

NEWS, ANALYSIS AND INSIGHT FOR THE FLEET INDUSTRY

fleettalk

AUGUST/SEPTEMBER 2023

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WHAT WILL THE ELECTION BRING?



ROBERT BARRY
EDITOR

Hello there,

At the time of publication, we're less than a month away from one of the most contentious general elections I've seen under the MMP system since 1996.

In 1996, the country went on hold for six weeks while the Winston Peters led New Zealand First party decided whether to support National or Labour.

Business literally stopped for six weeks, nobody decided, and as a struggling commission salesperson back then I've never forgiven Peters for causing so much uncertainty for myself and the rest of the country.

Peters and NZ First finally formed a coalition government with Jim Bolger's National Party, but this was dissolved following a leadership coup by **Jenny Shipley**.

NZ First returned to government in 1999, 2002, and 2005 when it formed a confidence and supply agreement with the Labour Party which provided for the implementation of the SuperGold card for over-65s.

It didn't return to government in the 2008 election when it received 4% of the vote.

In 2011 it got back in with 6.6% of the vote, in 2014 it was back with 8.6% of the vote, in 2015 Peters won the Northland electorate in a by-election securing another seat.

In 2017 it got 7.2% of the vote and formed a coalition government with Labour.

And in the 2020 election it was out of Parliament again with 2.6% of the vote, when Labour managed to form a majority government.

The most recent polls show NZ First has a steady 5% so it's likely to return to government in October.

And the issue here is that Labour leader **Chris Hipkins** says Labour won't work with Peters, calling him "a force for chaos," and Act's **David Seymour** says he will find some way to work with Peters if cooperation was required to change the government.

But Seymour says he won't sit at the cabinet with him and has vowed not to support any ministerial position for the NZ First leader.

National leader **Christopher Luxon** says he won't be drawn on the issue of working with Peters and told Stuff that the voters will decide.

"The New Zealand people will determine the outcome of the election and that's why I'm talking directly to them, to make it incredibly clear to them: do not muck around, do not be non-intentional with your party vote."

Polling as of September 19, showed National with 37% of the party vote, Labour with 27%, Act and the Green party on 12% each, NZ First with 5%, and Te Pati Maori on 3%.

Based on this Luxon and National don't need NZ First as a coalition partner, let alone one for confidence and supply.

But a week is a long time in politics, and the voting public is a fickle beast sometimes.

There are a lot of contentious issues the major parties must grapple with, not least the cost-of-living crisis, a global commitment to a lower carbon economy, fixing the health and education systems, and making taxation more equitable.

And then there is the vexed issue of the Clean Car Discount, Clean Car Fee, and Clean Car standard to be addressed.

It's going to be interesting to see what comes out in the wash after October 14 (election day).

Enjoy your reading this month.

Best regards,

Robert Barry
EDITOR

BRAKE AND AFMA PRESENTING FUTURE OF FLEETS SEMINAR

The Australasian Fleet Management Association (AfMA) and road safety charity Brake are encouraging organisations that employ drivers to attend a seminar on fleet management that's being run next month.

Sponsored by Teletrac Navman, the event will cover topics from safety to technology and the environment.

The Future of Fleets is Here seminar will take place on Thursday, October 19, in Auckland.

Following the seminar, in the evening, Brake is hosting the 2023 Australasian Fleet Champions Awards at the same venue, recognising organisations that have implemented measures to reduce their road risk.

Brake and AfMA say it can be challenging for fleets to keep up with the latest developments in fleet management, but having effective policies and procedures in place is important to meet safety, environmental, and business goals.

The two organisations say the seminar will examine challenges facing fleets, as well as opportunities in relation to safety, technology, the environment, and fleet management.

The event is open to anyone involved in, or with an interest in, fleet management, such as health and safety staff, fleet managers, senior management staff, fleet suppliers, insurers, and driver trainers.

Speakers will discuss topics including:

- Current challenges and opportunities for the fleet management industry.
- Developments in technology.
- Creating a safety culture.
- Driver impairment and how to mitigate risk.
- Fleets and the environment.

"This seminar is designed for organisations operating fleets of any size and type, and with any size of budget, and I urge anyone with staff who drive on work purposes to attend," says Brake NZ director **Caroline Perry**.

"AfMA organises regular seminars, but we especially enjoy heading over to



CAROLINE PERRY



MACE HARTLEY

Auckland to connect with our NZ-based members and supporters," says AfMA director **Mace Hartley**.

"Whether you're new to the fleet industry or have been in the game for many years, starting the conversation about vehicle safety is always an eye-opening experience and one we simply can't take for granted," he says.

Organisations can access more events and fleet safety resources by joining Global Fleet Champions, Brake's not-for-profit membership service.

It's free to join and members receive access to resources such as guidance reports and tools for using with drivers, access to Brake's webinars, information about other Brake events, and the latest road safety research.

To find out more and join, visit **www.globalfleetchampions.org**

Tickets to the AfMA/Brake seminar are \$95 plus GST per person. Combined tickets to attend both the seminar and Fleet Champions Awards cost \$175 plus GST each. To register, book online, or email **info@brake.org.nz**.

Find out more about the event at: **globalfleetchampions.org/events/brake-nz-afma-fleet-seminar/**.

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LEADERS PANEL: ESG IS ABOUT DOING THE RIGHT THING

A panel of three automotive industry leaders told the Financial Services Federation conference that ESG (Environment, Social, Governance) is about doing the right thing for employees, customers, and the community.

The panel included Toyota New Zealand chief executive **Neeraj Lala**, Spiers Finance Group chief executive **Michelle Herlihy**, and Equifax managing director **Angus Luffman**.

Luffman says as a recent immigrant to New Zealand he believes our society has a strong desire to do the right thing around ESG, in spite of the country having more cars per capita than many others.

Lala said the average age of the New Zealand fleet is now 14.7 years, 45% of used vehicle imports are Toyota hybrids, and one in four vehicles sold in the country is a Toyota.

And he believes that it will become one in three.

His biggest concern about the New Zealand car park is utilisation with an average of four vehicles per household. Lala was disappointed that the Government scrapped the social leasing scheme that would have given lower-income households access to low-emission and more fuel-efficient transport.

Lala says ESG has impacted the car industry dramatically, but he believes New Zealand should have started sooner, like Europe which began the journey more than 15 years ago.

Lala says Toyota New Zealand is on

track to reduce tailpipe emissions from its product line-up by 50% by 2030, ahead of the 40% required.

He says by the end of 2027 fewer than 10% of the brand's product mix will be pure internal combustion engine vehicles.

Lala says the landscape over the next seven years will be quite different with the shift in mobility, but it will be an exciting time.

He says the future won't quite reflect the *Minority Report* movie, but he expects there'll be an interconnected mobility ecosystem.

Herlihy says the Spiers Group doesn't have an ESG team as the business is focused on "keeping it real".

The small locally owned company holds a lending book worth half a billion dollars from its asset finance operation and its Yoogo fleet business.

"ESG is a topical issue for our Yoogo fleet customers, and moving to electric vehicles requires a massive change management programme for many people," Herlihy says.

Currently the Yoogo fleet is made up of 15% low -mission vehicles (LEV) and 3% battery electrics.

