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However, the company will continue to provide spares and service support to all Multix owners. According to the company, the Multix had received a positive response from customers initially. However, subsequently, sales of the vehicle slowed down. As a result, by the end of FY 2016-17, EPPL had incurred a net loss of Rs. 91.83 crore. 50% of the net loss was consolidated with the Profit After Tax of Eicher Motor Limited, which had invested Rs. 289.50 crore in EPPL. Link to Team-BHP News Last edited by Tushark : 13th March 2018 at 12:24. (3) Thanks The following 3 BHPians Thank Tushark for this useful post: GTO, SmartCat, thexperthand 13th March 2018, 13:23 #2 BHPian Join Date: Nov 2008 Location: Coimbatore Posts: 74 Thanked: 214 Times Re: R.L.P. Eicher Polaris Multix Wasn't this Dead on arrival? The mutated looks would never ever please anyone and in the whole of Coimbatore, the place where I come from have seen only one or two. No wonder it's not seeing any nos. () Thanks 13th March 2018, 14:45 #3 Senior - BHPian Join Date: May 2005 Location: Location Posts: 5,780 Thanked: 9,259 Times Re: R.L.P. Eicher Polaris Multix With that 500cc single cylinder diesel engine I am surprised that it survived this long. A glorified road legal side by side with a wimpy engine. (4) Thanks The following 4 BHPians Thank Sankar for this useful post: GTO, phamilyman, Prathiik, SmartCat 14th March 2018, 07:54 #4 BANNED Join Date: Apr 2014 Location: India Posts: 573 Thanked: 1,040 Times Re: R.L.P. Eicher Polaris Multix I test drove it three times before buying Figo 1.5D BASE. What made me do the test drive again and again was the stunning suspension that completely soaked up potholes that were more than 8inch deep. The engine lost speed when starting to climb the flyovers at 50kmph and dropped to below 40kmph in spite of full throttle. The noise was so high that it made me feel dizzy like a toddler on govt bus. The only flaw was the guy who chose the engine.I don't have forum worthy words for him. Every thing else was great! Sad that they didn't upgrade the engine at the earliest. Had they been serious about it they would have averted the disaster. (3) Thanks The following 3 BHPians Thank COMMUTER for this useful post: GTO, phamilyman, SmartCat 14th March 2018, 10:14 #5 Senior - BHPian Join Date: Sep 2017 Location: Anand(G23) Posts: 1,653 Thanked: 6,503 Times Re: R.L.P. Eicher Polaris Multix Wasn't it strange that this vehicle was not available under commercial RTO registration? Ok. It was called Personal Utility Vehicle but "Personal " or "Private" tag doesn't suit with an odd-looking vehicle like this. Nowadays, commercial vehicles like Mahindra Supro or Tata ace are mature and competent products. How could an odd-looking, so-called Personal Utility vehicle survive? RIP Multix ! (2) Thanks The following 2 BHPians Thank SJM1214 for this useful post: Red Phantom, SmartCat 14th March 2018, 10:14 #6 Team-BHP Support Join Date: Feb 2004 Location: Bombay Posts: 72,216 Thanked: 325,507 Times Re: R.L.P. Eicher Polaris Multix Never thought I'd say this, but I'm actually disappointed that a CV flopped. After looking at Aditya's report (link), I thought it was an incredibly innovative product, and one which a small businessman from smaller towns could use as his personal cum work vehicle. Quote: Originally Posted by COMMUTER What made me do the test drive again and again was the stunning suspension that completely soaked up potholes that were more than 8inch deep. It had something most 15 lakh cars don't = independent suspension at all 4 ends. Quote: The engine lost speed when starting to climb the flyovers at 50kmph and dropped to below 40kmph in spite of full throttle. Did you drive the original version or the later one where power was bumped up by 30%. Admittedly, 13 BHP isn't much, but it's on par with what its competitors offer. (2) Thanks The following 2 BHPians Thank GTO for this useful post: COMMUTER, SmartCat 14th March 2018, 10:38 #7 Team-BHP Support Join Date: Jun 2007 Location: Bangalore Posts: 7,269 Thanked: 52,613 Times Re: R.L.P. Eicher Polaris Multix Quote: Originally Posted by SJM1214 Wasn't it strange that this vehicle was not available under commercial RTO