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भारी उद्योग मंत्रालय

अधिसूचना

नई दिल्ली, 29 सितम्बर, 2024

का.आ. 4259(अ).—पीएम इलेक्ट्रिक ड्राइव रिवाॅल्यूशन इन इनोवेटिव व्हीकल एनहांसमेंट (पीएम ई-ड्राइव) स्कीम पृष्ठभूमि:

- तत्कालीन भारी उद्योग विभाग ने इलेक्ट्रिक और हाइब्रिड वाहनों को बढ़ावा देने के लिए 795 करोड़ रुपये के परिव्यय वाली भारत में (हाइब्रिड और) इलेक्ट्रिक वाहनों का तीव्र अंगीकरण और विनिर्माण (फेम-I) नामक स्कीम शुरू की थी। फेम-I को शुरू में 1 अप्रैल 2015 से 2 वर्ष की अवधि के लिए मंजूरी दी गई थी। बाद में, परिव्यय को 795 करोड़ रुपये से बढ़ाकर 895 करोड़ रुपये करते हुए इस स्कीम को 31 मार्च, 2019 तक के लिए बढ़ाया गया।
- चरण-I की समीक्षा के बाद, भारी उद्योग विभाग ने 1 अप्रैल, 2019 से 31 मार्च 2024 तक की अवधि के लिए 10,000 करोड़ रुपये के परिव्यय के साथ योजना का चरण-II (फेम-II) तैयार किया जिसे बाद में बढ़ाकर 11,500 करोड़ रुपये कर दिया गया।
- इसके बाद, इलेक्ट्रिक दुपहिया वाहनों (ई-2डब्ल्यू) और इलेक्ट्रिक तिपहिया वाहनों (ई-3डब्ल्यू) के लिए सहायता की निरंतरता बनाए रखने के लिए, भारी उद्योग मंत्रालय ने 500 करोड़ रुपये के परिव्यय वाली इलेक्ट्रिक वाहन संवर्धन स्कीम-2024 (ईएमपीएस-2024) शुरू की जिसे बाद में 778 करोड़ रुपये के संवर्धित परिव्यय के साथ 1 अप्रैल, 2024 से 30 सितंबर, 2024 तक की अवधि के लिए बढ़ा दिया गया।
- तदुपरांत, फेम-II और ईएमपीएस-2024 की समीक्षा के बाद, भारी उद्योग मंत्रालय ने केंद्रीय मंत्रिमंडल की मंजूरी से, स्कीम मानदंडों के अनुरूप पीएम ई-ड्राइव स्कीम ("स्कीम") तैयार की जिसका उल्लेख उत्तरवर्ती पैराग्राफों में किया

	कम्युनिकेशन के लिए इलेक्ट्रॉनिक कंट्रोलर्स।	
12	पावर इलेक्ट्रॉनिक्स/पावर मॉड्यूल (एसी से डीसी कन्वर्टर)	E
<p>चार्जर विनिर्माता निम्नलिखित का पालन करेंगे:</p> <ul style="list-style-type: none"> उपर्युक्त कार्यान्वयन तिथियों के अनुसार पीएमपी का अनुपालन करने के लिए चार्जर। ईवी चार्जर के विनिर्माण में घरेलू मूल्यवर्धन (डीवीए) का न्यूनतम 50 (%) प्रतिशत, अंतिम कार्यान्वयन तिथि अर्थात् 1 दिसंबर 2024 से प्रभावी होगा। % घरेलू मूल्यवर्धन = [(उत्पाद का एक्स-फैक्ट्री मूल्य (जीएसटी के बाद निवल) - (ऋणात्मक) आयात सामग्री अर्थात् अंतिम उत्पाद में आयात शुल्क सहित सभी आयातित घटकों या सामग्रियों के एफओबी मूल्य का योग)/उत्पाद का एक्स-फैक्ट्री मूल्य (जीएसटी के बाद निवल)] x 100। <p>उपर्युक्त दावों को कंपनी के सांविधिक लेखापरीक्षक द्वारा प्रमाणित लेखापरीक्षित वित्तीय विवरणों और सहायक दस्तावेजों द्वारा समर्थित किया जाएगा और भारी उद्योग मंत्रालय की परीक्षण एजेंसी द्वारा सत्यापित किया जाएगा।</p>		
परिभाषाएं:		
कोड	पुर्जों के स्वदेशीकरण की प्रभावी तिथि	
A	01 दिसंबर 2021 से प्रभावी	
B	01 जुलाई 2022 से प्रभावी	
C	01 जनवरी 2023 से प्रभावी	
D	01 जून 2024 से प्रभावी	
E	01 दिसंबर 2024 से प्रभावी	
<p>आयातित स्रोत में प्रत्यक्ष और अप्रत्यक्ष आयात शामिल हैं।</p> <p>स्वदेशी स्रोत का अर्थ घरेलू रूप से विनिर्मित, एकत्र और किए गए परीक्षण से है।</p> <p>विनिर्माण का अर्थ केंद्रीय वस्तु और सेवा कर (सीजीएसटी) अधिनियम, 2017 में यथापरिभाषित रूप में होगा।</p>		

MINISTRY OF HEAVY INDUSTRIES

NOTIFICATION

New Delhi, the 29th September, 2024

S.O. 4259(E).— PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme.