Herlihy says ESG is important to millennials and Gen Z. She says internal employees and customers are driving ESG, as 20% of their emissions come from transport.

"There is now a different way of thinking, and we have to remain relevant," Herlihy says.

"Fleet owners are looking to control costs but in the tender process you

now have to talk about your ESG policy as a supplier, and I also want Spiers/Yoogo to be doing the right thing in our communities."

Five years ago when Herlihy headed Custom Fleet New Zealand she went to a meeting in Australia and when she suggested that electric vehicles were on the way and the company needed to embrace change, the Australians laughed her out of the room.

Now she says the boot is well and truly on the other foot thanks to ESG.

Herlihy says Yoogo fleet is a small operation, which allows it to be more agile and responsive to its customers.

Lala agrees there's a heightened awareness of ESG and he believes as New Zealanders we're moving from climate change awareness to self-guilt.

"People are moving to lower-emission vehicles where they can because it's the right thing to do," Lala says.

"We're rewiring our behaviour and how we operate the business, but we've also made the decision to offer full breadth of products - our role as market leader is to provide solutions across the full spectrum.

"Through Toyota Financial Services we provide mobility solutions - we also purchased CityHop - and another significant acquisition to be announced soon.

"We've got a micro mobility offer in the form of a two-seat electric car and it's taken nine months to get it on the road due to meeting local regulations," he says.



FORD CONFIRMS LOWER CO2 PHEV RANGER

WORDS:
RICHARD EDWARDS

Ford has confirmed what many in the car industry suspected: it's developing a plug-in hybrid version of the Ranger ute.

However, prospective buyers might want to hold off on placing orders. Deliveries aren't expected to begin until late 2024 or early 2025, and more specific details remain under wraps.

By that time, at least four other electrified utes would have made their debut, including the electric LDV T60, mild hybrid Ram 1500, Toyota Hilux, and the anticipated plug-in hybrid and subsequent BEV BYD ute.

The new Ranger will use the 2.3-litre turbocharged petrol engine, seen already in Rangers and Volkswagen Amaroks overseas.

This engine, on its own, generates 222kW and 452Nm. When paired with an electric motor, Ford hinted that it might offer more torque than any other Ranger available - implying figures exceeding the V6 turbodiesel's 600Nm.

As of now, there's no specific CO2 emission data, leaving its eligibility for benefits under the Clean Car Discount or Clean Car Standard unknown.

Ford promised an electric-only range of 45km but didn't provide details of the battery's size or the power available in this mode.

Users can opt between an EV-only mode, an automatic hybrid setting, or a 'save' mode to conserve battery power. The EV-only function can be geofenced which potentially is useful for upcoming low-emission zones or specific worksites.

The planned maximum braked towing capacity for the Ranger Plug-In Hybrid stands at 3500kg, matching its diesel counterparts.

The PHEV will also incorporate Pro Power Onboard, allowing users to power their tools or appliances, whether on worksites or remote camping locations.

The vehicle offers 230 volts at 10 amps outlets in both the cargo bed and the cabin, with the onboard inverter expected to exceed 3kW.

Simon Rutherford, Ford New Zealand's managing director, says he's excited about this electrified option for one of New Zealand's most popular vehicles.

"We're excited to soon introduce the Ranger Plug-In Hybrid to our NZ customers," Rutherford says. "As New Zealanders made the shift towards electrified vehicles, the Ranger Plug-In Hybrid would play a crucial role in Ford's global mission to decrease transportation emissions.

"It's designed to cater to our diverse customer base in New Zealand, and we believed it would appeal to retail, business, rural, and urban customers alike."

With the PHEV's announcement, by 2025, barring the Everest based on the Ranger, all other Ford models, including the Mustang and Mustang Mach-E, would have an electrified counterpart.

Other models like the Puma, Focus, and Escape are slated to have hybrid or BEV variants. The Mach-E would be fully electric, while the Transit range - Cargo, Custom, and Courier - would be available as BEVs.

BROAD APPEAL

Rutherford told **FleetTalk** he believed the PHEV would resonate widely.

"I see a diverse range of users, from rural to business, opting for this. They aren't compromising, and it's unmistakably a Ranger. We wouldn't have ventured into this if it didn't embody the essence of the Ranger."

However, Rutherford acknowledged its limited electric range might not meet everyone's needs.

"While some people spend long hours on the road, others might only drive to their worksite, use it there, and depart at day's end."

Rutherford felt that PHEVs might offer a cost advantage as they aren't levied with Road User Charges when running partially on electricity, at least until a universal RUC is introduced.

This model would also help Ford New Zealand meet its clean car commitments and reduce its average CO2 emissions.

"Definitely, we're highly supportive. Standards are crucial, as seen globally. However, the current system might inadvertently disadvantage those without access to alternative options," Rutherford added.

There wasn't any assurance that the ute would align with the evolving standards upon its launch.

When questioned if potential Standard penalties might prioritise NZ in the supply chain, Rutherford responded: "the corporation has to balance between supporting global compliance and achieving optimal returns on limited resources."

FLEXIBLE FINANCE FOR YOUR FLEET

UDC Finance has been financing Kiwi businesses' vehicles and assets purchases for more than 85 years.

It's one of the largest finance companies operating in New Zealand and is New Zealand's largest non-bank lending institution.

UDC says it has extensive experience across many industries, including transport, civil construction, forestry, and agriculture.

Also, it provides flexible finance for fleets, from cars and utes through to heavy vehicles and equipment.

If customers are looking for finance for one or two vehicles, or a full fleet, UDC can provide tailored finance for all types of company vehicles.

Alistair Doyle, regional manager – commercial for UDC Finance's northern region, identifies some UDC Finance products which are especially fleet focused.

"UDC have different revolving credit facilities available where lending is secured against the company's fleet assets.

"This can be structured through different payment plan options to suit your cashflow requirements.

"Alternatively, we can also offer a pre-approved credit limit facility if you regularly purchase assets, but your fleet is not extensive," Doyle says.

"Either facility is useful to business customers, especially small and medium enterprises (SMEs), looking for finance which allows them to grow and upgrade their fleet.

"What we offer are finance products which are simple, flexible and suit the business needs of those customers."

UDC provides a very viable option for organisations looking to own, rather than lease vehicles.

For many SMEs, short- or long-term vehicle ownership can prove to be a much better and more attractive option.

UDC says it operates a 'keep it simple' model, allowing businesses to buy vehicles and grow based on understanding the assets.

It understands that businesses are looking for finance that allows them



ALISTAIR DOYLE

to grow and upgrade the fleet, but it must be simple, flexible and suit their business needs.

Key benefits:

- UDC has a nationwide team of specialists with extensive finance experience. Operators can meet local, dedicated commercial managers if they wish.
- If a business is looking for single vehicle finance, UDC offers an easy online application process with a prompt turnaround.
- Businesses can borrow against new or existing assets.
- UDC offers fixed or floating interest rates for loan terms.
- UDC has flexible repayment

structures to suit a business' cashflow.

If businesses visit the Fleet Finance section of udc.co.nz, they'll find some useful information there, the company says.

Contact details for all UDC's commercial managers are also on the site. UDC is located all over the country so there will be a local rep who will come and meet organisations operating fleets of vehicles or equipment.

