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From software engineering in the United States to electric-motorcycle manufacturing in Vietnam, Nguyen Ba Canh Son has taken Dat Bike from an early engineering bet into a growing mobility business. The next test is scale.
GCEIP Editorial D
Nguyen Ba Canh Son left a software engineering job in the United States and returned to Vietnam to build electric motorcycles. He saw a mismatch: motorbikes were central to daily life, but most electric models then available did not offer the power and speed many riders expected. Dat Bike, the company he founded in 2019, set out to close that gap.
The problem was industrial as much as technical. A motorcycle company has to make a product people want, then build the supply, production, sales and service systems to support it. Dat Bike's story now turns on that second task.
FEATURE STORY
THE NEXT RIDE
Nguyen Ba Canh Son and the ambition powering Vietnam's electric future.

From software to motorcycles

Son's move into mobility followed an earlier record in computing. In 2008, while a student at Da Nang's Le Quy Don specialised high school, he won a silver medal at the International Olympiad in Informatics. Dat Bike's account of its founding says he later worked as a software engineer in the United States before returning to Vietnam to start the company.

Dat Bike's first model, Weaver, came within a year of his return, according to the company. Son was entering a field that demanded skills beyond software: battery systems, vehicle design, testing and manufacturing. The company built those capabilities while developing successive models, including the Quantum line.

That first phase asked whether a locally developed electric motorcycle could match the performance riders expected. The next phase asks a broader question: can the company make electric transport fit ordinary routines, at a price and with support that work for a much wider group of customers?

Designing for the daily ride

In 2026, Dat Bike introduced ERA as a range for everyday riders, including families. Tuoi Tre reported that the E2 was priced from VND 29.9 million and that Dat Bike said ERA had received about 20,000 orders in nearly five months. The same report described a claimed range of up to 200 kilometres per charge and 50 litres of under-seat storage. Those are manufacturer figures; real-world range depends on use and conditions.

The shift matters to the business because a product aimed at daily transport has to answer practical questions. Buyers need to know how they will charge, where they can get service and whether a vehicle will work across the trips they make. Dat Bike's product decisions suggest an effort to compete on those details alongside speed and range.

The work behind a bigger business

In October 2026, investor PIDG reported that Dat Bike's Series B reached USD 26 million after a second close in March. PIDG said the company's sales channels grew from four to 70 stores during its investment period. It also reported that monthly production increased tenfold, attributing that account to Dat Bike CEO Son. The figures point to a business building capacity around its motorcycles, as well as the vehicles themselves.

The expansion brings a different set of demands. Production has to keep pace with orders; quality and service have to hold as the network grows; and the company has to manage capital and suppliers through a more complex operation. In September 2026, PIDG also reported that Dat Bike signed a memorandum of understanding with Toshiba Electronics Asia to explore technology cooperation.

Those milestones do not settle whether Dat Bike can compete profitably at larger scale. They do show the leadership challenge has changed. The early question was whether the team could make an electric motorcycle for Vietnam. The harder one is whether it can deliver consistently across a growing market.

GCEIP View

Son’s path connects software expertise with a manufacturing ambition rooted in Vietnam. Dat Bike has moved from a first model to a broader product range, new financing and a much larger sales network. Each step creates a tougher operating test.

The company’s progress will depend on the everyday experience after purchase: reliability, charging, service and value over time. If Dat Bike can meet those expectations while expanding production, it will have built more than a promising vehicle line. It will have built the operating system around a Vietnamese mobility brand.

For Son, the next ride is about making that system work at scale.