

NEWS, ANALYSIS AND INSIGHT FOR THE FLEET INDUSTRY

fleettalk

JULY/AUGUST 2022

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CHANGE IS A CONSTANT THING



ROBERT BARRY
EDITOR

Hello there,

This month I celebrate 19 years as a professional journalist, and such a lot has changed since I started working for the former Suburban Newspaper Group, the remnants of which are now part of the Stuff empire.

Ironically, I did my journalism training at Wintec in Hamilton from June 2002 to July 2003, and this month I spent a night there, courtesy of EROAD, who invited our team to attend Fleet Day 2022.

Change has been a constant in my automotive reporting career. The popularity of sedans and station wagons has waned in favour of SUVs and utes, we've seen the demise of the Holden brand, and the rise and rise of new brands from China.

As the fleet world grappled with cost control and energy security post GFC, we saw the move from large six-cylinder petrol cars to turbocharged four-cylinder petrol and diesel engines.

Now the uptake of hybrids, plug-in hybrids, and full battery electric vehicles is accelerating rapidly and it's a good thing.

Imagine for a moment that if New Zealand's electrified vehicle fleet was such that we could stop importing billions of dollars of fossil fuel, and instead be completely self-sufficient.

Imagine if we had an electrified economy where we all shared modes of transport, be that e-scooter, e-bike, e-car, e-bus or e-rail.

Imagine if we got rid of congestion and pollution by pooling transport, and stopped driving the car 1km to the dairy to get a bottle of milk, which we're all guilty of.

Imagine if we could fully recycle the materials inside traction batteries and therefore reduce the amount of raw materials we dig up every year to feed the automotive monster we've created.

If this scares you, buckle up because it's going to happen.

Fleet Day 2022 is jointly supported by EROAD and the Waikato Regional Council and it was an eye-opener for many people from light and heavy fleets.

It was great to see heavy-duty electric trucks on display from Scania, Volvo, and E-Trucks, and light-duty electrics from Fuso and market newcomer JAC.

The light electric fleet was represented by Nissan, Hyundai, Kia, Polestar, Audi, Skoda, and the latest EV market entrant BYD (Build Your Dreams).

I was impressed by the line-up of speakers that EROAD and the Waikato Regional Council had invited to address the delegates.

There was a great deal of useful insight offered, and there was a great turn-out of industry suppliers exhibiting products and services.

More than 500 people attended the event and I suspect next year will again see a repeat performance.

Mark it on your calendar because this is an event that anyone with a fleet should attend. It's worth the effort to get to Hamilton.

We've got in depth coverage of Fleet Day 2022 in this issue.

Enjoy your reading.

Robert Barry
EDITOR



PEUGEOT'S SMALL VAN RETURNS TO KIWI MARKET

Peugeot's Partner small van is returning to the New Zealand market with a petrol engine and two different wheelbase options to complement its larger stablemate the Expert.

Auto Distributors New Zealand (ADNZ), the official local importer for the Stellantis-owned Peugeot brand says it will also introduce a fully electric e-Partner in early 2023.

ADNZ chief executive **Chris Brown** says the e-Partner will be available in short- and long-wheelbase, and will have the same dimensions and cargo capacity as the ICE model.

It will have an anticipated range of 275km and should qualify for the Clean Car rebate.

"It's very exciting for us to have the electric version to look forward to, in the meantime our focus is on the successful launch of the petrol-powered Partner," Brown says.

The Partner has loadspace of up to 4.4 cubic metres and both models

can accommodate two pallets with a payload of up to 1000kg.

Rear barn doors open 180-degrees to help loading, and there are sliding cargo doors on both sides of the van.

Both variants use a 1.2-litre three-cylinder turbo petrol engine which develops 96kW of power and 230Nm of torque.

An eight-speed automatic transmission with Start and Stop fuel-saving technology contributes to a combined fuel consumption of 6.7 litres/100km, and carbon emissions are 151g CO2km. Thanks to its neutral band emissions ranking, it doesn't attract a Clean Car penalty.

The Peugeot Partner is available from \$45,990 for the Standard model, while the Long Wheelbase model has a maximum retail price of \$48,990.

Both offer a five-year/100,000km mechanical warranty and five-year/100,000km roadside assistance. A range of extended warranty options is available, as well as service plans.

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EROAD FLEET DAY ATTRACTS 500

More than 500 delegates from major fleets attended Fleet Day 2022 at the Claudelands Event Centre in Hamilton.

Supported by EROAD and the Waikato Regional Council, the event looked at electrifying the light and heavy vehicle fleet.

Most of New Zealand's light battery electric vehicle brands were on display, along with light-duty and heavy-duty electric trucks.

Trucks on show included the Fuso eCanter and the first one on the road for Genesis Energy, Scania's new electric truck, Volvo's soon to be launched medium-duty FL Electric, and a JAC light-duty electric truck.

Also on show were battery-swap trucks fresh on the road for Fonterra and Mainfreight through local distributor Etrucks.

Fleet Day 2022 had two stages and more than 30 exhibitors. Discussions around safety and sustainability in transport along with electric vehicle technology were among major topics.

It was a chance to gain insight into challenges and solutions in vehicle technology, road safety, and tackling



emissions through EV technology. Expert speakers covered fleet operations including management and procurement of vehicles, the road to vehicle electrification, driver training, management and safety.

Two panels considered electrification and heavy transport.

Speakers included Transporting NZ chief executive **Nick Leggett**, NZ

Police serious crash unit leader **Steven Jones**, Ministry of Transport supply chain manager **Harriet Shelton**, National Road Carriers chief operating officer **James Smith**, ACA researcher **Ben Selwyn**, and Transpower senior engineer **Andrew Renton**.

Newly appointed EROAD chief executive **Mark Heine** said reducing transport's carbon footprint weighs on the minds of many in the industry.

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"At EROAD, we already are creating products and technology that will help you manage your sustainability journey as part of our goal to create safer more sustainable roads."

The Waikato Regional Council's regional transport connections director **Mark Tamura** said his organisation is focused on reducing emissions by electrifying its vehicle fleet and by providing people with the ability to leave the car at home.

NATIONAL STRATEGY

MoT's Harriet Shelton told the delegates the ministry is developing a national freight and supply chain strategy and a programme for reducing emissions.

"We look at the supply chain of shipping, road, rail, and air as a system of small, medium, and large operators and what happens when you tweak one part of it," she said.

"System shifts are nothing new. Before the internet we had cycle couriers delivering documents around the cities. They disappeared for a while but now bikes are rising again as electric cargo bikes are used to deliver goods in urban areas instead of trucks or vans."

Shelton said Auckland transport company Carr and Haslam began replacing its horse and cart fleet with its first motor trucks in 1922 and in 2021 took delivery of its first battery electric Fuso eCanter.

Fleet leaders seek EV options

ACA Research's **Ben Selwyn** said a survey of more than 200 fleets in Australia showed that approaches taken by organisations differed depending on their maturity.

The survey split the respondents into three separate groups: leaders, mature and less mature.

Selwyn said fleet leaders are looking for suppliers who can help their organisation make better decisions on fleet optimisation.

More than 71% of this group use fleet management organisations and more than 28% of them use telematics.

Fleet leaders have leapt into hybrid vehicles as they change their mix of vehicles and there is also an appetite to buy battery electric vehicles assuming supply is available.

"Leaders are just not large fleets," he said. "it's more a reflection on the way the fleet is managed and how the decisions are taken in the organisations."

POWERING THE EV FLEET

Transpower's Andrew Renton said electricity is the most efficient way to decarbonise transport as legislation requires more new light and heavy electric vehicles to be sold by 2030.

New Zealand is building enough infrastructure to support demand from renewable resources like solar and wind in addition to existing hydro capacity, he said.

Currently NZ has 9000 megawatts of capacity in the electricity system and



peak demand sits at 7200 megawatts. **He said using solar and wind generation allows the network to conserve hydro generation for when there is less sun and wind.**

Concluding the event, EROAD New Zealand general manager **Andrew Davies** said: "transport is a crucial part of our community and we need it to operate in a way that is both safe and sustainable. Fleet Day is where the industry gets together to discuss these issues.

"We had a vision years ago we could add value to our customers and community running our own events."





REIMAGINING FLEET MANAGEMENT

ACA Research director and partner **Ben Selwyn** presented the results of the company's third edition of its *Fleets Insights* report at the EROAD Fleet Day 2022, under the theme of *Reimagining Fleet Management*.

Corporate fleets own almost two thirds of Australia's business vehicles according to ACA Research.

That number includes a diverse mix of passenger, light and heavy commercial vehicles, creating an incredibly complex operating environment with significant challenges.

ACA says fleets with under 20 vehicles account for 95% of vehicle-owning businesses, operating 1.5 million businesses vehicles in Australia.

ACA Research surveyed 615 Australian fleet managers who operate almost 250,000 vehicles for the third edition of its *Fleets Insights* report.

More than 300 managers operated a fleet of more than 20 vehicles, and one in 10 surveyed operated in excess of 250 vehicles.

The report found that the four highest priorities of the 615 fleet managers surveyed were improving the delivery of services to end users (42%), increasing business efficiency (42%), reducing the environmental footprint of the business (26%) and electrifying the fleet (15%).

LEADER OR LESS MATURE?

ACA Research ranked the

respondents in three groups to describe better their business operation behaviour. They were fleet leaders (29%), mature fleets (45%), and less mature fleets (27%).

"Leaders aren't just large fleets," Selwyn says. "The category ranking reflects the way the fleet is managed as well as the decisions taken by the organisation."

The leader group is looking for suppliers to help optimise the fleet and make it smarter.

The mature group is looking to manage costs and the less mature group wants to keep the fleet moving.

The fleet leaders had the highest amount of pool vehicles (54%), were the highest users of online vehicle booking systems (67%), and were the highest users of software to automate fleet operations (46%). The leaders were also the largest group using a fully integrated fleet management platform (44%).

