

NEPAL DRIVES

VOL 4 | ISSUE 5

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- ICAUR NEPAL
- icaur_nepal
- ICAUR NEPAL
- icaur_nepal
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E-mail: sales.mitsubishi@leongroup.com.np
OUTLETS: KATHMANDU: 9801072170, 01-5545466/67
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EDITOR'S WORD

A

As we enter 2026, Nepal's EV industry shows no signs of slowing down... and honestly, we're here for it. Is the relentless onslaught of new EV brands slightly concerning? Yes. But not enough to dampen our excitement, because for once, Nepal finds itself on the right end of the stick when it comes to automobile choice.

For decades, import taxes meant that exciting cars were almost always synonymous with unattainable ones. EVs have changed that equation entirely. Today, some of the most advanced electric vehicles in the world are quietly navigating our city streets—much to the envy of our auto-enthusiast neighbours down south. Oh, how the tables have turned. For once, it's our friends in India telling us how lucky we are to have such a wide and exciting selection of electric vehicles to choose from.

One such product adding real flavour to Nepal's automotive landscape is the iCaur V23. It's been a long time since we've had a car with this much character. It is a car that feels genuinely fun rather than purely rational. Is it commuter-focused? Maybe not entirely. But it brings personality, charm, and a sense of playfulness that's been missing for far too long, and driving it reminded us why we fell in love with cars in the first place.

On the more practical end of the spectrum sits the BYD Atto 2. Arguably one of the most loved vehicles in Nepal right now; they're selling like hotcakes, and for good reason. It strikes that elusive balance between usability, efficiency, and value, making it an easy recommendation for a wide range of buyers. In our cover story, we dive into exactly why the Atto 2 has resonated so strongly with Nepalese consumers.

And it's not just four wheels that are shaping the conversation. On the two-wheeler front, the Ather Rizta marks an important shift in how electric scooters are being designed for real-world use. Practical, thoughtfully engineered, and clearly built with families in mind, it shows just how mature the EV two-wheeler space in Nepal is becoming.

As always, this issue reflects the rapidly evolving auto industry of Nepal and, for once, doing so in our favour. The choices are exciting, the technology is improving, and the future feels electric in more ways than one.

Here's to 2026, and to enjoying the ride.



FOR
EDITORIAL &
MARKETING
QUERIES

CONTACT:
9812300500 | 9841540677

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WHITEBOARD IDEAS PVT. LTD. |
MID-BANESHWOR,
KATHMANDU, NEPAL
PHONE: 9812300500 / 9802003727 /
9818654977
REGD: 180513/074/075

CREATIVE HEAD
Edward Ale Magar

EDITORIAL TEAM &
PHOTOGRAPHY
Ameet Rajkarnikar
Ankit Shakya
Saurav Nepal
Swornim Prasai

MARKETING HEAD
Ashitosh Pokharel

HEAD OF OPERATIONS
Binay Chaudhary

CTP & PRINT
Classy Printing Press P.Ltd.
Radhe Radhe, Bhaktapur
Tel: 01-5903229
Mobile: 9851217617

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CONTENT



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ATHER RIZTA:
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BYD ATTO 2

YOUR FIRST SUV - NOW ELECTRIC



NEWS

BRINGING YOU THE LATEST NEWS FROM THE LOCAL AND GLOBAL AUTOMOTIVE INDUSTRY.



DEEPAL LAUNCHES E07 TRANSFORMER X IN NEPAL AT NPR 1.099 CRORE WITH ADVANCED AIR SUSPENSION AND ALL-SEAT MASSAGE

MAW Vriddhi has launched the Deepal E07 Transformer X, an advanced variant of the existing E07, priced at Rs 1.099 Crore.

The Transformer X's standout feature is its Advanced Air Suspension with Continuous Damping Control (CDC), which adapts to road conditions, raises ground clearance up to 223 mm, and lowers automatically at high speeds for improved stability and comfort.

Inside, all four seats offer massage, heating, ventilation, and welcoming functions, with a Zero-Gravity Relaxation Mode turning the cabin into a personal wellness lounge. Rear passengers can control trunk operations, dome opening, climate, sunshades, and seat folding. The SUV comes in White, Black, and Grey.

The Transformer X retains its multi-mode capability, switching between SUV, Pickup, Camping, and RV modes. It measures

5 meters long, rides on a 3120 mm wheelbase, carries a 655 kg payload, and offers a 131-liter frunk.

Power comes from an 89.98 kWh battery, delivering 590 km WLTP range, DC fast charging up to 240 kW, 600 mm water-wading capability, V2L external power output, and an energy-saving system that can extend range by up to 20 percent.



DEEPAL S05 PRICING REVISED IN NEPAL

Deepal has updated the pricing of its S05 compact electric SUV in Nepal.

The revised prices start at Rs 50.99 lakh for the Plus variant, while the Max variant is now available in two interior trims: Black at Rs 57.99 lakh and Orange at Rs 58.99 lakh. Previously, the Plus was Rs 49.99 lakh and the Max Rs 56.99 lakh.

Launched in August 2025, the S05 is a premium compact SUV in Nepal's growing EV segment. It features a 99 kW motor with 320 Nm torque, paired with a 56.12 kWh battery delivering a WLTP range of 405 km (up to 470 km NEDC).

Measuring 4,620 mm long, 1,900 mm wide, and 1,600 mm high with 175 mm ground clearance, the S05 rides on 18-inch dual-tone alloys. Its exterior highlights include a shark-nose front, frameless doors, flush handles, star-feather LED taillights, illuminated rear logo, and a 1.9 m²

panoramic glass roof.

Inside, the cabin offers leatherette upholstery, 64-color ambient lighting, a 14-speaker Sky Surround Sound System, heated/ventilated front seats, a Queen Co-Pilot Seat with zero-gravity positioning, and a 159-liter front trunk. A 14.4-inch touchscreen supports internet connectivity, Spotify, YouTube, Amazon Music, live navigation, and the Deepal app allows remote AC control, charging scheduling, and vehicle tracking.

Safety and convenience features include Remote In & Out Parking, ADAS 2.0 with 19 safety functions, and an AR Head-Up Display.

The CATL Golden Shield Battery System 2.0 ensures up to 5,000 cycles, fast charging from 30–80% in 15 minutes, and over 85% range retention at -20°C. A 6 kW Vehicle-to-Load (V2L) function also powers external devices.



ICAUR V23 AVAILABLE IN NEPAL AT RS 47.99 LAKH

iCaur has officially introduced the iCaur V23 in Nepal, offering the electric SUV at a special introductory price of Rs 47.99 lakh for a limited number of customers. After the introductory allotment is completed, the V23 will be sold at its standard launch price of Rs 49.99 lakh.

In the Nepali market, the iCaur V23 is available in a rear-wheel-drive (RWD) configuration. It is powered by a single electric motor producing 100 kW (134 hp) and 180 Nm of torque. This setup is intended to deliver a balanced driving experience, combining

everyday usability with light off-road capability.

The V23 is equipped with a 59.93 kWh lithium iron phosphate (LFP) battery supplied by CATL. According to CLTC certification, the battery provides a driving range of up to 401 km on a single charge, making it suitable for both urban commuting and longer journeys.

For added convenience, the iCaur V23 supports DC fast charging of up to 85 kW, allowing quicker charging stops and improved practicality during extended travel.



SUZUKI LAUNCHES ITS MOST FEATURE-LOADED SUV, VICTORIS, IN NEPAL STARTING AT RS 50.99 LAKH

CG Motocorp, the authorized distributor of Suzuki passenger vehicles in Nepal, has launched its most feature-packed SUV yet, the all-new Victoris.

drive. Transmission choices are a 5-speed manual and 6-speed automatic for petrol, and e-CVT for the strong hybrid.

In Nepal, the Victoris is offered in multiple variants, priced from Rs 53.99 lakh for the LXi manual up to Rs 97.29 lakh for the ZXi+(O) Strong Hybrid Dual Tone. A special introductory price of Rs 50.99 lakh and an exchange bonus of up to Rs 2 lakh are available for the first 50 bookings.

The SUV features a modern silhouette with slim LED headlamps linked by DRLs, a sculpted front bumper, strong shoulder lines, squared wheel arches, and protective cladding. At the rear, a sloping tailgate, segmented LED light bar, and bold Victoris badging create a sporty look. It comes in ten exterior colors, including Mystic Green and Eternal Blue.

Powertrain options include a 1.5-litre mild-hybrid petrol (103 hp), a 1.5-litre strong-hybrid unit (91 hp), and the ALLGRIP Select four-wheel-

Safety is a key focus, with over ten Level-2 ADAS features, six airbags, a 360-degree camera with 11 viewing angles, and a Tyre Pressure Monitoring System. Additional features include all-wheel disc brakes, ESP, ABS with EBD, hill hold control, electronic parking brake, and three-point seatbelts. The Victoris has a 5-Star Global NCAP safety rating.

Inside, the SUV offers a tech-forward cabin with an 8-speaker Harman Infinity sound system with Dolby Atmos 5.1, a 25.65 cm SmartPlay Pro X touchscreen with Alexa Auto and OTA updates, and a 26.03 cm digital instrument cluster. Comfort features include PM2.5 air filtration, a smart powered tailgate, 64-colour ambient lighting, 8-way powered driver's seat, ventilated front seats, wireless charging with cooling, and multiple USB Type-C fast-charging ports.



SKODA KYLAQ SET TO LAUNCH IN NEPAL

Skoda Nepal is gearing up to introduce the all-new Skoda Kylaq in the Nepali market by January 2026, expanding its SUV lineup in one of the region's fastest-growing segments.

Built on the MQB-A0-IN platform, the Kylaq joins the Kushaq and Kodiaq as the brand's third SUV. It measures 3,995 mm long, 1,783 mm wide, 1,619 mm tall, and features a 2,566 mm wheelbase with 189 mm ground clearance—dimensions well-suited for our mixed terrain.

Powering the Kylaq is a 1.0-litre TSI engine delivering 114 bhp and 178 Nm of torque. Buyers can choose between a six-speed manual or six-speed automatic gearbox. The manual variant clocks 0–100 km/h in 10.5 seconds and reaches a top speed of 188 km/h, making it one of the peppier options in its class.

The cabin packs a premium feel, led by a 10.1-inch infotainment display supporting wireless Android Auto and Apple CarPlay, wireless charging, and six-way powered ventilated seats—a segment-first addition. Other features include cruise control, paddle shifters (AT variants), and leatherette upholstery.

If Skoda Nepal maintains competitive pricing, the Kylaq could emerge as one of the most feature-loaded and safety-focused compact SUVs in the Nepalese market.



ROYAL ENFIELD INTRODUCES THE BS6 HUNTER 350 IN NEPAL

Royal Enfield has launched the BS6 Hunter 350 in Nepal, bringing a refreshed design and upgraded features to its popular street roadster. The motorcycle now comes with a slip-assist clutch for smoother gear shifts, improved suspension, dual-channel ABS, a more comfortable seat, and LED headlamps for better visibility.

The Hunter 350 is available in new colour options—Rio White, Tokyo Black, London Red, and Graphite Grey—each reflecting a distinct urban style. Powered by a 349cc J-series engine, it offers reliable torque and agile handling, making it suitable for city commutes and tight urban roads. Prices start at Rs 494,900 for single-tone variants and Rs 499,900 for dual-tone options.



YAMAHA XSR 155 LAUNCHED IN INDIA

Yamaha has launched the XSR 155 in India, marking the entry of its globally known retro-styled motorcycle into the local market. Priced at INR 1.50 lakh, the model combines classic design cues with the same mechanicals from the MT-15 and R15.

Design-wise, the XSR 155 follows a neo-retro approach. A round LED headlamp and tail lamp, teardrop-shaped fuel tank, and flat single-piece seat define its appearance. The motorcycle features an LCD instrument cluster styled to resemble traditional analogue units, offering essential information in a compact layout.

The motorcycle is powered by a 155cc, single-cylinder, liquid-cooled engine that produces 18.4 hp at 10,000 rpm and 14.1 Nm of torque at 7,500 rpm. It uses a 6-speed gearbox and features Variable Valve

Actuation (VVA) for a broader power range.

The Deltabox frame, upside-down front forks, and monocross rear suspension contribute to its handling setup, while dual-channel ABS and traction control are included for braking and stability.

To enhance its retro appeal, Yamaha is offering two optional customization kits — Scrambler and Cafe Racer. The Cafe Racer kit gives the motorcycle a sportier, retro-inspired look with a lower stance, front fairing, and a sharper tail section that reflects the classic cafe racer style.

On the other hand, the Scrambler kit brings a tougher, adventure-oriented appearance, emphasizing off-road-inspired design elements.

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TOYOTA REVEALS NINTH-GENERATION HILUX WITH HYBRID, ELECTRIC, AND HYDROGEN POWER OPTIONS

Toyota has officially unveiled the ninth-generation Hilux, marking one of the most comprehensive updates to the pickup in years.

The all-new model combines a revamped design, new technology, and multiple electrified powertrains—including hybrid, battery-electric (BEV), and a future hydrogen fuel-cell variant.

Developed under the “Tough and Agile” design theme, the new Hilux carries a more assertive stance with sharper proportions and a muscular front end. The redesigned fascia features slimmer LED headlights connected by a central bar embossed with the TOYOTA name, while the BEV version gets a closed-off grille and aerodynamic alloy wheels. Practicality has also improved with a new rear deck step and reworked side steps for easier access.

