
VIKAS WSP LIMITED

B-86/87, Udyog Vihar, RIICO, Industrial Area

Sriganganagar - 335 002 / INDIA

CIN : L24139HR1988PLC030300

E-mail : vikasvegan@yahoo.com , website : www.vikaswsp Ltd.in

Telephone : 91(154) 2494512/2494552 Fax : 91(154) 2494361/2475376



June 04, 2022

To

The General Manager,

Bombay Stock Exchange

Corporate Relation Department,

Phiroze Jeejeebhoy Tower,

Dalal Street, Mumbai – 400001

Ref: Vikas WSP Limited

Scrip Code:-519307

Subject: -Published Notice for Approval of Unaudited Financial Results of the Company for the quarter (Q3) and nine months ended 31st December, 2021 in Two Newspaper (Business Line and Pioneer)

Dear Sir/Madam,

This is to inform you that Pursuant to Regulation 47 of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, the Notice of the meeting of the Resolution Professional with the Directors of the suspended Board of Directors and Key Managerial Personnel and audit committee of the Company is scheduled to be held on Saturday, June 11, 2022 at **B-86/87, RIICO, Udyog Vihar, Industrial Area, Sri Ganga nagar-335002** at 01.00 P.M. attending either physically or through Video Conference or other Audio and Visual means to inter alia, to consider, approve, take on records the Un-audited Standalone Financial Results of the Company for the Quarter(Q-3) and nine months ended December 31, 2021 published in following two newspapers.

- (1) Business Line(Englishall Edition)- 04.06.2022
- (2) Pioneer(Hindi all Edition)-04.06.2022

For VIKAS WSP LIMITED

Handwritten signature

Company Secretary

We hereby enclose clipping of each advertisement published in aforesaid newspapers for your kind information and record.

Thanking You,

Yours Faithfully,

For VIKAS WSP LIMITED

For VIKAS WSP LIMITED

Gunjan Karn

Gunjan Kumar Karn

Company Secretary

Company Secretary cum compliance officer

M.No.-A38298

(Vikas WSP Limited is under corporate insolvency resolution process pursuant to the provisions of the Insolvency and Bankruptcy Code, 2016. With effect from February 02, 2022, its affairs, business and assets are being managed by, and the powers of the board of directors are vested in, the Interim Resolution Professional, Mr. Darshan Singh Anand (IP Registration No. IBBI/IPA-002/IP-N00326/2017-2018/10931, appointed by the National Company Law Tribunal, Chandigarh Bench by order dated 02nd February, 2022 under the provisions of the code, which was published on the website of the Hon'ble National Company Law Tribunal, Chandigarh Bench on 02nd February, 2022 and continued as Resolution Professional by the 02nd committee of creditors(CoC) in its meeting held on 17th March, 2022 under the provisions of the Code.)

Encl: As above

VIKAS WSP LIMITED
CIN: L41790GJ2006PLC000305
Registered Office: Railway Road, Sangha, Varanasi -221004 India
Corporate Office: B-8/07, Upper Floor, HICO, Industrial Area, Sri Ganganagar, Rajas
Maharashtra -401004 India.
Tel: 91(514) 248421/248426/423 Fax: 31(514) 248381/242576

NOTICE

Notice is hereby given that Pursuant to Regulation 29, 33 read with Regulation 47 of Securities and Exchange Board of India (Listing Obligations and Disclosures Requirements) 2015 ("Listing Regulations") That a meeting of the Resolution Professional will take place at the registered office of Directors and Firm Management Personnel and all creditors of Vikas WSP Limited, a company incorporated under the Companies Act, 1956, Industrial Area, Sri Ganganagar-335024 at 01.00 PM, attending either physically through Video Conference or under Audio Visual means in such as, scndary, shall take on records the Audited Statement of Assets and Liabilities of the Company (Q-1) and nine months ending October 31, 2021.

Fm Vikas WSP Ltd
(Under Corporate Insolvency Resolution pro-

Gajjan Kumar Karmacharya, Company Secretary
By order of the Resolution Professional
Dr. Dinkraj Singh Aarad-Rastogi Professor
BBI, Baroda

Secretary

S. MURALIDHAR

Kia India has adopted a breakaway strategy that has helped it become a household name in a relatively short time. It doesn't need a halo product to rekindle interest in the brand, and so the decision to launch the EV6 as its next set of wheels for the Indian market must've been influenced purely by the need to mark its presence in this fast-growing segment. And unlike sister brand Hyundai, which brought in the Kona as its first EV, Kia is going electric with the EV6, a pure electric crossover that will be positioned much higher in the price range.