By comparison, 40% of the fleets ranked as mature, used pool vehicles, 30% used an online vehicle booking system, 33% used automation software, and 30% used a fully integrated fleet management platform.

Only 33% of the fleets ranked less mature used pool vehicles, 23% used

an online booking system, 15% used automation software and 17% used a fully integrated fleet management platform.

FUEL TYPES

In terms of fuel types 55% of the leader group already have hybrid vehicles, 17% have electric vehicles, 73% intend to buy electric vehicles in 2023, and 86% expect EVs to become mainstream in business fleets by 2030.

"Leaders have leapt into hybrid powertrains as fleet operators change up the mix of their vehicles," Selwyn says.

"We're in the early stages of electrification and there's an appetite to purchase electric vehicles assuming supply is available to fleets," he says.

By comparison, 27% of the mature group operate hybrids, 18% have EVs, 50% intend to buy an EV in 2023, and 66% expect EVs to become mainstream in business fleets by 2030.

Lagging behind, 16% of the less mature group operate hybrids, 12% operate EVs but 47% indicated an intention to buy one in 2023, and surprisingly 65% said they believed EVs would become mainstream in business fleets by 2030.

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PROVISION FOR ELECTRIFICATION

Businesses believe electric vehicles will be a mainstream fixture in their fleets by 2030, which means adoption needs to start now, says ACA Research.

The report found that 42% of the leader group were prioritising the electrification of their fleets as opposed to 5% of the mature group and 2% of the less mature group.

More than 75% of the leader group identified fleet charging infrastructure needs; 79% have established a budgeting process to track all EV costs, 73% had conducted a feasibility study to understand which vehicles were most economic to electrify; 77% have installed charging equipment on company premises, and 76% had considered different charging payment methods.

In comparison, 60% of the mature group had identified charging infrastructure needs, 55% had established budgeting to track all EV costs, 51% had conducted a feasibility study on the most economic vehicles to electrify, 53% have installed an EV charger on company premises, and 52% had considered different charging payment methods.

Only 57% of the less mature group had identified charging infrastructure needs, and 43% had established a budgeting process to track all EV costs.

But surprisingly 55% had conducted a feasibility study on the most economic vehicles to electrify. However, only 45% had installed charging infrastructure on company premises, and 50% had considered different charging payment methods.

CHANGING FLEET SIZE

More than 53% of the less mature group were considering increasing fleet size compared to 44% of the mature group and 43% of the leader group.

But 41% of the leader group said there would be no change to the size of its fleet, followed by 39% of the less mature group and 37% of the mature group.

The mature group was the largest percentage (19%) that said a fleet reduction was being considered, followed by 17% of the leader group and 5% of the less mature group.

The report found that 68% of the construction industry expected to increase the size of its fleet in the next 12 months, followed by 53% of the distribution industry, 43% of

the production industry, 39% of the services industry, 38% of the health and education sector, 37% of the retail and hospitality sector and 37% of the government sector.

But 50% of the production industry expected no change in fleet size, as did 47% of retail and hospitality, 46% of health, education and government, as well as 45% of the service industry, 38% of the distribution industry and 14% of the construction industry.

IMPACT OF NEW VEHICLE SHORTAGE

ACA Research found that fleets are seeking to realign vehicle replacement cycles off the back of COVID-19, but need to juggle rising interest rates and a more challenging business operating environment.

The global shortage of new vehicles has hit the three groups, with 50% of the leader group reporting outstanding orders for five or more new vehicles, in comparison to 35% of the less mature group and 27% of the mature group.

However, only 11% of the leader group had outstanding orders of one to four new vehicles, in comparison to 29% of the mature group and 27% of the less mature group.

The report found that 39% of the leader group had no outstanding new vehicle orders, but slightly more of the mature group did (44%) and slightly fewer of the less mature group (38%).

More than 28% of the leader group said the new vehicle shortage had impacted a great deal, 47% were somewhat impacted, and 25% weren't impacted.

More than 18% of the mature group said the new vehicle shortage had impacted a great deal, 60% said they

were somewhat impacted, and 22% weren't impacted.

More than 20% of the less mature group said the new vehicle shortage had impacted a great deal, 59% said they were somewhat impacted, and 21% weren't impacted.

Selwyn says he believes the new vehicle supply chain might normalise by 2024 but until then fleets need to bring their replacement orders forward as many leaders have already done, while extending the lifespan of the existing assets.

FLEET MANAGEMENT AND TELEMATICS

ACA Research says there are currently more than 485,000 fleet businesses in Australia operating around 3.9 million vehicles.

Factoring in their annual spending across both servicing and maintenance and tyre replacement and repairs, that's a sizeable opportunity.

Unsurprisingly the leader group was the largest user of a fleet management organisation (71%) and was also the largest user of telematics (28%).

In the mature group, 60% used a fleet management organisation and 26% of this group used telematics.

The less mature group wasn't far behind with 57% using a fleet management organisation. However, it was the largest user of telematics at 34%.

The report found that nearly 50% of the leader group engaged a fleet management organisation for the analytics and reporting provided, in comparison to 21% of the mature group and 29% of the less mature group.



THE BUMPY ROAD TO NET ZERO

During her presentation at the Eroad Fleet Day 2022, Retyna managing director **Liz Yeaman** laid out the future road map for light and heavy electric vehicles in New Zealand's national car park.

Yeaman says the Government's Clean Car Discount and Clean Car Standard are the largest policy changes affecting New Zealand transport since local vehicle assembly was scrapped more than 25 years ago.

She says so far only two countries in the world are carbon negative. Bhutan and Suriname remove more carbon from the atmosphere than they emit.

Yeaman says Sweden's 2045 commitment to net zero carbon emissions is enshrined in law, and the USA has again joined the Paris Agreement and is committed to a 2050 target with a 50 to 52% reduction in carbon emissions by 2030.

She believes China's 2060 target is one of the most impactful, covering an estimated 25% of global carbon emissions. Brazil's 2050 target was one of many new pledges made during the US climate summit in April 2021 and Uruguay's 2030 target is the earliest carbon neutral pledge.

But Yeaman says much of the rest of the world is still in discussion about the road to net zero emissions by 2050 with no firm plan of action.

She says Australia and Singapore have carbon neutral ambitions for the second half of the 21st century but no concrete date.

Mexico and other members of the carbon neutrality coalition have agreed to target net zero emissions by 2050, but commitment is up to members.

REDUCING TRANSPORT EMISSIONS

Yeaman says there are four factors to consider when reducing transport emissions: the distance travelled, the vehicle used, the type of fuel used, and the operation of the vehicle.

She says urban planning, route infrastructure, route planning, trip chaining, loading rates, and virtual access all have a role to play in reducing transport emissions as do matching the vehicle to the task, the choice of transport mode, the drivetrain technology, and the vehicle's efficiency.

The maintenance and operation of vehicles also play important roles in reducing transport emissions, and that's where she says telematics and the management of driver behaviour play a part – and in the future autonomous driving.



Yeaman says energy from sustainable biomass like ethanol, biodiesel, and biogas is part of the emissions reduction picture and electricity also has a large role to play in transport given more than 80% of New Zealand's generation comes from renewable resources.

She says the overall efficiency of battery electric vehicles is currently 77%, whereas hydrogen is currently 33%, diesel is currently 20% and petrol is currently 16%.

GOODBYE ICE, HELLO EV

Yeaman says that in 2021 New Zealand had a 6% share of the global Electric Vehicle (EV) market, beating the United States with 5% and Australia with 2%.

However, that paled in comparison with the global EV market leader Norway on 72%, followed by Sweden with 45% and the Netherlands with 30%.

She says Britain and France each accounted for a 15% share of the global EV market.

From 2025, Norway will no longer allow the sale of internal combustion engine (ICE) vehicles, only EVs, and Belgium is aiming for 2026 to 2028.

By 2030 Ireland, Singapore, Austria, Denmark, Greece, Iceland, Netherlands, Slovenia, Sweden, and

Washington State will have banned sales of ICE vehicles.

And by 2035 Britain, California, Canada, Cape Verde, Chile, the European Union, and New York will have an ICE ban in place. Taiwan says it will be ICE free by 2040.

According to Yeaman many vehicle manufacturers have flagged that they will no longer produce ICE vehicles from as early as 2025 for Jaguar and Mercedes-Benz. She says Porsche, Alfa-Romeo and Opel will be EV only producers by 2028, and Audi, Fiat, Peugeot, Ford of Europe, and Land Rover UK will be EV only producers by 2030. Land Rover Global, VW, Renault, Toyota Europe and General Motors will be EV only producers by 2035 and Honda by 2040.

But Yeaman believes that heavy transport is where electrification of the fleet can have the greatest effect, and that the heavy bus market is already leading the charge in New Zealand particularly in urban areas, where diesel buses will be gone from 2025.

She says New Zealand signed a global memorandum of understanding (MOU) in December 2021 that will see more than 30% of medium- and heavy-duty commercial vehicles become zero-emission by 2030 and 100% zero-emission by 2040.



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NOT THE SILVER BULLET?

A group of industry experts convened a panel discussion on electric vehicles at the EROAD Fleet Day 2022. Moderated by broadcaster **Steven McIvor** the panellists were Jonathan Parker (Thundergrid), **Richard Heaps** (Power Trip), **Richard van den Engel** (Ebbett Group), **Sam Steele** (EO Charging), **Jack Gordon-Crosby** (Optifleet), **James Cozens** (ChargeNet), and **Liz Yeaman** (Retyna).

ARE EVS THE SOLUTION OR JUST PART OF THE SOLUTION?

Thundergrid chief executive **Jonathan Parker** says electric vehicles are a strong part of the solution but aren't the sole silver bullet for fleets.

He believes there's a transition period from ICE to EV as energy density in batteries intensifies and hydrogen could also represent a better density in the future.

