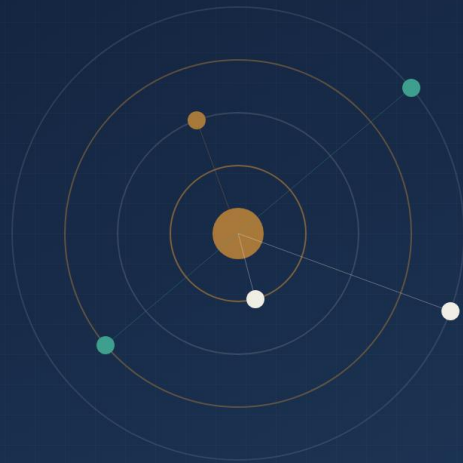


Gonagoor
Angel Network

Incubating deep technology, hands-on



Case study

From electric idea to road-ready system

How the Gonagoor Technology Systems, incubated GoVV Emobility Systems through six layers of hands-on support

Prepared by

Gonagoor Angel Network

A select circle of technologically inclined angels backing the next wave of deep technology

Angel: Prashanth Raghu

Abstract

The core argument

Electric-mobility ventures rarely fail because the idea is wrong. They fail in the gap between a working prototype and a safe, certified, financed product that customers will buy. Incubation closes that gap by supplying leadership, engineering rigour, simulation, funding and market access together, before capital is spent on hardware that has not been proven.

GoVV Emobility Systems is an early-stage electric-mobility venture building systems for the electrification of transport. Its work sits where batteries, power electronics, motors and software meet, a field in which small design errors show up as heat, range loss or safety failures.

E-mobility is capital hungry and unforgiving. Hardware needs certification, inventory ties up cash, unit economics decide survival and buyers are cautious about reliability. A technical founding team needs seasoned leadership, strong simulation, funding beyond equity and a credible route to fleets and OEMs.

Gonagoor responded with a structured incubation programme. Angels did not act as passive investors. Each took a working role as technology leader and mentor, and capital was deployed gradually, at an average of Rs. 1 lakh a month over the first year, so that funding followed real milestones. This case study documents six layers of that support and what each one gives an e-mobility venture.

Why incubation, not just capital

- **Capability gap.** Founders need a CEO, CTO and marketing head on day one and can afford none of them full time.
- **Time gap.** Deep-tech milestones are measured in years, while a cheque runs out in months. Support must stretch the runway and de-risk each stage.
- **Readiness gap.** Investors back proof and preparation. Ventures that arrive without either are passed over, however good the science.

At a glance

Item	Detail
Venture	GoVV Emobility Systems
Sector and technology	Electric mobility systems [add core product, for example powertrain, battery or charging]
Location	Bengaluru
Stage at entry	TRL 1
Network framework	Capital infused: 12 lakhs.
Angel role	Technology leader and mentor, working inside the venture

1. Fractional CEO, CTO and marketing support



The need

An e-mobility venture must manage engineering, supply chain, certification and sales at the same time. Early teams are usually strong in engineering and stretched everywhere else, and decisions on suppliers, architecture and positioning are made without experience behind them.

