

NEWS, ANALYSIS AND INSIGHT FOR THE FLEET INDUSTRY

fleettalk

MARCH/APRIL 2023

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SORTING OUT THE FACT FROM THE FICTION.



ROBERT BARRY
EDITOR

Hello there,

A looming general election in October will be here quicker than we think, and it's now time to start considering how the social, environmental, and economic policies of the various political parties will affect every day Kiwis and their employers.

In my view all three are inextricably intertwined and therein lies the problem for all parties irrespective of whether they lean to the left or the right or somewhere in the middle of the political spectrum.

Right now the Labour Government is in full electioneering mode as is the National Party with the public relations rhetoric cranking into high gear.

But more than ever, we the voting public need to interrogate what comes out of the mouths of the politicians and sort the fact from the fiction... because few in the general media can be relied upon to hold the political parties to account.

How do we as nation, and when I say we, I mean each and every one of us, contribute to lowering our carbon footprint while maintaining a productive economy and a decent standard of living.

How do we move New Zealand towards a more resilient-low emissions economy with greater shared services? How do we put the hand brake on the massive pile of waste we create each year?

I think it's got to be a collective effort where we all meet together in a bi-partisan fashion at all levels of government and in the community to have some polite and respectful debate and move forward together.

And let's not get side-tracked by populists and their rhetoric.

Populism in politics isn't working, its creating

division amongst us and not community. If you believe that politicians such as **Donald Trump** and **Brian Tamaki** are the messiahs, then you have joined a small group of the deluded and the disenfranchised who have been hoodwinked by these two narcissists.

The late **Georgina Beyer** stared down the Tamaki-led mob when the "Enough is Enough" protest against Civil Unions arrived at Parliament in 2004. The first transgender MP was outraged by this event and marched down parliament steps to make her voice heard.

In spite of protests from Tamaki and his Destiny Church supporters, the Civil Union legislation was passed, and full marriage equality subsequently followed thanks to the efforts of Labour MP Louisa Wall.

When **Kellie-Jay Keen-Minshull (Posie Parker)** arrived in the country this year to spread her transphobic views under the feminist banner of 'Let Women Speak', the Rainbow community gathered in Albert Park and loudly rejected her public hate speech.

I didn't condone the physical jostling around her or the tomato juice being thrown at Minshull, but she chose to speak in a very public place, and the upshot of that decisions is that so called 'free speech' is not without consequence. And on that day, the greater public came along and spoke their truth, and very loudly.

If one small section of New Zealand society can rally together as a community to overcome adversity then surely, collectively as a nation we can do the same to address climate change and how it affects our country, our economy and the future for our mokopuna.

Collectively, respectfully, and holistically, that's how we should move forward.

Enjoy your reading this month.

Best regards,

Robert Barry
EDITOR



FORD LAUNCHING COMPACT ELECTRIC VAN IN 2025

Ford New Zealand will launch an all-electric E-Transit Courier compact van in 2025.

It will be fully integrated with Ford's connectivity platform, FordPass.

Part of Ford's US\$50 billion global programme, the E-Transit Courier is the next step as the company electrifies its Transit vans, joining the larger E-Transit and E-Transit Custom.

The E-Transit Courier debuts at the Commercial Vehicle Show in Birmingham, England, this April, and is scheduled to enter production in 2024.

The 100kW all-electric powertrain offers one-pedal driving capability. Full performance and range details will be confirmed closer to launch.

Ford New Zealand has collaborated with Singer Electric to install and manage charging hardware for homes and businesses.

Customers who buy an electric vehicle from Ford will be provided with a Chargenet keyfob that can be registered online to give access to Chargenet's national charging infrastructure.

To support efficient public charging, the E-Transit offers DC fast charge capability up to 100kW. Ford expects the system to add 87km of range in 10 minutes, and charge from 10% to 80% in fewer than 35 minutes.

Ford says the width between the rear wheelarches is 1220mm, enabling the compact van to carry two Euro pallets.

Total cargo volume is 2.9 cubic metres which can be increased using the new load-through bulkhead feature, which enables customers to carry items like

planks or pipes that are more than 2600mm long.

The all-new model's standard equipment includes a quartic steering wheel design to improve legroom and visibility for the driver, a column-mounted gear shifter, push-button ignition and an electronic handbrake to increase configurable storage space.

The instrument panel contains a 12-inch digital cluster and 12-inch centre touchscreen with Ford's latest SYNC 4 system. Wireless Android Auto and Apple CarPlay compatibility is standard.

Ford says the E-Transit Courier sets a new benchmark in the segment with its comprehensive suite of advanced driver assistance systems as standard.

They include Adaptive Cruise Control with Lane Centring and Stop and Go, Blind Spot Information System with Cross Traffic Alert, Intersection Assist and Reverse Brake Assist.

Every E-Transit Courier has a built-in modem as standard, enabling always-on connectivity with the FordPass system and wireless software updates that can evolve the vehicle's capability over time without having to visit a dealer.

Ford Service expects E-Transit Courier's non-scheduled maintenance costs to be significantly lower than on diesel-powered models.

The all-new Transit Courier range will become available in New Zealand in 2025 and includes both van and Tourneo variants.

All models will be built in Craiova, Romania.

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ECLIPX GROUP REBRANDS AS FLEETPARTNERS GROUP

As part of a key consolidation phase, the company formerly known as Eclix Group Limited has now officially changed its name to FleetPartners Group.

The name change signals one important part of the groups

Accelerate strategy. The company has also seen its ASX code change from 'EXC' to 'FPR'.

FleetPartners Group says the objective of the three-year Accelerate program is to consolidate multiple operating systems, thereby removing duplication of brands, systems and processes to enhance available synergies and maximise the profitability benefits available to the grouped companies.

The program is expected to further improve customer outcomes, enhance employee engagement, and deliver an annualised operating expense reduction of A\$6 million by mid-FY25, at an estimated total investment of A\$25 million.

"We're very pleased by our progress under the Accelerate program," FleetPartners Group managing director and chief executive **Damien Berrell** says.

"The rebranding to FleetPartners marks a celebration for our 500 talented team members for our next phase of growth, and the promise of an unparalleled service experience for our valued customers," Berrell says.

The automotive and fleet industries are experiencing a period of transformation with rapid growth in the adoption of green vehicles (Electric and Plug-In Hybrids) across Australia and New Zealand. The Group's new consolidated structure and FleetPartners brand launch represent the company's commitment to becoming an icon for innovation and proactively shaping and adapting to change.

Berrell says FleetPartners Group is now very well positioned to continue to support and work with new and existing customers as they transition to low and zero emission fleets.

In addition to the name change and ASX ticker code update, the group has unveiled a new logo, websites (fleetpartners.com.au and



fleetpartners.co.nz), and progressive web applications for its customers.

Together with its new look and logo, FleetPartners Group has launched a suite of picture marks that will be used to enhance the brand's appearance on digital communication channels.

FleetPartners Group chief people officer **Zoe Hugginson** says the suite of striking new marks has been met with great excitement from team members.

"The marks, which run across a variety of identities and causes, reflect the values and passions held by our team and provide an opportunity

to showcase this through email signatures, on business cards, and other channels," Hugginson says.

FleetPartners team members are passionate about celebrating diversity and inclusion; starting meaningful conversations to improve mental health outcomes; advancing reconciliation; facilitating a better understanding of Te Ao Maori (the Maori Word); and a wide range of other social causes.

Hugginson says that team member feedback was instrumental in developing the company's 16 new picture marks.



SUZUKI GOING ELECTRIC THROUGH HYBRIDS

WORDS:
ROBERT BARRY

Suzuki New Zealand says most of its customers pay less than \$35,000 for a new vehicle, which is why it will make its long-term shift to electrification through hybrid technology.