EO Charging APAC managing director **Sam Steele** says electric vehicles are part of the solution, but electrifying transport isn't going to solve all the issues surround carbon emissions. ChargeNet business development manager **James Cozens** says that as New Zealand has more renewables than Australia it's definitely part of the solution.

Ebbett Group executive director **Richard van den Engel** says that for some people the solution is hybrid, for some it's a plug-in hybrid electric vehicle (PHEV), and for some it's a battery electric vehicle (BEV).

"EV isn't yet the solution for everyone right now, but maybe in the future," he says.

As a new vehicle retailer **van den Engel** says he feels some apprehension about the uptake of electric vehicles given that 50% of a dealer's profit comes from vehicle parts and servicing.

"Our business has a philosophy of customers for life, hence we have pivoted into a car-share business and a vehicle subscription service as we wrap our heads around the changes ahead of us," he says.

"People buying fleets make rational decisions, whereas private vehicle consumers are emotional buyers, so from a rational point of view, electric vehicles make more sense."

Retyna managing director **Liz Yeaman** says there are some fundamental policy changes around the fringe benefit tax (FBT) that need to be considered to propel the transition to the shared electric vehicle economy of the future.

Powertrip founder **Richard Heaps** says there are four companies in New Zealand which are investigating the recycling of batteries from electric vehicles at the end of their economic lifespan so the materials within them



can be reused as part of the circular economy.

ENERGY DISTRIBUTION AND SECURITY

Parker says New Zealand has the potential to be completely independent of the fossil fuel energy business and save billions of dollars spent on imported oil products provided more generation comes on line. "Energy security is a must," he says.

Steele says one very positive outcome of Kiwis switching to electric vehicles is that they have become much more aware of the energy they consume as a household.

Optifleet managing director **Jack**

Continued on the next page

AMAZON ROLLS OUT EV DELIVERY FLEET

Amazon has begun rolling out its fleet of custom built Rivian EV delivery vehicles which will see thousands of the vans in more than 100 US cities by the end of 2022.

Rivian makes the vehicles at its Illinois plant and Amazon intends to have a fleet of more than 100,000 by 2030.

Amazon's Rivian electric vans are hitting the road in Baltimore, Chicago, Dallas, Kansas City, Nashville, Phoenix, San Diego, Seattle, and St. Louis.

The vehicles were tested thoroughly by drivers across America ahead of the roll-out.

They're the product of Amazon's partnership with Rivian, which the companies announced in 2019 when Amazon co-founded, and became the first signatory of The Climate Pledge, a commitment to makes its operations net-zero carbon by 2040.

Amazon says its work with Rivian is an important part of decarbonising its last mile logistics. With its commitment to have all 100,000 electric delivery vehicles on the road by 2030, Amazon says it will save millions of metric tonnes of carbon per year.

"Amazon is partnering with companies who share our passion for inventing new ways to minimise our impact on the environment," says Amazon chief executive **Andy Jassy**.

"In addition to being sustainable, these new vehicles are also great for drivers. They were designed with driver input and feedback along the way, and



they're among the safest and most comfortable delivery vehicles on the road today."

Rivian says the Amazon vans are a new type of delivery vehicle that would result in a significant reduction of carbon emissions.

"Thanks to our teams' dedication, hard work and collaboration, and a shared commitment to make the world a better place for our kids' kids, that vision is now being realised.

"We're thrilled to see this partnership has kick-started decarbonisation projects across the logistics delivery industry."

Amazon says it has been testing Rivian preproduction vehicles since

2021, delivering more than 430,000 packages and accumulating more than 144,000 kilometres.

That allowed Rivian to improve the vehicles' performance in various climates and geographies as well as its features to ensure driver satisfaction. Rivian has also completed certifications with the National Highway Traffic Safety Administration, California Air Resources Board, and U.S. Environmental Protection Agency.

Amazon says it has added thousands of charging stations at its depots across America and will continue to invest in building an infrastructure to support a more sustainable delivery fleet.

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Gordon-Crosby says off peak electric vehicle charging is already heavily promoted by electricity suppliers to more efficiently use the national grid. Yeaman says New Zealand is going in the right direction "because you can charge an EV in the middle of the night."

"We have coped with the mass installation of heat pumps in the peak of winter, and it's going to take a long time before there are enough electric vehicles on the grid to pose a problem," she says.

Gordon-Crosby believes fleets are looking at a 10-year capital replacement programme for EVs and

there's time to gear up the network to service them.

And Heaps says there's enough time to upgrade lines and infrastructure to do that.

CHARGING INFRASTRUCTURE

Cozens says most privately owned EV fleets will recharge their cars at home or at the workplace, but he believes that service stations will eventually move from dispensing fuel to have multiple chargers on site.

He says the ChargeNet Hyper Rapid charging station at Bombay is the company's busiest outlet and 16 more stations are planned.

In coming months ChargeNet

is building hyper-rapid sites in Auckland's North Shore and central business district, and Bulls, Christchurch, Dunedin, Napier, New Plymouth, Rotorua, Tauranga, Queenstown, Waikato, Wellington, and Whangarei.

Cozens says his brand's initial business model of one charging unit and two car parks at a fuel station or supermarket carpark is no longer efficient or sustainable.

Instead, ChargeNet will create charging hubs which can accommodate, six to 12, and eventually up to 18 vehicles to meet demand from EV drivers.



ELECTRIC CONVOY TO WELLINGTON

WORDS & PICTURES:
RICHARD EDWARDS

People who read *EVs and Beyond* regularly or subscribe to our YouTube channel (do it now if you haven't already), will know I'm a big fan of a road trip, particularly the Auckland to Wellington run.

Why? It's such a great test of the way a vehicle drives, its comfort and ability.

And it shows what modern electric vehicles can do, particularly with New Zealand's increasingly-strong DC-charging infrastructure.

So, when I got a sniff of LDV New Zealand's need to transport not one but two EVs from Auckland to Wellington for all sorts of high-flying meetings, I was on the phone quickly to offer my services - and those of my usual co-driver Graeme - to handle the drive. With the cost of trucking LDV didn't take much convincing.

It looked like we have a convoy.

The catch? Though the eDeliver9 van LDV supplied has DC charging, it was the 72kWh model, not the big boy 88.55kWh with its 353km of range.

The bigger issue was with the vehicle we really wanted to drive - the T60 EV ute. It's not just the first in the country, it's a Chinese prototype model, complete with left-hand drive and the

Chinese-standard GBT charging.

That means no DC for us. Production models will have it. We understood 11kW of speed was possible, and so borrowed a Type 2 to GBT adaptor and did the maths.

The trip was possible, all going well, thanks to the 88.5kWh battery in the vehicle and early testing showing a range well north of 340km on the open road.

Before we get too far into the ute, let's discuss the van. It did this trip so well it barely warrants a mention.

Comfortable, quiet, nice to drive, and with just enough range to make charging not an issue.

Graeme, a former British-based small truck driver was just about in love with the van and raving about it by the end. It's that good.

Charging for the van was at Tiara, Taupo, overnight at our accommodation in Turangi, Bulls and Otaki, at a total cost of \$84.42.

That's significantly less than a tank of diesel for the same trip, though account for a lack of load and the 2.5 hours of charging time - usually taken while we ate or worked - in that calculation.

Leaving Takanini at 5pm, and with a sleep-in the next morning, the van still made it to Wellington by late the following afternoon. Easily.

The ute's trip was a little more complicated. Some of that came down to a confidence-inspiring run on the first day. It cruised from Takanini to Taupo, a 270km distance, without fuss, mostly with air-conditioning on, and with room to spare.

Plugging in at Taupo's Drive EV we tried to work out how fast the ute was charging, difficult with a screen talking to us in Mandarin.

We were hoping for 11kW, but suspected we were getting 7kW. A maths check through the ChargeNet app suggested we were getting under 3kW. Uh oh.

LDV headquarters opened its Taupo workshop late at night for us to try its charger, and a range count suggested it was getting 7kW. Totally survivable.

We carried on to the Tongariro Lodge, with its handy dual 7kW chargers.

The problem was we had run late and at what we guess was about 5kW our overnight charge was never going to be enough. A few extra hours were banked for safety.

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The next morning we were off and hit literally the biggest bump of our trip. We always knew the second day would be hard.

There is no Type-2 AC charger on SH1 between Turangi and Waikanae. Leaving with only two thirds battery, the central plateau, as expected, hit range hard and we fell short of our Palmerston North target, having to seek help from some friendly Bulls locals through Plugshare.

I realized at this point that I wasn't going to make my thankfully flexible flight out of Wellington that night, so plugged in at Palmerston North's LDV dealer - finally seeing 7kW of charge.

A short sleep, and the trip was finished with a quick and easy early morning run down Transmission Gully to Wellington Airport, with range to spare.

So what did we learn? First, that I'm a little too cocky about my ability to find charging for untypical vehicles.

Second, that NZ needs more AC destination chargers, and third, that the EV T60 is very capable.

The trip would have been a whole-lot



different if I hadn't been overconfident on the first day and charged at Taupiri for an hour, skipping Taupo. It would have been a far shorter trip.

The electric ute was spacious, relatively comfortable and drove well. The ride over rough surfaces wasn't great, but that could be down to larger aftermarket wheels.

Probably it could be fixed by a little tuning for our market of the rear suspension, or even by carrying a load.

Power and torque are rated at 130kW and 310Nm, both enough for daily use.

The ute's range itself was pretty good. At about 23kWh per hours of consumption it's quite efficient considering its size, and the expectation of 70-80kW charging promises decent road-trip performance.

With a light-to-medium load you could do the same trip with around 40 minutes of charging in both Taupo and Bulls.

So the eDelivery9? Five-stars. LDV T60 EV? Four-stars. My over-cocky planning? One-star.



THE ROAD TO ZERO STRATEGY - WHY IS IT HEADING IN THE WRONG DIRECTION?

