

Measurement techniques :

We've downloaded respective CPO apps on multiple phones. We look for the status on the app on a regular basis and this data gets fed into our internal database. This data is cleaned, processed and then presented for visualizations. Our team has worked on this product across time zones to ensure complete 24h coverage.

Data Caveats :

Around 21% of public CCS2 charging infrastructure based on our analysis for March 2025 were monitored. Chargers from the Southern and the Western region were the most, followed by the Northern region. Very few chargers were taken from the Central, East and North East region. The ratio of chargers of South : West : North is similar in both the current analysis and the 2506 charging infra.

Chargers from charging hubs are excluded. Of all CCS2 chargers on highways, more than 10% have been considered in this report.

New terms introduced :

Maximum connectors : Let's say Mumbai MR has 550 connectors. We mean that in this analysis, we've considered between 500 to 550 connectors for this analysis. There might be more chargers and connectors in the region for which the data wasn't presented.

Disclaimers :

The data here is static and will not receive any updates.

While we've taken great care to ensure data accuracy, we recommend verifying the information independently before making decisions. If you notice any discrepancies, please contact us at priyans@expwithevs.in.

Disclosures :

[2023] - I had conducted a 3rd party audit of Glida's charging network and was paid for it.

[2023] - Charge Mod, EVOK, TataEV, Ador Digatron have paid for my travel to attend their events.

Other terms and conditions :

There may be minor changes in the article being presented and the final report being shared for both products.

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