320 crore in the previous year. Its EBITDA rose to ₹12 crore (provisional), a significant leap from ₹1.5 crore, signaling not just growth, but profitable growth.

Looking ahead, the momentum continues. The company has set its sights on crossing ₹1,000 crore in revenue by FY27, driven by its asset-light model, strong operator partnerships, and rising demand for structured intercity travel. Over the next two years, it plans to add 500 new buses, expanding access to underserved regions and improving frequency across existing routes.

"While the bus industry in India spans three generations, the key challenge has traditionally been balancing scale with profitability. Over the last 12 months, more than 200 new buses have been added to the IntrCity SmartBus platform by asset owners, and we have managed to scale by 70% while maintaining EBITDA profitability," sated Manish Rathi.

Sustainability and Safety at the Core

In an era where environmental responsibility and passenger safety are no longer optional, IntrCity SmartBus has placed both at the very foundation of its operating philosophy. Every vehicle, route, and onboard process is thoughtfully designed to deliver a travel experience that is not only comfortable, but also conscious and secure.

From rigorous vehicle health checks and preventive maintenance protocols to trained onboard staff and real-time monitoring systems, IntrCity ensures that every journey is supported by layers of operational oversight. Passengers can board with confidence, knowing that their well-being is prioritized every step of the way.

Every innovation at IntrCity SmartBus is backed by data and inspired by empathy, ensuring that progress is never guesswork, but always grounded in real passenger needs.

On the sustainability front, the company is proactively working with its fleet partners to implement eco-conscious solutions, including route planning that reduces fuel consumption, and technology upgrades that optimize engine performance. These measures not only lower the environmental footprint but also contribute to more efficient, cost-effective operations.

In a category long driven by short-term gains and minimal standards, IntrCity is raising the bar, proving that responsible growth can go hand-in-hand with scale, service, and impact.

Looking Ahead: Smarter Routes, Stronger Connections

As India's demand for safe, predictable, and premium intercity travel continues to grow, IntrCity SmartBus is poised to lead the next phase of transformation. With a clear vision for the future and a proven model built on innovation, passenger trust, and operational excellence, the company is doubling down on its mission - to make every bus ride feel seamless, personal, and reliable.

The road ahead includes:

- **Expanding** its SmartBus lounge network across major highway-connected zones to enhance pre-boarding comfort and convenience.
- **Investing** in advanced tech integrations, including AI-powered route optimization and predictive maintenance tools to improve efficiency and reliability.
- **Scaling** into new regional corridors and underserved markets, bringing structured, high-quality mobility to millions more across India.

"We're committed to building a future where every intercity bus ride feels like a seamless, cared-for experience. That's our north star," states Manish Rathi.

Challenges in Electric Bus Operations: Ground-Level Lessons from Ahmedabad BRTS

By Dhaval Shah, Ahmedabad Janmarg Limited

Since 2019, Ahmedabad has been pioneering the use of electric buses in its public transport system, a forward-thinking step toward sustainable urban mobility. While the shift from diesel to electric has brought numerous benefits, it has also put forth a range of challenges in electric bus operations that cities and transit authorities must navigate carefully.

Through several years of operating both battery swapping and fast-charging buses, Ahmedabad Janmarg Limited's experience offers valuable insights into what works, what doesn't, and how to build a resilient electric bus ecosystem in a developing urban landscape.

The deployment of electric buses at scale comes with unique complexities. Below are the most pressing challenges in electric bus operations that Ahmedabad has encountered over the past few years.

Frequent Start-Up Failures and Unexpected Halts

Electric buses occasionally face issues starting or may stop abruptly during service. These interruptions often require advanced diagnostics and skilled maintenance teams. In unresolved cases, buses must be towed, causing delays and traffic disruptions.

Battery Performance and Charging Issues

- **Overheating Batteries:** High-voltage batteries are prone to overheating,

especially during the summer, risking safety and performance.

- **Slow Charging Times:** Even "fast-charging" stations sometimes deliver slower-than-expected cycles due to wear and environmental conditions.

- **Sudden SOC Drops:** Unexpected drops in the State of Charge (SOC) can throw off operational planning and strain scheduling systems.

Environmental Sensitivity

Electric bus components, especially sensors and cables, are vulnerable to dust and moisture, particularly during the monsoon season. This leads to higher maintenance costs and occasional service interruptions.