registration? Ok. It was called Personal Utility Vehicle but "Personal " or "Private" tag doesn't suit with an odd-looking vehicle like this. How could an odd-looking, so-called Personal Utility vehicle survive? RIP Multix ! Right. At this price point, Multix had to compete with Maruti Alto 800 in the rural markets, And yes, Alto 800 or a pre-owned older Alto doubles up as a load carrier too. The only advantage Multix had over its chief competitor is a fuel efficient diesel engine. (2) Thanks The following 2 BHPians Thank SmartCat for this useful post: GTO, SJM1214 14th March 2018, 18:15 #8 BHPian Join Date: Jun 2006 Location: KL, DXB, MUM, B Posts: 57 Thanked: 220 Times Re: R.L.P. Eicher Polaris Multix I wish someone made an electric version of this platform. It has great suspension and the engine seems to be the weak link. If this is replaced by an electric motor, it could make an interesting vehicle imho. (2) Thanks The following 2 BHPians Thank spd tkf for this useful post: gir1.8, GTO 19th March 2018, 19:01 #9 BANNED Join Date: Apr 2014 Location: India Posts: 573 Thanked: 1,040 Times Re: R.L.P. Eicher Polaris Multix Quote: Originally Posted by GTO Did you drive the original version or the later one where power was bumped up by 30%. Admittedly, 13 BHP isn't much, but it's on par with what its competitors offer. I drove the original one. I chased down a test drive vehicle, intercepted that at a signal and got their location.I test drove it within a week of its launch. I remember the engine displacing just 511cc. As GTO has mentioned, it had been upgraded to 650cc. This should have made a considerable difference. They called me a few months after my final test drive to say that the issue of NVH has been mitigated but they didn't mention the engine upgrade. I had bought the Figo by then and wasn't interested in another test drive. The dealer at Madurai is a member of this forum. I wish him all the best in his future endeavours. Last edited by COMMUTER : 19th March 2018 at 19:09. () Thanks 11th July 2011, 15:06 #1 BHPian Join Date: Apr 2011 Location: Thane Posts: 59 Thanked: 57 Times Polaris 4 x 4 in India Hi Guys, I have been recently seeing teaser advertisements (on cricket channels) of Polaris 4x4 vehicles to be sold in India. These 4x4 2 seaters have the potential to open some an interesting opportunity for offroading enthusiasts. Does anybody have any idea about this market development ? Here is the link which showcases their products: Ranger Side by Side (Utility Vehicles: Side by Side UTV by Polaris Official information received from Polaris - The first phase of launch brings Polaris ATV, Polaris RANGER RZR Side-by-Side vehicles and Snowmobiles to the Indian market. - The price range of the ATVs is from Rupees 2 Lakh onward. - Dealerships in Delhi, Chennai, Mumbai, Kolkata, Jaipur, Ahmedabad, Kochi, Jammu and Patna coming up. - Sportsman ATVs - Polaris Sportsman range of ATVs are also termed as quad-bikes. For rain, snow, flat or hilly terrain. Available as a twin-seater. - Polaris RANGER RZR Side by Side - There are four variants available: Only Trail (exclusively for hilly/mountain terrain), only Sport (for dune-surfing and riding in open spaces) , only 4 Seat (world's first 4-seater Side by Side) and Xtreme. - Snowmobiles Attached Thumbnails Last edited by GTO : 25th August 2011 at 18:46. Reason: Adding official info to your opening post itself (1) Thanks The following BHPians Thank HarshD for this useful post: COMMUTER 25th August 2011, 11:55 #2 BHPian Join Date: Feb 2006 Location: bangalore Posts: 926 Thanked: 1,316 Times Re: Polaris 4 x 4 in India Are polaris off-road vehicles legal to drive onroad? Just like jeep/gypsy.I know ATVs are not road legal but there are lot of polaris models/variants which confused me. Last edited by brraj : 25th August 2011 at 11:57. () Thanks 25th August 2011, 12:33 #3 Team-BHP Support Join Date: Jan 2005 Location: Bangalore/Udupi Posts: 26,049 Thanked: 50,694 Times Re: Polaris 4 x 4 in India Actually the launch is today in New Delhi. I don't think they are very relevant with regards to the mainstream offroad culture in India, where we need to travel long distances to reach the offroad venue. I can't imagine driving these vehicles on road, legal or not, note the lack