

NEWS, ANALYSIS AND INSIGHT FOR THE FLEET INDUSTRY

fleettalk

OCTOBER 2022

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THE ROAD TO ZERO EMISSIONS



ROBERT BARRY
EDITOR

Hello there,

The global road to zero emissions received another boost this month with the European Parliament and the European Commission announcing they will ratify legislation outlawing the production of internal combustion engines, both petrol and diesel by the end of 2035.

However, the EU says that manufacturers responsible for small production volumes in a calendar year (1000 to 10,000 new cars or 1000 to 22,000 new vans) may be granted an exemption until the end of 2035.

Manufacturers who build fewer than 1000 new vehicles per year continue to be exempt.

"With these targets, we create clarity for the car industry and stimulate innovation and investments for car manufacturers. In addition, purchasing and driving zero-emission cars will become cheaper for consumers," says Netherlands Member European Parliament (MEP) **Jan Huitema**.

"I am pleased that we reached an agreement with the council on an ambitious revision of the targets for 2030 and supported a 100% target for 2035.

"This is crucial to reach climate neutrality by 2050 and make clean driving more affordable," Huitema says.

Europe drawing a line in the sand over zero emission vehicle production can only be a good thing for a small market like New Zealand that's dependent on new vehicles sourced from global factories.

Our Government is trying to incentivise the use of cleaner vehicles and decentivise high emitters through its somewhat controversial Clean Car legislation.

Though it hasn't been universally welcomed with open arms, particularly from light commercial vehicle buyers, the policy has created a shift in buyer behaviour and manufacturers with zero- or low-emission vehicles in their product portfolio have reaped the benefit.

In this issue we speak with dealer group Armstrong's and how it can tailor a full suite of solutions for fleet operators from three vehicles to more than 300.

Armstrong's covers the analysis of an entire fleet operation, to procurement of fit for purpose vehicles, with supporting finance, maintenance and disposal services.

State-owned enterprise NZ Post aims to reduce its carbon footprint, and the arrival of the first 20 Mercedes-Benz eVito battery electric panel vans from an order of 60 signals the eventual exit of petrol and diesel vehicles from its large fleet.

The arrival of the battery electric SsangYong Korando E-Motion SUV at the Auto Media Group office was an opportunity to pitch it against established competitors from Hyundai and MG, and new entrant BYD.

This was an interesting comparison of the best from Korea versus the best from China and the outcome will surprise you.

Other potential fleet contenders reviewed this month include the Hyundai Tuscon Hybrid, the LDV Deliver 9 (Bigger), the Mazda BT-50 Takami 4x4 and the Volkswagen Multivan 7 PHEV in Energetic specification.

Enjoy your reading this month.

Robert Barry
EDITOR

FIRST DRIVE: LITTLE EV SET TO BE PREMIUM OPTION

BY RICHARD EDWARDS

It's hard to argue that China has become a massive factor in our burgeoning EV market.

MG was early to market and continues to sell well. Tesla builds most of its vehicles that come here in a factory just outside Shanghai, as is BMW with some models, and now BYD is delivering in record numbers.

And more brands are coming. The next will be Ora, a sub-brand of giant Great Wall Motors, better known here for its Cannon Utes and SUVs.

But while those brands launched here with larger vehicles, Ora is working at the other end of the scale.

The first model to launch here is likely to be the Good Cat, yes, that is the real name. It's a small hatchback with styling that takes some inspiration from the original Beetle, but with a whole lot of modern technology.

GWM has yet to confirm when the car will land here officially, or in what specification, but what we do know is that there will be standard and GT models.

The main battery option is expected to be a 64kWh unit, with a claimed range of 420km.

But that may not be the end of the story, with the potential for a 47.8kWh model to become available.

To add to the confusion we were told later that our test vehicle had a smaller battery, making it hard to confirm exactly how this thing drives.

What we can say from our brief experience is that it is a funky little car, with a quality feel, even in pre-production form, and a level of polish surprising in a new entrant into the market. This isn't some stripped-out Chinese bargain, this brand is playing up market.

It's not as small as it looks. Overall, a Yaris is longer, but with a long wheelbase and long cabin the Ora feels very spacious.

At six-foot I could sit easily in front of myself, with a feeling of huge space thanks to a largely-glass bubble.

The interior is covered liberally in a green leatherette material, while hints of chrome around screens and other items add to the retro-theme set by the exterior design.

However, there's no shortage of tech.



The odd-looking pod on the A-pillar is a driver attention monitor, adding to a decent lane keeping system and adaptive cruise control.

You get two 10.25 inch screens, one for the driver and one for the media system, with wireless Apple CarPlay and Android Auto that are expected when production models arrive.

Push go on the Ora and a Goldfish swims across the screens... I'm not sure why. Perhaps something for the cat to chase? The transmission selector is a simple dial, common in electrified cars these days. The steering wheel is a uniquely-styled two-speaker.

The platform underneath is a dedicated EV one with a 105kW and 210Nm motor powering the front wheels. It's no slug with an 8.5 second 0-100km/h time, though with the smaller test vehicle battery probably heavier than the production one our seat-of-the-pants feel may not match the final result.

The same could be said for the handling, but overall it's positive. Though not sporty, the steering feels nice and responsive in the city and country alike.

The car provides a decent mix of comfort and handling, far softer and more comfortable than a Mini, but similarly a little way off on outright cornering fun.

So, overall the Ora is a good thing, though ultimately how it does in the market is going to depend on what GWM can land here.

I think a basic small-battery model is what the market needs, but it sounds like China wants to send us the full-fruit model at the higher end of the price scale.

The danger in NZ is that if you go too far up the market, some desirable and affordable electric SUV rivals come into play.

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DELIVERING FLEET CHANGE MANAGEMENT

FleetTalk spoke to Armstrong's chief operating officer **Tom Ruddenklau** and fleet specialist **Dave Tomlinson** about how the dealer group is differentiating itself from others by offering a full suite of services to fleets including change management.

Dave Tomlinson's appointment as fleet specialist for Armstrong's based at the Citroën, Hyundai, Nissan and Peugeot showrooms in East Auckland, is part of a strategy to centralise the company's national fleet solutions.

With retail operations in Auckland, Wellington, Christchurch and Dunedin, Armstrong's sells more than 18 vehicle brands, and can deliver change management solutions to fleet customers at a dealership level.

The strength of the group means Armstrong's can offer customers a full fleet solution, analysing fleet requirements, and sourcing and delivering vehicles.

It can offer tailored finance and insurance packages, buy back existing fleet vehicles, and has its own state-of-the-art collision repair operation in



TOM RUDDENKLAU

Auckland.

Chief operating officer **Tom Ruddenklau** says Armstrong's usually has more than 1000 vehicles in stock across its national network, and with its wholesale knowledge of the market can speak with authority and provide advice and solutions across the fleet



DAVE TOMLINSON

spectrum.

"We can offer a blended fleet solution from a wide variety of mass market and premium brands across SUV, light commercials, and traditional passenger vehicles.

"With the recent changes in legislation around vehicle emissions the playing

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field has changed dramatically and there's no longer the ability for a vehicle brand to be one-size-fits-all as it might have been in the past," he says.

Ruddenklau and Tomlinson say they believe that plug-in hybrid electric vehicles (PHEV), battery electric vehicles (BEV), and low emission European vehicles will play a greater role in the product mix as New Zealand fleets transition to a lower carbon future.

"Businesses will need support and guidance, and some may find themselves with a transitional fleet as they move towards meeting their environmental obligations, while also getting the necessary buy-in from their employees," Tomlinson says.

"We have to look at the fleet holistically with the customer to address these issues, and investigate which vehicles and powertrains are fit for their purpose.

"And is supply of these vehicles readily available, are there alternative options, and will they incur a fee or a rebate?

"We need to adapt to the needs of our fleet clients and help them to think outside the box when it comes to doing the right thing but not at the cost of efficiency," he says.



"For some clients BEV will work brilliantly. For others a PHEV may be a better solution and there will be those who'll still require a petrol or diesel vehicle but with the lowest possible carbon footprint."

Tomlinson says all Peugeots imported from 2023 will be eligible for a rebate

under the Government's Clean Car Discount.

"You'll certainly see some European vehicles become more relevant to fleets because they're so far ahead of the game in terms of lower emissions," Tomlinson says.





NZ POST RECEIVES FIRST BATCH OF ELECTRIC VANS

NZ Post has unveiled the first consignment of 60 new electric Mercedes-Benz eVito panel vans that are being added to its fleet in a \$20 million initiative to reduce its carbon emissions.

A line-up of 22 of the 60 new Mercedes-Benz eVito panel vans was displayed at NZ Post's Auckland Operations Centre at Highbrook on October 18.

They replace diesel and petrol vans used by NZ Post and some of its delivery partners and will help achieve its target of reducing emissions by a third by 2030.

The bulk purchase has enabled NZ Post to overcome supply chain challenges in accessing the EVs, a move made possible through an arrangement with New Zealand Green Investment Finance (NZGIF), with each contributing \$10m.

"Transport is one of the largest sources of emissions in Aotearoa at 17%," says NZ Post's group sustainability manager Dawn Baggaley.

"And we're playing our part to help

meet our national reduction plans

"Our carbon reduction target aims to have all our own fleet and a quarter of our last-mile delivery contractor fleet electric by 2025 - with the balance of the contractor fleet electric by 2030."

Baggaley says EVs cost a lot less to run, but the purchase price can be a barrier.

"Teaming up with NZGIF and offering this competitive finance deal means our contractors can shift into electric vans sooner rather than later.

"There are more than 2000 vans in our own fleet and contractor fleet that we will be transitioning over to electric to meet our science-based target."