What Gonagoor provides

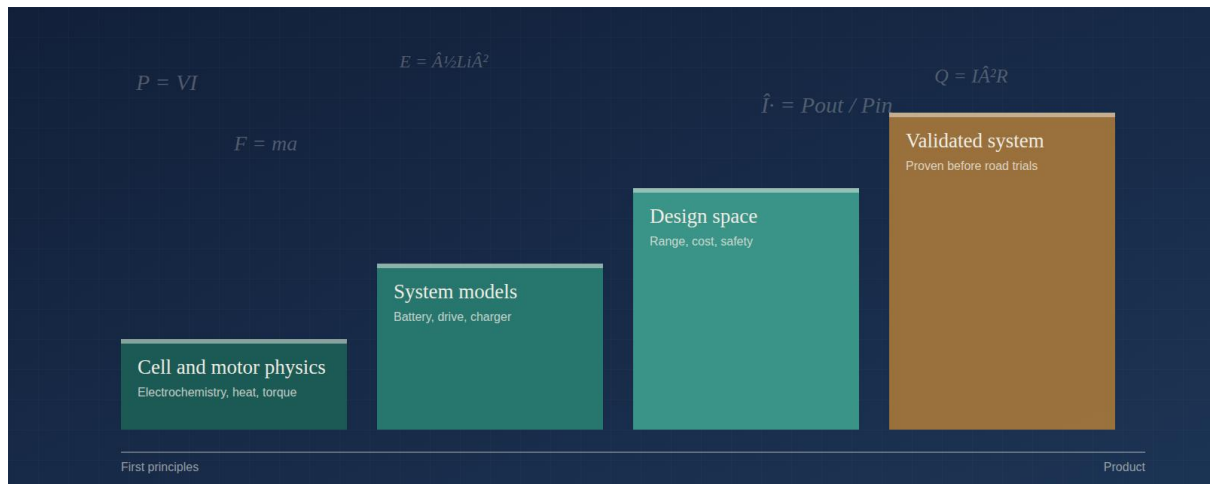
- **Fractional CEO.** Guides hiring, supplier and partner negotiations and governance, and leads the financing plan and investor story.
- **Fractional CTO.** Reviews the system architecture, sets validation and safety milestones and keeps engineering tied to cost and reliability targets.
- **Fractional marketing lead.** Defines positioning, identifies the first buyer segments and turns technical strengths into a story fleets and OEMs trust.

Value to GoVV Emobility Systems

GoVV gains a full leadership bench for a fraction of the cost. Its founders stay focused on the product while experienced hands run the company around them.

Outcome to record: *[Add the leadership decisions or hires this support shaped]*

2. First-principles development support



The need

Many e-mobility designs copy existing packs, drives and chargers. Copying carries hidden costs: extra weight, wasted energy and thermal limits nobody understood. Ventures need a clear view of what the physics allows before they lock in a design.

What Gonagoor provides

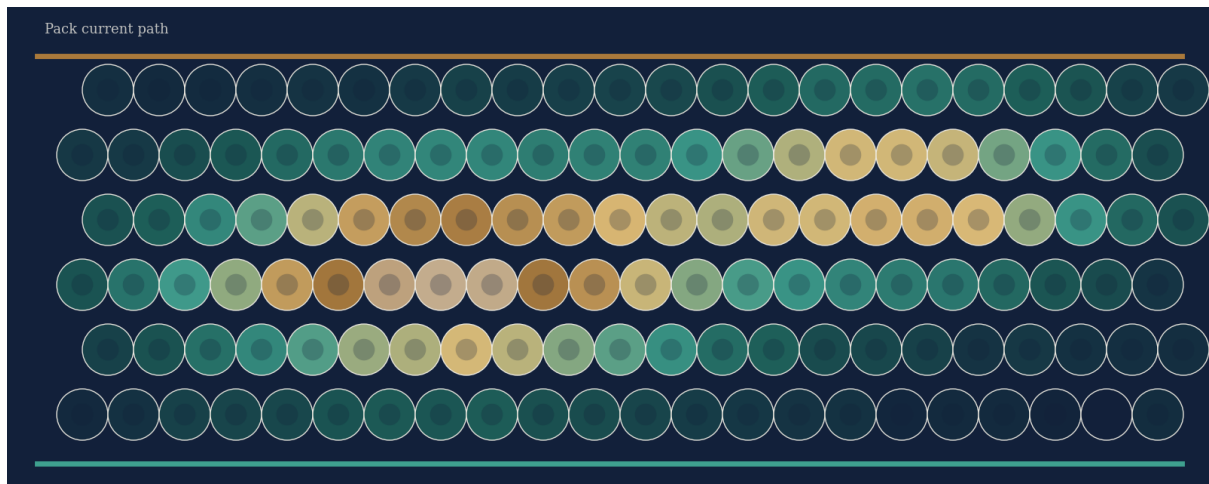
- **Research-led foundations.** Gonagoor's research work is the starting point, so GoVV builds on established fundamentals rather than repeating them.
- **Model from the ground up.** Energy flow, heat, torque and losses are derived from governing laws, and each assumption is written down and tested.
- **Limits and margins.** The team maps range, cost and safety trade-offs early, so effort goes where the gains are real.