Suzuki's managing director **Tom Peck** says the changing emissions landscape will see further changes to the local line-up and higher-emission models like the Swift Sport may be culled.

Peck says the Jimny five-door off-road SUV will come to New Zealand but at the expense of volume for the popular three-door model as the Japanese manufacturer looks to balance its emission profile.

Monthly sales of the Swift Hybrid grew from 16 in March 2022 to 171 in February 2023 and were boosted by the addition of a more highly-specified RS variant.

The Swift also led the passenger and SUV market in February with a 5.2% share.

The introduction of a new 48V mild hybrid 1.4-litre turbocharged engine to the Vitara gives Suzuki a competitor to the Toyota Yaris Cross hybrid which has led the compact SUV segment for the past 12 months.

In spite of supply constraints from the factory in Hungary, Suzuki NZ sold 1400 Vitaras in the last 12 months and expects sales to exceed 1600 in 2023.

To further reduce its exposure to the Clean Car Standard fee imposed by the Government, Suzuki is running out

the three Vitara 1.6-litre models on its current price list.

And the front-wheel drive and all-wheel drive non-hybrid 1.4-litre Vitara turbos will be gone by the end of the 2023.

That will leave Suzuki dealers with three Vitara hybrid 1.4-litre turbos, the front-wheel drive JX manual at \$39,990, the front-wheel drive JLX automatic at \$41,990, and the all-wheel drive JLX auto at \$44,990.

Two-tone paint is available on all grades for an additional \$800.

Moving to a mild hybrid only option for the Vitara 1.4-litre turbo makes perfect sense when comparing emissions and economy with the run-out models.

The current front-drive Vitara turbo automatic emits 153 grams of CO2 per km and consumes 6.6 litres/100km and the all-wheel drive turbo automatic emits 161g of CO2 per km and consumes 6.9 litres/100km.

In comparison the front-wheel drive Vitara hybrid automatic emits 125g of CO2 per km and consumes 5.6l/100km and the all-wheel drive hybrid emits 136g of CO2 per km and consumes 6.0l/100km.

The front-wheel-drive Vitara hybrid models receives a Clean Car Rebate of \$2181 and the all-wheel-drive version receives a Clean Car Rebate of \$1614.

JUGGLING FOR MARKET SHARE

Suzuki beat Toyota in February by winning a 12.3% market share in

passenger and SUV sales against the market leader's 11.9%.

The Swift was responsible for 7.8% of sales in this category in February and holds a 5.2% market share year-to-date leading the Mitsubishi Eclipse Cross SUV with 4.1% and the Toyota RAV4 with 3.8%.

Suzuki NZ had its best year yet in 2022 with 8494 sales to December 31 which it says was bolstered by the Clean Car Rebate available on four Swift and two Ignis models.

Suzuki says the exit of the Baleno light hatchback wasn't a great loss with customers moving to the Swift.

In the last 12 months Suzuki sold 4209 Swifts, 1417 Jimnys, 1400 Vitaras, 814 Ignis, 483 Balenos and 235 S-Cross models.

In the light segment the Swift was dominant nameplate in the last 12 months leading the Honda Jazz (2345 sales), the Toyota Yaris (1352 sales), and the MG3 (804 sales).

Making the Vitara hybrid-only makes perfect sense.

In the past 12 months this segment has been dominated by the Yaris Cross Hybrid with 1346 sales, followed by the Kia Niro (782), the Toyota CH-R (698), the Ford Puma (351), and the Hyundai Kona (332).

The only other hybrid SUV to offer all-wheel drive is Subaru's XV which Suzuki says accounted for 100 sales in the past 12 months.



POLICE DOGS GET NEW SKODAS

Following a successful four-month trial in the Waikato, the New Zealand police are rolling out new purpose-built dog vehicles.

A prototype 206kW Skoda Superb Station Wagon was produced in late 2022 by Police contractor Wade Group and trialled by operational dog units.

The vehicle is set up to carry two police dogs and their handlers, maximising operational efficiency.

Police say the trial was a success. Handlers reported the new vehicle was more dog-friendly, user-friendly, and faster to deploy from.

It says feedback from handlers saw tweaks to the dog pod's temperature settings, reconfiguration of the storage compartments and changes to the some of the vehicle controls.

"We've got a dog vehicle that's more functional and robust for staff, and prioritises the welfare of our dogs," says NZ Police fleet service group manager Inspector **Brian Yanko**.

Police dogs' national co-ordinator Inspector **Todd Southall** says the purpose-built dog wagon has been a long time coming and brings new features which the fleet hasn't had previously.



Those features, not present in the existing Holden dog cars, include sensors that switch on fans at a pre-set temperature, an air-conditioned section for the dogs, and magnetic water bowls.

Faster deployment features mean the vehicle isn't left vulnerable during an operation and the dogs can exit the vehicle quickly when they need to.

Southall says the new dog vehicle has been designed with the safety and comfort of both the animal and

handler in mind, and experts from Massey University helped design the dog pod.

Wade Group emergency vehicles operations manager **Neil Robinson** says the new dog vehicle is the result of more than 1000 hours of hands-on work and countless hours of design evolution over 12 months.

He says though some ideas were exciting they were also quite daunting to execute.

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Between 15 and 20 vehicles will be deployed before the end of June, with a further 70 planned for deployment over the following 12 months.

There are 127 purpose-built vehicles for delta units (police dogs and their handlers) and many will reach the end of their useful life in the next couple of years.

"Both the Holden VF utilities and Holden Equinoxes have been used over the last decade, and they have served us incredibly well," Yanko says.

"Since we need to look at replacing them, now is the time make sure the next version meets the demands of the job. This has been done in collaboration with operational police dog handlers and the Fleet Service Group."

Yanko says that preference was given to the 206kW Superb wagon over the Kodiaq SUV because it was lower to the ground and had a more powerful engine.

"We felt it was just an all-around better choice for the application at hand," he says.

New Zealand police has had a fleet for its dogs since 1965. The original EH Holdens were built primarily to transport prisoners but were soon



INSPECTOR BRIAN YANKO

transporting police dogs instead.

The original vehicle worked in the Tairāwhiti (Gisborne) district before being retired in the early 1970s. Its basic interior had none of the functionality of the most recent dog cars.

It was refurbished in 1986 and became part of the New Zealand Police Museum historic vehicle fleet after touring the country to mark the centenary of NZ Police that year.

Police selected the Skoda Superb as the new Prime 1 patrol vehicle after a



INSPECTOR TODD SOUTHALL

rigorous evaluation process in 2020.

Skoda has repeatedly been chosen for police and emergency services throughout Europe because of reliability, reasonable running costs, spaciousness, and performance.

All Skodas have a five-star ANCAP safety rating. Aside from the model used by Delta units, police use three Skoda models as patrol vehicles – the Skoda Superb 162KW 2WD and the 206KW 4x4 as well as the Skoda Kodiaq SUV 4x4.



WADE GROUP'S NEIL ROBINSON



MAHINDRA EXPANDING MARKET FOOTPRINT

WORDS:
RICHARD EDWARDS

Indian manufacturer Mahindra is set for a wave of new product as it tries to expand its foothold in New Zealand, and EVs are under consideration.

The brand has been in New Zealand for more than a decade, lately selling a limited model range comprised of the agricultural Pik-up light commercial and XUV500 midsize SUV.

Two new models are hitting the market, the XUV700 car-based three-row SUV which is set to replace the XUV500, and the Scorpio-N, a rugged medium-to-large ladder chassised SUV.

The XUV700, which compares in size to an Outlander or X-Trail, comes with low pricetags, starting at \$36,990 for an entry level five-seat AX5 models, and topping out at \$43,990 for the seven-seat AX7 L.