of hardtop and AC. () Thanks 25th August 2011, 12:44 #4 Senior - BHPian Join Date: Oct 2008 Location: Noida Posts: 1,118 Thanked: 560 Times Re: Polaris 4 x 4 in India As reflected in the Zigweebs review, these are more suitable for the Armed forces and sectors like mining, exploration etc. For the conventional offroad community here, the jeeps and gypsies will rule unless one plans to tow these to the offroad venue with a trailer! () Thanks 25th August 2011, 13:18 #5 Team-BHP Support Join Date: Jan 2005 Location: Bangalore/Udupi Posts: 26,049 Thanked: 50,694 Times Re: Polaris 4 x 4 in India Zigweels reviewer makes a strange statement, obviously he is no offroad guy. Quote: Driving a traditional off-road vehicle such as a Jeep or an SUV off-road is a little slow due to the heavy weight of the vehicles. The off-road range of vehicles from Polaris is light and agile which means that they can go about offroading in a speedier manner. (5) Thanks The following 5 BHPians Thank Samurai for this useful post: audioholic, COMMUTER, GTO, roy libran, svsanatosh 25th August 2011, 14:11 #6 BANNED Join Date: Apr 2008 Location: Bangalore Posts: 11,797 Thanked: 27,295 Times Re: Polaris 4 x 4 in India aren't these the typical ATV utility vehicles that people abroad like sheep-farmers and so on, use to get around their properties?I have seen some of these on the "B" roads in the UK, Scotland and Ireland but I don't think they are road legal for the A roads and Motorways.An ATV might be a good idea for a Plantation owner to get around on, within the confines of his plantation (S). Else, at best it can be a leisure vehicle for a well off urbane who wishes to indulge in a spot of off roading for fun, at designated venues.However, this leaves the fact that one has to transport the ATV to the venue which can't be achieved without a proper trailer.While abroad, one needs a special endorsement/permit or license for towing a wagon or trailer, I don't think there are similar restrictions here in India. () Thanks 25th August 2011, 14:12 #7 BHPian Join Date: Apr 2009 Location: Plano, Texas Posts: 698 Thanked: 828 Times Re: Polaris 4 x 4 in India Quote: Originally Posted by Samurai Zigweebs reviewer makes a strange statement, obviously he is no offroad guy. I have had this long dream to use my old Kinetic Marvel as a donor vehicle, especially the 100cc 2 stroke engine, to make a ATV or a go-cart, someday... Do ATV's need to be so powerful? I see some of the ATV's in Polaris line-up are 500CC! () Thanks 27th August 2011, 12:50 #8 Senior - BHPian Join Date: May 2009 Location: Ghaziabad Posts: 1,430 Thanked: 3,094 Times Re: Polaris 4 x 4 in India The range comprises of ATVs with displacement of 50cc to 800cc, the pricing starts from 2.4 lacs and goes all the way up to 20 lacs . Here are few pics clicked by my friend during testing few of these somewhere in Faridabad. Attached Thumbnails (1) Thanks The following BHPian Thanks BANDHAV for this useful post: khanak 28th August 2011, 18:45 #9 BHPian Join Date: Aug 2008 Location: new delhi Posts: 186 Thanked: 52 Times Re: Polaris 4 x 4 in India was at the trials yesterday and no doubt Polaris is going all out to promote the ATVs and the buggies in the country. The spending on advertising is phenomenal. It seems that they have a target of some 60 vehicles to be sold in the first year in india through 10 dealerships. The entire range was put on show and anyone with a registration could try any of the models on a well laid out track which had water, ruts, climb and inclines, though not very technical. A number of staff were at hand to help and guide and polaris ensured that the safety gear was the best and provided everything including, gloves , helmets, chest guards and even water and cold drinks to all who came. The effort is great and I hope it takes off. The downside is the high cost of the vehicles. The best models that one would like to own are expected to cost between 14-20 lacs. Comparing this to buying a gypsy or a gurkha seems to be a bad proposition. I guess the target customers will be rich farm house owners, politicians and pleasure drivers who would take their machines for a spin once a while. The high cost is partly due to 120% import duties that one needs to pay. Other than that