Disclaimer: *this article is a general market commentary and does not constitute financial advice. UDC Finance Limited lending criteria, fees, standard terms and conditions apply to any loan.*



MITSUBISHI FORMALISES PARTNERSHIP WITH TASKFORCE KIWI

Mitsubishi New Zealand has formalised a loan vehicle agreement with Taskforce Kiwi, following its support of the not-for-profit's Cyclone Gabrielle disaster relief response earlier this year.

The distributor has agreed to supply the organisation with three Triton utes for community projects in Auckland, Wellington, and Christchurch.

Mitsubishi NZ chief executive **Warren Brown** says the partnership is "a small contribution within the greater scope of the invaluable work undertaken by Taskforce Kiwi's team of volunteers".

Established in September 2022, Taskforce Kiwi consists of former members of the defence force, police, and emergency services, who volunteer alongside members of the wider community to offer their skills and experience to help communities "on their worst day".

The volunteers work with emergency management agencies, local government and community organisations to provide natural disaster relief.

So far, Taskforce Kiwi has deployed 222 volunteers in response to six events in New Zealand, Australia, and Canada, totalling 6888 volunteer hours.

Events include flood relief in Hawke's Bay, Auckland and New South Wales, and wildfire response in Canada.

HELP FOR HAWKE'S BAY

After Cyclone Gabrielle in February, Taskforce Kiwi sent 165 volunteers to help with debris clearance, missing

person searches, needs assessments, and aid coordination.

One essential requirement was quick availability of fit-for-purpose off-road vehicles, so Taskforce Kiwi national director **Richard Adams** contacted Mitsubishi NZ.

"I'd worked with a similar organisation across the Tasman, which had a relationship with Mitsubishi Motors Australia," Adams says.

"I managed to arrange contact with MMNZ and they were very quick to get on board.

"We had the conversation on a Thursday and by Saturday they had four Triton utes ready and waiting for us.

"We used the vehicles for 10 weeks and they proved vital to our work, enabling us to have a greater impact on the ground, because we could navigate uncertain and dynamic environments that we couldn't have accessed without them.

"We used the Tritons for recon - checking roads nobody had been through since the cyclone, some of which were still heavily inundated with water. And we knew we could deploy volunteers safely in those vehicles.

"As we're a not-for-profit organisation, having the Tritons on loan at no cost was a massive boost," he says.

Now that Mitsubishi has formalised the relationship, Taskforce Kiwi will receive three long-term loan vehicles for day-to-day operations and, when required, emergency disaster relief.



Mitsubishi will have additional vehicles on hold in case extra assistance is required.

"It means a lot to our organisation," said Adams. "We'll use them to help with volunteer training and community engagement, as well as disaster response when needed."

Brown says the Mitsubishi NZ team was only too happy to provide help when asked.

"Taskforce Kiwi does an incredible job punching above its weight to help local communities and those in need further afield.

"It embodies those great Kiwi traditions of volunteering, teamwork, and endeavour. As a people-focused business, we recognised this was a perfect opportunity to give something back to our local communities.

"In Triton, we had the right vehicle for the task at hand, so it really was a no-brainer from our point of view," he adds.

MANAGING EMPLOYEES WITH MEDICINAL CANNABIS PRESCRIPTIONS

The Drug Detection Agency (TDDA) is detecting higher rates of cannabis use during workplace drug screenings, attributing the rise to the wider use of the drug for medicinal purposes.

"Business leaders need to understand, mitigate risks, and address the issue immediately," says TDDA chief executive **Glen Dobson**.

"We're seeing cannabis trigger our testing devices regularly which isn't particularly new. What is new is that people in safety sensitive workplaces then show up with a prescription for cannabis.

"But just because the substance is legal doesn't mean it's safe to take it and get behind the wheel of a vehicle," he says

New Zealand's Medicinal Cannabis Act came into effect in 2020. Growers and distributors needed time to meet the government standards for product development and quality assurance.

TDDA attributes the gap between 2020 and 2023 detection rates to regulatory pressures, but now believes it's at a tipping point.

It says employers need to understand how to grapple with the challenge of integrating this change into existing drug and alcohol policies.

TDDA recommends businesses take professional advice to understand medicinal cannabis use in their workforce.

Like any prescription medication, such as opioids or painkillers, there need to be clear guidelines on company and employee expectations.

Businesses must integrate professional guidance into their substance policies and update them immediately to manage medicinal cannabis.

"Every business will eventually need to deal with substance issues, but having access to high-grade cannabis products will accelerate those issues," says Dobson.

TDDA recommends businesses consult with experts on drug and alcohol policies, employment law, and a doctor trained as a medical review officer (MRO).

Each is needed to craft an operational plan that mitigates workplace risks and protects a business' bottom line.

Understanding the pharmacological



aspects of medicinal cannabis, testing programmes and technologies, employee rights and employer obligations, is essential for businesses to protect their people and maintain a safe and compliant workplace.

OBLIGATIONS

Medicinal cannabis products contain non-psychoactive Cannabidiol (CBD) used for the treatment of pain, anxiety, and some cancers.

However, some medicinal cannabis products may also contain the psychoactive component in marijuana, THC (tetrahydrocannabinol), be CBD-based, or both, posing challenges for employers.

Those in safety sensitive industries will be most affected. Employers must understand their duty of care under the Employment Relations Act 2000, their compliance requirements for the Health and Safety at Work Act 2015, and operating within the Privacy Act 2020.

Employment information as well as medical testing information can quickly fall foul of privacy laws.

Employers have an obligation to ensure the safety of all employees. But only if a good substance policy is in place will employees have an obligation to inform their employer of relevant prescription medications.

Also, employers must carry out testing in a fair, compliant, and transparent manner. It's essential to update workplace drug and alcohol policies to include guidelines for medicinal

cannabis.

"If an employee is affected by medicinal cannabis at work, even if its prescribed, it will affect their ability to safely execute their duties," says Dobson.

"The substance creates a minefield to navigate, and it poses a risk to the employee, their peers, the business and the public.

"Employers must understand these products can adversely affect cognitive abilities and motor function," he says.

THC, the psychoactive component in many medicinal cannabis products, impairs cognitive functions and motor skills, posing risks in any industry.

Additional symptoms include issues with memory, attention, decision-making, poor judgment, mood swings, and irritability.

"CBD or low THC forms of this drug are particularly problematic. If an employee has a prescription, it's important to work with a MRO to understand if the employee's needs are in alignment with the requirements for the role," says Dobson.

"Medicinal cannabis is here, and it's in New Zealand's workplaces. It can be a high potency substance and it needs to be treated as one, it brings risk to any workplace.

"If someone is driving a company car, you need to have a plan to address the issue. Don't get caught on the back foot," he says.



TOP OF THE CLASS FOR ELECTRIC VEHICLES

Based in Hamilton, the Waikato Institute of Technology (Wintec) is one of the country's best-known institutes of technology.

With a reputation for delivering high-quality education across vocational-technical and professional fields, it serves around 13,000 students at any one time.

And that means staff and students are often on the go.

Wintec's main goals were to reduce its total fleet carbon emissions, while reducing the size of its fleet.

By using the vehicles due for replacement as a first round to test EV appetite and uptake, Wintec was able to assess its long-term goal of a fully electrified passenger fleet.