Value to GoVV Emobility Systems

GoVV's design decisions rest on understanding rather than imitation. That shortens the path to a reliable product, lowers cost per unit and creates intellectual property that is defensible.

Outcome to record: *[Add the design choices that first-principles analysis confirmed or changed]*

3. Support for world-class simulations



The need

Physical testing of batteries, drives and chargers is slow, costly and sometimes dangerous. Without strong simulation, a team must build to learn, and each wrong turn burns cash and time. Thermal behaviour and safety in particular need modelling before hardware is built.

What Gonagoor provides

- **Thermal and electrical modelling.** Simulates cell and pack heating, current paths and cooling so hot spots are found and fixed on screen.
- **System and drive-cycle models.** Predicts range, efficiency and charging behaviour across real duty cycles and climates.
- **Validation and safety.** Checks models against test data and supports evidence for safety and homologation requirements.

Value to GoVV Emobility Systems

GoVV tests ideas at the cost of computing time instead of hardware. Fewer builds, safer designs and credible performance evidence for buyers and investors follow.

Outcome to record: *[Add the design iterations run and prototypes avoided]*

4. Grant support



The need

Government and institutional programmes support electric mobility through incentives, technology development grants and policy schemes, but they change often, and applications are demanding. Small teams miss them, apply late or submit proposals that do not match what reviewers score.

What Gonagoor provides

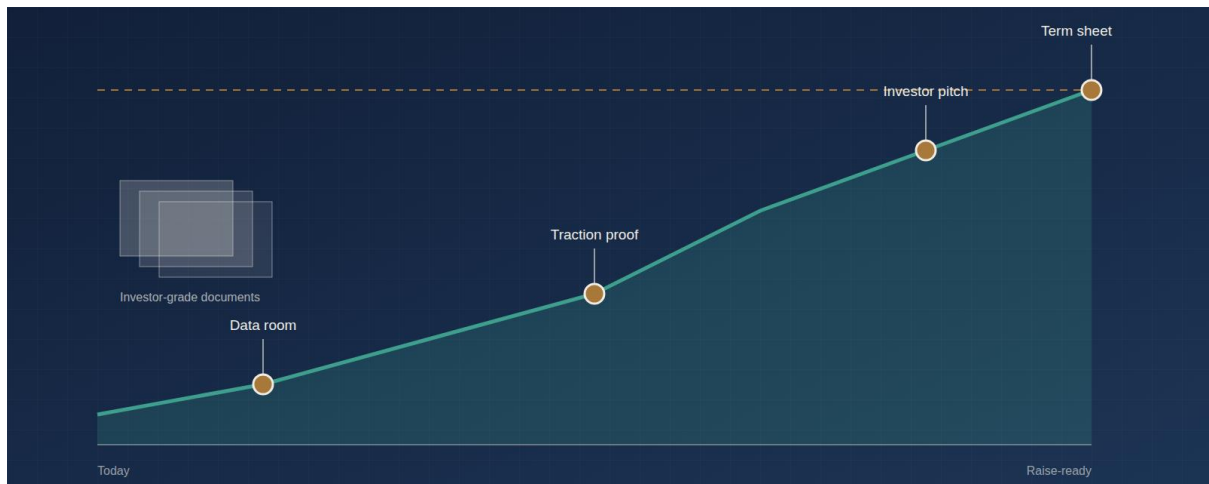
- **Opportunity mapping.** Identifies the schemes that fit GoVV's stage and product, such as central and state e-mobility programmes and technology-development grants, and confirms current terms.
- **Proposal craft.** Angels with technical depth help frame the problem, the innovation and the milestones so the case is clear to reviewers.
- **Compliance and reporting.** Supports budgets, documentation and periodic reports so funds keep flowing once awarded.

Value to GoVV Emobility Systems

Non-dilutive funding extends GoVV's runway and keeps more ownership with the founders. An award also acts as an independent stamp of technical merit.

Outcome to record: *[Add grants applied for, awarded and the amounts]*

5. Funding preparedness



The need

E-mobility investors look closely at unit economics, inventory, certification status and the path to repeat orders. Ventures that arrive without clean numbers, a clear cap table or organised diligence documents lose momentum, and sometimes the round.

