

FEDEX LOGISTICS EV DELIVERS MORE THAN FREIGHT **P.10**



EBBETT BYD
FLEET
EVENING

P.04

EROAD
PROVIDES DRIVER
CLARITY

P.06

FORD RANGER'S
PARADIGM
SHIFT

P.12

VEHICLE ELECTRIFICATION GATHERING PACE



ROBERT BARRY
EDITOR

Hello there,

In this issue we welcome a new Chinese automotive brand, BYD (Build Your Dreams), to New Zealand with the arrival of its Atto 3 SUV battery electric vehicle (BEV).

So enamoured of the new Atto 3, was our managing editor Richard Edwards, that he became the first person from an business publication to get his hands on one for a long term evaluation.

We'll bring you an update of his experiences with the new market entrant in subsequent issues of *FleetTalk*.

You can read about my first impressions of the Atto 3 in this issue, along with the reception it garnered from potential fleet buyers during a customer evening hosted in August by Waikato dealer Ebbett Hamilton BYD.

Electrification of the fleet vehicle continues to be a constant theme as the world grapples with lowering our global transport emissions.

Our cover story this month about the LDV E Deliver 9 joining the FedEx Logistics fleet in Auckland, shows the global delivery giant's intention to address its carbon footprint in the markets in which it operates.

And it's not just ground and air transport. FedEx is also addressing the carbon footprint of its entire supply chain including buildings and equipment.

A group of nine Fuso e-Canter trucks has taken to the road in Canterbury thanks to a leasing deal put together by TR Group with funding support for the companies involved

from EROAD and the low emission transport fund administered by the Energy Efficiency and Conservation Authority (EECA).

Toyota's luxury arm Lexus is also on an electrification journey. Well known for its petrol-electric hybrid technology, the brand has produced its first plug-in hybrid electric vehicle (PHEV) in the form of the NX450h+ F Sport mid-sized SUV.

Though Lexus offers a BEV in the form of the compact UX300e SUV and the forthcoming RZ SUV, it will be interesting to see if more PHEVs become available in its model line-up.

Safety of the driver and the vehicle is always a top management priority and this month we feature the EROAD Clarity Solo dashcam.

It's been designed to appeal to light passenger and commercial fleet operators, particularly those who have multiple drivers operating multiple vehicles on any given day.

There's been a paradigm shift in GPS tracking, from "where is my vehicle?" to "is my driver operating the vehicle in a safe, compliant, and efficient manner and how can I coach them to be better?", with some very sophisticated tools working in real time.

More vehicles reviewed this month include the Skoda Fabia Monte Carlo, the Jeep Compass and the all-new Peugeot Partner small van. We also have first drive impressions of the next-generation Ford Ranger.

Enjoy your reading.

Robert Barry
EDITOR

CLEAN CAR STANDARD MEANS CARS WILL COST "THOUSANDS MORE"

Subaru New Zealand managing director **Wallis Dumper** says the Government's incoming Clean Car Standard changes are will increase new vehicle prices dramatically.

Speaking about Subaru's updated Outback 2.4T, Dumper said he expects it will be lumped with "additional costs" when the CCS changes are applied on January 1, 2023.

"CCS will not only affect Subaru, but the entire industry and the reality is that come 2023, many new petrol engine cars may cost customers thousands more than they do today.

"To the best of our knowledge...any vehicles crossing our border after December 31, 2022, will have the CCS fees applied."

Dumper expects extra fees to be applied to most new petrol engine cars, as part of the Government's ambition to be carbon neutral by 2050.

Subaru is the second brand to acknowledge the likelihood of higher prices for popular models when the more aggressive CCS targets come into force.

Ford New Zealand managing director **Simon Rutherford** made similar comments at the launch of the updated Ranger ute, saying that Ford will "probably" have to increase the

prices of the best-selling ute to counter CCS penalties.

"The challenge for us is pulling the appropriate levers to manage the demand side of the structure," Rutherford said.

Probably, price rises are coming "for us and probably our competitors as they cross the line into 2023".

The CCS is set to force brands to reduce the emissions of their fleets by 40% by 2025, forcing a rate of change that new and used car industry sources have said is too rapid for companies to keep up with without passing price rises on to consumers.

In 2023, the standard's limit will be lowered to 139g of carbon per kilometre travelled. It will then drop to 128g in 2024, before dropping significantly to 105g in 2025.

Firms that offer vehicles with emissions well over the target will need to balance them by offering low-emission options that improve the average of their fleet.

Only three car brands in New Zealand, Honda, Hyundai, and Suzuki, have fleets that currently meet the CCS's 2023 targets.

Subaru was ranked 12th according to Waka Kotahi NZTA, with an 185.19g/km average.



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

Auto Media Group Limited makes every endeavour to ensure information contained in this publication is accurate, however we are not liable for any losses or issues resulting from its use.

Printed by: Alpine Printers.

automedia

GROUP LIMITED

autotalk.co.nz

autotalk.com.au

transporttalk.co.nz

futuretrucking.com.au

www.evsandbeyond.co.nz

www.fleettalk.co.nz

autotalk

autotalk

transporttalk

futuretrucking

EVs&BEYOND

fleettalk

FOUNDATION SPONSOR

 **FleetPartners**
service driven



RICHARD VAN DEN ENGEL, EXECUTIVE DIRECTOR, TALKING ABOUT HOW BYD AND THE ATTO 3 IS A GAME CHANGER TO THE MARKET AND THE EXCITEMENT OF THIS VEHICLE

EBBETT INTRODUCES BYD TO FLEET CUSTOMERS

Newly appointed BYD dealer Ebbett Hamilton gave fleet customers an introduction to the Atto 3 battery electric SUV at a special event.

Hosted by Ebbett Group executive director **Richard van den Engel**, the evening included presentations on the use of battery electric vehicles by fleets.

Guest experts included FleetPartners' business development manager **Dellyn Mortleman** and Transnet spokesperson **Richie Clements**.

van den Engel says most of the more than 50 guests were impressed by the BYD Atto 3, especially as they hadn't seen it in the metal before.

Mortleman says the BYD Atto 3 is a compelling battery electric vehicle (BEV) for fleet buyers.

It offers a price point that's comparable to internal combustion engine cars, a desirable range between charge-ups, and continuity of supply from the factory in China.

The car's range of up to 320 or 420km (standard versus extended range) was well received by prospective fleet buyers.



DELLYN MORTLEMAN, FLEETPARTNERS BUSINESS DEVELOPMENT MANAGER, TALKING ABOUT THE LOWER COST TO COMPANIES BY HAVING THE BYD ATTO 3 ON THEIR FLEET.

FleetPartners has a current lease offer for the BYD Atto 3 50kWh standard range vehicle of \$743 plus GST per month for a 48-month 60,000km fully maintained operating lease.

Transnet's Clements addressed guests' concerns about charging when companies move their light vehicle fleets from ICE to BEV.