NZGIF chief executive **Craig Weise** says the deal will help NZ Post electrify its fleet and help kickstart the secondhand commercial EV market as these vans are on sold.

"This sort of innovative financing is needed to help accelerate investment that supports New Zealand's decarbonisation."

Mercedes-Benz Vans Australia and New Zealand managing director **Diane Tarr** says the unveiling is a step

towards a more sustainable future for Mercedes-Benz Vans and NZ Post.

"We're now ready with a strong customer-centric electric product portfolio and can't wait to see the eVito come to life on the road through NZ Post and their delivery partners."

NZ Post received its first 22 eVito vans at the end of July. At the time, it was the largest single overseas order of electric Mercedes-Benz vans by a commercial operator.

The vans will be made available for NZ Post's delivery partners to acquire, with an NZ Post incentive.

NZ Post, with NZGIF, has a deal that offers NZ Post's contractors competitive financing and pricing benefits from a tiered leasing model.

Contractors have access to expert independent advice through Carbn Asset Management (an NZGIF majority-owned entity) on the best option for their individual needs.

NZ Post has one of the largest EV delivery fleets in the country, including more than 400 Paxter electric delivery vehicles used by its posties.

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LEFT TO RIGHT - CRAIG WEISE, DIANNE FARR, DAVID WALSH, AND RICHARD CHRISTENSEN

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ELECTRIC VITO STRIKES A CHORD FOR TAUPO COURIER

When NZ Post's Taupo-based contract courier **Gerrit du Toit** heard about NZ Post's investment in a new range of Mercedes-Benz electric vans, the eVito and eSprinter, it struck a chord.

He'd grown up in South Africa and has happy memories of driving around in the non-electric versions - the Sprinter and Vito - as a young boy with his dad, who had a courier business. He would often help load or wash the vans.

Du Toit joined NZ Post last September and is now the first courier to take the keys of a new Mercedes-Benz eVito which he drove back to Taupo from Auckland on October 18 after the official launch.

He's been interested in EVs (electric vehicles) for a while, and in the idea of moving to more sustainable, low-carbon transport.

"I started looking at the long-term savings and the benefits for the environment," he says.

Du Toit spoke with Carbn Group's technical expert **Mark Ruddlesden**.

He was keen to learn more about the EV opportunities following a survey earlier this year to gauge interest among NZ Post's more than 2000 contract couriers.

The more he learned about the new



NZ POST CHIEF EXECUTIVE DAVID WALSH PRESENTS GERRIT DU TOIT WITH THE KEY TO HIS NEW EVITO

generation of electric vehicles, the more excited he became.

He operates two courier runs with his wife, Elly, covering about half of Taupo's CBD and the residential areas of Nukuhau and Rangatira Park.

Du Toit says customers have been supportive but often surprised when he talked about shifting to an EV.

Many are already aware of NZ Post's sustainability efforts with the visible presence of the Paxters delivering mail in residential areas, he says.

Du Toit moved here from Cape Town with his wife and two boys (now aged 12 and six) at the end of 2019, and says his father, who died in 2020, would be proud of his son's purchase.

"I feel I've come full circle. These EV versions of the Sprinter and Vito vans which my dad used to drive are the next level.

"He would be so stoked to see where we're going in New Zealand with this new generation of EVs."

BRAKE NAMES 2022 FLEET SAFETY CHAMPIONS

PHOTOS BY
CACTUS PHOTOGRAPHY

Safety-conscious organisations from New Zealand and Australia have been recognised for working hard to reduce incidents involving at-work drivers and vehicles.

Road safety charity Brake hosted the eighth annual Australasian Fleet Champions Awards in Auckland on October 20.

The awards, supported by Waka Kotahi NZTA, acknowledge companies and individuals who have implemented successful initiatives, products or services to tackle fleet safety.

Award sponsors included Bridgestone, First Rescue, Fleetcoach, Suzuki and Waka Kotahi.

As well as categories for organisations, two individual awards were presented to fleet professionals including the prestigious Outstanding Commitment to Road Safety Award, which was awarded to **Hamish Piercy** from NZI.

Brake NZ director **Caroline Perry** says she's "delighted to see organisations working hard to help ensure their employees, contractors, and other road users get home safely every day".

"The organisations represented at the awards are striving to make a real difference to fleet and road safety, and we hope their work and achievements inspire other organisations to implement measures to address their own risks too," Perry says.

The 2022 Fleet Champions Award winners are:

- Company Driver Safety Award, sponsored by First Rescue: **FMG**.
- Fleet Safety Product Award: e-Driving and Innovation Group.
- Road Safety in the Community Award, sponsored by Bridgestone: **AMI**.
- Sustainable Journeys Award, sponsored by Fleetcoach: **Zilch**.
- Safe Vehicles Award: Council of the City of Sydney.
- Road Risk Manager of the Year Award, sponsored by Suzuki: **Sarah McLachlan** - Manuka Health.
- Outstanding Commitment to Road Safety Award, sponsored by Waka Kotahi NZ Transport Agency: **Hamish Piercy** - NZI.



DAVE COMP (FIRST RESCUE), CALVIN FRANSEN (FMG), JACK MCKENNA (FMG)



BILL DYALL (BRIDGESTONE), GARY RENNIE (AMI)



BERNIE HOLLEWAND (WAKA KOTAH), HAMISH PIERCY (NZI)



ROY O'HARA (ZILCH), JIM PETERSEN (FLEETCOACH)



MERCEDES-BENZ HOPES NEW EV MODELS WILL QUENCH DEMAND

Mercedes-Benz New Zealand hopes that the arrival of four new electric models, including the EQB, could quench strong local demand for EVs.

Mercedes-Benz Australia Pacific communications manager **Jerry Stamoulis** says New Zealand's uptake of plug-in Mercedes is strong, and "if we could get more stock we could sell more".

The brand aims to pick up the slack with the upcoming launch of the EQA 350, EQB, EQE sedan, and EQE SUV electric vehicles.

"The [EQB] will obviously help, with more EQAs coming with the 350 coming on board. And obviously next year the EQE is arriving as well," he says.

The first EQBs are here, the EQE sedan is due in the first quarter of 2023, with the EQE SUV scheduled to arrive in the second quarter.

Mercedes has announced pricing and spec for the local EQB line-up, with two trim levels and a host of options.

The line-up comprises the single-motor rear-wheel drive EQB 250 and the dual-motor all-wheel drive 350 4Matic.

The 250 starts at \$99,900 for the five-seater, with an extra pair of third-row seats available for an additional \$2900.

The 350 4Matic, meanwhile, is exclusively a five-seater, and is priced from \$109,900.

There's also an Edition 1 grade available for either the 250 or the 350. The former is priced from \$109,000 and the latter from \$113,800.

All sit above the \$90,000 EQA 250 and below the \$151,300 EQC 400 4Matic.

Regardless of the model, buyers get a 66.5kWh lithium-ion battery, rated to travel either 360km (350 4Matic) or 371km (250) on the WLTP cycle.

It can be charged at speeds of up to 100kW when plugged into a DC fast-charger, with Mercedes also offering a 22kW AC wallbox for home charging for around \$2000 extra.

The dual-motor 350 is the quicker of the two. With a motor on top of each axle it produces 215kW/520Nm, with a quoted 0-100km/h time of 6.2 seconds.

The 250 settles for 140kW/375Nm from its single motor and the 0-100km/h sprint in 8.9 seconds.

The new plug-in is built on the Mercedes MFA 2 platform, meaning the EQB is tied directly to the petrol GLB and shares its platform with the EQA.

Though it's the same width as an EQA, it's also longer and taller than the EQA and EQC. That helps with accommodating the additional row of seats if specified, and ensures a larger 1710-litre total boot space (130 litres/670 litres in seven-seat models and 650 litres in five-seaters, with the seats up).

Mercedes says the EQB's dimensions result in a 32mm headroom gain for front occupants. The rear seat is more versatile, too, with seven levels of incline adjustment and 140mm of sliding ability.

Although the EQB borrows its proportions from the GLB, it looks quite different. It wears the three-pointed star's EQ corporate face (featuring the chrome-outlined front fascia) and gets a sleeker rear end arrangement.

The 350 4Matic can be spotted by its AMG-Line Sports Package (which includes two gaping air curtain vents on the flanks, a rear diffuser, and 20-inch wheels), although 250 buyers can add the visual package for \$4300.

Standard, the 250 gets heated front seats, wireless charging, adjustable ambient lighting, Thermatronic dual-zone climate, a 10-speaker 225W sound system, and dual 10.25-inch screens with Apple CarPlay and Android Auto.

An electric hands-free tailgate, 19-inch wheels, LED headlights with adaptive assist, parking assist with a 360-degree camera, and Artico upholstery are included in the foundation variant.

The 350 adds AMG elements (which also include a flat-bottomed steering wheel, red stitching, AMG buckets), plus Dinamica upholstery options, and a panoramic sunroof.



TOYOTA COROLLA CROSS ARRIVES IN NEW ZEALAND

Toyota's Corolla Cross is on sale in New Zealand, more than two years after it was launched in Thailand and more than a year after it hit the Japanese market.

Larger than a Corolla Hatch, it rides higher, has more cargo space, can tow 750kg braked, and the top model is all-wheel drive.

In terms of size the Corolla Cross sits between the smaller C-HR and the larger RAV4.

It's fitted with a hybrid 2.0-litre petrol engine and CVT transmission.

The 2.0 litre hybrid system produces a total of 135kW which is higher than the Corolla Hatch and Wagon. The Limited AWD features Toyota's E-Four all-wheel drive system, adding a second motor on the rear axle.

The Corolla Cross also has low fuel consumption: 4.8 litres/100km for the FWDs and 4.9l/100km for the AWD Limited.