Inside, the new Hilux takes inspiration from the latest Land Cruiser, focusing on quality and functionality. The cabin features a horizontal dashboard layout,

a 12.3-inch digital driver display, and a 12.3-inch central touchscreen. It supports wireless Apple CarPlay, Android Auto, and connected services through the MyToyota app, which allows remote access to vehicle data.

The big mechanical change is under the hood. The Hilux BEV—Toyota’s first-ever fully electric version—uses a 59.2 kWh lithium-ion battery and dual eAxes (205 Nm front / 268.6 Nm rear), enabling full-time all-wheel drive. It offers a 240 km WLTP range, 715 kg payload, and 1,600 kg towing capacity, with the same 700 mm wading depth as the current diesel-powered model.

Alongside it, the Hilux Hybrid 48V pairs the familiar 2.8-litre diesel engine with a 48V mild-hybrid system, improving fuel efficiency and throttle response. The hybrid system’s battery sits under the rear seats, preserving cabin space. Payload capacity remains at up to one tonne, and braked towing capacity reaches 3,500 kg.

For select markets, Toyota will continue to offer 2.8-litre diesel and 2.7-litre petrol engines. Both hybrid and ICE models ride on Toyota’s IMV body-on-frame platform, known for its durability and off-road capability. The Multi-Terrain Select system—shared across all variants—automatically adjusts torque and braking to suit different surfaces, enhancing control on challenging terrain.

Toyota has also confirmed plans for a hydrogen fuel-cell Hilux, scheduled for production in 2028. This variant will extend the brand’s hydrogen development program, positioning the Hilux as a key part of Toyota’s broader zero-emission strategy.

Given the Hilux’s popularity in Nepal for its reliability and rugged capability, the ninth-generation model is expected to attract significant interest once launched. While Toyota has not announced a local timeline, its mix of diesel and eventually electric powertrains aligns with the growing demand for both performance and efficiency in Nepal’s varied terrain.



BMW UNVEILS ALL-NEW F 450 GS

BMW Motorrad has officially revealed the production-ready F 450 GS at EICMA 2025, a year after its concept debut in Milan. The new model marks BMW's entry into the mid-size adventure segment and will be manufactured in India at TVS Motor's Hosur plant, continuing the partnership that already produces the G 310 range.

Powering the motorcycle is a new 420cc parallel-twin engine producing 48 hp at 8,750 rpm and 43 Nm at 6,750 rpm. BMW claims a top speed of 165 km/h and a 0-100 km/h time of 5.9 seconds. The motor is paired with a six-speed transmission that sends power to a left-mounted chain drive, while the Shift Assistant Pro quickshifter enables clutchless gear changes on all trims except the base model. It can also be retrofitted later.

One of the key technologies in the new F 450 GS is the Easy Ride Clutch (ERC) — a centrifugal clutch that automates clutch operation depending on engine speed, offering smoother starts and greater comfort, especially in off-road conditions.

The F 450 GS sits on a new

tubular steel frame, designed for rigidity and agility. The short wheelbase gives it more responsive handling, while KYB suspension components provide control both on- and off-road. Higher-spec variants get adjustable forks and shocks. The bike rolls on cast alloy wheels — 19-inch at the front and 17-inch at the rear — with tubeless tyres, while cross-spoke wheels are available through BMW's accessories range.

Styling-wise, the F 450 GS adopts an X-shaped LED daytime running light, a design cue inspired by the flagship R 1300 GS. It also features full LED lighting, a 6.5-inch TFT display with smartphone connectivity, and standard heated grips. Riders can choose between Rain, Road, and Enduro riding modes, with Enduro Pro available from the Exclusive variant onward.

BMW will offer four trims — Base, Exclusive, Sport, and Trophy — each with specific suspension settings and equipment levels. All versions feature adjustable levers and a well-balanced riding position aimed at comfort and control.



NEW HYUNDAI VENUE LAUNCHED IN INDIA FROM INR 7.90 LAKH

Hyundai has officially launched the new Venue in India, priced from INR 7.90 lakh (introductory). The new Venue brings a sharper design, a more upmarket interior, and added safety tech while retaining its proven set of engines. The model range now spans seven standard trims (HX2 to HX10) and two N Line variants, offering buyers nine configurations in total.

The refreshed Venue sports a more assertive stance, with a rectangular dark-chrome grille, vertically stacked quad-beam LED headlamps, and a connected LED light bar with sequential indicators that mirror Hyundai's latest family design seen on the Creta and Alcazar.

Other exterior features include functional front air vents, 16-inch diamond-cut alloy wheels, pronounced fenders, and a 3D 'Venue' badge within the redesigned connected tail lamps. Dual-tone options, a silver C-pillar insert, and an extended rear spoiler further elevate its visual appeal.

Inside, the 2025 Venue steps up in quality with dual 12.3-inch displays for infotainment and instrumentation, a new 3-spoke steering wheel, and a two-tone blue-and-beige cabin theme complemented by white ambient lighting. Meanwhile, the Venue N Line variant gets a

sportier vibe with an all-black interior, red contrast stitching, and red ambient lighting.

Comfort and convenience features include wireless Apple CarPlay and Android Auto, voice-activated electric sunroof, ventilated front seats, wireless charging pad, 8-speaker Bose audio system, auto headlamps, and OTA updates.

In terms of safety, the new Venue is now equipped with Level 2 ADAS, offering adaptive cruise control, forward collision avoidance, and lane-keeping assist. Standard features include six airbags, ESC, ABS with EBD, electronic parking brake with auto-hold, 360-degree camera, and front and rear parking sensors.

Powertrain options remain familiar but with refinements and a new automatic gearbox for the diesel engine. Choices include 1.2L NA Petrol (83hp, 114Nm) with 5-speed manual, 1.0L Turbo Petrol (120hp, 172Nm) with 6-speed manual or 7-speed DCT, and 1.5L Diesel (116hp, 250Nm) with 6-speed manual or new 6-speed automatic.

The new Venue continues to take on Maruti Suzuki Brezza, Kia Sonet, Mahindra XUV 3XO and Tata Nexon in the competitive sub-4-metre SUV segment.



TATA EV NEPAL SETS BENCHMARK WITH LIFETIME FREE CHARGING AND ADVANCED BATTERY SUPPORT

As electric vehicle adoption accelerates in Nepal, after-sales support, charging accessibility, and battery reliability have emerged as decisive factors for buyers. Addressing these priorities head-on, Siprodi Trading Pvt. Ltd., the authorized distributor of Tata Motors in Nepal, has strengthened its EV ecosystem with a comprehensive infrastructure strategy—positioning Tata EVs as one of the most dependable choices in the market.

From lifetime free charging schemes to advanced battery diagnostic and restoration services, Siprodi's initiatives reflect a long-term commitment to making EV ownership practical, affordable, and worry-free for Nepalese consumers.

LIFETIME FREE CHARGING FOR SELECT EV BUYERS

To further encourage EV adoption, Siprodi is offering a highly attractive "lifetime free charging" facility to customers purchasing Tata EVs during selected special occasions. This benefit applies to vehicles bought at Siprodi-organized exchange camps, NADA Auto Shows, and other promotional events.

The free charging privilege remains valid throughout the vehicle's warranty period and can be utilized across Siprodi's own DC fast-charging network. With more than 185 fast-charging stations already operational across Nepal, Tata EV owners enjoy convenient and reliable access to charging infrastructure—both within urban centers and along key highways. This initiative not only reduces running costs for customers but also

addresses one of the most common concerns among prospective EV buyers: charging availability.

NEPAL'S FIRST DEDICATED EV BATTERY DIAGNOSTIC AND RESTORATION FACILITY

Battery longevity and replacement costs continue to be a major consideration for EV customers. Recognizing this, Siprodi has introduced an advanced Battery Diagnostic and Restoration Facility at its Bagdol service center—claimed to be the first of its kind in Nepal.

Unlike conventional approaches that require full battery replacement in the event of a fault, this facility enables detailed diagnostics at the module and cell level. If a problem arises, only the affected battery module or cell is repaired or replaced, significantly lowering maintenance costs for customers.

Importantly, Tata Motors had already established the required technical infrastructure and expertise in Nepal even before launching its EV lineup. This proactive approach ensures that Tata EV owners can rely on long-term battery support without fear of excessive replacement expenses.

NATIONWIDE SERVICE NETWORK AND RELIABLE SPARE PARTS SUPPLY

Strong infrastructure extends beyond charging and batteries. Siprodi currently operates 21 service centers nationwide, including 17 dedicated EV service centers. These facilities are staffed with trained technicians equipped to handle the specific

requirements of electric vehicles.

In addition, Siprodi confirms consistent availability of spare parts, minimizing vehicle downtime and enhancing overall ownership convenience. To further support customers, the company continues to offer 24/7 roadside breakdown assistance, reinforcing its belief that service should reach customers wherever they need help.

Customers can access this service through the toll-free number 1660-01-55777 or, for Ncell users, 9801575777.

A GROWING TATA EV LINEUP IN NEPAL

Tata Motors' electric vehicle portfolio in Nepal continues to expand, catering to a wide range of customer needs. The current lineup includes the Tiago EV, Punch EV, Nexon K3 EV, Curvv EV, and the X-Pres T EV—covering personal mobility as well as commercial applications.

SETTING A NEW BENCHMARK FOR EV OWNERSHIP

By combining an extensive charging network, advanced battery repair capabilities, a nationwide service footprint, and customer-friendly ownership benefits, Siprodi Trading has set a new benchmark for EV infrastructure in Nepal. These initiatives not only strengthen Tata's position in the rapidly evolving EV market but also contribute meaningfully to Nepal's transition toward sustainable mobility.

For customers seeking long-term reliability, lower operating costs, and peace of mind, Tata EVs—backed by Siprodi's infrastructure—stand out as a compelling choice.

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BYD ATTO 2

THE EV THAT GETS IT RIGHT

WORDS & PHOTOGRAPHY: NEPALDRIVES

In Nepal's automotive landscape, hatchbacks usually occupy the 20 to 40 lakh space — practical, compact, and efficient for city life. But when it comes to SUVs, the story really begins at around 40 lakhs.

From there, the market divides into clear price brackets: 40 to 45 lakhs for practical family SUVs, 45 to 50 for those seeking a bit more comfort and flair, 50 to 60 for feature-packed premium options, 60 to 70 for those flirting with luxury, and anything above 75 lakhs becoming a statement of success rather than just a mode of transport.



For buyers in that lower SUV segment – the 40 to 45 lakh range – versatility is everything. This is often their one and only car, expected to handle school runs, office commutes, highway trips, and family getaways with equal ease. It needs to be dependable, efficient, and comfortable – a true all-rounder. And that's exactly where the BYD Atto 2 positions itself.

It's not just here to be an affordable electric SUV; it's aiming to be a capable, everyday workhorse that brings practicality, personality, and a touch of sophistication to the segment. So, what does BYD bring to the table to back up those big promises?

For starters, the Atto 2 makes quite the first impression. It carries a design language that's both youthful and confident – a reflection of BYD's growing maturity in the EV space. Despite being the brand's most accessible SUV, it doesn't look or feel "entry-level" by any stretch. Instead, it projects a modern, well-balanced aesthetic that seems ready to hold its own alongside far more expensive rivals.

EXTERIOR

The BYD Atto 2 embraces a clean, contemporary design that feels right at home in today's urban landscape. It follows BYD's "Ocean Aesthetics" philosophy – smooth curves, fluid

surfaces, and a sense of motion even when standing still. The proportions are compact yet confident, giving it that perfect city-friendly size without losing the stance expected from an SUV.

Up front, you get what BYD calls the Dragon Face. It doesn't look like a dragon but it definitely looks handsome. You get sleek LED headlamps are seamlessly blends with the body creating a smooth front. The closed grille design subtly reminds you of its electric nature, while the sculpted bumper adds a hint of sportiness. You get actual air vents on either side of the bumper and a large air dam to complete the look.

From the side, its strong shoulder line and slightly flared arches give it a sense of purpose – muscular, but not overdone. You get a classic SUV silhouette, none of that sloping roofline here. The car looks rather tall and packed with heft on what is a rather compact body. You get a high ground clearance of 200mm sitting on tyres with a juicy side wall. The side skirts get a rugged cladding pattern and the entire package looks very appealing.

At the rear, the continuous light strip once again ties the design together, mirroring the front and giving it a wide, planted feel. These lights are named "Mobius Ring" by BYD and it is one of the best designed taillights in the brand's lineup of cars. One thing to point however is the use of gloss

black trims on the pillars, they look good but they will be difficult to keep looking good. Overall, the Atto 2 looks youthful and modern, a design that manages to be both functional and fashionable.

INTERIOR

Step inside the BYD Atto 2, and it quickly becomes clear that this is where BYD has made some of its strongest progress. The futuristic elements from the big brother Atto 3's cabin is not trickled down here, instead you get a cabin design that is clean, and refreshingly well put together – not something you'd always expect at this price point. There's an immediate sense of airiness, thanks to the generous glass area but you don't get a glass roof here so keep that in mind.

At the center of it all sits BYD's signature 12.8-inch rotating touchscreen – once a party trick, now a familiar but still functional centerpiece. The interface is fluid and intuitive, providing easy access to navigation, climate, and multimedia settings.