HOW DID WE SOLVE IT?

It contacted We.EV. By crunching the numbers to understand Wintec vehicle use and distances travelled, it designed a unique solution that would work for everyone.

The opportunity to do a pilot transition was a smart move, allowing Wintec to finance the initial investment, test uptake, and ask for feedback.

"After our initial analysis, it became clear that EVs could easily replace Wintec's Internal Combustion Engine (ICE) vehicles and provide the carbon emissions reduction they were looking for," We.EV says.

WHAT WAS THE RESULT?

We.EV recommended Wintec buy

eight Hyundai Ioniq EVs and install nine chargers, complete with smart charging and dynamic loading, to help reduce local network load.

This not only optimised costs but also helped maintain vehicle battery health.

The Ioniq was chosen for its range capability, which covered 99% of all daily trips and allowed for a 92% reduction in kg of CO₂ equivalent (CO₂e) per 100km (an average of around three tonnes of CO₂e per year per vehicle).

SMARTER THAN YOUR AVERAGE EV

For Wintec, We.EV's experience mattered. "It had heard about us introducing EV fleets to other organisations and understood the importance of investing time into change management and education rather than just let people 'get on with it' with new vehicles," We.EV says.

This was essential to get positive buy-in from the widest possible audience of users.

"Though it's still early days, the results have been impressive so far - with a new 'EV steering group' driving the change and ensuring the project went smoothly."

In partnership with We.EV, Wintec will continue monitoring EV uptake within the organisation so it can help its users on the journey of transitioning to a more sustainable fleet.

"Having worked with We.EV in the past to assist in transitioning a large

portion of our fleet to electric it was a bit of a no-brainer to collaborate again for our next phase," says Joanna Mills, Wintec's office and vehicle services coordinator

"Unfortunately, this time it was a smaller fleet as some of our current vehicles were unable to be replaced with electric ones.

"We.EV understood our needs and were fantastic in delivering on-time to ensure we could capitalise on an external subsidy and were mindful of the many users in our organisation.

"For example, we went with tethered charger cables so that staff would never be onsite with a fleet car and no cord to re-charge. This continues to alleviate some range anxiety felt.

"We.EV were also great in supplying options and we know there are still developments we could make in becoming more sustainable in future.

"Should we be able to invest further in this area we could install solar to power chargers..."

"We consider our project a success and would recommend We.EV to any business starting the electric vehicle journey," Mills adds.

Eight new EVs saved 40 tonnes/year of CO₂, achieved a 38% reduction in addressed fleet, and 99% of trips were within the cars' range.

Contact We.EV to have an informal chat about your EV needs on www.we-ev.co.nz.



EASY TO DRIVE OPEL AN ATTRACTIVE PROPOSITION

WORDS:
MIKE STOCK

Intuitive is a word you'll find frequently in reviews of cars, or in publicity bump generated by carmakers.

Driving this or the other car is intuitive, we're told. In other words, instinctive which is a rather strange way of talking about an activity like driving which, essentially, is a learnt skill.

Ludicrously, you'll find reference to the operation of infotainment systems or onboard computers described as intuitive.

Few of them are the same or operate in the same way, and even the most basic systems are idiosyncratic, not intuitive. Operating them may become second nature after weeks or months of use. But intuitive?

If there are intuitive cars, it's Japanese makes, especially Toyotas which seldom are described as intuitive by motoring writers but are as near to intuitive to use as any machine can be.

Jump into any Toyota and you'll find almost all of the controls in the same place, regardless of the model, and you can operate the car immediately without thinking about what you're doing - driving it intuitively, if you like.

In fact, intuitive has become an automotive buzz word, a convenient and fashionable way of describing a

car or in-car system as being easy to use.

And I've just experienced a car that's as easy to use as any car I've ever driven.

I'm talking about Opel's strikingly handsome Astra hatchback.

Previous Astras have been good to drive, but the new Astra which nicks some styling cues - particularly around the front of the car - from former brand owner General Motors' Chevrolet Camaro ponycar, goes one better.

In fact, it's almost disarmingly easy to drive. Its user-friendliness manifested itself almost immediately after I got comfortable and adjusted the mirrors and ventured on to the road outside Opel's New Zealand HQ in Auckland's Mt Wellington.

After heading down the hill and waiting at the traffic lights, I felt as at-home as if I'd been driving the Astra for weeks.

The steering through the flat-bottomed steering wheel (which was a shade too large for my taste) was smooth and accurate, the eight-speed automatic's gearshifts were slick and satisfying, the brakes held no surprises.

The last-mentioned were progressive and free of the grabbing you often



encounter in a new-to-you car until you get a feel for the right pedal pressure.

In short, within a few hundred metres, I felt completely at ease with the car and told myself so.

Intuitive? No. I had to work out how to dial up my favoured radio station, and I had to remind myself that the indicator stalk was on the left side of the steering column.

But easy to drive, yes. In driving terms there were no hidden foibles, just a comfortable sense of familiarity in a car I'd been acquainted with for only a few minutes - the sign of a well-designed car that anyone would feel confident operating.

My liking for the Astra grew as the week progressed. The driver's seat was supportive and comfortable, noise levels low even on coarse chip-sealed roads, and the cabin was a pleasant place to be.

Continued on the next page

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There were adjustments to be made – the aforementioned Eurocar stalk arrangement and getting used to the raspy exhaust note from the three-cylinder Stellantis petrol motor that's also found in Citroens and Peugeots.

In the Astra, it's a turbocharged 1.2-litre that develops 96kW at 5500rpm and 230Nm of peak torque that comes into play from a usefully low 1750rpm.

It has a willingness to rev and the peak torque arriving at relatively low revs ensures good mid-range punch.

But with a 9.7-second 0-100km/h time, performance is brisk rather than urgent, though Opel quotes a respectable top speed of 210km/h.

Raspy the exhaust note may be, but the close-ratio eight-speed auto plays an engaging and intoxicating soundtrack as the car accelerates up through the gearbox.

Unlike some other Stellantis products using a similar engine/gearbox combo, the Astra will actually get into eighth gear in open road running.

Aside from the tight rear cabin legroom, open road driving produced the only other disappointment I experienced with the Astra.

After its incredible user-friendliness in city running, I was looking forward to stretching the stylish German hatchback's legs on our regular test route which mixes some ultra-tight country roads with state highway and motorway running.

I dialled up Sport mode but there didn't seem to be much difference. There was a tightening of the steering, a slight stiffening of the ride but none of the urgent "clawing" of the pavement found often when you switch to Sport mode.

Maybe it's because the chassis is so accomplished anyway but there didn't seem to be the expected transition from brisk city car to urgent road runner that I had been anticipating. Handling was good – skewed to mild understeer in the interests of stability and safety – and there's grip to spare but the Astra wasn't the engaging open road drive I'd been anticipating. Competent, sure, but thrilling...? No.

Safety is well catered for, with vice-free handling and excellent brakes, six airbags, dual IsoFIX child seat anchors and top tethers, and long-range blindspot monitoring and warning.

Driver aids include lane keeping assist, rear cross traffic alert, active emergency braking with pedestrian



and cyclist detection, driver attention alert and forward collision warning, and adaptive cruise control with stop/go function.