CO2 emissions are 107grams/km for the FWD and 112gm/km for the AWD Limited, making the Corolla Cross eligible for a Clean Car Discount.

Three grades of Corolla Cross will be marketed in New Zealand: the front-wheel drive GX and GXL, and the Limited in both FWD and AWD.

INTERIOR AND EXTERIOR DESIGN

The GX includes fabric interior trim

with an eight-inch colour touchscreen display, single-zone climate control and a six-speaker sound system.

The GXL has a larger 10.5-inch touchscreen display, satellite navigation, softer touch interior, dual-zone climate control, and fabric and synthetic leather upholstery.

The GXL also gets LED foglights, sequential front indicators, and premium rear combination lights.

The GX and GXL have a seven-inch colour multi information display.

All models have wireless Apple Carplay, and Apple Carplay and Android Auto via USB as standard..

The Limited gets leather-accented seating, front seat heaters and steering wheel heater, a premium JBL sound system, Qi wireless charging, a 12.3-inch full digital meter, and a panoramic roof.

It runs on larger wheels - 18-inch dark grey machined alloys, compared to 17-inch silver alloys on the GX and GXL.

The new model is built on the same TNGA-C platform as other Corollas.

MacPherson struts front suspension is used on all Corolla Crosses.

At the rear, front-wheel drives feature a newly developed torsion beam system, and the AWD Limited uses a trailing arm double wishbone set-up.

SAFETY TECHNOLOGY

Safety is handled by the latest Toyota

Safety Sense suite, which includes a Pre-Collision Safety system with AEB that detects vehicles, pedestrians, bicycles, and motorcycles; Intersection Turn Assist, and Emergency Steering Assist.

The safety package also includes Blind Spot Monitor and Rear Cross Traffic Alert. The GXL adds a Parking Support Brake with four front and four rear sensors, and for the Limited, the Toyota Teammate (Advanced Park) can park the car automatically.

The GXL also includes a Panoramic View Monitor system and the Limited adds an underfloor view.

Toyota New Zealand new vehicles general manager **Steve Prangnell** says he expects the Corolla Cross to become the top-selling Corolla model.

TOYOTA DRIVEAWAY PRICING	
<i>Corolla Crosses are priced at:</i>	
Corolla Cross GX	\$41,990
Corolla Cross GXL	\$44,990
Corolla Cross Limited FWD	\$48,990
Corolla Cross Limited AWD	\$51,990

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CHINA TAKES ON KOREA IN ELECTRIC SUV MARKET

WORDS & PICTURES:
MATTHEW HANSEN

Few electric cars have attracted as much discussion in 2022 as the BYD.

Not only is it a new model, but BYD is an all-new brand in the market, arriving amid rising consumer demand for Chinese-built vehicles.

And Chinese brand MG has given its first all-electric contender, the ZS EV, a spruce-up with more range, more tech, and better looks. And it's still the cheapest way to get into a new electric car.

So, we decided to put the Chinese newcomers up against rival electric crossover SUVs from Korea, established star the Hyundai Kona Electric and new arrival the SsangYong Korando E-motion.

THE NUMBERS

There is plenty to consider in terms of prices and battery sizes.

The new MG is more of an evolution than a revolution. Though Kiwis miss out on the bigger battery offered overseas, the 51kWh unit we get is an upgrade.

Range expectation gets bumped from



SSANGYONG KORANDO



MG ZS EV



BYD ATTO 3



HYUNDAI KONA EV

263km to 320km, and it also provides vehicle to load (or V2L) charging.

The flagship Essence pictured here is \$53,990, meaning an outright price in the mid-40k bracket after factoring in on-road costs and the Clean Car Discount.

The Korando is a curiosity in this field, thanks in part to a lack of fanfare prior to its pricing announcement.

Just one Korando spec is offered in New Zealand, priced at \$59,990 plus on-roads.

Though its 61.5kWh battery

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(SsangYong quotes 340km of range) is fairly impressive, the Korando's real secret weapon is its size.

Packing around 140mm extra length and 60mm extra width over the MG, it's effectively boxing in a completely different weight division. As a big added bonus, it's rated to tow 1500kg. Since its arrival, BYD's Atto 3 has been a sales sensation, stacking up orders with a frequency likely to scare Tesla.

The line-up is clever. BYD offers two trim levels loaded with equipment, with the only difference being battery size.

Our test 60kWh model is the flagship, and supposedly can travel up to 420km and still sell for well under 60 grand.

Updated last year, the Kona is arguably the only household name in this group. Though we'd hoped to test the entry-level 39.2kWh model, we ended up with the equivalent big battery 64kWh version.

That means enormous range (484km claimed) and a hefty pricetag. Priced at \$79,990, this Kona only just manages to qualify for an EV rebate while also being a potentially awkward bedfellow for the identically priced entry-level Ioniq 5.

OUTSIDE

The desire for EVs that look normal while conveying a "hey, look at me, I'm the future" message is a tightrope for carmakers.

The BYD probably strikes the balance best out of this group. Its handsomely rounded nose is complemented by a tasteful array of silver and chrome jewellery and some suitably futuristic (and aerodynamically friendly) wheels.

The bold Build Your Dreams text on the bootlid is an acquired taste, but can be removed easily.

The Hyundai and MG facelifts do well to distance each model from its internal combustion cousins.

The old ZS EV seemed to have something of an identity crisis, borrowing the petrol model's grille as if it was too shy to show its true EV self to the world.

There's little mistaking one for the other now, though, thanks to the MG's slick new nose.

Things are less rosy in SsangYong's corner. The E-Motion's reworked nose



screams for some colour contrast to break up the sea of uninterrupted white.

Swapping in the wheels and front bumper from the combustion engine Korando onto the E-Motion would result in instant improvement.

In the absence of that, ordering one in a dark colour (SsangYong offers the model in a dashing dark blue) will help.

INSIDE

Thankfully the SsangYong is much improved inside. Being based on a model that's already several years old means the dashboard isn't particularly cutting edge to look at or use, although its simplicity in this company will make it attractive for potential fleet customers. A good dash for "myopic middle aged men", said one member of our panel of testers.

The Korando's cloth seats are very comfortable, and there's plenty of room in both the front and the back. Rear legroom and headroom are streets ahead of everything else here, with enough space to host three adults comfortably.

The boot is enormous, too, swallowing 551 litres. Primarily, it may be an ICE platform, but there's no compromise on space.

The BYD is almost the perfect opposite to the SsangYong. Its interior is completely out the gate

The door pockets feature a huge guitar motif, complete with red bungy cord strings. The door handles operate

by being twisted instead of pulled.

The synthetic soft-touch panel on the dash feels as if it's made from wet suit material. And the 12.8-inch touchscreen rotates electronically.

Although the BYD is roomy and comfortable for passengers, the boot is something of a low. Although the 440 litres BYD quotes make it the second largest in our test, its narrow shape makes it among the least practical.

The other BYD caveat is its digital interface. Though the rotating screen is fun, the software within isn't necessarily the most intuitive to use or the best presented.

As it stands, the Atto 3 doesn't come with any form of Android Auto or Apple CarPlay, although that is coming via an over-the-air update later in 2022.

We also found the digital cluster to be a little too small; quite the issue given the enormous amount of information it conveys to the driver.

"The Chinese vehicles are trying too hard with their digital HMI, they're too complicated and not as intuitive or easy as the two Koreans," noted a panel member. "[The MG's] touchscreen interface is bigger, better and faster than before but it's still not perfect."

Software aside, MG has done very well to make the ZS's cabin feel more expensive than it is by using soft-touch materials in all the right places complemented by premium

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kit like the panoramic sunroof. It's let down slightly by the low quality of its cameras.

There's little wrong with the Hyundai's cameras. Its infotainment is arguably the most user-friendly here, even if it resides on a smaller eight-inch screen.

Its driving position is spot on, and adults will fit in the second row without any trouble. Even considering these wins, multiple judges noted that the Kona's cabin felt dated thanks to obsessively inoffensive styling and some cheap plastics.

Hyundai has made enormous inroads with its interior design lately, so expect it to correct the Kona in its next update.

ON THE ROAD

A panel of four judges took these EVs on a drive loop starting in Auckland then snaking through Whitford and Maraetai, before returning to base via Brookby and Flat Bush.

That's a fairly good cross section of typical Kiwi roads, ranging from motorway, to suburbia, to rural chip seal and winding beachside terrain.

On the latter, the Kona revealed itself to be surprisingly fun to loll around. Its balanced chassis and tyre combo offers healthy grip, aided by a front end that's keen to be directed at apexes.

The trade-off is ride quality. The Kona is the firmest riding here by a long way, with some suggesting the ride quality would grow tiresome over a long distance.

By contrast, the BYD and SsangYong are the most comfortable and quiet, soaking up potholes (a worthy skill these days particularly) with aplomb.

Sitting somewhere in the middle was the MG, a pleasant enough drive in isolation but made to feel mechanically compromised in this company.

Naturally, all four EVs feel twice as quick off the mark as their petrol stablemates. The SsangYong and BYD are probably the punchiest while our resident ZS owner **Richard Edwards** believed that the MG felt a little neutered off the line when compared to his first-gen ZS.

Of course, the purpose of this drive wasn't just to drive fast. It was also an efficiency test of sorts.

We logged the odometer readings and battery percentage levels of

each car before and after the journey, giving us a theoretical economy rating for each car.

We completed the loop while driving how we suspect most Kiwis drive - air conditioning on full-blast, mostly making use of normal drive modes, and putting our foot down a little. This was no economy run.

It's worth acknowledging from the outset that though each car has a designated battery size, there's sometimes a discrepancy between that size and the amount that's actually "usable".

