



# ELECTRIC AVENUE

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SUPPLEMENT



## Owning EV: How easy is EV maintenance in Bangladesh?

PHOTO: ARFIN KAZI

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Electric vehicles (EVs) are no longer a futuristic concept in Bangladesh. From electric motorcycles and scooters to a growing number of private electric cars, more consumers are becoming interested in lower fuel costs and environmentally friendly transport. However, for many prospective buyers, one question remains: how difficult is EV maintenance in Bangladesh?

On paper, EVs are easier to maintain than conventional petrol or diesel vehicles. They have fewer moving parts, no engine oil, no spark plugs, and no complex transmission systems. This means owners do not need frequent oil changes or many of the routine servicing requirements associated with internal combustion engine vehicles. For electric motorcycle users in cities such as Dhaka and Chattogram, this often translates into lower regular maintenance costs.

Yet the Bangladeshi reality presents a more complicated picture. Even though you don't have to be an "Electrical Engineering Graduate" to maintain an electric vehicle, the country still lacks a mature EV service ecosystem. While authorised dealerships for brands such as BYD, MG, Deepal and other newer entrants provide after-sales servicing, independent workshops with trained EV technicians remain limited. Outside major cities, finding mechanics who understand battery systems, software diagnostics or electric drivetrains can be difficult.

Battery health remains the biggest concern for many owners. Lithium-ion batteries typically last several years, but replacement costs can be significant. Bangladesh's hot climate, poor road conditions and inconsistent charging habits may also affect long-term battery performance. Some owners report concerns about limited availability of genuine replacement parts, particularly for imported electric

vehicles.

Charging infrastructure is another indirect maintenance challenge. Home charging is often the most practical option, but voltage fluctuations and unstable electricity supply in certain areas can create problems for charging equipment. Without proper electrical setups, owners may face avoidable repair expenses.

Despite these barriers, the situation is gradually improving. More dealerships are investing in technician training, and government discussions surrounding cleaner transportation may encourage better infrastructure in the future. For owners of electric scooters and motorcycles, maintenance is already relatively manageable due to simpler designs and lower costs. For now, maintaining an EV in Bangladesh is somewhat in the middle. It is easier than maintaining a traditional car in some ways, but harder in others due to limited infrastructure.

## MERCEDES-BENZ crafting a new era of high-end electric travel

While the global automotive industry shifts gears, the Bangladeshi luxury market is carving its own path toward electrification. Transitioning a legacy of internal combustion into a silent, digital future requires more than just new cars—it demands a robust framework of trust and infrastructure. In this interview, Imran Zaman Khan, Divisional Director of Rancon Motors Ltd. | Mercedes-Benz Bangladesh, explores the brand's roadmap for leading the nation's premium electric movement.

**The Daily Star (TDS):** With models like the EQ series and G580 now in the lineup, how is Mercedes shaping its long-term electric future in Bangladesh?

**Imran Zaman Khan (IZK):** Mercedes-Benz is redefining luxury mobility in Bangladesh with the country's largest premium EV lineup, including the all-electric G-Class. Our customer-centric approach builds a complete ecosystem through investments in charging infrastructure and digital solutions. To ensure a worry-free experience, every EV comes with an 8-10 year warranty and two complimentary home chargers with installation, establishing a sustainable foundation for the future of high-end electric driving.

**TDS:** Your earlier EV lineup was discontinued. What did Mercedes learn from that phase, and how is it shaping the current strategy?

**IZK:** key learning was that EV adoption depends on a complete ecosystem rather than just product availability. Our current strategy is far more comprehensive—combining a strong portfolio with robust infrastructure and long-term assurance. This integrated approach allows us to reintroduce EVs with greater confidence and ownership convenience.

**TDS:** As a super-premium brand, how does Mercedes balance exclusivity, luxury, and innovation while building an EV identity that feels distinct from its petrol and hybrid models?

**IZK:** Electrification is the evolution of modern luxury. Our EVs deliver silent performance, instant acceleration, and advanced digital intelligence while maintaining premium craftsmanship. Their futuristic design language sets them apart from petrol models, making the transition to electric both aspirational and practical for our clients.

**TDS:** With your own charging stations now in place in the country, how swiftly does Mercedes plan to scale its EV infrastructure in Bangladesh?

**IZK:** Infrastructure is our cornerstone. In partnership with CrackPlatoon, we have already established 32 charging stations nationwide. We also introduced the ChargeEasy app for seamless digital payments and access. Our goal is to scale rapidly across highways and urban hubs to facilitate long-distance travel and build a reliable nationwide network.

Interview conducted by Tagabun Taharim Titun



**IMRAN ZAMAN KHAN**

**Divisional Director -  
Rancon Motors Ltd.  
| Mercedes-Benz  
Bangladesh**

We are setting the benchmark with 32 nationwide charging stations and 10-year warranties, ensuring a worry-free transition to premium electric mobility for every customer in Bangladesh

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