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MORE CHANGE IS YET TO COME



ROBERT BARRY
EDITOR

Hello there,

Since I began reporting on the automotive sector in 2003, change has been the one consistent theme.

We started to see the demise of the six-cylinder car as the default middle management company car in the mid 2000s.

Then came the rise and of the SUV as a replacement for the 1.8 to 2.5-litre four-cylinder station wagon so beloved of sales representatives and technicians for photo copier and printer companies.

The Global Financial Crisis came along in 2008/09 and really upset the fleet management industry's apple cart.

Some leasing companies took a bath on the residuals of some of the larger cars, a risk they had previously not foreseen.

Another trend at that time was to extend 36 month leases up to the maximum of 45 months to preserve cashflow and stave off replacing vehicles unnecessarily.

As one senior executive in the fleet management industry told me: "Never let a good crisis go by."

And as an industry it didn't. There was much restructuring and refocusing on making the sector more efficient as well as the vehicles it provided.

We entered the realm of Whole of Life (WOL) costs, which have now become the norm, where fleet operators began to realise that the cheapest car to buy wasn't necessarily the cheapest car to run.

Safety and environmental factors also entered the variables in the buying decision as well as fitness for purpose and WOL as well as brand values.

Brand values? Yes, how does the brand value of the vehicle reflect against the brand values of the organisation buying it?

One SME operator I know recently replaced two ageing vehicles with new Polestar 2 electric vehicles because they felt the Tesla Model 3 didn't send the right message to their customers.

They started looking at the Kia Sportage, but did the sums and felt for their application, going to a full EV was a no-brainer, particularly with the Clean Car Discount (CCD) of \$5750 thrown in.

Furthermore, they love the performance of the Polestar: two more petrolheads converted!.

Electrification is very much the theme of this second issue of FleetTalk. Our launch story features the all-new Volkswagen Multivan 7 plug-in hybrid electric vehicle (PHEV) which marks the start of the brand's Way to Zero strategy in New Zealand.

The Family model retails from \$78,800 which secures the full CCD making it even more appealing to fleets.

Incidentally, the Multivan 7 PHEV has the same drivetrain as the Skoda Superb IV Sportline which I've reviewed this month.

I've also tested the Honda Jazz e:HEV Luxe which scores a hefty \$4000 CCD rebate thanks to the minute CO2 emission figure from its hybrid engine technology.

The Mitsubishi Outlander VRX PHEV is this month's cover story with stunning photography and insightful commentary by Matthew Hansen.

He has also provided his thoughts on the new all-electric Kia EV6 and the Toyota Camry Hybrid which has been the backbone of many commercial fleets in New Zealand.

We've also covered the launch of the next-generation Ford Ranger, and there are reviews of two more fleet friendly cars, the Kia Sportage LX and the MG3 light hatchback.

Enjoy your reading this month,

Robert Barry
EDITOR



fleettalk



MANAGING EDITOR
Richard Edwards
021 556 655
richard@automediagroup.co.nz



EDITOR
Robert Barry
+64 21 530 902
robert@automediagroup.co.nz



GROUP GENERAL MANAGER
Deborah Baxter
027 530 5016
deborah@automediagroup.co.nz

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FLEETPARTNERS CO-HOSTS SOUTH ISLAND EV SHOWCASE

On Wednesday May 11, the FleetPartners Christchurch co-hosted an electric vehicle (EV) showcase with Drive Electric New Zealand.

The event aimed to bring the EV industry together for South Island customers and businesses.

Guests viewed more than 20 PHEV and EV vehicles, and got industry updates and insights from Drive Electric, FleetPartners, and local businesses on shifting their fleets to EV.

Audi New Zealand general manager and Drive Electric board member **Dean Sheed** presented an update on the market.

FleetPartners group fleet director **Dennis Kelly** discussed areas that businesses need to think about and action when looking to reduce emissions by moving fleets to low carbon alternatives.

He covered why a carbon strategy and setting objectives are important, and how to understand the fleet's purpose and how it's being used.

He also discussed vehicle selection, how to navigate the world of EV charging, and how to get staff on board and excited about EVs.

Ravensdown sustainability manager **Allanah Kidd**, NZ King Salmon head of procurement **Mick Brown**, ChargeNet chief operating officer **Martin Miles** and **Dean Sheed** formed a guest panel to share their organisations' fleet electrification.

Audi New Zealand, The Giltrap Group, Hyundai New Zealand, Mitsubishi New Zealand, MG Motor New Zealand and Polestar were among distributors supplying vehicles for people to view.

They were supported by local dealers, Gary Cockram Hyundai, Miles Skoda, Team Hutchinson Ford, Avon City Ford, Christchurch Mitsubishi, Blackwells Mazda, Archibalds Audi, Cockram Kia, and Christchurch Nissan.

JetCharge, Evnex, Vynco Industries, ChargeNet and OpenLoop displayed their products and services for guests to view and learn about EV charging for home, workplace, and public use.

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MULTIVAN 7 PHEV LEADS WAY TO ZERO PATHWAY

The arrival of the all-new Multivan 7 plug-in hybrid electric vehicle (PHEV) in New Zealand marks the local start of the Volkswagen Group's global Way to Zero strategy.

Other electrified products are on their way here, say Volkswagen Commercial Vehicles New Zealand (VWCVNZ) general manager **Kevin Richards** and national sales manager **Scott Duggan**.

Only markets distributing electrified products can promote Way to Zero.

A Caddy PHEV which shares the same passenger vehicle derived MQB platform as the Multivan 7 arrives soon, they say.

VW's Hannover factory has also announced a December 2022 production slot for the all-electric I.D Buzz people mover and I.D Buzz Cargo vans. They'll be here in 2023.

Duggan says VWCVNZ has been working hard to bring the I.D Buzz product to the local market as soon as possible as enquiry has been "incredibly strong".

The new T7 and the current T6.1 Transporter series will also run in tandem for the next 18 months while the electric products bed into the local market.

The Government's Clean Car standard has also been a useful negotiation tool for VW in getting the factory to

prioritise the the Multivan 7 PHEV's NZ arrival ahead of Australia.

Volkswagen Group says Way to Zero is a corporate strategy embracing innovation, community, and diversity: "we embrace diversity, we treat each other, animals, and the environment with utmost respect.

VW Group chief executive and chairman of the management board **Herbert Diess** says the climate crisis is the greatest challenge of our time.

He's committed the company to meeting the Paris Climate Accord, and Volkswagen Group is focused on reducing emissions by 30% by 2025 and achieving CO2 neutral by 2050.

Volkswagen Group is re-engineering its supply chain, using green energy in production, investigating mobility and transport as a service (MAAS, TAAS), and compensating for its CO2 footprint with reforestation to act as a carbon sink.

From an environmental perspective, VW has tried to use recycled materials, particularly plastics, in the manufacture of the new Multivan T7 PHEV.

The tailgate is made completely from recycled plastic, as are the wheelarch trims, body liners, and noise insulation panels.

THINK GLOBAL, BUT ACT LOCAL.

For New Zealand, the Multivan 7 PHEV

range opens with the Family model priced at \$78,800 which will qualify for the Government's \$5750 Clean Car discount.

The limited edition run of 30 upscale Energetic models will retail from \$106,000, and will be replaced by a Life variant when it's available.

Richards and Duggan say VW spent considerable effort to negotiate with the factory to achieve a sub \$80k price for the Family model so buyers could claim the Government rebate.

Richards adds that VW NZ's 20 dealers have given the new Multivan 7 PHEV a "rapturous reception", even those who normally take a while to warm to a new product.

For the remainder of 2022, New Zealand has been allocated 100 Multivan 7 PHEVs of which 40 have been pre-sold, and of those four were ordered online, says Duggan.

All-wheel drive 4Motion all-wheel drive diesel Multivan 7s arrive in 2023, in Family and Life specification.

For VWCVNZ the Multivan 7 PHEV is the first Way to Zero step to fully electric vehicles like the I.D Buzz family arriving in 2023, and broadens VW's appeal to environmentally conscious customers.

The Multivan 7 PHEV can tow 1600kg and the 1.4-litre petrol-electric plug-in

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hybrid drivetrain is the same as that found in the Skoda Superb iV.

Under WLTP phase four, fuel consumption is quoted at 1.7 litres/100km and CO2 emissions are 37 grams/km. The Multivan 7 PHEV has a pure electric range of up to 50km.

It has a Type 2 plug and charging at home through a domestic three-pin socket takes about six hours depending on current draw.

Why choose vans?

VWCVNZ marketing manager **Kirsty Judd** says Multivan 7 PHEV shows that a van is no longer just a tool of trade vehicle for plumbers, carpenters, and electricians.

It's a multi-purpose vehicle offering comfort, safety, and more flexibility to meet owners' lifestyles.

Volkswagen Group says: "the most social van always offered a place for mutual exchange, and the completely new Multivan combines the values of all generations".

Judd says the Multivan 7 PHEV is more flexible than a SUV, particularly as the five individual rear seats and the sliding table can be removed entirely, or individually.



The Multivan's biggest Kiwi fan and advocate is Giltrap Group's co-managing director **Richard Giltrap** who favours the vehicle as his daily driver because of its family-friendly flexibility.

Giltrap is heavily involved with both motorsport and equestrian events, so his vehicle is often used to transport people and equipment to venues.

He was one of the first customers to take delivery of a limited edition Energetic Multivan 7 PHEV as soon as it arrived in country.



EROAD FLEET DAY TACKLING TRANSPORT TOPICS

Discussions around safety and sustainability in the transport industry along with electric vehicle technology will be among topics at this year's Eroad Fleet Day.

The event is supported by the Waikato Regional Council and takes place at Globox Event Centre, Claudelands, Hamilton on July 20.

More than 300 customers and transport industry professionals are expected to gather at the event.

"Transport is a crucial part of our community, and we need it to operate in a way that's both safe and sustainable," says Eroad New Zealand general manager **Andrew Davies**.

"Fleet Day is where the industry gets together to discuss these issues."

Fleet Day is an opportunity for fleet managers and others to gain insight into challenges and solutions in vehicle technology, health and safety, and EV emissions.

This year's event is centred around three pillars: road safety, EV strategies and technology, and heavy transport challenges and solutions.

"This year's event includes a heavy focus on road safety and EV strategies, including the opportunity to see the



largest number of commercial EV vehicles gathered in one place in New Zealand," Davies says.

Industry-leading speakers will deliver presentations on the most relevant trends and topics, and talk about challenges and solutions for the light and heavy vehicle sectors.

Already confirmed are **Mad Mike Widdett**, **Nick Leggett** from

Transporting NZ, **Stephen Jones** from New Zealand Police, **Harriet Shelton** from the Ministry of Transport, **Andrew Renton** from Transpower, **Richard Briggs** from EECA, and **Matt Gibson** from WorkSafe.

Additionally, Eroad Fleet Day 2022 will show a range of cars and trucks including a Lamborghini GT3 race car and the latest electric Volvo truck.



NEXT-GEN RANGER ORDERS TOP 3500

In spite of the Clean Car Standard, or possibly because of it, Ford New Zealand has confirmed it has received more than 3500 orders for the next-generation Ranger ute.

More than 50% are for the Wildtrak V6 turbodiesel engine and more than 7% are for the Raptor which is powered by a twin-turbocharged V6 petrol motor.

Ford New Zealand managing director **Simon Rutherford** says the Blue Oval is confident it has enough production of the next-generation Ranger to get the market launch started successfully later this year.

FleetTalk was among the first publications to get an up-close look at three pre-production units, a Wildtrak, an XLT with the new V6 turbo-diesel, and a Sport model before they were shown to the public for the first time at the Hutchwilco Boat Show in Auckland. The Wildtrak and XLT were displayed

at the Ford Stand EX26 while the Sport was on display with the team from NZ Fishing News Media in Hall #1, stand 177.

The Ranger's new Power Stroke 3.0-litre V6 diesel, which will feature in the Sport and Wildtrak, produces 184kW of power and 600Nm of torque.

That's a healthy step up from the former flagship bi-turbo 2.0-litre's 157kW/500Nm.

In spite of the 100Nm bump in torque, the Ranger's towing rating hasn't changed.

Even with the 600Nm 3.0-litre selected, most models are still rated to tow 3500kg braked. The Raptor is the exception, being rated to tow 2500kg braked.

Ford hasn't announced power outputs for its other engines, the revised bi-turbo 2.0-litre and the entry-level single-turbo 2.0-litre.

WORDS: RICHARD EDWARDS
PICTURES: MATTHEW HANSEN

The entry-level XL comes with either the single- or bi-turbo 2.0-litre.

The former is available only with two-wheel drive models and the latter only on four-wheel drives.

The XL will be sold in single cab chassis, super cab chassis, double cab chassis, super cab pick-up, and double cab pick-up forms.

Standard kit in the XL includes halogen headlights with LED daytime running lights, drum rear brakes, climate control, 10.1-inch touchscreen with Sync 4A, an eight-inch digital cluster, nine airbags, adaptive cruise control, and traffic sign recognition.

The XLT adds disc brakes all round, an electronic parking brake, body coloured door mirrors and door handles, side steps, and a power-locking tailgate.

There are also dual-zone climate control, Sync 4.0 Hi with satnav, a six-speaker sound system, and rain-

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sensing wipers.

The Sport, which is relatively close to the XLT on detailed specs, adds wireless phone charging, the 3.0-litre/600Nm engine, a powered driver's seat, and numerous aesthetic changes.

Meanwhile, the Wildtrak gets all-terrain tyres, puddle lamps, sports hoop, power roller shutter, ambient lighting, and USB ports for second-row passengers.

Other kit includes a 12-inch touchscreen, power passenger seat, 360-degree camera, parking assist, and heated seats.

So what is it like? In the flesh, impressive. In spite of being based in part on the old model, the updated vehicle looks all-new, with the bold front and rear-ends big standouts.

The tray is particularly smart. The Wildtrak has a hard lid that opens at the touch of a button. It can carry a payload of just under a tonne, including a full Euro pallet between the wheelarches.



There are great touches like a power point, insert points for dividers, tie-down points including sliding mounts, capped bed sides for protection, load bearing side rails, and even mounting points in the bed edges.

Inside, the new soft finishes make the ute feel far more premium. It feels roomier, and the seats allow a lower driving position - better for larger drivers.

There are great touches like both USB A and C power, new controls for the

permanent four-wheel drive system, a new shifter, rear seat air vents, and new storage spaces.

The huge LCD is responsive and functional, and adds features like the ability to monitor the four-wheel drive system and take notes.

It does push the climate controls a little further from the driver's reach, but it's not unworkable.

Overall, the interior is a big step up in comfort and quality - even in the early build models pictured.



FLEETS JOIN HYDROGEN CAR SHARE PROJECT

Eight New Zealand businesses have signed up with Toyota New Zealand to take part in a car share project which will use Mirai hydrogen fuel cell electric vehicles (FCEV).

The Warehouse, Air New Zealand, Saatchi & Saatchi, TVNZ, Beca, Westpac NZ, Spark, and Z Energy will share a fleet of first- and second-generation Mirais.

Toyota says the Mirai can travel 500km in urban environments with 4.6kg of hydrogen on board. Its only tailpipe emissions are water.

Saatchi & Saatchi chief executive **Mark Cochrane** says the Toyota Hydrogen Project gives his team a progressive mobility solution in Auckland.

"And at the same time (it provides) an opportunity to educate us all on the benefits of more sustainable fuel solutions" while maintaining the company's Toitu Envirocare Gold Certification.

Spark chief executive **Jolie Hodson** says her company has shifted already most of its existing fleet to hybrids, plug-in hybrids (PHEVs), and EVs.

"We believe emerging technologies will play an important role in helping to solve Aotearoa's environmental

challenges."

Chief executive **Greg Lowe** says Beca has goals to reduce its direct and indirect carbon emissions and joining Toyota's project is an important step in reducing its direct emissions associated with work travel by 50% by 2030.

"This complements our current strategy to use a mix of car share options and introducing more plug-in hybrid electric vehicles (PHEVs) to supplement our existing EV fleet."