The Hyundai and BYD battery claims

are effectively spot on in terms of available kWh, while the MG falls a few kWh short. The SsangYong was the guiltiest party here, its 61.5kWh lump only featuring 55.3kWh of usable battery.

In spite of its aggressive regenerative braking, the E-Motion also ended up as the least efficient of the bunch, using 20.0kWh/100km and shedding 29% of its battery in the process - notching up less than 5km per kWh.

Being the biggest and heaviest vehicle here means some of that is simply to be expected. Testing it against a more equally sized EV might be a better test



Continued from previous page
of its economy.

The ZS and Atto 3 were largely neck-and-neck. The pair used 26% (MG) and 23% (BYD) of their batteries respectively.

In spite of leading the MG on percentage used, the BYD still burnt more energy overall, 17.4kWh/100km to the ZS's 15.9kWh/100km.

In kilometre terms, the BYD travelled 5.7km for each kWh, and the MG 6.2km.

By far and away the most efficient of the bunch was the Hyundai. Even with Richard, our most lead-footed tester, driving it for back-to-back stints, it used a mere 17% of its 64kWh battery, equating to 13kWh/100km and an average of 7.3km to a kWh.

Being in its second generation, the Kona's powertrain and battery tech is likely the most refined of the bunch, and it shows.

VERDICT

The Kona claiming ownership of the most refined and economical drivetrain will surprise nobody.

Hyundai has been one of the most resolute investors in EV tech and is well on its way to being the most plug-in prepared company among its mainstream peers.

It's hard to look past that price, when there are three other cars in this comparison with similarly sized batteries and arguably more character, priced well over 20k less.

"Buyers will need to decide whether range trumps features in their purchasing decision," noted one judge.

The tweaks MG has made keep the ZS EV feeling fresh and competitive, even against rivals that outgun it on paper.

It continues to be an example of how cheap doesn't have to mean nasty, and buyers shopping on price are going to be more than happy with it.

That just leaves the SsangYong and the BYD. The pairing feel like they're built for opposing ends of the EV customer spectrum.

The Korando is a little like one of those mobile phones you buy for Nan with the enormous number buttons.

The BYD is like one of those newfangled folding phones for people craving the current hotness.

It's the BYD that wins this comparo, but it does so with a surprisingly slight



BYD ATTO 3

Price: \$59,990

Battery: 60kWh

Power: 150kW

Torque: 310Nm

Range (quoted): 420km (WLTP)

Charging speed max: 80kW

Drivetrain: FWD

Weight: 1680kg

Boot capacity: 440 litres



HYUNDAI KONA ELECTRIC

Price: \$69,990

Battery: 39.2kWh

Power: 100kW

Torque: 395Nm

Range (quoted): 305km (WLTP)

Charging speed max: 44kW

Drivetrain: FWD

Weight: 1593kg

Boot capacity: 332 litres



MG ZS EV ESSENCE

Price: \$53,990

Battery: 51kWh

Power: 130kW

Torque: 280Nm

Range (quoted): 320km

Charging speed max: 75kW

Drivetrain: FWD

Weight: 1610kg

Boot capacity: 359 litres



SSANGYONG KORANDO E-MOTION

Price: \$59,990

Battery: 61.5kWh

Power: 140kW

Torque: 360Nm

Range (quoted): 340km (WLTP)

Charging speed max: 74kW

Drivetrain: FWD

Weight: 1765kg

Boot capacity: 551 litres

margin.

Handsome looks, a strong battery, competitive pricing, and the promise of improved tech down the line are all big factors.

But for all the BYD's whistles and bells, the idea of getting a RAV4-sized EV in the form of the SsangYong for identical money is tempting indeed.



HYUNDAI TUCSON HYBRID ELITE

Price: \$66,990

Engine: 1.6-litre turbocharged petrol four-cylinder

Power: 132kW at 5500rpm

Peak torque: 265Nm between 1500 and 4000rpm.

Combined outputs of the petrol and electric motors are 169kW and 350Nm.

Transmission: Six-speed automatic

Economy: 4.9 litres/100km

Emissions: 111 grams/km

Tyres: 235/55 R19

AN ASPIRATIONAL HYBRID FROM HYUNDAI

WORDS: MIKE STOCK
PICTURES: SUPPLIED

Tucson, second largest city in Arizona, USA, four hours' drive south of Route 66 and about 310km southwest of Fort Apache.

Slap-bang in the middle of what Hollywood in the golden age of the western movie, called Indian country, a place steeped in frontier legend.

But Tucson, named for the historic American southwest town, is also a crucial car for Hyundai New Zealand.

The mid-sized SUV arrived here in the early 2000s, before Hyundai had broken through into the mainstream. Initially it was a somewhat dumpy-looking wagon that shared its platform/bodywork with Kia's Sportage.

It morphed into the much sleeker and sportier-looking Hyundai i35 and has reverted to the Tucson name for the current model.

Stylish, well-built, with good road manners and accommodation, the new Tucson ticks the boxes for many buyers, making it a market success.

As momentum gathers around electrification, more environmentally conscious buyers – or those who want to reduce some of the wallet pain at the petrol pump – can find a solution in the Tucson Hybrid.

It cuts petrol use from the 2.0-litre

Tucson's 9.6 litres/100km or the 1.6 turbo's 7.7l/100km to a quoted 4.9 litres in the Hybrid 2WD (though we didn't manage that) and 5.6 litres in the all-wheel drive.

Better still, emissions drop from 217 grams/km (2.0 litre) or 175g/km (1.6 turbo) to an outstanding 111g/km in the FWD Hybrid.

So, it's a car that's predominantly ICE but can be driven with a clearer conscience if you're inclined to feel guilty about such things.

The reductions in gas mileage and in emissions are useful, but to get them you pay more upfront.

Tucson Hybrids aren't at the budget end of the market, starting at \$61,990 for the range-opening 2WD Entry.

Step up to the Elite 2WD as tested and you fork out an extra \$5000. The all-wheel drive Elite is \$72,990. All quoted prices exclude on-road costs.

All are eligible for a Clean Car rebate of up to \$2900. Those prices are listed RRP's; special offer lower prices have appeared on the Hyundai NZ website.

The hybrids are powered by a 1.6-litre (1598cc) four-cylinder gasoline direct injection motor developing 132kW at 5500rpm and peak torque of 265Nm between 1500 and 4000rpm.

Combined outputs of the petrol and electric motors are 169kW and 350Nm.

That's enough to give the Tucson a good turn of foot, and though the 2WD's 0-100km/h time of 8.0 seconds isn't remarkable, the car feels much livelier on the road.

The gearbox is a particularly smooth-shifting six-speed automatic which kicks-down instantly.

The Hybrid starts in electric mode and the electricity stored in the 1.49kWh battery pack runs the car at low speeds.

The petrol and electric motors work together when climbing hills or accelerating, and the car chooses the more energy-efficient means of propulsion at constant speeds.

Standard cars run on 17-inch and Elites on 19-inch alloy wheels.

INSIDE

An eight-inch touchscreen controls the multi-media infotainment and six-speaker sound systems, there is wireless smartphone pairing, and the car is Apple CarPlay and Android Auto compatible.

The Elite has a 10.25-inch driver display which provides real-time driving information, and the operations of the hybrid powertrain.

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A nice touch is an auto-defog system which clears the windscreen automatically when it detects moisture.

The test car's leather-upholstered seats were comfortable and provided good lateral support during hard driving. There's good legroom, headroom, and luggage space.

SAFETY

The Tucson Hybrid has a five-star ANCAP rating and the safety suite includes the usual list of acronyms.

Among the roster are lane keeping and following assist, forward and blindspot collision avoidance, and driver attention warning.

There are also rear cross-traffic collision avoidance and tyre pressure monitoring, along with an excellent rear-view camera that makes reversing and parallel parking easy. The Elite's camera is augmented by parking sensors.

The smart cruise-control system incorporates engine stop/go to improve fuel economy.

ON THE ROAD

The Tucson Hybrid drives very well in the city and on the open road.

The quietness that hits you when you push the start button, activating electric mode, returns at highway speeds where the car cruises smoothly and near silently.

The quietness is paralleled and enhanced by an extremely smooth ride which soaks up bumps and combines with the refined mechanicals to give the medium-sized SUV the feel of a large luxury car.

And that feel sets this car apart - it has



a truly luxury car character that gives drivers and passengers the sensation of being in a car that's a cut above the norm.

It handles well without being sports car-sharp, Hyundai's engineers achieving a good compromise between handling and ride comfort. The 235/55 tyres provide excellent grip.

It has nicely weighted and accurate steering and can be placed precisely on the road.

Turn-in to corners is good and the supple suspension copes well with mid-corner bumps, making the Tucson a composed, quick and comfortable open-road tourer.

The dominant handling trait is mild understeer. Pressing on, the understeer feels muted but, curiously, at lower speeds it's more obvious.

Choosing among multiple driving modes allows the driver to customise the car's behaviour to different driving situations.

The silky six-speed auto is controlled by centre console-mounted pushbuttons which select Drive, Reverse and Neutral.



If you plan to push-on over favourite winding roads, you can change gears using steering column-mounted paddles, but we were happy enough to leave the car in Drive.

The gearbox is responsive enough and so well-matched to the engine that we found little advantage in using the paddles.

The brakes are strong and progressive and provided reassuring deceleration at highway speeds.

OUR VERDICT

The Tucson Hybrid is a well-specced car that offers more than a touch of prestige in the way it's equipped, and in ride quality, handling and above all, smoothness and quietness.

It has attractive lines and a striking version of the familiar Hyundai grille flanked by large daylight running lights which make the car very visible to opposing traffic.

The Hybrid carries a price premium over the standard ICE Tucson but that's offset by much lower fuel consumption, and it offers fleet buyers an aspirational model to complement the already desirable Tucson.