Battery Swapping Limitations

Initially adopted for faster turnaround, battery swapping presented its own set of challenges:

- Fire risks from poor thermal management and frequent movement of HV battery.
- Operational inefficiencies due to "dead kilometers" (travel to swapping stations).
- Limited scalability in dense urban areas due to space constraints.

Infrastructure and Charging Logistics

The pressure to establish on-route and depot-based charging infrastructure has been significant. Planning for grid capacity, real estate availability, and charger compatibility adds layers of complexity to fleet operations.

Addressing the Challenges: Our Approach in Ahmedabad BRTS

Despite these obstacles, significant strides have been made in improving the system and minimizing disruptions. Here's how Ahmedabad Janmarg Limited is working to overcome the challenges in electric bus operations:

- **Fleet Modernization:** Buses with battery swapping systems were phased out in favor of fast-charging models that offer better reliability and safety

- **OEM Collaboration:** Regular coordination with Original Equipment Manufacturers

(OEMs) has led to quicker resolution of technical issues and ongoing software improvements

- **Smart Scheduling:** Upgraded the way of planning in order to align charging schedules with route demands, improving uptime and reducing passenger inconvenience

- **On-Ground Training:** Drivers and maintenance staff receive continuous training to handle faults efficiently and safely

Looking Ahead: Building a Resilient Electric Bus Ecosystem

The road to sustainable public transport is not without its bumps. But Ahmedabad Janmarg Limited's journey shows that the challenges in electric bus operations are not insurmountable. With focused investment, technical collaboration, and adaptive planning, Indian cities can create scalable and resilient electric mobility systems.

Every hurdle is an opportunity to learn, iterate, and improve. While perfection may still be a few steps away, progress is clearly visible and it's worth pursuing.

About the Author

Dhaval Shah is a mechanical engineer and seasoned public transport professional with over 13 years of experience at Ahmedabad Janmarg Limited, where he currently serves as Assistant Manager - WS/ Depot. A graduate of Gujarat University, Dhaval has been instrumental in leading electric bus operations in Ahmedabad.

Driven by Innovation:

Mayank Kukreja on GRD's Journey of Growth and Evolution

By Kumar Shantanu

What began in 1982 as a humble workshop in Nangloi has grown into a powerhouse of grit, growth, and game-changing innovation. Today, Guru Ram Dass Body Builders (GRD) stands tall among North India's leading bus body builders, operating from a state-of-the-art facility in Bahalgarh, Haryana.

At the heart of this evolution is **Mayank Kukreja,** GRD's next-generation CEO, who's fusing the company's rich legacy with modern manufacturing technology. Under his leadership,GRD today has matured into a dynamic, design-led powerhouse known for premium builds and customized solutions.

In this exclusive interview, Kukreja pulls back the curtain on GRD's state-of-the-art operations and bold ambitions. He discusses how the company is leveraging technology and smart engineering to deliver buses that are not only structurally sound but tailored to India's diverse and demanding mobility landscape.

GRD has come a long way since its Nangloi days. Can you give us an overview of your current Bahalgarh facility, including its size, workforce, and production capacity?

Our Bahalgarh facility spans over 3 acres and is designed for smooth, efficient production, with a streamlined assembly line that helps us maintain quality at every stage. We've built a strong team of over 200 skilled professionals who handle everything from fabrication to finishing and final checks.

Right now, we're producing around 35 to 40 buses a month, which adds up to about 400–450 a year. In FY 2023–24, we rolled out 427 buses across different models and customer segments - our strongest year yet.

What's new on the product front? Any standout models or design features that reflect where the market is heading?

We recently launched the G-Dragon, a 41-seater bus built with intercity and tourist travel in mind. It's got a sleek design, more luggage space, improved seating comfort, and better airflow, things our customers have been asking for. We're also adding modern touches like modular lighting and FDAS (fire detection and alarm systems), which really raise the bar for safety and user experience.

> **"Right now, we're producing around 35 to 40 buses a month, which adds up to about 400–450 a year. In FY 2023–24, we rolled out 427 buses across different models and customer segments - our strongest year yet."**
>
> -**Mayank Kukreja,**
> CEO, Guru Ram Dass Body Builders (GRD)

Currently, we're working on a luxury coach series that's going to set a whole new benchmark. The Indian market hasn't seen anything quite like what we're about to roll out.

Can you walk us through your design process and how tools like CAD, CAM, and FEA help shape your buses?

