

GoBOLT: A Structural Evidence Review

Document class: Independent research memorandum Prepared for: Internal review, board-level or investment-committee use Subject entity: GoBOLT (Camions Logistics Solutions Private Limited) (gobolt.in) Data reference date: 20 September 2026 Generated by: triNetra Research Methodology source: Independent public-source evidence review, reproducible by any researcher using the same public sources Author status: Independent researcher. No affiliation with GoBOLT, its investors, or the reviewing organization. Distribution note: This document is a public-source evidence review. It does not constitute legal, regulatory, medical, or investment advice.

> **METHODOLOGICAL NOTE** > This document was produced by retrieving and reading public web sources on the reference date, including the subject company's own website, independent business journalism, and third-party commercial registry mirrors, then sorting the resulting facts into evidence tiers and separating verified statements from interpretation. No non-public data, company disclosure, or right-of-reply statement was used. Any reader with standard web search access can reconstruct or update this document by following the steps in Section 12, using the same categories of source.

1. Purpose and Scope

This memorandum documents what public evidence exists regarding GoBOLT's corporate structure, funding history, product claims, and operating practices, and separates that evidence from interpretation of it.

The scope is limited to information retrievable through public web sources as of the reference date. No company disclosure, non-public financial statement, or right-of-reply input from GoBOLT was obtained or used. GoBOLT is a considerably smaller and less-covered company than large listed logistics peers, and the evidence base reflects that. Several sections below are shorter than a reader might expect from a due-diligence document on a larger company, because fewer independent sources exist to draw on. This gap is stated plainly where it occurs rather than filled with restated marketing language.

A separate but similarly named company, GoBolt (gobolt.com), operates in Canada and the United States and is unrelated to the Indian subject entity of this review. This distinction is treated in detail in Section 6, because search results for the two companies overlap heavily and are easy to conflate.

2. Evidence Base and Reliability Ranking

Rank	Source type	Availability for this subject
1	Government or regulatory filings	Not directly queried. Commercial registry mirrors used as a substitute (Section 6).
2	Primary company publications	Available (Sections 3 to 5).
3	Sector-equivalent registries (vehicle tracking, transport-sector recognition)	Searched. None specific to this company located.
4	Independent commercial registries	Available, with internal inconsistencies (Section 6).

Rank	Source type	Availability for this subject
5	Independent journalism, multiple outlets	Available and cross-corroborated for funding facts (Section 3).
6	Marketing statements, employee-review platforms	Available. Treated as claims pending verification, not as findings.

3. Corporate Background

Purpose of this section: establish which corporate and financial facts are independently corroborated before evaluating product-level claims.

VERIFIED FACT GoBOLT was founded in 2015 by Parag Aggarwal, Naitik Baghla, and Sumit Sharma, operating out of Gurugram, Haryana. This is reported consistently across company-facing and independent journalism sources [1][9][10].

VERIFIED FACT The operating legal entity is Camions Logistics Solutions Private Limited, incorporated on 30 July 2015 [6]. All three founders appear as current directors of this entity in a commercial registry record, alongside two nominee directors associated with investor firms [6].

VERIFIED FACT In June 2021, GoBOLT raised 20 million US dollars in a Series B round led by Paragon Partners Growth Fund II, with participation from existing investor Aavishkaar Capital. This figure, the lead investor, and the round timing are reported consistently across five independently operated publications [9][10][11][12][13].

EVIDENCE > Five outlets report identical figures for round size, lead investor, and month. This level of consistency is typical of a single company-issued announcement being reported accurately by multiple outlets, rather than of independently sourced financial reporting. It corroborates that the announcement was made and its content, not that the underlying transaction terms were independently audited by any of the five outlets.

VERIFIED FACT As of July 2026, GoBOLT's board passed a resolution converting the operating entity from a private limited company to a public limited company, renaming it Camions Logistics Solutions Limited, reported as a step toward a planned public listing [5].

LIMITATION No confirmation of this conversion was located through a government filing source; it is reported through a single business-news outlet [5]. No listing prospectus, exchange filing, or merchant banker announcement was located as of the reference date.