LDV DELIVER 9 BIGGER

Price: \$55,188

Engine: 2.0-litre four-cylinder turbodiesel

Transmission: six-speed automatic

Power: 108kW

Torque: 375Nm

Economy: 9.5 litres/100km

Emissions: N/A

Weight: 3500kg (gross vehicle mass)

A MOST COMPELLING ALL-ROUNDER

WORDS & PICTURES:
MATTHEW HANSEN

In what seems like a rather short period, LDV has gone from being a plucky outsider brand to owning one of the most comprehensive light commercial vehicle line-ups in the country.

Though there's plenty of talk and excitement about the brand's fully electric offerings (which by the end of 2022 will include New Zealand's first plug-in ute), it's models like the sharply priced Deliver 9 that are currently doing the real heavy lifting.

It might not be doing Ranger and Hilux numbers, but slowly and surely LDV is proving itself in terms of sales.

Year-to-date it's the fourth most popular commercial vehicle maker nationally, pipping the likes of Nissan, Isuzu, and Fuso.

And the Deliver 9 is a key part of that, as LDV's second most popular nameplate. But, is it a case of your wallet having its cake and eating it too?

THE NUMBERS

The Deliver 9 can be had in three different amusingly named trim levels; the Big, Bigger, and Biggest.

Apart from customers being able to option the model of their choosing with either a six-speed manual or

six-speed auto, spec among the three models is identical barring – you guessed it – a difference in size.

The enormous Big features a cargo area that's 3019mm long, 1800mm wide, and 1792mm tall.

The Bigger (pictured here), gets almost 400mm of extra cargo length, with the flagship Biggest adding more than 200mm of extra height.

The Bigger and Biggest are therefore slightly longer, wider, and taller than Toyota's extended Hiace ZX and much larger than the Hiace ZR.

Each combustion engine Deliver 9 shares the same 2.0-litre four-cylinder turbodiesel engine, producing 108kW of power at 3500rpm and 375Nm of torque at 1500 to 2400rpm.

The Deliver 9 is also very keenly priced. The range starts at \$45,988 for the cheapest cab chassis manual, extending to \$59,213 for the Biggest auto.

There are also electric models to consider, with two priced underneath the Clean Car Discount's \$80,000 threshold.

At \$55,188, the Bigger tested here is likely to be one of the most popular variants thanks to its added length.

It can lug a 1640kg payload, with all models rated to tow an impressive 2800kg braked.

INSIDE

The Deliver 9 comes standard with dual sliding side doors and a pair of handy barn doors, mounted with 180-degree hinges and a generous non-slip bumper step to allow for easy access.

There are eight recessed tie-down points as well as a host of portals in the walls and ceiling, ensuring that there are enough hooking points for the most complicated tangle of strop jobs.

All models come with a non-slip floor, LED cargo area lighting, and a handsome dashboard area punctuated by a 10.1-inch touchscreen.

The size of the infotainment unit isn't nearly as important as the storage volume in the rear.

LDV says the Deliver 9 Big, Bigger, and Biggest host 9.66m³, 10.97m³, and 12.33m³ of cargo space, respectively.

All can carry two standard pallets between their rear wheelarches thanks to the 1380mm space between them.

Our test Bigger all but equals the load area volume of a Transit Cargo 350L,

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for roughly \$13,000 less.

That's something we tested on a very practical level using the Deliver 9 to move house and shifting some obliquely shaped item.

Its cargo area was a treat to deal with, from the ample mounting points to the reasonably low steps in the rear and through the sliding doors.

Up front, the three-slot bench seat is comfortable for long hauls, aided by a relaxed driving position.

The angular dashboard is easy on the eyes and incorporates numerous handy cubbyholes.

There's also a storage area above the driver's cab, with LDV integrating grab handles into its structure. Materials are inevitably all hardy, utilitarian plastics which is the norm for the class.

If there's any shortcoming, it's the infotainment software. Big and neatly laid out it might be, it has a few quirks and confusing menus.

THE DRIVE

A previous drive of the eDeliver 9 revealed it to be an exceptionally refined van from behind the wheel, aided no doubt by its silent, smooth fully electric powertrain. Thankfully, the story is similar on the internal combustion diesel side of the fence.



The diesel 9 starts up quietly, with a 2.0-litre that goes about its business in unassuming fashion.

Smaller turbocharged engines are fast becoming normal in vans, and with refinement like this becoming an expectation, it's a change very much for the better.

We achieved economy of 11.0 litres/100km, not worlds away from LDV's quoted 9.5l/100km.

Buyers seeking the ultimate in straight-line poke (or just wanting a van capable of demonic passing lane performance) are likely to be a little disappointed by the 2.0-litre.

Paired with a capable and predictable six-speed auto, its drive



is commendable but not segment leading.

When it comes to corners and the business of stopping on the mark, the Deliver 9's refinement streak continues. It's surprisingly manoeuvrable, masking its size and weight with light controls, pliant ride, and good outward visibility.

OUR VIEW

Unless you intend using your LDV to tow big loads fairly regularly, the 2.0-litre's abilities are a minor fly in an otherwise completely usable ointment.

The Deliver 9 is a more than credible entrant to the large van segment, and LDV's most compelling all-rounder to date.





MAZDA BT-50 TAKAMI

Price: \$68,690

Engine: 2990cc turbodiesel four-cylinder

Power: 140kW @ 3600rpm

Torque: 450Nm @ 1600-2600rpm

Transmission: Six-speed automatic

Economy: 9.5 litres/100km

Tyres: P255/70 R17 HT

Towing: 3500kg (braked)

Kerb weight: 2015kg

Payload: 1085kg

VALUED OFFER IN COMPETITIVE UTE MARKET

WORDS & PICTURES:
MATTHEW HANSEN

If there's a curiously overlooked competitor in the double-cab ute segment, it's the Mazda BT-50.

That's been the case for several generations now. In spite of being based on the most popular ute in the business at the time, the Ford Ranger, the outgoing BT-50 was always a mild seller at best.

And even with Mazda's best efforts, the current BT-50 is following a similar path. To try to give another dimension to the BT-50, Mazda has added a new flagship grade, the Takami.

TECHNICAL

On paper, the BT-50 ticks an enormous number of boxes.

It shares its platform and powertrain with the Isuzu D-Max, a vehicle synonymous with rugged durability in this field.

For a while, the BT-50 and D-Max were the only utes with a coveted five-star ANCAP safety rating.

And Mazda's pencils proved to be sharper than Isuzu's when it came to pricing.

This BT-50 Takami costs \$68,690 (plus on-road costs, and a \$2990 Clean Car

fee). That's quite competitive when you consider that the equivalent top-spec D-Max is more than \$75,000, as is the 2.0-litre Ford Ranger Wildtrak.

Sold exclusively in four-wheel drive, the Takami is based on the \$62,190 Limited but adds a selection of creature comforts and cosmetic tweaks.

Most of these are targeted at giving the BT-50 more premium credentials, effectively the same aspirational tilt that Mazda has instilled in its other Takami variants.

Under the bonnet is a 3.0-litre turbodiesel four cylinder making 140kW of power and 450Nm of torque and, as with all other BT 50s, the Takami is sold only with a six-speed automatic gearbox.

The output figures blot the BT-50's on-paper presence, with most of its peers pumping out 500Nm or more these days.

Still, Mazda quotes a 3500kg braked towing capacity and a 1085kg payload, the latter carried in a bed that's 1571mm long and 1530mm wide (1120mm between the wheelarches).

INSIDE

Opt for a Takami-grade BT-50, and you

add khaki-coloured leather upholstery with synthetic suede panelling, and not a lot else that's new inside the cab.

That's in part because the standard Limited is rather loaded. In any case, both models come with heated front seats, a power-adjustable driver's seat, an eight-speaker sound system, and a nine-inch touchscreen paired to Mazda's latest software (it can be a little finicky, but it's grand once you're used to it).

Although the dark brown leather appointments are attractive, it's hard to ignore that there's still plenty of hard-touch surfaces across the BT-50's cabin.

Soft-touch surfaces could have been more prolific to further the feeling of quality and to make drivers' forearms more comfortable when placed on the sills than they are on this hard plastic.

These additions aid an already handsomely styled and generously equipped cabin. Dual-zone climate control with rear-seat vents, satnav, Apple CarPlay, Android Auto, and a leather steering wheel are all standard.

Credit to Mazda for the full suite of passive and active safety tech that's standard across its full range. This

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means all models including the Takami get engine stop and go radar cruise control, autonomous emergency braking, lane departure prevention and warning.

OUTSIDE

Historically, exterior styling has been one of the BT-50's central problems, with views that the last BT-50 struggled in the showroom because its contours and curves were too 'feminine' for the pie-eating tradie audience.

The new model is a bit bolder and staunch looking than the last, adopting a bigger is better version of Mazda's corporate face.

The Takami's tweaks can be spotted a mile away, with a more athletic trim level than the likes of the Limited. Dark grey highlights feature extensively, covering the roof rails, side steps, and bash plate.

The grille, wing mirror covers, 18-inch wheels, fender flares, and sports bar feature a coat of black.

The most functional of the Takami's exterior add-ons is its new retractable roller lid and liner, making items in the bed just that little bit more private.

THE DRIVE

Few of the Takami's changes alter the BT-50's driving habits, most of which point to a ute with above average refinement and usability.

Arguably, the only tweak that could make a change are the improvements

Mazda says it's made to the lane keep assist, lane departure warning, lane departure prevention, and emergency lane keep systems.

We didn't notice much in the way of radical change, although the model's lane keep assist did feel much more subtle than in other Mazdas sampled.

Other than that, the Takami drives like other BT-50s drive. Its ride and handling characteristics (anchored by double-wishbone front suspension and leaf spring rear) make for planted and predictable cornering, with its damping being on the firmer side relative to the competition.