We follow a user-first approach, where design and engineering are tightly integrated through digital tools like CAD and CAM. Our in-house design team collaborates closely with clients to tailor buses to their exact requirements, whether for school transport, employee mobility, or long-distance travel.

Using FEA, we simulate structural integrity to ensure the durability of the final build. This capability allows us to optimize design turnarounds, reduce errors, and deliver robust, customized solutions.

Is there a recent project you're particularly proud of? What made it challenging, and how did your team tackle it?

We just rolled out the 29 T3 Diesel Monobuses in the Delhi-NCR region and the entire did a commendable job. And it was a bold move because the market here is heavily skewed toward CNG. The big challenge was changing customer perception, getting them to see diesel not just as viable, but better suited for short-trip tour and travel needs.

We focused on improving luggage space, interior layout, and overall design aethetics. With strong backend support from Force Motors, we delivered a value proposition that outperformed expectations.

How is GRD embracing sustainable practices in manufacturing?

We are actively adopting sustainability in multiple layers, right from optimized raw material usage to incorporating energy-efficient LED lighting systems. We are exploring eco-friendly coatings and adhesives and improving thermal insulation to reduce the load on AC systems. Additionally, our facility is transitioning toward solar power for auxiliary needs, and we prioritize low-waste processes during fabrication.

> **"For the time being, India's immediate and practical needs are still best served by internal combustion engines, especially in Tier II and Tier III cities. Diesel buses continue to offer reliability, and cost-effectiveness in areas where EV infrastructure is either insufficient or inconsistent now."**

You work with major chassis manufacturers like Tata Motors, Ashok Leyland, and BharatBenz. How do you make sure your bus bodies integrate seamlessly with their platforms?

Our engineering team is well-versed with the specifications and tolerances of all major OEM chassis platforms. We work closely with their technical teams to ensure dimensional accuracy, weight distribution, and mounting point compatibility. Pre-assembly validations, vibration analysis, and pre-delivery inspection (PDI) are conducted to deliver a buses that complements the underlying chassis and performs reliably on Indian roads.

With electric mobility gaining ground, what's GRD's take on EV adoption and how do you see your role in this evolving space?

We recognize the growing importance of clean energy and the shift toward electric mobility worldwide. However, the technology is still developing and isn't fully ready yet, in my opinion. For the time being, India's immediate and practical needs

are still best served by internal combustion engine platforms, especially in Tier II and Tier III cities. Diesel buses continue to offer reliability, flexibility, and cost-effectiveness in areas where EV infrastructure is either insufficient or inconsistent at the moment.

We still see immense untapped potential in diesel-powered solutions, and our current focus remains on optimizing these platforms with improved safety features, ergonomics, and operational efficiency.

As of now, we do not have plans to enter the electric bus segment, as we believe our clients are still inclined towards tried-and-tested solutions that align with ground realities rather than just future trends.

Our goal is to build smarter, more efficient ICE-based buses that deliver long-term value without compromising on comfort, compliance, or customization.

What are the biggest challenges you face as a bus body builder, and how are you tackling them to keep things running smoothly?

1. **Shortage of skilled manpower:** We address this through regular on-site training and mentorship programs.
2. **Supply chain volatility:** We maintain strategic reserves of key components and diversify suppliers.
3. **Regulatory changes:** Our compliance team stays updated and adapts designs accordingly.
4. **Rising material costs:** We streamline material usage through design optimization and negotiation with vendors.
5. **Customer awareness gaps:** We engage closely with clients to educate them on quality benchmarks and long-term value

What major trends do you foresee shaping the Indian bus and coach industry over the next five years, and how is GRD positioning itself to stay ahead of the curve?

Key trends will include smart infotainment systems, modular interiors, and safety-first design. We are investing in R&D to stay ahead, prototyping safety-first designs, integrating fire and emergency systems, and even working on smarter lighting and air circulation. Plus, we're strengthening our digital presence to better connect with customers and improve after-sales support.

> **"On the international front, we're exploring markets in Africa and Southeast Asia, where there's a demand for durable and cost-effective buses. Our expansion will be steady, but with a clear focus on meeting those market needs."**

Looking ahead, how does GRD plan to stand out at major trade shows? Are there any specific markets, domestic or international, that you're targeting for expansion?

Yes, we're definitely excited to showcase our Monobus and staff transport solutions at events like Busworld India and the Auto Expo. Our focus will be on highlighting the innovation we bring in comfort, safety, and customization.