New Zealand's Road to Zero road safety strategy for 2020-2030 targets reducing annual road deaths and serious injuries by 40% by 2030.

Halfway through 2022 and comparing statistics with 2019, (before COVID), we're heading in the wrong direction while some countries are improving their crash statistics.

The driver education industry recognises the true underlying causes of crashes are mainly through errant driver behaviour and it's recognised internationally that around 94% of motor vehicle crashes are attributable directly to driver behaviour.

Within the Road to Zero strategy, "road user choices" is covered quite extensively around the peripheral aspects of driver actions.

However, what's not addressed is the true underlying causes of motor vehicle crashes.

These are attributable directly to driver behaviour in terms of insufficient driving knowledge, safety awareness, and decision making.

Evidence of these actions is in the form of driver distractions, impairment from drugs and alcohol, decisions around speed choices, lack of journey planning, and poor knowledge of vehicle technology.

Actions to address these influences are absent from the strategy. Through workshops, seminars, in-vehicle driving

assessments, across all driver age groups, the driver education industry has identified huge gaps in driver knowledge and understanding of the true causes of crashes.

Driving today requires drivers to have a high level of knowledge and awareness to recognise risk increasing factors and make appropriate risk reduction decisions.

At the same time, drivers must be encouraged constantly to self-evaluate their actions. These actions are also noticeably absent from the driver licence testing criteria.

It's true, NZ has many unforgiving roads and error enforcing conditions which require knowledge and awareness to deal with.

Many thousands of drivers negotiate these conditions successfully and have safe trips.

Perhaps these drivers should be acknowledged with some form of incentive?

Improvements to the roading system take time and money whereas imparting knowledge and awareness is virtually instant.

Road safety enforcement by the police stretches resources and often police time is diverted from other criminal offences to attend vehicle crashes and roadside inspections.

And subsequent administrative time is required for completing paperwork



PETER SHEPPARD

ONE OF NZ'S LEADING FLEET SAFETY AND DRIVER EDUCATION SPECIALISTS. HIS WORK HAS INCLUDED RESEARCH WITH WAIKATO UNIVERSITY INTO ADOLESCENT DRIVERS' FRONTAL LOBE DEVELOPMENT AND ADVICE TO GOVERNMENT AND THE TRANSPORT INDUSTRY ON FUEL EFFICIENT DRIVING AND FLEET SAFETY MANAGEMENT.

and attending legal proceedings.

With many motor vehicle crashes, no root cause analysis is undertaken, and hence critical information can be overlooked.

One of the significant driver education issues is the Waka Kotahi NZTA's basic driver education information that is used to be a safe and competent driver. This reference information is outdated and compared to many other countries (Britain, USA, and Europe) doesn't address critical driver behaviour required by drivers in today's driving environment across all driver age groups.

The use of motor vehicles starts at a very early age and it's critical that the minds of all road users have the opportunity to establish strong and robust psychomotor thresholds towards road safety.

Other countries have recognised this opportunity and have road safety/driver education interventions embedded firmly in their educational systems at very early stages.

This is another reason why driver education should be embedded into the NZ education system.

WHAT BUSINESSES NEED TO KNOW ABOUT FENTANYL?

Illegal fentanyl is appearing in New Zealand.

The dangerous synthetic opioid kills tens of thousands of people in America every year.

Here's what fleet managers need to know about the risks and how to protect your workforce from the rise of fentanyl.

WHAT IS FENTANYL AND IS IT HERE?

Fentanyl can be obtained legally as a prescription drug. It's a powerful pain medication, usually used for cancer treatment and traditionally absorbed through a transdermal patch.

Fentanyl is an opioid, is extremely addictive, and is more potent than opium, heroin, or the oxy group of drugs, like oxycodone or oxycodone.

Illegally, it's commonly mixed or cut into other drugs, without the user's knowledge, to deliver a bigger high.

In its pure form it's 50 times more powerful than heroin and 100 times more than morphine.

TDDA has seen limited, positive testing for this substance in the past, entirely from medical prescriptions.

New cases in Wairarapa and Palmerston North reflect something entirely different, and something businesses, especially those with fleets and drivers, need to heed.

The consensus is that this is a lab quality, illegally imported drug for street distribution.

HOW DID ILLEGITIMATE FENTANYL FIND ITS WAY HERE?

The truth is the drug market isn't too different from any other commodity market. The illicit drug market is global, with labs reported in several countries including Mexico, China and India.

Experts say fentanyl may be routed through Canada and the US, and seemingly now, to Australasia.

TDDA expects the emerging cases to be the tip of the iceberg, and more cases will emerge as the market for fentanyl develops.

WHY DO PEOPLE USE FENTANYL ILLEGALLY?

Drug dealers want to differentiate their products from other dealers, and to get users addicted fast.

A few grains of fentanyl can be used to enhance other drugs like MDMA, cocaine, and methamphetamine.

Many people won't actively buy fentanyl, but will have purchased it while obtaining a different substance.

To a naked or untrained eye, it's impossible to tell if fentanyl has been added to a different drug. Many people take fentanyl without any knowledge.

WHAT ARE THE SYMPTOMS AND ARE THERE ANY REASONS TO USE FENTANYL AT WORK?

An employee on fentanyl shouldn't work in a safety-sensitive area such as trucking or forestry.

Fentanyl slows down heart and breathing rates, causes nausea, sedation, confusion and unconsciousness.

Symptoms of addiction may include behavioural changes, rapid mood swings, confusion, paranoia, shallow breathing, anxiety, and depression. Plainly, you shouldn't operate a truck while on fentanyl.

While prescription fentanyl is an effective pain reliever, it's open to abuse. If an employee has a legitimate prescription for the drug, it's recommended strongly that a Medical Review Officer (MRO) is consulted as part the worker's employment.

CAN YOU TEST FOR FENTANYL IN THE WORKPLACE?

TDDA is a member of the California Narcotic Officers' Association (CNOA) and stays abreast of global drug trends. It has always believed that illegal fentanyl would arrive in New Zealand.

In 2018, TDDA added an oxy strip to its normal urinalysis testing device based on the opioid crisis hitting Australia and the USA.



GLENN DOBSON

CHIEF OPERATING OFFICER AT THE DRUG DETECTION AGENCY (TDDA), THE COMPANY IS A LEADER IN DRUG AND ALCOHOL TESTING WITH MORE THAN 64 LOCATIONS THROUGHOUT AUSTRALASIA.

If a test result indicates a drug is present, it does further lab tests for confirmation testing, and to find what exact substances are present.

Older testing technologies may not be able to detect opioids, fentanyl included, which poses a serious health and safety issue in the workplace.

Drugs like tramadol, fentanyl and benzodiazepines, which include alprazolam, triazolam and clonazepam, can cross-react with certain screening devices causing issues. Without modern technology your business may be at risk.

WHAT'S THE BOTTOM LINE?

Companies should take opiates and drugs like fentanyl seriously. New Zealand may suffer from a similar opioid crisis that struck places like the US.

Employers should start by ensuring their workplace substance use policy is up to date and covers prescription medications.

It should also consider education and training for its managers and supervisors so they know the signs of drug use, addiction, and how to handle someone they suspect may have a substance use problem.

Finally, hire a professional, accredited testing service. You can't stop fentanyl if you can't find it.

And your drug testing partner needs to be able to test for fentanyl with modern technology and procedures.

The arrival of fentanyl marks the perfect time to revisit your substance use policy, double down on education and testing, and protect your employees and business reputation.



JAC ELECTRIC TRUCKS COMING TO NZ

WORDS & PICTURES:
NIGEL MOFFIET

Specialist vehicle importer and distributor BLK Auto NZ is registering the first JAC battery-powered trucks.

BLK has signed a formal agreement to distribute the battery-electric trucks ahead of trials with major logistics companies in Auckland.

With the race on for the transport industry to tackle carbon emissions, the launch of new battery electric models like the JAC will be a relief for many fleet operators.

The surging demand for zero-emission freight options is being accelerated through the Government's Emissions Reduction Plan which aims to reduce freight transport emissions by 35% by 2035.

Two JAC N55 EV models have arrived in Auckland, with 10 more enroute for distribution and sale. They're expected to arrive in New Zealand soon.

One of the light-duty models was on show at the EROAD Fleet Day at Hamilton's Claudelands Event Centre on July 20, and FleetTalk was among the first publications to put one to the test.

We picked one up in Auckland and

drove it just under 100km to Hamilton for the industry event.

So what does the JAC N55 EV truck have to offer?

Well, it has a quoted 0%-100% charge time of 90 minutes, a GVM of 5500kg and an expected driving range of 185 to 200km on a single charge, making it suited perfectly to fleet and government customers.

The truck can be charged via fast and standard charging mode using a standard CCS2 plug.

FleetTalk picked up the small box body truck in Wiri, South Auckland, and drove it for a few kilometres around town to get some first driving impressions.

Quick acceleration, a quiet cab, and overall smooth driving are what you'd expect from an electric vehicle, and they were some of the first impressions we got from the JAC N55 EV.

It does put a grin on your face to have these driving features in a small truck which accelerates from 0 to 50km/h in about eight seconds.

By the time we joined State Highway 1 heading south, we were down to about 90% of battery. It was a fine day

with some wind along the way and we weren't carrying any load on this trip, although the truck can carry 2.5 tonnes.

The cab is simple and straight forward, designed to be a practical work environment.

We found the seats to be comfortable and the suspension smoothed out a few bumpy bits of road along the way.

The 1995mm-wide cabin provides ample seating space with a middle seat that can be folded down for a tray to provide some extra work space.

The steering wheel features basic multifunctional settings along with a small touchscreen display.

The model we drove didn't include an exhaustive list of the latest safety features but BLK Auto says it will launch an upgraded version which will include an advanced emergency braking system (AEBS), hill start assist (HSA), and lane departure warning system (LDWS).

The electric motor generates 130kW of power and a maximum 415Nm of torque. The truck is equipped with a 96.7 kWh lithium iron phosphate battery.