all side by side vehicles are left hand drive and cannot be registered. Which means that you will have to invest in a trailer and need a suitable vehicle to tow it out to the wilderness where you can find space to drive. It remains to be seen how this will take off and Polaris was heard saying that the cost may come down in the future as they plan to assemble some models locally. () Thanks 18th October 2011, 13:11 #10 Senior - BHPian Join Date: Oct 2011 Location: Thane - Mumbai Posts: 1,500 Thanked: 8,495 Times The POLARIS RANGE OF ATVs POLARIS Polaris, has launched its range of ATVs and SIDE BY SIDE off-rovers in Mumbai on 14th October 2011 with the price range starting from Rs.2,78,313 and goes up to cross the Rs.23,00,000 mark. What you'll like: Superb built quality Fun to drive / ride with different engine capacities. Suspension take over the bumpy, rocky terrain with ease. Fully automatic transmission. What you won't: Difficult to balance body weight around the corners. Cannot be driven on city roads. Arms tend to get sore after sometime of ride. Off-roading in India has been confined to Jeeps & Gypsies (mostly) all this while. Polaris mentioned that it is looking at ATVs on an individual basis, and then eventually get into the commercial segment. The Team at Polaris has set up a small office at the MMRDA grounds. Mr.Sunil Nigam who was in charge of creating this track told us how it has been difficult for him due to the untimely rains in Mumbai last week. He also is the owner of the BAR TEAM (Baroda Team) where he conducts various motorsport events. So talking about the track, there were rocks, bumps, jumps (not to dramatic) and puddle so that we could get a quick overview of what Polaris had to offer. The Indian customer. ATVs: OUTLAW 90. The outlaw 90 is the entry level ATV that the company is offering to the Indian market. Taking a look at it you would feel that such a small toy like thing would not be as good. Powered by a 90 cc engine, this baby ATV pulled relentlessly and went around the corners pretty easy. The only problem with it was that because it is so small, tall people would find it difficult to ride it as at times you have to stand and maneuver it for precise handling. The Outlaw 90 has a handle resembling the bike and at the centre you have the ignition keyhole. This model does not get the speedometer since it is the entry level variant. It has chunky tyres both at front and rear with a variation in size between the two (rear tyres bigger in size). All Polaris ATVs come with PVT Polaris variable transmission. There is a bulky exhaust pipe under the rear right mud-guard. The seats are well cushioned and dont make it a sore ride all along. The outlaw 90 also has both the brakes on the handle-bar which I dont think is suitable; because your right thumb is engrossed in pushing the throttle, so if you want to hit the brakes you have to make a huge amount of effort i.e balance the body, release the throttle and then brake. SPORTSMAN - BROWNING 550 EFI. The Sportsman Browning 550 EFI looks stunning with its army camouflage. Its big, unlike the Outlaw 90. This is a 550cc engine so it was quicker than the Outlaw around the circuit. When we took it on the tracks, it was very well behaved on the bumps and the corners. It has dual headlamps with clear glass above each tyre upfront. The front end is a fibre body and with the huge tyres, the Sportsman Browning 550 EFI gets immense ground clearance. Also at the front, located at the centre this ATV has a winch; This winch can be used to pull out any other vehicle /ATV stuck in mud / rocks etc. Or may be it can also be used to pull some load which you cannot do manually. It has an ON DEMAND ALL WHEEL DRIVE system. Just above the right hand side footstep, there is a gun-holder kind of a structure which screens out "armed forces". Behind the seat on the rear section there is a protection bar like structure to offer more rigidity to this ATV so that just in case something hits from behind, the frame protects it from coming straight in. The tyres provide amazing grip. Brakes are on the left handside of the handle-bar and under your right foot as well. This model also had power steering EPS (power assisted handle). Made it very easy to take it around