The Kia EV6 and the soon to be launched Hyundai IONIQ 5 are both built on the same e-GMP platform (electric global modular platform) that was developed ground up to be the base for a range of electric cars. The EV6 is the less conventional when it comes to exterior design. While the early hybrids and electric cars were quirky in a seemingly forced attempt at being different, the EV6 stays different without getting into the slippery slope of sporting a design that is divisive.

Design

It manages to do that by mixing the design attributes of a large hatch and crossover SUV. The stance is strong, yet compact. The front is dominated by the headlamps and their unique eyelash-like LED DRLs. The tapered nose's impact is accentuated by the large, damshell bonnet which wraps a big section of the side panels on either side of the wheel arches.

The EV6 gets a slim faux bonnet grille, with air intake duties being done by an air dam lower down in the front fender. Electric cars don't really need to breathe as much as ICE (internal combustion engine) cars because their air intake needs are restricted to only cooling the battery pack and some of the drive components.

Even though it looks like a relatively compact vehicle, it is almost 4.7 metres long and has a wheelbase of 2.9 metres. The EV6's side profile is clean with retracting handles giving it a flush surface and it's only the waistline crease that breaks the mould. The rear design is the most appealing with its crossover, shoot-



Dark horse to charge up the market for electrics

Though the numbers are likely to be low, the Kia EV6 could be a strong challenger in the fast-growing luxury EV space

ing-brake finish. The connected tail-lamps design arcs over the tailgate dividing it and creating an interesting layer. This is mirrored in size and shape by a textured panel right below which sports the turn indicators. While some of the design features like the unique door mirrors and the split roof spoiler with wings seem unconventional, they are all focused on improving aerodynamicity. That the EV6's CD (coefficient of drag) is one of the lowest at 0.28.

Cabin

The EV6's interior is modern and minimalist, and it has hints that point to the absence of an ICE powertrain. But thankfully it isn't dominated by a single gigantic touchscreen like many current day EV cabins are. There is a lot of attention to detail and much to look forward to in terms of useable, premium features. The colour theme for the EV6 I test drove at the FI track in the Buddh International Circuit (BIC) was a simple black and

cream, with grey textured contrast panel on the dashboard.

The seat upholstery and even the armrest mirror the same colour theme in their contrast panels and stitching. The EV6's cabin could pass off as that of a modern-day conventional fuel vehicle if not for the flat floor ahead of the floating centre console (absence of a drivetrain) and the clean floor at the rear.

The top of the dashboard is taken up by the long panel housing the two 12.3-inch touchscreens for the infotainment and instrument cluster. Together with the controls on the two-spoke, flat-bottomed steering wheel, there's access to pretty much all the functions and multiple drive-related information displayed on the screens.

The auto aircon gets controls on a separate touch panel on the short centre stack. The centre console has the on/off button and a rotary selector knob for reverse, neutral and drive. The EV6 also gets drilled metal pedals that are tastefully cut and finished. They also sport simplistic +j logos for the throttle and brake pedal, respectively.

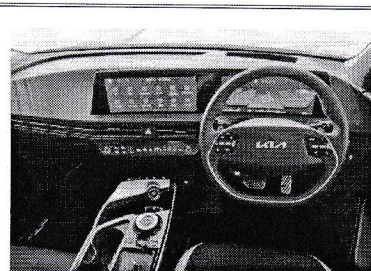
My test mule had perforated leather seats, and both seat heating and cooling functions. There is also an interesting addition in the one-touch 'zero gravity' seat position for the front seats, which, at the press of a button, lets you sit like you'd be in a spacecraft's command module - backed tilted and the seat base rising into the tilt. This can be a comfy position for people who need to wait extended periods of time inside the car. Overall, the EV6 cabin is quite spacious thanks to its width and wheelbase.