OBSERVED PATTERN Total funding figures for GoBOLT vary by aggregator: one business-intelligence platform lists total funding of approximately 25.46 million US dollars across four rounds [1], while another lists approximately 28.4 million US dollars across six rounds. Revenue figures for the most recent fiscal year also vary slightly between sources, with figures of 471.9 crore rupees [1] and 466 crore rupees reported for a similar period by different outlets. Neither figure set can be reconciled from the sources available to this review.

INTERPRETATION This variance is consistent with ordinary differences in how commercial data aggregators define a funding round, a fiscal year boundary, or a revenue line, rather than evidence of a specific discrepancy in GoBOLT's own reporting. No conclusion is drawn about which figure is correct.

LIMITATION No audited financial statement was retrieved directly from the Ministry of Corporate Affairs or from GoBOLT itself. Revenue and profit figures cited above are as reported by financial-data aggregators and business journalism, not as confirmed by this review against a primary filing.

ASSESSMENT The founding date, founder identities, and the 2021 Series B round are treated as reliable for the purposes of this review, given cross-source corroboration. Revenue, total funding, and the 2026 corporate conversion are treated as reported but not independently confirmed against a primary filing.

4. Product Claims: Evidentiary Basis

Purpose of this section: determine whether GoBOLT's public claims about its service and technology are independently verifiable.

VERIFIED FACT GoBOLT's website describes its fleet as powered by "IoT and cutting-edge algorithms" supporting route optimization, real-time tracking, delay estimation, and end-to-end shipment visibility [14].

VERIFIED FACT The same materials state that GoBOLT vehicles average 1,000 kilometers per day of operation, compared with a stated industry average of 250 kilometers per day [14].

LIMITATION No methodology, measurement period, fleet sample, or definition of "industry average" accompanies this comparison on the pages reviewed.

KEY OBSERVATION > A four-to-one performance ratio stated without a measurement basis cannot be independently checked by a reader. This is a statement about the completeness of the public claim, not about whether the underlying operational performance is accurate.

VERIFIED FACT GoBOLT's website states use of remotely operated digital locks and onboard cameras on fleet vehicles, framed as asset-security technology [14].

OBSERVED PATTERN Fleet-size figures attributed to GoBOLT vary across sources and dates: a 2026-dated business news report describes the platform as connecting more than 5,000 empanelled trucks [5], while company material reviewed in the same period states more than 10,500 trucks [14]. These may reflect genuine growth over different reporting periods, different counting methods (owned versus empanelled vehicles), or simple inconsistency between sources.

INTERPRETATION Without a dated, sourced fleet count from GoBOLT itself, the current fleet size cannot be independently established from the materials reviewed.

VERIFIED FACT GoBOLT states ISO 27001:2013 certification on its website [14].

LIMITATION No certificate number or issuing certification body is published alongside this claim on the pages reviewed, so the certification could not be independently checked against a certifying body's registry.

EVOLUTION OPPORTUNITY > Publishing the certifying body's name and certificate number for the ISO claim, and a dated fleet count with a stated counting method, would resolve two of the gaps identified in this section at low disclosure cost.

5. Quantitative Claims and Traceability

Purpose of this section: assess whether GoBOLT's published performance figures can be independently reconstructed.

VERIFIED FACT A 2021 funding announcement quotes GoBOLT as having achieved approximately six times revenue growth over the prior three years [10].

LIMITATION No baseline revenue figure, and no definition of the three-year window's start and end points, accompanies this statement.

VERIFIED FACT The 1,000 kilometers per day versus 250 kilometers per day claim discussed in Section 4 is the company's primary publicly stated performance benchmark [14].

OBSERVED PATTERN None of the quantitative claims reviewed, the growth multiple, the daily distance benchmark, or the fleet-size figures, are accompanied by a stated sample, time window, or measurement method. This is a consistent absence across all company-originated quantitative statements located during this review, not an issue specific to any single figure.

INTERPRETATION As published, these figures function as headline claims rather than as independently reconstructable metrics. This is a statement about the completeness of public disclosure, not about the accuracy of the underlying operations.

EVOLUTION OPPORTUNITY > Publishing baseline figures, time windows, and measurement definitions behind the growth multiple and the daily-distance benchmark would allow a reader to independently reconstruct these claims without requiring access to raw operational data.

6. Corporate Identity and Registry Verification

Purpose of this section: determine whether the operating brand, disclosed legal entity, and public company registries are mutually consistent, and to resolve naming ambiguity with unrelated companies.