the twist and turns. The ATV runs on MAXXIS tyres onto Cast aluminum wheels. SPORTSMAN H.O. 500 (BEST SELLING): This model also gets a speedometer on the handle bar with speed readings both in KMPH as well as MPH. It also has a digital screen which shows you information on tachometer, trip, odometer, gear indicator, fuel gauge, AWD indicator, HI-temp / LOW-BATT lights. It has the standard gear lever with P/R/N/L/H functions namely parking, reverse, neutral, low and high. This order is maintained throughout the entire range of Polaris ATVs. On the left hand side of the handle bar you have controls for the headlamps and engine on / off. Also there is a switch for speedo / reverse override. Even though this might be the best selling model, it does not come equipped with EPS, so the twists and turns need a lot of effort. On the right hand side of the handle bar you have a button to switch between 2WD to 4WD. At the front end, the fibre body also has storage place. It opens up like a suitcase and can store things which are not to bulky since this space is not so deep. This model also has power out / cigarette lighter just under the speedo console and the ignition key hole is also placed next to it. The tail lamp structure is same like the Browning but doesnt have rear reverse lights I suppose since there was no clear white lens over it. When we drove this one, it was almost at par with the Sportsman Browning in terms of power delivery. The ATV leans on the inside sufficiently when you are making a corner, well you have to balance your body weight accordingly but it is great fun to be on top of one of these. SPORTSMAN FOREST 350: It literally throws you behind with the surge as soon as you hit the throttle. Powered by a 350cc engine which is fuel injected, this ATV is the most powerful of the lot. The SPORTSMAN FOREST 350 also had active descent control which ensured stability when on a downhill. This model in particular also had rear view mirrors placed on the handle-bar. RANGER RZR 4 800: Polaris also comes with the RANGER series which can accommodate more than one passenger. There are no doors as such but you get a protection net so that the mud or stones dont fly onto you when on a ride. The seats are well spaced and ensure good comfort for all occupants. But then its bare basic inside. The front passenger also has fixed bar on the dashboard so that he / she can hold onto during a bump ride. The RZR also comes equipped with EPS and 4-wheel hydraulic disc with dual-bore front calipers. On the bumps which were created by the organizer, the lower body kept hitting so hard on the ground that if it was any other vehicle the shaft would have snapped in a minute. Behind the rear seats there is a little boot like tray where you can store or carry stuff when on the go. The pictures you would see below are the ones which I couldnt ride due to time constraints. But these models are the ones that are targetted to commercial buyers. Attached Thumbnails Last edited by Rehaan : 25th October 2011 at 10:26. Reason: Image repeated 3 times, removing duplicates. (1) Thanks The following BHPian Thanks parrys for this useful post: khanak 22nd October 2011, 12:01 #11 BHPian Join Date: Oct 2009 Location: Bangalore Posts: 57 Thanked: 7 Times Re: Polaris 4 x 4 in India I am getting confused here....I bet I rode on these in Bangalore ... that too about 2 yrs back (at Mr Murthy's Polaris shop in kumarkrupa rd) A showroom in Patna sounds interesting. Not sure how many customers they will have there . () Thanks 19th January 2012, 10:34 #12 BHPian Join Date: May 2006 Location: Mumbai Posts: 709 Thanked: 1,712 Times Re: Polaris 4 x 4 in India Polaris launched a new segment of small off-road vehicles called "Youth Powersports Segment" at the Auto Expo 2012. These vehicles are specifically targeted at teenagers. They feature small engines and automatic transmissions. As a welcome move, along with the vehicle, helmets& an instructional DVD are also supplied. The 2 models launched are: ATV Sportsman 90: Its a 2WD vehicle powered by a 4-stroke 90cc engine and has a automatic transmission with reverse. It includes a safety flag, a helmet and a Parent-adjustable speed limiter. RANGER RZR 170 Its a 2WD vehicle powered by a 4-stroke 170cc