Air New Zealand chief executive **Greg Foran** says the airline is exploring green-hydrogen and battery electric aircraft with the ambition of adding them into the fleet from 2030.

At TVNZ, chief executive **Simon Power** says the broadcaster's fleet is now 50% PHEV and 4% hybrid - "but we know we can take this further".

The Warehouse Group chief executive **Nick Grayston** says mobility and sustainable fuel sources are key areas to tackle. The group is committed to leading the country's transformation to a low carbon economy, he adds.

"We've been carbon neutral since 2019 and we continue to look for carbon reduction initiatives across our

business, including transitioning our light fleet to be fully carbon zero by 2025..."

The Warehouse also has a programme to make sustainable living easy and affordable for everyone.

Westpac NZ chief executive **Catherine McGrath** says the bank has reduced operational emissions by more than 50% since 2012.

"Our focus has now moved to offering innovative sustainable finance solutions to our customers and helping them on an individual basis to meet their sustainability goals."

At Z Energy, chief executive **Mike Bennetts** says the fuel company is committed to helping New Zealand move towards a low carbon future and has experimented with "adjacent technologies" to deliver emissions reductions.

"Now is the time for all businesses to be bold in how they'll work to reduce emissions.

"Toyota's innovation in hydrogen is a great example of being bold, and therefore a project we are very proud to be supporting."

Toyota NZ's deal is similar to a leasing programme for the Mirai established in

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Australia.

Mirai FCEVs are going to Australia's former chief scientist **Dr Alan Finkel**, energy retailer Red Energy, FCEV bus and truck manufacturer Hyzon, Telstra, Acciona, and Melbourne's Yarra Council.

They're being offered in limited numbers on a three-year lease so forward-thinking businesses and organisations can experience the zero-emission sedan in daily use.

Refuelling for Victorian-based clients is included at the Toyota Hydrogen Centre in Altona, where hydrogen is produced and stored on site using a 200kW electrolyser which draws power from a combination of an 87kW solar array, 100kW battery storage, and mains grid depending on availability.

Australian Government special adviser on low emissions technology, Dr Finkel says he has always been an early adopter of new technology and is keen to advocate for hydrogen as part of a sustainable transport future.

"Most of the replacement of oil, coal and gas will be electricity delivered as electrons, but about 15% of the end-user requirements will be delivered as hydrogen."

Finkel says big trucks are the most obvious opportunity.

"It's a bit like diesel and petrol. You associate diesel with big trucks, buses,



trains, and ships, and petrol with small urban delivery trucks and cars.

"BEVs and FCEVs tend to split that way, but there is overlap. Where hydrogen will really excel for cars is for people who don't have off-street parking."

The Mirai can fill up with hydrogen in about five minutes.

"For those people who live in older houses in inner city Melbourne or Sydney, or live in apartments that don't have provision for car parking, then a hydrogen car is wonderful," Finkel says.

For **Iain Graham**, chief executive of Red Energy, a retail arm of Snowy Hydro, leasing a Mirai was a natural extension of the company's core business of selling renewable energy.

"When electric vehicles came along,

we were one of the first to get one which has been a tremendous education for us and a wonderful tool to talk about renewable energy and how practical it is."

Graham says hydrogen is probably a distance away before it's commercially practical "but we wanted to be at the very front in our understanding".

Hyzon Motors Australia special projects head **Simon Coburn** says leasing a Toyota Mirai will help the company raise awareness of the growing FCEV industry and its potential for reducing transport emissions.

The company was established in Melbourne in May 2020 to supply the Australian and New Zealand market with heavy duty FCEV trucks and buses.



Mitsubishi Outlander VRX PHEV

Price: **\$73,990***

Engine: **2488cc petrol four-cylinder, dual electric motors**

Power: **185kW @ 5500rpm**

Torque: **450Nm @ 4300rpm**

Transmission: **Electric single-speed**

Economy: **1.6 litres/100km**

Tyres: **P255/45 R20**

Towing: **1600kg (braked), 750kg (unbraked)**

Gross vehicle weight: **2750kg**

Cargo volume: **634 litres/1373 litres**

**Introductory price*



BY MATTHEW HANSEN

MITSUBISHI OUTLANDER PHEV CHARGES AHEAD

Mitsubishi's all-new Outlander looks set to threaten the Toyota RAV4 as the default SUV of choice for many fleet buyers. The RAV4 is a frequent fixture with commercial buyers because of its

practicality, reputation for reliability, and inevitably high residuals.

The Outlander has also been a popular choice with fleets, although that's typically because of its sharp value.

With this latest clean-sheet update, the Outlander now goes toe-to-toe with the RAV4 on more than just the bottom line, especially the new plug-in hybrid electric vehicle (PHEV) models.

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THE RANGE

The electrified Outlander line-up starts with the \$60,990 PHEV LS. The mid-spec XLS follows at \$67,990, with the flagship VRX topping the range with an introductory price of \$73,990.

The LS and XLS are strictly five-seat, while the VRX adds a sixth and seventh seat.

With each price coming in below the Clean Car Discount's \$80,000 threshold, each model qualifies for the Government's \$5750 rebate.

That means you could put a plug-in Outlander on your driveway for as little as \$55,240 plus on-road costs.

Though plug-in SUVs are growing more common, there are surprisingly few immediate rivals in the Outlander's sphere.

The RAV4 can be had as a hybrid, but not a plug-in hybrid. A new Nissan X-Trail is coming, but it isn't a plug-in hybrid either.

Among the few direct competitors for the Outlander PHEV are the MG HS PHEV and Ford Escape PHEV.

The former pips the Outlander for pricing, being priced from \$50,990. But it's front-wheel drive only, while the



Outlander is all-wheel drive.

The Escape has an identical \$60,990 starting price, but it's also exclusively a front driver.

Both rivals are also exclusively five-seaters, and have smaller batteries.

TECHNICAL

Strip away the reasonably handsome bodywork, and you'll find two electric motors at each end making 85kW/255Nm (front) and 100kW/195Nm (rear) respectively.

They're paired with a 2.4-litre naturally aspirated petrol engine producing 85kW/195Nm. Combined output is rated at 185kW/450Nm.

This is all paired to a 20kWh lithium-ion battery that's both Type 2 AC- and Chademo DC-charging capable.

The latter helps it charge to 80% capacity in around 40 minutes at a public DC charger. A new heat pump further refines the Outlander's package.



Its DC charging being Chademo-based rather than CCS might stir a few EV-heads, but it's worth remembering that this is a plug-in hybrid, not a dedicated BEV.

The new Outlander is 55mm longer, 62mm wider, and 65mm taller than the outgoing model, with a wheelbase that's grown by 36mm.

Inevitably, its boot has grown in size, too. Although the PHEV's added battery and motor do shrink it slightly

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relative to the standard petrol models, its 645 litre capacity in five-seater models and 634 litres in seven-seaters are still respectable.

THE DRIVE

According to Mitsubishi, the Outlander is capable of travelling 84km on electric power alone.

That's a very impressive figure, giving people wanting to use the PHEV as a weekday pure-EV work hack plenty of confidence.

In practice, we saw range figures of about 60km per charge. That's short of the brand's claims, but well up on the outgoing model's abilities.

For people intending to use the Outlander like a traditional hybrid, Mitsubishi quotes an economy of 1.6 litres/100km and a CO2 emissions rating of 35 grams/100km.

The former figure means the model can play a significant role in driving down fuel costs, even if drivers aren't plugging it in frequently.

The new powertrain is also surprisingly punchy, packing plenty of instant electric torque, particularly from a standstill.

And it delivers this performance relatively smoothly, with little audible strain from the engine.

Cornering is less convincing, being best described as adequate in this class thanks to ride that is occasionally too soft and the steering being ultra-light.



INSIDE

The outgoing Outlander PHEV made some concessions inside, many the result of Mitsubishi's engineers trying their best to accommodate the additional hybrid hardware.

With the new PHEV, however, concessions are virtually non-existent.

The dimensional changes can really be felt inside, particularly for adults in the second row, who get a healthy amount of head room, shoulder room, and leg room.

The third row, admittedly, is still exclusively for small children. But it's hard to underestimate the value of the added practicality.

People stepping out of an old Outlander will note immediately the much more current dashboard layout, too.

Mitsubishi has clearly worked to ensure

all the key touchpoints are soft and supple.

The car feels well put together and neatly laid out, and inevitably there are plenty of features, too, including triple-zone climate control and a nine-inch touchscreen.

If there's a complaint, it's to do with the new infotainment interface.

It can appear a little dated, with the digital cluster, in particular, looking like a bit of a font and text salad at times.

OUR VIEW

Ultimately, there are no dealbreakers to be found in the new Outlander.

Having grown leaps and bounds, it's no longer solely a choice of financial convenience.

It's now a bona fide SUV contender, and arguably the most compelling plug-in hybrid on sale.



"Only 1.6 litres per 100 kms?"

"Of course."



NEXT GENERATION OUTLANDER PHEV

FROM JUST
\$60,990^{+ORC*}

From New Zealand's leading PHEV brand, Next Generation Mitsubishi Outlander PHEV now takes on more charge and delivers greater range and performance. Not only has the pure EV range increased up to 84kms*, but seamlessly combined with the 2.4L MIVEC petrol engine, it delivers an economical 1.6 litres per 100kms*. Equipped with Super-All Wheel Control and the latest advanced safety features, Next Generation Outlander PHEV is an even safer and more capable SUV.

Whatever features draw you to take a closer look at the PHEV version of Mitsubishi's iconic family SUV, you'll be impressed.

Call 0800 54 53 52 or visit mmnz.co.nz to find your nearest Mitsubishi Motors Dealer now.

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DRIVE YOUR AMBITION

Drive your Ambition

*Price listed is for LS model. VRX model pictured in White Diamond and available for \$74,490+ORC. Price excludes on road costs of \$600 which includes WoF, Registration and a full tank of fuel. Fuel economy and range figures are based on the ADR 81/02 test for combined urban/extra urban driving. Fuel economy is calculated to WLT-3P. EV range and fuel economy figures may vary depending on driving style and conditions. Visit www.mmnz.co.nz for full Mitsubishi Battery and Diamond Advantage Warranty conditions.

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FLEET-FOCUSED SPORTAGE LX

BY ROBERT BARRY

The 2.0-litre front-wheel drive SUV has long since replaced station wagons as the fleet vehicle of choice because of a combination of commanding driving position, occupant comfort, and cargo space.

Kia launched the 2022 Sportage range in January with a \$34,990 introductory offer (MLP \$39,990) on the entry level 2.0-litre LX front-wheel drive model for canny fleet operators who knew a good deal when they saw it.

For an entry level fleet model the Sportage LX is well equipped and standard equipment includes 17-inch alloy wheels, rear view monitor with dynamic guidelines, and Smart Cruise Control (SCC) with stop and go.

There are also LED headlights, eight-inch touchscreen infotainment, 4.2-inch TFT LCD cluster, front parking sensors, and heated-and-folding side

mirrors.

The new Sportage has grown. With a length of 4660mm and a width of 1865mm, its dimensions are comparable to the XM-series Kia Sorento seven-seat SUV which Kia built from 2009 to 2014.

The larger exterior transfers through to the inside of the vehicle, providing space for the driver and up to four passengers and their luggage.

To maximise convenience, the rear seats split 60:40 split and can fold flat to enable a through-loading cargo space which can accommodate either one or two passengers, and longer items, at the same time.

THE RANGE

The Sportage is available in four different trim levels with two different petrol and one diesel engine in a mix of two-wheel and all-wheel drive

versions.

The range starts with the front-wheel drive 2.0-litre petrol LX Urban from \$39,990 and LX+ Urban from \$40,990.

The all-wheel drive turbocharged 1.6-litre petrol models begin with the Deluxe 1.6T from \$48,990 and the X-Line 1.6T from \$56,990.

Next up are the 2.0-litre turbodiesel all-wheel drive models starting with the LX diesel at \$45,990, the LX+ diesel from \$48,990, the Deluxe diesel from \$51,990, and the X-Line diesel from \$61,990.

THE LOOK

Kia Design Centre head and senior vice president, **Karim Habib**, a Canadian of Lebanese descent, drove the brand's new Opposites United design language which debuted with the 2022 Sportage.

Habib and his team have given the

Continued on the next page



2022 KIA SPORTAGE LX

Price: \$39,990

Engine: 2.0-litre Multipoint fuel injection four-cylinder petrol

Power: 115kW @ 6200rpm

Torque: 192Nm @ 4500rpm

Transmission: Six-speed auto

Economy: 8.1 litres/100km

Emissions: 205 grams/km

Tyres: 235/65 R17

Towing: 1650kg (braked)

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Sportage a much sleeker and futuristic look but have retained the signature Tiger Nose grille which has adorned the last two generations of this model.

In the 2022 Sportage the distinctive boomerang-shaped LED Daytime Running Lights (DRLs), create solid boundary lines for the LED MFR-type headlights.

Though the two previous Sportages had fairly flat upright tailgates, the new model has a more muscular fastback design flowing into the razor-like taillights which Kia says have been crafted to give the impression that they cut into the body with "fine precision".

The new look gives the Sportage more on-road presence in all colours other than Fusion Black which seems to hide the body panels' curvature.

Inside

At the centre of the Sportage's cabin is a sculpted integrated curved display with a slim touchscreen pad and detailed air vents.

The designers say the curved display which sweeps across the front, gives the cabin dramatic width and depth creating a driver-orientated space.

It's a more contemporary look for Kia, which has always had a more conservative dashboard and interior, but the ergonomics are excellent and the touchscreen is one of the most responsive we've encountered.

The overall design of the dashboard, centre console and door cards is unique and well executed.

Kia has tried and succeeded by injecting its personality into the car, rather than the vehicle being a Euro clone.

Sometimes functionality is lost within the design of such things, but not in the case of the Sportage's major controls which are easy and intuitive for both the driver and front seat occupant to operate.

Most importantly, particularly in the Sportage LX, the new seats are comfortable, well-padded, and easily adjustable for all sizes of driver, and the steering wheel is fully adjustable.

THE DRIVE

The 2.0-litre petrol engine, available in LX and LX+, produces 115kW of power and 192Nm of torque.

The 1.6-litre turbocharged engine with AWD in Deluxe and X-Line trim, sees power and torque increase to 132kW and 265Nm.

Quoted fuel consumption for the 2.0-litre petrol engine is 8.1 litres/100km, which improves to 7.2 litres/100km for its 1.6-litre turbo-charged stablemate.

The 2.0-litre diesel in all four trim levels features AWD as standard. It generates 137kW of power and 416Nm



of torque and has a fuel efficiency of 6.3 litres/100km.

Both petrol variants are rated to tow 1650kg braked, which increases to 1900kg braked for the diesels.

The power and torque from the naturally aspirated 2.0-litre engine are adequate rather than startling, but the car does its best work on the motorway and open road providing quiet and economical performance.

Stop/start urban motoring will see consumption rise a litre or two above the combined figures quoted above.

All three engines fall in the neutral zone of the Government's Clean Car Standard and don't attract a fee or a discount.

SAFETY

A comprehensive suite of passive and active safety features is standard across the Sportage range.

As part of its advanced driver assistance (ADAS) package, the Sportage has forward collision-avoidance assist (FCA), which helps avoid collisions with objects in front of the vehicle.

When operating the turning signal to change lanes, if there's a risk of collision with a rear-side vehicle, a new blind spot collision-avoidance assist (BCA) system provides a warning to the driver.

After the warning, if the risk of collision increases, BCA actively controls the all-new Sportage to help avoid a collision.

BCA is also active in situations like parallel parking, further helping to avoid collision with rear-side vehicles.

More standard features include rear cross-traffic collision avoidance (RCA), lane keep assist (LKA), and lane follow assist (LFA).

OUR VIEW

Over five generations Kia has evolved the Sportage from an old-school ladder-chassis 4x4 wagon into a compact crossover and now a striking-looking SUV which combines form with function. It's certainly a Vegemite car - you'll like the look or you won't.