All three are powered by an in-house developed 2.0-litre turbocharged petrol four-cylinder, producing 149.2kW and 380Nm of torque.

Mahindra is pushing the fact that the motor is Euro 6B compliant, ahead of local standards, and is frugal at 7.6-litres/100km on the combined cycle. It attracts a \$2357 Clean Car penalty. The warranty is five-years and 150,000km.

The AX5 range-starter gets 17-inch alloy wheels, a glass roof, six-speaker sound system, dual 26cm digital screens, reversing camera, LED headlights and Android Auto/Apple CarPlay as standard features.

The AX7 adds 18-inch wheels, leatherette trim and seating, power

driver's seat, auto headlights and wipers, and dual-zone climate control.

The AX7 L adds a drive camera, 12-speaker Sony audio system, 360-degree camera, electronic parking camera, telescopic steering wheel, electronic door handles and wireless charging.

In a rare move the level of safety equipment varies between the levels. The AX5 gets only electronic stability control and four airbags, skipping autonomous emergency braking.

To get that, alongside a driver assistance package and two extra airbags you need to step up to the AX7, and for blindspot warning and a driver's knee airbag the L spec is required.

The car has yet to be ANCAP tested - nor is Mahindra pursuing it. It's promoting it as five-star under the Global NCAP scheme, a test that requires only frontal offset data, and is working on the basis that the car gets a default five-star in RightCar.

The car itself appears taller but shorter than most common mid-size offerings. The interior has a premium look, with two huge LCD screens, and switchgear on the slanted centre console that nods to Land Rovers.

The leatherette feels supple and of good quality, but plastics appear hard and cheap, though not so much as to be a problem in the context of the price.

Space is excellent in the first two rows and reasonable in the third, though people will need to get used to a more upright sitting position.

NEW BEGINNING IN NZ

Mahindra's head of international operations support functions **Joydeep Moitra** says the arrival of the XUV700 SUV and the new Mahindra Twin Peaks logo mark a new beginning for the brand in New Zealand.

Moitra believes the standards expected in India and other right-hand drive markets are converging, the shift to a Euro 6D equivalent being an example.

"India now has a standard similar to Euro 6D. The vehicles designed for India are now straight away fit for these markets."

He says the vehicles are tested heavily outside India where Mahindra has its own 430 acre testing site. The XUV700 was tested for 50,000km in South Africa and 100,000km in Australia.

ELECTRIC ON THE WAY

Moitra says New Zealand will receive Mahindra electric vehicles soon.

"We are not going to do hybrid, we are going to straight into electric. We have a full range of vehicles in development."

That could include an electric XUV700 equivalent in around three years, and an electric pick-up truck.

"We have a unique opportunity in the next five years to really bring in product that works for this market," Moitra says.

FleetTalk understands the small XUV400 SUV could be the first off the rank, while small last mile electric vehicles, including trikes, are already testing here.



COMCOM FUEL REPORT SHOWS WELLINGTON PRICES HIGHEST

Wellington, Porirua and Lower Hutt have the highest fuel prices in the country across regular 91, premium, and diesel.

So says the Commerce Commission's second quarterly report on the performance of New Zealand's \$10 billion fuel markets.

The Quarterly Fuel Monitoring Report for the three months ended September 30, 2022, shows Christchurch and Tauranga had the lowest average fuel prices, with motorists in Christchurch getting the best bang for buck for petrol, and in Tauranga for diesel.

"What we're seeing is that there continue to be significant variations in prices between the main cities in New Zealand, and within the cities themselves," says commission chair **John Small**.

"This is likely due to several factors, including levels of competition, the capital or operating costs of sites, and consumer behaviour."

Auckland had the largest price variation between its most expensive and least expensive site. Prices varied by 22 cents per litre for regular 91; 29 cents for premium 95 and 98, and 31 cents for diesel.

Small says this demonstrates the benefit from shopping around. "There may be a 20 to 30 cent difference in what you pay at one station compared with another down the road, and that's

a discount worth having. It all adds up."

The commission's calculation for average consumers in Auckland shows that they could save up to \$264 for regular 91 in a year, or up to \$348 for premium if they actively compare prices among their nearby stations.

The range of prices in cities means consumers may benefit from using fuel price comparison sites, such as Gaspy, to find the lowest prices close to them, Small says.

"If consumers more actively shop around, competition is likely to increase amongst suppliers to help drive down prices," he says.

"Spending on petrol and diesel accounts for around 4.6% of the average annual New Zealand household expenditure, and at a time where we're experiencing a cost-of-living crisis, even a small reduction in what you pay for fuel can help."

Small says the commission is now gathering further information on the difference in pricing in the regions to better understand market dynamics.

Global and domestic fuel markets continued to be volatile within the quarter, with prices falling from their June 2022 peak.

Importer costs dropped faster than retail prices in July and drove a three-week spike in average importer margins, the difference between retail prices and the cost of bringing fuel



JOHN SMALL

into New Zealand, the commission adds.

Margins increased and were 61.9% higher for diesel and 63.6% for regular 91.

Information on the wholesale market shows that it remains mostly based on contractual sales, with terminal gate price (TGP) sales accounting for a very small portion of total wholesale trade over the September 2022 quarter, the commission adds.

"Nevertheless, we've observed changes in certain areas of the wholesale market with increasing volumes and in some cases, purchasers switching suppliers – these are encouraging signs in terms of market development," says Small.



RISING COSTS IMPACTING FLEET MANAGEMENT

A Teletrac Navman survey of more than 1800 global fleet operators has revealed that rising fuel costs are the number one challenge facing the industry.

It was ranked at the top by 39% of respondents, followed by disruption because of the impact of COVID-19 (32%), and supply chain pressure (31%).

"The last 12 months have created new complexities for fleets, but fuel cost rises are the number one concern for operators globally," says Teletrac Navman president and chief executive **Alain Samaha**.

"As the cost per litre of fuel spiked throughout last year, many operators looked to overcome the rising costs with driver behaviour programmes and EV transition plans."

EV TRANSITION

With rising fuel costs and the global response to reducing all forms of carbon emissions building momentum, fuel conversion (23%) remains a key challenge with EV supply, alongside purchase price, and charging infrastructure concerns.

A third (32%) of respondents said that



the conversion to next generation fuels is one of their largest areas of expense (second to buying new vehicles).

Conversion is also high on the agenda for fleet owners because of concerns about their environmental impact.

More than a third (41%) of those surveyed said environmental impact is their biggest concern about the current economic environment.

Outside of transitioning to next generation fuels - of which 30% were looking to transition to EVs in the next

12 months - maintenance of existing fleet continued to be largest expense for 39% of those surveyed.

Mayank Sharma, head of global product management and UX, says as supply chain issues continue to impact EV vehicle availability and cost, some fleets are struggling to start the transition.

Some companies are having to find ways to extend vehicle life through preventative maintenance and more conscientious use on the road, he says.

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"However, those with the available capex to be early movers to EVs could gain a competitive advantage as they won't be exposed to any further rising petrol or diesel costs.

"They'll be reducing their environmental impact which is coming more into play in customer contracts and will likely benefit from government grants and subsidies that will later be removed."

TECHNOLOGY INVESTMENTS

Over the course of 2023, fleets are looking to invest in expanding their offering through technological integrations (48%), while also using technology to aid compliance (39%).

Improving customer experience (39%) and recruiting and retaining drivers (31%) were also high on the list of planned investment in next 12 months.

As with the start of any new year, the market experiences emerging opportunities and technologies that will benefit fleets.