Continued on the next page

Continued from previous page

In addition to installing chargers at their corporate offices or national branches Clements says the best way forward is for businesses to buy Wallboxes for employees' homes but retain ownership of the units.

He says the Wallbox charger is metered electronically which allows the employee to use off-peak electricity to charge the vehicle but to submit a monthly claim for reimbursement of the electricity used by the car.

van den Engel says that looking beyond the monthly lease payment to the overall cost savings of using electricity rather than petrol and diesel makes the BYD Atto 3 a "competitive and compelling proposition for fleet customers".

"Not only is it a well-priced car but the sustainability benefits tell a good story about your business doing something positive for the environment.

"The customers who came along to the evening were certainly impressed that our expert speakers were able to show that previous barriers to BEV ownership have been overcome.

RICHIE CLEMENTS, TRANSNET (SUPPLIER OF WALLBOX,) TALKING ABOUT A HOME CHARGING SOLUTION, THE CHARGING TIME FRAMES AND EDUCATION AROUND HOME CHARGING.



"And there were many smiles and sense of optimism amongst the guests about the transition to an electric fleet,"

he adds.

More information is available at ebbettbyd.nz.



BUSINESS CUSTOMER REALLY INTERESTED IN THE BYD ATTO 3 EV AND ITS GREAT LOOKS.

PROVIDING CLARITY FOR FLEET DRIVERS AND VEHICLES

In 2020 there were nearly 10,000 road crashes and 320 deaths in New Zealand.

There were more than 8000 minor injury crashes and more than 1800 serious injury crashes, the Ministry of Transport (MoT) says.

In 2018 the total cost of crashes was \$4.8 billion. The average cost of a minor injury crash was more than \$104,000, the average serious injury crash cost more than \$920,000, and the average fatal crash cost was \$4.8 million, the MoT says.

Transport technology solutions provider EROAD believes that video telematics using a dashcam like its compact high-definition Clarity Solo will create safer and more sustainable roads.

EROAD product manager **Soumya Puri** says dashcams protect businesses by providing an accurate record of an incident, and can help to establish fault, and assist in difficult workplace investigations.

But he says they also provide a clear picture of the in-vehicle behaviour and an opportunity for better driver management and coaching.

Puri says video telematics have become essential in overseas fleets, gaining broad driver, fleet management, and corporate acceptance.

Since launching Clarity Dashcam and MyEROAD Replay video telematics more than 12 months ago, Puri says EROAD has seen major growth with more than 6000 deployed globally.

He says more than four terabytes of video has been uploaded, EROAD customers have viewed more than 8500 clips and more than 500 videod events have resulted in driver coaching, an opportunity which would have gone amiss if the product wasn't installed.

SAFETY FOR LIGHT VEHICLE FLEETS

EROAD's Clarity Solo offers 4G cloud video and telematics in a single compact device providing a high-resolution front-facing camera or dual facing cameras, and real time tracking and activity reports.

It also records safety events and ranks



fleet drivers.

Puri says the Clarity Solo declutters a vehicle's dashboard by removing the need for multiple platforms and devices. It's an affordable and easily installed piece of equipment that doesn't require advanced driver assistance systems (ADAS) for protection and exoneration of the driver.

Through the MyEROAD fleet management portal Puri says Clarity Solo provides total visibility of the driver and the vehicle in real time with activities and stops.

It generates trip information in the same way the EROAD Ehubo2 does. Fleet operators can see where each vehicle is in real time and get details on status, speed, and activities.

Routes taken can be replayed to see any safety events during the trip, and geofences can be set up to track when vehicles enter and exit a particular area and the duration of their stay.

Fleet operators can monitor vehicles and drivers to ensure productivity and provide estimated time of arrival to customers.

The integrated NFC reader allows drivers to sign on and off by tapping the device with an NFC fob, card, or sticker assigned to them.

"It's an intuitive driver log on solution

using NFC which is the same technology supporting Apple Pay, and to our knowledge is the only way to log into a video device without third party integration," Puri says.

Puri says data from the Clarity Solo can be fed into the EROAD range of reporting tools such as MyEROAD Leaderboard, to identify high- and low-performing drivers and to reward them or provide education.

Video also provides clarification around harsh braking or speeding.

If a driver is involved in an incident and alerts the employer immediately, the footage can be retrieved speedily through MyEROAD Replay to see what happened and who was at fault.

Puri says instant video recording has evolved telematics from the "where is my vehicle" dot on the map to an essential tool for commercial fleet operators.

"It's a powerful addition to any fleet vehicle as it provides a clear view of activities on the road and in the cabin of the vehicle," Puri says.

"Video makes metrics come to life and is a powerful and unambiguous record of what happened during an incident.

"Video also assists a fleet to achieve its safety outcomes of prevention and protection," he adds.

BYD PRIMED FOR EV MARKET SUCCESS

Though some distributors are grappling with supply chain constraints, BYD Automotive New Zealand country manager **Warren Willmot** says it's not an issue for his brand.

Though coy about actual numbers, Willmot says the first two shipments of BYD Atto 3 SUVs from the factory in Shenzhen, China, have confirmed orders from local buyers.

A third shipment still has some vehicles available.

The standard range Atto 3 (320km) retails from \$52,990 and the extended range (420km) model from \$57,990; both qualify for the Government rebate of \$8625.

Willmot believes people buying an Atto 3 in 2022 will take delivery of their vehicles by Christmas.

BYD (Build Your Dreams) is a rechargeable battery manufacturer founded in 1995 by Wang Chuanfu, which morphed from being a supplier to Nokia and Motorola into an industrial giant that produces hybrid and fully electric cars, buses and trucks.

It also makes solar panels, electric forklifts and passenger trains.

BYD produced the world's first plug-in hybrid electric vehicle in 2008, the same year in which US businessman **Warren Buffett** invested US \$232m into the company. His stake is now valued around \$6 billion.

Willmot says BYD has more than 900 business units with its own supply chain of

lithium, silicon chips and everything else required to build a vehicle. It has its own fleet of roll-on roll-off car carriers.

BYD launched here in August with four dealerships and plans to open another eight by mid 2023.

On September 1, more BYD stores will open in Botany (southeast Auckland), Dunedin, and Tauranga. They'll complement BYD Auckland, Ebbett BYD Hamilton, Johnston Ebbett BYD Wellington, and Euromarque BYD in Christchurch.

Willmot says a New Zealand-specific corporate identity with exposed brickwork and polished concrete floors has been developed for BYD showrooms nationally.

The BYD sites in Auckland, Botany, and Dunedin are operated by Andrew Simms with specialist retail staff, demonstrator vehicles, and onsite battery chargers.

The Andrew Simms stores are supported by an e-commerce platform that allows customers to order, finance, and get a price on a trade-in vehicle.

FIRST IMPRESSIONS

Though the pricing of the standard range BYD Atto 3 is comparable to the MG ZS EV, the specification level is comparable to the Tesla Model 3's.

And the design, particularly the interior is unique and for a non-traditional manufacturer very well executed.