Most importantly the entry-level 2.0-litre petrol LX isn't a stripped-out version but a vehicle that's well equipped and specified for fleet users.

It has high levels of standard safety features including the smart cruise function which is appreciated by drivers who use busy motorways.

There'll be some fleet buyers who consider the LX version of the all-wheel drive 2.0-litre turbodiesel for very high-mileage applications, or where a greater towing capacity is required.

But for most, the performance of the petrol version should be enough.



2022 SKODA SUPERB iV WAGON

Price: \$79,990

Petrol Engine: 115kw/250Nm 1.4-litre four-cylinder turbo

Electric Motor: 85kw/330Nm (Combined 160kw/400Nm)

Transmission: six-speed dual clutch gearbox

Economy: 1.4 litres/100km combined

Emissions: 32 grams/km combined

Towing capacity: 1600kg

SUPERB ELECTROMOBILITY IN SKODA'S PLUG-IN HYBRID

Skoda New Zealand was the first distributor outside Europe to launch the electrified 160kW Superb iV when the car debuted here last July.

That's the level of confidence the Czech manufacturer has in Skoda NZ (SNZ) which had just landed a major patrol vehicle supply contract with New Zealand Police.

Internal research had told Skoda NZ that 68% of its customers were interested in hybrid and electric vehicles.

Knowing there was an appetite SNZ general manager **Rodney Gillard** ordered as many Superb iVs as the factory could provide.

Gillard's confidence was repaid. Four were pre-sold to premium taxi operator Corporate Cabs sight unseen, and the police are evaluating two Superb iV wagons.

THE RANGE

The front-wheel drive 160kW Superb iV PHEV sedan and wagon range ushers in the new era of Skoda electromobility

in New Zealand and all should qualify for the Clean Car discount of \$5750.

However, a bit of dealer negotiation may be required by Sportline iV wagon buyers to keep it under the \$80,000 threshold.

There are four Superb iV models: the Style iV sedan from \$72,990, the Sportline iV sedan from \$76,990, the Style iV wagon from \$75,990, and the Sportline iV wagon from \$79,990 (as pictured).

All Superb iVs run a 1.4-litre turbocharged four-cylinder petrol/ electric plug-in hybrid powertrain with a combined power and torque figure of 160kW and 400Nm.

Power and torque are sent to the front wheels through a six-speed automatic gearbox.

The capacity of the Lithium-ion traction battery is 13kWh and the car has up to 62km of pure electric range.

In addition to the car's standard five-year 150,000km mechanical warranty, Skoda offers an eight-year 160,000km warranty on the 13kWh traction

battery.

Charging the traction battery takes up to seven hours from an eight-amp 230 V domestic power socket or up to three-and-a-half hours from a 7kW 400 V Wallbox.

Although the Superb iV has a Type 2 plug connection it can only be charged from an AC supply and not a DC fast-charger.

The Type 2 plug socket is found in the front of the car behind a flap which is integrated discretely into the front grille.

THE DRIVE

Some plug-in hybrids have a less than smooth transition from full electric mode to parallel hybrid mode and then to full petrol power, but not the Superb iV which has some useful functionality to utilise fully its propulsion technology.

There are three different drive modes - sport, electric, and hybrid - which provides a driving range of up to 930km on one tank of petrol.

Drivers can also conserve electric

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charge in the traction battery for city use at the end of a long-distance trip.

The navigation system can advise on how far the EV range will last.

In sport mode, the electric motor acts as a booster to the petrol engine, but in everyday use the car will default automatically to electric mode unless told otherwise.

At very low speed an e-noise generator warns pedestrians of the vehicle's approach.

And when charging the car overnight the onboard eManager can incorporate a morning defrost and set a desired cabin temperature before the car sets off.

On the road, the Superb iV's ride is softer and more compliant than expected blended with a sharp steering response and taut handling.

Acceleration from the hybrid powerplant is brisk, progress is quiet, and the strength of the regenerative brakes often allows a one-pedal driving style.

THE LOOK

Although a member of the Volkswagen Group, Skoda has always differentiated itself from its sibling brands with a smoother and more curvaceous exterior design.

But recent designs like the Superb launched in 2015 have much sharper lines and a more aggressive look front on.

As part of a mid-life update in May 2019 and the arrival of the iV models, the Superb was updated with matrix LED headlights, a new radiator grille, and more sharply styled front bumper with LED driving lights.

The taillamps were upgraded to LEDs and the rear bumper was redesigned for a sharper and more defined look with contrasting valance panels.

The circular Winged Arrow badge in the centre of the wagon's tailgate below the window was deleted and replaced by the Skoda brand name in a large font.

Inside

The Superb iV Sportline is equipped generously with multi-adjustable Alcantara-clad heated front sports seats.

The rear bench seat also has a heating function as does the leather clad multifunction steering wheel with DSG paddles.

There's a USB-C connection in the lower dashboard for the Apple Car Play/Android Auto phone mirroring functions through the centre



touchscreen.

There are subtle differences from the standard petrol cars. The Superb iV has an updated instrument cluster to give more visibility to the electric systems, and there's a specific place in the boot to store the charging cables.

The tailgate has remote electric open/close function and the Superb iV has 510 litres of cargo space to the window line, expanding to 1131 litres when the rear seatbacks are folded down.

SAFETY

All Superb models come with a Euro NCAP five-star safety rating, and the iV isn't lacking for driver assistance and safety features.

They include crew protect assist for the driver and front passenger, front assist city autonomous braking, driver alert system, lane assist, side assist, and adaptive cruise control with emergency braking.

There are also park assist with parallel park button, and manoeuvre assist with front and rear parking sensors and rear-view camera.

In a large wagon like the Superb iV

the cameras and parking sensors are appreciated when placing the vehicle into tight spaces within car parking buildings.

And the parallel park assistant protects the 19-inch Vega alloy wheels from meeting a kerbstone.

OUR VIEW

Not every fleet buyer wants an SUV and Skoda is one of the few mainstream brands which also has a full range of mid-size and large cars and station wagons to complement its SUVs.

The Superb iV is a large car/wagon option that provides a comfortable space, particularly for long-legged passengers in the back seat, is -functionally practical, and now offers the economic benefits of a plug-in hybrid drivetrain that attracts a generous government rebate.

Throw in the option of a three- or five- year service plan, \$1695 or \$3195 respectively. and the Superb iV is a compelling fleet offer when the total cost of ownership is considered.

But most importantly it's a pleasant daily driver that will stand up easily to the rigours of commercial use.

LIVING THE LUXE LIFE IN JAZZ HYBRID

BY ROBERT BARRY

Honda's new model Jazz marked its first year on sale in New Zealand this month, so we think it's time to review the line-up.

That's particularly so with the range-topping hybrid Jazz e:HEV Luxe now eligible for a Clean Car rebate of up to \$4140 from its retail price of \$35,000. On-road costs are extra.

Honda New Zealand is one of the few distributors to have stock available immediately for delivery anywhere in the country from its national distribution centre in Nelson.

It's a position that's the envy of many brands trying to satisfy fleet buyers during the current pandemic.

THE LOOK

The previous generation Jazz had quite aggressive styling for a light hatchback, especially the RS models when fitted with the optional Mugen body kit.

However, the new generation is less wild-child and will appeal to a wider global audience, although Honda Australia has dropped the Jazz for the new HR-V as its new entry level car.

But the much more rounded, smoother and friendlier looking Jazz will continue in New Zealand as Honda says demand from its loyal fan base is still very strong.

The flagship e:HEV Luxe is targeted at business and private buyers; the high-riding SUV-like Crosstar with factory fitted roof rails is aimed at leisure buyers, and the entry level Life at the Honda faithful who want a well-equipped but inoffensive city runabout.

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HONDA JAZZ E:HEV LUXE

Price: \$35,000

Engine: 1.5-litre petrol/electric Hybrid

Power: 72kW (petrol); 80kW (electric)

Torque: 131Nm (petrol); 253Nm (electric)

Transmission: eCVT FWD

Economy: 3.8 litres/100km

CO2 Emissions: 87 grams/km

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THE RANGE

Honda has priced the Life from \$28,000, the Crosstar from \$30,000 and the e:HEV Luxe from \$35,000 under its no-haggle Price Promise.

The entry level 1.5-litre Life automatic with a sports trim interior replaces the previous 1.3S.

The SUV/Crossover style Crosstar is also powered by a 1.5-litre automatic, and the Jazz Luxe which replaces the previous Hybrid model, features Honda's new two-motor e:HEV electrified technology.

It's the first model in Honda NZ's line-up to wear the new e:HEV badge and the first example of Honda's e:Technology branding that will feature in all future electrified products.

We can expect to see an e:HEV version of the HR-V and there may be a Civic Hatch with the hybrid powertrain if there's enough demand.

INSIDE

All three Jazz variants are fitted with Honda's nine-inch infotainment system paired with seven-inch driver's display with an intuitive user interface.

There are wireless Apple CarPlay, automatic climate control, Magic seats, LED headlights, LED daytime running lights, smart entry, push-button start, walk away auto door locking, power folding mirrors, privacy glass, and 16-inch alloy wheels.

Honda says wider front seats use mat-structure support, replacing the previous spring set-up, to help prevent fatigue on long journeys.

Improved rear-seat design and a thicker rear seat pad provide a lounge like rear cabin.

The new Jazz's most noticeable difference is the thin A-pillar which improves visibility through the panoramic windscreen and front quarter lights.

The Jazz Crosstar will appeal to people who want a compact crossover style vehicle but without the expensive and weight of an all-wheel drive system.

It has increased ride height (25mm), dedicated suspension and steering tuning, a unique grille, front and rear bumpers and body protectors, water-resistant upholstery, and integrated roof rails.

The e:HEV Luxe offers a full leather interior, with two colour choices (black or tan), leather wrapped steering wheel, soft-touch dash, armrest and knee pads, heated seats, key linked power folding mirrors, and platinum exterior trims.

THE DRIVE

The e:HEV system consists of two compact electric motors connected to a 1.5-litre petrol engine, a lithium-ion



battery and a fixed-gear transmission via an intelligent power control unit.

They work together to provide smooth and direct response.

The electric system provides 80kW of power and 253Nm of torque and Honda says the Jazz e:HEV Luxe powertrain selects seamlessly from three interchangeable drive modes.

In EV Drive mode, the lithium-ion battery supplies power to the electric propulsion motor directly.

But in Hybrid Drive, the engine supplies power to the electric generator motor, which in turn supplies it to the electric propulsion motor.

In Engine Drive mode, the petrol engine is connected directly to the wheels through a lock-up clutch and drive force is transmitted directly from the engine to the wheels.

The Jazz e:HEV Luxe has quoted fuel efficiency of 3.8 litres/100km.

In most urban driving, optimum efficiency is achieved through seamless transitions between EV Drive and Hybrid Drive.

At highway speeds, Engine Drive is used, supplemented by an on-demand peak power boost from the electric propulsion motor for faster acceleration.

In Hybrid Drive, excess power from the petrol engine can be diverted to recharge the battery using the generator motor.

EV Drive is also engaged when the car is decelerating, harvesting energy through regenerative braking to recharge the battery.

SAFETY

The e:HEV Luxe is the first Jazz in the New Zealand line-up to be fitted with the Honda Sensing suite of safety features and driver aids.

It includes a new wider, higher-definition camera, replacing the previous camera and radar set-up. It improves awareness of vehicle surroundings and recognises verges without kerbs or roadside markings.

The collision mitigation brake system (CMBS) is improved and now applies the brakes when oncoming vehicles



cut across or turn into the path of the car.

The new camera system also enables adaptive cruise control (ACC) to follow traffic in congestion and applies lane keep assist on urban and rural roads - as well as multi-lane highways - for increased safety.

OUR VIEW

The Jazz e:HEV Luxe is unashamedly happiest in its natural habitat: stop/start urban traffic where its powertrain shows its best attributes and best performance.

Most city driving is accomplished quietly using electric power from the battery, with the petrol engine occasionally kicking in to replenish battery power, particularly if you're using the air conditioning.

Honda has given the Luxe a premium feel, especially in Meteoroid Grey Metallic painted cars which have tan leather upholstery on the seats, door trims and dashboard. It really elevates the atmosphere of luxury in the cabin.

Sadly, tan is reserved for the grey cars and other colours get black leather.

Because of the rear mounted lithium battery, the Luxe loses about 50 litres of boot space in comparison to the Crosstar and Life.

It doesn't quite get the completely flat load-through of its siblings, but the Magic Seats still offer flexibility to carry tall items in the cabin.

The funky two spoke steering wheel is a delight to look at and use. Its design pays homage to that of the first-generation EB Civic light hatchback which started Honda's mass market journey in New Zealand.

FAITHFUL CAMRY SOLDIERS ON

BY MATTHEW HANSEN

Few cars have been as consistent in their message and in their execution, for as long a time, as the Toyota Camry.

Though the nameplate is hardy one associated with reinventing the wheel it's nevertheless one of the most loved by fleet buyers ... and of course taxi drivers.

In spite of the market moving away from three-box sedans and towards SUVs, the Camry continues to soldier on.

The latest iteration of the breed is the most advanced and compelling entry yet and gives plenty of reasons to consider it ahead of rivals from the crossover segment.

This latest update saw Toyota slash the Camry line-up to a simple three-trim format: GX, SX, and ZR.

All share the same 2.5-litre four-cylinder hybrid petrol powertrain, ditching the V6 of old.

Though it was popular among private buyers, the V6 was much thirstier than the hybrid, without providing a huge amount of extra performance or character.

Like numerous other Toyotas, the Camry was recently subject to price increases across the board.

Each model is now \$2000 more than it was in late 2021, with the GX, SX, and ZR now priced at \$45,990, \$50,490,

and \$54,990 respectively.

We got our hands on the SX, a mid-spec trim that doesn't feel mid-spec at all.

Huge 19-inch wheels, a body kit, and leather upholstery make the SX feel like it could be a flagship.

It doesn't miss out on many features relative to the more expensive ZR, only things like the JBL sound system, head-up display, heated and cooled seats, and panoramic glass roof. They're all nice things to have, but not vital.

The shift from championing a V6 to going solely hybrid is a smart move, and one that should excite fleet managers.

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TOYOTA CAMRY SX

Price: **\$50,490**

Engine: **2.5-litre four-cylinder hybrid**

Battery: **1.0kWh**

Transmission: **e-CVT**

Power: **160kW**

Economy: **5.2 litres/100km**

Emissions: **119 grams/km**

Weight: **1655kg**



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It mightn't be as silky smooth as the old six-pack, but the electrified 2.5 is the more logical choice, and adds more kudos to the Camry's workhorse vibe.

For anyone still equating the word "hybrid" with "slow", know that this Camry is fairly quick.

It executes slick lane manoeuvres on the motorway with ease, thanks to the fairly obedient CVT.

However, it's a little loud and strained when operating on the petrol engine alone. Should a twisty road present itself, it's even a little bit fun.

The Camry packs a reasonable level of mechanical grip, and the lighter powertrain means there's less weight across the front wheels.

Its sweet spot isn't backroad blats, however. It's in urban environments that the hybrid powertrain comes into its own.

Here, it does most of its commuting in almost total silence, aided no doubt by Toyota's decades of refinement in the hybrid arena.

The hushed engine is backed up by superb noise deadening. A quiet ride might not sound like too big a



figures out of the RAV4 hybrid with a its similar, but less powerful 2.5-litre engine.

Inevitably, the Camry is a fairly comfy, roomy car inside. A tall transmission tunnel compromises legroom for the fifth passenger, but everyone else is well catered for.

Adults will find the flanking seats in the back to be more than accommodating for legroom and headroom.

Up front, it's starting to show its age in some areas. The layout is attractive, and the way the design envelops the driver gives the Camry a sportier feel.

However, an update to the touchscreen can't come soon enough. The nine-inch unit has gained an inch in diameter as part of the Camry's update, and now proudly extends out of the dashboard's centre stack more. But its grainy, pixelated display makes it feel dated to use.



Unfortunately, much like its Corolla and RAV4 hybrid stablemates, local Camry deliveries are currently delayed significantly.