There's also a tyre pressure monitoring system and keep-you-out-of-trouble-with-the-law features that include speed limit and traffic sign recognition.

Headlights are LED pixel, and there are LED daytime running lights and taillights. Headlights and windscreen wipers deploy automatically in low light and rain showers.

Wheels are attractive diamond cut alloys shod with grippy 225/40 R18 tyres.

The seats are upholstered in black Alcantara and leatherette, the driver's seat is adjustable electrically, and the front sports-style seats are heated, as are the exterior mirrors.

The parking brake is electrically-activated and the car has hill-start assist, the steering wheel is adjustable for rake and reach, and the reversing camera is clear and very easy to use.

There's a 10-inch touchscreen and 10-inch instrument cluster, a six-speaker sound system and wireless smartphone connectivity (Bluetooth, Apple Carplay, and Android Auto).

Standard paintwork is the test car's

Amber Yellow metallic. Spring for another \$550 and you can specify Jade White, Crystal Silver, and Carbon Black or Vulcan Grey metallic.

An extra \$950 over list price buys you Ruby Red or the very attractive pearlescent Cobalt Blue paintwork.

Our verdict.

Opel's Astra is stylish, emanates desirability, is well-equipped, and has comprehensive active and passive safety features.

It's an excellent urban car and has well-sorted open road handling and excellent grip without being overtly sporty.

But its ace card is its ease of driving. Fleet managers can be reassured they've put their drivers into a car that has no hidden vices or nasty surprises and is safe for drivers of all levels of experience.

It comes with a five-year/100,000km warranty and five-year roadside assistance programme.

Opel offers two service packages: three year/45,000km for \$1590 or five year/75,000km for \$2790.

It's easy on fuel with a quoted and achievable 5.1 litres/100km.

Retail prices is \$49,990 and we think the Astra provides good value for money.



HONDA ZR-V SPORT E:HEV

Price: \$55,000

Engine: 2.0-litre direct injection four-cylinder e:HEV

Power: 135kW

Torque: 315Nm

Transmission: e-CVT

Fuel consumption: 5.5l/100km

CO2 emission: 126g/km

HONDA'S COMMENDABLE FIRST EFFORT

WORDS: ROBERT BARRY
PICTURES: HONDA AUSTRALIA

Much like Toyota with the introduction of the Corolla Cross, Honda's first entry in to the medium-sized SUV market with the ZR-V Turbo and ZR-V Sport e:HEV models finds it in a very competitive and growing market segment.

Competitors include the third generation Nissan Qashqai which now has Nissan's e-Power brand of petrol/electric propulsion system, and the Hyundai Tucson with both hybrid and plug-in hybrid powertrains as does the Kia Niro.

The ZR-V shares the same platform as the Honda Civic which means in spite of its taller stance and longer suspension set-up, delivers very similar driving characteristics and a similar in-cabin experience, notably the unique dashboard design and comfortable seats.

It's 4.67 metres long and 1.67 metres tall, with seating for five people. In the boot, there's 370 litres of luggage space to the window line with the rear seats in situ, and 1300 with the rear seats folded.

The ZR-V also heralds a new family line-up of Honda SUVs and will sit between the all-new medium-large CR-V which arrives later this year and the all-new HR-V light SUV which is due in 2024.

THE TECH

The ZR-V Sport e:HEV is powered by an updated two-motor hybrid system matched with a 2.0-litre direct injection engine.

In a similar set-up to Nissan's e-Power system, the e:HEV sees the Honda 2.0-litre direct injection engine acting solely as a generator sending electric energy to a small traction battery which in turn powers an electric motor that drives the front wheels through a CVT automatic transmission.

The e:HEV system in the ZR-V Sport provides 135kW of power and 315Nm of torque which gives more than enough off-the-line response for a mid-sized family and fleet focused SUV.

Though the propulsion system might sound a bit complicated, the ZR-V Sport provides an EV-like driving experience without the need to plug in.

And it will mean fewer trips to the petrol pump thanks to its combined fuel economy of 5.5 litres/100km.

A tank of fuel should last more than 900km for the average driver using the car in a mixture of urban and open road running.

THE SPEC

Unsurprisingly, as the ZR-V range

flagshi in New Zealand the e:HEV Sport is comprehensively equipped and lacks for very little.

Standard equipment includes black leather upholstery, powered and heated front seats with driver memory, heated rear seats, 18-inch two-tone alloy wheels, 12 speaker Bose audio, body-coloured lower bumpers and wheelarches, drive mode select, wireless charger, sports pedals, blindspot information system, rear cross traffic alert, auto-tilt mirror in reverse gear, sat nav, 360-degree multiview camera, heated steering wheel, door line illumination, and an air purification system.

The Sport is differentiated further by a shift-by-wire gear selector, smart key card, tyre repair kit (no spare wheel), humidity sensor, blue-outlined Honda badges and an e:HEV badge on the delayed automatic soft-close tailgate.

As you'd expect from Honda, the fit and finish and the execution of the interior is flawless.

The dashboard design with its honeycomb textured air vents and HVAC controls mirrors the Civic's which means it's simple and intuitive to operate and the centrally mounted touchscreen has Apple CarPlay and Android Auto capability.

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On the safety front the ZR-V Sport has a full suite of Honda Sensing active and passive safety features which among other things detects and acts to avoid collisions and pedestrians and recognise important traffic signs.

THE DESIGN

Much like the new Honda Jazz which is a smoother and sleeker reinterpretation of the previous model, the Honda ZR-V continues the sleek aerodynamic design theme but without losing Honda's unique athletic identity.

The ZR-V features an elongated swage line which continues from the bonnet to over the swell of the rear fenders.

The low cowl provides greater visibility along with the outside mirrors, which are mounted on the doors positioned away from the A-Pillars.

Up front there's a black vertical grille with large intake that routes air through the bumper and around the front wheels, improving aerodynamic efficiency.

The adaptive LED headlights with active cornering lights accentuate the sporty design.

For a cleaner more contemporary look, laser-brazing technology eliminates the need for roof mouldings and the windscreen wipers hide from view under the bonnet line when not in use.

In the rear, the sculpted hatch and tailgate spoiler highlight the car's athletic proportions, and the outer edge of the taillights have been



shaped to improve aerodynamics.

THE DRIVE

The ZR-V Sport is one of the most engaging vehicles in the class thanks to its combination of smooth linear power from the e:HEV powerplant.

A taut suspension package provides Civic-like steering and handling through tight corners and in a straight line without sacrificing ride comfort.

Though the steering feels quite light in the default mode, switching to sport mode brings some much-needed heft to the wheel.

That means you can place the ZR-V very accurately on a winding road with the lane keeping assist maintaining a watchful eye in the background without becoming horribly intrusive.

The brakes at first seem a bit soft as regenerative hybrid systems often do but push the pedal a bit harder to

engage the friction brakes and the ZR-V will pull up firmly and quickly.

When cruising along the motorway the e:HEV powerplant is whisper quiet and very little road and wind noise permeates into the cabin thanks to Honda's judicious use of sound deadening material.

THE VERDICT

For a first attempt at the mid-size SUV market, Honda has ticked off most of the boxes with the ZR-V Sport e:HEV, except for the smallish boot capacity and 750kg towing capacity.