In terms of emerging technologies, fleets are focusing on implementing more digital workflows (39%) and video telematics (38%), as they seek to increase efficiency and manage the top three fleet business costs (fuel, payroll, and maintenance).

TELEMATICS HITS THE ROAD

With the look towards technology, nearly all (98%) respondents said they were using either a sourced or

manufacturer-provided telematics solution.

Though vehicle tracking (43%) was the number one reason for using telematics, managing driver performance (33%) was the next priority, followed by using it for proof of service/job completion (32%), and monitoring fuel usage (30%) in tough economic conditions.

Regarding driver performance, improved driver safety (37%) was the biggest benefit of using telematics, with nearly a quarter (24%) saying it helped prevent fatigue on the road.

Moreover, 89% of those surveyed used telematics to benchmark behaviour, with 91% also seeing a reduction in accidents and 24% implementing new driver behaviour to help navigate the high fuel costs.

And with 31% of global fleets concerned about increasing wage

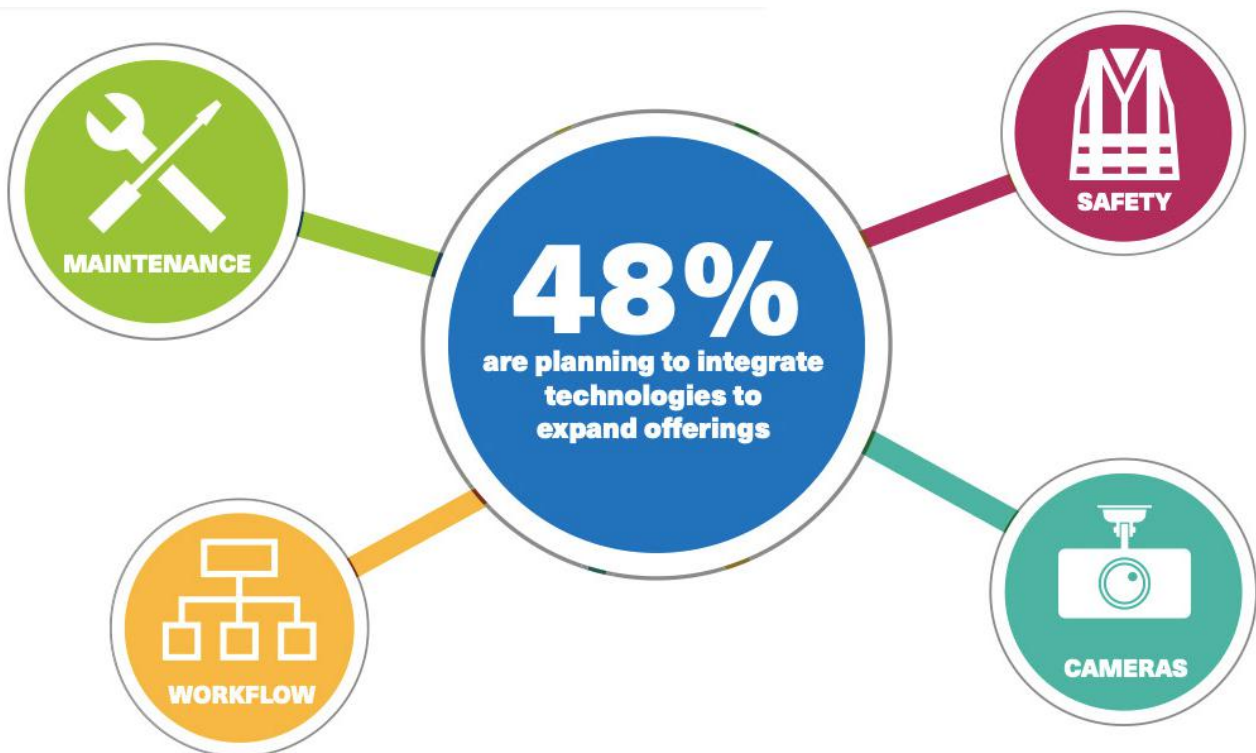
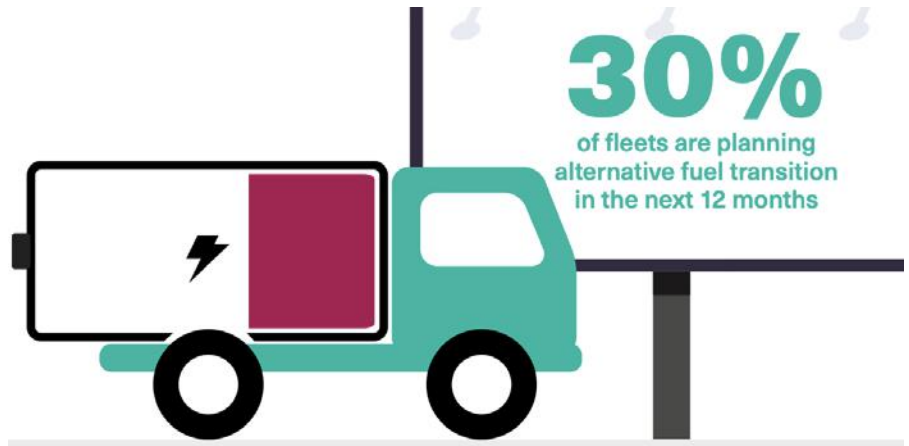
demands in a cost-of-living crisis, 37% are using benchmarking to provide performance-based bonuses in a bid to retain drivers.

"Driver performance benchmarking is a great method of inspiring drivers to perform better and safer on the road," adds Sharma.

"And with the growth in mobile applications it has never been easier for drivers to see how they are performing against targets and peers.

"In fact, 40% of our respondents say that implementing telematics has helped to build a safe driving culture within their organisations."

The survey was conducted across Britain, North America, Australia, New Zealand and Latin America to uncover the biggest challenges global fleets are facing and how they're responding.





TOYOTA COROLLA GX WAGON

Price: \$35,990 (\$4088 rebate)
 Engine: 1.8-litre petrol/electric hybrid
 Transmission: e-CVT auto
 Power: 103kW

Torque: 142Nm
 Economy: 3.8L/100km
 CO2 emissions: 88.28g/km
 Gross vehicle weight: 1785kg

SIMPLE IS EFFICIENT

WORDS & PICTURES:
 ROBERT BARRY

If you want a long and happy life with a second-hand car the first choice on your shopping list should be a Toyota Corolla, and preferably a wagon which has been operated as a fleet vehicle, and comes with a full dealer service history.

In 1966 the first-generation Toyota Corolla (E10) spawned a three-door van/station wagon model and then from the 1970 introduction of the second-generation Toyota Corolla (E20) a five-door station wagon model became available and has remained part of the line-up ever since.

Toyota New Zealand introduced the current 12th generation of Corolla wagon to the market in mid-December 2019 which at the time we believed would appeal to the fleet and daily rental markets.

It was a significant step up in size and engine capacity over the previous narrow body 11th generation Corolla wagon with a 1.5-litre engine which was marketed in Japan as the Corolla Fielder.

Excluding the United Kingdom, New Zealand is one of the few right-hand-

drive markets that takes the 12th generation Corolla wagon in its current format, it is not available in Australia.

It was initially offered in one-size-fits-all GX specification with a 104kW/171Nm 1.8-litre four cylinder petrol engine with a Toyota driveaway price of \$29,990.

Thanks to the Toyota New Global Architecture (TNGA) platform which it shares with the hatch, the Corolla GX wagon is 95mm longer than its predecessor, 50mm wider, and the wheelbase has increased by 40mm.

The all-important luggage capacity increased to 392 litres with the rear seats in place and 800 litres when the rear seats are folded down. The rear seat has a 60/40 split which allows greater load flexibility when needed.