The Atto 3 is a technology-forward electric vehicle, from its intuitive central



touchscreen that can rotate from a landscape to a portrait setting, to its ability to power domestic appliances and even other electric vehicles through its vehicle to load (V2L) capability.

Inside it's airy and spacious, with more than enough room for four large men to fit comfortably and though the texture of the dashboard and door cards is somewhat different from the norm, you acclimatise quickly to the car and its functional controls.

Like all EVs, performance is available instantly from the 150kW/310Nm motor, but the Atto 3 was a friendly and benign car to drive in spite of the torrential downpours during the press introduction.

It felt secure and composed with responsive handling and strong brakes.

The one caveat for some corporate fleets is that as yet the Atto 3 doesn't have an ANCAP crash test rating, but it's understood BYD is working with the independent safety organisation to achieve this.

- Robert Barry.

Each day, there's an average of 29 road accidents resulting in injury in New Zealand.

With the cost of a minor crash averaging \$104k, can you afford to not know what really happened?

Statistics sourced from NZ Ministry of Transport

"We've had around 8 crashes in the last nine months where another vehicle coming in the opposite direction has crossed the centre line and struck some portion of our unit on the road. 2 of those were fatal, and in each of those 8 events we can hand-on-heart say our drivers were alert, responsive and not fatigued or distracted."

Stephen Divers, Dynes Transport Risk & Compliance Manager



EROAD Clarity Solo is a telematics + dashcam all-in-one solution for commercial vehicle fleets



Learn how EROAD Clarity Solo can help manage and protect your fleet

0800 437 623 • eroad.co.nz



FUSO ECANTERS LAUNCHED IN CHRISTCHURCH

Nine battery electric Fuso eCanter trucks are now on Christchurch roads.

The eCanters are leased by nine companies who signed on to take part in two projects launched by the Christchurch City Council to help it achieve its goal of halving greenhouse gas emissions for the district by 2030.

"The projects aim to show what's possible with the electrification of commercial trucks," says Christchurch City Council resource efficiency manager **Kevin Crutchley**.

"With transport making up the majority of our district's emissions it's critical that we find a path towards zero exhaust emission trucks, in addition to battery electric passenger cars."

Crutchley says both projects are great examples of the council and businesses working together on a common objective to reduce greenhouse gas emissions.

"We're gathering practical learnings from the projects so that truck operators can see how to best use battery electric truck technology for



their operations," he says.

"It's important to note that all equipment and plant use from these battery electric vehicles will have zero exhaust emissions."

More than \$3 million is being invested in the two projects, with funding coming from the nine companies leasing the trucks, the Low Emission Transport Fund (administered by the

Energy Efficiency and Conservation Authority) and from EROAD.

The trucks are leased through TR Group. Mercury NZ is also supplying some funding towards on-route truck charging infrastructure as part of the shopping district delivery services project.

The first project - the Civil Construction and Maintenance Services Project -

Continued on the next page

Continued from previous page

involves five civil construction and maintenance services companies (Citycare Property, Fulton Hogan, HEB Construction, Higgins Contractors, and Isaac Construction) that work for the council.

They'll use specialist battery electric trucks to perform their contracted services.

The second project - the Shopping District Battery Electric Truck Delivery Services Project - involves commercial property owners investigating the opportunity of having zero exhaust emission areas for delivery vehicles.

Four transport companies - Bidfood, Hall's, PBT Transport and Toll New Zealand - will use battery electric trucks to deliver goods to the Papanui shopping district, with both Northlands and Northlink Shopping Centres involved, and to the Christchurch Airport shopping district.

EROAD is supporting both projects, which are backed by the Christchurch City Council.

EROAD has installed Ehubo telematics devices in each of the eCanters that are part of the trial to monitor their performance.

This is the second trial the transport technology firm has been involved with in New Zealand - the first being the Auckland City Council zero-emissions trial that began in November 2021.

"Climate change offers us an opportunity to explore new ways of doing things in the transport sector



and it's encouraging to see businesses and government coming together in this trial to do just that," says EROAD chief executive Mark Heine.

"Electric trucks are relatively new, and businesses want to know what it really takes to run these vehicles as part of a commercial fleet.

"These trials will go a long way towards building that understanding with real world data and insights," Heine adds.

Fuso NZ general manager **Kevin Smith** says the broad scope of body types taking part in the project is a positive demonstration of the versatility and adaptability of the all-electric 6 tonne and 7.5 tonne eCanter range.

"It has been Fuso New Zealand's pleasure to work closely from day one with Christchurch City Council to formulate these two projects, and to collaborate with participating businesses and bodybuilders, as well

as EROAD and Mercury NZ," Smith says.

"The broad range of applications to which these Fuso eCanter trucks have been put to work, and the outstanding body builds on display, demonstrate their adaptability and suitability for emission-free operation across a range of industries.

"It is encouraging to see how the drive towards reducing greenhouse gas emissions is being embraced by diverse transport operators united by a common goal.

"We are also extremely proud that Fuso eCanter is the number one choice in its class for operators in New Zealand. It has far outsold its nearest competitor since launching in 2021.

"We invite all interested businesses to contact us to discuss how Fuso eCanter can play a role in reducing their Scope 1 and Scope 3 emissions," Smith says.





FEDEX LOGISTICS EV DELIVERS MORE THAN FREIGHT

An all-electric LDV E Deliver 9, has arrived at the FedEx Logistics branch in Auckland – and is delivering more than freight in the southeast Auckland region.

It's also contributing to reducing the company's carbon footprint.

Globally, FedEx has more than 200,000 vehicles, and over 100,000 are company-owned. The company has deployed more than 4,000 electric and alternative fuel vehicles across the globe.

FedEx has a longstanding commitment to sustainability and has set a goal to achieve carbon neutral operations by 2040, as stated in the company's 2022 Environmental, Social, Governance (ESG) Report.

To meet this goal, the company is investing more than US\$2 billion in three key areas: vehicle electrification, sustainable energy, and carbon sequestration.

FedEx is focused on reducing emissions and waste, replacing older technologies and vehicles, and revolutionising its fleets and facilities.

Reduce, replace, and revolutionise are the three key pillars of the FedEx



approach to sustainability along with using its resources efficiently and responsibly.

According to the company's website, FedEx avoided more than 950,870 metric tonnes of CO₂e emissions from its vehicle fleet.

FedEx is reducing mileage and fuel consumption through best practice driving behaviour, optimising routes, intermodal rail use, using mobile command centres, and advocating for

clean technology where possible.

FedEx Express recently announced receiving 150 electric delivery vans from BrightDrop, a technology start-up from General Motors (GM), for deployment throughout southern California, decarbonising last-mile delivery.

THINK GLOBAL, ACT LOCAL.

The FedEx Logistics branch in Auckland has begun electric vehicle

Continued on the next page

Continued from previous page

adoption by buying a LDV E Deliver 9 van to deliver shipments in the south and east Auckland regions of Papatoetoe, Otara, East Tamaki, and Botany.