engine. It has a electric start and automatic transmission with reverse. It includes a safety flag, two helmets, bucket seats with 3-point seat belts and a Parent-adjustable speed limiter. () Thanks 22nd January 2012, 15:08 #13 Newbie Join Date: Dec 2011 Location: Bangalore Posts: 4 Thanked: 0 Times Re: Polaris 4 x 4 in India Quote: Originally Posted by gypsy1989 I am getting confused here. .I bet I rode on these in Bangalore, that too about 2 yrs back (at Mr Murthy's Polaris shop in kumarkrupa rd). A showroom in Patna sounds interesting. Not sure how many customers they will have there . The new showroom with the authorised dealer is in Kanakpura road in Jayanagar 7th block opposite deepak hospital. It is the exclusive Polaris showroom in karnataka called AKB Motors and they are the only dealers. () Thanks 2nd June 2012, 00:09 #14 Senior - BHPian Join Date: Aug 2010 Location: Calcutta Posts: 1,764 Thanked: 3,391 Times Re: Polaris 4 x 4 in India Guys any idea what are the prices like? () Thanks 7th June 2012, 10:46 #15 Senior - BHPian Join Date: May 2012 Location: Manali Posts: 1,114 Thanked: 4,518 Times Re: Polaris 4 x 4 in India The other day, I was putting along contentedly with wife and son on an old Kawasaki Caliber I'm doing some work on for a friend, and we heard this very unusual roar coming up from behind us - I turned slightly to see a dark shadow quickly approaching from behind. Shortly, it blew past at high speed in an immense and not very well appreciated cloud of dust... It was a Polaris. And not the first one I've seen up here. A few years ago I met a guy who was importing a 350cc Honda 4x4 - and paying something like 5 lakhs with the wonderful 100% duty - but after that I've not seen anything but Chinese units till just a few weeks ago. Lots of these small 4x4's now, though, and one local mechanic buddy has switched almost entirely to full-time work on these from his earlier work on two-wheelers. Being that Polaris is coming through official channels, the spares supply should be much better than the China units (can't even find brake pads, etc, never mind engine components). And by the way, nobody thinks twice about registration of these up here. Regular road-ridden on local roads with no number plates. Of course, we do have a lot more off-roading venues in the immediate area than many Indians would... and our locals are pretty bold (I think the police are mainly scared of them). -Eric () Thanks PolarisOfficeSetup.exe / 186MB - 2021-08-12 Polaris Office CorpOS, 256MB 500MB - PDF, PPT, ... (Polaris Office) 7, 8, 8.1, 10, Mac OS X 10.11, , iOS HWP, PDF, PPT, PPTX, PPS, PPSX, TXT, XLS, XLS, .dwg, DOC, DOCX, ODT, PDF (ex. PDF, .PDF) PDF Word, PPT, PNG, JPEG, PPT, XLSX, HWP, PC, Icloud, DOCX, PDF, PPT ..download-forum.co.kr PDF PDF, .PDF PDF, .download-forum.co.kr (HWP J2020 , 2020, hwp, ..download-forum.co.kr PDF, XLSX, PPT, HWP, word, .PC, iOS , . . . + PDF, DOC, DOCX, XLS, XLSX, PPT, PPTX, PPS, PPSX, TXT, HWP, ODT, PDF, 24, 20, 37, 173 , . . . WRITE EXTERNAL STORAGE : Android SD ,READ EXTERNAL STORAGE : Android SD , SD , .PDF, PDF XLS, XLSX, PPT, PPTX, PPS, PPSX, TXT, HWP, ODT, PDF (Mac) , . (iCloud) , . . HWP, XLSX, PPT, PDF, PC ! Abhi abarth, amit_purohit20, anilnity, anoop_lamba, arnabchak, AWD, bblost, carrazy, Chethan B G, Contrapunto, cpbopanna, daillydriver, dexamliner17, drivevace, fusbangbot, GTO, honeybee, icar, MOhanna, Leymama, mallumowgli, Manidhar Anand, Nimish anshy, nmenon, phynix123, prakhar1998, rajshenoy, rav11stars, Rehaan, RSR, S2!ll, samabhi, samaspire, scropiobarath, Simhi, SmartCat, SunnyBoi, Tejas@perioimpl, thexperthand, turbospooler, Tushar, Viju, YeldoPage 2 21st June 2015, 19:48 #16 Newbie Join Date: Jun 2015 Location: MH-12 Posts: 5 Thanked: 4 Times Re: A Close Look: The Eicher-Polaris Multix Nice review, accompanied with pics, which cover almost every nook and corner! I especially like the way the rear seat can be folded to increase the storage area in this multipurpose vehicle, to nearly 4.5 times, and that too in 2 minutes flat. Front bench seat ensures that it can fit in more people, while simultaneously carrying enough load at the back. The X-port increases its capabilities even further. Named very aptly...seems like the beginning of a new segment! (2) Thanks