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We found the JAC N55 EV to drive smoothly along the open road, reaching a max speed of about 100km/h.

There were a few steeper climbing sections coming into the new Waikato Expressway, which did slow the truck down a bit but still made its way up the hills easily with enough juice to pass some slower vehicles. Coming down, the truck's regenerative braking came into play.

After arriving in Hamilton (admittedly adding a few extra kilometres after missing a turnoff) the truck was left with about 30% battery.

The JAC electric truck was launched at the EROAD Fleet Day where BLK representatives were available to take orders.

To incentivise sales, BLK has put together a \$40,000 bonus package including a box body worth \$25,000, and a 20kW three-phase 32-amp CCS2 charger worth \$15,000 with every truck sold. The retail price for the truck will be NZ\$147,750 plus GST and ORC.

Major New Zealand logistics firms like Custom Fleet have expressed strong interest in the trials as they look to incorporate EVs into their fleets.

Globally, more than 10,000 JAC N55 EV trucks are in use, with major fleet companies like PepsiCo, DHL and Electrolux.

In recent months, BLK Auto in Australia has seen a "substantial increase" in enquiries from zero emission-focused



customers, the company says.

As the Australian distributor for JAC trucks, the company is finalising the placement of a national dealer network with seven key dealer groups in Australia.

More JAC vehicles will be brought to the Australian and New Zealand markets, including the highly anticipated 4x4 dual cab pick-up which is expected to achieve a five-star ANCAP rating.

BLK Auto managing director **Jason Pecotic** says with more than 10,000 operating around the world, the JAC N55 EV "is incredibly popular with fleet companies and governments, and for good reason".

"Its fast, 1.5-hour charging time, and up to 200km-per-charge range, makes it a very competitive carbon-neutral truck.

"The EV transition is well and truly underway in New Zealand, and it's vitally important that companies take a collaborative approach to meet the future needs of New Zealand transport

and logistics operators, and in a way that provides customers full turn-key solutions," Pecotic says.

"We're in the final throws of appointing a national dealer network to support JAC EV range in New Zealand.

"It's exciting to be part of New Zealand's carbon-neutral journey, and to work with the key partners who can make it possible. We look forward to the official New Zealand launch of the JAC N55EV," he says.

JAC Motors is a Chinese automobile and commercial vehicle manufacturer based in Hefei, Anhui Province. The company produced about 524,000 units in 2021, including 271,800 commercial vehicles and 252,500 passenger vehicles.

While at Fleet Day 2022, the JAC N55 EV was among what was possibly the biggest line-up of electric trucks ever displayed in New Zealand.

Other light duty electric trucks in the New Zealand market include the Fuso eCanter and Chinese-made XCMG trucks.





FIAT 500 DOLCEVITA

Price: \$25,990 plus \$750 for red paint.

Eligible for \$2280 Clean Car rebate.

Engine: 1.2-litre naturally-aspirated four-cylinder

Power: 51kW @ 5500rpm

Torque: 102Nm @ 3000rpm

Transmission: Five-speed Dualogic

Economy: 4.8 litres on combined cycle

Emissions: 111 grams/km

Tyres: 195/45 R16

Towing: 800kg braked

Cargo capacity: 185 litres

Service interval: one year/15,000km

Warranty: three years/150,000km with three years/150,000km roadside assist.

FIAT 500: FUN AND SMILES BY THE MILES

WORDS: MIKE STOCK
PICTURES: ROBERT BARRY

Translated, la dolce vita is Italian for the sweet life.

It was the title of a classic 1960 Italian movie, and today, abbreviated to DolceVita, it's worn proudly by another Italian classic, the upmarket version of Fiat's 500 hatchback.

Fiat's DolceVita provides a taste of the sweet life at an affordable price - \$25,990 plus \$750 for body colours other than white. And it qualifies for a Clean Car rebate of \$2280.

It bucks convention; cynics might say it even bucks progress because except for model names, the 500 has changed little since its introduction 15 years ago.

Take the safety rating. Go to Rightcar, dial up Fiat 500 and the test results are for a 2007 model which was rated at three stars. Nothing more recent, but its lack of sophisticated safety systems/driver assistance gizmos would preclude it from scoring higher.

However, safety kit includes seven airbags, mandatory ESC, tyre pressure monitoring system, lap/sash seatbelts.

In many ways, the 500 is a classic car that you can buy brand new.

INSIDE

The DolceVita is a cheeky and

diminutive four-seater that in practical terms is a two-seater. There's reasonable room in the rear cabin but access is tight and requires a fair bit of agility.

Front cabin space is excellent, with good legroom and a roomy feel; it doesn't feel like a small car until you look over your shoulder and wonder where the rest of the car went.

The driving position echoes older Italian cars, with the steering wheel a long way away and not adjustable for reach.

The driver's seat is height adjustable (manually, of course) but the basic setting is high and said to be tight and awkward for taller drivers.

For short guys like me, the elevated seating position isn't a problem although it takes a while to get the relative balance right between closeness to the pedals and steering wheel respectively.

The seats are comfortable and offer good lateral support - essential in a car which will be driven enthusiastically and has no grab handle for the front passenger. Seat backrest angle is adjusted by a quite stiff wheel.

Controls are ergonomic, though

inserting the ignition key - no push button here - is done by touch because you can't see it or the ignition slot behind the steering wheel.

Front windows and exterior mirrors are controlled electrically; unusually the window switches are on the dashboard.

The DolceVita comes with a fixed glass sunroof that abuts the large windscreen. Apparently, the idea is to make the cabin lighter and airier, though the cheaper steel-roofed Lounge model's cabin feels just as pleasant.

The downside of the fixed glass is sun beating down on summer days - dealers offer a tinting solution - though Fiat has tried to alleviate that by fitting a black netting sun blind.

The sun visor is small and doesn't reach far enough back on side windows to block out the low winter sun. It's a major annoyance.

Instrumentation is easy to read and the DolceVita has a digital speedo read-out which is a boon in a car that encourages lively driving.

DolceVitas have body-coloured plastic panels on the dashboard and lots of chrome trim which gives the interior a "blingy" look.

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Air-conditioning is climate control, and no 500s, including the high-performance Abarth 595s, have a reversing camera.

That's a serious omission, even in a car where the rear hatch feels as if it's only an arm's length away from the driver's seat.

There are rear parking sensors, augmented visually, which gave us a typically 500 moment of humour. There was nothing behind us, but the Dolcevita started pulsing visual warnings when I engaged reverse. More smile-inducing than annoying, though.

Luggage space is small - 185 litres - though the rear seatbacks fold forward 50/50 to accommodate more cargo.

The Dolcevita is Apple CarPlay/Android Auto compatible and has Bluetooth connectivity.

PERFORMANCE AND DRIVE

The 500 doesn't have much power - 51kW at 5000rpm and 103Nm at 3000 from its 1.2-litre four-cylinder petrol engine - but with a weight of 920kg it's nippy in the city, and cruises easily at 100km/h.

Fiat says it will hit 100km/h in 12.9 seconds which is on par with the roomier and more powerful but less lively-feeling MG3.

Fiat reckons overall fuel consumption is around 4.8 litres/100km, but we'd rate it a bit thirstier.

On the road, the 500 is full of character. Get the gearshifts right and it will surprise much more potent opposition.

The Dolcevita's gearbox is an automated manual five-speed



Dualogic. It can be left in Drive or used manually.

The gearchanges in Drive hesitate a little but push the longish shift lever to Manual and you unlock the fun.

The technique is to shift at 3000rpm - where peak torque starts - and the changes are seamless; hang on to 4000rpm and you're punished by abrupt, jerky changes.

This gearbox is a major part of the 500's charm - it's a car that prefers to be driven rather than sat in - and is very rewarding when you get it right.

Steering is heavyish, but the car turns-in to corners crisply and the handling and roadholding are excellent.

The ride on the Dolcevita's 16-inch alloy wheels and 195/45 tyres can be a

bit harsh on bumpy roads and the tyres kick up a racket on coarse chip-sealed surfaces.

The very good sound system - which has steering wheel controls - will drown that out.

OUR VIEW

As a fleet car to be used as an office hack the Dolcevita probably doesn't make much sense.

But it would make a fine promotional car. Its cheerful face and demeanour would enhance a company's image and bring real pizzazz and a sense of being young at heart.

The big thing is that the Dolcevita is almost impossible to drive without a grin on your face or the occasional whoop of delight.

It has quirks - like changing down to second sometimes when it stops at the lights which means a sluggish getaway if you don't engage first manually.

Though they'd irritate the hell out of some people, to me the car's quirks are eclipsed by the sheer joy of driving it.

A Dutch road-tester's summation is compelling. He was talking about the ultra-quick 132kW/230Nm, 230km/h top-speed Abarth 595 Competizione but his comments can be applied to the 160km/h Dolcevita.

Chuckling as he punts it down the Autobahn well into the 200km/h zone, he says: "what is it about this car? Objectively speaking it's not that good but I just keep smiling. What a fun car, and that's what it's all about this car...it keeps surprising me. Abarth 500s are for people with a sense of humour."

So are Dolcevita 500s.



MG HS EXCITE PLUS EV

Price: \$51,990

Drive train: 119kW/250Nm 1.5-litre four-cylinder turbocharged petrol engine with integrated 90kW/230Nm electric motor and 16.6 kWh lithium ion traction battery

Power: (combined) 189kW

Torque: (combined) 370Nm

Transmission: 10-speed automatic

Economy: 1.7 litres/100km

CO2 emissions: 39 grams/km

Tyres: TBC

Towing: 750/1500kg

Cargo volume: 451/1275 litres



MG REINVENTS ITSELF FOR THE FUTURE

WORDS & PICTURES:
ROBERT BARRY

Though MG is known historically for its range of affordable British sports cars, over the decades it has also produced sedans and hatchbacks under the different groups of owners between 1924 and 2006.