In front of the driver is a new 8.8-inch display, now fixed into the dashboard rather than mounted on the steering column like the 5-inch unit in the Atto 3 and Dolphin. This new display is miles better – it shows more information, feels sharper, and even offers additional controls. The steering wheel retains





physical buttons, but the “rotate screen” button has been replaced with a new menu button that cycles through driver display information and even allows temperature and fan-speed adjustments directly from the wheel.

As BYD continues refining its user experience, we wouldn’t be surprised if the rotating screen disappears entirely in the next generation. Its only truly useful trick now is in vertical mode, where it can display feeds from three cameras instead of two – with a constant bird’s-eye view, plus your choice of front or rear on one feed, and either side view on the other. It’s a genuinely handy setup for navigating tight spaces.

One thing that stings, however, is the removal of physical headlight controls. Since the right stalk now houses the gear selector, the exterior light controls have been moved to the screen, leaving only high beams and indicators on the left stalk – which also manages the wipers and washers. This makes the left stalk feel cluttered



and unintuitive. BYD should’ve integrated at least a dedicated light switch somewhere.

Salespeople will reassure you with “there’s auto headlight,” which is true – but they won’t mention that it turns your headlights on the moment you enter a slightly dim area or well before sunset, making you look like the only one with lights blazing in broad daylight. Turning them off means fiddling with the screen, and although BYD has tried to make it easier with a headlight widget for quick access, a simple physical control would have been quicker, safer, and far less annoying.



The Atto2 isn’t devoid of physical controls thankfully, you get physical controls - window and ORVM controls on the drivers door pad and a set of buttons on the central console right where your hand rests. These include drive modes, volume, auto hold, regen modes, start button and so on. This puts usability at the forefront and helps you focus less on the screen and more on the road.

Material quality feels solid throughout. Soft-touch surfaces on the dash and doors, silver accents, and a well-finished steering wheel all contribute to a cabin that feels a notch above its class.



We specifically love this black upholstery with green stitching, it feels like a cabin that’s two segments up. Space-wise, the Atto 2 makes good use of its electric architecture – freeing up legroom and providing a flat floor that enhances comfort for rear passengers.

The seats themselves offer decent cushioning and electric support, making long drives feel effortless. At the rear 3 regular sized individuals will be able to accommodate without any fuss. The flat floor design once again helps maximize cabin space, especially for rear passengers. The boot, while not the largest in its class at 380 liters, is practical enough for weekend



DESPITE
BEING THE
BRAND'S MOST
ACCESSIBLE
SUV, IT DOESN'T
LOOK OR FEEL
"ENTRY-LEVEL"
BY ANY
STRETCH.





luggage or a grocery run, and the split-folding rear seats make it around 1320 liters, more versatile when needed.

Overall, the Atto 2's interior strikes an impressive balance — it's tech-forward without being overwhelming, practical without feeling basic. It feels like a space designed for everyday use, yet it carries enough sophistication to make you smile every time you step in.

PERFORMANCE & DRIVING EXPERIENCE

Performance was the last area we expected the Atto 2 to excel in — yet it completely blew our minds and ended up being the first. The BYD Atto 2 proves it's far more than just a pretty face; it's got the driving substance to match its ambitious styling.

Powered by a single front-mounted electric motor producing 100 kW and 290 Nm of torque, it delivers smooth, instant

power that makes any kind of driving effortless. The linear acceleration takes you from 0 to 100 km/h in just 9 seconds. That means highway overtakes feel confident, while stop-and-go city traffic becomes surprisingly stress-free thanks to the quiet, refined EV setup.

Handling is impressively composed for an SUV in this segment. The tires with generous sidewalls and well-tuned suspension strike a fine balance between comfort and control, absorbing potholes without making the ride feel floaty. Cornering feels stable, and while there is some body roll, it's the enjoyable, communicative kind. The steering is light yet precise, contributing to a driving experience that's engaging without ever feeling demanding.

Put it all together and you get a car that feels like a mini rally machine — it gathers speed faster than vehicles almost two segments above its class, handles brilliantly, and soaks up rough roads with

ease. Keep in mind, though, that sustained high-speed driving can make it feel a bit unsettled, as its taller stance and higher ground clearance remind you that this is still an SUV at heart.

As far as range is concerned, the Atto 2 comes equipped with a 51.13 kWh Blade Battery that delivers a WLTP-rated range of 345 km. In real-world conditions, you can expect around 315 km — more than sufficient for daily commutes and weekend getaways. Regenerative braking is intuitive and adjustable, allowing drivers to choose how aggressively the car recovers energy.

Charging on a standard 7 kW home charger takes about 7–8 hours for a full charge, while DC fast charging supports up to 82 kW. And this brings us to a bit of a rant — when car companies and their authorized distributors here in Nepal launch EVs and boast that their cars can charge at 80 kW, 110 kW, 150 kW, or even 240 kW, claiming "20 minutes to full



charge” or “just 10 minutes!”, it sounds great on paper. But what’s the point if the distributor itself doesn’t have a single charger in the country capable of delivering those speeds?

It’s pointless to make charging speed a major selling point when customers have no access to chargers that can actually achieve it. Manufacturers might as well replace those unrealistic figures in their brochures with the actual charging times from a 30 or 40 kW charger – the ones that are truly available.

Now that most EVs offer solid performance and range, the real competition lies in after-sales service and charging infrastructure. Until distributors can provide chargers that match their vehicles’ capabilities – at least at their own showrooms and service centers – they shouldn’t be promoting fast-charging speeds as a unique selling point.

And who better to lead this change than

the company that has sold the highest number of EVs in Nepal? The next EV race will be won by the one with better service and network. Think about that.

SAFETY

When it comes to safety, the Atto 2 is impressively well-equipped for its class, offering a wide range of active and passive features that make it feel like a genuinely modern EV. You get six airbags (front, side, and curtain), ISOFIX child seat anchors, and seatbelt reminders for both front and rear passengers.

The essentials are all covered – Anti-lock Braking System (ABS), Electronic Brake-force Distribution (EBD), Electronic Stability Control (ESC), Traction Control System (TCS), Hill Descent Control (HDC), and an Electric Parking Brake (EPB) with Auto Hold. There’s also a Tyre Pressure Monitoring System (TPMS) and a 360° view monitor, which is a huge help when navigating tight parking spaces or narrow

city lanes.

On the ADAS front, the Atto 2 comes packed with features such as Adaptive and Intelligent Cruise Control, Front Collision Warning, Auto Emergency Braking, Lane Departure Warning and Assist, Traffic Sign Recognition, Intelligent Speed Limit Information and Control, and even Traffic Jam Assist. It’s a solid suite of systems that, on paper, puts the Atto 2 right up there with much pricier EVs.

However, what’s baffling is the absence of Blind Spot Detection – at least on the unit sold here in Nepal. And, it feels like a serious oversight. Blind Spot Detection isn’t just another line on a spec sheet – it’s one of the most practical and frequently used safety features in real-world driving.

In Nepal, most ADAS features tend to stay switched off because traffic rarely behaves in a way these systems are designed for. But blind spot alerts are

BYD ATTO 2

Max Power: 100 kW

Max Torque: 290 Nm

Battery capacity: 51.13 kWh

Range: 345km (WLTP)

Battery Type: BYD Blade Battery

Drivetrain: Front-wheel Drive (FWD)

Overall dimensions (LxWxH):

4310mm x 1830mm x 1675mm

Wheelbase: 2620mm

Ground Clearance: 200mm

DC Fast Charging (kW): 82

Wheel size: 17-inch

Price: Rs 43.99 Lakh

CONTACT:

Cimex Inc

Naxal, Kathmandu

01-5970733, 9802396101

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different; they remain active in almost every car because they genuinely help prevent accidents, especially with bikers or buses sneaking up in chaotic traffic.

If there's only one variant available in the market, the distributor should have chosen a configuration that includes Blind Spot Detection — even if it meant dropping something less critical like Traffic Sign Recognition.

It's a small change that would make a big difference in daily usability and driver confidence. Hopefully, future batches correct this, because apart from that one omission, the Atto 2's safety and ADAS package is very well-rounded and among the best in its segment.

VERDICT

With an aggressive price tag of Rs. 43.99 lakh, the BYD Atto 2 emerges as one of the most complete cars in its segment — and arguably, in any segment. It successfully combines practicality, comfort, and a

touch of sophistication, all while staying grounded in real-world usability.

From its thoughtfully designed interior and intuitive tech features to its composed performance and efficient electric drivetrain, the Atto 2 checks nearly every box a buyer in this price range could want.

What makes it truly stand out is its versatility. For families, urban commuters, and weekend adventurers alike, it functions as a dependable all-rounder — the kind of car that doesn't just serve a purpose but enhances the daily driving experience.

In a market where SUVs from 40 lakhs often have to compromise on one thing or another, the Atto 2 manages to strike a remarkable balance, proving that an electric SUV doesn't have to mean sacrificing practicality or style.

Simply put, the BYD Atto 2 isn't just a contender in its category — it's a benchmark for what a modern, versatile SUV can be.

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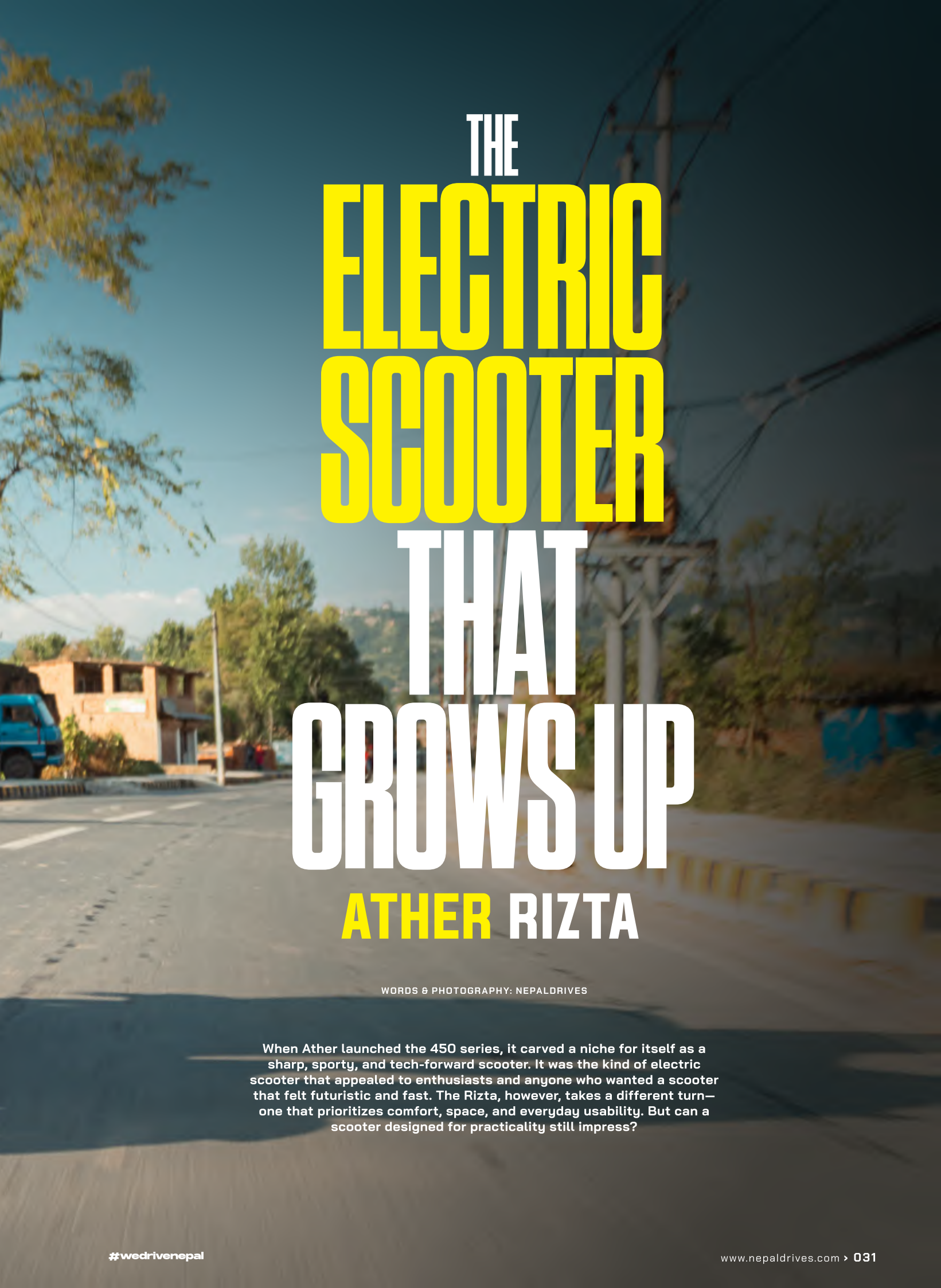
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THE ELECTRIC SCOOTER THAT GROWS UP ATHER RIZTA

WORDS & PHOTOGRAPHY: NEPALDRIVES

When Ather launched the 450 series, it carved a niche for itself as a sharp, sporty, and tech-forward scooter. It was the kind of electric scooter that appealed to enthusiasts and anyone who wanted a scooter that felt futuristic and fast. The Rizta, however, takes a different turn—one that prioritizes comfort, space, and everyday usability. But can a scooter designed for practicality still impress?