On the international front, we're exploring markets in Africa and Southeast Asia, where there's a demand for durable and cost-effective buses. Our expansion will be steady, but with a clear focus on meeting those market needs.

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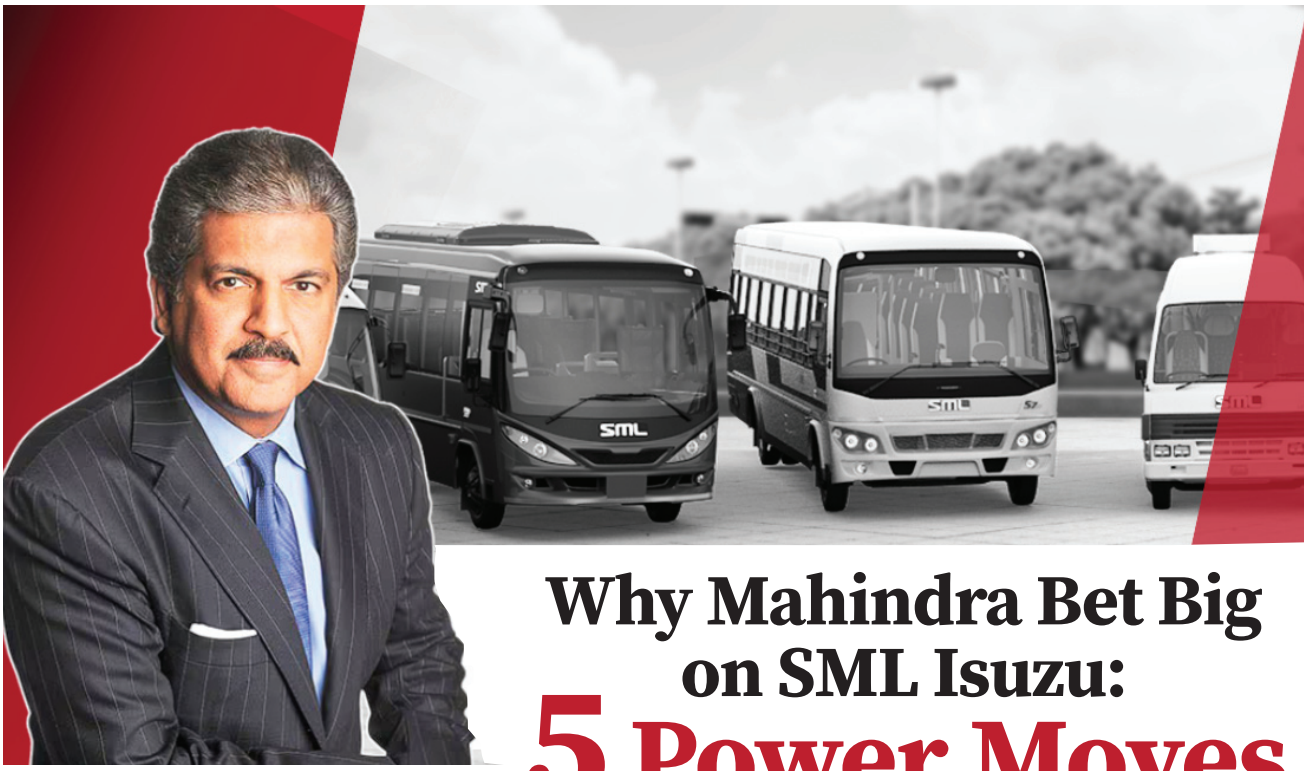


Why Mahindra Bet Big on SML Isuzu: 5 Power Moves Behind the Deal

By Shivam Gautom

In a bold strategic move, Mahindra & Mahindra Ltd (M&M) has announced the acquisition of a 58.96% stake in SML Isuzu Ltd (SML) for ₹555 crore on April 26, 2025.

This includes the full 43.96% stake held by Sumitomo Corporation and a 15% stake from Isuzu Motors Ltd, with an open offer to purchase an additional 26% from public shareholders, in compliance with SEBI Takeover Regulations.

Mahindra's acquisition is more than a financial deal – it's a bold step in the company's mission to become a dominant force in the commercial vehicle (CV) segment, especially in the >3.5-tonne category.

In contrast to Mahindra's dominant 52% share in the sub-3.5T light commercial vehicle category, the company holds a mere 3% share in the segment above 3.5 tonnes.