Chinese manufacturer Nanjing Automobile bought MG in 2005 before merging with the much larger Shanghai Automotive Industry Corporation (SAIC) in 2007.

The last British-built sports car to land on New Zealand soil was the two-seat MG TF sold in the mid-2000s.

And there was a brief flirtation with the SAIC-supplied MG3 and MG6 hatches under British Motor Distributors here in the early 2010s.

But the lack of an automatic transmission killed MG's aspirations for conquest sales against fleet competitors.

As well as the MG, SAIC now has several divisions, Maxus (marketed here as LDV), Roewe, and Nanjing Automobile, and joint-venture manufacturing partnerships in China with General Motors, Volkswagen, and Iveco.

So, it's no surprise that MG is reinventing itself with a line-up of

electrified SUVs - the ZS and HS - to meet global appetites.

Most importantly for New Zealand the price is right, the specification is right, and there isn't a manual gearbox in sight.

THE TECH

Following the introduction of the mid-size MG HS Plus EV Essence SUV to New Zealand last year, this March MG added a more fleet friendly Excite version.

The plug-in hybrid electric vehicle (PHEV) architecture of the HS Excite combines a direct-injection four-cylinder 1.5-litre turbocharged petrol engine and a 90kW electric motor to produce a total of 189kW and 370Nm.

Power from the dual motors is sent to the all-wheel drive system through a 10-speed automatic gearbox.

Coupled with a liquid-cooled 16.6kWh lithium-ion battery, the HS Excite provides a zero-emission electric driving range of 63km (NEDC) on a full charge which we found is more than enough for most daily commuting.

The Excite, like the higher-end Essence, accelerates from rest to 100km/h in 6.9 seconds, yet returns a combined fuel consumption figure of

1.7 litres/100km and emits 39 grams of CO2 per kilometre.

THE SPEC

For an entry-level variant, the Excite is well specified and fleet drivers won't feel at all short changed.

Standard equipment includes electronic park brake, 17-inch alloy wheels, LED daytime running lights and taillights, automatic illumination halogen headlights, keyless entry and start, rain-sensing wipers, and a tyre repair kit.

Inside the cabin, there's a leather wrapped steering wheel, dual-zone climate control, and leatherette upholstery with seat heating for the two front occupants.

The driver has a six-way electrically-adjustable seat, and is informed by a 12.3 inch digital instrument cluster.

The heating, ventilation, surround sound audio and navigation are driven through a 10.1 inch multi-function colour touchscreen with 1280p HD resolution.

The HS Plus EV Excite comes with the MG Pilot active safety suite, as well as Apple CarPlay and Android Auto. It also benefits from a front-to-back seven-year, unlimited-kilometre

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warranty.

SAFETY

MG calls its driver safety technology suite MG Pilot which encompasses 10 systems.

They include adaptive cruise control, forward collision warning, automatic emergency braking, lane assist, traffic jam assist, blind spot detection, rear cross-traffic alert, intelligent headlight control, and an intelligent speed assistance system.

As yet ANCAP hasn't given the HS Plus EV a safety rating. However, the standard internal combustion engine (ICE) HS SUV, without the dual-motor system of the Plus EV, was given a five-star ANCAP rating in 2019.

It scored 92% for adult occupant protection, 83% for child occupant protection, 64% for vulnerable road user protection, and 77% for safety assist.

THE DRIVE

On the road the Excite Plus EV feels solid and well planted, no doubt helped by its kerb weight of 1737kg, and the dual-motor system that drives all four wheels.

Thanks to its length of 4574mm, its width of 1876mm, its height of 1685mm and its wheelbase of 2720mm, it's not unwieldy. Yet it has plenty of space for both the occupants and their luggage.

Starting, the dual motor system will prioritise running in hybrid mode and will use the petrol engine to warm up the battery components before

engaging EV mode.

However, the driver can override this by pressing the button marked EV which will tell the drivetrain to use solely the stored electricity in the 16.6kWh traction battery until it's depleted.

Unfortunately, the Excite Plus EV doesn't offer fast DC charging, and will accept only up to 6.6kW of charging power from a Type 2 AC outlet, which will take roughly three hours to top up the battery from completely flat.

Overnight charging using a three-pin home charger connection will take up to seven hours.

OUR VIEW

Until the arrival of the MG HS Plus EV, the default midsize plug-in hybrid SUV was the Mitsubishi Outlander which now commands a retail price of \$61,900 for the five-seat LS variant, and

the fleet specific version of the Ford Escape PHEV is priced from \$60,990.

The plug-in hybrid version of the five-seat Hyundai Tucson retails from \$83,990, which unfortunately puts it out of contention for the Clean Car rebate, which has a ceiling of \$80,000.

Fleet buyers could consider the Hyundai Ioniq II PHEV at the more attractive retail price of \$53,990 but it's more of a lower-slung aerodynamically enhanced hatchback than a proper high-riding SUV.

Therefore, fleets looking for an affordable but well specified plug-in hybrid SUV that qualifies for the Clean Car rebate of \$5750 should give the \$51,990 HS Excite serious consideration, especially with its seven-year unlimited kilometre warranty on both the vehicle and the traction battery.





MERCEDES-BENZ C 300

Price: \$102,900

Engine: 2.0-litre four-cylinder turbo

Transmission: nine-speed automatic

Power: 190kW

Torque: 400Nm

Economy: 7.3 litres/100km

Emissions: 182 grams/km

Weight: 1655kg

IMPRESSIVE EXECUTIVE SEDAN

WORDS & PICTURES:
MATTHEW HANSEN

Few clichés in the automotive world have more mileage on the clock than identifying the Mercedes C-Class as the baby S-Class.

It's a handy thought; the idea that those who indulge in one of its most affordable sedans could feel like a movie star, a sheikh, or any of the other positions associated typically with S-Class clientele at a fraction of the price.

Whether one's cynical of the turn of phrase, it's hard to argue that with the arrival of the new W206 C-Class, the nameplate has ever been closer to being an affordable S-Class surrogate. It looks just about the same inside and out, with plenty of impressive features that have trickled down from the top.

THE NUMBERS

The C-Class line-up is a condensed one these days. The C 200 can be had in sedan, coupe, or cabriolet form, while the C 300 skips the droptop.

The line-up starts at \$86,000 for the C 200 sedan, capping off at \$102,900 for the pictured C 300 sedan and \$106,900 for the equivalent coupe.

For context, that's less than half the price of the most affordable S-Class. The key thing that differentiates the

200 and 300 is what's under the bonnet. Both get a turbocharged 2.0-litre four with Mercedes' mild hybrid EQ Boost tech, but the 200's version makes 150kW/300Nm and the 300's version produces 190kW/370Nm.

Compared to the last C, the new one is 63mm longer overall, with 25mm of that devoted to wheelbase.

Legroom for rear seat passengers is up 35mm, headroom up 13mm, and the boot is bigger too, now offering 455 litres of space.

In the world of premium fleet vehicles, this is a worthwhile consideration for anyone considering the C-Class for corporate fleet duties.

INSIDE

It's instantly apparent the moment you climb in that the C-Class' innards evoke its S-Class big brother.

The dashboard layout is both futuristic and familiar, looking and feeling like a direct copy/paste from the S. Inevitably the build quality is excellent and attention to detail is excellent.

The 11.9-inch touchscreen dominates the space, tilted slightly towards the driver, its floating bezel cascading down the dash to form the centre

console.

It's paired with a 12.3-inch digital cluster behind the steering wheel, with both systems running the second-generation MBUX interface.

This means a more refined experience with the brand's Hey Mercedes voice control interface and augmented reality navigation.

The latter overlays interactive 3D arrow prompts and graphics (featuring things like street names and house numbers) over vision from a front-facing camera.

Throw in the presence of a fingerprint scanner to access vehicle profiles, and you get a good picture of the amount of tech that the C-Class lifts from the S-Class.

The cabin space that Mercedes boasts about is more than just numbers on paper. It's real.

People used to getting into the back of SUVs might need to contort themselves a little more than usual to get into the back of the C, but once you're in the amount of room on offer is commendable.

The front seats are generously scalloped, meaning more knee comfort in the back without compromising comfort in the front.

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THE DRIVE

Although it's the C 300 pictured, we also got to sample its more accessible C 200 sibling.

Though the 300 performed commendably, it's hard to knock just how complete the 200 feels at its sharper price.

Perhaps most telling of all is how impressive the 2.0-litre four is, serving as a quality reminder that German executive sedans don't need a luscious six-cylinder or throaty V8 to feel premium.

The EQ Boost function throws down an extra 15kW/200Nm of electric power should you need it for swift motorway overtaking or a favourite section of backroad.

It helps temper fuel economy, too, although the quoted 7.3 litres/100km is a little unremarkable.

The best thing about the 2.0, no matter which model you opt for, is its versatility.

The torque window is wide, the motor pulling with gusto very early in the rev range.

Its electrified elements and turbo complement one another.

The 300 is noticeably quicker and comes with a slightly deeper exhaust note, but the 200 nips at its heels.

Mercedes has finessed the C's damping impressively too. Continuously adjustable damping is available, but it's not worth the bother when the standard suspension package is so good at ironing out bumps.



This is especially notable since the C 300 rides on 19-inch wheels as standard. It's as quiet inside as it is supple, too, perfect for wafting through the countryside in calming fashion.

SAFETY

Inevitably the C-Class range comes with a very comprehensive list of active and passive safety tech.

The C 200 has DISTRONIC radar cruise, active lane keeping, rain-sensing wipers, 10 airbags, active parking assist, a 360-degree camera.

The C 300 gets even more toys, adding traffic sign assist and radar cruise that considers your route and can slow for corners.

OUR VIEW

The C-Class is once again a pointy-end contender for people seeking an entry level executive sedan.

Whether it's more fun to drive than a BMW 3 Series is up for debate, but few would disagree that it's the more high-



tech and refined of the two.