The 350km range, quiet operation, comfortable ride, and on-road performance and manoeuvrability of the E Deliver 9 checks all the right boxes for FedEx Logistics' New Zealand branch manager, Troy Tipene, and the van's regular driver, **Dean Scott**.

According to Tipene and Scott, the E Deliver 9 typically covers 70 to 80km a day on its regular run, which is well within the van's 350km range.

Both men say they're impressed by the quiet, but powerful, operation of the E Deliver 9 and its capability as an urban delivery vehicle.

Normally, the E Deliver 9 is charged up once or twice a week at the FedEx Station in Highbrook, or more often if it's required to go further afield.

"The air-conditioning doesn't seem to rob too much electric range, the amount of regeneration created on this run means it doesn't lower it



down too much," Scott says.

He says that in spite of its size, the LDV offers a good turning circle and is very manoeuvrable in tight spaces like the narrow residential streets in Botany, which have cars parked on both sides of the road.

"You can get it into places you wouldn't necessarily think you could," he says.

Scott also enjoys the van's ability to drive in and out of traffic safely. He particularly likes the reversing camera and the wide-angle side mirrors for parking.

"The power of the electric engine makes a big difference to its safety," he says. "It gives the van great manoeuvrability moving through traffic."





NEW RANGER A PARADIGM SHIFT

WORDS & PICTURES:
MATTHEW HANSEN

The updated Ford Ranger isn't quite all-new, but it's mighty close.

Its powertrain line-up is dotted with fresh engines, the T6 platform has been chopped and changed, and the cabin is almost unrecognisable.

The scale of the update can't be underestimated, with the amount of work Ford's engineers have done putting each of the Ranger's key rivals on notice. This certainly is not a simple facelift.

Ford New Zealand held the new Ranger's launch in Hawke's Bay, giving us a chance to sample the long array of tweaks on a series of gravel and paved roads.

The hour-and-a-bit drive, which included trails through private land, a few logging tracks, and some puddles created by recent rain, was actually quite mild.

But it was also typical of the kinds of roads Ranger drivers traverse regularly. Some of the most important trim levels within the Ranger line-up that we sampled included the XLT with its updated 2.0-litre biturbo diesel, the mid-level Sport 3.0-litre V6, and the

flagship Wildtrak in both 2.0 and 3.0 trim.

There was also a single-turbo 2.0-litre XL.

The Ranger line-up starts at \$46,990 for the XL single-cab two-wheel drive and extends to \$80,490 for the Wildtrak V6 and \$89,990 for the Raptor.

Somewhere in the middle, the four-wheel drive XLT, Sport V6, and Wildtrak 2.0 we drove are priced from \$66,990, \$75,490, and \$75,490, respectively. None of these prices includes Clean Car levies, which can be up to \$5175 on some models.

The powertrains are the tip of the Ranger's change iceberg. The 154kW/500Nm 2.0-litre biturbo makes 3kW less power than it used to, but feels more refined and smoother, thanks to several noise, vibration and harshness (NVH) tweaks, more robust pistons and a new oil filtration system. The V6, meanwhile, is a 184kW/600Nm torque behemoth.

One of the biggest mechanical changes to the Ranger is its footprint.

Ford has pulled the front wheels 50mm forwards, with each wheel pulled

50mm outwards too.

Ford says these changes make the Ranger feel more planted on the road and improve its approach and departure angles off-road.

On top of getting a bigger footprint, the Ranger's T6.2 underpinnings also sport a new frame, transfer case, and suspension package.

On the road, the Ranger feels more mechanically complete than ever. Its ability to soak up bumps, to articulate with aplomb, and find grip where you'd maybe struggle in some of its peers, was exemplary on the roads we saw.

Admittedly it remains to be seen how it would perform on a tougher trail, or on more urban roads.

What we can say definitively is that the Ranger's key powertrain pair, the 2.0 and the 3.0, are exceptional.

This is no surprise in the case of the former, which we've gotten familiar with since its introduction in 2018.

The changes Ford has made to the powertrain aren't transformative, but they are noticeable. It's measurably quieter than it used to be, while also feeling more linear and smooth in the

Continued on the next page

Continued from previous page

way it navigates to redline.

The V6 is the real star. Ford fans wanted a powertrain with more oomph but the V6's real win is its versatility.

Percolating at 50km/h, it could easily be mistaken for the 2.0. If you need thrust in a hurry, peak torque arrives early at 1750 to 2200rpm. It does everything well.

We think this will be a real selling point for people shopping for a ute for its towing capability. Not that we or Ford really need to convince consumers on the V6's virtues.

In spite of diesel prices skyrocketing, V6 variants and Raptors make up more than half of the 5000-plus Ranger orders Ford has processed so far.

Beyond the ride quality and engines, the Ranger's driving experience has been improved by adding more drive modes (Eco and Tow modes are now available in higher trims), and by the nameplate's legion of new technologies.

The Ranger's equipment list, if fully explored, could fill a paperback novel. So, we'll attempt to corner the major aspects.

Most stem from or are controlled by the Ranger's new tablet touchscreen Sync4 interface. It comes in the form of a 10.1-inch screen in the XL and XLT and a 12.1-inch screen in the Sport and above. A full-size digital cluster is available.

The amount of tech features is near bottomless. There's a one-touch off-road button that brings up a forward-facing camera.

The driver can lock the rear diff and set up hill descent (which, for the first time,

works in reverse as well as in drive).

For people who tow often, it gets an integrated trailer brake controller, BLIS (blind-spot monitoring software that can account for your specific trailer and warn you when vehicles are next to you), and trailer light check.

Overlanders will enjoy the puddle lights and cargo bed lighting designed to help loading and unloading at night and controllable via the FordPass app.

There's the popular addition of a box step on the corners of the Ranger's rear bumper, which makes fetching items from the bed easy.

And the new cameras (the Wildtrak adds a 360-degree one) are the clearest in class.

The safety spec list is long, including adaptive cruise control that slows the ute to a complete stop, lane centring, road edge detection, and two new airbags - a passenger knee module and the all-important far-side airbag that inflates between the driver and front passenger.

The latter should ensure a five-star ANCAP safety rating for the Ranger later this year.

These elements come wrapped in a cabin that lifts the Ranger into a pseudo-upmarket realm that no other double-cab can lay claim to.

It looks and feels like it could be a competitor for the much pricier and tech-laden Chevrolet Silverado and RAM 1500 segment, only it's smaller.

On the topic of size, the Ranger's second-row facilities are one of the few areas where the new model doesn't feel like it builds, with knee- and legroom at a premium.



Ford has applied plenty of thought to its use of soft-touch materials, which appear in all the places you'd expect (shifter, steering wheel) and in some places you wouldn't (the tops of the door cards in XLT and above).

Many of these touches, like the soft-touch door cards, the box step, the more capable engines, originated from interviews Ford staff held with customers around the world.