Background:

- The then Department of Heavy Industry had launched a scheme, namely Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME-I), for promotion of electric and hybrid vehicles with an outlay of ₹795 crore. FAME-I was initially approved for a period of 2 years, commencing from 1st April 2015. The scheme was subsequently extended up to 31st March 2019 with an enhancement in outlay from ₹795 crore to ₹895 crore.
- After review of the phase I, DHI formulated Phase II of the scheme (FAME-II) with an outlay of ₹10,000 crore which was subsequently enhanced to ₹11,500 crore for the period from 1st April, 2019 to 31st March 2024.
- Thereafter, to maintain continuity of support for electric two wheelers (e-2Ws) and electric three wheelers (e-3Ws), MHI launched the Electric Mobility Promotion Scheme 2024 (EMPS-2024) with

an outlay of ₹500 crore, which was subsequently enhanced to ₹778 crore, for the period from 1st April 2024 till 30th September 2024.

4. Further, after review of FAME-II and EMPS-2024, Ministry of Heavy Industries (MHI) formulated PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) scheme (“the Scheme”) with the approval of the Union Cabinet as per the scheme parameters given in subsequent paragraphs. The number of vehicles and the expenditure under EMPS-2024 is subsumed under the number of vehicles and outlay of PM E-DRIVE Scheme.

Scheme Parameters: General:

5. The PM E-DRIVE Scheme, with an outlay of ₹10,900 crore, shall be implemented from 1st October 2024 to 31st March 2026, for faster adoption of electric vehicles (EVs), setting up of charging infrastructure and development of EV manufacturing eco-system in the country. Further, EMPS-2024 being implemented for the period from 1st April 2024 to 30th September 2024 is subsumed under this Scheme.

Components of the Scheme

6. The scheme is proposed to be implemented through the following components:
- Subsidies: Demand incentives for e-2W, e-3W, e-ambulances, e-trucks & other new emerging EV categories,
 - Grants for creation of capital assets: e-buses, establishment of network of charging stations & upgradation of testing agencies identified under this Scheme, and
 - Administration of Scheme including IEC (Information, Education & Communication) activities and fee for project management agency (PMA).
7. The efforts of the Central Government to promote e-mobility need supplemental support from State Governments. States need to offer bouquet of fiscal and non-fiscal incentives. Some such incentives may include waiver / concessional road tax, exemption from permit, waiver / concessional toll tax, waiver / concessional parking fees, concessional registration charges, etc. MHI will continue to encourage States to offer such incentives during the scheme duration.
8. MHI shall be the nodal Ministry in Government of India and will be responsible for planning, implementation and review of the scheme. MHI shall address issues related to the guidelines and for removal of difficulties in the implementation of the scheme.

Scheme Outlay

9. The breakup of fund allocation year wise, component-wise, for the Scheme’s duration is given below:

Table 1: Indicative year-wise component-wise fund allocation

(₹ in crore)

S. No.	Component/ category of vehicles	FY 2024-25	FY 2025-26	Total outlay
1	e-2W	1,064	708	1,772* ¹
2.	e-3W: registered e-rickshaws & e-carts	108	84	192* ¹
3.	e-3W: L5	403	312	715* ¹
4.	e-ambulances	273	227	500
5.	e-trucks & other emerging	150	350	500

S. No.	Component/ category of vehicles	FY 2024-25	FY 2025-26	Total outlay
	EVs			
Sub-total for Demand Incentive (₹ crore)		1,998	1,681	3,679
6.	e-Bus	1,824	2,567	4,391
7.	EV PCS	900	1,100	2,000
8.	Upgradation of testing agencies	300	480	780
Sub-total for Grants for creation of capital assets		3,024	4,147	7,171
9.	Admin Expenses	25	25	50 ^{*1,*2}
Total for PM E-DRIVE		5,047	5,853	10,900^{*3}

*1 Outlay of EMPS-2024 is subsumed under this outlay.