VERIFIED FACT The brand "GoBOLT" at gobolt.in is operated by Camions Logistics Solutions Private Limited, an entity incorporated in Gurugram, Haryana on 30 July 2015 [6].

OBSERVED PATTERN Commercial registry mirrors disagree on this entity's Corporate Identification Number. One mirror lists U74999HR2015PTC082722 [6][8], another lists U52219HR2015PTC082722 for what appears to be the same company record [7], and a third source lists a similarly named but Delhi-registered entity, Camions Logistics Solutions Private Limited, under a distinct CIN, U74999DL2015PTC283391, which appears to be a different registration entirely.

LIMITATION This review did not query the official Ministry of Corporate Affairs portal directly to resolve which CIN is current or to confirm whether the Delhi-registered entity is related to or distinct from the Gurugram entity discussed in this document. This is reported as a gap in the verification method used, not

as a finding about GoBOLT's legal status.

VERIFIED FACT A separate company, GoBolt (gobolt.com), operates warehousing, fulfillment, and last-mile delivery services in Canada and the United States. It began in 2017 as a university storage service called Second Closet, was renamed Bolt Logistics in 2021, and was renamed again to GoBolt in 2022, founded by Mark Ang and David Ang with Heindrik Bernabe joining as a later co-founder [19][20]. This company is unrelated to the Indian subject entity of this review, has raised separate financing reported at approximately 222.5 million Canadian dollars by December 2022, and maintains a separate employee-review presence [19][20][21].

KEY OBSERVATION > The two companies share an identical brand name, operate in the same general sector, and are both technology-enabled logistics providers, which makes them easy to conflate in web search results. Reviews, funding figures, and press coverage of one should not be read as describing the other. This review addresses only the Indian entity operating at gobolt.in.

OBSERVED PATTERN GoBOLT's India entity maintains a separate employee-review profile reporting an aggregate rating of 3.8 out of 5 across 58 reviews [18], distinct from the Canadian GoBolt's employee-review profile, which reports a lower aggregate rating across a larger review count [21]. This review does not treat either aggregate rating as a verified finding, since review-platform samples are self-selected and not independently audited.

LIMITATION Direct retrieval of the India-entity review page was blocked by the hosting platform during this review, so the rating figure above is reported as returned by search indexing rather than confirmed by direct page inspection.

INTERPRETATION The CIN inconsistency and the brand-name collision with an unrelated foreign company are both recorded as open verification items requiring an authoritative registry check, not as findings regarding either company's legal validity.

EVOLUTION OPPORTUNITY > Direct query of the official Ministry of Corporate Affairs portal by legal name and by each candidate CIN would resolve the registry inconsistency definitively, and is a standard, low-cost verification step.

7. Artificial Intelligence Component: Oversight Documentation

Purpose of this section: evaluate whether any AI-driven or automated feature operated by GoBOLT includes documented scope limits or oversight.

No customer-facing conversational AI assistant, chatbot, or advisory tool was located in GoBOLT's public materials, unlike sector peers that publish such features. The relevant automated component identified in this review is the IoT-and-algorithm-driven route optimization and ETA prediction system described in Section 4, which functions as backend operational automation rather than a customer- or consumer-facing advisory system.

VERIFIED FACT GoBOLT states that its algorithms determine route optimization, delay estimation, and delivery time predictions [14].

LIMITATION No published material describes an accuracy rate, an error-handling procedure, or a human-review checkpoint for cases where the algorithmic ETA or routing output diverges materially from actual outcomes.

INTERPRETATION The absence of documented oversight for this automated function is a documentation gap. It is not evidence of a functional or safety problem in the underlying system, which was not tested as part of this review and which operates in a lower-stakes domain (delivery time estimation) than health- or safety-advisory automation would.

EVOLUTION OPPORTUNITY > Publishing a stated accuracy range or error-handling procedure for the routing and ETA algorithm would convert this section from an undocumented claim into a verifiable operational statement.

8. Claims Language and Regulatory Positioning

Purpose of this section: identify whether GoBOLT's claims language falls within a category that has drawn regulatory attention elsewhere in the logistics or e-commerce sector.

VERIFIED FACT GoBOLT's public materials describe its service using benchmark language, including claims of setting a new standard for delivery speed based on the 1,000 kilometers per day figure discussed in Section 4 [14].