The 3.0-litre powertrain is more capable than its numbers would indicate, feeling no less capable in the overtaking and acceleration stakes than most of its rivals.

Granted, we didn't do any towing during our time with the Takami, so we can't offer any views on whether the torque deficit means tangible losses when lugging boats and the like.

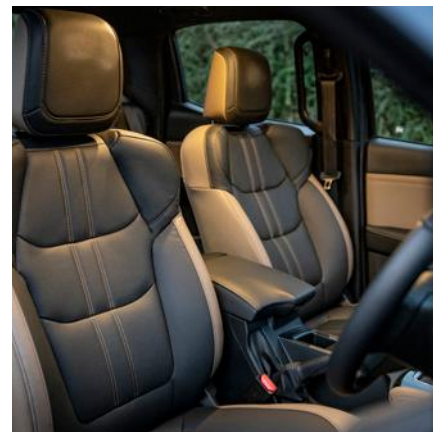
Unfortunately for the Mazda, our test of it came immediately after back-to-back loans of the new Ranger.

The comparison underlined how much louder the Mazda and Isuzu 3.0-litre are, both when it comes to start-up, idle, and at motorway speeds.

OUR VIEW

The BT-50 remains a solid, good value bet in the ute segment, with the current model undoubtedly being the best the brand has ever produced.

Adding the Takami to the line-up is mostly successful, coming as the market continues to have thirst for utes that are more refined and comfortable.





VOLKSWAGEN MULTIVAN 7 PHEV ENERGETIC

Price: \$106,000

Engine: 1.4-litre four-cylinder petrol plug-in hybrid electric

Power: 160kW

Torque: 400Nm

CO2 emissions: 37g/km

Fuel consumption: 1.7L/100km

THE PERFECT COMPANY CAR? MULTIVAN COULD BE

WORDS: RICHARD EDWARDS
PICTURES: VOLKSWAGEN NZ

You need a new fleet vehicle – just the one, but you have a lot of demands being made from the team.

Accounting wants something with low running costs. The marketing team wants something funky. The sustainability team wants you to go electric.

The training department wants a vehicle it can take groups out to events in, and the logistics department needs a vehicle it can load up with a heap of boxes when it's busy.

No such vehicle exists, right? Well, not so fast. Volkswagen appears to have launched the answer to this specific question.

The Multivan T7 is VW's latest electrified offering and is a segment buster.

It's a passenger-car based people mover, using the brand's MQB platform.

Though it's technically VW's new generation van, it doesn't replace the existing T6.1 van that continues in diesel form for commercial and lifestyle customers.

And initially, it's only available in plug-in hybrid electrified form, making it eligible, in the entry-level "Family" model, for a \$5750 Government rebate.

With a list price of \$78,800, that gives you a driveway of \$73,050, well in the mix with a range of run-of-the-mill mid-size SUVs.

The Family is arguably a stripped out version to get the price down under that magic price level, but that's a little disingenuous.

Nothing it misses out on is going to matter that much – things like chrome trim, two-tone paint, additional LED lighting, heated seats, second row armrests, glass roof, power sliding doors and lifting tailgate or adaptive cruise.

They're all standard on the Energetic model we tested, which doesn't get a subsidy, but nor is it stung with a penalty.

At just short of five metres long, 2.2-metres wide and 1.9-metres tall, the T7 is a great size.

It's big, but not too big for drivers scared of the size of a van, and that

height means it will fit most parking buildings.

The seven seats are all adult size, except perhaps the middle third row unit, and the rears are removable and can be rearranged in the top model to face each other.

They can also be slid on rails to vary luggage capacity or carry fewer people and more gear. Even with all in place you have a wagon-rivalling 469 litres of boot space, while with them all out there are a huge 4000 litres.

Rear passengers get an array of grab-handles, vents, USB ports and in the top model options around tables and storage.

There's an intelligent lighting system and plenty of views through the huge windows. My toddler rated this wagon highly.

The PHEV version of the T7 tows 1500kg braked, with a diesel version coming that can tow 2500kg.

There's no shortage of tech. On the Energetic you get two 10-inch screens for the driver and infotainment, with the usual smartphone integrations.

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Safety tech and driver assistants are comprehensive and include lane keep assist, side assist and adaptive cruise control. The Family misses out on the final two.

The drivetrain seems unusual for a van, with a 1.4-litre turbocharged petrol unit developing 110kW and 250Nm. That's not a lot for a 2200kg van but teamed with an electric motor you have a combined output of 160kW and 350Nm.

And paired with a 13kWh lithium-ion battery you have a combo capable of a WLTP fuel efficiency of 1.1-litres per 100km, and an EV only range of 50km.

Of course, those are pretty wishful perfect condition numbers. But we think 35 to 45km of EV range is a safe bet, well clear of the 22km average commute.

Pop in a charger at the office (the VW only AC charges with a limit of 7kW) and you can have a full battery every two hours. On longer trips without a top-up, expect figures closer to seven to eight litres per 100km, not bad for a huge van.

You may need to stop a little more often than normal as the fuel tank itself is only 45 litres.

The T7 can run primarily as an EV at the push of a button, or you can run it automatically as a hybrid or even save charge for later.



The ability to set the vehicle to emissions-free EV is great for drivers who may want to load in a warehouse environment.

So how is it to drive? Not bad.

The driving position is high, with great visibility, but more van-like than some other car-based people movers like the Kia Carnival.

With a nine second 0-100km sprint time, it's not rapid, but good enough, and didn't seem too heavily influenced by weight (get it!) when we loaded a full family onboard.

When driving EV-only the drivetrain was silent, while when the 1.4 fires up it's audible but not annoyingly so.

The key things are the visibility and non-excessive dimensions make it an easy transition for non-van drivers hopefully making for an easy transition



for team members. My wife took to it straight away.

To add to the cheap running costs, Volkswagen is offering a solid range of service pricing for the annual/15,000km service schedule, starting at \$1395 for a three-year 45,000km package. The warranty is also very solid at five-years or 150,000km.

I think the T7 in entry level form is a bargain and though it lacks a few items that the top model has, for fleet use, particularly as a cross-purpose or pool car, it makes a compelling argument over midsize SUVs and above. It will do their job and so much more.

Wanting to go fully electric? You won't be waiting too long, with the full-electric ID Buzz, a third van of the same size for the brand, set to launch in 2023.

NEW VEHICLE SALES BY BUYER TYPE
SEPTEMBER 2022

	MONTH	YTD
PASSENGER - BUSINESS		
TESLA MODEL Y	439	619
MITSUBISHI OUTLANDER	287	2,344
TOYOTA RAV4	159	1,774
MAZDA CX-5	141	1,113
MITSUBISHI ASX	112	651
HYUNDAI IONIQ	73	384
TOYOTA YARIS	72	480
HYUNDAI KONA	71	715
SUZUKI SWIFT	64	674
MITSUBISHI ECLIPSE CROSS	64	722
TOYOTA HIGHLANDER	63	651
MG ZS	62	483
SUBARU OUTBACK	58	403
TOYOTA COROLLA CROSS	54	54
TOYOTA FORTUNER	53	277
TOYOTA YARIS CROSS	53	237
KIA SPORTAGE	47	651
FORD ESCAPE	45	299
POLESTAR POLESTAR 2	42	233
VOLKSWAGEN TIGUAN	41	286
OTHER	1756	19,118
TOTAL	3756	32,168
PASSENGER - GOVERNMENT		
HYUNDAI IONIQ	32	339
SKODA SUPERB	27	398
TOYOTA YARIS	25	182
MITSUBISHI OUTLANDER	25	216
SUZUKI SWIFT	21	225
KIA NIRO PLUS	18	18
POLESTAR POLESTAR 2	16	20
HYUNDAI I30	15	42
MITSUBISHI ASX	13	73
TOYOTA RAV4	13	181
OTHER	57	1,056
TOTAL	262	2750
PASSENGER - RENTAL		
MITSUBISHI OUTLANDER	305	1,458
TOYOTA COROLLA	179	583
TOYOTA YARIS CROSS	133	284
HYUNDAI IONIQ	120	478
MITSUBISHI ASX	104	350
KIA STONIC	86	800
SUZUKI SWIFT	75	237
MITSUBISHI PAJERO SPORT	71	195
SUZUKI VITARA	64	203
TOYOTA RAV4	57	943
OTHER	375	2,881
TOTAL	1569	8412

NEW VEHICLE SALES BY BUYER TYPE
SEPTEMBER 2022

	MONTH	YTD
LIGHT COMMERCIAL - BUSINESS		
FORD RANGER	791	5,578
TOYOTA HILUX	644	5,522
MITSUBISHI TRITON	246	3,315
NISSAN NAVARA	160	1,241
TOYOTA HIACE	108	1,113
ISUZU D-MAX	64	1,196
MITSUBISHI EXPRESS	61	418
LDV G10	54	371
MAZDA BT-50	53	501
LDV T60	38	405
LDV EDELIVER 3	31	132
HYUNDAI STARIA LOAD	30	328
VOLKSWAGEN AMAROK	28	162
RAM 1500	26	218
CHEVROLET SILVERADO 1500	23	86
VOLKSWAGEN T6	23	118
LDV DELIVER 9	22	317
TOYOTA LANDCRUISER	21	178
FORD TRANSIT	18	210
SSANGYONG RHINO	18	151
OTHER	100	1310
TOTAL	2559	22,870
LIGHT COMMERCIAL - GOVERNMENT		
TOYOTA HILUX	69	273
FORD RANGER	40	250
MITSUBISHI TRITON	32	600
TOYOTA HIACE	20	111
LDV EDELIVER 3	5	16
HYUNDAI STARIA LOAD	4	44
MERCEDES-BENZ SPRINTER	3	10
RENAULT KANGOO	3	6
FORD TRANSIT	2	12
LDV DELIVER 9	2	4
OTHER	3	117
TOTAL	183	1443
LIGHT COMMERCIAL - RENTAL		
TOYOTA HILUX	166	392
MERCEDES-BENZ SPRINTER	63	195
MITSUBISHI TRITON	57	255
TOYOTA HIACE	9	55
FORD RANGER	8	38
LDV DELIVER 9	4	10
FORD TRANSIT	0	3
GREAT WALL GWM CANNON	0	5
GREAT WALL STEED	0	0
HYUNDAI STARIA LOAD	0	30
OTHER	0	67
TOTAL	307	1050