*2 Admin Expenses include (i) Fees for knowledge partners & technical expertise including development of Scheme portal: ₹35 crore, and (ii) IEC activities, events, exhibitions, roadshows, etc.: ₹15 crore.

*3 OEMs are given 120 days to file claims and there is a high lead time for delivery of e-buses, e-ambulances, e-trucks, upgradation of testing agencies and setting up of charging infrastructure. Therefore, some claims of FY 2024-25 and FY 2025-26 will be settled during the later years.

Project Implementation and Sanctioning Committee (PISC)

10. An inter-ministerial empowered committee viz. PISC headed by Secretary (Heavy Industries) is constituted for overall monitoring, sanctioning and implementation of PM E-DRIVE as well as to remove any obstacles/ difficulties that may arise in the implementation stage. The composition of the committee is given in [Annexure-1](#).
11. The PISC shall have the power to:
 - i. Decide the scheme parameters for smooth implementation of the Scheme as well as to remove any obstacles/ difficulties as may arise during implementation stage within the overall Scheme outlay of ₹ 10,900 crore.
 - ii. Downward revision of rates of demand incentive, as required, enabling incentivisation of a higher number of vehicles.
 - iii. Increase the number of e-buses to be supported under the Scheme, in case lower rates are discovered for e-buses.
 - iv. Quantum of financial support for setting up of charging infrastructure.
 - v. Inclusion of e-ambulances, e-trucks (including new generation EVs), decide their testing parameters, incentive rates and laying down guidelines for the same.
 - vi. Approve the guidelines for upgradation of testing agencies and sanction funds for the same.

- vii. The allocation of e-buses, charging infrastructure and testing agencies will not be reduced from the funds earmarked for them. The principle of fungibility does not apply to these components and funds will lapse if there is no offtake under these segments.

Eligibility

12. Vehicles which are registered as “Motor Vehicle” as per the Central Motor Vehicle Rules (CMVR) will only be eligible for incentives. Vehicles fitted with only advanced batteries (technology definitions as per [Annexure-2](#)) and satisfying performance criteria as in [Annexure-3](#) will only be eligible under the Scheme.
13. Since cost of batteries is one of the main factors of difference in acquisition price of EVs and internal combustion engine (ICE) vehicles, the demand incentive/ grant for EVs would be based on battery capacity (i.e. energy content measured in kWh) used in such vehicles. In order to restrict very high-end vehicles from availing Government incentives, it is proposed to restrict incentives to vehicles with ex-factory price less than a particular threshold value as in [Annexure-4](#). Ex-factory price shall mean “price of the vehicle at the factory gate before applicable taxes”.
14. Segment wise target number of vehicles to be supported, incentive per kWh, maximum incentive per vehicle, maximum ex-factory price to avail incentive, total fund support from MHI and other details are given in [Annexure-4](#). In case of e-2W/e-3W, the number of vehicles to be incentivised in FY 2024-25, inclusive of vehicles to be incentivised in EMPS-2024, shall be restricted to the numbers mentioned in Annexure-4. In case the target for e-2W/e-3W in FY 2024-25 is not met then such unutilized amount shall be available for utilization in the subsequent year.

Demand incentive

15. Demand incentives are an important component of the Scheme which directly help in demand generation of EVs by way of reducing the cost of acquisition. Demand incentive shall be available for consumers (buyers/end users) in the form of an upfront reduced purchase price of EVs to enable wider adoption, which will be reimbursed to the OEM by the Government of India. For individual cases, an e-Voucher will be generated post Aadhaar e-KYC authentication using face modality through PM E-DRIVE app. For non-individual buyers, e-Voucher will be generated using PM E-DRIVE portal. This e-Voucher shall be used to avail the demand incentive.
16. Following categories of vehicles will be eligible for demand incentive:
- Two Wheelers (electric) (e-2W)
 - Three-wheeler (electric) including registered e-rickshaws & e-carts and L5 (e-3W)
 - e-ambulances (electric, plug in hybrid & strong hybrid)
 - e-trucks and other new emerging EV categories.
17. With greater emphasis on providing affordable and environment friendly public transportation options for the masses, Scheme will be applicable mainly to vehicles used for public transport or those registered for commercial purposes in e-3W, e-trucks and other new emerging EV categories. However, in addition to commercial use, privately or corporate owned and registered e-2W will also be eligible under the Scheme. Eligible beneficiaries for e-ambulances shall be decided in consultation with Ministry of Health and Family Welfare (MoHFW).
18. It is proposed to extend a demand incentive of ₹5,000 per kWh in FY 2024-25 and of ₹2,500 per kWh in FY 2025-26 for e-2W and e-3W categories. The number of vehicles to be supported and upper cap on incentive per vehicle is specified in [Annexure-4](#). The incentive for e-2W/ e-3W shall be further capped at 15% of ex-factory price.
19. Aggregation may also be adopted for bringing the upfront cost of e-3W at an affordable level. Details will be worked out by Convergence Energy Services Limited (CESL) for implementation.
20. Details for e-ambulances including their numbers, eligible beneficiaries, maximum subsidy, performance criteria, etc. will be notified separately based on consultation with MoHFW, MoRTH, state governments, testing agencies and other stakeholders. Only those e-ambulances will be eligible for incentives which meet the standards approved by MoHFW.