WHETHER
YOU'RE
COMMUTING
TO WORK,
RUNNING
ERRANDS
ACROSS TOWN,
OR FERRYING
YOUR FAMILY
MEMBERS, THIS
IS A SCOOTER
THAT'S MADE
FOR REAL-
WORLD USE.

Instead of chasing aggressive design or blistering performance, the Rizta is built to fit easily into your daily life. Whether you're commuting to work, running errands across town, or ferrying your family members, this is a scooter that's made for real-world use. It's not about flash or speed—it's about being reliable for everyday mobility.

So, does this new direction make sense? Let's take a closer look.

DESIGN: PRACTICAL, APPROACHABLE, AND THOUGHTFUL

In a market crowded with lookalike, copycat electric scooters, the Rizta immediately stands out with its distinctive design. Its matured design language appeals to a wide age group rather than a niche segment, making it versatile for families, working professionals, and even older riders who value reliability and comfort.

The moment you lay eyes on the Rizta, it feels noticeably different from its sportier siblings. Gone are the sharp lines and compact, aggressive

stance of the 450 series. In their place is a smoother, more rounded silhouette that conveys approachability, stability, and usability.

The front fascia is clean and minimalistic, with a slim LED light strip adding a touch of modern sophistication without over-impressing. It's a design that doesn't demand attention but clearly feels thoughtful. Practicality continues in the details. A wide footboard, spacious storage, upright seating, and thoughtfully placed controls make the Rizta exceptionally easy to use day after day.

Climb onto the seat, and you're immediately greeted by a wide, comfortable handlebar that makes navigating city streets effortless. The Rizta's 900mm seat—the longest on any scooter currently available in Nepal—offers generous space for both rider and passenger. Its upright posture ensures a relaxed riding experience, reducing strain on the back and shoulders during longer trips.

Even short errands feel comfortable, and the ergonomics become immediately apparent as you settle in. From the moment you sit, the scooter feels

balanced and reassuring, with a stability that gives confidence on uneven urban roads.

The flat footboard and 34L under-seat storage further highlight its practicality. A full-face helmet fits with ease, and carrying groceries, shopping bags, or work essentials is straightforward.

From certain angles, especially the rear, the scooter does appear a bit bulky, but that only reinforces its utility. The Rizta manages to be handsome without being flashy—a subtle, confident design that prioritizes function while maintaining aesthetic appeal.

Build quality, fit, and finish feel solid enough to reassure you that this is a reliable scooter, with materials and detailing that don't scream cost-cutting. Unlike some electric scooters that feel flashy, the Rizta is approachable, usable, and ready to handle the daily demands of both urban and suburban commuting.

PERFORMANCE AND RIDE: SMOOTH, CONFIDENT, EVERYDAY

While the Rizta's focus is clearly on comfort and practicality, it





still delivers performance more than adequate for city commuting. It's not the fastest scooter in Ather's lineup, but it doesn't need to be.

Its 3.7 kWh lithium-ion battery paired with a 4.3 kW motor produces 22 Nm of torque, allowing the scooter to accelerate from 0–40 km/h in 4.7 seconds. That's enough punch to move through urban traffic, zip past slower vehicles, and handle everyday riding scenarios with confidence. Need to overtake quickly? Zip mode gives you just enough burst without overcomplicating things.

The Rizta offers multiple ride modes: Zip for extra performance, Eco for efficiency-conscious rides, and Super

Eco for squeezing out maximum range. Ather claims a certified range of 159 km, which translates to about 120 km in real-world conditions here—ample for most urban commutes and short weekend trips. Combined with the Ather Grid fast-charging network, range anxiety is mostly eliminated, even for forgetful riders.

Ride quality is one of the Rizta's highlights. The 165mm ground clearance and 780mm seat height make it accessible to a wide range of riders. The suspension leans slightly firm, providing clear feedback from the road while keeping the scooter stable, even when navigating gentle corners. This isn't a scooter for aggressive maneuvers—and that's intentional.

The Rizta is meant to be ridden calmly and smoothly, ideal for everyday commuting.

Braking is handled by a 200mm front disc and 130mm rear drum with CBS. While the front could offer a touch more bite for spirited rides, the stopping power is predictable and reliable for city traffic. Features like Auto Hold are particularly useful in stop-and-go traffic or on inclines, reducing rider fatigue and improving confidence.

Even with skinny tires, the Rizta feels well-planted and stable, reassuring both new and experienced riders. For daily commuting, the ride quality is more than sufficient. The scooter feels



ATHER RIZTA Z

Power: 4.3 kW
Max Torque: 22 Nm
Top Speed: 80 km/h
Acceleration (0-40 km/h): 4.7s
Certified Range: 159km
Battery Capacity: 3.7 kWh
Battery Type: Lithium ion
Riding Modes: 2
Overall dimensions (LxWxH): 1850mm x 750mm x 1140mm
Saddle height: 780mm
Ground Clearance: 150mm
Wheelbase: 1285mm
Curb Weight: 125 kg
Price: Rs 3,83,500

CONTACT:

Ather Space
Gairidhara, Kathmandu
9851354106

composed and balanced, yet Zip mode is there if a quick burst of acceleration is needed.

TECHNOLOGY AND FEATURES: SMART AND SUPPORTIVE

Ather has carried forward its tech DNA with the Rizta, but in a way that prioritizes practicality over gimmicks often found in other electric scooters. It feels fully prepared for real-world use, rather than experimental or flashy. The 7-inch TFT touchscreen remains one of the best in its segment—bright, crisp, and easy to read even under strong sunlight. It offers intuitive controls, built-in Google Maps navigation, Bluetooth connectivity, and music controls—all accessible without being overwhelming. These features aren't just flashy—they're designed to make daily commuting smoother and less stressful.

The Ather app extends the ecosystem's capabilities further.

Riders can monitor battery health, track rides, locate chargers, and receive over-the-air updates to keep the scooter current. The Ather Grid network supports fast charging, with 10 minutes on a charger adding up to 30 km of range—a handy feature for riders who occasionally forget to charge overnight.

Charging takes 4.5–6.5 hours for an 80% top-up, or up to 8.5 hours for a full charge—perfectly manageable as part of an overnight routine.

VERDICT: EVERYDAY USABILITY IS THE REAL USP

The Ather Rizta marks a new chapter in the brand's philosophy. It doesn't chase speed or aggressive styling; instead, it fits easily into daily life, with comfort, practicality, and reliability at its core.

In a crowded electric scooter market, this focus makes it uniquely appealing,

with practicality and versatility as its biggest strengths—supported by solid build quality and the expansive Ather ecosystem.

In a price-sensitive market like ours, the Rizta, priced at Rs 3,83,500, sits above rivals such as the TVS iQube and Bajaj Chetak. Its design may not appeal to those seeking the sportiness of the 450, and the pricing is higher as well. But spend time with the scooter, and you'll quickly notice its **thoughtfulness**.

For urban families, office commuters, or anyone switching to electric, the Rizta will blend easily into your daily routines. It may not turn heads like the 450, but it quietly makes everyday commuting easier, more comfortable, and far more practical. In a busy city like Kathmandu, where usability often matters more than flash, the Rizta proves that an electric scooter doesn't need to be flashy to be excellent—it just needs to work, day after day.

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BEYOND CARS

GEELY'S RISE FROM A SMALL WORKSHOP TO A GLOBAL ELECTRIC LEADER



Every global automotive giant has an origin story, but few are as grounded and unconventional as Geely's.

Long before it became associated with electric mobility, advanced vehicle architectures, and global partnerships, Geely was a small manufacturing business in Zhejiang, China. What truly sets its journey apart is not just how far it has come, but how deliberately it has grown—step by step, decision by decision—with people consistently at the center of its vision.

Founded in 1986 by entrepreneur Li Shufu, Geely began life away from the world of automobiles, as a refrigerator parts manufacturer. That changed in 1997, when the company made a bold and defining move into car manufacturing with a simple yet ambitious goal: to build cars that ordinary people could afford.

At a time when China's

automotive industry was dominated by state-owned enterprises, Geely became the country's first privately owned automaker, challenging conventions from the very beginning.

The launch of Geely's first production car, Haoqing, in 1998 marked more than the start of vehicle manufacturing—it marked the beginning of belief. Within a few short years, Geely was no longer an outsider.

By the early 2000s, it had secured regulatory recognition, entered the ranks of China's leading automakers, and built the corporate foundations that would later support global expansion. Its listing on the Hong Kong Stock Exchange in 2005 was a clear signal that Geely was thinking well beyond domestic ambitions.

What followed was a period of transformation that reshaped how the world viewed Chinese automotive brands. The acquisition of Volvo



Cars in 2010 became a defining moment—not just for Geely, but for the global industry.

Rather than absorbing Volvo, Geely chose to learn from it, preserving its identity while integrating world-class safety standards, engineering discipline, and design philosophy into its own operations.

This approach soon became a pattern. Strategic stakes in brands such as Proton, Lotus, Smart, and Aston Martin Lagonda, along with partnerships with

Daimler and Renault, reflected a long-term vision built on collaboration rather than control.

Behind these headline-making moves was steady, disciplined growth. By 2020, Geely had become the first Chinese auto brand to surpass 10 million units in cumulative global sales. By 2024, that number had crossed 17 million. For five consecutive years, Geely has led sales among Chinese auto brands—an achievement driven not



only by scale, but by trust earned over time.

Recognition followed naturally. Geely Holding Group has featured on the Fortune Global 500 list for thirteen consecutive years, ranking 185th in 2024, and has secured its place among the world's most valuable automotive brand portfolios. Its inclusion as the first Asian OEM voting member of the International Automotive Task Force further underscored its growing influence in shaping global quality standards.

Yet, Geely's story is not only about numbers or acquisitions. It is equally about how cars are conceived, engineered, and built. With research and development centers across China, Sweden, and the UK, alongside advanced manufacturing facilities driven by automation, robotics, and 5G connectivity, Geely has invested heavily in doing things the right way.

Modular platforms such as CMA and the electric-focused SEA architecture allow the brand to remain flexible, future-ready, and adaptable across markets and technologies. This quiet engineering

depth forms the backbone of Geely's global success.

That global legacy now finds a tangible expression in Nepal through the Geely EX5 electric SUV. Distributed by LRR Motors Pvt. Ltd., Geely's official partner in Nepal, the brand is laying the foundation for a long-term presence, with plans to expand to 14 dealerships nationwide.

Beyond specifications, the EX5 embodies a philosophy refined over decades—blending global engineering standards, intelligent technology, and refined design into a product that feels premium yet attainable.

Offered in EX5 Pro and EX5 Max variants, the model delivers strong performance, a capable battery setup, and a real-world driving range suited to Nepal's diverse terrain and everyday use.

Its arrival aligns closely with Nepal's gradual shift toward electric mobility, offering consumers a vehicle backed by one of the world's most vertically integrated and technologically advanced automotive groups.

From humble beginnings in Zhejiang to its position as a global automotive leader, Geely Holding Group's journey has been defined by calculated risk-taking, relentless innovation, and an unwavering focus on the future of mobility. With the EX5, that legacy is no longer distant—it is present on Nepalese roads, shaping the next chapter of electric mobility in the country.



BRINGER



TEST DRIVE

OF SMILES

ICAUR V23

WORDS & PHOTOGRAPHY: NEPALDRIVES

"What was the last car that actually made me smile?" That's the question that popped into my head somewhere in the middle of this review.

Now, I don't mean the grin you get when the throttle pins you to your seat, or the smug little smirk that comes from swiping across a giant touchscreen.

I'm talking about the kind of smile that creeps up on you and refuses to leave. The kind that isn't about speed, power, or features. It's more about knowing that the car you're driving has a sense of character, a charm that might not make it practical or the best in terms of performance, but it still makes you happy to be in it.

The last time a car did that for me was the tiny MG Comet. And now, sitting behind the wheel of the Chery iCaur V23 (yes, iCaur with a “u” which is a creative workaround to avoid a certain fruity tech company’s lawyers) that same smile found its way back across my face.

IS THAT A BABY JIMNY-DEFENDER-G WAGON?

Nothing comes close to what the iCaur V23 looks like, and that is quite a statement in this age of extravagantly designed EVs. It rides high, has a lot of bold square shapes, making it one of the boxiest designed EVs out there.

And it feels utilitarian. The hard plastic fenders over the wheels are there because you are likely to rack up a few

scrapes and scratches when you drive it off road. Similarly, you get an approach angle of 43 degrees, a departure angle of 41 degrees and a ground clearance of 205mm to overcome any obstacle that you may come across. If sheer geometry dictated off-road ability, you’d rarely be turning around in this thing.

I also like the steel rims; I think they add to the rugged feel of the car. However, the stock tyres that they come with are disappointing. More on that later.

The profile is super boxy. You get flush door handles but they aren’t the type to electronically pop out or anything techy. It’s a simple manual door handle which gets the job done but still looks minimal.

The rear continues the squarish styling. There is a small storage area where

you would find a spare tyre in older, conventional SUVs. This door swings open outwards so it is important to keep this in mind when you back your car up against a wall when you are parking.

RETRO, MINIMAL, OFF-ROAD-ISH INTERIORS.