Toyota New Zealand says the next batch of GX models isn't going to arrive until October this year.

The wait is even longer for SX and ZR orders, with the first landing in January 2023.

But, for people wanting tried and true motoring with a hint of electrification, the updated Camry is worth the wait.

deal, but it almost always means that those behind the wheel arrive at their destination in a more revitalised state.

Toyota claims a combined economy of 5.2 litres/100km for the Camry, and we matched that. Curiously, even though it's heavier and less slippery in shape, I've achieved even better economy



START OF A NEW ERA FOR KIA

BY MATTHEW HANSEN

Kia's progression from upstart to the pointy end of the mainstream vehicle market is well documented.

By and large, Kia has completed the global market takeover it had hoped for in the early 2000s.

But there's no sleep for the wicked.

Kia has pressed "go" on its next market goals. The brand's current line-up, almost all of which have had a vast makeover in the last two years, underlines a desire to be considered more upmarket than key rivals.

On a longer timeline it aims to position itself as an electric vehicle powerhouse, not unlike sister company Hyundai.

The all-new EV6 is Kia's attempt to hit two birds with one stone. It takes over from the Stinger as the brand's halo performance model, while also leading its budding electric vehicle range.

Kia New Zealand isn't messing around, either. The EV6's pricing is aggressive, with two models priced below the Government's \$80,000 Clean Car Discount threshold.

Many Kia products have been labelled the manufacturer's "most important car yet". Maybe that applies in this case, too.

Though it's much bigger and sits in a different vehicle segment, the EV6's pricing puts it toe to toe with New Zealand's most popular electric car, the Tesla Model 3.

The line-up starts at \$72,990 for the 58kWh Air standard-range, undercutting the cheapest Model 3 by \$2000.

The Air long-range, which gets a 77.4kWh battery and quoted range of 528km, is priced from \$78,990.

Our test car is the \$106,990 GT-Line (the flagship until the GT arrives in 2023). It uses the 77.4kWh battery, but gets a beefed-up powertrain, all-wheel drive, and a lengthy list of tech toys.

Range takes a hit, dropping to 506km, but this is premium plug-in fare.

Dimensionally, the EV6 is a bit of an oddball thanks to its E-GMP platform and its enormous 2900mm wheelbase.

To make this number happen the wheels are pushed as far into the corners as possible.

Inside, the air-conditioning module has been moved in front of the firewall and there's no transmission tunnel, meaning a flat floor for those in the front.

That adds up to one of the roomiest interior spaces in any passenger car.

Rear legroom is especially impressive, with some of my passengers able to stretch their legs out almost fully without being impeded by the front seat.

The "Zero Gravity" front seat feature, which allows the front seats to fold into a "business class-style" recline while you're stationary, are sublime in practice.

There's much more car here than the Model 3 offers. For less money, too.

This layout philosophy leads to a design that looks unorthodox from some angles.

Overhangs at each end are small, with the front overhang leading to a fascia that looks a little smushed together from some angles.

Its cabin design is more convincing. It shares plenty of DNA with other Kias but packs enough sharp lines and

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angles to bring a more sci-fi feel.

Repeated diagonal lines tie together the top of the dash, the ambient lighting, and the centre armrest.

There's a two-spoke steering wheel, because they're back in fashion, and the floating centre console's piano black plastic is pretty but acts as a dust bowl.

The cabin's heart is undoubtedly the vast curved display screen. Made of dual 12.3-inch screens, it uses Kia's latest infotainment interface.

The clarity and quality of the two screens are excellent, and both are cleanly laid out and fairly easy to use.

The lack of wireless Android Auto or Apple CarPlay seems like a slight lost opportunity, and the satnav interface could be more straightforward.

But the EV6 makes up for it with features like the Surround View 360-degree camera, augmented reality head-up display, and vehicle-to-load charging capabilities.

The last-mentioned allows it to channel up to 3.6kW or 220V AC power to charge or run other electric devices.

V2L is one of several innovations the E-GMP platform can boast about. Arguably more important is its 800V charger compatibility.

Plugged into one of the growing number of hyper-chargers around the country, the EV6 can be charged from 10% to 80% in a brisk 15 minutes.

And what about that range? Though we didn't surpass the magic 500km barrier, we did manage to get almost 450km out of the EV6 on a single charge.

That's impressive, especially given that a large chunk of our time with the car was spent driving on motorways and countryside B-roads.

Some of this credible range figure stems from Kia's i-Pedal. It's the brand's name for its most severe regenerative braking setting, and it deserves a name because it's one of a select few systems capable of slowing a car to a complete stop.

That makes the EV6 a true single pedal car, one that you can drive to the shops and back using just one pedal. Once you get used to the weight it applies and the way it applies it, it becomes quite predictable and intuitive.

Inevitably, it's plenty quick as well. Kia says the EV6 can hit 100km/h in just over five seconds, but in practice it feels even quicker.

Off the mark, the EV6 displays noticeably less lurch than rivals. The Continental rubber provides acres of grip to a platform that already hosts plenty of mechanical grip thanks to its low centre of gravity.

Lob the EV6 at a corner, and it gobbles it up without fuss. Drivers seeking an ultimate thrill would probably have a little more fun in lighter platforms

like the Model 3, but the EV6 isn't far behind.

The EV6 can be seen as a slam dunk for Kia and a guiding light forward for the marque as it takes on more widespread electrification.

But, before we crack open the bubbly there's an elephant in the room worth discussing.

The EV6 is a direct cousin to the Hyundai Ioniq 5. They share a platform, most of their drivetrains, and get similar equipment.

In spite of the amount of mechanical overlap between the two, they're quite different.

The Ioniq 5 is a proud SUV, with its squared off proportions. The EV6 feels less resolved.

Kia classifies it as an SUV, but it clearly also wants to be considered as a sports sedan.

It's no accident that its silhouette draws it closer to the likes of the Model 3 and Polestar 2 than the boxier Ioniq 5.

This won't matter to most buyers. They'll vote based on looks and value (noting that the EV6 is cheaper, particularly if you want the bigger battery) without giving this stuff a second thought.

And at the end of the day, there's nothing wrong with that. Both are stellar cars, and both mark a new era for the Korean car industry.

NO SAFETY RATING HAMPER SHINING STAR

WORDS: MIKE STOCK
PICTURES: MATTHEW HANSEN

Choosing a car costing around \$20,000 became more difficult after the latest version of the four-door MG3 small hatchback arrived.

Chinese-owned MG Motor bangs on about its heritage dating from 1924, a reference to the British sports car

brand that started modifying Morris cars in the 1920s and calling them MG (Morris Garage).

MG3 design work, R&D, chassis tuning, and engineering are still done in England.

Though it made sports cars predominantly, MG has had a long line

of saloons, including the pre-World War 2 Y-models and the stylish ZA a re-badged Wolseley in the 1950s.

A decade later there were MG versions of the Morris 1100/1300 and the handsome but dynamically-awful Farina-styled Morris Oxford.

But though I've hankered after a ZA

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2022 MG3 CORE FWD

Price: \$19,490 driveaway

Engine: 1.5-litre four-cylinder petrol

Power: 82kW @ 6000rpm

Torque: 150Nm @ 4500rpm

Transmission: four-speed auto

Economy: 6.7 litres/100km on combined cycle
(manufacturer's figure)

Emissions: 159 grams/km

Tyres: 185/65 R15

Towing: 200kg unbraked trailer

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and an MG1300, the MG3 held little appeal – until I drove one.

THE LOOK

The MG3 is a conventional hatchback with a neatly-styled front dominated by a tasteful grille and upwards arching clusters for the halogen projector headlights and “London Eye” daylight running lights.

The indented line that rises wedge-like along the doors from the bottom of the front wheelarch to the top of the rear one, is characterful and adds a touch of class.

Looked at straight-on, the rear end is more coupe-like and is dominated by high-mounted taillights. The look is slightly at odds with the front end but helps the MG3 stand out from the crowd.

THE INTERIOR

The test car, the \$19,490 base model Core, generally didn't feel built down to a price though the hard plastic trim, including the door inners, smack of a budget runabout.

The tartan-look upholstery is attractive and is echoed by trim on the passenger's side of the dashboard.

And though the seats didn't feel that good initially, after five hours' driving they proved comfortable and were surprisingly supportive during the hard cornering the car revels in.

The lack of a rest for the driver's left foot is annoying but the instrumentation is clear and includes a digital speedo.

Rear seat leg- and headroom are adequate, and the luggage capacity of 307 litres is about par for the small car course. The rear seatbacks fold forward to create 1081 litres of cargo space.

There's central door-locking, electric windows, manual air-conditioning, and cruise-control.

The electrically-adjustable exterior mirrors are well-placed, and there's space ahead of the driver's side mirror to take the guesswork out of right-hand cornering in the city.

Road noise was acceptable even on very coarse chip seal.

The MG3 has Bluetooth connectivity, is Apple CarPlay-compatible and has some on-board info capability. The rear-view camera displays on a colour eight-inch touchscreen.

THE RANGE

MG Motor sells two MG3s in New Zealand, the Core and the \$21,490 Excite.

Both use a 1498cc multi-point fuel-injected petrol four-cylinder engine developing 82kW/150Nm and driving the front wheels through a four-speed conventional automatic gearbox.



The Excite adds a roof-mounted rear spoiler, a modest body kit, and a six-speaker sound system in place of the Core's four speakers.

Core wheels are 15-inch alloys, the Excite's 16-inch two-tone alloys. The Core has 185/65 R15 tyres while the Excite runs on 195/55 R16s.

THE DRIVE

On the road is where the MG3 shines, with secure, engaging handling worthy of the classic sports car brand's badge. Turn-in to corners is especially crisp and the ride is composed, firmish but not harsh.

The MG3 isn't quick. We'd rate it somewhere around 13/14 seconds to 100km/h.

That's slow by modern standards but in keeping with its ancestors which favoured handling over outright pace (the MGB took 12.5s to hit 60mph/96km/h).

For a bargain price, MG delivers a car with handling worthy of a much more expensive and powerful sports sedan.

As authoritative British magazine Autocar noted, the chassis tune and composure are good enough to handle an extra 50 horsepower.

The leather-wrapped steering wheel offers good feel from the speed-variable hydraulic power steering.

SAFETY

This is where the MG3 falls short. It has no ANCAP safety rating.

However, the car has six airbags, five lap/sash seatbelts, mandatory ESC, ABS braking with EBD, active cornering brake control. On the security front, an

engine immobiliser is standard.

OUR VIEW

Is the MG3 a good choice in the budget-priced subcompact hatchback field? Assuredly.

It's roomy, doesn't feel small, and doesn't feel budget and tinny, as cheap cars have invariably.

The performance could be better and you have to hammer the engine to make quick progress with an accompanying rise in noise and effect on fuel economy. MG quotes 6.7 litres/100km but we recorded in the high sevens.

A six-speed gearbox would help engine refinement and fuel economy but would add cost.

However, the car is perfectly liveable – around town and on the open road – and the price and benefit package is sensational.

The price includes a year's registration, a seven-year warranty, seven years of free WoF inspections, and seven years' roadside assistance. However, the MG3 doesn't qualify for a Clean Car rebate.

The bugbear for fleets is its lack of an ANCAP safety rating and the implied lack of responsibility if they put staff into a car that has no rating.

That's a pity because the MG3 has good onboard safety kit and is a logical successor to fleet cars like the Hyundai Getz that was popular with district health boards.

And the MG is very capable and forgiving dynamically, often overlooked but important safety factors.

NEW VEHICLE SALES BY BUYER TYPE
APRIL 2022

	MONTH	YTD
PASSENGER - BUSINESS		
TOYOTA RAV4	328	698
MITSUBISHI OUTLANDER	245	1111
MAZDA CX-5	136	504
TOYOTA YARIS	117	221
TOYOTA COROLLA	114	240
SUZUKI SWIFT	109	316
MITSUBISHI ECLIPSE CROSS	108	309
TOYOTA HIGHLANDER	100	170
HYUNDAI KONA	61	335
HYUNDAI IONIQ	55	68
SKODA OCTAVIA	54	96
NISSAN X-TRAIL	44	388
MG ZS	42	216
SKODA KODIAQ	41	98
VOLKSWAGEN TIGUAN	41	125
SUBARU OUTBACK	40	141
KIA SPORTAGE	38	238
HONDA JAZZ	37	145
NISSAN LEAF	35	59
SUZUKI JIMNY	33	81
TOYOTA C-HR	30	60
OTHER	1285	8822
TOTAL	3093	14,441
PASSENGER - GOVERNMENT		
HYUNDAI IONIQ	103	183
SKODA SUPERB	75	180
SUZUKI SWIFT	36	100
MITSUBISHI ECLIPSE CROSS	35	148
HYUNDAI KONA	32	85
OTHER	164	516
TOTAL	445	1212
PASSENGER - RENTAL		
MITSUBISHI OUTLANDER	104	337
HYUNDAI IONIQ	81	92
KIA STONIC	31	349
MG ZS	25	26

NEW VEHICLE SALES BY BUYER TYPE
APRIL 2022

	MONTH	YTD
SUZUKI SWIFT	21	98
OTHER	103	820
TOTAL	365	1722
LIGHT COMMERCIAL - BUSINESS		
FORD RANGER	227	3115
TOYOTA HILUX	90	2285
NISSAN NAVARA	64	744
MITSUBISHI EXPRESS	39	143
ISUZU D-MAX	28	911
TOYOTA HIACE	25	528
RENAULT MASTER	14	21
FORD TRANSIT	13	108
MERCEDES-BENZ SPRINTER	11	87
MAZDA BT-50	10	345
MITSUBISHI TRITON	9	2690
HYUNDAI STARIA LOAD	8	194
TOYOTA LANDCRUISER	8	80
VOLKSWAGEN T6	8	46
RAM 1500	7	110
VOLKSWAGEN CADDY	5	29
RENAULT TRAFIC	4	21
CHEVROLET SILVERADO 1500	2	16
LDV EDELIVER 3	2	54
PEUGEOT EXPERT	1	30
OTHER	0	1630
TOTAL	575	13187
LIGHT COMMERCIAL - GOVERNMENT		
MITSUBISHI TRITON	3	410
TOYOTA HIACE	3	46
VOLKSWAGEN T6	3	9
FORD TRANSIT	1	5
TOYOTA HILUX	1	96
OTHER	0	228
TOTAL	11	794
LIGHT COMMERCIAL - RENTAL		
MERCEDES-BENZ SPRINTER	11	72
TOYOTA HIACE	4	17
TOYOTA HILUX	2	64
VOLKSWAGEN CADDY	2	11
FORD RANGER	0	26
OTHER	0	197
TOTAL	19	387

