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GOVERNMENT'S KNEE-JERK REACTION



ROBERT BARRY
EDITOR

Hello there,

Post Cyclone Gabrielle, the Labour-led Government is trying to find ways to save money to fund the recovery effort and appease voters in the run up to the general election.

But quashing two initiatives which would reduce the age of the national fleet and get people into safer and more emissions friendly vehicles seems counterproductive.

Not only were these announcements a kick in the teeth for the Green Party, I also believe it's a lost opportunity to get some of the really old and unsafe vehicles off our roads.

Cyclone Gabrielle reportedly saw 10,000 cars written off, but you have to wonder what will replace them?

The Government says it will save \$586 million by stopping the Clean Car Upgrade scheme where households can scrap their old cars in return for a grant for a cleaner vehicle.

A scheme to provide social leasing arrangements to low-income families for Clean Cars that was proving difficult to implement has also been stopped.

The Government says several of the communities where it was to be trialled have been affected by the recent extreme weather.

It says \$1 billion in savings will be reallocated to support New Zealanders with the cost of living.

It's also refocusing a goal of increasing and improving public transport as an alternative to driving to the five main centres of Auckland, Hamilton, Tauranga, Wellington, and Christchurch.

"Work on Auckland Light Rail will continue alongside other investments like a second Waitemata Harbour Crossing, more rapid busways, and better connections to growth areas like the North-West," says prime minister **Chris Hipkins**.

"Investing in a modern Auckland where people can get around, where there's less congestion and cleaner travel options is the least the city should expect."

A range of transport programmes has also been deferred so Waka Kotahi NZTA can focus on post-Cyclone Gabrielle road recovery, says the Government.

That includes "significantly narrowing the speed reduction programme to focus on the most dangerous 1% of state highways", ensuring Waka Kotahi NZTA is "consulting meaningfully" with affected communities and rolling out in stages Auckland transport solutions to reduce emissions and congestion.

Motor Industry Association chief executive **David Crawford** believes the Clean Car Upgrade would have done very little.

"It was vehicle scrappage scheme in disguise, albeit heavily modified to target a part of the end of life vehicle market," Crawford says.

"In our view, this scheme was a very expensive way to reduce carbon emissions and deserved to be scrapped.

But Crawford says the MIA would have preferred that the Social Leasing Scheme trial was postponed rather than culled by the Labour government. But he admits that such types of social leasing schemes are notoriously difficult to implement.

"However, in terms of speed reductions, the broad application of lower speeds is, in our view, a perverse way to address road safety," Crawford says.

"Targeting the most at risk roads is at the heart of the safe system approach, not blanket speed reductions," he says.

I concur with Crawford's view. Blanket speed reductions aren't the answer, and the whole announcement from Hipkins reeks of hasty decisions being made without thought of future consequences.

If Labour is to win the general election, it needs to do better than just a knee-jerk reaction after a major weather event caused by climate change.

We need to see some policy foresight and some future planning, not just pork barrel vote gathering.

Best regards,

Robert Barry
EDITOR



EROAD HOSTS LIGHT FLEET EXPO

Over 120 business leaders and fleet managers attended the first-ever EROAD Fleet Expo, a unique event aimed at embracing vehicle technologies, data, and promoting a greener, safer future for the light fleet industry.

The event, sponsored by EROAD and the Greater Wellington Regional Council, featured expert insights from **Jonathan Parker**, founder of ThunderGrid, Auto Media Group managing editor **Richard Edwards** and ChargeNet CEO **Danusia Wypych**.

Jeanette Parsons, fleet manager at the Greater Wellington Regional Council, expressed her support for the event: "As a fleet manager, the EROAD Fleet Expo is an invaluable, unique event for the industry to embrace vehicle technologies and data whilst motivating us all as we look towards a greener, safer future! Greater Wellington Regional Council is proud to support such an inspirational event!"

The EROAD Fleet Expo partners with multiple car dealerships, including Hyundai NZ, Capital City Ford, and others, showcasing over 60 different light fleet models for attendees to experience. The event provided a unique opportunity for participants to test drive various vehicles on a purpose-built track and off-road.

Konrad Stempniak, EROAD's executive general manager for Australia and New Zealand, explains the purpose of the event: "Fleet Expo is an excellent way to bring together light fleet professionals and businesses to discuss the challenges, trends, and opportunities they're facing."