Using our best Tetris skills we managed to fit the contents of two supermarket trolleys in the cargo area of the Corolla with the rear seat backs remaining upright.

UPDATE FOR 2023

The Corolla range has received a significant update for the 2023 model



year and the wagon is no exception.

When the wagon was first released here more than four years ago, Toyota New Zealand chief executive **Neeraj Lala** said the company was reducing its exposure to rentals as private demand for the Corolla and particularly the hybrid models had grown.

Significantly the only powertrain now on offer in the Corolla GX wagon as well as its hatch siblings is a 103kW 1.8-litre petrol electric hybrid unit with a newly upgraded lithium-ion traction battery for greater electric range.

Externally the 2023 Corolla GX wagon is now differentiated from the previous model year by a slightly different front grille, 16-inch alloy wheels, and triple LED parabola headlamps.

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Other noticeable internal changes include the move to an electric parking brake from the previous models old-school conventional handbrake, and the change to USB-C charging ports. Drivers will still need to hook up an Apple or Android phone if they want to use a navigation function on the central touchscreen as it is still not standard equipment on the GX wagon.

As befitting a car that will be used as a tool of trade vehicle, the interior of the Corolla GX is comfortable and practical rather than plush and luxurious. The upholstery is hardwearing cloth, there are plenty of plastic surfaces, the steering wheel is a urethane number, but it's of a high quality construction and there are no squeaks or rattles emanating from the dashboard.

THE NUMBERS

Changing to the hybrid unit sees a significant reduction in fuel consumption and CO₂ emissions which will be of great interest to fleet and business buyers.

The previous Corolla GX wagon consumed 6.8l/100km and emitted 159gm of CO₂ per kilometre, the new one consumes 3.8l/100km and emits 88.28gm of CO₂ per kilometre.

More importantly the new Corolla GX wagon qualifies for a Clean Car Rebate of \$4088 from its Toyota driveway price of \$35,990.

The Toyota fixed price service regimen provides a 15,000km service for \$305. Should owners maintain the full servicing schedule for the three-year standard warranty period, then Toyota New Zealand will extend the warranty to five-years and 150,000km.

SAFETY

The Corolla GX wagon comes



equipped with Toyota Safety Sense technologies including pre-collision system with autonomous emergency braking, dynamic radar cruise control, lane departure alert, road sign assist, automatic high beam, seven airbags and a reversing camera.

But it goes without blind spot assist, so drivers will need to adjust the side mirrors to provide a wide view because there is a hint of a blind spot in this car.

ON THE ROAD

The Corolla GX utilises Toyota's fifth-generation hybrid powertrain which is noticeably much smoother and quieter in overall operation, and is far better integrated with the electronic continuously variable transmission.

Around town the hybrid systems 70kW/185Nm electric motor has more than ample torque for easy commuting, and the higher-output lithium-ion traction battery provides greater electric only range. This latest generation Toyota hybrid system also regenerates power back into the traction battery much more efficiently than before.

The beauty of the upgraded hybrid system is that there is much less reliance on the petrol engine. Once the



driver gets up to the speed required, lifting off the accelerator will put the petrol engine to 'sleep' and the electric motor will easily maintain speed, even up slight gradients.

Ever since the late Chris Amon first optimised the suspension of the 1983 (E80) Corolla for the New Zealand market, subsequent generations have always been friendly and competent cars to drive and the latest is no different.

The GX Hybrid wagon offers a comfortable ride over urban and rural roads, with responsive steering, and a brake package that pulls the car up sharply when required.

OUR VERDICT

In a new market where SUV has become the preferred body style, there is still a need for a proper small station wagon such as the Corolla, and it's lone competitor the Hyundai i30 for fleet applications.

The Corolla fits the bill perfectly with its blend of form, function, and frugality but sadly the caveat being that supply from the factory is still an ongoing issue due to post pandemic disruption. New Corolla orders are not expected to be fulfilled until at least 2024.





SKODA ESCHEWS CLEAN CAR DISCOUNT FOR ENYAQ IV

WORDS: DAVE MCLEOD
PICTURES: SUPPLIED

Skoda New Zealand has launched the all-electric Enyaq eSUV, heading upmarket with a line-up that skips past the Clean Car Discount programme.

The Enyaq Sportline 80 starts at \$92,990, a Max model at \$97,990, and the Coupe Max topping the range at \$102,990.

It's an interesting move, considering the Enyaq's cousin, the Volkswagen ID4, is launching with a model under the \$80k cut.

Skoda New Zealand general manager **Rodney Gillard** says past sales experience shows customers want the upmarket Sportline trim level, and most buy cars with that specification.

The other factor is that Skoda NZ's limited build slot, of around 500 cars this year, isn't landing until September, and with an election in October it's unclear what the long-term plan is for the CCD.

New Zealand is the first country outside Europe to be granted access to the Skoda Enyaq 80 which puts it in an enviable and coveted position.

Factors like NZ's size, clean power, and



thirst for EVs more than tip the scales in its favour.

But, as we've discovered, there's far more to gloat about than just being ahead of the rest of the world.

Cabin fit and finish comes with faux carbon inserts mixing with piano blacks and ambient light strips, while the seats are full-size with integrated headrests.

They have suede/leather upholstery

and are heated.

What's more, each Enyaq uses recycled plastic, the side windows are made from 20% recycled glass, and 60% of the seat covers are made from PET bottles.

Our drive route took us from the Longhouse, Karitane on the coast north of Dunedin to Gibbston Valley, Queenstown - 243km and almost three hours as the crow flies.

Continued on the next page

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The Coupe has yet to arrive, so we grabbed the Max spec (albeit with a few British market tweaks) and headed west.

The Enyaq Sportline Max 80's \$97,990 pricetag may be a little eye-watering initially, but it doesn't take long to see that this is a well-put-together and well-specced EV.

Comfort is there from the get-go, and everything feels like it's in the right place.

The driver's seat is electric, heated, and comes with a massage function, and the high-end sound system comes from Canton.

The infotainment screen offers 360-degree views, and while you're watching that, the Enyaq is watching you, with driver fatigue monitoring.

We selected push-button start and Drive on the stubby gear shifter, and we were away.

Around the tight and narrow East Coast roads, the Enyaq's taut chassis and low centre of gravity allowed for a confident yet spirited drive, and the NVH has been refined to a point where wind and road noise are barely noticeable.

Regenerative braking can be adjusted on the fly using the paddles behind



the steering wheel, and there's also a B function on the gearstick for one-pedal style driving, although it's not as abrupt in braking as some other EVs.

Visibility all round is pretty good, with the sloping windscreen allowing great forward views, and the steering offers enough feedback to let you feel involved.

But, for people who enjoy driving, I'd recommend forgetting about the battery range (you do have ample, after all) and engaging Sport mode.

With Sport engaged, the chassis tightens, and steering and throttle

response feel quicker.

My stint behind the wheel took us as far as Pitches store in Ophir, where my driving results were less than economic - 154km at an average speed of 95km/h meant that I was consuming energy at 23kWh/100km.

But even so, the Enyaq forecast that I still had 168km of range to play with.

In keeping with a futuristic outlook, Skoda has developed a VR walk-around and sit-in (go visit a showroom), and ordering is available via the web.





HYBRID GT WITH LUXURY CAR FEEL

WORDS:
MIKE STOCK

Plug-in hybrid cars occupy the middle ground between petrol and electric in the EV revolution – a sort of dollar each way choice.

PHEVs' onboard lithium ion batteries provide emissions-free travel in city running and there's petrol on hand for open road travel or longer urban trips. They also ease the way into fully-electric driving and can allay the anxieties of motorists not yet ready to abandon fossil fuel power completely.