As you might have expected, you are seated pretty high on the V23, and this gives you a really good vantage point when you are driving. Furthermore, this can be very advantageous when you are driving over rocky, uncertain terrain. However, when it comes to visibility, there is a glaring issue: the outside rear-view mirror is next to useless. It is vertically oriented, but it is tiny. There is very little adjustment and it was of little use for my driving position. This is a safety hazard







that should be addressed. Having said that, the car that we drove was a demo unit and chances are there will be plenty of adjustments for the sales units.

Now, let's talk about the positives, which are plenty.

People will inevitably compare the iCaur V23 to the Jimny, and in terms of interior space and front-seat comfort, the iCaur wins. The rear seat is basically for two, as the dual headrests suggest, though you can technically squeeze in a third. Whether you should is another matter.

In terms of tech and functionality in the front seat, there is good news. You get buttons and knobs to adjust the cabin functionalities as well as to choose driving modes. In a car where you expect to be jostled around as you navigate rocky trails, these physical knobs and buttons are imperative. Imagine trying to fiddle with a touchscreen unit while hanging off the side of a mountain trying to stay alive.

There is a touchscreen display though, which comes in the form of a 15.4" screen powered by a Qualcomm Snapdragon 8155 chip. The camera display is crisp and you get cool inclinometers to show you the gradient of the display and to help ascertain that the car is indeed shiny side up. But there's no dedicated driver instrument cluster, meaning you glance to the centre screen for speed and range.

It's workable, but not ideal; especially when sunlight hits the screen just right to annoy you.

In terms of space, you get 774 litres of cargo space with the rear bench folded flat. Pretty decent I'd say. What's far from decent though, are the stock tyres.

SLUSH AND MUD

And this is where things don't quite go the way you'd expect.

Power isn't the issue. With a rear-wheel-drive setup pushing 100 kW and 180 Nm, the iCaur V23 has enough shove for what it is. Anyone with realistic expectations will know exactly what they're getting; this isn't meant to be a tarmac-carving sportster, and that's fine. The suspension sits on the softer side, soaking up bumps and rough city roads confidently. Yes, there's body roll, but never to the point where it becomes annoying or unwieldy. On long sweeping bends you feel it lean, but in daily use and broken-road conditions, the softer suspension is actually a blessing.

Range? The V23 is powered by a 59.93 kWh lithium iron phosphate (LFP) battery from CATL, which delivers a CLTC-certified range of 401 km on a single charge. Now CLTCs are notorious for overstated range, so I'm guessing 300 to 325kms would be more realistic. A longer range would most definitely be better appreciated.

Ground clearance? Not a problem. In fact, 205 mm is generous. Approach and departure angles? A very respectable 43° and 41°. On paper (and in most real-world scenarios), the V23 has the geometry to be properly capable off-road. Those numbers inspire confidence, and rightly so.

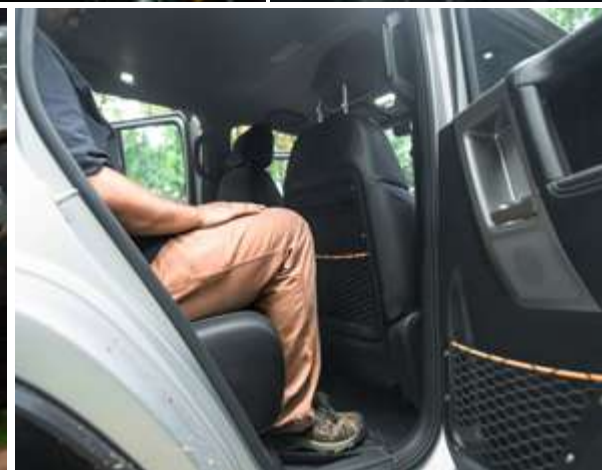
Where things start to fall apart is the tyres.

For a car that looks this ready to leave asphalt behind, the factory-fitted Chaoyang tyres simply don't deliver when the going gets seriously muddy. On dry dirt or moderately wet trails, you can get away with it.

But on ankle-deep, black, monsoon-season mud on the upper stretches of the Phulchowki climb, the V23 got stuck. To be fair, a motorcycle ahead of us also bogged down so it is safe to say that it wasn't exactly a Sunday gravel road. But with better, more aggressive tyres, I have every reason to believe the V23 could've powered through.

It has the ground clearance, it has the angles, and there's even a dedicated slippery-surface mode that carefully meters out power to the rear axle. The chassis wants to go off-road. The drivetrain wants to go off-road. But the rubber wasn't up for the job.

Swap the tyres for something with



proper bite, and the iCaur V23 suddenly starts looking like a genuinely capable little off-roader and not just one that looks the part.

IS THIS A DEAL BREAKER?

Absolutely not. While it may not be a serious offroader in this configuration, the iCaur V23 is one of the most exciting and promising cars that I have driven in recent times. It is fun, exciting, and it has all the makings of a car that can make you happy. Better tyres would make it even more capable off road.

I imagine the AWD variant with a second motor powering the front (the flagship dual motor version get a 155kW dual-

motor powertrain and 292Nm of torque) would make it even more fun, but that would hike up the prices significantly.

As of now, the iCaur V23 in this configuration is priced at Rs 47.99 Lakh. As it stands, the RWD variant sits in a niche of its own. There's no direct rival. Cars like the Nammi Vigo, Deepal S05, or even the Leapmotor B10 can be cross-shopped in theory, but none scratch this itch. The iCaur V23 appeals to those who will buy it simply because they want it.

And honestly? That's kind of beautiful. Because cars aren't just appliances. Some of them remind you how to smile again. And the iCaur V23 is one of them.





ICAUR V23

Max Power: 100 kW

Max Torque: 180 Nm

Battery capacity: 59.93 kWh

Range: 401km

Battery Type: Lithium iron phosphate

Drivetrain: Rear-wheel Drive (RWD)

Overall dimensions (LxWxH):

4220mm x 1915mm x 1845mm

Wheelbase: 2735mm

Ground Clearance: 205mm

DC Fast Charging (kW): 85

Curb weight (kg): 1785

Wheel size: 19-inch

Price: Rs 47.99 Lakh

CONTACT:

iCaur Nepal

Uttar Dhoka, Kathmandu

www.facebook.com/icaurnepalofficial

[icaurnepalofficial](https://www.facebook.com/icaurnepalofficial)

BUYING GUIDE

TWO- WHEELERS
OR FOUR-
WHEELERS,
FIND THE RIGHT
ELECTRIC VEHICLE
FOR YOU.



	MODELS	RANGE	BATTERY CAPACITY	POWER	TORQUE	GROUND CLEARANCE	PRICE
GAC MOTOR						GAC MOTOR THAPATHALI, KATHMANDU 9802340947	
						www.gac.cgmotors.com.np	
 	AION Y	405 km (WLTP)	61.54kWh	100kW	225NM	180MM	54,99,000
	AION V	520 km (NEDC)	64.5kWh	100kW	225NM	180MM	64,99,000
		650 km (NEDC)	75.26kWh	100kW	240NM	180MM	69,99,000
BYD						CIMEX INC NAXAL, KATHMANDU TEL: 01-5912037	
						www.cimex.com.np	
      	ATTO 3	420 km (WLTP)	60.4kWh	100kW	310NM	175MM	67,80,000
		345 km (WLTP)	49.92kWh	100kW	310NM	175MM	56,90,000
	Dolphin	340 km (WLTP)	44.9kWh	70kW	180NM	175MM	41,15,000
		460 km (WLTP)	61.44kWh	150kW	310NM	N/A	1,10,00,000
	Seal	570 km (WLTP)	82.56kWh	230kW	360NM	N/A	1,45,50,000
		520 km (WLTP)	82.56kWh	390kW	670NM	N/A	1,95,00,000
	M6	440 km (WLTP)	71.8kWh	100kW	250NM	175MM	58,90,000
	SEALION 7	440 km (WLTP)	71.8 kWh	100 kW	380NM	N/A	74,99,000
	ATTO 2	345 km (WLTP)	51.13 kWh	100 kW	290NM	200MM	43,99,000
	ATTO 1	230 km (WLTP)	30.08 kWh	45 kW	135NM	175MM	28,95,000
300 km (WLTP)		38.88 kWh	45 kW	135NM	175MM	32,99,000	
CITROËN						SHANGRILA MOTORS PVT. LTD. THAPATHALI, KATHMANDU, TEL: 01-5909627	
						www.facebook.com/citroennepal	
	eC3 Shine	320 km (ARAI)	29.2kWh	42kW	143NM	170MM	35,99,000
MG MOTORS						PARAMOUNT MOTORS PVT. LTD NAXAL, KATHMANDU TEL: 01-4443233 4445433	
						www.mgmotors.com.np	
    	Comet	230 km (ARAI)	17.3kWh	31.26kW	110NM	NA	19,99,000-22,70,000
	MG4	350 km (WLTP-combined)	51kWh	99kW	250NM	NA	41,49,000
		440 km (WLTP-combined)	64kWh	99kW	250NM	NA	49,99,000-58,99,000
	S5	340 km (WLTP)	49.1kWh	99kW	250NM	NA	43,99,000-49,99,000
		430 km (WLTP)	62.2kWh	99kW	250NM	NA	54,99,000
	WINDSOR	332 km (WLTP)	38 kWh	100 kW	200NM	186MM	37,99,000-39,99,000
	IM6	450 km (WLTP)	75 kWh	109 kW	450NM	186MM	74,99,000
	NISSAN						PIONEER MOTO CORP THAPATHALI, KATHMANDU TEL: 01-4446042/43
						www.nissan-nepal.com	
	Leaf	381 km (NEDC)	40kWh	110kW	320NM	N/A	64,99,000



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TATA					SIPRADI TRADING PVT. LTD THAPATHALI, KATHMANDU TEL: 01-4250610 4250612		
					cars.tatamotors.com.np		
   	Nexon K3 EV	325 km (C75 Real World Range)	45kWh	98kW	215NM	190MM	48,99,000
	Tiago EV	205 km (C75 Real World Range)	24kWh	48kW	114NM	N/A	27,49,000-29,99,000
	Punch EV	315 km (MIDC) 421 km (MIDC)	25kWh 35kWh	60kW 90kW	114NM 190NM	190 NM	34,99,000-39,99,000
	Curvv EV	380 km	55 kWh	98 kW	215NM	186MM	56,99,000
MAXUS					HIMALAYA MOTROX PVT. LTD. POKHARA 9856047666		
					www.facebook.com/maxusinnepal		
  	MIFA 9	435 km (WLTP)	90kWh	180kW	350NM	N/A	N/A
	eTerron 9	430 km (WLTP Combined)	102.2kWh	325kW	700NM	N/A	99,99,000
	MIFA 7	635 km (WLTP City)	90 kWh	180 kW	350NM	186MM	1,25,00,000
DONGFENG FORTHING					LAXMI E-MOBILITY BHAT BATENI, KATHMANDU 9801201103		Facebook: Forthing Nepal
	Friday EV	400 km	64.4 kWh	99 kW	N/A	186MM	50,96,000-56,96,000
KIA					CONTINENTAL TRADING ENTERPRISES PVT. LTD UTTAR DHOKA, KATHMANDU 01-4526465, 4526475, 4526411		www.kia.com.np
 	EV 6	528 km (WLTP)	77.4kWh	168kW	350NM	N/A	1,25,90,000
	EV 9	443 km (WLTP)	76.1kWh	160kW	350NM	N/A	1,79,90,000
GEELY					FLYME AUTO GAIRIDHARA, KATHMANDU 9707082603		N/A
	EX5	425-430 km (WLTP)	60.22kWh	160 kW	320NM	180MM	58,00,000-68,00,000
GREAT WALL MOTORS					VG IMPEX THAPATHALI, KATHMANDU 01-4222614 , 01-4222630		www.gwm.com.np
	ORA 03	400 km (NEDC)	47.7kWh	99kW	210NM	N/A	42,49,000
WULING MOTORS					PARAMOUNT MOTORS PVT. LTD NAXAL, KATHMANDU 9704582688		www.wulingnepal.com.np
	BINGUO	333km (CLTC)	31.9kWh	50kW	N/A	N/A	31,99,000



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UPDATED JAN 2026

Disclaimer: All prices are subject to change without prior notice. Please confirm with the showroom for accuracy.