The lack of a plug-in version down under is admittedly an elephant in the room. One hopes the PHEV offered in Europe is on the way.

The C 300 is a stellar, spec-laden competitor in the class. But maybe more impressive is the more affordable C 200.

Buyers opting for the cheaper model (they represent most C-Class buyers) need no longer worry that they're buying a car that feels lacking in features or toys.





TRANSPORTER PROVIDES CHANCE TO BUILD YOUR OWN VAN

WORDS & PICTURES:
RICHARD EDWARDS

Volkswagen Commercial Vehicles New Zealand is heading towards an interesting time.

The company has long had a four-product line-up: the Amarok ute and variants of the Caddy, Transporter and Crafter vans. Things are set for change.

First, the Amarok is switching from an in-house design to a vehicle based on the market-leading Ford Ranger. I suspect that will only make the model more popular.

But VW's New Zealand van range is changing, specifically the mid-sized Transporter.

Instead of just the one van with its various derivatives, there are set to be three platforms, the new T7 passenger van range based on a car platform, the upcoming I.D Buzz all-electric series, and the vehicle tested today, the T6.1.

To suggest there are three prongs to the Transporter fork is an understatement, as each model has multiple options.

For example, the 6.1 is available in two

wheelbases and even has a California spin-off. Add on to that a customisation list as long as your cargo racking, and well, I wouldn't want to be a product manager having to forecast and order stock in advance.

The flip side to that is if you're shopping for a fleet, Volkswagen can deliver whatever it is you need.

And when I put my mind to it and think of the Transporters I've seen at work in the field, they certainly are well represented in the world of properly kitted out work tools, rather than just a van with a few boxes of gear thrown in the back.

Simply spec'ing your T6.1 at the dealership is an adventure. You have two specifications, Runner or Trendline (the one we tested), two lengths, and enough choices to fill a few other pages.

All-wheel drive? You can have that. GVM upgrade? Sure. Barn doors? Yup. A high roof? Plywood cargo bay sides and lashings? Why wouldn't you.

Of course, all those things come at

a price that's at the upper end of the market, though arguably competitive.

The range starts at \$50,500 for the Runner manual, while our Trendline SWB is \$66,000.

You can have the long-wheelbase for \$3000 more and 4Motion all-wheel drive for another \$6000. At the time of writing most models attracted a \$747.50 clean car fee.

A unique option is the ability to upgrade your engine. Spending \$4000 extra on Trendline takes you from the already healthy 110kW and 340Nm version of the 2.0-litre turbocharged diesel to a hefty 146kW and 450Nm.

The warranty on all Transporters runs five years or 150,000km, and six-years/90,000km of servicing will set you back \$2245.

For basic delivery work the Runner offers value, but for anyone who will spend significant time in the vehicle, the upgrade to the Trendline is worth it.

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Not only does it get a few comfort upgrades and useful items like a rubber covered rear floor, it allows you to access options from the catalogue that aren't extended to the Runner.

That load area itself is good with great access from both side doors, a low, flat entry from the rear, the rubber floor and plenty of tie-downs.

You get 5.8 cubic metres of space in the SWB, 6.7 in the LWB. Overall load length in the SWB tested is 2324mm measured at floor level, width is 1244mm between the wheelarches and 1700mm overall. Height is 1410mm.

The cabin will feel familiar to anyone who has driven any Volkswagen product in recent years. It's very passenger car-like with the commercial vehicle twister of lots of storage.

There's an infotainment screen with Apple CarPlay and Android Auto and manual air-conditioning. A few more USB points would be appreciated, like the one that's on the dash top in the Ford Transit Custom.

The seats are great, with the Trendline optioned for a two person bench on the left; a single passenger seat is a no cost option. The Transporter lacks a fold-down armrest or document storage tray common to other vans, but I wonder if this was sacrificed in the interest of comfort rather than cost.

The safety feature list is solid, but



not class-leading. Electronic stability control, autonomous emergency braking, crosswind assist, a lane change system, a rear camera, front and rear parking sensors and a driver alert system make up the standard kit.

That list falls behind the Toyota Hiace and Hyundai Staria, both of which carry a five-star ANCAP safety rating, while the T6.1 is unrated. Just two airbags are standard, with side and curtain options a must-tick \$850 option.

The Transporter drives very well. Its stubby nose and high seating position make for great visibility, the steering is quick and responsive and the van

tracks more like a passenger car than a van.

Unladen, the ride is even good. The turbodiesel provides plenty of punch, even in this lower output version.

The T6.1 makes for a solid and compelling option, but it's all about choice.

You need to build the Transporter that's right for you, and that's great, but it comes at a cost.

However, in fleets the ability to build the perfect van for your workers could offer so many advantages that even a higher purchase price provides great value in the longer run.



**NEW VEHICLE SALES BY BUYER TYPE
JUNE 2022**

	MONTH	YTD
PASSENGER - BUSINESS		
mitsubishi outlander	377	1,700
KIA SPORTAGE	156	485
KIA SORENTO	145	302
mitsubishi ASX	141	414
TOYOTA RAV4	141	1,102
SUZUKI SWIFT	128	504
TOYOTA HIGHLANDER	101	363
HYUNDAI KONA	97	480
TOYOTA COROLLA	91	493
MAZDA CX-5	87	732
mitsubishi ECLIPSE CROSS	81	503
HYUNDAI SANTA FE	74	373
HYUNDAI IONIQ	72	200
KIA SELTOS	66	210
LAND ROVER DEFENDER	61	158
TOYOTA YARIS	51	303
FORD EVEREST	50	435
POLESTAR POLESTAR 2	48	163
NISSAN X-TRAIL	48	470
SUBARU OUTBACK	48	263
MG ZS	46	303
OTHER	1716	11942
TOTAL	3825	21,898
PASSENGER - GOVERNMENT		
HYUNDAI KONA	120	248
SKODA SUPERB	45	283
TOYOTA COROLLA	36	129
mitsubishi OUTLANDER	35	164
mitsubishi ASX	26	42
OTHER	61	1007
TOTAL	323	1873
PASSENGER - RENTAL		
mitsubishi OUTLANDER	157	780
mitsubishi PAJERO SPORT	118	118
mitsubishi ASX	107	186
KIA SORENTO	87	190

**NEW VEHICLE SALES BY BUYER TYPE
JUNE 2022**

	MONTH	YTD
TOYOTA HIGHLANDER	68	68
TOYOTA RAV4	64	714
mitsubishi ECLIPSE CROSS	60	150
MG HS	58	58
TOYOTA COROLLA	50	69
HYUNDAI TUCSON	50	90
OTHER	255	1853
TOTAL	1074	4276
LIGHT COMMERCIAL - BUSINESS		
TOYOTA HILUX	580	3,554
FORD RANGER	194	3,633
TOYOTA HIACE	97	781
mitsubishi EXPRESS	76	267
NISSAN NAVARA	76	916
mitsubishi TRITON	70	2,802
ISUZU D-MAX	57	1,013
FORD TRANSIT	50	177
HYUNDAI STARIA LOAD	42	258
VOLKSWAGEN AMAROK	38	103
OTHER	201	2782
TOTAL	1481	16,286
LIGHT COMMERCIAL - GOVERNMENT		
mitsubishi TRITON	21	465
FORD RANGER	19	192
TOYOTA HIACE	16	77
TOYOTA HILUX	14	130
FORD TRANSIT	3	8
OTHER	5	92
TOTAL	78	964
LIGHT COMMERCIAL - RENTAL		
TOYOTA HILUX	30	128
mitsubishi TRITON	4	142
FORD TRANSIT	3	3
TOYOTA HIACE	3	36
MERCEDES-BENZ SPRINTER	2	75
OTHER	0	134
TOTAL	42	518

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

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

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

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

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

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

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

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

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

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

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

PRICELIST		
MODEL	ENGINE	PRICE
X-TRAIL T32TI04	2.5L Petrol Ti 4WD 5 Seats	\$55,840
NAVARA D23EA07	2.3L Turbo Diesel SL Single Cab CC 2WD	\$41,990
NAVARA D23JM07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$45,490
NAVARA D23JA07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$48,490
NAVARA D23WA07	2.3L Turbo Diesel ST Double Cab W/S 2WD	\$52,990
NAVARA D23LA07	2.3L Turbo Diesel ST-X Double Cab W/S 2WD	\$57,490
NAVARA D23FA07	2.3L Turbo Diesel SL Single Cab CC 4WD	\$51,990
NAVARA D23KA07	2.3L Turbo Diesel SL King Cab CC 4WD	\$54,990
NAVARA D23CA07	2.3L Turbo Diesel SL King Cab W/S 4WD	\$57,490
NAVARA D23OA07	2.3L Turbo Diesel ST-X King Cab W/S 4WD	\$66,490
NAVARA D23ZM07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$54,990
NAVARA D23ZA07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$57,490
NAVARA D23XM07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$55,990
NAVARA D23XA07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$58,490
NAVARA D23ZAOP	2.3L Turbo Diesel SL-450 Double Cab W/S 4WD	\$59,990
NAVARA D23VM07	2.3L Turbo Diesel ST Double Cab W/S 4WD	\$60,490
NAVARA D23VA07	2.3L Turbo Diesel ST Double Cab W/S 4WD	\$62,990
NAVARA D23MA07	2.3L Turbo Diesel ST-X Double Cab W/S 4WD	\$67,490
NAVARA D23PRM1	2.3L Turbo Diesel PRO-4X Double Cab W/S 4WD	\$67,990
NAVARA D23PRA1	2.3L Turbo Diesel PRO-4X Double Cab W/S 4WD	\$70,490
PATROL Y62TI07	5.6L VVEL V8 petrol engine	\$104,990
PATROL Y62TL07	5.6L VVEL V8 petrol engine	\$108,990
PEUGEOT		
<i>For more information on Peugeot's fleet offerings visit www.peugeot-newzealand.co.nz or contact Peugeot customer service at 0800 738 4368.</i>		
208 GT	1.2L PureTech 130 EAT6	\$38,990.00
208 GT Electric	Electric 50 kWh	\$61,990.00
2008 SUV Active	1.2L PureTech 130 EAT6	\$34,990.00
2008 SUV Allure	1.2L PureTech 130 EAT6	\$40,990.00
2008 GT	1.2L PureTech 155 EAT8	\$46,990.00
2008 GT Electric	Electric 50 kWh	\$71,990.00
3008 Active	1.6L PureTech 165 EAT6	\$44,990.00
3008 Allure	1.6L PureTech 165 EAT6	\$50,990.00
3008 GT Petrol	1.6L PureTech 180 EAT8 S&S	\$57,990.00
3008 GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$59,990.00
3008 HYBRID 4	1.6L PureTech 300 e-EAT8	\$89,990.00
5008 SUV Allure	1.6L PureTech 165 EAT6	\$54,990.00
5008 SUV GT Petrol	1.6L PureTech 180 EAT8 S&S	\$61,990.00
5008 SUV GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$63,990.00
508 Fastback GT	1.6L PureTech 225 EAT8 S&S	\$60,990.00
508 Station Wagon GT	1.6L PureTech 225 EAT8 S&S	\$62,990.00
EXPERT Van Medium Wheelbase	2.0L Hdi 150 EAT8	\$55,990.00
EXPERT Van Long Wheelbase	2.0L Hdi 150 EAT8	\$59,990.00
RAM		
<i>For more information on RAM's fleet offerings visit www.ramtrucks.co.nz to find your local RAM Dealer and their Fleet Specialist will be able to assist you further.</i>		