Transportation contributes to 17% of New Zealand's emissions, and in a recent EROAD survey, 76% of

businesses operating light vehicles claim that low or zero-emissions vehicles will become part of their fleet by 2025. The EROAD Fleet Expo aims to help businesses comprehend the options available to them and learn from each other as they work to reduce emissions.

Stempniak adds, "We want to help break down some of the barriers that might be getting in the way of progress towards net-zero. Fleet Expo is designed to serve up knowledge, industry connections, and first-hand experience of new technologies in a single event - something that hasn't been available to light fleet professionals until now."

During the event, over 120 fleet professionals, experts, and business leaders engaged in discussions on electrification, actions leaders should take now to prepare for the future, fleet optimization, leasing versus buying, and planning for EV charging infrastructure. One attendee highlights the benefits of the event, stating, "the benefits of being able to drive the vehicles first-hand rather than viewing them statically are immense."

EROAD, currently developing a fleet decarbonisation tool in conjunction with EECA, hopes that the event will encourage more fleet businesses to initiate or advance their own fleet sustainability programs.

Stempniak concludes, "We know fleets want to better understand their emissions and ways to reduce them. We also know the pathway can be unclear. As well as technology solutions, businesses need to be able to learn from each other, and that's where events like this come in."

fleettalk



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IPWEA FLEET CONFERENCE 2023 ANNOUNCED

The Institute of Public Works Engineering Australia (IPWEA) has confirmed its Australasian fleet conference will be held at Brisbane's Royal International Convention Centre from March 27 to 29.

It says the three-day programme has been tailored to meet the needs of fleet managers by focusing on the four dimensions of fleet management: technical, people, technology, and strategy.

IPWEA Fleet says its mission is to support people working, or intending to work, in the management, procurement, maintenance, and use of plant, vehicles and equipment.

It says fleet management is a complex task with many moving parts and lots of interactions with internal and external stakeholders.

IPWEA Fleet says there have been many discussions about the skillset required to be a fleet manager, and that it should be treated as a profession.

Unfortunately, managers in other departments don't always value skills that fleet practitioners use in their roles and categorise it incorrectly as one discipline such as procurement or administration.

The speakers at the conference will explore each of these four dimensions during the multiple stream sessions on day two.

EV DAY

The conference's third day is EV Day and IPWEA Fleet director **Marc Sibbald** thinks it will be the highlight of the event.

"Everyone wants to know more about electric vehicles. There's so much to learn so we've designed the program in a way that makes the last day of the conference all about zero and low emission fleet vehicles."

The speakers on day three include representatives from the Queensland and ACT governments who are leading the way by transitioning their fleets.

Fleet managers in local governments

that have made the decision to accelerate their shift to zero-emission vehicles will present case studies.

A key feature at every IPWEA fleet conference is the technical tour. This year the delegates will visit Northside Kia in Brisbane to see how it is adapting to electric vehicles.

Fleet managers will get the chance to see a modern workshop in operation and get information on the equipment and staff training required to service zero-emission cars.

"The entire conference could be about EVs though it's still an emerging area of fleet management and there are so many other priorities for organisations such as using data for decision making, risk management and asset utilisation," Sibbald says.

"We have two other days in the programme that will focus on the other areas of fleet management to help delegates deal with the post-COVID economic environment," he says.

SIGNING OFF FROM 45 YEARS IN AUTOMOTIVE

Ateco Group sales and marketing manager **Lawrie Malatios** is a familiar figure in the automotive retail and distribution industry. Before signing off at the end of February, he shared with FleetTalk some reflections from his 45 years in the trade.

The year was 1978, Sir Robert Muldoon was the prime minister, the Kaimai rail tunnel opened, and domestic carrier National Airlines Corporation (NAC) was merged with international carrier Air New Zealand.

And a young **Lawrie Malatios** began his automotive career as a salesman for Paine Motors, a General Motors franchise selling Holdens, Vauxhalls, and Bedford LCVs in Pakuranga, Auckland.

Malatios says his father was the service manager for the dealership and he had convinced the sales manager to give Lawrie an opportunity.

It was the beginning of a very fruitful career in automotive sales and marketing.

"I sold my first car on my second day, a two-door yellow Vauxhall Chevette at full price, which was their oldest stocker. I didn't know any better," Malatios says.

From 1978 to 2000, he worked in automotive retail, selling Holden, Ford, and Nissan brands.

He says that without a doubt the biggest change in the market for everyone to get their heads around was the introduction of used imports.