PRICELIST		
MODEL	ENGINE	PRICE
AUDI <i>For more information on Audi's fleet offerings visit www.audi.co.nz to find your local Audi Dealer and their Fleet Specialist will be able to assist you further.</i>		
A1 30 TFSI Advanced (81kW)	999cc 81kW 7-gear automatic	\$45,500.00
A1 35 TFSI S line	1498cc 110kW 7-gear automatic	\$49,900.00
A1 40 TFSI S line Limited Edition	1984cc 152kW 7-gear automatic	\$58,900.00
Q2 35 TFSI Advanced	1498cc 110kW 7-gear automatic	\$57,900.00
Q2 40 TFSI S line quattro	1984cc 140kW 7-gear automatic	\$67,900.00
SQ2 quattro S tronic	1984cc 221kW 7-gear automatic	\$81,900.00
A3 Sportback 35 TFSI Advanced	1498cc 110kW 7-gear automatic	\$57,900.00
A3 Sportback 40 TFSI S line quattro	1984cc 140kW 7-gear automatic	\$69,900.00
S3 Sportback quattro	1984cc 228kW 7-gear automatic	\$89,500.00
RS 3 Sportback	2480cc 294kW 7-gear automatic	\$112,500.00
Q3 35 TFSI Advanced	1498cc 110kW 7-gear automatic	\$64,500.00
Q3 45 TFSI S line quattro (180kW)	1984cc 180kW 7-gear automatic	\$89,900.00
RS Q3 quattro	2480cc 294kW 7-gear automatic	\$116,500.00
RS Q3 Sportback quattro	2480cc 294kW 7-gear automatic	\$119,500.00
A4 Sedan 40 TFSI S line	1984cc 140kW 7-gear automatic	\$78,900.00
A4 Avant 40 TFSI S line	1984cc 140kW 7-gear automatic	\$82,500.00
A4 Avant 45 TFSI S line quattro	1984cc 180kW 7-gear automatic	\$97,900.00
S4 Avant quattro Tiptronic	2995cc 260kW 8 speed tiptronic	\$125,900.00
RS 4 Avant quattro S tronic	2894cc 331kW 8 speed tiptronic	\$157,900.00
S5 Sportback TFSI quattro	2995cc 260kW 8 speed tiptronic	\$129,900.00
RS 5 Sportback quattro	2894cc 331kW 8 speed tiptronic	\$162,500.00
Q5 PI 40 TDI Advanced quattro	1968cc 150kW 7 speed S tronic	\$93,900.00
Q5 PI 40 TDI S line quattro	1968cc 150kW 7 speed S tronic	\$103,900.00
Q5 PI 45 TFSI S line quattro	1984cc 183kW 7 speed S tronic	\$108,900.00
SQ5 PI TDI quattro	2967cc 251kW 8 speed tiptronic	\$137,900.00
Q5 Sportback 45 TFSI S line quattro	1984cc 183kW 7 speed S tronic	\$111,900.00
SQ5 Sportback TDI quattro	2967cc 251kW 8 speed tiptronic	\$140,500.00
A6 Sedan 55 TFSI quattro	2995cc 250kW 7 speed S tronic	\$115,900.00
A6 55 TFSI S line	2995cc 250kW 7 speed S tronic	\$133,500.00
RS 6 Avant quattro	3996cc 441kW 8 speed tiptronic	\$225,900.00
RS 7 Sportback quattro	3996cc 441kW 8 speed tiptronic	\$235,900.00
Q7 45 TDI quattro	2,967cc 170kW 8 speed tiptronic	\$133,900.00
Q7 50 TDI quattro	2,967cc 210kW 8 speed tiptronic	\$150,900.00
SQ7 TFSI quattro	3996cc 373kW 8 speed tiptronic	\$192,900.00
e-tron 55 quattro	Lithium-ion 265kW	\$151,500.00
e-tron 55 quattro Advanced	Lithium-ion 265kW	\$159,900.00
e-tron Sportback 55 S line	Lithium-ion 265kW	\$170,500.00
e-tron S Sportback	Lithium-ion 320kW	\$189,900.00
Q8 55 TFSI quattro	1995cc 250kW 8 speed tiptronic	\$156,900.00

PRICELIST		
MODEL	ENGINE	PRICE
SQ8 TFSI quattro	3996cc 373kW 8 speed tiptronic	\$201,900.00
RS Q8 TFSI quattro	3996cc 441kW 8 speed tiptronic	\$248,900.00
e-tron GT quattro	Lithium-ion 350kW	\$194,500.00
RS e-tron GT	Lithium-ion 440kW	\$273,500.00
R8 V10 Performance quattro	"5204cc 449kW 7-speed dual clutch S tronic"	\$355,900.00
ALFA ROMEO <i>For more information on Alfa Romeo's fleet offerings visit alfaromeo.co.nz to find your local Alfa Romeo Dealer and their Fleet Specialist will be able to assist you further.</i>		
Alfa Romeo Stelvio Veloce	2.0L Petrol Turbo 206kW 400Nm	\$99,990
Alfa Romeo Stelvio Veloce Carbon	2.0L Petrol Turbo 206kW 400Nm	\$99,990
Alfa Romeo Stelvio Quadrifoglio	2.9L Petrol V6 BiTurbo 375kW 600Nm	\$144,990
Alfa Romeo Giulia Veloce	2.0L Petrol Turbo 206kW 400Nm	\$89,990
Alfa Romeo Giulia Veloce Carbon	2.0L Petrol Turbo 206kW 400Nm	\$89,990
Alfa Romeo Giulia Quadrifoglio	2.9L V6 Petrol BiTurbo 375kW 600Nm	\$139,990
BMW <i>For more information on BMW's fleet offerings visit www.bmw.co.nz to find your local BMW Dealer and their Fleet Specialist will be able to assist you further.</i>		
118i Hatch M Sport	1.5 TwinPower Turbo 3-cylinder petrol	\$56,200
M135i xDrive Hatch	2.0 TwinPower Turbo 4-cylinder petrol	\$88,900
218i Gran Coupé M Sport	1.5 TwinPower Turbo 3-cylinder petrol	\$63,900
M235i xDrive Gran Coupé	2.0 TwinPower Turbo 4-cylinder petrol	\$92,900
M240i xDrive Coupé	3.0 TwinPower Turbo 6-cylinder petrol	\$104,900
320i Sedan M Sport	2.0 TwinPower Turbo 4-cylinder petrol	\$76,900
330e Plug-in-Hybrid Sedan M Sport	2.0 TwinPower Turbo 4-cylinder petrol + electro-synchronous motor	\$94,900
M340i xDrive Sedan	3.0 TwinPower Turbo 6-cylinder petrol	\$122,900
M3 M xDrive Competition Sedan	3.0 TwinPower Turbo 6-cylinder petrol	\$178,900
320d xDrive Touring M Sport	2.0 TwinPower Turbo 4-cylinder diesel	\$86,100
M4 M xDrive Competition Coupe	3.0 TwinPower Turbo 6-cylinder petrol	\$182,900
420i Gran Coupé M Sport	2.0 TwinPower Turbo 4-cylinder petrol	\$81,900
M440i xDrive Gran Coupé	3.0 TwinPower Turbo 6-cylinder petrol	\$129,900
420i Convertible M Sport	2.0 TwinPower Turbo 4-cylinder petrol	\$96,900
M440i xDrive Convertible	3.0 TwinPower Turbo 6-cylinder petrol	\$144,900
M4 M xDrive Competition Convertible	3.0 TwinPower Turbo 6-cylinder petrol	\$199,900
520i M Sport Sedan	BMW TwinPower Turbo 4-cylinder petrol engine	\$99,900
M5 Pure Edition Sedan	M TwinPower Turbo 8-cylinder petrol engine	\$189,900
M5 Competition Sedan	M TwinPower Turbo 8-cylinder petrol engine	\$234,300
730d Sedan	3.0 TwinPower Twin Turbo 6-cylinder diesel	\$187,900
745e Plug-in-Hybrid Sedan	3.0 TwinPower Turbo 6-cylinder petrol + electro-synchronous motor	\$194,900
750i xDrive Sedan	4.4 TwinPower Twin Turbo 8-cylinder petrol	\$238,900
M760Li xDrive Sedan	6.6 M TwinPower Turbo 12-cylinder petrol	\$347,500
M850i xDrive Coupe	4.4 TwinPower Twin Turbo 8-cylinder petrol	\$279,900
M850i xDrive Convertible	4.4 TwinPower Twin Turbo 8-cylinder petrol	\$292,400

PRICELIST		
MODEL	ENGINE	PRICE
M850i xDrive Gran Coupe	4.4 TwinPower Twin Turbo 8-cylinder petrol	\$276,900
M8 Competition Coupe	4.4 M TwinPower Turbo 8-cylinder petrol engine	\$347,900
M8 Competition Gran Coupe	4.4 M TwinPower Turbo 8-cylinder petrol engine	\$341,900
M40i Roadster	3.0 TwinPower Twin Turbo 6-cylinder petrol	\$139,900
CITROEN <i>For more information on Citroen's fleet offerings visit www.citroen.co.nz to find your local Citroen Dealer and their Fleet Specialist will be able to assist you further.</i>		
C3	1.2L PureTech 110 EAT6	\$31,990.00
NEW C3 Aircross SUV	1.2L PureTech 110 EAT6	\$38,990.00
NEW C4	1.2L PureTech 155 EAT8	\$41,990.00
C5 Aircross SUV	1.6L PureTech 180 EAT8 S&S	\$54,990.00
FORD <i>For more information on Ford's fleet offerings visit www.ford.co.nz to find your local Ford Dealer and their Fleet Specialist will be able to assist you further.</i>		
Fiesta	1.5L ST Hatch	(Manual) \$39,990.00
Fiesta	1.5L ST Hatch	(Manual) \$41,990.00
Focus (2021.75MY)	1.5L Active Hatch Petrol, 8AT	\$37,990.00
Focus (2021.75MY)	1.5L ST-Line X Petrol, 8AT	\$42,990.00
Focus (2021.75MY)	2.3P ST Hatch Petrol, 7AT	\$59,990.00
Focus MHEV (2022.50MY)	1.0L Active MHEV Hatch Petrol, 8AT	\$38,490.00
Focus MHEV (2022.50MY)	1.0L ST-Line X MHEV Petrol, 8AT	\$42,990.00
Focus MHEV (2022.50MY)	2.3P ST Hatch Petrol, 7AT	\$59,990.00
Mustang (2021.50MY)	High Performance 2.3L Fastback	\$67,990.00
Mustang (2021.50MY)	5.0L GT Fastback	\$82,990.00
Mustang (2021.50MY)	5.0L GT Convertible	\$87,990.00
Mustang (2022.25MY)	High Performance 2.3L Fastback	\$69,990.00
Mustang (2022.25MY)	5.0L GT Fastback	\$84,990.00
Mustang (2022.25MY)	5.0L GT Convertible	\$89,990.00
Puma	1.0L Titanium Petrol, 7SP, AT	\$35,490.00
Puma	1.0L ST-Line Petrol, 7SP, AT	\$38,490.00
Puma MHEV (2022.5)	1.0L Titanium MHEV Petrol, 7SP, AT	\$35,990.00
Puma MHEV (2022.5)	1.0L ST-Line MHEV Petrol, 7SP, AT	\$38,990.00
Escape	2.0L EcoBoost, Petrol, 8AT, FWD	\$42,990.00
Escape	2.0L ST-Line, Petrol, 8AT, FWD	\$47,990.00
Escape	2.0L ST-Line, Petrol, 8AT, AWD	\$50,990.00
Escape	2.0L EcoBoost ST-Line X, Petrol, 8AT, AWD	\$55,990.00
Escape	2.5L PHEV, Petrol, CVT, FWD	\$60,990.00
Escape	2.5L PHEV ST-Line X, Petrol, CVT, FWD	\$66,990.00
Everest	2.0L BiTurbo Sport AWD Diesel	\$75,490.00
Everest	2.0L BiTurbo Titanium AWD Diesel	\$80,490.00
Ranger (2021.25MY)	4x2 XL Single Chassis Cab 6AT, 2.2L	\$43,190.00
Ranger (2021.25MY)	4x2 XLT Double Cab Wellside, 6AT, 3.2L	\$52,990.00
Ranger (2021.25MY)	4x2 FX4 Double Cab Wellside 10AT, 2.0L Bi-Turbo	\$56,990.00
Ranger (2021.25MY)	4x4 XL Single Chassis Cab 6AT, 3.2L	\$51,690.00
Ranger (2021.25MY)	4x4 XL Super Chassis Cab, 6AT, 3.2L	\$57,690.00
Ranger (2021.25MY)	4x4 XL Super Cab Wellside 6AT, 3.2L	\$59,190.00

PRICELIST		
MODEL	ENGINE	PRICE
Ranger (2021.25MY)	4x4 XL Double Chassis Cab 6AT, 3.2L	\$58,190.00
Ranger (2021.25MY)	4x4 XLT Double Cab Wellside 6AT, 3.2L	\$65,490.00
Ranger (2021.75MY)	4X2 Single CC, X-L, 2.2D, 6AT	\$45,190.00
Ranger (2021.75MY)	4X2 Super WS, X-L, 2.2D, 6AT	\$47,190.00
Ranger (2021.75MY)	4X2 Double WS, X-L, 2.2D, 6AT	\$50,690.00
Ranger (2021.75MY)	4X2 Double WS, X-LT, 3.2D, 6AT	\$52,990.00
Ranger (2021.75MY)	4X2 Double WS, X-LT, 2.0D, 10AT	\$55,990.00
Ranger (2021.75MY)	4X2 Double WS, FX-4, 2.0D, 10AT	\$56,990.00
Ranger (2021.75MY)	4X4 Single CC, X-L, 3.2D, 6AT	\$51,690.00
Ranger (2021.75MY)	4X4 Single CC, X-L, 3.2D, 6AT	\$57,690.00
Ranger (2021.75MY)	4X4 Double CC, X-L, 3.2D, 6AT	\$58,190.00
Ranger (2021.75MY)	4X4 Super WS, X-L, 3.2D, 6AT	\$59,190.00
Ranger (2021.75MY)	4X4 Double WS, X-L, 3.2D, 6AT	\$60,690.00
Ranger (2021.75MY)	4X4 Double WS, X-LT, 3.2D, 6AT	\$65,490.00
Ranger (2021.75MY)	4X4 Double WS, X-LT, 2.0D, 10AT	\$66,490.00
Ranger (2021.75MY)	4X4 Double WS, FX-4+, 2.0D, 10AT	\$70,490.00
Ranger (2021.75MY)	4X4 Double WS, Wildtrak, 3.2D, 6AT	\$72,990.00
Ranger (2021.75MY)	4X4 Double WS, Wildtrak X, 2.0D, 10AT	\$75,990.00
Ranger (2021.75MY)	4X4 Double WS, Raptor, 2.0D, 10AT	\$85,990.00
FIAT <i>For more information on Fiat's fleet offerings visit www.fiat.co.nz to find your local Fiat Dealer and their Fleet Specialist will be able to assist you further.</i>		
FIAT 500 LOUNGE	1.2L 5-Speed Dualogic (Automatic)	\$22,990
FIAT 500 DOLCEVITA	1.2L 5-Speed Dualogic (Automatic)	\$25,990
FIAT ABARTH 595	1.4L Turbo 107kW 206Nm (Manual)	\$29,990
FIAT ABARTH 595	1.4L Turbo 107kW 206Nm (Automatic)	\$34,490
FIAT ABARTH 595 COMPETIZIONE	1.4L Turbo 132kW 250Nm (Manual)	\$41,990
FIAT ABARTH 595 COMPETIZIONE	1.4L Turbo 132kW 250Nm (Automatic)	\$44,490
FIAT ABARTH 595 CABRIOLET COMPETIZIONE	1.4L Turbo 132kW 250Nm (Manual)	\$44,990
FIAT ABARTH 595 CABRIOLET COMPETIZIONE	1.4L Turbo 132kW 250Nm (Automatic)	\$47,490
GMSV <i>For more information on GMSV's fleet offerings visit www.gmspecialtyvehicles.com or contact their customer communications center at 0800 GMSV00.</i>		
Silverado 1500 Trail Boss	6.2L EcoTec3 V8	\$119,990
Silverado 1500 LTZ Premium	6.2L EcoTec3 V8	\$130,990
Silverado HD	6.6L Turbo-Diesel V8	\$159,990
C8 Corvette Stingray 2LT	6.2L V8 DI engine	\$154,990
C8 Corvette Stingray 3LT	6.2L V8 DI engine	\$169,990
C8 Corvette Stingray Convertible 2LT	6.2L V8 DI engine	\$169,990
C8 Corvette Stingray Convertible 3LT	6.2L V8 DI engine	\$184,990
HYUNDAI <i>For more information on Hyundai's fleet offerings visit www.hyundai.co.nz or call 0800 HYUNDAI to speak to one of their Ambassador Team members.</i>		
i20 N	1.6 GDi Turbo Hatch M6	\$53,990
i30 Series II	1.5 A6	\$36,990
i30 Series II	1.0 GDI Turbo Elite DCT7	\$41,990
i30 Series II	1.6 GDi Turbo N Line DCT7	\$44,990
i30 N Series II	2.0 GDi Turbo Hatch M6	\$58,990