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	\$32,990.00
NEW C3 Aircross SUV	1.2L PureTech 110 EAT6	\$39,990.00
NEW C4	1.2L PureTech 155 EAT8	\$42,990.00
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 Automatic	\$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 For more information on Kia's fleet offerings visit kia.co.nz to find your local Kia Dealer and their Fleet Specialist will be able to assist you further.		
PICANTO GENERATION 2	Picanto LX 1.25 Petrol Hatch Manual	\$19,990
PICANTO GENERATION 2	Picanto LX 1.25 Petrol Hatch	\$20,990
PICANTO GENERATION 2	Picanto EX 1.25 Petrol Hatch	\$21,990
PICANTO GENERATION 2	Picanto GT-Line 1.25 Petrol Hatch	\$23,990
PICANTO GENERATION 2	Picanto X-Line 1.25 Petrol Hatch	\$23,990
RIO GENERATION 2	Rio LX 1.4 Petrol Hatch Manual	\$23,990
RIO GENERATION 2	Rio LX 1.4 Petrol Hatch	\$25,990
RIO GENERATION 2	Rio EX 1.4 Petrol Hatch	\$27,990
RIO GENERATION 2	Rio Limited 1.4 Petrol Hatch	\$28,990
RIO GENERATION 2	Rio LX-T 1.0 T-GDI Petrol Hatch	\$29,990
RIO GENERATION 2	Rio GT-Line 1.0 T-GDI Petrol Hatch	\$30,990
RIO GENERATION 2	Rio GT-Line+ 1.0 T-GDI Petrol Hatch	\$32,990
CERATO GENERATION 2	Cerato LX 2.0 Petrol Hatch	\$31,990
CERATO GENERATION 2	Cerato LX+ 2.0 Petrol Hatch	\$35,990
CERATO GENERATION 2	Cerato Deluxe 2.0 Petrol Hatch	\$38,990
CERATO GENERATION 2	Cerato GT 1.6 T-GDI Petrol DCT Hatch	\$42,990
STONIC	Stonic LX 1.4 Petrol Hatch	\$25,990
STONIC	Stonic LX 1.4 Petrol Hatch (2-Tone)	\$26,490
STONIC	Stonic EX 1.4 Petrol Hatch	\$28,990
STONIC	Stonic EX 1.4 Petrol Hatch (2-Tone)	\$29,490
STONIC	Stonic Limited 1.4 Petrol Hatch	\$30,990
STONIC	Stonic Limited 1.4 Petrol Hatch (2-Tone)	\$31,490
STONIC	Stonic LX-T 1.0 T-GDI Petrol Hatch (2-Tone)	\$32,490
STONIC	Stonic GT-Line 1.0 T-GDI Petrol Hatch	\$32,990
STONIC	Stonic GT-Line 1.0 T-GDI Petrol Hatch (2-Tone)	\$33,490
STONIC	Stonic GT-Line+ 1.0 T-GDI Petrol Hatch	\$34,990
STONIC	Stonic GT-Line+ 1.0 T-GDI Petrol Hatch (2-Tone)	\$35,490
NIRO (DE)	Niro HEV LX 1.6 Petrol	\$40,990
NIRO (DE)	Niro HEV LX+ 1.6 Petrol	\$42,990
NIRO (DE)	Niro HEV Deluxe 1.6 Petrol	\$45,990
NIRO (DE)	Niro HEV Premium 1.6 Petrol	\$49,990
EV6	EV6 Air RWD SR	\$72,990
EV6	EV6 Air RWD LR	\$78,990
EV6	EV6 Earth AWD LR	\$94,990
EV6	EV6 GT-Line AWD LR	\$106,990

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

PRICELIST		
MODEL	ENGINE	PRICE
MGZS CVT 1.5L VIBE	MY21 MGZS CVT 1.5 VIBE	\$29,990
MGZST-1.3T EXCITE	MY21 MGZS 6AT 1.3T EXCITE	\$31,990
MGZST-1.3T ESSENCE	MY21 MGZS 6AT 1.3T ESSENCE	\$34,990
MGEV EXCITE	MY21 MGEV EXCITE 5DR SUV	\$49,990
MGEV ESSENCE	MY21 MGEV ESSENCE 5DR SUV	\$52,990
MGHS-7DCT-VIBE	MY21 MGHS 1.5T VIBE 5DR SUV	\$33,990
MGHS-7DCT-EXCITE	MY21 MGHS 1.5T EXCITE 5DR SUV	\$36,990
MGHS-7DCT-ESSENCE	MY21 MGHS 1.5T ESSENCE 5DR SUV	\$40,990
MGHS-7DCT-FWD-ANFIELD	MY21 MGHS 1.5T ANFIELD 5DR SUV	\$41,990
MGHS-6DCT-4WD-EXCITE X	MY21 MGHS 2.0T EXCITE 5DR SUV	\$43,990
MGHS-6DCT-4WD-ESSENCE X	MY21 MGHS 2.0T ESSENCE 5DR SUV	\$47,990
HS Plus EV	MY21 MGHS Plus EV EXCITE 5DR SUV	\$50,990
HS Plus EV	MY21 MGHS Plus EV ESSENCE 5DR SUV	\$54,990
MAZDA For more information on Mazda's fleet offerings visit https://www.mazda.co.nz/find-a-dealer/ to find your local Mazda Dealer and their Fleet Specialist will be able to assist you further.		
MAZDA2	Mazda2 1.5 Hatch SP15 Blackout 6AT	\$27,990
MAZDA2	Mazda2 1.5 Hatch GSX 6AT	\$29,290
MAZDA2	Mazda2 1.5 Hatch Limited 6AT	\$31,590
MAZDA3	Mazda3 2.0 Sedan GSX 6AT	\$37,990
MAZDA3	Mazda3 2.5 Sedan Limited 6AT	\$49,990
MAZDA3	Mazda3 2.0 Hatch GSX 6AT	\$37,990
MAZDA3	Mazda3 2.0 Hatch MHEV SP20 Blackout 6AT	\$39,990
MAZDA3	Mazda3 2.5 Hatch GTX 6AT	\$42,090
MAZDA3	Mazda3 2.5 Hatch Limited 6AT	\$49,990
MAZDA3	Mazda3 2.0X Hatch MHEV Takami 6AT	\$53,190
MAZDA6	Mazda6 2.5T Sedan Turbo Petrol Takami 6AT	\$58,895
MAZDA6	Mazda6 2.5 Wagon Petrol GSX 6AT	\$48,495
MAZDA6	Mazda6 2.5T Wagon Turbo Petrol Takami 6AT	\$59,895
MX-5	MX-5 2.0 Roadster GT 6MT	\$55,390
MX-5	MX-5 2.0 RF Limited 6MT	\$55,390
MX-5	MX-5 2.0 RF Limited 6AT	\$56,890
CX-3	CX-3 2.0 FWD Petrol GLX 6AT	\$33,290
CX-3	CX-3 2.0 FWD Petrol GSX 6AT	\$38,090
CX-3	CX-3 2.0 FWD Petrol GSX Leather 6AT	\$40,090
CX-3	CX-3 2.0 FWD Petrol Limited 6AT	\$42,290
CX-30	CX-30 2.0 FWD Petrol GSX 6AT	\$42,790
CX-30	CX-30 2.0 FWD Petrol MHEV SP20 Blackout 6AT	\$44,790
CX-30	CX-30 2.5 AWD Petrol GTX 6AT	\$46,490
CX-30	CX-30 2.5 AWD Petrol Limited 6AT	\$52,190
CX-30	CX-30 2.0X AWD Petrol MHEV Takami 6AT	\$56,190