21. The relevant details for e-trucks & other new emerging EV categories including number of vehicles to be supported, maximum subsidy, performance criteria, etc. will be notified separately based on consultation with relevant stakeholders. In the case of e-trucks, incentive will be provided only against furnishing scrapping certificate issued by MoRTH authorised registered vehicle scrapping facility(ies) (RVSF) for ICE trucks of equal or higher gross vehicle weight (GVW). Transferability of RVSF scrapping certificate shall be as per norms of MoRTH. A monitoring system to confirm the scrapping certificate will be put in place.

e-buses:

22. The Scheme envisages an outlay of ₹4,391 crore for roll out of 14,028 e-buses. Only e-buses with ex-factory price less than ₹2 crore will be incentivised under this Scheme. It is proposed to extend a uniform grant of ₹10,000 per kWh for both the years. The size of the e-buses and maximum incentive per e-bus is as follows:

Table 2: Size and maximum incentive per e-bus

e-bus size	Maximum Incentive/ e-bus
Standard bus, length >10m & <=12m	₹ 35,00,000
Midi bus, length >8m & <=10 m	₹ 25,00,000
Mini bus, length >6m & <=8 m	₹ 20,00,000

23. The e-bus grant will be lowest of the following:
- ₹10,000 multiplied by battery capacity measured in kWh
 - Maximum incentive according to size of bus, as per table no. 2 above.
 - 20% of cost of e-bus according to the price discovered through competitive bidding by CESL.
24. In case lower rates are discovered for buses, the number of buses to be supported under the Scheme may be increased by the PISC within the proposed outlay of ₹4,391 crore for e-buses.
25. Nine cities with population of more than 40 lakh viz. Mumbai, Delhi, Bangalore, Hyderabad, Ahmedabad, Chennai, Kolkata, Surat, and Pune will be targeted initially. Roll out of inter-city/ inter-state e-buses shall also be considered in consultation with state governments and other stakeholders.
26. Support for e-buses will be provided through State/ city transport undertakings (STUs) on operational expenditure (OPEX)/ gross cost contract (GCC) model. Procurement of e-buses on aggregation model through competitive bidding shall continue to be done by CESL.
27. The grant for e-buses will be released to STUs as per the following milestones:

Table 3: Milestones for release of payment for e-buses

Instalment No.	Milestones for release of instalment	Percentage of support to be released by MHI
1	After the issue of supply order and signing of agreement by STU with selected bidders; as mobilization advance	20%
2	On commencement of commercial operation of e-buses	30%
3	After 6 months of successful commercial operation of e-buses	25%
4	After 18 months of successful commercial operation of e-buses	25%

28. Procurement and operation of buses by STUs in unique geographies like hilly and north-eastern states, island territories, coastal regions, etc. on non-OPEX model can also be considered by MHI.
29. While allocating buses to cities/states, first preference shall be given to those number of buses of cities/states, which are being procured after scrapping old STU buses, through authorised RVSFs following the MoRTH Vehicle Scrapping Scheme guidelines. A monitoring system to confirm the scrapping certificate will be put in place.

Charging infrastructure:

30. The Scheme envisages support of ₹2,000 crore for setting up of adequate public charging infrastructure for various categories of vehicles to instil confidence amongst EV users. This will be implemented through involvement of Central ministries/ authorities, State Governments, Central Public Sector Enterprises (CPSEs), etc. In addition to setting up EV charging infrastructure within city limits, the Scheme also envisages selected inter-city/ inter-state highways to be made EV ready. Routes for setting up chargers on highways will be identified in consultation with MoRTH and other stakeholders.
31. The quantum of financial support, benchmark prices, number of guns & other technical parameters for setting up of charging infrastructure, including support for upstream infrastructure (behind the meter), shall be determined by PISC in consultation with Ministry of Power (MoP) and other stakeholders.
32. Flexibility of funding for establishment of charging infrastructure, to the extent of 100% of cost (including upstream power infrastructure) of the project, may be made available for promoting electric mobility.
33. All these charging infrastructures will be established as per Ministry of Power (MoP) guidelines issued vide No. 12/2/2018-EV dated 17th September 2024 on the subject “Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure-2024” and as amended from time to time.
34. Projects for charging infrastructure may also include infrastructure projects required for extending electrification for running of vehicles like pantograph charging, flash charging, etc. Inter-linking of renewable energy sources with charging infrastructure, smart grid, use of ICT, etc. shall be encouraged.