On the other hand, SML has a market-leading position in the ILCV Buses segment, with around 16% market share.

With steady progress made by Mahindra's Trucks and Buses Division in recent years, this deal is expected to immediately double its market share in the heavy CV space to 6%.

Mahindra has set ambitious targets to grow this further, aiming for 10–12% by FY31 and over 20% by FY36.

5 Power Moves Behind the Deal

Mahindra's acquisition of a majority stake in SML Isuzu is a calculated move aimed at accelerating its growth in India's commercial vehicle sector. The deal offers multiple strategic advantages that align with Mahindra's long-term vision for market leadership and operational expansion.

1. Market Expansion: Doubling CV Market Share

Mahindra currently holds only 3% market share in the >3.5-tonne commercial vehicle segment, compared to its strong 52% hold in the <3.5-tonne light commercial vehicle space.

SML Isuzu, with its 16% market share in the intermediate light commercial vehicle (ILCV) buses segment, provides a complementary product portfolio.

With this acquisition, Mahindra will immediately double its CV market share to 6%, with a clear target of reaching 10–12% by FY31 and 20%+ by FY36.

2. Strategic Growth Platform: 5X Growth Vision

Mahindra Group's CEO Anish Shah has consistently emphasized the company's goal of 5X growth in its emerging businesses, CV being one of them.

With SML Isuzu's strong pan-India presence, a loyal customer base, and profitable operations (FY24 revenue: ₹2,196 crore; EBITDA: ₹179 crore), this acquisition gives Mahindra an ideal platform to scale sustainably in the CV segment.

3. Operational Synergies: Manufacturing & Distribution

One of the key advantages of Mahindra's acquisition of SML Isuzu shares is the opportunity to unlock operating leverage through:

- Consolidating platforms
- Unifying supplier and dealer networks
- Optimizing plant utilization
- Lowering costs across the value chain

SML's frugal manufacturing and engineering capabilities align perfectly with Mahindra's expertise in technology, sourcing, and design, setting the stage for scalable and efficient operations.

4. Competitive Edge in the CV Segment

The deal will also empower Mahindra to go head-to-head with CV market leaders like Ashok Leyland, Tata Motors, and VECV. SML brings a legacy brand, a loyal customer base, and strong performance in Tier-II and Tier-III markets, crucial for the growing logistics and rural mobility sectors. This strengthens Mahindra's position in both buses and trucks, expanding its reach far beyond the light CV space.

Additionally, with the launch of the SML Isuzu Hiroi.ev, it opens the door for Mahindra to enter the electric bus market and strengthen its position in sustainable mobility.

5. Opportunistic Acquisition: Timely, Cost-Effective Entry

Mahindra's acquisition of SML Isuzu's shares is also a financial masterstroke. Mahindra acquired the stake at ₹650 per share, which represents a 63% discount to the current market price of ₹1,773.40 per share.

Sumitomo Corporation had been planning an exit since mid-2023, and Isuzu Motors was also open to divesting. Mahindra seized this opportunity to enter at a highly favorable valuation, making this not just strategic, but incredibly cost-efficient.

To sum it up, Mahindra's acquisition of SML Isuzu's shares is not just a deal, it's a transformational step.

It underscores Mahindra's intent to scale up in the intermediate and heavy commercial vehicle (IHCV) space and create a full-range commercial vehicle offering, from sub-3.5T LCVs to buses and heavy trucks.

Mahindra Bets Big on LCV and ICV Segments

Mahindra is sharpening its focus on the light commercial vehicle (LCV) and intermediate commercial vehicle (ICV) segments as part of its long-term growth strategy. In an interview with Business Today, Rajesh Jejurikar, Executive Director & CEO (Auto & Farm) at Mahindra, confirmed that the company is concentrating its efforts entirely on these segments.

"A significant share of future market growth will come from the LCV and ICV categories. We are realistic about our potential in the medium and heavy commercial vehicle (MHCV) space, where our current market share, including buses, is just 2%," Jejurikar stated.

Mahindra's acquisition of SML Isuzu's stake plays directly into this strategy. SML Isuzu holds a strong position in the bus segment, especially school and staff buses, with a market share of approximately 16%. This acquisition gives Mahindra, which previously had limited presence in the bus market, a foothold in a key growth area. Together, the combined entity now holds 21% of the school, staff, and executive coach bus segment, positioning it as the third-largest player.