Ford says that during its Ranger testing it performed the equivalent of 1.25 million kilometres of customer driving and 625,000km off-road durability testing.

It conducted about 5000 interviews with Ranger owners and generated 1800 pages of field notes.

This is telling, not only in the sense of underlining how serious Ford is about the segment, but also in explaining just how complete the Ranger feels to those who might have written the model off as just another update.

The new Ranger feels like a paradigm shift, as the ute as we know it makes its last hurrah.



CZECH POCKET ROCKET

WORDS & PICTURES:
MATTHEW HANSEN

The popularity and proliferation of SUVs has driven a scalding hot knife through the hatchback segment, particularly the supermini class where the Skoda Fabia resides.

Most of the mainstays are still kicking, but are licking their wounds with heavily depleted line-ups.

The Hyundai i20's normal line-up has

been culled almost completely, with just the fifty grand i20 N left. The Ford Fiesta is in a similar situation, though it'll be killed off completely later this year.

The Fabia is in a similar boat. This sharp looking Monte Carlo warm hatch flagship is now the sole Fabia sold in New Zealand. Has Skoda done the

right thing in going high instead of going low?

THE NUMBERS

The one-and-done Monte Carlo is priced from \$39,990, placing it among the premium-badge fare (although the Clean Car Discount wipes just over \$2000 off that figure). Power comes from an excitable 1.5-litre

Continued on the next page

SKODA FABIA MONTE CARLO

Price: \$39,990

Engine: 1.5-litre four-cylinder turbo

Transmission: seven-speed DSG

Power: 110kW

Torque: 250Nm

Economy: 5.4 litres/100km

Emissions: 125 grams/km



Continued from previous page

turbocharged petrol four-cylinder, sending its 110kW and 250Nm through a rapid fire seven-speed DSG to the front wheels.

Under the skin, is Volkswagen Group's latest subcompact MQB AO platform, which it shares with the Volkswagen Polo, Seat Arona, Audi A1, and other VAG products.

The key benefits of the new architecture include the longer and wider dimensions, which enabled Skoda engineers to find 13mm of extra legroom in the second row, and 30 litres of extra volume in the boot.

You can now cram 380 litres back there, a credible amount for a car in this segment.

revelation for people like me who have always struggled to appreciate the Fabia's looks.

Where I've felt past Fabias have looked a little awkward and frumpy, this one looks much more athletic and well proportioned.

Mix a sleeker glasshouse with Skoda's neatly sculpted lines and intricate head- and taillight fixtures, and you have a very handsome car, even without the hot hatch Monte Carlo bits.

INSIDE

People wincing at the Fabia's pricetag are likely to feel a little better about it once they're sitting in the cockpit.

Here the Fabia borrows some of the nice bits from its Octavia and Superb siblings. It gets the same steering wheel, complete with knurled scroll-wheels and perforated leather rim.

Being a warmed-up variant there's a generous requisite splash of red and faux carbon in there, paired with bucket seats and sport pedals. And, of course, there's an umbrella in the door.

Space inside feels competitive with cars one weight division above the Fabia. The boot's gaping aperture makes loading a breeze, and the back seats offer enough head and leg room for adults.

The eight-inch touchscreen is new, packing Apple CarPlay and Android Auto. It works well and is presented neatly, complemented by a selection of hard buttons, a real all-singing all-dancing volume knob, and physical buttons on the steering wheel.

As with most Skodas, the Fabia's cabin aims to punch above its weight with a small selection of added features one might not expect for a car in this class.

The heated steering wheel, heated door mirrors, and dual-zone climate aren't your standard supermini fare. Nor is the optional park assist, which is

one of several optional safety features. Standard, the Fabia comes with radar cruise control, lane assist, autonomous emergency braking, ISOfix rear child seat anchors. All contribute to its five-star NCAP safety rating.

THE DRIVE

Even though it packs a lot of handy features and slick design, the Fabia still has to walk-the-walk in terms of performance if it's to justify an outlay of almost 40 grand.

The 1.5 certainly has less grunt than the 147kW/320Nm 2.0-litre in the similarly priced Polo GTI. As with the GTI, the Monte's engine is a hand-me-down from a larger model.

In this case, it's borrowed from the Kamiq crossover. Skoda quotes a 0-100km/h time of 8.0 seconds, 1.4 seconds behind the GTI yardstick.

The numbers are a little deceptive, as the Fabia feels a bit quicker than that in the metal.

It's a touch lighter than the Polo, most likely in the nose. It's quite pointy, with grip to burn from its Nexen shoes. The versatile non-adaptive sport suspension is firm enough to enhance the Fabia's cornering chops, but soft enough to live with each day.

Although it's fantastic fun, when push comes to shove the little Skoda lacks a bit of edge and charm relative to its peers.

Even the much cheaper Suzuki Swift Sport (less power and torque, but about 200kg less weight, too) delivers a more quintessential hot hatch experience.

But as an all-rounder for daily use, the Skoda's comfier demeanour will appeal to some.

OUR VIEW

The Fabia was a fabulous partner on a recent holiday trip out of the big smoke. We packed generously, with the diminutive hatch accommodating our baggage without fuss.

People wanting a compact crossover shouldn't rule out these small hatches, especially when they're as spacious as this.

As to its performance, well it turns out the comparisons between it and the Polo GTI are moot. Halfway through writing this review, I happened to discover that the GTI had also kicked the proverbial bucket, another casualty in a once thriving segment.

That's another reminder to enjoy fun little pocket rockets like the Monte Carlo while we've still got them.

OUTSIDE

The new platform has given the Fabia another significant gift, too, in that it's now 8mm shorter than it used to be.

This might not be great news for the basketball players among us, but it's a





JEEP COMPASS S-LIMITED

Price: \$59,990
 Engine: 2.4-litre four-cylinder
 Transmission: nine-speed automatic
 Power: 129kW
 Torque: 229Nm
 Economy: 9.7 litres/100km
 Emissions: 230 grams/km
 Weight: 1503kg

NO EV OPTION THE ELEPHANT IN THE ROOM?

WORDS & PICTURES:
 MATTHEW HANSEN

The mid-size SUV segment could be the most competitive class in motoring.

I count 30 brands that each have a competitor in the segment, some with more than one.

To make a car that's competitive in the class is tough enough, but to make one that is both competitive and stands out from the rest is even tougher.

Enter the Jeep Compass, a model that gives the standing out aspect more of a shake than most.

The Compass has a lot of similarities with its peers. It too has four doors, four wheels, and a fairly big boot.

But it has two aces up its sleeve: Jeep's unignorable brand cachet and genuine off-road chops.

With the nameplate's latest update recently landing on our shores, are these ingredients enough to see it climb the crossover totem pole?

THE NUMBERS

The updated Compass represents a quantum shift in pricing. The last model could be had for as little as \$34,990 and the top spec Trailhawk was \$49,990.

This update starts at the old model's

\$49,990 jumping off point, with the top spec Compass S-Limited priced from \$59,990.