In addition to the unique textured, dual-colour finish to the cabin panels, the EV6 also gets some interesting ambient LED lighting with brushed-metal like arrays that light up the mid-dash-board panel highlighting the aircon vents etc. A wireless charger tray in the front armrest, a high-end Meridian audio system (that also puts out configurable fake drive sounds), a sunroof, a suite of connected car features

and about 520-litres of boot space are some of the other features of the cabin. Fit and finish quality is excellent and the general opinion that I came away after spending a couple of hours in the cabin is very positive.

Performance

The last EV I tested at the Buddh Circuit was the Porsche Taycan. While I'm not going to attempt compar-



The EV6's interior is modern and minimalist, and it has hints that point to the absence of an ICE powertrain

ing that with the EV6, suffice it to say that Kia officials wouldn't have considered a race track for the performance if they hadn't been confident about the EV6's performance. And it didn't disappoint! It is surprisingly quick and capable; the electric motors effortlessly power the EV6 up to 193kmph (wind-assisted) on the long straight at the track.

I was driving the all-wheel drive (AWD) version of the EV6, which essentially sports an electric powertrain that combines a 77.4kW battery pack under the floor and two (front and rear) axle-mounted motors that deliver a combined output of 325PS of power and 605Nm of torque. The AWD EV6 is capable of accelerating to 100kmph from standstill in about 5.2 seconds. Kia is also offering a less powerful, slightly slower rear-wheel drive (RWD) version with a single motor on the rear axle that generates 229PS of power and 350Nm of torque. The battery remains the same multi-cell 77.4kWh Lithium-ion pack, that is said to have a

rated driving range of 528kms on a full charge. Real world driving range would be lower based on traffic conditions and driving style. The steering wheel sports paddles for selecting the amount of brake

energy recuperation that you may want to choose.

There is also the drive mode selector to the bottom left of the steering spoke to switch between Eco, Normal and sport. Shifting to sport and with all of the torque and power being delivered, the EV6 feels seriously fast, pinning me back into the seat when the accelerator pedal is floored. This Kia also holds its line into corners, confidently taking turns 4 and 5 at the track. The Nexen N Fera 235/55 R19 EV tyres also offered good grip even though my guess is they'd be low rolling resistance.

Bottomline

The Kia EV6's battery can be charged using a regular wall socket, but it is also capable of fast AC charging at 800-volt and 400-volt without the need for a separate charger.

It can also be charged at a 50kW DC fast charger or even at a 350kW one with 10-80 per cent charge times of one hour 13 minutes or just 18 minutes respectively.

The battery pack of the EV6 can also be used for a vehicle-to-load transfer of charge, for example to a laptop or for powering electrical accessories at a tent etc. It can also be used to transfer charge to another EV6 that may be low on charge.

EV6 is being launched as a CBU (completely built unit). So, the prices are expected to be a premium to the average ICE vehicle in its class. Ex-showroom prices are ₹59.95 lakh for the GT Line and ₹64.95 lakh for the GT Line AWD. Until 2025, when the company is expected to launch a mass-market EV, this is your only Kia option if you want to go electric.

+ Hyundai opens booking for compact SUV 'Venue'

Press Trust of India

New Delhi, June 3
Hyundai Motor India on Friday said it has commenced bookings for the new version of its compact SUV Venue which is scheduled to hit the market later this month.

Customers can book the new model at the company's dealerships by paying ₹21,000. It can also be booked online.

"Venue has had a stellar success in India ever since its launch in 2019. Customers from across the country have been thrilled by its futuristic design, advanced technology and powerful performance. With the new Venue, we will set the bar even higher," Hyundai Motor India Director (Sales, Marketing & Service) Tarun Garg said in a statement.

'Unparalleled experience'

The model will have many firsts in segment technologies that offer an unparalleled experience, he added.

"We are confident that the new model will build on the strong brand legacy and amplify the Hyundai SUV life for unmatched customer delight," Garg said.

The new Venue will offer customers enhanced connectivity and enable them to control vehicle functions right from the comfort of their homes, the automaker stated.

Customers can control multiple functions while also be-

ing able to check vehicle status through Home-to-Car (H2C) with Alexa and Google Voice Assistant, it added.

The features can be supported with voice control in English and Hindi languages. With H2C, customers will be able to control functions such as remote climate control, remote door lock/unlock, remote vehicle status, among others.

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