NEPAL DRIVES

ELECTRIC VEHICLE BUYING GUIDE

	MODELS	RANGE	BATTERY CAPACITY	MOTOR CAPACITY/ POWER	TORQUE	GROUND CLEARANCE	PRICE	
SERES						MAW VRIDDHI AUTOCORP KATHMANDU 9802305336		www.seresnepal.com
 	New Seres 3	320 km (WLTP)	52.7kWh	99kW	300NM	190 MM	49,99,000-52,99,000	
	Mini EV	180 km	13.8kWh	25kW	100NM	140 MM	13,99,000-16,49,000	
		220 km	16.8kWh	30kW	100NM	140 MM	17,99,000	
SKYWELL						G. MOTORS PVT.LTD RADHE RADHE, BHAKTAPUR 9851274075		
 	ET5	620 km	85.9kWh	150kW	320NM	159 MM	1,15,00,000	
	BE11	410 km 520 km	51.92kWh 71.98kWh	150kW	N/A	N/A	79,90,000-89,90,000	
LEAPMOTOR						SHANGRILA MOTORS PVT.LTD THAPATHALI, KATHMANDU 9801125873		www.facebook.com/leapmotornepal
  	C10	420 km (WLTP)	69.9 kWh	160 kW	320 NM	190 MM	67,99,000	
	B10	460 km (WLTP)	67.1 kWh	160 kW	240NM	180 MM	49,99,000-56,99,000	
	T03	395 km (WLTP)	37.3 kWh	70 kW	158NM	165 MM	29,99,000	
DEEPAL						MAW VRIDHHI NAXAL, KATHMANDU +977-4547365, 9820022222		www.changanepal.com
   	S07	410 km (WLTP)	66.8kWh	99kW	320NM	175MM	74,99,000	
		485 km (WLTP)	79.97kWh	160kW	320NM	175MM	84,99,000 (Long Range)	
	L07	540 km (NEDC)	66.8kWh	N/A	N/A	N/A	69,99,000	
	E07	566 km (WLTP)	89.98kWh	190kW	365NM	N/A	1,03,99,000 (RWD)	
		490 km (WLTP)		440kW	645NM	N/A	1,99,99,000 (AWD)	
S05	405 km (WLTP)	56.1kWh	99 kW	320 NM	175 MM	50,99,000-58,99,000 1,09,99,000 (Transformer X)		
HYUNDAI						LAXMI INTERCONTINENTAL PVT. LTD THAPATHALI TEL: 01-4101556 4101557		www.laxmihundai.com
  	Kona Electric	312 km (WLTP)	39.2kWh	100kW	395NM	NA	59,96,000-64,96,000	
	Ioniq 5	375 km	58kWh	100kW 125kW	350NM	160MM	92,96,000 1,03,96,000	
	Creta Electric	390 km (MIDC)	42kWh	99kW	N/A	200NM	51,96,000-59,96,000	



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	MODELS	RANGE	BATTERY CAPACITY	POWER	TORQUE	GROUND CLEARANCE	PRICE
ZEEKR			PIONEER MOTOCORP THAPATHALI, KATHMANDU 9802373180			www.facebook.com/zeekrnepal	
	Zeekr X	440km (WLTP)	66 kWh	210 kW	343 NM	191 MM	69,99,000
DONGFENG			MAW VRIDDHI AUTOCORP NAXAL, KATHMANDU 01-4273231			www.facebook.com/dongfengnp	
 	Nammi	237km (WLTP) 317km (WLTP)	31.4 kWh 42.3 kWh	70 kW	160 NM	N/A	30,24,000- 35,99,000
	Vigo	300 km (WLTP) 350 km (WLTP)	44.9kWh 51.87kWh	99 kW	N/A	190 MM	38,99,000- 41,99,000
JAECCO			SPG AUTOMOBILES PVT LTD UTTARDHOKA, KATHMANDU 01-4546042/43			www.omodajaecoonepal.com	
 	J6	426 km (NEDC)	65 kWh	135 kW	N/A	195 MM	65,99,000
	J5	461 km	58.9kWh	155 kW	288 NM	185 MM	56,99,000
AVATR			AVATR NEPAL PANI POKHARI, KATHMANDU 9707094197/ 9707094185			avatr.cgmotors.com.np	
	11	575-680 km (NEDC)	90&116 kWh	190 kW	370 NM	N/A	1,45,00,000 Starting
XPENG MOTORS			CG MOTORS PVT.LTD THAPATHALI, KATHMANDU 9802375643			xpeng.cgmotors.com.np	
 	G6	435 km (WLTP)	66 kWh	190 kW	440 NM	175 MM	84,99,000
	X9	500 km	84.5kWh	235 kW	450 NM	N/A	2.20-2.3 CRORE
RIDDARA			CG MOTORS PVT.LTD PANIPOKHARI, KATHMANDU 9707094142			www.facebook.com/riddaranepal	
	RD6	377 km (NEDC)	63 kWh	200 kW	384 NM	220 MM	66,99,000
			73 kWh	315 kW	N/A	N/A	79,99,000- 82,99,000 (4WD)
BAW			LRR MOTORS PVT.LTD PANIPOKHARI, KATHMANDU 9802366320			www.facebook.com/bawnepal	
	Brumby	170 km (NEDC)	17.28 kWh	30 kW	N/A	N/A	21,90,000
KAIYI						Facebook: Kaiyi Nepal - LEM	
  	X3 PRO EV	370 km (NEDC)	53.6 kWh	99 kW	280NM	N/A	43,96,000
	E-QUTE 02	200-300 km	28.08 kWh	40 kW	110NM	N/A	19,96,000- 22,96,000
	E-QUTE 04	300 km	28.08 kWh	40 kW	110NM	N/A	24,96,000



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	MODELS	RANGE	BATTERY CAPACITY	MOTOR CAPACITY/ POWER	TORQUE	GROUND CLEARANCE	PRICE
PROTON			JAGDAMBA MOTORS PVT.LTD GAIRIDHARI, KATHMANDU 9802071409			www.proton-nepal.com	
	e MAS 7	345km (WLTP) 410 km (WLTP)	49.5 kWh 60.22 kWh	160 kW	320 NM	N/A	46,99,000- 67,99,000
BMW			LAXMI PREMIUM MOTORS PVT. LTD. TINKUNE, KATHMANDU TEL: 01-4111776/4111628			www.bmw-laxmi.com.np	
	iX3	460 km (WLTP)	80kWh	210kW	400NM	179MM	2,29,96,000
	iX1	430-475 km (WLTP)	64.78kWh	150kW	250NM	205MM	1,49,96,000
LS AUTO			LS AUTO NEPAL BALWATAR, KATHMANDU 9705110022			www.facebook.com/lsautonepal	
	LEV 01	500 km	67.12 kWh	99 kW	320NM	210MM	N/A
THEE GO			THEE GO NAGPOKHARI, NAXAL, KATHMANDU TEL: 01-4429051, 4429052			www.facebook.com/TheeGo.NP	
	E6	280 km (NEDC)	80kWh	110kW	N/A	N/A	88,00,000
	Danfe	300 km (NEDC)	42kWh	60kW	200NM	188MM	45,95,000
	JAC E-T8	300 km (NEDC)	67.2kWh	110kW	320NM	197MM	N/A
JUNEYAO AUTO			LRR MOTORS GAIRIDHARA, KATHMANDU 9707082602			N/A	
	JY AIR	355-440 km (WLTC)	51kWh, 64kWh	99 kW	250NM	172MM	54,00,000- 68,00,000
MAHINDRA			AGNI INCORPORATED PVT. LTD. GAIRIDHARA, KATHMANDU 014519133/34, 01-4519800			www.agnimahindra.com	
	XUV 400	456 km (MIDC)	39.5 kWh	110 kW	310NM	N/A	52,50,000
	BE 6	557 km (MIDC P1+P2)	79kWh	99 kW	N/A	N/A	57,00,000 Onwards
	XEV 9E	656 km (MIDC P1+P2)	79kWh	99 kW	N/A	N/A	69,00,000 Onwards
OMODA			SPG AUTOMOBILES UTTARDHOKA, KATHMANDU 9801142993			www.omodanepal.com	
	E5	430 km (WLTP)	61kWh	99kW	340NM	180MM	54,99,000- 55,49,000
ICAUR			SPG AUTOMOBILES UTTARDHOKA, KATHMANDU 9801142993			www.icaurnepal.com	
	V23	401 km (CLTC)	59.93kWh	100kW	180NM	205NM	47,99,000



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	MODELS	RANGE	BATTERY CAPACITY	MOTOR CAPACITY/ POWER	TORQUE	GROUND CLEARANCE	PRICE
NIU						www.niu.com.np	
      	NQi-GT	90-130 km	60V26Ah*2	3000W	NA	NA	4,95,000
	MQi+ Sport	55-85 km	48V31Ah	1500W	NA	NA	2,76,000
	Gova 03	65-90 KM	60V40Ah	2700W	NA	NA	2,77,000
	UQi GT	50-70 KM	48V31Ah	1500W	NA	NA	2,76,000
	MQiGT	90-120 KM	48V31Ah*2	3000W	NA	180MM	4,95,000
	Gova F600	100 KM	N/A	3000W	NA	145MM	3,06,000-3,82,000
	NQi Sport	80 KM	60V35AH	2400W	NA	NA	3,48,000-3,53,000
TAIL G						www.tailgnepal.com	
 	Lion	90 km	72V20Ah	1.9kW	NA	NA	1,85,000
	Tiger	95 km	72V45Ah	2.3kW	NA	NA	1,95,000
BAJAJ					facebook.com/Chetaknepal		
	CHETAK 3501	153 km	3.5kWh	N/A	N/A	N/A	3,24,900
ULTRAVIOLETTE							
	F77 MACH 2 RECON	323 km	10.3kWh	30 kW	100 NM	160	9,99,000
ZEEHO						cfmoto.com.np	
  	AE6+	90 KM	N/A	5.5kW	160NM	N/A	3,44,900-3,94,900
	AE8	160 KM	N/A	12.5kW	218NM	N/A	4,99,900
	AE4	90-170 KM	N/A	3kW	N/A	N/A	2,99,900-3,84,900



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	MODELS	RANGE	BATTERY CAPACITY	MOTOR CAPACITY/ POWER	TORQUE	GROUND CLEARANCE	PRICE
ATHER VAIDYA ENERGY GAIRIDHARA, KATHMANDU 9851354100					www.facebook.com/Atherenergynepal		
	Ather 450X	111/150 km	2.9kWh/3.7kWh	N/A	N/A	N/A	3,99,999-4,39,999
	Ather 450S	115 km	2.9kWh	N/A	N/A	N/A	3,50,000
	RIZTA	159 km	N/A	4.3 kW	N/A	N/A	3,83,500
AMPERE KEDIA INTERNATIONAL TEKU, KATHMANDU 9802354099, 9802353219					www.facebook.com/Ampereevnepal		
	Ampere Primus	107 km	3kWh	3300/4000W	186NM	157	3,74,900
GAROW CLASSIC WHEELS IMPROTS & EXPORTS CHAKRAPATH, KATHMANDU 01-4016062					Facebook: Garow Nepal		
	DT-60	350 km	N/A	4000W	150NM	140	3,65,000
TVS JAGDAMBA MOTORS PVT. LTD. NAXAL, KATHMANDU TEL: 01-4231057					www.tvsnepal.com		
	iQube S	75-100 KM	N/A	4.6kW	140NM	157MM	2,99,900-4,29,000
SUPERSOCO D-LIFESTYLES LAZIMPAT, KATHMANDU 01-4423132/4423131/9801137278					www.vmosoco.com.np		
	TCmax	110 km	72V45Ah/ Pack	5000W	180NM	NA	4,95,900-4,99,900
	CPx	100/200 km	60V45Ah/ Pack	4000W	171NM	NA	4,89,900 (Single Battery) 6,09,900 (Double Battery)
	CUx	85 km	60V30Ah	2788W	115NM	NA	2,69,900 (Standard Color) 2,79,900 (Luxury Color)
	TC WANDERER	100/200km	NA	3500W	NA	NA	3,99,900 (Single Battery) 4,99,900 (Double Battery)
	TC	80/160 km	NA	2100W/3000W	NA	NA	2,99,900 (Single Battery) 3,99,900 (Double Battery)
	CUmini	40 km	48V20Ah	NA	NA	135MM	1,89,900
	TS STREET HUNTER	100/200km	NA	3500W	NA	NA	3,89,900 (Single Battery) 4,89,900 (Double Battery)



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GOGORO NEBULA ENERGY NARAYANCHAU NAXAL, KATHMANDU 9705909010/20						www.gogoronp-nebula.com	
  	Pulse	130 km	N/A	9.0kW	378NM	N/A	N/A
	Jego	79km (Single Battery) 162 km (Double Battery)	N/A	2.5kW	100NM	N/A	N/A
	CrossOver GX250	170 km	N/A	2.5kW	125NM	N/A	N/A
BGAUSS AGNI MOTO INC NAGPOKHARI, KATHMANDU 01-4529037						facebook.com/bgaussnepal	
 	BG RUV 350	105-145 km	2.3-3 kWh	N/A	N/A	N/A	2,79,400-3,25,300
	C12	85-123 km	2-2.7 kWh	N/A	N/A	N/A	2,28,400-3,04,900



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Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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HONDA



SYAKAR TRADING COMPANY PVT. LTD,
KANTIPATH, TEL: 01-4253522 | 4163501 | 4256199

	XR 190LS	184.4cc	15.6	15.7	5 Speed	7,98,900
	Honda Dio BS6	109.5cc	7.75	9.03	CVT	2,59,900- 2,72,900
	CB Shine	125	10	11	5 Speed	2,79,900- 2,92,900
	CB 350 DLX	348.3cc	20.78	29.4	5 Speed	9,25,900
	SP 125	124.73cc	10.16	10.30	5 Speed	2,95,900(ONS)- 3,04,900(ONS)
	CBR250R	249.6cc	26.15	22.9	6 Speed	6,79,900 - 7,92,900 (ABS)
	Dio 125	123.92cc	8.16	10.4	CVT	3,06,900(STD)- 3,25,900(DLX)
	NX 200	184.4cc	17	16.1	5 Speed	4,89,900
	CRF 300L	286cc	27	26.6	6 Speed	20,75,000- 23,50,000 (Rally)