There's one silver lining, in that Jeep is currently offering its \$5000 Premium Pack for free in the S-Limited.

Compounding things from a fleet perspective is the Clean Car Discount. The Compass' 230g/km emissions rating means it cops a fee of just over \$4000. Ouch.

Said emissions stem from Jeep's familiar (and aggressively named) Tigershark naturally aspirated 2.4-litre four-cylinder petrol motor.

Its power and torque are unchanged, at 129kW and 229Nm. Jeep quotes a fuel economy of 9.7 litres/100km. The base Night Eagle trim pairs this engine to a six-speed automatic, while the S gets an extra three cogs.

OUTSIDE

Jeep wants the Compass to occupy a more premium market space, away from the likes of the Toyota RAV4 and closer to rivals like the Volkswagen Tiguan. And that's evident in the subtle tweaks to the model's exterior.

The black roof makes little sense if you're hitting the Moab trails in the

hot Utah sun, but makes more sense if you're trying to snap necks on Queen Street.

The S-Limited even ditches the rugged black wheelarch extensions, electing to paint them the same colour as the body.

Jeep has worked to soften the Compass' edges, namely in how it's reformatted the grille and headlight combo. Elaborate multi-spoke 19-inch wheels and a distinct lack of chintzy chrome aid the model's more upmarket vibe.

INSIDE

The exterior changes are nothing compared to what's gone on inside. Jeep has given the Compass an all-new dashboard layout, arguably representing where the brand has instilled the most change.

Although the previous Compass was pleasant enough inside, it was more about function than fashion.

Not anymore. Jeep's push for more premium positioning has been led by its more heavily revised new Grand Cherokee, and this has led to the Compass adopting a similarly impressive design-led interior.

Continued on the next page

Continued from previous page

The tiered dash looks reminiscent of something Jaguar Land Rover might've concocted, complemented by a bevy of soft-touch surfaces and a 10.1-inch screen fitted with Jeep's excellent Uconnect digital interface.

This system has always been a Jeep strength, with the latest iteration refining menu presentation while adding a digital cluster, wireless Android Auto and Apple CarPlay, and Alpine audio.

Also added are Hey Jeep, the brand's take on premium voice control software.

The freebie Premium Pack includes a heated steering wheel, heated and cooled front seats, surround-view camera, and a panoramic sunroof.

In spite of being one of the smaller cars in class, the Compass offers solid space inside. Adults will be plenty comfortable across the back row, and the boot can swallow up to 438 litres of stuff.

That's well short of the segment leaders, but still useful for buyers who want the Compass' smaller overall package.

THE DRIVE

Under the skin the Compass shares its architecture with a raft of crossovers, ranging from the (discontinued in New Zealand) Jeep Renegade to the recently revealed Alfa Romeo Tonale and Dodge Hornet.

It's a surprisingly entertaining platform to drive in its Compass application,



responding quickly to inputs and taking rapid cornering relatively flat.

We didn't get to attack the trails this time around but based on past experiences the Compass can claim to be one of the most capable gravel-bashers in class.

Though it's worth mentioning that hill descent control and four low are only standard in the S-Limited.

The 2.4-litre and nine-speed are reasonably capable and produce a surprisingly pleasant exhaust note but are starting to feel a little outdated against the turbocharged competition.

The N/A engine in particular can be quite coarse at idle, and is not especially quick.

SAFETY

Thankfully, Jeep has made almost all of its safety tech standard across all trim levels. This ranges from rear parking sensors, radar cruise, and blind spot monitoring, to autonomous emergency braking, sign recognition, and drowsy driver detection.



S-Limited exclusives are focused largely on convenience-oriented features, like parking assist and front-facing parking sensors.

OUR VIEW

As with the Compass' last update, this MY2022 model represents a healthy step forward. Its premium tilt is mostly realised thanks to a wonderful cabin and tasteful redesign.

Bigger questions lie when it comes to the SUV's pricing and positioning. And if the lack of an electrified option isn't an elephant in the room already, it will be soon.





2022 LEXUS NX450H+ F SPORT

Price: \$107,900

Engine: 2.5-litre Atkinson Cycle Hybrid

Transmission: e-CVT automatic

Power: (combined) 227kW

Torque: (petrol only) 270Nm

Economy: 1.3 litres/100km

CO2 Emissions: 29 grams/km

ELECTRIFIED EXECUTIVE EXPRESS

WORDS & PICTURES:
ROBERT BARRY

New Zealand's mid-sized luxury SUV market is hugely competitive which is why Lexus says the all-new 2022 NX was reimagined, redesigned and reengineered from the ground up.

When competing in six figure territory with electrified BMWs, Mercedes-Benzes, and Volvos, a luxury competitor like Lexus must bring its own style and flair to the table.

And the new NX encompasses that and more.

The all-wheel drive 450h+ F Sport is the flagship of the new three-model hybrid-only NX SUV line-up. But most importantly for the environmentally conscious buyer, it also brings plug-in hybrid electric vehicle (PHEV) technology to the brand for the first time.

The NX 450h+ PHEV proves that you can have a luxury vehicle that's environmentally friendly yet is still functional and fun to drive.

THE NUMBERS

The NX 450h+ features a four-cylinder, 2.5-litre engine, a 134kW/270Nm front electric motor, a 40kW/121Nm rear electric motor, and a lithium-ion battery with 18.1 kWh capacity.

The PHEV system, including electric

motors and battery, produces a maximum 227kW, enabling acceleration from 0-100 km/h in 6.3 seconds, with weighted combined CO2 emissions of 29 grams/km and fuel economy of 1.3 litres/100km.

The new battery's performance also enables all-electric driving at speeds up to 100 km/h and beyond through the E-Four electric all-wheel drive system.

Lexus says the NX450h+ is capable of an all -electric driving range of up to 87km, but during our time with the vehicle we found that 67 to 74 was closer to mark, which of course depends on the use of air-conditioning and the amount of brisk acceleration.

OUTSIDE

As much as I respected that the previous generation NX SUV broke the mould for Lexus and introduced the brand to new audience, from a design perspective it just looked a little undercooked, particularly from the rear three quarter view.

However, Lexus has redeemed itself and the new generation NX has a more cohesive design. The traditional spindle grille and angular front headlights are amalgamated with

contrasting curves and sharp angles wrapping around the rear body panels into a much sharper and more detailed tailgate with a full horizontal red taillight.

The new NX sits on the new Global Architecture K (GA-K) platform, providing more cabin space and generous cargo capacity of 520 litres which is the largest among its premium competitors.

Compared to the previous generation NX, overall length has increased by 20mm, the wheelbase by 30mm, the width by 2mm and the height by 15 to 25mm.

The GA-K platform allows for wider front (up by 25 to 35mm) and rear tracks (up 45 to 55mm), and accommodates larger wheels and tyres (18- to 20-inch wheels).