But it's a commendable effort and offers class leading dynamics and fuel efficiency.

For fleets considering a hybrid SUV such as the Nissan Qashqai, Hyundai Tucson, Toyota Corolla Cross, and Kia Niro, the ZR-V Sport is worthy of consideration when seeking an RFP from a leasing provider.





AMAROK STYLE

Price: \$75,000

Engine: 1996cc four-cylinder turbodiesel

Power: 154kW

Torque: 500Nm

Transmission: 10-speed auto

Fuel consumption: 8.3 litres/100km

CO2 emissions: 218 grams/km

A FLEET AND A FAMILY-FOCUSED AMAROK

WORDS & PICTURES:
ROBERT BARRY

Volkswagen's new Amarok ute family offers something for everyone.

The 3.0-litre V6 turbodiesel models come in an off-road focused Pan Americana specification from \$88,000 and the on-road focused Aventura specification is priced from \$90,000.

But the V6 models will account for only 50% of annual sales according to Volkswagen Commercial Vehicles New Zealand as it introduces two new four-cylinder 2.0-litre turbodiesels to the line-up.

The entry-level Life variant focused on the tool of trade fleet market will retail from \$65,000 and the Amarok Style tailored more towards user-choosers will retail from \$75,000.

All four Amaroks can tow 3500kg braked trailers, and have an 800mm wading depth, a differential lock, a five-star NCAP safety rating, and all come with the full range of five-star ANCAP rated safety features including nine airbags.

To help with towing, all four have an adjustable blindspot system which can be programmed to take account of

the length of the trailer attached to the vehicle.

More than 7700 of the previous generation Amarok were sold in New Zealand since the model arrived here in 2010.

So, 13 years later, does the new generation live up to customer expectations?

AMAROK LIFE

Although Volkswagen NZ believes the new Amarok Life will account for only 16% of total sales, its arrival gives the brand an opportunity to speak to a broader market, particularly fleets.

I think there will also be a few tradespeople who will look at the safety attributes and the value of standard equipment offered by the Life and choose it over Japanese competitors.

The Life is well specified as a fit-for-purpose workhorse, with a full range of active and passive safety features, including traffic sign recognition, radar cruise control, and lane keep assist.

It also comes with LED headlights, LED daytime running lights and LED

foglights, reversing camera, rain sensing wipers and auto headlight function, power adjustable and heated folding side mirrors, privacy glass, a light in the cargo tray, tie-down hooks, and front and rear fitted mudflaps.

Except for the folding vinyl tonneau cover for the rear cargo bed and a removable tow ball and tongue, our Life review vehicle in Agate Black with 17-inch Cobra alloys pictured here was completely standard.

For me the simple and uncluttered look of the Life with its all-black exterior, clean lines, and attractive alloy wheels was a winner, and I think there will many buyers who appreciate its practicality.

Inside the cabin the manually adjustable front seats are upholstered in a comfortable yet no doubt hard wearing grey cloth upholstery.

There's a leather clad steering wheel, front and rear floor mats, dual zone air-conditioning, six-speakers for the audio system, wireless mobile charging and app-connect with mirror link for Apple Car Play and Android Auto.

Continued on the next page



AMAROK LIFE

Price: \$65,000
 Engine: 1996cc four-cylinder turbodiesel
 Power: 125kW
 Torque: 405Nm

Transmission: Six-speed auto
 Fuel consumption: 9.2 litres/100km
 CO2 emissions: 242 grams/km

Continued from previous page

Also, it comes with a conventional gearshift, rather than the electronic set-up of its more expensive siblings, and even an old-fashioned ignition key, which is a novelty in a \$65,000 vehicle.

In spite of being the least powerful of the four models, the Life offers plenty of responsiveness from its single turbocharged four-cylinder diesel engine thanks to its fairly slick-changing conventional six-speed automatic.

On the road, it's also one of the most refined tool-of-trade vehicles which reflects the four years of development work in Australia.

More than 20 Volkswagen engineers were seconded to Geelong to ensure it was infused with the brand's DNA.

Part of this DNA includes four-wheel disc brakes, the ability to carry a Euro-sized pallet between the tray's wheelarches, and locating the rear leaf springs outside the chassis rails.

Volkswagen tuned the suspension to have a distinctly comfortable ride but not at the loss of handling or capability.

And this was matched by the engine software being cadenced in a manner that was familiar to owners of older Amaroks.

I drove the old four-cylinder Amarok utes in their heyday, and the Life more than measures up as a modern

replacement.

AMAROK STYLE

The next cab off the rank in the Amarok range is the \$75,000 Style which is fitted with a twin-turbocharged 2.0-litre diesel engine and the 10-speed automatic.

VW, believes it will account for 33% of annual Amarok sales.

The Style variant is tailored more towards user-choosers and small business owners looking for a functional yet well-appointed vehicle for commercial and personal use.

The \$10,000 price differential from the Life brings cosmetic and utility enhancements like side steps, rear tray mounted chrome sports bar, chromed rear bumper cappings, chromed side mirror cappings, chromed door handles and lower window trim, and satin-finish radiator grille bars and lower front bumper valance.

Completing the Style's more blinged-up appearance are the 18-inch Amadora alloy wheels in a machined chrome and black finish. It also comes with a tub liner fitted as standard.

The Volkswagen external design cues are clearly highlighted by the Style, from the squared off wheelarches to the X-shaped front grille, and the C-shape lights front and rear. The C-shape theme continues into the

interior.

Inside, the newly designed front seats were created with specific Volkswagen foam. The indicator and wiper stalks remain on the European side of the multifunction steering wheel.

And the stitched leather-look dashboard and textured toggle buttons on the central console beneath the large 12-inch centre digital cluster complete the VW-ness of the interior.

The Style ups the ante on the Life with Art Velour upholstery, factory-fitted navigation, a 10-way powered adjustable driver's seat, and heating for both front seat occupants.

On the road the additional power and torque of the twin turbo engine in the Style benefit from the extra cogs in the 10-speed automatic transmission.

It's a responsive performer from standstill, but will cruise quietly on the open road, feeling equally as comfortable and well planted as its less powerful sibling.

In conclusion, both four-cylinder Amaroks are well equipped and capable vehicles, and for some buyers the \$10,000 premium of the Style will be more than worth it for more power and more specification.

Others (myself included) will be more than happy with the value package offered by the Life.



CARTER'S TECHNOLOGY SOLUTIONS MANAGER DAVID DELLABARCA, LEFT, AND HYUNDAI TRUCKS NATIONAL MANAGER JIM ROSE.

DUAL-POWER SOLUTION DELIVERS FOR CARTER'S

Carter's Tyre Services has introduced to its fleet 37 Hyundai Mighty EX9 light-duty trucks configured with Allison fully automatic transmissions that drive both the truck and its air compressor unit.

Previously, Carter's had used trucks with an automated manual transmission (AMT) and the air compressor units used to inflate tyres had their own ancillary engine that sat behind the cab taking up valuable space.

In a custom arrangement between Hyundai and Allison Transmission, the use of a wider-chassis Hyundai Mighty enabled fitting the truck with both a power take-off (PTO) and a high-performing vehicle mounted air compressor (VMAC) screw.