Support to Testing agencies:

35. The testing agencies are a key element for testing of EVs under CMVR and PM E-DRIVE Scheme. They were geared towards testing ICE vehicles. In view of the increase in the number of EVs to be tested, there is a need to upgrade the facilities. A provision of ₹780 crore in this regard has been made under the Scheme. The guidelines for sanction of assistance to the testing agencies under MHI will be issued separately.

Administration of Scheme including IEC

36. For smooth operation & implementation of PM E-DRIVE Scheme, there will be a need for knowledge partners/ technical expertise and logistics support including web portal. The Scheme would also require adequate Information, Education & Communication (IEC) activity. For this purpose, an outlay of ₹50 crore is proposed.

Phased Manufacturing Programme (PMP)

37. Under the FAME-II scheme, PMP was implemented and manufacturers were obligated to follow the PMP outlining the localization of EV components over time. PMP for EVs as per [Annexure-5](#) will have to be followed by OEMs to be eligible for support under PM E-DRIVE. Similarly, PMP for EV charging infrastructure/ public charging stations as per [Annexure-6](#), will have to be followed for eligibility under this Scheme. However, MHI may amend PMP, keeping in view the evolution of EV ecosystem.
38. This is a demand side Scheme and incentive/ grant payable under this Scheme will be independent of and in addition to incentives given under production linked incentive (PLI) scheme for automobile and auto components industry (PLI-Auto) and PLI scheme for advanced chemistry cell (PLI-ACC). However, MHI will encourage State/UT Governments to extend fiscal and non-fiscal support to EVs.

Conditions to avail Demand Incentives:

39. In order to avail demand incentive, OEM is required to be registered with MHI. Further, after registration of the OEM, each of their EV models will need to be approved by MHI.
40. Each vehicle model needs to satisfy minimum technical eligibility criteria with regard to performance and efficiency of vehicles as provided at Annexure-3 and get it type approved as per prescribed / standard test procedure at the recognised testing agencies as notified under the Rule 126 of CMVR. Technical eligibility criteria for e-ambulances, e-trucks and other new emerging EV categories viz. range, electricity consumption, speed, acceleration, etc. will be notified separately. Further, e-ambulances will be required to meet the standards as may be required by MoHFW.
41. To meet the qualifying criteria for the demand incentives, the electric vehicles (EVs) including its variants and versions, should:
- be manufactured in India;
 - have local manufacturing & assembly of such parts as are specified in the phased manufacturing programme (PMP) as per [Annexure-5](#) as amended from time to time;
 - meet provisions contained in CMVR in terms of type approval, classification, categorization, definition, road worthiness, registration, etc.;
 - obtain certificate of PM E-DRIVE eligibility assessment from recognised testing agencies;
 - be accompanied by comprehensive warranty including that of battery from the manufacturer and to have adequate facilities for after sales service for the life of the vehicle. For this purpose, minimum warranty required shall be as follows:

Table 4: Vehicle category-wise warranty details

Vehicle Category	Warranty
e-2W	3 years or 20,000 km run, whichever is earlier
e-3W (e-rickshaw & e-cart)	3 years or 40,000 km run, whichever is earlier
e-3W (L5)	3 years or 80,000 km run, whichever is earlier
e-ambulances	<i>To be notified separately</i>
e-buses	As per CESL's request for proposal (RFP)
e-trucks & other new emerging EVs	<i>To be notified separately</i>

- be fitted with suitable monitoring devices in e-3W, e-ambulance, e-bus and e-truck (& other new emerging EVs) to know the mileage of vehicles for determining the total fuel savings on a real time basis;
- should have such branding which shall indicate that it has been purchased under the Scheme. The branding details shall be provided by MHI.

Disbursement of Demand Incentives

42. The demand incentive shall be disbursed through an e-enabled framework and mechanism setup under MHI. An authenticated e-Voucher will be generated at the time of sale and will be used to avail the demand incentive. The manufacturers of vehicles (OEMs or Original Equipment Manufacturers) will submit their claims for reimbursement of demand incentive regularly to MHI for settlement. Detailed guidelines for reimbursement of claim will be issued separately.

Scheme operationalization

43. For smooth operation and implementation of the Scheme, knowledge partners / technical expertise and other logistics support may be put in place.

