

# Battery swapping currently unviable: e2W executives

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Leading Indian electric two-wheeler (e2W) companies have said that “swapping” of batteries is currently unviable and will only increase the cost for a consumer to run the vehicle, making it an unattractive proposition. They were responding to a big push suggested by Commerce Minister Piyush Goyal in a meeting with auto companies in which he emphasised the need for battery swapping to coexist with charging infrastructure to accelerate the adoption of electric vehicles (EVs) in the country.

A top executive of an e2W maker said: “It’s simple, a battery-swapping provider, for instance, will have to keep more inventory of batteries than the number of customers who come for swapping.”

**Battery swapping will only increase the cost for a consumer to run the vehicle, say e2W players**

That apart, he said, it has to incur cost in setting of a swapping infrastructure with all safety nets, which is expensive. And there is a cost to running the show. “So, the cost of investing and keeping the additional batteries, apart from other costs, has to be eventually borne by the customers. As a result, our estimate is that the per-kilometre cost consumers will have to shell out (swappable battery) will be nearly double of what they pay for merely charging the vehicle. So, it’s unattractive,” he argued.

Two-wheeler players said that swapping might not make sense for 2Ws because the overall average mileage of usage per day of an e-scooter — at an industry average 28-30 km a day — is low. However, most e-scooters in the market have mileage that is at least a minimum range of the battery in one charge.