French carmaker Peugeot has expanded its high-performance 308 GT hatchback range with the 308 GT PHEV plug-in hybrid which retails at \$74,990, a price sweetened by a \$5750 Clean Car rebate.

It's powered by a 132kW/250Nm 1.6-litre four-cylinder turbomotor augmented by a 81kW/320Nm electric motor to provide a combined output of 165kW and 360Nm.

The engines drive the front wheels through a slick-shifting eight-speed automatic gearbox which combines with the slightly raucous petrol motor to provide an entertaining soundtrack during hard acceleration.

Performance is brisk, the 308 PHEV reaching 100km/h from rest in a quoted 7.5 seconds.

Peugeot lists a top speed of 235km/h which befits a car wearing a GT badge

– none of your Opel-style limiters restricting top speed here.

The car is fitted with a 3.7kW onboard charger, and the lithium ion battery takes seven hours to charge on a domestic wall socket or 3.5 hours on a wall box.

That delivers a pure electric range of 61km which should mean daily commuting or small local hops can be done using electricity alone.

Peugeot quotes fuel economy of one litre per 100km, and the 40-litre petrol tank and pure electric power should ensure good combined range.

EXTERIOR

The 308 GT PHEV rides on 18-inch Kamakura diamond-cut, two-tone alloy wheels, has gloss black door mirror shells and Peugeot's Lion logo on the front fenders. Tyres are 225/40 R18; there's no spare wheel – you have to make do with a puncture repair kit.

The dark chrome chequer grille is trimmed in gloss black and the rear side windows are tinted.

A front spoiler blends into side sills and at the rear the bumper has low-mounted gloss black diffuser-look trim and twin chrome exhaust pipe surround.

Headlights are full LED matrix with automatic adjustment; the Sabre design LED daytime running lights

incorporate the indicators, and at the rear there are claw design LED lights.

Buyers can choose among six body colours. Olivine Green is standard and included in the retail price. Metallic hues, Cumulus Grey and Nera Black cost an extra \$550, and Elixir Red and the pearlescent Vertigo Blue and Pearl White cost \$950 more than the car's sticker price.

The 308 GT HEV is 4367mm long, 1859mm wide (excluding the door mirrors), and 1441mm high. Wheelbase is 2675mm. There are moderate front and rear overhangs. Front track is 1559mm and the rear is 1554mm.

The 308 GT PHEV will tow a 1500kg braked trailer; unbraked towing capacity is 600kg.

INTERIOR

Peugeot has hit on a winning combination with the 308's driving position and dashboard layout. The low-mounted full-grain leather-wrapped steering wheel is adjusted to quickly and the high-mounted instruments can be read instantly without taking your eyes off the road for more than a split-second.

The seats – sports-style in the front with excellent lateral support – are upholstered in black Alcantara leatherette and cloth with green stitching.

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Dashboard and door panels are clothed in Alcantara trim.

The front seats are height adjustable and the driver's has manually adjustable lumbar support.

There are a 10-inch configurable digital cluster, a 10-inch centrally-mounted touch-screen, a connected navigation system, i-Connect voice control, a six-speaker sound system and four USB sockets, two in the front and two in the rear.

The 303 GT PHEV is Apple CarPlay and Android Auto compatible.

The centre console has an armrest, storage compartments and two cupholders.

Dual zone automatic air-conditioning is standard.

The front door windows are acoustically laminated and all four windows raise and lower electrically.

Boot capacity is 412 litres with the rear seats in use and 1323 litres with the seatbacks folded down.

SAFETY

Safety equipment is comprehensive with six airbags, outer rear-mounted IsoFIX child seat anchors with top tethers, and auto emergency braking system with pedestrian and cyclist detection and night function.

There are also adaptive cruise-control with stop/go and speed limiter, and an acoustic vehicle alert system which generates a noise to warn pedestrians of the car's approach when it's running near-silently in electric mode.

Driver assistance programs abound, with rear cross-traffic alert, lane-keeping and road edge assist, driver attention alert and forward collision warning, post-collision safety braking, and long-range blindspot monitoring.

A tyre pressure monitoring system is standard, and there is speed limit and traffic sign recognition.



ON THE ROAD

Peugeot set the hot hatch benchmark 40 years ago with the 205GT, and though the 308 GT PHEV is much bigger and heavier, it's still an engaging drive.

With a kerb weight of 1633kg, it's 345kg heavier than the pure petrol 308 GT which runs Stellantis' lively 1.2-litre 96kW/230Nm three-cylinder.

It out-accelerates its petrol stablemate to 100km/h by about two seconds.

There's plenty of mid-range punch for overtaking and the instant down- and upshifts of the eight-speed auto (which can be controlled manually by steering column-mounted paddles) make the PHEV an entertaining companion on demanding and winding country roads.

Steering is well-weighted and precise and turn-in to corners is crisp and direct.

The extra weight of the low-mounted lithium ion battery improves stability and ride quality. The PHEV is much more composed on bumpy roads than its petrol sibling.

It's easy to find a comfortable driving position and the front cabin is roomy, with all controls placed logically and easy to use.

People who love to drive will enjoy the 308 GT PHEV and find it practical.

EXTRAS

An opening panoramic glass sunroof with interior blind is available for an



added \$2990.

And a GT Premium Pack is available for an additional \$5000. It consists of Black Nappa leather trim with black stitching; an electrically adjustable AGR driver's seat with two-position memory and adjustable front cushion; heated front seats with multi-point massage system, and electric lumbar support adjustment.

Also included are a Focal premium sound system with 10 speakers, and 18-inch Portland diamond-cut black alloy wheels.

WARRANTY

The car comes with a five-year, 100,000km warranty and five-year roadside assistance and the traction battery is warranted for eight years or 160,000km.

Peugeot NZ offers two service plans: three years/45,000km for \$2190, or five years/75,000km for \$4390.

OUR VERDICT

The 308 GT PHEV provides an engaging introduction to electrified motoring for companies or private motorists who aren't yet ready or able to commit to full EV driving.

The big question is does it offer enough to justify choosing it ahead of its petrol-only stablemate, the 308 GT?

The PHEV is \$21,000 dearer than the \$53,990 petrol 308 GT which attracts a \$2490 Clean Car rebate.

The electrified car offers a more comfortable ride, significantly better performance and fuel economy, the option of pure electric no-emissions city running, and better towing capacity (the 308 GT can tow 1200kg rather than 1500).

The extra weight gives the PHEV a small luxury car feel and we can't imagine anyone being disappointed by it.





MINI COOPER S ELECTRIC

Price: \$70,155

Engine: 33kWh battery with single electric motor

Transmission: single-speed auto

Power: 135kW

Torque: 270Nm

Range: 233km (WLTP)

CO2 emissions: 0

Kerb weight: 1140kg

REFRESHED MINI ELECTRIC FACES STIFF COMPETITION

WORDS & PICTURES:
ROBERT BARRY

When Mini launched a battery electric version of its Cooper S three-door hatch three years ago, the car stood alone in the New Zealand market as the sole premium plug-in offering priced from \$59,990.

The Mini Cooper S Electric offered almost as much performance and certainly as much of the fun-to-drive dynamics of the petrol Cooper S hatch.

And it certainly turned a few heads with its badges, trim, mirror caps and asymmetric Power Spoke alloy wheels highlighted in bright Energetic Yellow.

Fast forward to 2023 and the refreshed and now 70-grand, Mini Cooper S Electric, arrives to face stiff competition from the Peugeot e-208 GT (from \$59,990), the Mazda MX-30 BEV (from \$68,590), and the new Fiat 500e (from \$59,990).

It also must contend with a bunch of Chinese mass market value challengers, the BYD Atto 3 (from \$58,990), the GWM Ora (from \$49,990), and the Tesla Model 3 (from \$65,900).