"With SML, we acquire a strong brand in school and staff buses," said Vinod Sahay, President – Aerospace, Defence, Trucks, Buses & CE at Mahindra. "We're not targeting large intercity or MCV buses. Our joint focus will remain on LCV and ICV buses and trucks."

The deal is also expected to facilitate platform sharing and expand Mahindra's reach into the CNG and electric bus markets, segments where the company currently lacks presence.

The timing is strategic, as the LCV segment is projected to recover in FY26 after a period of slow growth. According to ICRA, domestic LCV truck volumes are expected to grow 3–5% year-on-year in FY26, following a flat or slightly negative trend in FY25.

In essence, Mahindra's acquisition of SML Isuzu is more than a business deal, it represents a transformative step in strengthening its position in India's commercial vehicle landscape.

Hyundai Delivers Elec City Town Electric Buses To Yakushima Island

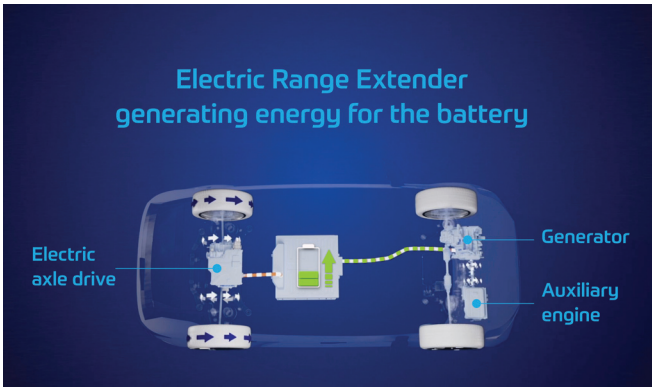
Hyundai Motor Company has officially handed over its ELEC CITY TOWN electric buses to Tanegashima Yakushima Kotsu, a transportation and tourism operator under the Iwasaki Group in Kagoshima Prefecture, Japan. This marks a significant step in Yakushima Island's transition toward a zero-emission public transport system.

The ceremony, held in the presence of key figures including Hyundai Motor Group Vice Chair Jaehoon Chang and Yakushima Mayor Koji Araki, follows an MoU signed in July 2024. The agreement focuses on deploying Hyundai's electric buses as part of the island's carbon neutrality roadmap for 2050.

Starting June 2025, five medium-sized, low-floor ELEC CITY TOWN buses will begin operating across the island. Designed with local conditions in mind, the buses feature a 145 kWh battery and a 160 kW motor. They also incorporate Vehicle Dynamics Control for safe navigation on Yakushima's mountainous and curved roads.

Given the island's subtropical climate, the buses are equipped with advanced battery management and cooling systems to maintain performance, range, and charging efficiency. In addition to regular operations, the buses are capable of Vehicle-to-Home (V2H) power supply, offering critical support during natural disasters such as typhoons or heavy rainfall.

Yakushima, a UNESCO World Heritage Site, is central to Kagoshima Prefecture's clean mobility strategy. Hyundai's participation in this project not only enhances local sustainability but also reflects the company's broader vision of delivering future-ready, community-focused electric mobility solutions.



Wrightbus expands hydrogen fleet in Germany with latest delivery to WestVerkehr

Hydrogen bus manufacturer Wrightbus continues to strengthen its footprint in Germany with the delivery of 12 new Kite Hydroliner single-decker buses to WestVerkehr GmbH. The zero-emission vehicles will operate in North Rhine-Westphalia, specifically covering routes across Heinsberg, Hückelhoven, and Erkelenz, and are designed to accommodate up to 90 passengers.

This latest handover brings Wrightbus's total number of hydrogen-powered buses delivered to Germany to 43, as the company steadily moves toward its target of having 130 hydrogen buses on German roads by 2026.

As part of its broader European expansion, Wrightbus has secured major contracts with several German transport operators. Upcoming deliveries include 28 Kite Hydroliners for Saarbahn GmbH, 46 units for Cottbusverkehr GmbH in partnership with Spree-Neiße-Cottbusverkehr GmbH, and 5 buses for Vestische Straßenbahnen GmbH. Additionally, WestVerkehr GmbH is set to receive eight more vehicles by the end of 2025.

To support its growing customer base in the region, Wrightbus has recently opened a European service centre in Brühl, near Cologne, which also houses a dedicated spare parts warehouse. This move enhances aftersales support and ensures streamlined maintenance services for its operators.

