

Share of clean tech in PVs more than doubles in 3 yrs

Diesel share in total sales declined in 2025, absolute volumes intact: Jato

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Clean technology cars — electric vehicles (EVs), compressed natural gas (CNG) and hybrids — are revving up in India’s overall passenger vehicle (PV) space, with sales more than doubling in the last three years.

Ravi Bhatia, president and director, Jato Dynamics, a market research firm, said: “The data clearly shows clean technology gaining share in the overall PV market. The combined share of clean tech grew from 12.8 per cent in 2022 to 28.3 per cent in 2025.”

PV sales, which were around 3.8 million units in 2022, went up to 4.5 million in 2025.

EV share has grown more than four-fold during this period — from 1.3 per cent in 2022 to 4.6 per cent in 2025. CNG share, too, has risen from 11 per cent to 21 per cent, while hybrids have seen their share grow from a meagre 0.5 per cent to 2.7 per cent. Bhatia pointed out that, in contrast, the combined share of petrol and diesel has dropped over the same period — from 68.2 per cent to 53.5 per cent.

Of this, diesel share remained nearly flat or slightly down at around 18.2 per cent.

Hybrids have grown as diesel has continued to lose ground.

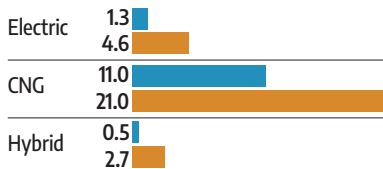
“Diesel has lost relative share but not absolute volume. It is stable, not shrinking in India. So, hybrids have grown proportionally. But diesel has not kept pace with other powertrains (EV/CNG), and its relative importance has diminished as cleaner technologies scale,” Bhatia added.

Several leading original equipment manufacturers (OEMs) have phased out diesel engines from their PV lineup.



Tech transition

Percentage share trend ■ 2022 ■ 2025



■ Combined cleaner tech (EV + CNG + Hybrid) grew from 12.8% in 2022 to 28.3% in 2025.

Source: JATO Dynamics

For example, Maruti Suzuki India phased out diesel engines with the transition to BS VI norms discontinuing its classic diesel models like Ciaz and Ertiga.

Honda Cars India also stopped producing diesel engines altogether, along with Renault India and Nissan India.

Volkswagen Group, too, scaled back on diesel powertrains, while Hyundai still offers diesel powertrain options in some SUVs (like Creta and Alcazar).

Mahindra & Mahindra (M&M) and

Windsor was India’s bestselling EV in 2025

The Indian electric car market reached a significant turning point in 2025 as total sales climbed to about 200,000 units, a sharp rise from the 110,000 units recorded in 2024. This nearly 82 per cent market expansion was led by the JSW MG Windsor, which emerged as the country’s top-selling electric car with 46,735 units sold.

DEEPAK PATEL

Tata Motors still have diesel variants which comply with Indian emission norms.

A senior industry executive said while many players exited the diesel segment, the volumes have still not declined substantially.

“Hybrids have not cornered the volume-share that these OEMs held in diesel. So, while consumer preference is obviously shifting towards cleaner tech, also led by government incentives, diesel has not yet lost its relevance in India,” he said.

Bhatia added that globally, diesel passenger vehicle share has been declining for years, especially in advanced markets, such as Europe, where diesel has been losing share due to emissions standards and consumer preference shifts.

Diesel’s decline is less pronounced in other regions, but the overall trend is downward.

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