Project Management Agency (PMA)

44. The Scheme shall be implemented through a PMA, which shall be responsible for providing secretarial, managerial and implementation support and carrying out other responsibilities, as assigned by MHI from time to time. For carrying out activities related to the implementation of the Scheme, PMA would inter-alia be responsible for:
- Development & maintenance of online portal for the Scheme.
 - Processing application for registration of OEMs/ model approval.
 - Examination of claims eligible for disbursement of incentives under the Scheme.
 - Compilation of data regarding progress and performance of the Scheme.
 - Any other matter pertaining to implementation of the Scheme.
45. A suitable IEC program shall be undertaken for creating consumer awareness and promotion of the Scheme, on a need basis, through education and training, publicity, organization of business meets, seminars, conferences, symposia, etc. by MHI, industry associations, voluntary organizations, etc.
46. This is a fund limited Scheme. Total payout under the Scheme shall be limited to the scheme outlay of ₹10,900 crore. In case the funds for the Scheme or its relevant sub-components are exhausted prior to the terminal date of the Scheme i.e. 31st March 2026, then the Scheme or its relevant sub-components will be closed accordingly i.e. no further claims will be entertained.

[F.No.01(01)/2024-AEI (Part-I)(29743)]

Dr. HANIF QURESHI, Addl. Secy

Annexure-1

Composition of Project Implementation and Sanctioning Committee (PISC)

Sr. No.	Particulars	Designation
1	Secretary, Heavy Industries	Chairman
2	CEO, NITI Aayog	Member
3	Financial Advisor, Heavy Industries	Member
4	Secretary, DPIIT	Member
5	Secretary, M/o RTH	Member
6	Secretary, D/o EA	Member
7	Secretary, M/o Power	Member
8	Secretary, M/o NRE	Member
9	Secretary, M/o PNG	Member
10	Secretary, M/o HUA	Member
11	Director, ARAI	Member
12	Additional/ Joint Secretary, Heavy Industries	Member Secretary

Committee may co-opt any other member as and when required.

EV Technology Definitions (including Advanced Batteries)

Sr. No.	EV Technology	Technology Definition
1.	Advanced Batteries	<p>‘Advanced Battery’ represents the new generation batteries such as Lithium polymer, Lithium Iron phosphate, Lithium Cobalt Oxide, Lithium Titanate, Lithium Nickel Manganese Cobalt, Lithium Manganese Oxide, Metal Hydride, Zinc Air, Sodium Air, Nickel Zinc, Lithium Air, Lithium Iron Manganese Phosphate (LFMP), Sodium-Ion, Solid State Electrolyte Battery and other similar chemistry under development or under use.</p> <p>In addition, this battery should have specific density of at least 70 Wh/kg and cycle life of at least 1000 cycle.</p>
2.	Electric Regenerative Braking System	An integrated vehicle braking system which provides for the conversion of vehicle kinetic energy into electrical energy during braking.
3.	Engine ‘Stop-Start’ arrangement	A system by which the engine is started or stopped in a hybrid electric vehicle by vehicle control unit at operating conditions depending upon traction power required for the propulsion of the vehicle.
4.	Off Vehicle Charging (OVC)	Rechargeable Energy Storage System (ReESS) in the vehicle has a provision for external charging.
5.	Battery Electric Vehicle (BEV)	A vehicle which is powered exclusively by an electric motor; whose traction energy is supplied exclusively by traction battery installed in the vehicle; and has an ‘Electric Regenerative Braking System’.
6.	Hybrid Electric Vehicle (HEV)	As defined in Rule 125M of Central Motor Vehicles (Ninth Amendment) Rules, 2023 [GSR823(E)] dated 6 th November 2023 or as amended from time to time.
7.	Strong Hybrid Electric Vehicle (SHEV)	As defined in Rule 125M of Central Motor Vehicles (Ninth Amendment) Rules, 2023 [GSR823(E)] dated 6 th November 2023 or as amended from time to time.
8.	Plug-in HEV (PHEV)/ Range Extended Electric Vehicle (REEV)	As defined in Rule 125M of Central Motor Vehicles (Ninth Amendment) Rules, 2023 [GSR823(E)] dated 6 th November 2023 or as amended from time to time.

Performance & Efficiency Eligibility Criteria for EV Models (other than buses) under PM E-DRIVE

Sr. No.	Vehicle Segment	Vehicle Category ^{*1}	Vehicle Model Eligibility Criteria			
			Minimum Range ^{*2} (km)	Maximum Electric Energy Consumption ^{*2} (kWh/100 km)	Minimum Max Speed ^{*3} (km / hr)	Minimum Acceleration ^{*3} (m/s ²)
1	e-2W	L1 & L2	80	7	40	0.65
2	e-3W	E-Rickshaw ^{*4,5} & E-Cart ^{*4,5}	80	8	NA	NA
3	e-3W	L5	80	10	40	0.65
4	e-ambulances	To be notified separately				
5	e-trucks & other emerging EVs	To be notified separately				

Note:

*1 As defined in the Central Motor Vehicles Rules (CMVR), 1989.