Jean-Marc Gales, CEO of Wrightbus, commented: "We are delighted that WestVerkehr is bringing our zero-emission hydrogen buses onto the roads of North Rhine-Westphalia. This benefits the environment and ensures that people in the region breathe better air."

Wrightbus's ongoing success in Germany underscores the rising demand for clean, sustainable mobility solutions in the European public transport sector.

Poland Celebrates 10 Years of Its First Electric Bus with New Solaris Contract

A decade ago, PKM Jaworzno made history by introducing Poland's first electric bus into public transport. The Solaris Urbino 12 electric, delivered in 2015, marked the beginning of the country's transition toward zero-emission mobility. Today, this milestone vehicle remains in operation and has clocked over 700,000 kilometers.

To commemorate the 10-year anniversary, a special event was held in Jaworzno, where PKM and Solaris Bus & Coach signed a new contract for the delivery of seven more electric buses. The 12-meter Solaris Urbino vehicles will be equipped with the latest technologies, including driver assistance systems (ADAS), cameras replacing mirrors, air conditioning, USB ports, surveillance systems, and 400 kWh batteries allowing flexible charging.

"This is a great source of pride for us," said Solaris CEO Javier Iriarte. "That single bus sparked a transformation, not only in Jaworzno, but across Poland."

Over the past decade, PKM Jaworzno has emerged as a national pioneer in electric transport. Its current fleet of 49 electric Solaris buses covers over 80% of

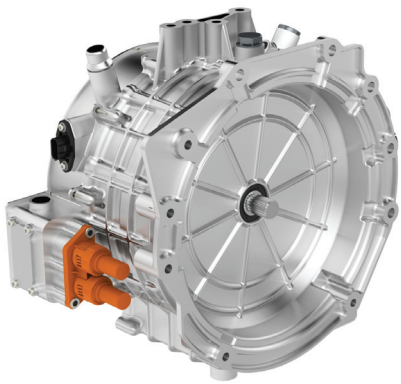
all services. With the new additions arriving in 2026, that number will rise to 85%. Zbigniew Nosal, CEO of PKM Jaworzno, called the 2015 decision a turning point. "It changed the face of our city's transport, for the environment and for our residents."

Ten years on, Poland's first electric bus remains a powerful symbol of innovation and a benchmark in sustainable urban mobility.

ZF to Launch Next-Gen Range Extender Systems by 2026 to Tackle EV Range Anxiety

ZF is set to begin volume production of its next-generation electric range extender (eRE and eRE+) systems in 2026, aiming to address persistent range anxiety among EV buyers and support flexible electrification strategies for OEMs.

The system pairs a combustion generator with an electric machine that recharges the battery when charge levels drop below a threshold. Unlike plug-in hybrids, the generator operates at peak efficiency, reducing fuel consumption and CO_2 emissions. ZF says the new technology is ideal for markets with underdeveloped charging infrastructure, offering an alternative to larger, costlier battery packs.



Two configurations will be available: the **eRE**, featuring an electric motor, integrated inverter, software, and planetary gearset; and the **eRE+**, which adds a clutch and differential, enabling use as both a generator and secondary drive. Power output ranges from 70 to 110 kW (eRE) and 70 to 150 kW (**eRE+**), compatible with 400V or 800V architectures and various semiconductor types.

ZF's earlier range extenders were used in London's electric taxis. Now, development is led by its Chinese teams, supporting the country's REEV surge, with many models exceeding 700 km in range.

Benefits for automakers include shorter development cycles, lower costs, and simplified supply chains, especially attractive to new EV manufacturers.

ZF is positioning these solutions to supplement BEV platforms, allowing both new entrants and legacy OEMs to bridge the gap between EV innovation and consumer confidence.

Scania Unveils Three-Axle Variant of its 4x2 LE BEV for Heavier-Duty Electric Bus Operations

Scania has introduced a new three-axle (6×2*4) variant of its battery-electric 4×2 Low Entry BEV, first launched in 2023. The new model is designed to meet the growing demand for medium and heavy-duty electric bus applications, offering enhanced passenger capacity and expanded operational flexibility.

Key upgrades include a new rear axle, an entirely new e-machine, and an integrated charging interface, the latter two of which will also be made available on the existing two-axle variant. Scania has also added two new axle gear options featuring faster gear ratios and potential reductions in internal energy losses.