Benefits of the one-engine application include reduced vehicle weight, simpler installation with fewer components and reduced fuel consumption, which halves service requirements and creates much-needed extra space for Carter's to attend roadside incidents.

Allison Transmission Australia and NZ sales manager **Robert Cavagnino** says ease of use and bespoke applications like this one deliver tangible business benefits and are the main reasons fleets switch to fully automatic transmissions.

"As roadside assist vehicles, a Hyundai Mighty equipped with an Allison 1000



THE HYUNDAI MIGHTY IS FITTED WITH THE ALLISON 1000 XFE FULLY AUTOMATIC TRANSMISSION WITHIN WIDER EX9 CHASSIS TO ENABLE ONE ENGINE TO POWER BOTH THE VEHICLE AND THE AIR COMPRESSOR.

xFE, provides quick acceleration and ease of operation that assists with response time whilst also reducing the risk of drivetrain wear that inexperienced drivers can cause in manual vehicles.

"Thanks to an unwavering support of Allison Transmission's New Zealand distributor, TDX, we were able to work closely with Hyundai and Carter's to deliver this unique application," Cavagnino says.

"Key to this was opting for the correct power take-off ratio and ensuring the transmission control module's selectable parameters were set correctly for the air compressor application."

Carter's agreed it was a better set-up running from the main vehicle engine with no need for a compressor-engine

taking up room in the back.

"That space is really useful for a roadside assist business to keep spare parts and tyres," says Carter's Tyre Services director **Gary Carter**.

"Not to mention having one less engine means less noise, less fuel, less emissions, and we don't have two sets of moving parts to service and maintain."

Meanwhile, Hyundai trucks national manager **Jim Rose** says the first of the 37 units was delivered last year and the last of the current order is hitting the road this month.

"The fleet is running really smoothly. Hyundai prides itself on delivering quality, application-specific vehicles and we're always confident when there's an Allison involved," Rose says.



RECORD ORDER FOR 900 ECANTERS IN JAPAN

Fuso's latest eCanter electric truck has received the model's largest single order to date with 900 units set for Japanese door-to-door delivery service firm Yamato Transport.

It marks the world-first introduction of the new edition light-duty battery electric model following its first release in 2017.

Yamato bought 25 first generation eCanters in 2017 and based on the results of its utilisation in home delivery and other logistics services, decided to introduce around 900 units of the new model nationwide.

The transport firm is introducing the eCanter as part of its efforts to achieve a 48% reduction in greenhouse gas emissions by 2030 (compared to FY2020), followed by virtually zero greenhouse gas emissions by 2050.

The new eCanters delivered to Yamato Transport include standard cab with the small battery option which includes 41.3kWh and a range of up to 70km.

The vehicle features three compartments for dry, refrigerated, and frozen functions and delivers a maximum payload capacity of two tonnes.

The narrowest standard cab vehicle

newly added to the line-up with the new eCanter model is more manoeuvrable, making it suitable for deliveries around town, the company says.

In addition, the charging port is mounted at the rear of the vehicle for easy daily charging and loading or unloading of cargo.

"The introduction of EVs is one of the most important initiatives to promote our sustainable management," says Yamato Transport president **Yutaka Nagao**.

"In introducing EVs, it's important that they're easy to use for employees as well as environmentally friendly and have good performance.

"The understanding and cooperation of the vehicle manufacturer is essential.

"We'll continue to promote our efforts to realise a sustainable society in cooperation with our partners and the local community," Nagao says.

The next generation eCanter was launched earlier this year in various European markets, Japan, and several overseas markets. Last month Fuso introduced the eCanter for the first time in Indonesia and Chile.

In New Zealand and Australia, a Fuso spokesperson says it's too early to say

when the latest models might arrive.

The next generation model will feature 28 variants for the Japanese market and more than 80 for overseas markets to meet a wider range of logistics needs.

This is made possible through new eAxle engineering which integrates the motor with the rear axle, allowing for a more compact drivetrain, Fuso says.

In addition to the current 7.5 tonne (GVW) model, the new vehicle comes in weight classes ranging from five tonne to eight tonnes in Japan and starts from the four-tonne class for overseas models.

Fuso has equipped the latest model with different battery pack options ranging from small through medium to large.

A new modular concept for the batteries means the vehicle can house one to three batteries in the wheelbase.

Fuso has also presented the next generation eCanter with a roll-off tipper for the first time in Europe.

It was part of the company's promise to deliver an expanded line-up of applications along with the modular battery concept to offer different driving ranges.

NEW VEHICLE SALES BY BUYER TYPE AUGUST 2023

	MONTH	YTD
PASSENGER - BUSINESS		
TOYOTA RAV4	407	2,279
FORD ESCAPE	151	600
FORD EVEREST	137	764
MITSUBISHI OUTLANDER	110	890
TOYOTA COROLLA	104	545
TOYOTA HIGHLANDER	90	551
MAZDA CX-5	84	717
MITSUBISHI ECLIPSE CROSS	84	883
TOYOTA YARIS	83	344
HYUNDAI TUCSON	81	735
SUZUKI SWIFT	69	825
KIA SELTOS	58	456
MG ZS	52	860
MAZDA CX-60	46	51
HYUNDAI SANTA FE	44	476
BYD ATTO 3	42	546
NISSAN X-TRAIL	41	432
SUBARU OUTBACK	40	315
MG 4	39	40
TOYOTA LANDCRUISER	33	288
OTHER	1256	17837
TOTAL	3051	30106
PASSENGER - GOVERNMENT		
TOYOTA RAV4	59	265
MITSUBISHI ECLIPSE CROSS	30	260
TOYOTA COROLLA	27	130
MITSUBISHI OUTLANDER	26	101
SKODA KODIAQ	19	47
BYD ATTO 3	14	222
HYUNDAI KONA	13	189
TOYOTA COROLLA CROSS	7	21
HYUNDAI SANTA FE	6	21
TOYOTA HIGHLANDER	6	34
OTHER	15	1165
TOTAL	222	2455
PASSENGER - RENTAL		
KIA STONIC	136	518
KIA SORENTO	112	334
NISSAN X-TRAIL	94	469
KIA NIRO	52	536
KIA SPORTAGE	45	79
MITSUBISHI ECLIPSE CROSS	36	377
SUZUKI SWIFT	30	455
FORD ESCAPE	30	
MITSUBISHI OUTLANDER	24	394
NISSAN QASHQAI	20	145
OTHER	70	4406
TOTAL	649	7713