The following 2 BHPians Thank Manidhar Anand for this useful post: Aditya, GTO 21st June 2015, 22:16 #17 BHPian Join Date: Mar 2013 Location: Pune Posts: 407 Thanked: 1,242 Times Re: A Close Look: The Eicher-Polaris Multix If anyone has any idea, how much fuel is burnt per liter to generate the rated 3KW? One can estimate the running costs for the same. () Thanks 21st June 2015, 22:31 #18 BHPian Join Date: May 2015 Location: Kochi Posts: 63 Thanked: 53 Times Re: A Close Look: The Eicher-Polaris Multix Quote: Originally Posted by turbospooler If anyone has any idea, how much fuel is burnt per liter to generate the rated 3KW? One can estimate the running costs for the same. The Hindustan Times reports that the "unit is capable of generating 3KV of electricity for 12 hours on a full tank of diesel". Our review mentions that the tank has a capacity of 11.5 liters. The maths can now be done. (3) Thanks The following 3 BHPians Thank arunkumararsat for this useful post: GTO, RSR, turbospooler 22nd June 2015, 09:38 #19 Senior - BHPian Join Date: Mar 2006 Location: mumbai Posts: 2,133 Thanked: 3,012 Times Re: A Close Look: The Eicher-Polaris Multix very apt vehicle for Indian rural, semi urban businesses. Makes a lot of economic sense to have a load carrier, people mover and power generator unit rolled into one, at a cheap price, which also manages to look good!!If I had a farm, I would have bought a couple to transport, produce to the market, get raw materials (fodder, fertilizer), power equipment and also transport farm hands to fro. (4) Thanks The following 4 BHPians Thank apachelongbow for this useful post: Aditya, CarCynic, GTO, RSR 22nd June 2015, 11:03 #20 Senior - BHPian Join Date: Apr 2010 Location: Palakkad/Coimbatore Posts: 1,229 Thanked: 1,107 Times Re: A Close Look: The Eicher-Polaris Multix Very innovative product. Lots of utility value too Quote: Originally Posted by Aditya [*]The Multix is positioned as a personal utility vehicle and at present, can be registered with white number plates only (private registration, not commercial). Any specific reason for this? Maybe once the sales pick up they will include commercial registration also - will give a stiff fight to the Ace as the last miler () Thanks 22nd June 2015, 11:10 #21 Team-BHP Support Join Date: Feb 2004 Location: Mumbai Posts: 20,550 Thanked: 87,921 Times Re: A Close Look: The Eicher-Polaris Multix Quote: Originally hily Posted by mallumowgli Any specific reason for this? Maybe once the sales pick up they will include commercial registration also - will give a stiff fight to the Ace as the last miler Eicher Polaris didn't say why they have done this. But, they have not ruled out adapting the vehicle to different demands with time. (2) Thanks The following 2 BHPians Thank Aditya for this useful post: mallumowgli, RSR 22nd June 2015, 13:00 #22 Senior - BHPian Join Date: Mar 2010 Location: Bangalore Posts: 1,670 Thanked: 2,134 Times Re: A Close Look: The Eicher-Polaris Multix Excellent review! Thanks!! This can be a very good family utility vehicle in rural India. This should sell in good numbers. Expect prices to go up. One question: Is the engine capacity adequate for the rated payload? (1) Thanks The following BHPian Thanks Chethan B G for this useful post: Aditya 22nd June 2015, 13:40 #23 BHPian Join Date: Mar 2012 Location: Bangalore Posts: 64 Thanked: 211 Times Re: A Close Look: The Eicher-Polaris Multix A true all rounder indeed. For people who have any doubts related to engine capacity / power figures, following are the figures for some goods carrier which we see daily on roads effectively and efficiently carrying good amount of loads (at comparatively lower speeds though): - Ace Zip/Iris - 611 cc - 11 bhp - Piaggio Porter 600 - 511 cc - 10 bhp - Mahindra Gio - 441 cc - 9 bhp It would be unfair to compare the cc/power of this segment with passenger car segment values. (5) Thanks The following 5 BHPians Thank anoop_lamba for this useful post: Aditya, Baijal31582, Chethan B G, man of steel, RSR 22nd June 2015, 13:56 #24 BHPian Join Date: May 2011 Location: Bengaluru Posts: 257 Thanked: 376 Times Re: A Close Look: The Eicher-Polaris Multix I am not clear on the "white board" registration only concept.The usage of this vehicle seems to