It's obvious that many of these electric competitors offer greater space, range, and better value than the Mini, but

they're also not targeting the brand's very niche market that desires style and exclusivity irrespective of the pricetag.

The British built Mini offers buyers the brand values and cachet of its heritage, in addition to low running costs, and rock-solid residuals that should see it lease up competitively on a 36- or 4-month term.

THE NUMBERS

Acceleration from zero to 100km/h takes 7.3 seconds in the 2023 Cooper S Electric, but unfortunately the update hasn't seen an improvement in its range.

Mini quotes a WLTP figure of 233km but the daily reality is closer to a range of 160 to 170km, depending on how often the air conditioning is used and the way the car is driven.

There's a very simple explanation for this relatively low battery range. BMW repackaged the BEV technology from the now discontinued i3 S into the platform of the Cooper S hatch which was designed for internal combustion engines.

Therefore, there isn't enough space available for a larger battery pack than the existing 33kWh set-up.

A brand new Mini Electric hatch is coming later in 2023 with a platform designed solely for electric drive and one would assume there'll be more range on offer and more power options.

OUTSIDE AND IN

In the 2023 update the Cooper S Electric has lost most of the previous car's bright Energetic Yellow details save for the S badge on the front grille and the circular E badge on the tailgate.

We like the less overtly electric stance of the new model and think it will appeal to a broader audience.

Sadly, the new and more aerodynamic lower front bumper has seen the deletion of the front foglights and the grille is now larger, with a black frame, bisected by a piece of body-coloured trim.

The Mini Yours package for the Cooper S Electric provides customers with 26 exterior colour options, five different 17-inch alloy wheel choices, and three different interior colourways.

Our test car came finished in British Racing Green with Aspen White mirror caps and roof, and Tentacle Spoke Silver wheels.

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The interior was finished in Chester Malt Brown leather upholstery and lower dashboard which was rather striking but brought some warmth to the compact dimensions.

The Mini Yours specification also includes a panoramic glass sunroof, sun protection glazing, sports front seats, a Union Jack detail on the steering wheel, anthracite headliner, a head-up display, and embroidered floor mats.

We loved the retro toggle switches and the oval digital instrument cluster directly ahead of the driver.

But the big circular central cluster which pays homage to the original Mini is now beginning to date, and hopefully won't continue on the next generation.

Apple Car Play is standard but Android Auto phone projection isn't available on this car, and hopefully that too will be rectified in future cars.

SAFETY

The Mini Cooper from January 2023 onwards is unrated by ANCAP Safety. However, this current model is the third refresh of the F56 series which launched in 2014 and was given a four-star crash rating by Euro NCAP that year.

The car tested by Euro NCAP was a base model 1.5-litre petrol Cooper hatch in right-hand drive configuration. It scored 79% for adult occupant protection, 73% for child occupant



protection, and 56% for safety assist features.

THE DRIVE

The Mini Cooper S Electric lives up to the brand's reputation of being responsive and fun to drive in spite of it being 145kg heavier than the petrol car, and rides 18mm higher to provide greater clearance for the battery pack.

Because the traction battery is mounted quite low under the front and rear seats, Mini says the electric model has a lower centre of gravity and a 54/46 front to rear weight distribution in comparison to the petrol cars 63/37 front/rear weight split.

That leaves the car well planted on the road and is pointed easily in winding terrain.

That's made easier by the chunkily-

rimmed leather-clad steering wheel. You can also engage in one-pedal driving thanks to strong regenerative braking which pull the car up quickly urban commuting.

OUR VIEW

The Mini Cooper S Electric is certainly not your run-of-the-mill generic fleet/pool car, because it is a light hatchback with a small back seat and restricted boot space.

Ideally, it's the main vehicle for an urban-based couple, or a second vehicle for a family.

But it will certainly appeal to executive user-choosers with a vehicle allowance or business buyers looking for a unique BEV that reflects their brand values and aspirations and can be used as a mobile extension of their marketing and advertising.



MY23 RANGER RAPTOR

Price: \$89,990
 Engine: 3-litre V6 twin turbo petrol
 Power: 292kW
 Torque: 583Nm
 Transmission: 10-speed auto
 Economy: 11.5l/100km
 Tyres: 285/70/17R
 Towing: 2500kg (braked)
 Payload: 717kg
 Gross vehicle weight: 3130kg

MY23 RANGER SPORT

Price: \$77,490
 Engine: 3-litre V6 turbodiesel
 Power: 184kW
 Torque: 600Nm
 Transmission: 10-speed auto
 Economy: 8.4l/100km
 Tyres: 255/65/18R
 Towing: 3500kg (braked)
 Payload: 934kg

THE SUBLIME AND THE RIDICULOUS

WORDS & PICTURES:
ROBERT BARRY

In spite of the government's clean car fee, the Next-Generation Ford Ranger which officially arrived in July 2022 remains New Zealand's best-selling new vehicle.

In an age where other brands are using smaller capacity engines, Ford bucked the trend with the Next-Generation Ranger it and introduced two new V6 engines, one a turbo diesel for the newly introduced Sport grade (and optional on the Wildtrak) and the other a turbocharged petrol unit for the high-performance Raptor flagship.

The Next-Generation Ranger now brings seven levels of specification for the 4x4 double cab ute buyer in the form of the XL, XLT, Sport, Wildtrak, Wildtrak X, Platinum, and Raptor offering greater choice for buyers to find the one that best fits their needs and application.

THE NUMBERS

Ford's new 292kW/583Nm 3-litre V6 twin-turbocharged petrol engine is exclusively found in the Ranger Raptor, replacing the previous generations

2-litre four-cylinder bi-turbo diesel unit.

While owners of the previous generation loved their Raptors comfortable ride and handling thanks to its unique Fox off-road suspension package, the bi-turbo diesel four-pot output just didn't quite meet their expectations of a Ford Performance vehicle.

That has now changed, and the Australian publication CarExpert reckons the new Raptor V6 will sprint from zero to 100 km/h in 5.8 seconds, and on a drag strip it will reach the quarter mile mark in 14.3 seconds at 157.8km/h.

While we didn't put those figures to the test, we certainly enjoyed the Raptor's responsive performance and rapid pick up from standstill but it's not a great fan of short urban runs clocking consumption between 14l to 15l/100km.

Ford's new 184kW/600Nm 3-litre V6 turbocharged diesel engine which is now found in the new Sport grade as well as the Wildtrak variant is much happier in urban running and is

easily capable of the factory quoted combined consumption figure of 8.4l/100km.

This unit replaced the previous Ranger generations much-loved but getting long-in-the-tooth 3.2-litre five-cylinder turbodiesel unit that was also shared with the Ford Transit but which struggled to get under the 10-11l/100km mark in urban use.

While the 184kW V6 diesel in the Sport is 40% less powerful than the Raptors 292kW V6 petrol unit, the diesel offers 3% more torque at 600Nm, and this provides it's greater towing capability as well as a more serene driving experience.

OUTSIDE AND IN

There is no denying that the Raptor has the greatest on- and off-road presence of the Next-Generation Ranger because it has the widest track, highest stance, and most aggressive styling with its bold Ford graphic on the radiator grille, Matrix LED headlamps with C-shaped daytime running lamps and steel bash plate mounted on the lower front bumper.

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The front end of the Sport is far more subdued than the Raptor and it also does with the cab mounted roof rails and the flexible tray rack system found on the Wildtrak, which gives it a much simpler yet more premium appearance for a workhorse. This simplicity of design is further accentuated by the Sport's black-on-black front grille and its 18-inch machined face alloy wheels with Asphalt Black accents and a clear matte finish.