NEW VEHICLE SALES BY BUYER TYPE AUGUST 2023

	MONTH	YTD
LIGHT COMMERCIAL - BUSINESS		
FORD RANGER	604	5,436
TOYOTA HILUX	407	4,906
TOYOTA HIACE	131	1,018
MITSUBISHI TRITON	124	1,813
TOYOTA LANDCRUISER	76	392
NISSAN NAVARA	60	802
FORD TRANSIT	48	508
HYUNDAI STARIA LOAD	33	259
ISUZU D-MAX	28	620
LDV G10	18	237
RAM 1500	15	129
VOLKSWAGEN AMAROK	14	300
MAZDA BT-50	9	248
SSANGYONG RHINO	9	97
CHEVROLET SILVERADO 1500	7	75
VOLKSWAGEN T6	7	59
MERCEDES-BENZ VITO	6	31
PEUGEOT EXPERT	6	66
VOLKSWAGEN CRAFTER	6	103
JEEP GLADIATOR	4	12
OTHER	25	902
TOTAL	1637	18,013
LIGHT COMMERCIAL - GOVERNMENT		
FORD RANGER	22	360
MITSUBISHI TRITON	18	420
TOYOTA HIACE	10	68
TOYOTA HILUX	10	358
FORD TRANSIT	3	14
TOYOTA LANDCRUISER	3	6
HYUNDAI STARIA LOAD	2	73
MERCEDES-BENZ SPRINTER	2	22
PEUGEOT EXPERT	1	2
OTHER	0	77
TOTAL	71	1400
LIGHT COMMERCIAL - RENTAL		
FORD RANGER	80	357
MERCEDES-BENZ SPRINTER	23	29
TOYOTA HILUX	2	143
FORD TRANSIT	1	3
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
MITSUBISHI TRITON	0	37
OTHER	0	153
TOTAL	80	729

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

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

PRICELIST		
MODEL	ENGINE	PRICE
M850i xDrive Gran Coupe	4.4 TwinPower Twin Turbo 8-cylinder petrol	\$276,900
M8 Competition Coupe	4.4 M TwinPower Turbo 8-cylinder petrol engine	\$347,900
M8 Competition Gran Coupe	4.4 M TwinPower Turbo 8-cylinder petrol engine	\$341,900
M40i Roadster	3.0 TwinPower Twin Turbo 6-cylinder petrol	\$139,900
CITROEN <i>For more information on Citroen's fleet offerings visit www.citroen.co.nz to find your local Citroen Dealer and their Fleet Specialist will be able to assist you further.</i>		
C3	1.2L PureTech 110 EAT6	\$32,990.00
NEW C3 Aircross SUV	1.2L PureTech 110 EAT6	\$39,990.00
NEW C4	1.2L PureTech 155 EAT8	\$42,990.00
C5 Aircross SUV	1.6L PureTech 180 EAT8 S&S	\$54,990.00
FORD <i>For more information on Ford's fleet offerings visit www.ford.co.nz to find your local Ford Dealer and their Fleet Specialist will be able to assist you further.</i>		
Fiesta	1.5L ST Hatch	(Manual) \$39,990.00
Fiesta	1.5L ST Hatch	(Manual) \$41,990.00
Focus (2021.75MY)	1.5L Active Hatch Petrol, 8AT	\$37,990.00
Focus (2021.75MY)	1.5L ST-Line X Petrol, 8AT	\$42,990.00
Focus (2021.75MY)	2.3P ST Hatch Petrol, 7AT	\$59,990.00
Focus MHEV (2022.50MY)	1.0L Active MHEV Hatch Petrol, 8AT	\$38,490.00
Focus MHEV (2022.50MY)	1.0L ST-Line X MHEV Petrol, 8AT	\$42,990.00
Focus MHEV (2022.50MY)	2.3P ST Hatch Petrol, 7AT	\$59,990.00
Mustang (2021.50MY)	High Performance 2.3L Fastback	\$67,990.00
Mustang (2021.50MY)	5.0L GT Fastback	\$82,990.00
Mustang (2021.50MY)	5.0L GT Convertible	\$87,990.00
Mustang (2022.25MY)	High Performance 2.3L Fastback	\$69,990.00
Mustang (2022.25MY)	5.0L GT Fastback	\$84,990.00
Mustang (2022.25MY)	5.0L GT Convertible	\$89,990.00
Puma	1.0L Titanium Petrol, 7SP, AT	\$35,490.00
Puma	1.0L ST-Line Petrol, 7SP, AT	\$38,490.00
Puma MHEV (2022.5)	1.0L Titanium MHEV Petrol, 7SP, AT	\$35,990.00
Puma MHEV (2022.5)	1.0L ST-Line MHEV Petrol, 7SP, AT	\$38,990.00
Escape	2.0L EcoBoost, Petrol, 8AT, FWD	\$42,990.00
Escape	2.0L ST-Line, Petrol, 8AT, FWD	\$47,990.00
Escape	2.0L ST-Line, Petrol, 8AT, AWD	\$50,990.00
Escape	2.0L EcoBoost ST-Line X, Petrol, 8AT, AWD	\$55,990.00
Escape	2.5L PHEV, Petrol, CVT, FWD	\$60,990.00
Escape	2.5L PHEV ST-Line X, Petrol, CVT, FWD	\$66,990.00
Everest	2.0L BiTurbo Sport AWD Diesel	\$75,490.00
Everest	2.0L BiTurbo Titanium AWD Diesel	\$80,490.00
Ranger (2021.25MY)	4x2 XL Single Chassis Cab 6AT, 2.2L	\$43,190.00
Ranger (2021.25MY)	4x2 XLT Double Cab Wellside, 6AT, 3.2L	\$52,990.00
Ranger (2021.25MY)	4x2 FX4 Double Cab Wellside 10AT, 2.0L Bi-Turbo	\$56,990.00
Ranger (2021.25MY)	4x4 XL Single Chassis Cab 6AT, 3.2L	\$51,690.00
Ranger (2021.25MY)	4x4 XL Super Chassis Cab, 6AT, 3.2L	\$57,690.00
Ranger (2021.25MY)	4x4 XL Super Cab Wellside 6AT, 3.2L	\$59,190.00

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

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

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

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

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

PRICELIST		
MODEL	ENGINE	PRICE
MGZS CVT 1.5L VIBE	MY21 MGZS CVT 1.5 VIBE	\$29,990
MGZST-1.3T EXCITE	MY21 MGZS 6AT 1.3T EXCITE	\$31,990
MGZST-1.3T ESSENCE	MY21 MGZS 6AT 1.3T ESSENCE	\$34,990
MGEV EXCITE	MY21 MGEV EXCITE 5DR SUV	\$49,990
MGEV ESSENCE	MY21 MGEV ESSENCE 5DR SUV	\$52,990
MGHS-7DCT-VIBE	MY21 MGHS 1.5T VIBE 5DR SUV	\$33,990
MGHS-7DCT-EXCITE	MY21 MGHS 1.5T EXCITE 5DR SUV	\$36,990
MGHS-7DCT-ESSENCE	MY21 MGHS 1.5T ESSENCE 5DR SUV	\$40,990
MGHS-7DCT-FWD-ANFIELD	MY21 MGHS 1.5T ANFIELD 5DR SUV	\$41,990
MGHS-6DCT-4WD-EXCITE X	MY21 MGHS 2.0T EXCITE 5DR SUV	\$43,990
MGHS-6DCT-4WD-ESSENCE X	MY21 MGHS 2.0T ESSENCE 5DR SUV	\$47,990
HS Plus EV	MY21 MGHS Plus EV EXCITE 5DR SUV	\$50,990
HS Plus EV	MY21 MGHS Plus EV ESSENCE 5DR SUV	\$54,990
MAZDA For more information on Mazda's fleet offerings visit https://www.mazda.co.nz/find-a-dealer/ to find your local Mazda Dealer and their Fleet Specialist will be able to assist you further.		
MAZDA2	Mazda2 1.5 Hatch SP15 Blackout 6AT	\$27,990
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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