INSIDE

The new NX is the first model to feature the brand's Tazuna concept for the driver's cockpit, which was revealed in the Lexus LF-30 Electrified concept car.

Lexus has ditched its previous infotainment system with a menu scrolling track pad in favour of a new multimedia platform.

Continued on the next page

Continued from previous page

It comprises a high-resolution 14-inch touchscreen with the shortcuts to the navigation, media, phone, and vehicle setting functions displayed permanently.

A range of functions can be controlled using the "Hey Lexus" voice recognition feature.

To help keep the driver's attention focused on the road, the primary sources of information - the multi-information display, multimedia screen, gauges, and meters - are grouped so they can be read at a glance.

The steering wheel has a new design that will be adopted on other new generation Lexuses.

Driver focus is improved by reducing the number of physical switches from 78 to 45 in the new NX. They've also been grouped in defined zones according to their function. Physical buttons have been retained for the most frequently used functions.

The Lexus Safety System+ has been upgraded with intersection turn assist in the Pre-Collision System, and lane trace assist in the Dynamic Radar Cruise Control.

The NX has also linked the e-Latch electronic door release with the blindspot monitor to guard against collisions from inadvertent door opening when parked.

THE DRIVE

The beauty of a PHEV like the NX is that most day-to-day running can be achieved on stored battery power which can be topped up overnight using off-peak electricity generation.



Using the auxiliary charger with a three-pin plug connected to a domestic socket will recharge the NX in around 7.5 hours.

As well as the priority EV mode, the NX also offers Auto EV/HV mode which still prioritises electric consumption but is quicker to offer assistance from the petrol engine under heavy acceleration.

HV mode operates the vehicle as hybrid using both petrol and electric energy in tandem, keeping the battery level steady.

When EV mode depletes the battery fully, the NX will revert automatically to HV mode. There's also a battery save mode which engages the petrol engine, and is useful on long trips or motorway journeys, where the NX can accrue EV range for later use.

Though it might sound a bit complicated, from behind the steering wheel, the transition between the petrol and electrics is smooth and seamless.



Being the top specification F Sport variant, you expect responsive performance, sharp steering feel yet comfortable handling from the 450h+ and it doesn't disappoint.

It's a very refined and capable vehicle all round, whether crawling in the urban jungle or during a spirited drive on a winding rural back road.

OUR VIEW

Though hybrid technology has been available in Lexus models for more than 20 years, it has been slower than the German brands to adopt PHEV and battery electric vehicles (BEV).

However, with the recent market arrival of the smaller UX 300e BEV and the future arrival of the RZ SUV BEV, the brand appears to be responding to global sentiment.

The addition of a PHEV to the NX range will broaden its appeal to the luxury SUV market in New Zealand where user-chooser buyers are becoming ever more conscious of their environmental footprint.





PEUGEOT PARTNER STANDARD WHEELBASE

Price: \$45,990

Engine: 1.2-litre three-cylinder turbo

Transmission: eight-speed automatic

Power: 96kW

Torque: 230Nm

Economy: 6.7 litres/100km

Emissions: 151 grams/km

PRACTICAL PARTNER SOLID CITY LOAD CARRIER

WORDS: MIKE STOCK
PICTURES: MATTHEW HANSEN

Small delivery vans designed for city use have been around from the early days of motoring.

The foundations for the modern city van were laid after World War 2, with vehicles like the Morris 8 and Minor vans, the Austin A30 van and later the Ford Escort and Morris Marina compact load-carriers.

Modern city vans aren't common on New Zealand streets and haven't been for some years.

Holden struggled briefly with the gutless Opel-based Combo which ran out of breath even tackling steep hills unladen, Renault had the Kangoo with its weird only-a-mother-could-love-it looks, Peugeot's cute Partner came and went.

The constant - and the most-successful - has been Volkswagen's Caddy.

But even the short-wheelbase Caddy is a rare sight, though it has the field largely to itself.

But its position is being challenged. Re-enter the Peugeot Partner, with its eyes firmly on dislodging the VW from its perch.

It has a one tonne payload and can tow 1050kg on a braked trailer, so it has the chops to be a useful workhorse and - in terms of onboard cargo-carrying - is a potential alternative to a ute.

It's not as macho as a pick-up truck and can't tow as much, but it is a good load toter.

THE RANGE

There are two options - the \$45,990 Standard with 2785mm wheelbase and the \$48,990 Long with 2975mm between the wheels - both using identical powertrains.

The Standard has a slightly oversquare cargo area 1817mm long and 1550mm wide; the Long's cargo box is 2167mm by 1550mm, making it the better choice for operators who carry longer items regularly. Both can carry two Euro pallets.

The Partner is powered by the 1.2-litre Peugeot/Citroen Puretec three-cylinder turbocharged petrol motor used also in the French brands' sedans.

Developing 96kW/230Nm (the latter at a lowish 1750rpm), it's a strong, willing unit capable of pushing the van to 100km/h in 9.8 seconds which makes it usefully nippy in cut-and-thrust city traffic.

Quoted fuel economy is 6.7 litres/100km and the fuel tank holds 61 litres giving the van a good range between fill-ups. Emissions are 151 grams/km. The Partner is Clean Car scheme neutral, attracting neither a rebate nor a tax.

PRACTICALITIES

The Partner comes with twin rear barn-style doors that are windowless. Combined with the lack of side panel glass, that means the load is hidden and the driver must rely on the door mirrors and the excellent reversing camera to see what's happening behind the van.

There is a conventional interior rear-view mirror, but it delivers a view of...well, nothing realty. It's there presumably because it houses sensors for the van's safety and driver aid systems.

Speaking of the reversing camera, it's crystal-clear with static and dynamic guidelines and is one of the most accurate I've used, making the van especially easy to back and park.

The door mirrors are vertically-oriented, and provide an excellent view.

There are sliding doors on each side of the load area and the load height is low making cargo-handling easy.

The Partner is fitted with what Peugeot calls Multiflex which consists of a two-seat passenger bench with folding outer seat, which allows for a pivoting writing table on the central seat.

In addition to 113 litres storage volume in multiple compartments, there's an additional large area under the central

Continued on the next page



Continued from previous page

seat. Large items like laptops and 1.5-litre drink bottles can be stored in various cubbyholes.

A load-through hatch in the bulkhead, together with a load protection cover, complete the interior fit out.

IN THE CABIN

Instrumentation is clear and easy to read and is housed in a pod that sits above the near-oblong shaped steering wheel.

The driver's seat is adjustable for height and there is an excellent view through the large windscreen.

The steering wheel is mounted relatively low, below the instruments and its positioning takes a little getting used to.

Standard equipment includes air-conditioning, front and rear parking sensors, multi-function onboard computer, electrically adjustable and heated auto-folding door mirrors, electrically-wounding windows, electric parking brake and reach- and rake-adjustable steering wheel.

Information is displayed on an eight-inch touchscreen, and the good sound system has four speakers, though we found the volume control a bit fiddly.