A notable design change is the steered tag axle positioned behind the half shaft, optimizing weight distribution across the vehicle and improving overall drivability. These features aim to improve uptime, range, acceleration, and startability, even under demanding conditions such as steep inclines.

“With a completely new e-machine, this three-axle electric variant is reliable, energy-efficient and powerful,” said Carl-Johan Lööf, Head of Product Management for People Transport Solutions at Scania. “Combined with new high-speed rear charging options and more power nodes, this variant offers the flexibility needed to meet diverse local requirements.”

Scania sees this latest development as a step toward expanding electric bus operations into more demanding applications, as global momentum for electrification accelerates.

Arriva Launches First Alexander Dennis Enviro400EV on London’s Superloop Route

Alexander Dennis has delivered the first 12 next-generation electric double-decker buses to Arriva London. These buses—Enviro400EV models—are the first of 30 ordered and are now running on the SL6 route, part of London’s growing Superloop express bus network.

The SL6 connects West Croydon to Russell Square during peak hours, improving travel between outer and central London. These buses are also the first from Alexander Dennis built to meet Transport for London’s (TfL) safety standards, which include features like blind spot monitoring, speed control systems, and safer front-end designs for better pedestrian protection.

Powered by the Voith Electrical Drive System and 472kWh batteries, the Enviro400EV has achieved top-tier energy efficiency—using just 0.67kWh per kilometre in official testing. The buses also feature an advanced climate control system by Grayson Thermal Systems, supporting reliable, zero-emission performance.

Arriva will soon receive 18 more Enviro400EVs for use on TfL route 196.

Neil Gladstone of Alexander Dennis said the buses are running smoothly, with telematics showing strong performance aligned with their expectations. The buses come with a 14-year or one million-kilometre warranty, ensuring long-term value.

Marcos Hart, Managing Director at Arriva London, said the new buses reflect their continued investment in clean, high-performance vehicles, helping more people shift to public transport.

MAN Unveils Lion's Coach 14 E: Europe's First All-Electric Coach

MAN Truck & Bus has officially announced its first all-electric coach, the Man Lion's Coach 14 E. The coach will be formally launched at Busworld Europe 2025 in Brussels and production will begin in late 2026 at MAN's Ankara plant.

The Lion's Coach 14 E marks a major milestone, making MAN the first European manufacturer to enter the battery-electric coach segment. The coach features Smart Flow Design, which improves aerodynamics without compromising looks. This results in a lower drag coefficient—from 0.34 to 0.31—which directly helps increase range.

The Man Lion's Coach 14 E will offer a range of up to 650 km, depending on usage and configuration. It runs on in-house NMC battery packs made at MAN's Nuremberg facility, with up to 534 kWh of capacity. The battery system includes rear-mounted packs and optional ones replacing the driver's bunk.

Power is delivered through a centrally mounted 330 kW electric motor paired with MAN's TipMatic 4-speed transmission. The coach supports CCS fast charging up to 375 kW, and is future-ready for MCS ultra-fast charging up to 750 kW.

Passenger comfort hasn't been compromised, up to 61 passengers can be accommodated, with 11–13 cubic

meters of luggage space. It also features a CO_2-based HVAC system, supporting sustainable operations.

The driver's cabin has been fully redesigned with a digital 12-inch display and MAN SmartSelect rotary control system, offering better control and a safer driving experience.

The Man Lion's Coach 14 E sets a new benchmark for zero-emission long-distance travel in Europe.

IVECO BUS Factory in Annonay Turns 100: A Legacy of Innovation in Bus Manufacturing

The IVECO BUS factory in Annonay turns 100 this year, marking a century of innovation and excellence in the bus manufacturing industry. Since its founding in 1925 by Joseph Besset, the factory has been at the forefront of bus design, from producing wooden-bodied vehicles to revolutionizing the industry with the launch of the Isobloc in 1938. This self-supporting structure and rear-engine design set a new standard for European coaches.

Throughout its history, the factory has undergone several changes in ownership, eventually becoming part of IVECO BUS, a key player in the global transportation sector.

Today, the plant is a leader in sustainable mobility, producing a range of low and zero-emission vehicles, including electric and hydrogen-powered buses such as the E-WAY and GX models.

The Annonay factory has not only contributed to the development of buses for local and regional transport but also exported innovative solutions worldwide. The factory played a pivotal role in the adoption of CNG buses in the 1990s and the development of Bus Rapid Transit (BRT) systems, such as Crealis, which have improved urban transportation across many cities.

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