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**VIKAS WSP LIMITED**

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

Sriganganagar - 335 002 / INDIA

CIN : L24139HR1988PLC030300

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**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 31<sup>st</sup> 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 K. 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 02<sup>nd</sup> 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 02<sup>nd</sup> February, 2022 and continued as Resolution Professional by the 02<sup>nd</sup> committee of creditors(CoC) in its meeting held on 17<sup>th</sup> March, 2022 under the provisions of the Code.)**

**Encl:** As above







SMURALIDHAR

**K**ia 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. The EV6 is the less conventional when it comes to exterior design as the early hybrids and electric 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 eye-lash like LED DRLs. The tapered nose's lines is accentuated by the large, damshell bonnet which wraps a big section of the side panels on either side all the way to the wheel arches.



The EV6 gets a slim faux bonnet grille, with air intake ducts being done by an air dam lower down in the front fender. Electrics 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.



## 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 aerodynamics. Not surprising then 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 usability, 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 driver-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 +/- logos for the throttle and brake pedal, 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.

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 - backrest 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-stroke 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



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

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-

ing that with the EV6, suffice it to say that Kia officials wouldn't have considered a race track for the experience 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-kW 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 528km 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-watt and 400-watt without the need for a separate controller. 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 CRU (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 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'

**PREST 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 ₹20,000. 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 controlled with voice support 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.

**VIKAS WSP LIMITED**  
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Registered Office: Railway Road, Okhla, New Delhi - 110048 India  
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Tel: 911540 384832/084832, Fax: 911540 384831/084831

**NOTICE**  
Notice is hereby given that Pursuant to Regulation 26, 33 read with Regulation 47 of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) 2015 ("Listing Regulations") that a meeting of the Resolution Professional with the Directors of the aforesaid Board of Directors and Key Managerial Personnel and audit committee of the Company shall be held on Saturday, June 11, 2022 at 10:00 AM at MCA, Vikas Industrial Area, SE Gurgaon near 355082 at 61, 69 PM, attending either physically or through Video Conference or other mode of virtual means to inter alia, to consider, approve, file and record the Unaudited Standalone Financial Results of the Company for the Quarter (Q-3) and nine months ended December 31, 2021.

For Vikas WSP Limited  
(Under Corporate Insolvency Resolution process)  
Sanjay Kumar Kari, Company Secretary  
By order of the Resolution Professional  
Mr. Durshan Singh, Asset Resolution Professional  
ISBN Reg. No.: ISBN/PA-9029-A90220217-1618931  
Place: SE Gurgaon  
Date: 03.06.2022

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**NOTICE OF 27<sup>th</sup> ANNUAL GENERAL MEETING THROUGH VIDEO CONFERENCE ("VC")/ OTHER AUDIO VISUAL MEANS ("OAVM")**

Notice is hereby given that the 27<sup>th</sup> Annual General Meeting of the Company ("AGM") will be convened on Thursday, 11<sup>th</sup> August, 2022 at 11:30 AM IST through Video Conference ("VC")/ Other Audio Visual Means ("OAVM") facility in compliance with the applicable provisions of the Companies Act, 2013 and Rules framed thereunder and the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 read with General Circular Nos.14/2020, 17/2020 and 20/2020 dated 8<sup>th</sup> April 2020, 13<sup>th</sup> April 2020, 5<sup>th</sup> May 2020, 13<sup>th</sup> January 2021 and 5<sup>th</sup> May 2022 respectively, issued by the Ministry of Corporate Affairs ("MCA Circulars") and Circular Nos. SEBI/HO/CFD/CMD/IR/P/2020/79 dated 12<sup>th</sup> May 2020, 15<sup>th</sup> January 2021 and 13<sup>th</sup> May 2022 issued by the Securities and Exchange Board of India ("SEBI Circulars"), without the physical presence of the Members at a common venue. The deemed venue for the 27<sup>th</sup> AGM shall be the Registered Office of the Company.

The Notice of the 27<sup>th</sup> AGM and the Annual Report for the year 2021-22 including the financial statements for the year ended 31<sup>st</sup> March 2022 will be sent only by email to all those Members, whose email addresses are registered with the Company or with their respective Depository Participants ("Depository"), in accordance with the MCA Circulars and the SEBI Circulars. Members can join and participate in the 27<sup>th</sup> AGM through VC/ OAVM facility only. The instructions for joining the 27<sup>th</sup> AGM and the manner of participation in the remote electronic voting or casting vote through the e-voting system during the 27<sup>th</sup> AGM will be provided in the Notice of the 27<sup>th</sup> AGM. Members participating through the VC/OAVM facility shall be counted for the purpose of reckoning the quorum under Section 103 of the Companies Act, 2013. The Notice of the 27<sup>th</sup> AGM and the Annual Report will also be available on the website of the Company i.e. www.pageindia.com and the website of stock exchanges i.e. www.bseindia.com and www.nseindia.com.

Members holding shares in physical form can send a request to the Registrar and Transfer Agents of the Company (RTA), at rt.hel@pageindia.com providing Folio No., Name of shareholder, scanned copy of the share certificate (front and back), PAN (self attested scanned copy of PAN card), AADHAR (self attested scanned copy of Aadhar Card) for registering email address. Members holding shares in demat form can update their email address with their Depository Participant.

Bank details updation for Electronic Clearing System (ECS): Members are requested to update changes, if any, pertaining to bank details such as, name of the bank and branch details, bank account number, MICR code, IFSC code, etc., to their DPs in case the shares are held by them in electronic form and to Registrars and Share Transfer Agent (RTA) Link Intime India Pvt Ltd, C-101, 247 Park, L B S Marg, Viharohi West, Mumbai - 400083, Tel No: 022 49186000 Fax: 022 49186060, Email: rt.hel@pageindia.com in case the shares are held by them in physical form, for physical form send request letter to RTA for updation along with cancelled cheque leaf.

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