PRICELIST		
MODEL	ENGINE	PRICE
MX-30	MX-30 2.0 FWD Petrol MHEV Limited 6AT	\$47,190
MX-30	MX-30 35.5kWh FWD BEV Takami 6AT	\$74,990
CX-5	CX-5 2.0 FWD Petrol GLX 6AT	\$42,690
CX-5	CX-5 2.0 FWD Petrol GSX 6AT	\$45,190
CX-5	CX-5 2.5 AWD Petrol GSX 6AT	\$48,390
CX-5	CX-5 2.2 AWD Diesel GSX 6AT	\$51,390
CX-5	CX-5 2.5 AWD Petrol Limited 6AT	\$58,190
CX-5	CX-5 2.5T AWD Turbo Petrol SP25T 6AT	\$61,690
CX-5	CX-5 2.5T AWD Turbo Petrol Takami 6AT	\$64,690
CX-8	CX-8 2.2 AWD Diesel GSX 6AT	\$57,590
CX-8	CX-8 2.2 AWD Diesel Takami 6AT	\$67,390
CX-9	CX-9 2.5T AWD Petrol GSX 6AT	\$61,590
CX-9	CX-9 2.5T AWD Petrol Limited 6AT	\$68,590
CX-9	CX-9 2.5T AWD Petrol Takami 6AT	\$72,490
BT-50	BT-50 2WD Double Cab GSX W/S 6AT	\$48,690
BT-50	BT-50 2WD Double Cab GTX W/S 6AT	\$52,690
BT-50	BT-50 2WD Double Cab Limited W/S 6AT	\$55,190
BT-50	BT-50 4WD Double Cab GSX W/S 6AT	\$55,690
BT-50	BT-50 4WD Double Cab GTX W/S 6AT	\$59,690
BT-50	BT-50 4WD Double Cab Limited W/S 6AT	\$62,190
BT-50	BT-50 4WD Double Cab Takami W/S 6AT	\$68,690
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
ASX 2.0P LS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$27,990
ASX 2.0P XLS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$31,990
ASX 2.4P VRX PETROL 2WD	2.4L DOHC MIVEC petrol	\$35,990
OUTLANDER 2.4P LS 2WD CVT	2.4L DOHC MIVEC Petrol	\$33,990
OUTLANDER 2.4P LS 4WD CVT	2.4L DOHC MIVEC Petrol	\$37,990
OUTLANDER 2.4P SPORT 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990
OUTLANDER 2.4P XLS 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990
OUTLANDER 2.4P VRX 4WD CVT	2.4L DOHC MIVEC Petrol	\$45,990
OUTLANDER 2.3D XLS 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$42,740
OUTLANDER 2.3D VRX 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$48,990
2WD GLX DIESEL SINGLE CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$33,990
2WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$39,990
2WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$40,990
4WD GLX DIESEL SINGLE CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$39,250
4WD GLX DIESEL CLUB CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$41,990
4WD GLX DIESEL CLUB CAB WELL-SIDE AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$43,990
4WD GLX DIESEL DOUBLE CAB CHASSIS AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$42,990
4WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$44,990

PRICELIST		
MODEL	ENGINE	PRICE
4WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$46,990
4WD GLS BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$48,990
4WD VRX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$53,990
2WD VRX BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$45,990
ECLIPSE 1.5P TC XLS 2WD CVT	1.5L MIVEC Turbo Petrol	\$35,990
ECLIPSE 1.5P TC VRX 2WD CVT	1.5L MIVEC Turbo Petrol	\$41,990
ECLIPSE 1.5P TC XLS AWD CVT	1.5L MIVEC Turbo Petrol	\$38,990
ECLIPSE 1.5P TC VRX AWD CVT	1.5L MIVEC Turbo Petrol	\$44,990
PAJERO SPORT 2.4D VRX 4WD 8AT	2.4 L DID MIVEC Inter-cooled Turbo Diesel	\$59,990
EXPRESS 1.6DTT SWB 2WD 6MT	1.6 dCi Intercooled Twin Turbo	\$40,990
EXPRESS 2.0DT SWB 2WD DCT	2.0 dCi Intercooled Turbo	\$45,990
EXPRESS 2.0DT LWB 2WD DCT	2.0 dCi Intercooled Turbo	\$47,990
ECLIPSE CROSS PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$50,990
ECLIPSE CROSS PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$58,990
OUTLANDER 2.5P LS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$41,990
OUTLANDER 2.5P XLS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990
OUTLANDER 2.5P VRX 2WD CVT	2.5 L DOHC MIVEC Petrol	\$50,990
OUTLANDER 2.5P LS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990
OUTLANDER 2.5P XLS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$49,990
OUTLANDER 2.5P VRX 4WD CVT	2.5 L DOHC MIVEC Petrol	\$55,990
OUTLANDER PHEV LS 4WD	2.4L DOHC MIVEC Petrol	\$60,990
OUTLANDER PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$73,990
OUTLANDER PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$67,990
NISSAN		
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.		
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
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

PRICELIST		
MODEL	ENGINE	PRICE
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 D23XAOP	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		
For more information on Peugeot's fleet offerings visit www.peugeot-newzealand.co.nz or contact Peugeot customer service at 0800 738 4368.		
208 GT	1.2L PureTech 130 EAT6	\$39,990
208 GT Electric	Electric 50 kWh	\$63,990
2008 SUV Active	1.2L PureTech 130 EAT6	\$35,990
2008 SUV Allure	1.2L PureTech 130 EAT6	\$41,990
2008 GT	1.2L PureTech 155 EAT8	\$47,990
2008 GT Electric	Electric 50 kWh	\$73,990
3008 Active	1.6L PureTech 165 EAT6	\$46,990
3008 Allure	1.6L PureTech 165 EAT6	\$51,990
3008 GT Petrol	1.6L PureTech 180 EAT8 S&S	\$58,990
3008 GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$60,990
3008 HYBRID 4	1.6L PureTech 300 e-EAT8	\$89,990
5008 SUV Allure	1.6L PureTech 165 EAT6	\$55,990
5008 SUV GT Petrol	1.6L PureTech 180 EAT8 S&S	\$62,990
5008 SUV GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$64,990
508 Fastback GT	1.6L PureTech 225 EAT8 S&S	\$61,990
508 Station Wagon GT	1.6L PureTech 225 EAT8 S&S	\$63,990
NEW PARTNER Van Standard Wheelbase	1.2L PureTech 130 EAT8 S&S	\$45,990
NEW PARTNER Van Long Wheelbase	1.2L PureTech 130 EAT8 S&S	\$48,990
EXPERT Van Medium Wheelbase	2.0L HDi 150 EAT8	\$56,990
EXPERT Van Long Wheelbase	2.0L HDi 150 EAT8	\$60,990
RAM		
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.		
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	

PRICELIST		
MODEL	ENGINE	PRICE
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		
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.		
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		
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.		
SCALA Sport	1498cc	\$38,490
SCALA Style	1498cc	\$41,990
OCTAVIA WAGON Style	1395cc	\$49,990
OCTAVIA WAGON RS	1984cc	\$58,990
OCTAVIA WAGON iV Style	1395cc	\$65,990
OCTAVIA WAGON iV RS	1395cc	\$72,990
OCTAVIA Sedan iV Style	1395cc	\$63,990
OCTAVIA Sedan iV RS	1395cc	\$70,990
SUPERB Style	1984cc	\$56,990
SUPERB Sportline	1984cc	\$72,990
SUPERB WAGON Style	1984cc	\$59,990
SUPERB WAGON Scout	1984cc	\$69,990
SUPERB WAGON Sportline	1984cc	\$75,990
SUPERB iV Style	1395cc	\$72,990
SUPERB iV Sportline	1395cc	\$76,990
KAMIQ Ambition+	1498cc	\$39,990
KAMIQ Monte Carlo	1498cc	\$45,990
KAROQ Ambition+	1395cc	\$40,990
KAROQ Style	1395cc	\$46,990
KAROQ Sportline	1984cc	\$56,990
KODIAQ Ambition	1395cc	\$48,990
KODIAQ Style	1984cc	\$63,990
KODIAQ Sportline	1984cc	\$69,990

PRICELIST		
MODEL	ENGINE	PRICE
KODIAQ Sportline (Diesel)	1968cc	\$74,990
KODIAQ RS	1984cc	\$79,990
SUZUKI		
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		
Ignis GLX 1.2 5dr Hatch Manual	1242cc	\$21,990
Ignis GLX 1.2 5dr Hatch CVT	1242cc	\$23,990
Ignis LTD 1.2 5dr Hatch CVT	1242cc	\$25,500
Swift GL 1.2 5dr Hatch Manual	1242cc	\$21,990
Swift GL 1.2 5dr Hatch CVT	1242cc	\$23,990
Swift Hybrid GLX 1.2 5dr CVT	1197cc	\$27,990
Swift Hybrid LTD 1.2 5dr CVT	1197cc	\$29,500
Swift RS 1.0T 5dr Hatch Auto	998cc	\$27,990
Swift Sport 1.4T 5dr Hatch Manual	1373cc	\$29,990
Swift Sport 1.4T 5dr Hatch Auto	1373cc	\$31,990
Baleno GLX 1.4 5dr Hatch Manual	1373cc	\$19,990
Baleno GLX 1.4 5dr Hatch Auto	1373cc	\$22,500
Baleno RS 1.0T 5dr Hatch Auto	998cc	\$25,990
Jimny JX 1.5 Manual	1462cc	\$28,990
Jimny Sierra 1.5 Manual	1462cc	\$31,990
Jimny Sierra 1.5 Auto	1462cc	\$33,500
Vitara JLX 1.6 5dr Man 2WD	1586cc	\$28,990
Vitara JLX 1.6 5dr Auto 2WD	1586cc	\$30,990
Vitara JLX 1.6 5dr Auto AWD	1586cc	\$34,990
Vitara Turbo 5dr Auto 2WD	1373cc	\$34,990
Vitara Turbo 5dr AT AWD	1373cc	\$38,990
TOYOTA		
For more information on Toyota's fleet offerings visit www.toyota.co.nz or contact fleet sales manager Brandon Ramsell at 027 263 7809 .		
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
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

PRICELIST		
MODEL	ENGINE	PRICE
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
V60 B5 Cross Country	Petrol MHEV	\$79,900
XC40 T4 Momentum	Petrol	\$60,900
XC40 T4 Inscription	Petrol	\$68,900
XC40 T5 R-Design	Petrol	\$73,900
XC40 T5 Recharge Plug-in Hybrid	Petrol PHEV	\$85,900
XC60 B5 Momentum	Petrol MHEV	\$81,900
XC60 B5 Inscription	Petrol MHEV	\$87,900
XC60 B6 R-Design	Petrol MHEV	\$95,900
XC60 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$119,900
XC90 B5 Momentum	Petrol MHEV	\$101,900
XC90 B6 Inscription	Petrol MHEV	\$107,900
XC90 B6 R-Design	Petrol MHEV	\$111,900
XC90 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$146,900
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
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

PRICELIST		
MODEL	ENGINE	PRICE
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

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

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