PRICELIST		
MODEL	ENGINE	PRICE
i30 N Series II	2.0 GDi Turbo Fastback M6	\$62,990
i30 N Series II	2.0 GDi Turbo Hatch DCT8	\$65,990
i30 N Series II	2.0 GDi Turbo Fastback DCT8	\$69,990
i30 Wagon Series II	1.5 A6	\$38,990
IONIQ Series II	Hybrid 1.6 DCT6	\$46,990
IONIQ Series II	Hybrid Elite 1.6 DCT6	\$52,990
IONIQ Series II	PHEV 1.6 DCT6	\$53,990
IONIQ Series II	PHEV Elite 1.6 DCT6	\$59,990
IONIQ Series II	EV 38.3 kWh	\$65,990
IONIQ Series II	EV Elite 38.3 kWh	\$71,990
All-new IONIQ 5	58 kWh 2WD	\$79,990
All-new IONIQ 5	72.6 kWh 2WD	\$89,990
All-new IONIQ 5	72.6 kWh AWD	\$94,990
All-new IONIQ 5	72.6 kWh Elite 2WD	\$96,990
All-new IONIQ 5 (with Vision Roof)	72.6 kWh Limited AWD	\$109,990
All-new IONIQ 5 (with Solar Roof)	72.6 kWh Limited AWD	\$112,990
All-new Staria 8-seater	2.2 CRDi A8 8S	\$69,990
All-new Staria 8-seater (Limited)	2.2 CRDi A8 8S AWD	\$85,990
All-new Staria Load	Staria Load 2.2 CRDi M6 2S	\$59,990
All-new Staria Load	Staria Load 2.2 CRDi A8 2S	\$62,990
Venue	1.6 A6	\$29,990
Venue	1.6 Elite A6	\$33,990
Kona Series II	2.0 IVT	\$34,990
Kona Series II	2.0 Elite IVT	\$39,990
Kona Series II	2.0 Limited IVT	\$44,990
Kona Series II	1.6 GDi Turbo Elite AWD DCT7	\$44,990
Kona Series II	1.6 GDi Turbo N Line AWD DCT7	\$49,990
Kona Series II	1.6 GDi Hybrid DCT6	\$49,990
Kona Series II	1.6 GDi Hybrid Elite DCT6	\$59,990
Kona N	2.0 GDi Turbo DCT8	\$69,990
Kona Electric Series II	Kona Electric 39.2 kWh	\$69,990
Kona Electric Series II	Kona Electric Elite 39.2 kWh	\$76,990
Kona Electric Series II	Kona Electric 64.0 kWh	\$79,990
Kona Electric Series II	Kona Electric Elite 64.0 kWh	\$87,990
All-new Tucson	2.0 MPi 2WD A6	\$46,990
All-new Tucson	2.0 MPi Active 2WD A6	\$49,990
All-new Tucson	2.0 MPi Elite 2WD A6	\$54,990
All-new Tucson	1.6 GDi Turbo Active DCT7	\$57,990
All-new Tucson	1.6D CRDi Active A8	\$61,990
All-new Tucson	1.6 GDi Turbo Elite DCT7	\$62,990
All-new Tucson	1.6D CRDi Elite DCT7	\$66,990
All-new Tucson	1.6 GDi Turbo Limited DCT7	\$68,990
All-new Tucson	1.6 GDi Turbo N Line DCT7	\$68,990
All-new Tucson	1.6D CRDi Limited DCT7	\$72,990
All-new Tucson	1.6 GDi Turbo Hybrid A6 2WD	\$61,990
All-new Tucson	1.6 GDi Turbo Hybrid A6 AWD	\$67,990
All-new Tucson	1.6 GDi Turbo Hybrid Elite A6 2WD	\$66,990
All-new Tucson	1.6 GDi Turbo Hybrid Elite A6 AWD	\$72,990
All-new Tucson	1.6 GDi Turbo Plug-in Hybrid A6 AWD	\$83,990

PRICELIST		
MODEL	ENGINE	PRICE
All-new Tucson	1.6 GDi Turbo Plug-in Hybrid Elite A6 AWD	\$89,990
New Santa Fe	2.5 MPi A6 AWD 7S	\$62,990
New Santa Fe	2.2R CRDi DCT8 AWD 7S	\$69,990
New Santa Fe	2.5 MPi Elite A6 AWD 7S	\$73,990
New Santa Fe	2.2R CRDi Elite DCT8 AWD 7S	\$80,990
New Santa Fe	2.5 MPi Limited A6 AWD 7S	\$82,990
New Santa Fe	3.5 V6 MPi Limited A8 2WD 7S	\$82,990
New Santa Fe	1.6 GDi Turbo Hybrid A6 AWD 7S	\$88,990
New Santa Fe	2.2R CRDi Limited DCT8 AWD 7S	\$89,990
New Santa Fe	1.6 GDi Turbo Hybrid Elite A6 AWD 7S	\$99,990
New Santa Fe	1.6 GDi Turbo Plug-in Hybrid Elite A6 AWD 7S	\$109,990
Palisade	3.8 V6 GDi Elite A8 2WD 8S	\$99,990
Palisade	2.2R CRDi Elite A8 AWD 8S	\$106,990
Palisade	3.8 V6 GDi Limited A8 2WD 7S	\$107,990
Palisade	2.2R CRDi Limited A8 AWD 7S	\$114,990
Palisade (with Nappa Leather)	2.2R CRDi Limited A8 AWD 7S	\$119,990
ISUZU For more information on Isuzu's fleet offerings visit www.isuzu.co.nz to find your local Isuzu Dealer and their Fleet Specialist will be able to assist you further.		
MU-X SUV	MU-X LS-T 4WD Auto-matic	\$80,990
D-Max Single Cab Chassis	LX 4WD Manual	\$52,990
D-Max Single Cab Chassis	LX 4WD Automatic	\$54,990
D-Max Space Cab Chassis	LX 4WD Manual	\$55,990
D-Max Space Cab Chassis	LX 4WD Automatic	\$57,990
D-Max Double Cab	LX 2WD Automatic	\$49,990
D-Max Double Cab	LX 4WD Manual	\$59,990
D-Max Double Cab	LX 4WD Automatic	\$61,990
D-Max Double Cab	LS-M 4WD Manual	\$61,990
D-Max Double Cab	LS-M 4WD Automatic	\$63,990
D-Max Space Cab	LS 4WD Automatic	\$66,990
D-Max Double Cab	LS 2WD Manual	\$54,490
D-Max Double Cab	LS 2WD Automatic	\$56,490
D-Max Double Cab	LS 4WD Manual	\$65,990
D-Max Double Cab	LS 4WD Automatic	\$67,990
D-Max Double Cab	X-Terrain 4WD Automatic	\$75,490
JEEP For more information on Jeep's fleet offerings visit jeep.co.nz to find your local Jeep Dealer and their Fleet Specialist will be able to assist you further.		
JEEP GRAND CHEROKEE L Night Eagle	3.6L V6 Petrol 8 Speed Auto 4 x 4	\$99,990
JEEP GRAND CHEROKEE L Limited	3.6L V6 Petrol 8 Speed Auto 4 x 4	\$104,990
JEEP GRAND CHEROKEE L Summit Reserve	3.6L V6 Petrol 8 Speed Auto 4 x 4	\$134,990
JEEP GRAND CHEROKEE Limited 4 x 4	3.6L V6 Petrol 8 Speed Auto	\$85,990
JEEP GRAND CHEROKEE Limited 4 x 4	3.0L V6 CRD 8 Speed Auto	\$92,990
JEEP GRAND CHEROKEE Trailhawk 4 x 4	3.0L V6 CRD 8 Speed Auto	\$102,990
JEEP GRAND CHEROKEE Overland 4 x 4	5.7L V8 Petrol 8 Speed Auto	\$99,990
JEEP GRAND CHEROKEE Overland 4 x 4	3.0L V6 CRD 8 Speed Auto	\$104,990
JEEP GRAND CHEROKEE SRT 4 x 4	6.4L Hemi V8 Petrol 8 Speed Auto	\$129,990
JEEP JL WRANGLER (2 DOOR) Rubicon	3.6L V6 Petrol 8 Speed Auto	\$98,990

PRICELIST		
MODEL	ENGINE	PRICE
JEEP JL WRANGLER (4 DOOR) Night Eagle	3.6L V6 Petrol 8 Speed Auto	\$94,990
JEEP JL WRANGLER (4 DOOR) Overland	3.6L V6 Petrol 8 Speed Auto	\$99,990
JEEP JL WRANGLER (4 DOOR) Rubicon	3.6L V6 Petrol 8 Speed Auto	\$104,990
JEEP GLADIATOR Night Eagle	3.6L V6 Petrol 8 Speed Auto	\$96,990
JEEP GLADIATOR Rubicon	3.6L V6 Petrol 8 Speed Auto	\$104,990
KIA For more information on Kia's fleet offerings visit kia.co.nz to find your local Kia Dealer and their Fleet Specialist will be able to assist you further.		
PICANTO GENERATION 2	Picanto LX 1.25 Petrol Hatch Manual	\$19,990
PICANTO GENERATION 2	Picanto LX 1.25 Petrol Hatch	\$20,990
PICANTO GENERATION 2	Picanto EX 1.25 Petrol Hatch	\$21,990
PICANTO GENERATION 2	Picanto GT-Line 1.25 Petrol Hatch	\$23,990
PICANTO GENERATION 2	Picanto X-Line 1.25 Petrol Hatch	\$23,990
RIO GENERATION 2	Rio LX 1.4 Petrol Hatch Manual	\$23,990
RIO GENERATION 2	Rio LX 1.4 Petrol Hatch	\$25,990
RIO GENERATION 2	Rio EX 1.4 Petrol Hatch	\$27,990
RIO GENERATION 2	Rio Limited 1.4 Petrol Hatch	\$28,990
RIO GENERATION 2	Rio LX-T 1.0 T-GDI Petrol Hatch	\$29,990
RIO GENERATION 2	Rio GT-Line 1.0 T-GDI Petrol Hatch	\$30,990
RIO GENERATION 2	Rio GT-Line+ 1.0 T-GDI Petrol Hatch	\$32,990
CERATO GENERATION 2	Cerato LX 2.0 Petrol Hatch	\$31,990
CERATO GENERATION 2	Cerato LX+ 2.0 Petrol Hatch	\$35,990
CERATO GENERATION 2	Cerato Deluxe 2.0 Petrol Hatch	\$38,990
CERATO GENERATION 2	Cerato GT 1.6 T-GDI Petrol DCT Hatch	\$42,990
STONIC	Stonic LX 1.4 Petrol Hatch	\$25,990
STONIC	Stonic LX 1.4 Petrol Hatch (2-Tone)	\$26,490
STONIC	Stonic EX 1.4 Petrol Hatch	\$28,990
STONIC	Stonic EX 1.4 Petrol Hatch (2-Tone)	\$29,490
STONIC	Stonic Limited 1.4 Petrol Hatch	\$30,990
STONIC	Stonic Limited 1.4 Petrol Hatch (2-Tone)	\$31,490
STONIC	Stonic LX-T 1.0 T-GDI Petrol Hatch (2-Tone)	\$32,490
STONIC	Stonic GT-Line 1.0 T-GDI Petrol Hatch	\$32,990
STONIC	Stonic GT-Line 1.0 T-GDI Petrol Hatch (2-Tone)	\$33,490
STONIC	Stonic GT-Line+ 1.0 T-GDI Petrol Hatch	\$34,990
STONIC	Stonic GT-Line+ 1.0 T-GDI Petrol Hatch (2-Tone)	\$35,490
NIRO (DE)	Niro HEV LX 1.6 Petrol	\$40,990
NIRO (DE)	Niro HEV LX+ 1.6 Petrol	\$42,990
NIRO (DE)	Niro HEV Deluxe 1.6 Petrol	\$45,990
NIRO (DE)	Niro HEV Premium 1.6 Petrol	\$49,990
EV6	EV6 Air RWD SR	\$72,990
EV6	EV6 Air RWD LR	\$78,990
EV6	EV6 Earth AWD LR	\$94,990
EV6	EV6 GT-Line AWD LR	\$106,990

PRICELIST		
MODEL	ENGINE	PRICE
EV6	EV6 GT-Line AWD LR (Sunroof)	\$109,990
SELTOS	Seltos LX 2.0 Petrol	\$32,490
SELTOS	Seltos LX 2.0 Petrol (2-Tone)	\$32,990
SELTOS	Seltos LX-S(Safety Pack) 2.0 Petrol	\$33,490
SELTOS	Seltos LX-S(Safety Pack) 2.0 Petrol (2-Tone)	\$33,990
SELTOS	Seltos LX+ 2.0 Petrol	\$36,490
SELTOS	Seltos LX+ 2.0 Petrol (2-Tone)	\$36,990
SELTOS	Seltos EX 2.0 Petrol	\$38,490
SELTOS	Seltos LTD 2.0 Petrol	\$43,490
SELTOS	Seltos LTD 2.0 Petrol (2-Tone)	\$43,990
SELTOS	Seltos LTD AWD 1.6T Petrol	\$47,490
SELTOS	Seltos LTD AWD 1.6T Petrol (2-Tone)	\$47,990
SPORTAGE	Sportage LX Urban 2.0 Petrol 2WD	\$39,990
SPORTAGE	Sportage LX+ Urban 2.0 Petrol 2WD	\$41,990
SPORTAGE	Sportage X-Line 1.6T Petrol 2WD	\$55,990
SPORTAGE	Sportage Deluxe 1.6T Petrol AWD	\$49,990
SPORTAGE	Sportage X-Line 1.6T Petrol AWD	\$57,990
SPORTAGE	Sportage LX 2.0 Diesel AWD	\$46,990
SPORTAGE	Sportage LX+ 2.0 Diesel AWD	\$49,990
SPORTAGE	Sportage Deluxe 2.0 Diesel AWD	\$52,990
SPORTAGE	Sportage X-Line 2.0 Diesel AWD	\$62,990
SORENTO	Sorento LX AWD 2.2 Diesel DCT	\$59,990
SORENTO	Sorento EX AWD 2.2 Diesel DCT	\$63,990
SORENTO	Sorento Deluxe AWD 2.2 Diesel DCT	\$69,990
SORENTO	Sorento HEV EX Urban 1.6T Petrol	\$63,990
SORENTO	Sorento HEV Premium Urban 1.6T Petrol	\$78,990
SORENTO	Sorento HEV EX AWD 1.6T Petrol	\$65,990
SORENTO	Sorento HEV Premium AWD 1.6T Petrol	\$82,990
SORENTO	Sorento PHEV EX AWD 1.6T Petrol	\$74,990
SORENTO	Sorento PHEV Premium AWD 1.6T Petrol	\$89,990
CARNIVAL	Carnival EX 2.2 Diesel	\$59,990
CARNIVAL	Carnival Deluxe 2.2 Diesel (Ceramic Silver Exterior)	\$69,990
CARNIVAL	Carnival Deluxe 2.2 Diesel	\$70,490
CARNIVAL	Carnival Premium 2.2 Diesel (Ceramic Silver Exterior)	\$74,990
CARNIVAL	Carnival Premium 2.2 Diesel	\$75,490
MG For more information on MG's fleet offerings visit mgmotor.co.nz to find your local MG Dealer and their Fleet Specialist will be able to assist you further.		
MG3-1.5-4AT-CORE	MY21 MG3 1.5 4AT CORE	\$19,490
MG3-1.5-4AT-EXCITE	MY21 MG3 1.5 4AT EXCITE	\$21,490
MGZS-1.5-4AT-EXCITE	MY21 MGZS 4AT 1.5AT EXCITE	\$24,490
MGZS CVT 1.5L CORE	MY21 MGZS CVT 1.5 CORE	\$27,990