LIMITATION No advertising standards complaint, consumer protection action, or regulatory ruling naming GoBOLT was located as of the reference date.

OBSERVED PATTERN Unsubstantiated quantitative performance benchmarks, of the kind described in Sections 4 and 5, are a category of claims language that has drawn scrutiny from advertising self-regulatory bodies for companies in adjacent consumer-facing sectors in India, particularly where a specific numerical comparison to an unnamed "industry average" is made without a cited source.

INTERPRETATION This is recorded as a sector-level pattern relevant to internal review, not as a finding specific to GoBOLT. No regulatory violation is inferred in the absence of an authoritative ruling.

LIMITATION This review is not a legal or regulatory opinion.

EVOLUTION OPPORTUNITY > Direct review of Advertising Standards Council of India complaint records specific to GoBOLT would convert this section from a sector-level observation into a company-specific finding.

9. Incident and Safety Protocol Documentation

Purpose of this section: determine whether an accident, incident, or safety protocol is publicly documented for GoBOLT's trucking operations.

LIMITATION No dedicated safety, incident-reporting, or accident-protocol page was located on gobolt.in during this review. No independent journalism reporting a specific GoBOLT-linked road accident or safety incident was located as of the reference date.

OBSERVED PATTERN Employee-review content associated with the India-entity Glassdoor profile referenced workplace-management themes such as driver monitoring practices, though this review could not retrieve the underlying review text directly due to a platform access block (Section 6), and could not confirm which specific reviews belong to the India entity as opposed to the unrelated Canadian company sharing the same brand name.

ASSESSMENT This section is marked unassessed for company-level, customer-facing incident and safety documentation. No pattern or interpretation is offered beyond what is stated above, consistent with the principle that absence of located evidence does not establish absence of an underlying protocol.

EVOLUTION OPPORTUNITY > Publication of a road-safety and incident-handling protocol, and direct retrieval of the India-specific employee-review record, would allow this section to move from unassessed to an evidence-based finding.

10. Summary Table

Section	Evidence available	Independently verifiable	Status
Corporate and funding facts	Yes, for founding and 2021 round	Yes, cross-corroborated for founding and Series B; no for revenue and total funding totals	Established for founding facts, Open for revenue and total funding
Product and service claims	Claim text only	No	Open
Quantitative performance claims	Claim text only	No	Open
Corporate identity and registry	Partial, with internal source conflicts	No	Open
AI oversight documentation	Function description only, no dedicated AI assistant found	No	Open
Claims language positioning	Claim text only	Not applicable, no ruling exists	Monitoring item
Incident and safety protocol	Not located	Not applicable	Unassessed

This table reflects the state of public documentation as of the reference date. It does not represent a composite score or an overall rating of the subject entity.

11. Limitations

This review relies exclusively on public web sources accessible on 20 September 2026. No company disclosure, right of reply, or non-public information was obtained or used.

Verification of the disclosed legal entity's Corporate Identification Number against the official Ministry of Corporate Affairs portal was not completed. Commercial registry mirrors were used as a substitute and returned inconsistent CIN values for what appears to be the same or closely related entity, which is reported

as a tooling and source-inconsistency limitation rather than a substantive finding.

GoBOLT is a smaller, less publicly documented company than large logistics peers. Several claims, including fleet size, revenue, and performance benchmarks, are available only through the company's own materials or through third-party aggregators, without independent audit-level confirmation. This review states that gap directly rather than treating aggregator or marketing figures as confirmed facts.

An employee-review page specific to the India entity could not be retrieved directly due to a platform access restriction; the rating figure cited in Section 6 is reported as it appeared in search indexing.

Safety and incident-related documentation specific to GoBOLT's trucking operations was not located and is not assessed.

This document does not constitute legal, regulatory, medical, or investment advice, and should not be relied upon as the sole basis for any decision.

12. Reproducibility Notes

Toolchain used to produce this document. Public web search and page retrieval were used to locate the sources listed in the References section during a single working session, and this document was drafted directly from them. No proprietary software, non-public company data, or tool beyond public web search and general-purpose drafting was used.

An independent reviewer seeking to reproduce or update this assessment should complete the following steps.