*2 As per applicable test standard / Procedure mentioned in CMVR, 1989.

*3 Measurement shall be carried out at Gross Vehicle weight (GVW)".

*4 Shall need to comply with the type approval requirements as per L5 category under CMVR, 1989.

*5 Except for E-Rickshaw/E-Cart, all electric vehicles shall necessarily be equipped with 'Electric Regenerative Braking System'.

Performance & Efficiency Eligibility Criteria for Electric Bus Category Vehicle Model under PM E-DRIVE

Sr. No.	Vehicle Segment	Vehicle Category ^{*1}	Vehicle Model Eligibility Criteria					
			Minimum Range ^{*2} (km)	Minimum Range ^{*3} (km)	Maximum Electric Energy Consumption ^{*4} (kWh/100 km)	Minimum Max Speed ^{*5} (km / hr)	Minimum Acceleration ^{*5} (m/s ²)	Minimum Gradeability ^{*5} (Degree)
1	e-bus with length 9m and below	M3	140	120	Less than 100	70	0.8	9.7 (17%)

2	e-bus with length above 9m and up to 12m	M3	140	120	Less than 140	70	0.8	9.7 (17%)
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Note:

*1 As defined in the Central Motor Vehicles Rules (CMVR), 1989.

*2 As per applicable test standard / Procedure mentioned in CMVR, 1989.

*3 Measurement shall be carried out at Gross Vehicle Weight (GVW) and HVAC/ VAC (if fitted in the vehicle) in operation (set temperature 24 ± 4 deg C)

*4 Measurement shall be carried out as per PM E-DRIVE Eligibility Assessment Procedure

*5 Measurement shall be carried out at Gross Vehicle weight (GVW)

Annexure-4

Vehicle segment-wise incentives/ grant, maximum number of vehicles to be supported and other details.

Sr. No.	Vehicle segment	Indicative number of vehicles to be supported		Incentive for vehicles*1		Maximum Ex-factory price to avail incentive	Total fund support from MHI	
		FY 2024-25	FY 2025-26	FY 2024-25	FY 2025-26			(₹ crore)
1	Registered e-2 wheelers	10,64,000 *3	14,15,120	₹5,000/ kWh, capped at ₹10,000 per vehicle	₹2,500/ kWh, capped at ₹5,000 per vehicle	₹1.5 lakh	1,772*2	
2	Registered e-Rickshaws & e-Cart	43,371 *3	67,225	₹5,000/ kWh, capped at ₹25,000 per vehicle	₹2,500/ kWh, capped at ₹12,500 per vehicle	₹2.5 lakh	192*2	
3	Registered e-3 wheelers L5	80,546 *3	1,24,846	₹5,000/ kWh, capped at ₹50,000 per vehicle	₹2,500/ kWh, capped at ₹25,000 per vehicle	₹5 lakh	715*2	
4	Registered e-buses	5,828	8,200	₹10,000/ kWh *4	₹10,000/ kWh *4	₹2 crore	4,391	
5	e-ambulances	To be notified separately						500

6	e-trucks & other emerging EVs	To be notified separately	500
Total for EVs			8,070

*1 The proposed amount of incentive per kWh is, however, subject to review as per the reduction in vehicle cost and would be notified accordingly from time to time. The incentive shall be limited to as specified above or 15% of ex-factory price of e-2W/ e-3W, whichever is lower.

*2 The outlay under EMPS-2024 is subsumed within the outlay under PM E-DRIVE.

*3 The maximum number of e-2W/ e-3W to be incentivised in FY2024-25 (inclusive of e-2W/e-3W under EMPS-2024) is capped at these numbers. In case target for e-2W/e-3W is not met in FY2024-25, then such utilised numbers shall be available in the subsequent year.

*4 For e-buses maximum incentive per vehicle shall be as provided below or 20% of cost of vehicle (as per prices discovered by CESL), whichever is lower:

e-bus size	Maximum Incentive/ e-bus
Standard bus, length >10m & <=12m	₹ 35,00,000
Midi bus, length >8m & <=10 m	₹ 25,00,000
Mini bus, length >6m & <=8 m	₹ 20,00,000

Annexure-5

Phased Manufacturing Programme (PMP) for Electric Vehicles for eligibility under PM E-DRIVE.