be more for carrying some amount of goods. Even if I am a small businessman, and carry goods for my own business, it will still need me to have a commercial permit with yellow board, correct? I cannot say it for my business if this vehicle is on a white board. I can only carry people on it, for personal purposes. (1) Thanks The following BHPian Thanks Bh.P for this useful post: turbospooler 22nd June 2015, 14:15 #25 BHPian Join Date: Jul 2012 Location: Bangalore Posts: 301 Thanked: 241 Times Re: A Close Look: The Eicher-Polaris Multix Quote: Originally Posted by dhawcash ... Although the hanging headrests - I fail to see the design logic behind that. Front seats wont be adjustable I guess? It's probably fixed so as to add support to the glass behind it when you push down the rear bench to extend the cargo area. () Thanks 22nd June 2015, 14:21 #26 Team-BHP Support Join Date: Dec 2004 Location: MH-12 Posts: 8,636 Thanked: 14,718 Times Re: A Close Look: The Eicher-Polaris Multix Quote: Originally Posted by mallumowgli Very innovative product. Lots of utility value too Any specific reason for this? Maybe once the sales pick up they will include commercial registration also - will give a stiff fight to the Ace as the last miler Wishful thinking to challenge the Ace when the vehicle is equipped with wishbone suspension. High capacity loading warrants leaf springs and that is precisely why the Ace is holding its own in the market. Mahindra rivalled the Ace with their Maximo but it couldn't make difference due to it's suspension layout that doesn't complement in carrying heavy loads. (6) Thanks The following 6 BHPians Thank moralibre for this useful post: Aditya, daillydriver, mallumowgli, man of steel, RSR, samaspire 22nd June 2015, 14:29 #27 BHPian Join Date: Jul 2012 Location: Mumbai Posts: 586 Thanked: 1,429 Times Re: A Close Look: The Eicher-Polaris Multix Hi, this vehicle looks very quirky, but I think its a practical vehicle for distributors to do door to door retail deliveries. Might be Flipkart/Amazon type companies might find it useful. I have an observation, isnt the pedals and the steering a bit off aligned? From the pics i see the pedals a lot to the left of the steering, or might be its just in the pics that it is looking like this. () Thanks 22nd June 2015, 15:05 #28 Senior - BHPian Join Date: Apr 2010 Location: Palakkad/Coimbatore Posts: 1,229 Thanked: 1,107 Times Re: A Close Look: The Eicher-Polaris Multix Quote: Originally Posted by moralibre Wishful thinking to challenge the Ace when the vehicle is equipped with wishbone suspension. High capacity loading warrants leaf springs and that is precisely why the Ace is holding its own in the market. Mahindra rivalled the Ace with their Maximo but it couldn't make difference due to it's suspension layout that doesn't complement in carrying heavy loads. Yes, that's why I mentioned last miler - carrying eggs, milk packets, corrugated boxes and many such where the Ace is over-specified, so to say! (2) Thanks The following 2 BHPians Thank mallumowgli for this useful post: moralibre, RSR 22nd June 2015, 15:21 #29 BHPian Join Date: May 2014 Location: Kochi/S Batherly Posts: 691 Thanked: 717 Times Re: A Close Look: The Eicher-Polaris Multix Very happy to see a new segment altogether. It is infact a very neat looking car. Imagine they came with the rugged tractor like treaded tires we used to see on Polaris- it might look awesome. A quick question here - Is there any way that the manufacture can insist on the registration of the vehicles they make. No taxi - is the from the Manufacturer or the Govt. Comparing it with the Tata Magic - Iris, there should have been another version with a larger seat confg. Was there any 7 seaters of the car on display. () Thanks 22nd June 2015, 15:41 #30 Senior - BHPian Join Date: Nov 2006 Location: Bengaluru Posts: 4,372 Thanked: 2,262 Times Re: A Close Look: The Eicher-Polaris Multix If its mechanically sound as it looks to be, its a great vehicle for rural areas. Think about all the accessories you can buy/fit. I just hope the engine is not the one that I think Greaves Auto or some vehicle had which would emit black clouds with incredible amount of vibration. () Thanks

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