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

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

PRICELIST		
MODEL	ENGINE	PRICE
YARIS CROSS MXJG	1.5 GX Hybrid FWD SUV E-CVT	\$36,990
YARIS CROSS MXJL	1.5 Limited Hybrid FWD SUV E-CVT	\$42,990
C-HR CHTA	1.2 Turbo FWD SUV CVT	\$36,790
C-HR CHTL	1.2 Turbo Limited FWD SUV CVT	\$39,790
C-HR CHFL	1.2 Turbo Limited AWD SUV CVT	\$40,790
C-HR CYTA	1.8 Hybrid FWD SUV E-CVT	\$40,990
C-HR CYTL	1.8 Hybrid Limited FWD SUV E-CVT	\$43,990
C-HR CYTG	1.8 Hybrid GR Sport FWD SUV E-CVT	\$45,990
VOLVO		
<i>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</i>		
S60 B5 Inscription	Petrol MHEV	\$77,900.00
V60 B5 Cross Country	Petrol MHEV	\$79,900.00
XC40 T4 Momentum	Petrol	\$60,900.00
XC40 T4 Inscription	Petrol	\$68,900.00
XC40 T5 R-Design	Petrol	\$73,900.00
XC40 T5 Recharge Plug-in Hybrid	Petrol PHEV	\$85,900.00
XC60 B5 Momentum	Petrol MHEV	\$81,900.00
XC60 B5 Inscription	Petrol MHEV	\$87,900.00
XC60 B6 R-Design	Petrol MHEV	\$95,900.00
XC60 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$119,900.00
XC90 B5 Momentum	Petrol MHEV	\$101,900.00
XC90 B6 Inscription	Petrol MHEV	\$107,900.00
XC90 B6 R-Design	Petrol MHEV	\$111,900.00
XC90 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$146,900.00
VOLKSWAGEN COMMERCIAL		
<i>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</i>		
Cargo TDI 280Nm Manual	1968cc	\$46,500
Cargo TSI 220Nm Manual	1498cc	\$43,500
Cargo TDI 320Nm DSG	1968cc	\$50,000
Cargo TSI 220Nm DSG	1498cc	\$47,000
Cargo Maxi TDI 320Nm DSG	1968cc	\$54,500
Cargo Maxi TSI 220Nm DSG	1498cc	\$51,500
Life TDI 320Nm DSG	1968cc	\$61,000
Life TSI 220Nm DSG	1498cc	\$58,000
Move TDI 320Nm DSG	1968cc	\$54,000
California TDI 320Nm DSG	1968cc	\$70,500
California TSI 220Nm DSG	1498cc	\$67,500
Mobility TDI 320Nm DSG	1968cc	\$73,500
Mobility TSI 220Nm DSG	1498cc	\$70,500
Runner SWB 250Nm Manual	1968cc	\$50,500
Runner SWB 340Nm DSG	1968cc	\$58,500
Trendline SWB 340Nm DSG	1968cc	\$66,000
Trendline SWB 450Nm DSG 4MOTION	1968cc	\$76,000
Trendline LWB 340Nm DSG	1968cc	\$69,000
Trendline LWB 450Nm DSG 4MOTION	1968cc	\$79,000
Comfortline LWB 340Nm DSG	1968cc	\$78,000
Comfortline LWB 340Nm DSG 4MOTION	1968cc	\$84,000
Comfortline SWB 340Nm DSG	1968cc	\$85,500
Comfortline SWB 340Nm DSG 4MOTION	1968cc	\$92,000
Highline SWB 450Nm DSG 4MOTION	1968cc	\$108,000
Family PHEV 350Nm DSG	1395cc	\$78,800
Energetic PHEV 350Nm DSG	1395cc	\$106,000
Ocean SWB 450Nm DSG 4MOTION	1968cc	\$155,000

PRICELIST		
MODEL	ENGINE	PRICE
MWB 30 340Nm Manual Runner	1968cc	\$65,500
MWB 30 340Nm Auto Runner	1968cc	\$69,500
MWB 35 340Nm Manual	1968cc	\$74,000
MWB 35 340Nm Auto	1968cc	\$78,000
MWB 35 410Nm Auto	1968cc	\$82,000
MWB 35 410Nm Auto 4MOTION	1968cc	\$89,500
LWB 35 340Nm Manual	1968cc	\$78,000
LWB 35 340Nm Auto	1968cc	\$82,000
LWB 35 410Nm Auto	1968cc	\$86,000
LWB 35 410Nm Auto 4MOTION	1968cc	\$93,500
ELWB 35 340Nm Auto	1968cc	\$84,500
ELWB 35 410Nm Auto	1968cc	\$88,500
ELWB 35 410Nm Auto 4MOTION	1968cc	\$96,000
MWB 35 340Nm Auto	1968cc	\$67,500
MWB 35 410Nm Auto	1968cc	\$71,500
MWB 35 410Nm Auto 4MOTION	1968cc	\$79,000
LWB 35 340Nm Auto	1968cc	\$69,500
LWB 35 410Nm Auto	1968cc	\$73,500
LWB 35 410Nm Auto 4MOTION	1968cc	\$81,000
MWB 50 410Nm Manual	1968cc	\$89,000
MWB 50 410Nm Auto	1968cc	\$93,000
LWB 50 410Nm Auto	1968cc	\$97,000
ELWB 50 410Nm Auto	1968cc	\$99,500
MWB 50 410Nm Auto	1968cc	\$83,500
LWB 50 410Nm Auto	1968cc	\$85,500
600 410Nm Auto 4MOTION	1968cc	\$163,000
680 410Nm Auto 4MOTION	1968cc	\$167,000
Comfortline 420Nm Auto 4MOTION	1968cc	\$65,000
Sportline V6 580Nm Auto 4MOTION	2967cc	\$75,000
Aventura V6 580Nm Auto 4MOTION	2967cc	\$90,000
VOLKSWAGEN PASSENGER		
<i>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</i>		
POLO TSI DSG	Turbo Petrol 999cc	\$28,750
POLO TSI R-Line 8AT	Turbo Petrol 999cc	\$33,990
POLO GTI DSG	Turbo Petrol 1,984cc	\$40,990
THE ALL-NEW GOLF TSI R-Line 8AT	Turbo Petrol 1,395cc	\$48,990
THE ALL-NEW GOLF GTI 7DSG	Turbo Petrol 1,984cc	\$62,990
THE ALL-NEW GOLF R 7DSG	Turbo Petrol 1,984cc	\$77,990
THE ALL-NEW GOLF R 1st Edition 7DSG	Turbo Petrol 1,984cc	\$82,990
THE NEW PASSAT ALLTRACK TSI 162kW AWD	Turbo Petrol 1,984cc	\$61,990
T-CROSS TSI Life 2WD	Turbo Petrol 999cc	\$34,990
T-CROSS TSI Style 2WD	Turbo Petrol 999cc	\$39,490
T-CROSS TSI R-Line 2WD	Turbo Petrol 1,498cc	\$45,990
T-ROC TSI R-Line AWD	Turbo Petrol 1,984cc	\$54,990
THE NEW TIGUAN TSI Life 2WD	Turbo Petrol 1,395cc	\$47,990
THE NEW TIGUAN TSI R-Line 2WD	Turbo Petrol 1,395cc	\$57,990
THE NEW TIGUAN TSI Style AWD	Turbo Petrol 1,984cc	\$61,990
THE NEW TIGUAN TSI R-Line AWD	Turbo Petrol 1,984cc	\$70,990
THE NEW TIGUAN TSI R AWD	Turbo Petrol 1,984cc	\$80,990
THE NEW TIGUAN TSI R 1st Edition AWD	Turbo Petrol 1,984cc	\$85,990
THE NEW TIGUAN ALLSPACE TSI Life 2WD	Turbo Petrol 1,395cc	\$49,990
THE NEW TIGUAN ALLSPACE TSI Style AWD	Turbo Petrol 1,984cc	\$63,990
THE NEW TIGUAN ALLSPACE TSI R-Line AWD	Turbo Petrol 1,984cc	\$73,990
TOUAREG TDI V6 (170kW)	Turbo Diesel 2,967cc	\$101,990
TOUAREG TDI V6S R-Line (210kW)	Turbo Diesel 2,967cc	\$126,490

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

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