PRICELIST		
MODEL	ENGINE	PRICE
MGZS CVT 1.5L VIBE	MY21 MGZS CVT 1.5 VIBE	\$29,990
MGZST-1.3T EXCITE	MY21 MGZS 6AT 1.3T EXCITE	\$31,990
MGZST-1.3T ESSENCE	MY21 MGZS 6AT 1.3T ESSENCE	\$34,990
MGEV EXCITE	MY21 MGEV EXCITE 5DR SUV	\$49,990
MGEV ESSENCE	MY21 MGEV ESSENCE 5DR SUV	\$52,990
MGHS-7DCT-VIBE	MY21 MGHS 1.5T VIBE 5DR SUV	\$33,990
MGHS-7DCT-EXCITE	MY21 MGHS 1.5T EXCITE 5DR SUV	\$36,990
MGHS-7DCT-ESSENCE	MY21 MGHS 1.5T ESSENCE 5DR SUV	\$40,990
MGHS-7DCT-FWD-ANFIELD	MY21 MGHS 1.5T ANFIELD 5DR SUV	\$41,990
MGHS-6DCT-4WD-EXCITE X	MY21 MGHS 2.0T EXCITE 5DR SUV	\$43,990
MGHS-6DCT-4WD-ESSENCE X	MY21 MGHS 2.0T ESSENCE 5DR SUV	\$47,990
HS Plus EV	MY21 MGHS Plus EV EXCITE 5DR SUV	\$50,990
HS Plus EV	MY21 MGHS Plus EV ESSENCE 5DR SUV	\$54,990
MAZDA For more information on Mazda's fleet offerings visit https://www.mazda.co.nz/find-a-dealer/ to find your local Mazda Dealer and their Fleet Specialist will be able to assist you further.		
MAZDA2	Mazda2 1.5 Hatch SP15 Blackout 6AT	\$27,590.00
MAZDA2	Mazda2 1.5 Hatch GSX 6AT	\$28,890.00
MAZDA2	Mazda2 1.5 Hatch Limited 6AT	\$31,190.00
MAZDA3	Mazda3 2.0 Sedan GSX 6AT	\$37,590.00
MAZDA3	Mazda3 2.5 Sedan Limited 6AT	\$49,590.00
MAZDA3	Mazda3 2.0 Hatch GSX 6AT	\$37,590.00
MAZDA3	Mazda3 2.0 Hatch MHEV SP20 Blackout 6AT	\$39,590.00
MAZDA3	Mazda3 2.5 Hatch GTX 6AT	\$41,690.00
MAZDA3	Mazda3 2.5 Hatch Limited 6AT	\$49,590.00
MAZDA3	Mazda3 2.0X Hatch MHEV Takami 6AT	\$52,790.00
MAZDA6	Mazda6 2.5T Sedan Turbo Petrol Takami 6AT	\$58,495.00
MAZDA6	Mazda6 2.5 Wagon Petrol GSX 6AT	\$48,095.00
MAZDA6	Mazda6 2.5T Wagon Turbo Petrol Takami 6AT	\$59,495.00
MX-5	MX-5 2.0 Roadster GT 6MT	\$54,990.00
MX-5	MX-5 2.0 RF Limited 6MT	\$54,990.00
MX-5	MX-5 2.0 RF Limited 6AT	\$56,490.00
CX-3	CX-3 2.0 FWD Petrol GLX 6AT	\$32,890.00
CX-3	CX-3 2.0 FWD Petrol GSX 6AT	\$37,690.00
CX-3	CX-3 2.0 FWD Petrol GSX Leather 6AT	\$39,690.00
CX-3	CX-3 2.0 FWD Petrol Limited 6AT	\$41,890.00
CX-30	CX-30 2.0 FWD Petrol GSX 6AT	\$42,390.00
CX-30	CX-30 2.0 FWD Petrol MHEV SP20 Blackout 6AT	\$44,390.00
CX-30	CX-30 2.5 AWD Petrol GTX 6AT	\$46,090.00
CX-30	CX-30 2.5 AWD Petrol Limited 6AT	\$51,790.00
CX-30	CX-30 2.0X AWD Petrol MHEV Takami 6AT	\$55,790.00

PRICELIST		
MODEL	ENGINE	PRICE
MX-30	MX-30 2.0 FWD Petrol MHEV Limited 6AT	\$46,790.00
MX-30	MX-30 35.5kWh FWD BEV Takami 6AT	\$74,990.00
CX-5	CX-5 2.0 FWD Petrol GLX 6AT	\$41,795.00
CX-5	CX-5 2.0 FWD Petrol GSX 6AT	\$44,495.00
CX-5	CX-5 2.5 AWD Petrol GSX 6AT	\$47,695.00
CX-5	CX-5 2.2 AWD Diesel GSX 6AT	\$49,995.00
CX-5	CX-5 2.5 AWD Petrol Limited 6AT	\$56,795.00
CX-5	CX-5 2.5T AWD Turbo Petrol SP25T 6AT	\$59,795.00
CX-5	CX-5 2.5T AWD Turbo Petrol Takami 6AT	\$62,295.00
CX-5	CX-5 2.0 FWD Petrol GLX 6AT	\$42,290.00
CX-5	CX-5 2.0 FWD Petrol GSX 6AT	\$44,790.00
CX-5	CX-5 2.5 AWD Petrol GSX 6AT	\$47,990.00
CX-5	CX-5 2.5 AWD Petrol Activ 6AT	\$50,990.00
CX-5	CX-5 2.5 AWD Petrol Limited 6AT	\$57,790.00
CX-5	CX-5 2.5T AWD Turbo Petrol SP25T 6AT	\$61,290.00
CX-5	CX-5 2.5T AWD Turbo Petrol Takami 6AT	\$64,290.00
CX-8	CX-8 2.2 AWD Diesel GSX 6AT	\$57,190.00
CX-8	CX-8 2.2 AWD Diesel Takami 6AT	\$66,990.00
CX-9	CX-9 2.5T AWD Petrol GSX 6AT	\$61,190.00
CX-9	CX-9 2.5T AWD Petrol Limited 6AT	\$68,190.00
CX-9	CX-9 2.5T AWD Petrol Takami 6AT	\$72,090.00
BT-50	BT-50 2WD Double Cab GSX W/S 6AT	\$48,290.00
BT-50	BT-50 2WD Double Cab GTX W/S 6AT	\$52,290.00
BT-50	BT-50 2WD Double Cab Limited W/S 6AT	\$54,790.00
BT-50	BT-50 4WD Double Cab GSX W/S 6AT	\$55,290.00
BT-50	BT-50 4WD Double Cab GTX W/S 6AT	\$59,290.00
BT-50	BT-50 4WD Double Cab Limited W/S 6AT	\$61,790.00
MITSUBISHI For more information on Mitsubishi's fleet offerings visit www.mmnz.co.nz or contact the Customer Care Centre on 0800 54 53 52.		
Mirage	1193cc 58kW CVT	\$19,990.00
ASX 2.0P LS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$27,990.00
ASX 2.0P XLS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$31,990.00
ASX 2.4P VRX PETROL 2WD	2.4L DOHC MIVEC petrol	\$35,990.00
OUTLANDER 2.4P LS 2WD CVT	2.4L DOHC MIVEC Petrol	\$33,990.00
OUTLANDER 2.4P LS 4WD CVT	2.4L DOHC MIVEC Petrol	\$37,990.00
OUTLANDER 2.4P SPORT 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990.00
OUTLANDER 2.4P XLS 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990.00
OUTLANDER 2.4P VRX 4WD CVT	2.4L DOHC MIVEC Petrol	\$45,990.00
OUTLANDER 2.3D XLS 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$42,740.00
OUTLANDER 2.3D VRX 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$48,990.00
2WD GLX DIESEL SINGLE CAB CHAS-SIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$33,990.00
2WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$39,990.00

PRICELIST		
MODEL	ENGINE	PRICE
2WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$40,990.00
4WD GLX DIESEL SINGLE CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$39,250.00
4WD GLX DIESEL CLUB CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$41,990.00
4WD GLX DIESEL CLUB CAB WELL-SIDE AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$43,990.00
4WD GLX DIESEL DOUBLE CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$42,990.00
4WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$44,990.00
4WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$46,990.00
4WD GLS BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$48,990.00
4WD VRX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$53,990.00
2WD VRX BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$45,990.00
ECLIPSE 1.5P TC XLS 2WD CVT	1.5L MIVEC Turbo Petrol	\$35,990.00
ECLIPSE 1.5P TC VRX 2WD CVT	1.5L MIVEC Turbo Petrol	\$41,990.00
ECLIPSE 1.5P TC XLS AWD CVT	1.5L MIVEC Turbo Petrol	\$38,990.00
ECLIPSE 1.5P TC VRX AWD CVT	1.5L MIVEC Turbo Petrol	\$44,990.00
PAJERO SPORT 2.4D VRX 4WD 8AT	2.4 L DID MIVEC Inter-cooled Turbo Diesel	\$59,990.00
EXPRESS 1.6DTT SWB 2WD 6MT	1.6 dCi Intercooled Twin Turbo	\$40,990.00
EXPRESS 2.0DT SWB 2WD DCT	2.0 dCi Intercooled Turbo	\$45,990.00
EXPRESS 2.0DT LWB 2WD DCT	2.0 dCi Intercooled Turbo	\$47,990.00
ECLIPSE CROSS PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$50,990.00
ECLIPSE CROSS PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$58,990.00
OUTLANDER 2.5P LS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$41,990.00
OUTLANDER 2.5P XLS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990.00
OUTLANDER 2.5P VRX 2WD CVT	2.5 L DOHC MIVEC Petrol	\$50,990.00
OUTLANDER 2.5P LS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990.00
OUTLANDER 2.5P XLS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$49,990.00
OUTLANDER 2.5P VRX 4WD CVT	2.5 L DOHC MIVEC Petrol	\$55,990.00
OUTLANDER PHEV LS 4WD	2.4L DOHC MIVEC Petrol	\$60,990.00
OUTLANDER PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$73,990.00
OUTLANDER PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$67,990.00
NISSAN		
<i>For more information on Nissan's fleet offerings visit www.nissan.co.nz to find your local Nissan Dealer and their Fleet Specialist will be able to assist you further.</i>		
LEAF ZE1LE01	40kW Electric Hatch	\$61,990
LEAF ZE1LP01	62kW Electric Hatch	\$69,990
JUKE F16ST01	ST 1L Turbo Petrol	\$33,650
JUKE F16SL01	ST-L 1L Turbo Petrol	\$38,750
JUKE F16TI01	Ti 1L Turbo Petrol	\$44,990
X-TRAIL T32SS03	2.5L Petrol ST 2WD 7 Seats	\$42,100
X-TRAIL T32ST03	2.5L Petrol ST 4WD 5 Seats	\$44,640
X-TRAIL T32SX03	2.5L Petrol ST-L 2WD 7 Seats	\$46,440
X-TRAIL T32SL03	2.5L Petrol ST-L 4WD 5 Seats	\$49,390
X-TRAIL T32TI03	2.5L Petrol Ti 4WD 5 Seats	\$55,640
X-TRAIL T32SS04	2.5L Petrol ST 2WD 7 Seats	\$42,100
X-TRAIL T32ST04	2.5L Petrol ST 4WD 5 Seats	\$44,640
X-TRAIL T32SX04	2.5L Petrol ST-L 2WD 7 Seats	\$46,640
X-TRAIL T32SL04	2.5L Petrol ST-L 4WD 5 Seats	\$49,590

PRICELIST		
MODEL	ENGINE	PRICE
X-TRAIL T32TI04	2.5L Petrol Ti 4WD 5 Seats	\$55,840
NAVARA D23EA07	2.3L Turbo Diesel SL Single Cab CC 2WD	\$41,990
NAVARA D23JM07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$45,490
NAVARA D23JA07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$48,490
NAVARA D23WA07	2.3L Turbo Diesel ST Double Cab W/S 2WD	\$52,990
NAVARA D23LA07	2.3L Turbo Diesel ST-X Double Cab W/S 2WD	\$57,490
NAVARA D23FA07	2.3L Turbo Diesel SL Single Cab CC 4WD	\$51,990
NAVARA D23KA07	2.3L Turbo Diesel SL King Cab CC 4WD	\$54,990
NAVARA D23CA07	2.3L Turbo Diesel SL King Cab W/S 4WD	\$57,490
NAVARA D23OA07	2.3L Turbo Diesel ST-X King Cab W/S 4WD	\$66,490
NAVARA D23ZM07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$54,990
NAVARA D23ZA07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$57,490
NAVARA D23XM07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$55,990
NAVARA D23XA07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$58,490
NAVARA D23ZAOP	2.3L Turbo Diesel SL-450 Double Cab W/S 4WD	\$59,990
NAVARA D23VM07	2.3L Turbo Diesel ST Double Cab W/S 4WD	\$60,490
NAVARA D23VA07	2.3L Turbo Diesel ST Double Cab W/S 4WD	\$62,990
NAVARA D23MA07	2.3L Turbo Diesel ST-X Double Cab W/S 4WD	\$67,490
NAVARA D23PRM1	2.3L Turbo Diesel PRO-4X Double Cab W/S 4WD	\$67,990
NAVARA D23PRA1	2.3L Turbo Diesel PRO-4X Double Cab W/S 4WD	\$70,490
PATROL Y62TI07	5.6L VVEL V8 petrol engine	\$104,990
PATROL Y62TL07	5.6L VVEL V8 petrol engine	\$108,990
PEUGEOT		
<i>For more information on Peugeot's fleet offerings visit www.peugeot-newzealand.co.nz or contact Peugeot customer service at 0800 738 4368.</i>		
208 GT	1.2L PureTech 130 EAT6	\$38,990.00
208 GT Electric	Electric 50 kWh	\$61,990.00
208 SUV Active	1.2L PureTech 130 EAT6	\$34,990.00
208 SUV Allure	1.2L PureTech 130 EAT6	\$40,990.00
208 GT	1.2L PureTech 155 EAT8	\$46,990.00
208 GT Electric	Electric 50 kWh	\$71,990.00
3008 Active	1.6L PureTech 165 EAT6	\$44,990.00
3008 Allure	1.6L PureTech 165 EAT6	\$50,990.00
3008 GT Petrol	1.6L PureTech 180 EAT8 S&S	\$57,990.00
3008 GT Diesel	2.0L BlueHDi 180 EAT8 S&S	\$59,990.00
3008 HYBRID 4	1.6L PureTech 300 e-EAT8	\$89,990.00
5008 SUV Allure	1.6L PureTech 165 EAT6	\$54,990.00
5008 SUV GT Petrol	1.6L PureTech 180 EAT8 S&S	\$61,990.00
5008 SUV GT Diesel	2.0L BlueHDi 180 EAT8 S&S	\$63,990.00
508 Fastback GT	1.6L PureTech 225 EAT8 S&S	\$60,990.00
508 Station Wagon GT	1.6L PureTech 225 EAT8 S&S	\$62,990.00
EXPERT Van Medium Wheelbase	2.0L HDi 150 EAT8	\$55,990.00
EXPERT Van Long Wheelbase	2.0L HDi 150 EAT8	\$59,990.00
RAM		
<i>For more information on RAM's fleet offerings visit www.ramtrucks.co.nz to find your local RAM Dealer and their Fleet Specialist will be able to assist you further.</i>		