As befitting a Ford Performance vehicle, inside the cabin the Raptor comes furnished with a 12.4-inch digital instrument cluster with a fully configurable layout as well as a 12-inch centre touch screen. A Bang and Olufsen audio system is also standard Raptor fare but at times it's sound quality is less than one would expect from this Scandinavian brand.

The Raptor is also distinguished from lesser Rangers by its Code Orange trim highlights around the dashboard air vents and on the seats. There are two pop-out cupholders mounted in the dashboard and there is also a small storage bin found above the glovebox.

An Alcantara-type suede trim covers the edge of the dashboard as well as the seats, and in a nod to its Ford Performance heritage there's also a little strip of Code Orange leather at the 12 o'clock position of the Raptors leather clad steering wheel.

The Sport interior eschews the Raptors Code Orange highlights in favour of gloss black air vents with satin aluminium accents and an aero grain texture on the upper dash and in all the storage areas. Dark leather upholstery with 'Sport' emblazoned on the upper front seat backs ensures a premium feel to the cabin and one barely notices the centre touchscreen is 2.5 inches smaller than that found in the Raptor.

While not as overtly bolstered as the



Raptor's sports seats, the front pews in the Sport which also have a heating function were more than adequate for the task and also very comfortable during a long distance run.

Safety

As the dimensions of mid-size utes such as the Next-Generation Range continue to grow, features such as the 360 degree camera fitted to the Raptor and the Sport are a need to have rather than a nice to have. The Raptor particularly is an unwieldy beast in urban parking situations thanks to its height and off-road suspension, so having the guiding reassurance of a camera makes life less stressful for the driver.

Both the Raptor and the Sport come fitted with a permanent all-wheel-drive system. Simply engage the '4A' drive setting and the system will automatically work out which axle requires traction sent to it. This system allows operational four-wheel-drive on sealed roads without the risk of driveline binding in a similar vein to the Mitsubishi Triton and Volkswagen Amarok.

THE DRIVE

We drove the Sport first and then the Raptor and can attest that the first is indeed sublime and the latter is indeed, ridiculous.

As an everyday vehicle for work and leisure the Sport is a very comfortable truck with more than



adequate performance from its lusty V6 turbodiesel, which has a dignified and quiet authority as it goes about its work.

The Sport will happily fit the bill for a user-chooser or a self-employed trades person who would like a smart looking vehicle for personal as well as professional use and wants a few more creature comforts and better equipment than what the XLT and XL Rangers have on offer.

Even in its 'normal' setting the Raptor is anything but quiet with a exhaust soundtrack that will rattle the neighbour's windows and a driving mode for every occasion, including its ludicrous Baha mode. This is not a tool of trade workhorse but an out and out high performance vehicle in the form of a double cab ute that can out sprint a hot hatch from standing still.

Yes, it rides superbly thanks to the very trick Fox suspension underneath, and yes it's fun to drive on- and off-road with responsive steering and incredible brake performance.

The one caveat with the Raptor however is the combination of its knobbly off-road tyres (BF Goodrich K02) and wet asphalt/concrete. In spite of engaging the all-wheel-drive system the Raptor needs to be driven with due caution on wet roads and through roundabouts as these tyres offer less grip and require a longer braking distance than the equivalent sized highway-terrain tyres.

OUR VIEW

There is no doubt that the Raptor is just a lot of fun to drive for the purpose intended, but the combination of high urban fuel consumption, its large footprint, tricky wet road performance and noisy exhaust would become wearisome as a vehicle in daily use.

Because it offers better fuel efficiency, cheaper running costs, and a larger towing and payload capacity we feel the Sport V6 is a much better fit for the role of a daily driver for business owners and trades people.



NEW VEHICLE SALES BY BUYER TYPE MARCH 2023

	MONTH	YTD
PASSENGER - BUSINESS		
TOYOTA RAV4	330	613
TESLA MODEL Y	264	336
BYD ATTO 3	193	284
KIA SPORTAGE	141	263
HYUNDAI TUCSON	126	225
MG ZS	118	258
MAZDA CX-5	117	281
FORD EVEREST	101	236
TOYOTA HIGHLANDER	98	190
SUZUKI SWIFT	94	259
NISSAN X-TRAIL	94	195
KIA SORENTO	89	188
MITSUBISHI ECLIPSE CROSS	86	245
HYUNDAI KONA	69	245
HYUNDAI IONIQ	64	108
HYUNDAI SANTA FE	64	198
KIA EV6	64	117
MITSUBISHI OUTLANDER	64	262
HONDA JAZZ	62	161
HONDA CRV	59	116
OTHER	2121	5,953
TOTAL	4418	10,733
PASSENGER - GOVERNMENT		
MG ZS	69	88
SKODA SUPERB	47	83
BYD ATTO 3	40	51
TOYOTA RAV4	31	59
HYUNDAI KONA	29	105
TOYOTA COROLLA	18	27
MITSUBISHI ECLIPSE CROSS	17	78
HYUNDAI IONIQ	11	28
TOYOTA COROLLA CROSS	11	12
TOYOTA YARIS	10	11
OTHER	56	229
TOTAL	339	771
PASSENGER - RENTAL		
HYUNDAI TUCSON	330	330
NISSAN X-TRAIL	303	305
MAZDA CX-5	133	140
SUZUKI SWIFT	120	329
BYD ATTO 3	108	123
HYUNDAI KONA	71	74
KIA SORENTO	51	88
POLESTAR POLESTAR 2	42	42
MITSUBISHI ECLIPSE CROSS	36	245
MITSUBISHI OUTLANDER	32	120
OTHER	187	1,199
TOTAL	1413	2995

NEW VEHICLE SALES BY BUYER TYPE MARCH 2023

	MONTH	YTD
LIGHT COMMERCIAL - BUSINESS		
FORD RANGER	1088	2,272
TOYOTA HILUX	645	1,894
MITSUBISHI TRITON	203	540
NISSAN NAVARA	173	349
TOYOTA HIACE	164	345
ISUZU D-MAX	95	248
FORD TRANSIT	79	206
LDV G10	56	131
MAZDA BT-50	49	90
LDV T60	46	88
SSANGYONG RHINO	33	45
HYUNDAI STARIA LOAD	28	101
TOYOTA LANDCRUISER	28	62
GREAT WALL GWM CANNON	19	47
RAM 1500	19	46
LDV DELIVER 9	18	43
MERCEDES-BENZ SPRINTER	13	30
LDV V80	11	28
CHEVROLET SILVERADO 1500	10	30
RENAULT MASTER	10	31
OTHER	57	210
TOTAL	2844	6,836
LIGHT COMMERCIAL - GOVERNMENT		
TOYOTA HILUX	65	185
FORD RANGER	62	123
MITSUBISHI TRITON	37	126
TOYOTA HIACE	15	33
MERCEDES-BENZ SPRINTER	7	10
VOLKSWAGEN CRAFTER	6	14
MAZDA BT-50	2	2
SKODA SUPERB	2	2
ISUZU D-MAX	1	6
LDV EDELIVER 3	1	3
OTHER	0	22
TOTAL	198	526
LIGHT COMMERCIAL - RENTAL		
TOYOTA HIACE	8	31
TOYOTA HILUX	8	58
FORD RANGER	7	103
NISSAN NAVARA	4	4
MITSUBISHI TRITON	1	2
GREAT WALL GWM CANNON	0	0
HYUNDAI STARIA LOAD	0	0
ISUZU D-MAX	0	0
LDV DELIVER 9	0	7
LDV T60	0	0
OTHER	0	5
TOTAL	28	210

PRICELIST		
MODEL	ENGINE	PRICE
AUDI 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.		
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 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.		
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 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.		
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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