What Gonagoor provides

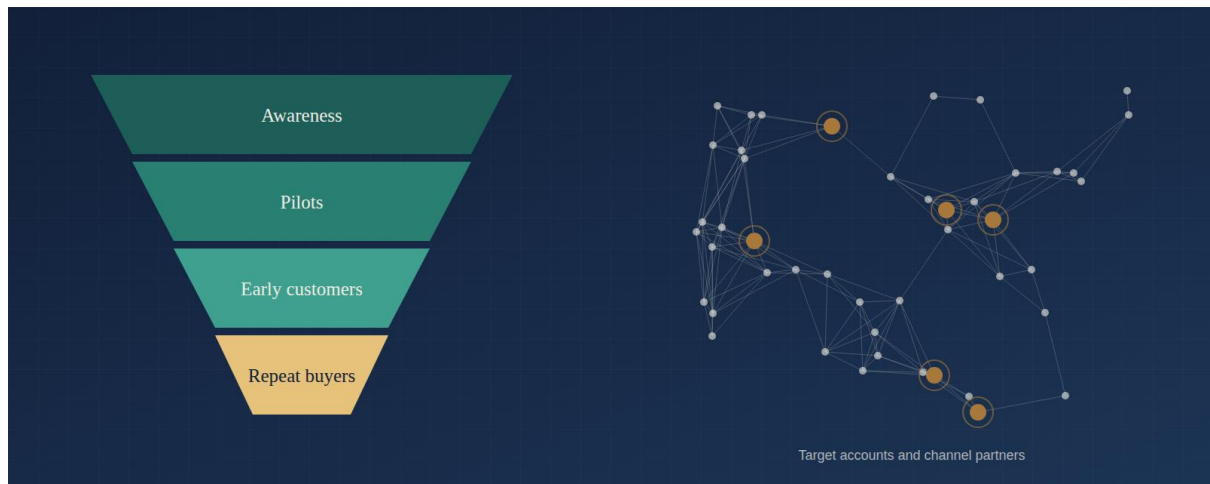
- **Data room.** Builds an organised diligence folder covering technology, IP, certification, legal and financial records.
- **Financial model.** Prepares a plan tied to milestones, with unit economics, working capital, runway and the mix of equity and debt.
- **Pitch and introductions.** Sharpens the narrative through rehearsal and opens doors to investors who understand hardware and mobility.

Value to GoVV Emobility Systems

GoVV reaches investors ready for diligence, with proof points in hand. That improves the chance of closing and the terms on which it closes.

Outcome to record: *[Add the round size, investors engaged and stage reached]*

6. Go-to-market support



The need

Fleet operators and OEMs buy on reliability, total cost of ownership and service support, and they move slowly. A superior product does not sell itself, and without a deliberate route to market, strong systems stall at the pilot stage.

What Gonagoor provides

- **Customer discovery.** Identifies the first segments, such as fleets and OEM programmes, and tests the value proposition with real buyers before scaling spend.
- **Pilot to purchase.** Structures pilots with clear success criteria and a service plan so trials convert into paid contracts.
- **Channels and partners.** Uses the network's contacts to reach target accounts and to find financing, charging and distribution partners.

Value to GoVV Emobility Systems

GoVV moves from working systems to paying customers with a plan, not by chance. Early revenue and references then strengthen every later fundraise.

Outcome to record: *[Add pilots signed, customers won and revenue to date]*

Summary and way forward

The six layers of support work as one system. Leadership keeps the venture organised, first-principles work and simulation make the product sound before hardware is built, grants stretch the runway, funding preparedness earns investor confidence and go-to-market turns systems into revenue.

Support layer	Risk it removes
Fractional CEO, CTO, marketing	Leadership gaps and poor early decisions
First-principles development	Flawed design assumptions
World-class simulation	Costly builds and unsafe designs
Grant support	Early cash pressure and dilution
Funding preparedness	Failed or weak fundraises
Go-to-market	Stalled pilots and slow sales

The model in one line

Angels who are technologists invest capital and time together. That combination is what lets a young venture grow into a company that creates lasting value.