PEUGEOT MOTORCYCLES



AGNI MOTO INC
NAGPOKHARI, KATHMANDU
TEL: 01-4529037

	Django	125cc	10.6	N/A	N/A	5,71,000
	Speedfight 4	150cc	12.4	N/A	N/A	6,32,000

KTM



HANSRAJ HULASCHAND & CO. LTD
NAXAL, TEL: 01-4415462

	200 Duke	199.5cc	24.6	19.3	6 Speed	5,99,900
	250 Duke	249.07cc	30.57	25	6 Speed	7,14,900
	390 Duke	398.63cc	45.3	39	6 Speed	9,49,900
	390 Adventure	373 cc	43	37	6 Speed	10,74,900
	250 Adventure	248.76 cc	30.5	25	6 Speed	7,49,900
	RC 200	199.5 cc	24.6	19.2	6 Speed	6,94,900
	Enduro 390	398.63	45.37	39	6 Speed	9,99,900

ZUUMAV NEPAL



ZUUMAV NEPAL
CHANDOL, KATHMANDU
TEL: 9818811551

	K5	N/A	N/A	N/A	N/A	4,99,000
	K7	N/A	N/A	N/A	N/A	8,00,000
	S8	N/A	N/A	N/A	N/A	8,50,000

CROSSFIRE



CLASSIC WHEELS EXPORT & IMPORT PVT.LTD
MAHARAJGUNJ, KATHMANDU
TEL: 01-4016062

	RMZ 250	248.4cc	32.49	26.53	6-SPEED	8,59,000
	GR7 250	249.6cc	30	22.5	6-SPEED	N/A
	TRACKER 250	223cc	19.4	17	6-SPEED	4,10,000

ROYAL ENFIELD



ALPHA AUTOMOTIVE PVT.LTD
RAMSHAHNATH,PUTALISADAK, KATHMANDU
TEL- 01-5350009

	Classic 350	349cc	20.2	27	5 Speed	4,99,000- 5,30,000
	Scram 411	411cc	24.3	32	5 Speed	6,90,000
	Hunter 350	349cc	20.2	27	5 Speed	4,59,000- 4,79,000
	Meteor 350	349cc	20.2	27	5 Speed	5,87,900- 5,97,900
	Himalayan 450	452cc	39.47	40	6 Speed	9,89,500- 10,39,500

JAWA MOTORCYCLES



AGNI MOTOINC PVT. LTD
UTTARDHOKA, KATHMANDU | 01-4410373

	Jawa	293cc	27	27	6 Speed	7,05,000 (Single-ABS) - 7,36,000 (Dual-Channel ABS)
	Jawa Forty-Two	248.76cc	27	27	6 Speed	6,73,000 (Single-ABS) - 7,04,000 (Dual-Channel ABS)
	Jawa Perak	334cc	30	31	6 Speed	8,20,000
	Jawa Forty-Two 2.1	293cc	27	27	6 Speed	7,58,000

YEZDI MOTORCYCLES



AGNI MOTOINC PVT. LTD
UTTARDHOKA, KATHMANDU | 01-4410373

	Roadster	334cc	29.23	29	6 Speed	9,16,000- 9,25,000
	Adventure	334cc	30.2	29.1	6 Speed	9,96,000- 9,98,000
	Scrambler	334cc	29.1	28.2	6 Speed	9,48,000- 9,56,000

ZONTES



IRON MONK NEPAL PVT.LTD.
TEKU, KATHMANDU
PHONE: 9802335386

	ZT 155-U1	155cc	19	16	6-SPEED	5,39,900- 6,19,900
	ZT 125-U1	124.7cc	14.4	13	6-SPEED	4,39,900
	ZT 310-T	312cc	34.8	30	6-SPEED	8,99,900- 9,99,900
	ZT 350-T	348cc	38.8	32.8	6-SPEED	10,99,900

BMW MOTORRAD



HIMALAYAN MOTORRAD
NARAYAN CHAUR
TEL-9801910751

	G 310 R	313cc	33	28	6 Speed	15,00,000- 15,25,000
	G 310 GS	313cc	33	28	6 Speed	17,00,000- 17,25,000
	G 310 RR	313cc	33	28	6 Speed	16,00,000- 16,25,000

HERO



CG MOTORS PVT LTD,
NAXAL, KATHMANDU, NEPAL
980-2375628

	Super Splendor	124.7cc	10.72	10.6	4 Speed	2,55,900- 2,66,900
	Xpulse 200 4v	199.6cc	18.8	17.35	5 Speed	4,95,900- 5,01,900(PRO)
	Xoom	110.9cc	8.05	8.7	CVT	2,54,900
	Splendor+	97.2cc	7.91	8.05	4 Speed	2,17,900
	Xtreme 125 R	124.7cc	11.4	10.5	5 Speed	3,18,900
	Xtreme 160 R 4V	163.2cc	16.6	14.6	5 Speed	3,98,900
	Xoom 125 R Fi	124.6cc	9.7	10.4	CVT	3,09,900



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	Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price	
TVS 	JAGDAMBA MOTORS PVT. LTD. TEKU, TEL: 01-4237057						
		RTR 200 4V	197.75cc	20.7	18.1	5 Speed	3,93,900
		RTR 200 4V RTFI BS6	197.75cc	20.54	17.25	5 Speed	3,99,900
		RR310	312.2cc	34	27.3	6 Speed	7,99,900
		Ntorq 125	124.8cc	9.4	10.5	CVT	2,48,900-2,88,900
		Ntorq 125 RTFI (BS6)	124.8cc	9.25	10.5	CVT	3,13,900
		RTR 160 4V	159.7cc	16	14.12	5 Speed	3,39,900
		RTR 160 2V	159.7cc	15.3	13.9	5 Speed	3,21,900-3,47,900
		Radeon FI	109.7cc	8	8.7	4 Speed	2,29,900
		XL 100	99.7cc	4.3	6.5	CVT	1,57,900
		Raider 125	124.8cc	12.7	11.5	5 Speed	2,99,900-3,09,900
		RTR 160 4V SE	159.7cc	17.39	14.73	5 Speed	3,89,900
		Ntorq XP	124.8cc	10	10.8	CVT	3,32,900-3,31,900
		RONIN	225.9cc	20.1	19.93	5 Speed	4,59,900
		Jupiter 110	113.3cc	8.02	9.2	CVT	2,57,900

BAJAJ  HANSRAJ HULASCHAND & CO. LTD TEKU, TEL: 01- 4267759 4261200						
	Avenger Cruise 220	220cc	19	17.5	5 Speed	4,32,900
	Avenger Street 160 ABS	160cc	14.7	13.5	5 Speed	3,89,900
	Pulsar 125	124.4cc	11.6	10.8	5 Speed	2,74,900
	Discover 125	124.5cc	12.8	11	5 Speed	2,56,900-2,58,900
	Dominar 400	373.3cc	39.4	35	6 Speed	6,25,900
	Platina 100ES	102cc	8.1	8.6	4 Speed	2,18,900
	Pulsar 150 TD	149cc	15	12	5 Speed	3,19,900-3,38,900
	Pulsar NS160 (ABS)	160.3cc	15.3	14.6	5 Speed	3,92,900
	Pulsar NS200	199.5cc	23.2	18.3	6 Speed	3,93,900-4,51,900 (FI) (Dual ABS-BS6)
	Pulsar 220F	220cc	21	19	5 Speed	4,11,900-4,39,900
	Pulsar N250	249.07cc	24.16	21.5	6 Speed	5,00,900
	Pulsar N160	164.82cc	15.7	14.65	5 Speed	4,19,900
	Pulsar N150	149.68cc	14.3	13.5	5 Speed	3,76,900
	Pulsar NS 125	124.45cc	11.8	11	5 Speed	3,00,900-3,04,900 (FI BS6)
	Pulsar NS400Z	373cc	39.4	35	6 Speed	5,76,900
	Pulsar N125	124.58cc	11.83	11	5 Speed	3,03,900

ITALICA MOTO				NXT GENERATION PVT.LTD CHAKRAPATH, KATHMANDU TEL- 01-4016062, 4016070		
	Italica Moto Formula 150	149.5cc	11.5	11	CVT	3,35,000
	Italica Moto Stallion 250i	248.9cc	18.1	19	5 Speed	6,45,000
	Italica Moto Nevada 250	248.9cc	18.1	19	5 Speed	6,65,000

	Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price	
YAMAHA 	MORANG AUTO WORKS TEKU, TEL: 4261160 4268252						
		FZ V2	149cc	13	12.8	5 Speed	3,66,900-3,84,900 (FZS FI V2)
		Aerox	155cc	15	13.9	CVT	4,99,900
		Saluto	110cc	7	8.5	4 Speed	2,82,900
		RI5 V4	155cc	18.34	14.1	6 Speed	6,34,900-6,49,900
		MT-15 V2	155cc	18.4	14.1	6 Speed	5,64,900
		FZS V3 (X-CONNECT)	149cc	13	12.8	5 Speed	4,10,900
		Ray ZR Street Rally 125 FI	125cc	8.08	9.7	CVT	3,34,900
		Ray ZR 125 FI HYBRID BS6	125cc	8.08	9.7	CVT	3,16,900
		FZ-X	149cc	13	12.8	5 Speed	N/A
		FZ-FI V3 BS6 STANDARD	149cc	12.2	13.3	5 Speed	3,84,900
		WR 155R	155.1cc	16.5	14.3	6 Speed	7,49,900

TRIUMPH				TRIUMPH MOTORCYCLES NEPAL NAXAL, KATHMANDU 01-4533274		
	Speed 400	398.15cc	39.5	37.5	6 Speed	6,59,900
	Scrambler 400x	398.15cc	39.5	37.5	6 Speed	7,14,900

CF MOTO				RISHI TRADE CENTER NAXAL, KATHMANDU 01-4537970		
	250 NK	249cc	20.5	22	6 Speed	5,99,900
	250SR	249cc	20.5	22	6 Speed	6,74,900
	300NK	296cc	28.6	25.3	6 Speed	7,04,900
	450NK	449cc	49.6	39	6 Speed	11,19,900
	450MT	449.5cc	42	42	6 Speed	12,49,900
	450SRS	449.5cc	42	42	6 Speed	13,49,900

BENELLI



Benelli

KTM INTERNATIONAL TRADING PVT. LTD.

NAXAL, KATHMANDU

01-4411439

	180S	175.3cc	18	14	6 Speed	4,29,900-4,34,900 (NEON)
	TNT 600i	600cc	84	54.6	6 Speed	23,58,000
	TNT 302S	300cc	37.73	26.5	6 Speed	10,49,900-10,74,900 (NEON)
	TNT 150i	149.5cc	12.7	11	6 Speed	3,79,900
	TRK 251	249cc	25.8	21.2	6 Speed	7,64,900
	TNT 15	149.5cc	12.6	11	5 Speed	2,64,900
	752 S	750cc	81.6	67	6 Speed	25,15,000
	PANAREA 125	124cc	8.4	9.2	CVT	2,99,900
	TNT 135	134.7cc	12.6	10.8	5 Speed	2,75,000



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Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
APRILIA  DELTA AUTOCORP PVT.LTD TEKU, KATHMANDU TEL: 9801152006					
 Aprilia SR125	124cc	9.4	8.2	CVT	2,88,900
 SR 160	160.03	11.11	13.44	CVT	3,95,900
 Aprilia SR 150 Race	154.8cc	10.25	11.4	CVT	3,62,900
 Aprilia Storm	124.49cc	9.4	9.9	CVT	3,24,900
 SXR 160	160cc	11	12	CVT	4,65,400

VESPA  DELTA AUTOCORP PVT.LTD TEKU, KATHMANDU TEL: 9801152006					
 VXI 125	125cc	9.9	10.6	CVT	3,51,946
 SXL 125	125cc	9.9	10.6	CVT	3,65,946
 VXL Elegante	150cc	11.4	11.5	CVT	4,44,446
 LX 125	125cc	9.76	10.6	CVT	3,01,946 (LX & NOTTE)
 SXL 125 Matte Edition	125cc	9.76	10.6	CVT	3,67,946

CROSS X  CX MOTORCYCLE PVT.LTD LAZIMPAT, KATHMANDU TEL: 01-4518789					
 CX 250 R	250cc	29.8	23	6 Speed	8,45,000
 CX 300 S	283cc	N/A	N/A	6 Speed	9,75,000
 CX150 PRIME	149.6cc	N/A	N/A	6 CVT	3,75,000

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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HYUNDAI  LAXMI INTERCONTINENTAL PVT. LTD THAPATHALI TEL: 01-4101556 4101557					
 Grand i10	1197cc	82	114	5MT/AMT	32,96,000-40,96,000
 Tucson	1999cc (Petrol)	154	192	6MT/7DCT	1,07,96,000-1,44,96,000
	1998cc (Diesel)	183	417	7DCT	1,60,96,000
	1598cc (Petrol)	148	250	7DCT	1,62,96,000
 Palisade	2199cc (Diesel)	197	441	8AT	2,35,96,000
 Creta	1497cc (Petrol)	113	144	6MT/CVT	54,56,000-76,96,000
 Santa Fe	2497cc (Petrol)	178	232	6/8 AT	1,89,96,000
 Venue Facelift	1197cc	82	114	5MT	41,96,000-54,56,000
 Exter	998cc	118	172	7DCT	59,96,000
	1197cc	82	113.8	5MT	36,96,000-46,96,000
 All New Creta	1497cc	113	144	6MT/AT	57,96,000-87,96,000
 All New Creta (Made in Nepal)	1497cc	113	144	6MT/AT	54,96,000-79,96,000
 Staria Ambulance	2199cc	N/A	N/A	N/A	N/A