- 1 Retrieve current versions of the GoBOLT homepage and news page, and record claim language directly, since website content may change over time [14][15].
- 2 Cross-check funding facts against the five sources cited in Section 3 for the 2021 Series B round, and where possible obtain primary confirmation from Paragon Partners or Aavishkaar Capital.
- 3 Query the official Ministry of Corporate Affairs portal directly by legal entity name and by each candidate Corporate Identification Number identified in Section 6, rather than relying on third-party registry mirrors.
- 4 Retrieve the India-specific employee-review page directly, using an access method that is not blocked by the hosting platform, and confirm which reviews belong to the India entity as distinct from the unrelated Canadian company of the same brand name.
- 5 Search Advertising Standards Council of India records and relevant consumer-protection enforcement records specific to GoBOLT or Camions Logistics Solutions.
- 6 Search for any road-safety incident reporting or accident record naming GoBOLT, its fleet, or its empanelled operators.

Divergence between this review and a future reproduction should be expected primarily from website content changes, from resolution of the registry CIN inconsistency identified in Section 6, and from developments related to the reported IPO preparation described in Section 3.

13. Evolution Opportunities

The following disclosures, if made publicly, would materially increase the independent verifiability of GoBOLT's public claims, in order of estimated impact relative to cost of disclosure.

- 1 Resolution of the Corporate Identification Number inconsistency across registry mirrors, and confirmation of registry status through an official government source.
- 2 Publication of a dated fleet count with a stated counting method, resolving the gap between the 5,000 and 10,500 truck figures found in different sources.
- 3 Publication of baseline figures, time windows, and measurement definitions behind the stated growth multiple and the 1,000 kilometer per day daily-distance benchmark.
- 4 Publication of the ISO 27001:2013 certifying body and certificate number.
- 5 Publication of a stated accuracy range or error-handling procedure for the routing and ETA prediction algorithm.
- 6 Publication of a road-safety and incident-handling protocol for fleet operations.

14. Future Questions

The following questions remain open following this review and are not answered by the evidence available.

What is the correct and current Corporate Identification Number for the entity operating GoBOLT, confirmed through an official government source, and is the similarly named Delhi-registered entity related to it.

What sample, time window, and measurement method underlie the 1,000 kilometer per day and six-times revenue growth figures published in GoBOLT's materials.

What is GoBOLT's current fleet size, counted on a consistent and disclosed basis.

What accuracy rate or human-review checkpoint, if any, governs cases where the routing or ETA algorithm's output diverges from actual delivery outcomes.

Has any advertising standards or consumer protection body reviewed GoBOLT's performance benchmark claims, and if so, with what outcome.

What is the status and expected timeline of the reported initial public offering preparation described in Section 3.

References

- 1 Inc42. GoBOLT Company Profile. <https://inc42.com/company/gobolt/>
- 2 YourStory. How GoBOLT is using technology to transform B2B logistics. <https://yourstory.com/2017/08/gobolt-using-technology-transform-b2b-logistics>

- 3 YourStory. Using AI and ML, this Gurugram startup is driving efficiency in the logistics industry. <https://yourstory.com/2019/10/mumbai-saas-startup-gobolt-ai-ml-logistics-industry>
- 4 YourStory. GoBOLT Company Profile, Funding & Investors. <https://yourstory.com/companies/gobolt>
- 5 Entrackr. Exclusive: Logistics startup GoBolt converts into public company. <https://entrackr.com/snippets/exclusive-logistics-startup-gobolt-converts-into-public-company-12132871>
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- 9 ITLN. GoBolt raises \$20 mn Series B led by Paragon Partners, Aavishkaar Capital. <https://www.itln.in/gobolt-raises-20-mn-series-b-led-by-paragon-partners-aavishkaar-capital-supply-chain>
- 10 YourStory. Logistics startup GoBolt raises \$20M in Series B led by Paragon Partners and Aavishkaar Capital. <https://yourstory.com/2021/06/logistics-startup-gobolt-raises-seriesb-funding>
- 11 Entrepreneur India. GoBOLT Raises \$20 Mn From Paragon Partners And Aavishkaar. <https://india.entrepreneur.com/finance/gobolt-raises-20-mn-from-paragon-partners-and-aavishkaar/375849>
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- 13 Maritime Gateway. GoBOLT raises \$20 million from Paragon Partners and Aavishkaar Capital. <https://www.maritimegateway.com/gobolt-raises-20-million-from-paragon-partners-and-aavishkaar-capital/>
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