PRICELIST		
MODEL	ENGINE	PRICE
RAM DS 1500 DS Express Crew Cab 4x4	5.7L HEMI V8	
RAM DS 1500 DS Warlock Crew Cab 4x4	5.7L HEMI V8	
RAM DT 1500 DT Laramie Crew Cab 4x4	5.7L HEMI V8	
RAM DT 1500 DT Limited Night Edition Crew Cab 4x4	5.7L HEMI V8	
RAM DJ 2500 DJ Laramie Crew Cab 4x4	6.7L CUMMINS TURBO DIESEL	
RAM D2 3500 D2 Laramie Crew Cab 4x4	6.7L CUMMINS TURBO DIESEL	
RENAULT <i>For more information on Renault's fleet offerings visit www.renault.co.nz to find your local Renault Dealer and their Fleet Specialist will be able to assist you further.</i>		
MEGANE R.S. Trophy Manual	221kW 420Nm	\$67,990
MEGANE R.S. Trophy EDC	221kW 420Nm	\$70,990
ARKANA Zen	115kW 262Nm	\$39,990
ARKANA Intens	115kW 262Nm	\$44,990
KOLEOS Zen	126kW 226Nm	\$42,990
KOLEOS Zen Sport	126kW 226Nm	\$47,990
KOLEOS Intens	126kW 226Nm	\$52,990
KOLEOS Intens Sport	126kW 226Nm	\$57,990
KANGOO Compact Petrol	84kW 190Nm	\$35,990
KANGOO Maxi Diesel	81kW 250Nm	\$39,990
KANGOO Maxi EV	44kW 226Nm	\$74,990
TRAFIC Trader SWB	85kw 300Nm	\$42,990
TRAFIC Trader LWB	85kw 300Nm	\$44,990
TRAFIC Auto SWB	125kW 380Nm	\$54,990
TRAFIC Auto LWB	125kW 380Nm	\$56,990
MASTER Short Wheel Base Mid Roof	110kW 350Nm	\$56,990
MASTER Medium Wheel Base High Roof	110kW 350Nm	\$63,990
MASTER Long Wheel Base High Roof	110kW 350Nm	\$67,990
MASTER Extra Long Wheel Base Extra High Roof	120kW 360Nm	\$72,990
MASTER Motorhome Chassis	110kW 350Nm	\$59,990
MASTER Extra Long Commercial Chassis	120kW 360Nm	\$67,990
TRAFIC Minibus 8 & 11 Seat	125kW 380Nm	POA
MASTER Minibus 12 Seater	110kW 350Nm	\$74,990
Refrigerated TRAFIC	125kW 380Nm	POA
Refrigerated MASTER	110kW 350Nm	POA
SKODA <i>For more information on Skoda's fleet offerings visit www.skoda.co.nz to find your local Skoda Dealer and their Fleet Specialist will be able to assist you further.</i>		
SCALA Sport	1498cc	\$38,490.00
SCALA Style	1498cc	\$41,990.00
OCTAVIA WAGON Style	1395cc	\$49,990.00
OCTAVIA WAGON RS	1984cc	\$58,990.00
OCTAVIA WAGON iV Style	1395cc	\$65,990.00
OCTAVIA WAGON iV RS	1395cc	\$72,990.00
OCTAVIA Sedan iV Style	1395cc	\$63,990.00
OCTAVIA Sedan iV RS	1395cc	\$70,990.00
SUPERB Style	1984cc	\$56,990.00
SUPERB Sportline	1984cc	\$72,990.00
SUPERB WAGON Style	1984cc	\$59,990.00
SUPERB WAGON Scout	1984cc	\$69,990.00
SUPERB WAGON Sportline	1984cc	\$75,990.00
SUPERB iV Style	1395cc	\$72,990.00
SUPERB iV Sportline	1395cc	\$76,990.00
KAMIQ Ambition+	1498cc	\$39,990.00
KAMIQ Monte Carlo	1498cc	\$45,990.00
KAROQ Ambition+	1395cc	\$40,990.00
KAROQ Style	1395cc	\$46,990.00

PRICELIST		
MODEL	ENGINE	PRICE
KAROQ Sportline	1984cc	\$56,990.00
KODIAQ Ambition	1395cc	\$48,990.00
KODIAQ Style	1984cc	\$63,990.00
KODIAQ Sportline	1984cc	\$69,990.00
KODIAQ Sportline (Diesel)	1968cc	\$74,990.00
KODIAQ RS	1984cc	\$79,990.00
SUZUKI <i>For more information on Suzuki's fleet offerings visit www.suzuki.co.nz or contact fleet sales manager Simon Terry at simon.terry@suzuki.co.nz or call 029 487 7273</i>		
Ignis GLX 1.2 5dr Hatch Manual	1242cc	\$21,990.00
Ignis GLX 1.2 5dr Hatch CVT	1242cc	\$23,990.00
Ignis LTD 1.2 5dr Hatch CVT	1242cc	\$25,500.00
Swift GL 1.2 5dr Hatch Manual	1242cc	\$21,990.00
Swift GL 1.2 5dr Hatch CVT	1242cc	\$23,990.00
Swift Hybrid GLX 1.2 5dr CVT	1197cc	\$27,990.00
Swift Hybrid LTD 1.2 5dr CVT	1197cc	\$29,500.00
Swift RS 1.0T 5dr Hatch Auto	998cc	\$27,990.00
Swift Sport 1.4T 5dr Hatch Manual	1373cc	\$29,990.00
Swift Sport 1.4T 5dr Hatch Auto	1373cc	\$31,990.00
Baleno GLX 1.4 5dr Hatch Manual	1373cc	\$19,990.00
Baleno GLX 1.4 5dr Hatch Auto	1373cc	\$22,500.00
Baleno RS 1.0T 5dr Hatch Auto	998cc	\$25,990.00
Jimny JX 1.5 Manual	1462cc	\$28,990.00
Jimny Sierra 1.5 Manual	1462cc	\$31,990.00
Jimny Sierra 1.5 Auto	1462cc	\$33,500.00
Vitara JLX 1.6 5dr Man 2WD	1586cc	\$28,990.00
Vitara JLX 1.6 5dr Auto 2WD	1586cc	\$30,990.00
Vitara JLX 1.6 5dr Auto AWD	1586cc	\$34,990.00
Vitara Turbo 5dr Auto 2WD	1373cc	\$34,990.00
Vitara Turbo 5dr AT AWD	1373cc	\$38,990.00
TOYOTA <i>For more information on Toyota's fleet offerings visit www.toyota.co.nz or contact fleet sales manager Brandon Ramsell at 027 263 7809.</i>		
YARIS YPGX	1.5 GX 5 Door Hatch CVT	\$27,990
YARIS YHGX	1.5 Hybrid GX 5 Door Hatch E-CVT	\$30,990
YARIS YHZR	1.5 Hybrid ZR 5 Door Hatch E-CVT	\$36,990
COROLLA HATCH ZWGX	1.8 Hybrid GX Hatch E-CVT	\$35,990
COROLLA HATCH ZXGX	1.8 Hybrid GX Hatch E-CVT	\$35,990
COROLLA HATCH ZESX	1.8 Hybrid SX Hatch E-CVT	\$37,990
COROLLA HATCH ZXSX	1.8 Hybrid SX Hatch E-CVT	\$37,990
COROLLA HATCH ZEZR	1.8 Hybrid ZR Hatch E-CVT	\$41,990
COROLLA HATCH ZXZR	1.8 Hybrid ZR Hatch E-CVT	\$41,990
COROLLA WAGON ZREGX	1.8 GX Wagon CVT	\$30,290
GR YARIS YPGR	1.6PT AWD Hatch MT	\$59,990
GR SUPRA DBZU	3.0PT Sports Coupe AT	\$99,290
PRIUS PRIME ZWAPP	1.8 Plug-In Hybrid Hatch E-CVT	\$49,790
CAMRY AXHGX	2.5 Hybrid GX Sedan E-CVT	\$45,990
CAMRY AXRGX	2.5 Hybrid GX Sedan E-CVT	\$45,990
CAMRY AXHSX	2.5 Hybrid SX Sedan E-CVT	\$50,490
CAMRY AXRSX	2.5 Hybrid SX Sedan E-CVT	\$50,490
CAMRY AXHZR	2.5 Hybrid ZR Sedan E-CVT	\$54,490
CAMRY AXRZR	2.5 Hybrid ZR Sedan E-CVT	\$54,490
YARIS CROSS MXBG	1.5 GX FWD SUV CVT	\$32,990

PRICELIST		
MODEL	ENGINE	PRICE
YARIS CROSS MXJG	1.5 GX Hybrid FWD SUV E-CVT	\$36,990
YARIS CROSS MXJL	1.5 Limited Hybrid FWD SUV E-CVT	\$42,990
C-HR CHTA	1.2 Turbo FWD SUV CVT	\$36,790
C-HR CHTL	1.2 Turbo Limited FWD SUV CVT	\$39,790
C-HR CHFL	1.2 Turbo Limited AWD SUV CVT	\$40,790
C-HR CYTA	1.8 Hybrid FWD SUV E-CVT	\$40,990
C-HR CYTL	1.8 Hybrid Limited FWD SUV E-CVT	\$43,990
C-HR CYTG	1.8 Hybrid GR Sport FWD SUV E-CVT	\$45,990
VOLVO For more information on Volvo's fleet offerings visit www.volvocars.com / www.volvotrucks.com or contact the general manager Ben Montgomery at ben.montgomery@volvocarsnz.co.nz		
S60 B5 Inscription	Petrol MHEV	\$77,900.00
V60 B5 Cross Country	Petrol MHEV	\$79,900.00
XC40 T4 Momentum	Petrol	\$60,900.00
XC40 T4 Inscription	Petrol	\$68,900.00
XC40 T5 R-Design	Petrol	\$73,900.00
XC40 T5 Recharge Plug-in Hybrid	Petrol PHEV	\$85,900.00
XC60 B5 Momentum	Petrol MHEV	\$81,900.00
XC60 B5 Inscription	Petrol MHEV	\$87,900.00
XC60 B6 R-Design	Petrol MHEV	\$95,900.00
XC60 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$119,900.00
XC90 B5 Momentum	Petrol MHEV	\$101,900.00
XC90 B6 Inscription	Petrol MHEV	\$107,900.00
XC90 B6 R-Design	Petrol MHEV	\$111,900.00
XC90 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$146,900.00
VOLKSWAGEN COMMERCIAL For more information on Volkswagen's fleet offerings visit www.volkswagen.co.nz or contact national fleet sales manager Mark Wadman mwadman@volkswagen.co.nz / 021 618 654		
Cargo TDI 280Nm Manual	1968cc	\$46,500
Cargo TSI 220Nm Manual	1498cc	\$43,500
Cargo TDI 320Nm DSG	1968cc	\$50,000
Cargo TSI 220Nm DSG	1498cc	\$47,000
Cargo Maxi TDI 320Nm DSG	1968cc	\$54,500
Cargo Maxi TSI 220Nm DSG	1498cc	\$51,500
Life TDI 320Nm DSG	1968cc	\$61,000
Life TSI 220Nm DSG	1498cc	\$58,000
Move TDI 320Nm DSG	1968cc	\$54,000
California TDI 320Nm DSG	1968cc	\$70,500
California TSI 220Nm DSG	1498cc	\$67,500
Mobility TDI 320Nm DSG	1968cc	\$73,500
Mobility TSI 220Nm DSG	1498cc	\$70,500
Runner SWB 250Nm Manual	1968cc	\$50,500
Runner SWB 340Nm DSG	1968cc	\$58,500
Trendline SWB 340Nm DSG	1968cc	\$66,000
Trendline SWB 450Nm DSG 4MOTION	1968cc	\$76,000
Trendline LWB 340Nm DSG	1968cc	\$69,000
Trendline LWB 450Nm DSG 4MOTION	1968cc	\$79,000
Comfortline LWB 340Nm DSG	1968cc	\$78,000
Comfortline LWB 340Nm DSG 4MOTION	1968cc	\$84,000
Comfortline SWB 340Nm DSG	1968cc	\$85,500
Comfortline SWB 340Nm DSG 4MOTION	1968cc	\$92,000
Highline SWB 450Nm DSG 4MOTION	1968cc	\$108,000
Family PHEV 350Nm DSG	1395cc	\$78,800
Energetic PHEV 350Nm DSG	1395cc	\$106,000
Ocean SWB 450Nm DSG 4MOTION	1968cc	\$155,000

PRICELIST		
MODEL	ENGINE	PRICE
MWB 30 340Nm Manual Runner	1968cc	\$65,500
MWB 30 340Nm Auto Runner	1968cc	\$69,500
MWB 35 340Nm Manual	1968cc	\$74,000
MWB 35 340Nm Auto	1968cc	\$78,000
MWB 35 410Nm Auto	1968cc	\$82,000
MWB 35 410Nm Auto 4MOTION	1968cc	\$89,500
LWB 35 340Nm Manual	1968cc	\$78,000
LWB 35 340Nm Auto	1968cc	\$82,000
LWB 35 410Nm Auto	1968cc	\$86,000
LWB 35 410Nm Auto 4MOTION	1968cc	\$93,500
ELWB 35 340Nm Auto	1968cc	\$84,500
ELWB 35 410Nm Auto	1968cc	\$88,500
ELWB 35 410Nm Auto 4MOTION	1968cc	\$96,000
MWB 35 340Nm Auto	1968cc	\$67,500
MWB 35 410Nm Auto	1968cc	\$71,500
MWB 35 410Nm Auto 4MOTION	1968cc	\$79,000
LWB 35 340Nm Auto	1968cc	\$69,500
LWB 35 410Nm Auto	1968cc	\$73,500
LWB 35 410Nm Auto 4MOTION	1968cc	\$81,000
MWB 50 410Nm Manual	1968cc	\$89,000
MWB 50 410Nm Auto	1968cc	\$93,000
LWB 50 410Nm Auto	1968cc	\$97,000
ELWB 50 410Nm Auto	1968cc	\$99,500
MWB 50 410Nm Auto	1968cc	\$83,500
LWB 50 410Nm Auto	1968cc	\$85,500
600 410Nm Auto 4MOTION	1968cc	\$163,000
680 410Nm Auto 4MOTION	1968cc	\$167,000
Comfortline 420Nm Auto 4MOTION	1968cc	\$65,000
Sportline V6 580Nm Auto 4MOTION	2967cc	\$75,000
Aventura V6 580Nm Auto 4MOTION	2967cc	\$90,000
VOLKSWAGEN PASSENGER For more information on Volkswagen's fleet offerings visit www.volkswagen.co.nz or contact national fleet sales manager James Dobbie at jdobbie@volkswagen.co.nz / 021 701 468		
POLO TSI DSG	Turbo Petrol 999cc	\$28,750
POLO TSI R-Line 8AT	Turbo Petrol 999cc	\$33,990
POLO GTI DSG	Turbo Petrol 1,984cc	\$40,990
THE ALL-NEW GOLF TSI R-Line 8AT	Turbo Petrol 1,395cc	\$48,990
THE ALL-NEW GOLF GTI 7DSG	Turbo Petrol 1,984cc	\$62,990
THE ALL-NEW GOLF R 7DSG	Turbo Petrol 1,984cc	\$77,990
THE ALL-NEW GOLF R 1st Edition 7DSG	Turbo Petrol 1,984cc	\$82,990
THE NEW PASSAT ALLTRACK TSI 162kW AWD	Turbo Petrol 1,984cc	\$61,990
T-CROSS TSI Life 2WD	Turbo Petrol 999cc	\$34,990
T-CROSS TSI Style 2WD	Turbo Petrol 999cc	\$39,490
T-CROSS TSI R-Line 2WD	Turbo Petrol 1,498cc	\$45,990
T-ROC TSI R-Line AWD	Turbo Petrol 1,984cc	\$54,990
THE NEW TIGUAN TSI Life 2WD	Turbo Petrol 1,395cc	\$47,990
THE NEW TIGUAN TSI R-Line 2WD	Turbo Petrol 1,395cc	\$57,990
THE NEW TIGUAN TSI Style AWD	Turbo Petrol 1,984cc	\$61,990
THE NEW TIGUAN TSI R-Line AWD	Turbo Petrol 1,984cc	\$70,990
THE NEW TIGUAN TSI R AWD	Turbo Petrol 1,984cc	\$80,990
THE NEW TIGUAN TSI R 1st Edition AWD	Turbo Petrol 1,984cc	\$85,990
THE NEW TIGUAN ALLSPACE TSI Life 2WD	Turbo Petrol 1,395cc	\$49,990
THE NEW TIGUAN ALLSPACE TSI Style AWD	Turbo Petrol 1,984cc	\$63,990
THE NEW TIGUAN ALLSPACE TSI R-Line AWD	Turbo Petrol 1,984cc	\$73,990
TOUAREG TDI V6 (170kW)	Turbo Diesel 2,967cc	\$101,990
TOUAREG TDI V6S R-Line (210kW)	Turbo Diesel 2,967cc	\$126,490