MAZDA  PARAMOUNT MOTORS PVT. LTD Naxal, Kathmandu 01-4443233/4445433					
 CX5	2500cc	187	252	NA	1,54,90,000
 CX9	2500cc	227	420	NA	1,72,90,000
 CX-30	1998cc	155	200	NA	1,09,90,000

SUZUKI  VG SUZUKI TRIPURESHWOR, KATHMANDU 01-4410373					
 Access 125 FI	124cc	8.5	10	CVT	2,65,900 (B56)
 Gixxer 150	155cc	14	14	5 Speed	3,89,900
 Hayate	113cc	8.6	9.3	4 Speed	2,23,900
 Intruder 150	154.9cc	14.6	14	5 Speed	3,29,900
 Burgman 125 FI	124cc	8.58	10	CVT	2,97,900
 Gixxer SF 250	249cc	26.1	22.6	6 Speed	5,87,900
 Avenis 125	124cc	8.5	10	CVT	3,02,900
 V-Strom 250	249cc	26.1	22.2	6 Speed	5,99,900

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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HONDA  SYAKAR TRADING COMPANY PVT. LTD, DHOBIGHAT, TEL: 01-5153041					
 City 5th Gen	1498cc (Petrol)	119	149	6MT/CVT	59,90,000-82,75,000
 New Amaze	1199cc (Petrol)	90	110	6MT/CVT	46,75,000-57,75,000
 City Hybrid	1498cc	97	127	6MT/CVT	90,40,000-98,60,000
 Elevate	1498cc	119	145	6MT/7CVT	60,30,000-84,90,000

KIA  CONTINENTAL ASSOCIATES PVT LTD GAIRIDHARA, KATHMANDU TEL: 01-4650794 44015653					
 Seltos	1497cc (Petrol)	114	144 NM	6MT	52,90,000-89,90,000
 Sonet	1197cc (Petrol)	81.86	115	5MT	41,90,000-63,90,000
 Carens	1500cc (Petrol)	113	144	6MT	56,90,000

MG MOTORS  PARAMOUNT MOTORS PVT. LTD Naxal, Kathmandu 01-4443233/4445433					
 MG HS	1500cc (Petrol)	160	250	7AT	86,00,000
 MG Hector	1956cc (Petrol)	141	250	6MT	77,49,000
 MG Astor	1498cc	108	144	5MT	48,49,000
 MG GS	1985cc	217	350	6AT	81,50,000

MITSUBISHI  LEON MOTORS PVT. LTD SHANTINAGAR TEL: 01-4622074 4622485					
 Pajero Sport	2442cc (Diesel)	181	430	8AT	2,14,00,000
 Eclipse Cross	1499cc (Petrol)	150	250	8AT	1,22,50,000
 L200	2442cc	181	430	6AT	1,09,00,000-1,14,00,000
 Xpander	1499cc	103	141	4AT	78,50,000
 Outlander PHEV	2360cc	-	-	AT	1,65,00,000
 Outlander	2488cc	184	244	8AT	1,75,00,000



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Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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NISSAN		PIONEER MOTO CORP PVT. LTD THAPATHALI, KATHMANDU, 014101170/71				
	Navara	2488cc (Diesel)	187	480	7AT	1,01,50,000- 1,25,00,000
	Urvan	2488cc	147	212	-	78,99,000
	X-TRAIL e-Power	1497cc	142	250	6AT	1,87,00,000
	Magnite	999cc	71.02	96	5MT	34,75,000- 48,99,000 (A
		999cc (TURBO PETROL)	98.63	160	5MT	43,99,000- 52,99,000

PEUGEOT  SHANGRILA MOTORS PVT. LTD THAPATHALI, KATHMANDU 01-4101655, 4101559						
	3008 GT	1598cc	165	240	6AT	1,70,00,000

MAHINDRA		AGNI INCORPORATED PVT. LTD GAIRIDHARA, KATHMANDU TEL: 01-45191333/34				
	Scorpio	1997cc (Diesel)	120	280	5MT	73,50,000
	Scorpio Pik-up	2179cc Diesel	120	280	5 MT	43,00,000- 50,00,000
	Bolero Camper	2523cc Diesel	63	195	5 MT	29,20,000- 31,75,000
	Bolero Maxi Truck Plus	2523cc Diesel	63	195	5 MT	20,35,000
	Bolero Pick-up	1493cc Diesel	62	195	5 MT	23,60,000- 26,00,000
	XUV 700	1997cc Petrol	197	380	6 MT/AT	74,00,000- 1,10,00,000
	XUV 300	1997cc Petrol	128.73	230	6 MT	49,95,000- 57,50,000
	Scorpio N	1997cc Petrol	172	370	6 MT/AT	82,50,000- 1,26,00,000
	Scorpio Classic	2184cc (Diesel)	130	300	6 MT	66,00,000
	Bolero Neo N8	1493cc (Diesel)	100	260	5 MT	53,00,000
	XUV 3XO	1197cc Petrol	110	200	6MT/AT	44,90,000

JAC MOTORS





SHANGRILA MOTORS PVT. LTD

THAPATHALI, KATHMANDU

9801020063

JAC T8	1999cc (Diesel)	137	320	6MT	N/A
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RENAULT				ADVANCED AUTOMOBILES PVT. LTD 9851229996 , 9801027012, THAPATHALI, KATHMANDU		
	Kiger	999cc	71.0	96	5MT/AMT	26,99,000

SKODA



M.A.W ENTERPRISES

THAPATHALI

TEL: 4216835 | 4268788

	Slavia	999cc	114	178	6MT/AT	49,90,000-75,90,000
	Karoq	1968cc (Diesel)	141	320	6AT	1.30.00.000
	Kodiaq	1968cc (Diesel)	148	340	7AT	1,89,00,000
	Superb	1798cc	177	250	7AT	1,69,00,000
	Kushaq	999cc	114	178	6MT/AT	54,90,000-82,90,000

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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SUZUKI				CGIMOTOCORP JHAMSIKHEL TEL: 5547165 5547166		
	Alto K10	998cc (Petrol)	66	89	5MT	28,49,000- 34,49,000
	Celerio	998cc	65.7	89	5MT	30,99,000- 40,99,000
	Dzire	1197cc (Petrol)	82	113	5MT	41,49,000- 52,99,000
	Eeco	1196cc (Petrol)	73	101	5MT	33,99,000- 34,99,000
	Fronx	1197cc (Petrol)	89	113	5MT/AT	41,49,000- 49,49,000
	Brezza	1462cc (Petrol)	102	136.8	5MT/AT	47,09,000- 66,29,000
	WagonR	1197cc (Petrol)	82	113	5MT	34,49,000- 36,29,000
		998cc (Petrol)	67	90	5MT	32,59,000- 34,99,000
	Ertiga	1462cc (Petrol)	103	138	5MT	52,49,000- 63,49,000
	Jimny 5 Door	1462cc	103	134.2	5MT/AT	63,99,000- 74,79,000
	Grand Vitara	1462cc	102	136.8	5MT	58,99,000- 1,02,29,000
	All New Swift	1197cc	80	111.7	5MT	38,99,000- 52,29,000
	Victoris	1462cc	101.64	139	5MT/6AT	53,99,000- 97,29,000

TATA		SIPRADI TRADING PVT LTD THAPATHALI TEL: 4250610 4250612				
	Nexon	1199cc	118	170	6MT	50,99,000-59,99,000
	Safari	1956cc (Diesel)	168	350	6MT/AMT	1,21,99,000-1,31,99,000
	Punch	1199cc (Petrol)	87	115	5MT	39,99,000-45,49,000
	Tiago	1199cc	85	113	5MT	34,99,000-38,49,000

FOTON



MAW VRIDHI COMMERCIAL VEHICLES

BALKUMARI, LALITPUR

014273331/32/33

	Tunland E+	1999cc	148	320	6MT	60,90,000
		2776cc	160	360	5MT	66,90,000 (S
	View CS2	2776cc	130	280	5MT	68,00,000 – 74,00,000
	View C2	2776cc	94	225	5MT	49,00,000 – 59,99,000



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ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice							ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice						
TOYOTA							FORD						
UNITED TRADERS SYNDICATE PVT. LTD DHUMBARAHI TEL: 4008801- 4008805							GO AUTOMOBILES PVT. LTD, THAPATHALI, TEL: 01-4244254 4257001						
	Fortuner	2755cc (Diesel)	174	420	6MT/AT	2,22,00,000 – 2,32,00,000		NEXT GEN EVEREST	1996cc (Diesel)	213	500	10AT	2,60,00,000
	Hilux	2755cc (Diesel)	201	420	6MT/AT	1,37,00,000 – 1,51,00,000		Ranger	3198cc (Diesel)	198	470	6MT/AT	1,34,90,000
	Land Cruiser 250	2400cc (Diesel)	147.5	400	6MT	1,02,00,000		Ranger Raptor	2956cc (Petrol)	391	583	10AT	2,40,00,000
	RAV4 (Hybrid Electric)	2487cc	178	221	CVT	2,07,00,000		Ranger	1996cc (Diesel)	168/207	405/500	10AT	1,20,99,000 – 1,59,90,000
	Rush	1496cc	103	136	5MT/4AT	92,00,000 – 94,50,000	BMW						
	Land Cruiser 70	4461cc	202	430	5MT	N/A		BMW X1 sDrive 18i	1499cc	140	220	7AT	1,99,96,000
	Ace	2755cc	163	420	6MT	95,00,000		BMW X3 xDrive 20i	1998cc	184	300	8AT	2,74,96,000
	Corolla Cross	1798cc Petrol	138	172	N/A	N/A		BMW X3 xDrive 20i (LCI)	1998cc	184	300	8AT	3,05,96,000
	Raize	1798cc Hybrid Electric	97	172	CVT	1,81,00,000		BMW X2 sDrive 18i	1499cc	140	220	7AT	1,99,96,000
	Land Cruiser	998cc (Petrol)	96	140	5MT/CVT	82,00,000 – 86,00,000	LAXMI PREMIUM MOTORS PVT. LTD. TINKUNE, KATHMANDU 01-4111776/4111628 www.bmw-laxmi.com.np						
	Camry Hybrid Electric	1198cc (Petrol)	87	113	5MT/CVT	68,50,000 – 75,00,000		Outback	2498cc	185	245	CVT	1,87,00,000
	Yaris Cross	3346cc (Diesel)	305	700	10 AT	N/A		Forester	1995cc	154	197	CVT	1,45,00,000 – 1,55,00,000
FORCE MOTORS								Crosstrek	1995cc	154.2	196	CVT	1,40,00,000 – 1,69,00,000 (Hybrid)
	GURKHA	2596cc	89.84	250	5MT	78,99,000	VIJAY MOTORS PVT. LTD NAXAL, KTM TEL: 4414625 4425603						
	Urbania	2596cc	115	350	5MT	82,99,000		Citroen C5 Aircross	1598cc	165	240	6AT	1,35,00,000
SSANGYONG MOTOR								Citroen C3	1198cc	80	115	5MT	36,49,000
	Musso Grand	2157cc	178	400	6MT	N/A	SHANGRILA MOTORS PVT. LTD THAPATHALI, KATHMANDU 01-5909627						
MAXUS								Compass	1368cc (Petrol)	161	250	7AT	1,04,90,000 – 1,29,90,000
	T60	2776cc Diesel	147	360	6 AT	77,99,000		Wrangler Unlimited	1956cc (Diesel)	168	350	6MT/9AT	1,28,90,000 – 1,53,90,000
	T70	1995cc Diesel	161	375	6 MT	78,49,000		Meridian	1956cc (Diesel)	168	350	9AT	2,89,00,000 – 2,99,00,000 (Rubicon)
VOLKSWAGEN								Gladiator Overland	3604cc Petrol	285	353	8AT	2,38,00,000
	Taigun Sports	999cc (Petrol)	115	178	6MT/AT	54,90,000 – 83,00,000	MAW LIFE NAXAL, KATHMANDU TEL: 4445545, 4445546						
	Virtus	1498cc (Petrol)	148	250	7DCT	89,00,000 – 93,00,000		Saga	1299cc	90	170	5MT/4AT	N/A
	Virtus	999cc (Petrol)	140	178	6MT/AT	44,90,000 – 71,50,000		X70	1477cc	174	255	7DCT	N/A
	Virtus	1498cc (Petrol)	148	250	7DCT	84,00,000 – 89,00,000		X50	1477cc	148	226	7DCT	N/A
ISUZU							JAGADAMBA MOTORS NAXAL, KATHMANDU, NEPAL 01-4437955 / 01-4438655						
	D-Max V-Cross	2499cc (Diesel)	134	320	5MT	76,90,000		Haval Jolion	1497cc (Petrol)	147.5	220	6MT/7DCT	60,65,000 – 82,65,000
	S-cab	2499cc (Diesel)	134	320	5MT	46,90,000		3rd Gen Haval H6	1996cc (Petrol)	201	320	7DCT	98,95,000 – 1,16,95,000
	Hi-lander	2499cc (Diesel)	134	320	5MT	62,90,000		Poer	1996cc (Diesel)	161	400	6MT	75,95,000
CONTINENTAL ASSOCIATES PVT LTD GAIRIDHARA, KATHMANDU TEL: 01-4650794 44015653								Wingle 5	1996cc (Diesel)	143	305	6MT	54,49,000



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