No	Category Item Description	e-2W	e-3W	e-3W	e-buses
		L1 & L2	E-Rickshaw & E-Cart	L5	M2/M3
1	HVAC	NA	NA	NA	E
2	Electric Compressor	NA	NA	NA	E
3	Power and control wiring harness along with connectors	A	A	A	E
4	MCB/Circuit breakers/electric safety device	A	A	A	E
5	AC Charging inlet Type 2	NA	NA	NA	E
6	DC Charging inlet CCS2	NA	NA	NA	E
7	DC charging inlet BEVC DC 001	NA	NA	NA	NA
8	Traction battery pack	A*	A*	A*	E
9	Wheel rim integrated with Hub motor	E	B	B	E
10	DC – DC converter	E	E	B	E
11	Electronic Throttle	E	E	E	E
12	Vehicle control unit	E	B	E	E*

13	On Board Charger (For e-2W off-board charger may be provided in lieu of on-board charger)	E	B	E	E
14	Traction Motor	E	E	E	E*
15	Traction Motor controller / Inverter	E	E	E	E*
16	Instrument Panel	E	E	E	E
17	Lighting: Headlamp, Tail lamp, Indicators, Interior Lamp & Flasher	E	A	A	A
18	Body Panel	E	A	A	A

Note: Traction battery pack to be assembled domestically, for which battery cells and associated thermal and battery management system may be imported

- All other Parts, Components, Assemblies or sub-assemblies, other than mentioned above should be domestically manufactured and assembled. CMVR notified safety components should be tested by the testing agencies notified under rule 123 of CMVR, 1989.
- In case of off-board charger, the same is to be included in ex-factory price of the vehicle.

Definitions : NA – Not Applicable

Code	Effective date of indigenisation of EV parts
A	w.e.f. 1 st April 2019
A*	w.e.f. 1 st July 2019
B	w.e.f. 1 st October 2019
C	w.e.f. 1 st April 2020
D	w.e.f. 1 st October 2020
E	w.e.f. 1 st April 2021
E*	w.e.f. 1 st April, 2022

Imported source includes direct as well as indirect import.

Indigenous source implies domestically manufactured, assembled and tested.

Manufacture shall mean as defined in Central Goods and Services Tax (CGST) Act, 2017.

Note: PMP for e-ambulances, e-trucks and other new emerging EV categories will be notified separately.

Annexure-6

Phased Manufacturing Programme (PMP) for EV Public Charging Stations for eligibility under PM E-DRIVE.

Sr. No.	Item Description	Implementation dates
1	Charger Enclosure / Panels /Gasket	A

2	Internal Wiring harness	A
3	IS/IEC 60309 connector	A
4	Software / Mobile Application for OCPP and CMS (Central server)	A
5	Auxiliary Power Supply, SMPS	E
6(a)	AC Energy Meter	B
6(b)	DC Energy Meter	E
7(a)	RFID	B
7(b)	HMI /Display	E
8	Input Switchgears like RCD, Fuses, SPD, MCB, MPCB, etc.	B
9(a)	Output Switchgear - AC Contactors	B
9(b)	Output Switchgears like DC Contactors, Relays, Voltage/current isolator, Fuses, etc.	E
10(a)	Charging Gun - Type 2	C
10(b)	Charging Guns like Bharat DC 001, CCS, CHAdeMO, etc.	D
11	Charger controllers: Electronic controllers for communication with EV, charge control, backend communication and other functions.	D
12	Power Electronics / Power modules (AC to DC Convertor)	E

The Charger Manufacturers shall comply with the following:

- Charger to comply PMP as per implementation dates above.
- The minimum of 50 (%) percentage of domestic value addition (DVA) in manufacturing of EV Charger with effect from the date of last implementation date i.e. 1st December 2024.
- % Domestic value addition = [(Ex-factory price of the product (Net of GST)- (minus) Import content i.e. sum of FOB value of all imported components or materials in the final product including import duties) / Ex-factory price of the product (Net of GST)] x 100.

The above claims shall be supported by audited financial statements & supporting documents, as certified by the statutory auditor of the company and the same shall be verified by the testing agency of MHI.

Definitions:

Code	Effective date of indigenization of parts
A	w.e.f. 1 st December 2021
B	w.e.f. 1 st July 2022
C	w.e.f. 1 st January 2023
D	w.e.f. 1 st June 2024
E	w.e.f. 1 st December 2024

Imported sources include direct as well as indirect imports.

Indigenous sources imply domestically manufactured, assembled and tested.

Manufacture shall mean as defined in Central Goods and Services Tax (CGST) Act, 2017.