The air-conditioning works well though the rotary dial to adjust temperature relied on small numbers and getting the right level of cool or warmth was a bit hit-and-miss on the move.

There are USB and 12V sockets, and the Partner is Bluetooth, Apple CarPlay and Android Auto compatible.

In-cabin storage includes an upper

glovebox compartment, an overhead storage shelf and cubbies in the dashboard.

A bulkhead with fixed window separates the cabin from the cargo area and provides occupants with protection against shifting loads.

THE DRIVE

The eight-speed auto is smooth-shifting and responsive left in Drive but can be operated manually, using steering column-mounted paddle shifters.

I found little need for the latter aside from when I needed a quick power boost, the gearbox making good choices when left in Drive.

Handling is predictable and vice-free, with mild understeer predominating. The Partner isn't quite as nimble as a small hatchback car but it's still entertaining to drive - and the 205/60 R16 tyres provide strong grip on dry and wet surfaces.

The eight-speed auto combines with the characterful exhaust note to deliver an enjoyable soundtrack during full-throttle acceleration.

Standard wheels are 16-inch steel which is a practical choice for a working van; the test vehicle was fitted with optional 16-inch alloys which come as part of a \$2500 options pack.

The pack also includes body-coloured rear bumper, side rubbing strips and exterior door handles, and gloss black door mirror shells.

The Partner rides well, even unladen, and the body feels tight and well

put-together. The driver's seat is comfortable, and a two-passenger bench seat is standard.

SAFETY

Safety equipment includes six airbags, active emergency braking with pedestrian detection, forward collision warning, traffic sign recognition, lane departure warning, blindspot monitoring, and traffic sign recognition. Peugeot NZ's mantra is that the Partner is equipped with everything an operator needs without having to balloon the pricetag with options.

It comes with a five year/100,00km warranty and five years roadside assistance; extended warranties and service plans are available at added cost.

OUR VIEW

Peugeot's Partner is a practical workhorse for operators who carry cargo with compact dimensions. Its windowless cargo area gives a measure of security, keeping the load away from prying eyes.

It will swallow a large amount of gear and tote up to 1000kg; loading is easy through rear and dual side doors, and driver access to the cab is car-like.

The Partner is easy to handle, with good lock and manoeuvrability, a 10.8m turning circle (11.4m on the long-wheelbase), nicely balanced steering and a responsive gearbox matched well to the engine's power and torque curves.

It's a worthy rival for the market-dominating VW Caddy.

NEW VEHICLE SALES BY BUYER TYPE
JULY 2022

	MONTH	YTD
PASSENGER - BUSINESS		
TOYOTA RAV4	296	1394
MITSUBISHI OUTLANDER	184	1883
TOYOTA HIGHLANDER	134	497
HYUNDAI KONA	98	578
MAZDA CX-5	92	824
MITSUBISHI ECLIPSE CROSS	73	576
HYUNDAI IONIQ	63	263
KIA SPORTAGE	56	541
SUZUKI SWIFT	55	559
MITSUBISHI ASX	55	469
TOYOTA COROLLA	54	547
KIA NIRO	51	259
HYUNDAI SANTA FE	50	422
SUZUKI VITARA	50	104
TOYOTA YARIS	42	345
MG ZS	41	344
LAND ROVER DEFENDER	40	198
SUBARU OUTBACK	35	298
VOLKSWAGEN TIGUAN	35	218
NISSAN X-TRAIL	32	502
OTHER	1410	14012
TOTAL	2946	24,833
PASSENGER - GOVERNMENT		
TOYOTA RAV4	63	148
TOYOTA YARIS	48	148
SKODA SUPERB	43	326
HYUNDAI KONA	36	284
SUZUKI SWIFT	29	171
MITSUBISHI OUTLANDER	14	178
HYUNDAI I30	10	27
HYUNDAI IONIQ	10	257
SUBARU XV	10	11
TOYOTA COROLLA	8	137
OTHER	59	516
TOTAL	330	2203
PASSENGER - RENTAL		
MITSUBISHI OUTLANDER	178	958
TOYOTA COROLLA	119	188
MG HS	109	167
HYUNDAI IONIQ	100	273
TOYOTA RAV4	97	811
TOYOTA HIGHLANDER	93	161
KIA CERATO	67	93
KIA STONIC	61	668
SUZUKI VITARA	37	103
MITSUBISHI ASX	36	222
OTHER	163	1692
TOTAL	1060	5336

NEW VEHICLE SALES BY BUYER TYPE
JULY 2022

	MONTH	YTD
LIGHT COMMERCIAL - BUSINESS		
TOYOTA HILUX	708	4258
FORD RANGER	470	4103
TOYOTA HIACE	110	891
MITSUBISHI TRITON	105	2907
ISUZU D-MAX	66	1079
NISSAN NAVARA	65	980
MITSUBISHI EXPRESS	58	325
MAZDA BT-50	44	402
RAM 1500	34	172
HYUNDAI STARIA LOAD	23	281
TOYOTA LANDCRUISER	23	139
LDV T60	22	264
VOLKSWAGEN AMAROK	21	124
LDV G10	16	293
LDV EDELIVER 3	15	88
RENAULT TRAFIC	12	54
CHEVROLET SILVERADO 1500	10	44
FORD TRANSIT	10	186
VOLKSWAGEN T6	9	80
MERCEDES-BENZ SPRINTER	8	120
OTHER	43	1362
TOTAL	1872	18,152
LIGHT COMMERCIAL - GOVERNMENT		
TOYOTA HILUX	42	172
MITSUBISHI TRITON	37	502
HYUNDAI STARIA LOAD	11	40
FORD RANGER	8	200
TOYOTA HIACE	7	84
FORD TRANSIT	2	10
MERCEDES-BENZ SPRINTER	1	5
VOLKSWAGEN CRAFTER	1	2
VOLKSWAGEN T6	1	10
HYUNDAI ILOAD	0	0
OTHER	0	49
TOTAL	110	1074
LIGHT COMMERCIAL - RENTAL		
MITSUBISHI TRITON	14	156
MERCEDES-BENZ SPRINTER	13	88
TOYOTA HILUX	9	137
TOYOTA HIACE	6	42
VOLKSWAGEN T6	2	30
FORD RANGER	1	30
FORD TRANSIT	0	3
GREAT WALL GWM CANNON	0	5
GREAT WALL STEED	0	0
HYUNDAI STARIA LOAD	0	30
OTHER	0	42
TOTAL	45	563

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 <i>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.</i>		
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 <i>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.</i>		
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 <i>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.</i>		
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 <i>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.</i>		
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 at 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

"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.

Eligible for
the Clean Car
Discount of

\$5,750

10 | 5
YEAR | YEAR
**DIAMOND
ADVANTAGE**
10 year / 160,000km Powertrain Warranty (whichever comes first) (non transferable). 5 year / 130,000km New Vehicle Warranty (whichever comes first) (non transferable).


**MITSUBISHI
MOTORS**

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.

MIT1564_A