For the last 23 years Malatios has been on the wholesale side of the industry working with Alfa Romeo, Fiat, Jeep, Chrysler, Citroen, Dodge, Ram, Great Wall, and Foton.

In the 1980s, Malatios moved from Paine Motors to John Andrew Ford which was being rebuilt under the stewardship of car magnate **Neville Crichton**.

Malatios says the only challenges and opportunities during this time for John Andrew Ford were driven by stock, a situation not unlike today.

"They were great days, we had three buyers trying to restock the used yard and we were constantly pressuring Ford Motor Company for more new cars," he says.

Malatios then moved to the Nissan Newmarket franchise.



He says his greatest career highlight was using his experience from John Andrew Ford to build a team at Newmarket Nissan who turned a very negative company result into an increasingly excellent contributor over a five-year period.

But his biggest career regret was not stocking or servicing used imports for three of those years.

In 2000 Malatios moved into the distribution arena when Crichton's Ateco Group took over the Fiat and Alfa Romeo agency from Azzurra Motor Group. Later it took over the Citroen agency from the Giltrap Group.

"Ateco inherited an excellent and very brand loyal dealer network from Azzurra in 2000," Malatios says.

"Ateco had the benefit of Australasian buying power and this supported improved results.

"Similarly, the quality of the Giltrap Citroen network also allowed Ateco to assimilate the Citroen brand in NZ into its Australasian envelope seamlessly," he says.

Malatios says people like the entrepreneurial Crichton and Sir

Colin Giltrap have made the greatest contribution to the motor industry, along with past and present Motor Industry Association (MIA) chief executives, **Perry Kerr** and **David Crawford**, and all the representative brand chief executives.

However, he cites **Winston Peters** for the negative contribution of used imports.

Malatios believes that legislation, rebates, penalties and politically driven decisions will be the greatest challenge to the automotive trade in New Zealand in the next five to 10 years.

"These arbitrary decisions are all very risky to a market that's a small volume technology taker, not a technology maker. The MIA will be more important than ever in navigating this minefield," he says.

"I believe there is growth potential for all new energy brands in NZ while the current rebate system continues.

"The sustainable percentage share of these vehicles is yet to be tested and the infrastructure required is the biggest issue faced by the market."



FLEETPARTNERS HELPS MAINMARK IMPROVE LOOK WHILE RETAINING CAPITAL

New Zealand ground-engineering company Mainmark says that around five years ago, their eclectic mix of employee-owned vehicles was less than ideal, with vehicle appearance and cost holding them back - so they turned to fleet leasing company FleetPartners for help.

According to Mainmark, the nature of their line of work equates to a large investment from the customer, saying that it's not a small decision for their customers to future-proof and invest in the long-term, meaning that first impressions are paramount in the ground engineering company's customer approach.

Mainmark says that five years ago, their talented, hard-working sales team used their own personal vehicles to go out and meet customers, they were a professional team, yet the unbranded, mix of different personal vehicles didn't showcase them to the highest standard they wanted to portray.

"We previously had a wide range of cars that people showed up with to client visits," says Mainmark General Manager **Theo Hnat**. "We felt that we weren't putting our best foot forward, so we wanted to increase our professionalism and overall presentation."

Changing and upgrading Mainmark's vehicles was the obvious solution, however, the capital cost of buying a new fleet of vehicles was just too high,

plus the recent instability (and cost) surrounding the vehicle supply chain also concerned them. So they looked to leasing as a great step forward and that meant FleetPartners.

Mainmark and FleetPartners completed a whole-of-life cost analysis, which subsequently made it obvious that a long-term cost to lease was lower than managing a fleet and maintenance themselves.

Mainmark says that they knew FleetPartners could recommend the best selection of professional looking vehicles to suit their needs, whilst also giving them cashflow control, by paying for their vehicles as they use them.

"FleetPartners really listened to our needs as a business," says Theo. "In the last couple of years with the vehicle supply chain issues, they've provided recommendations and helped us adapt to using brands that were available. That meant new team members could start and they weren't waiting around for more than six months due to supply chain issues."

Mainmark has a long-term plan to transition to more sustainable vehicles as the leases come up for renewal and has recently introduced more sustainable vehicles to their fleet, including two Hybrid Toyota RAV4's.

"One of our values is sustainability," says Theo. "We use technologies that are less invasive than alternate

methods so it means a smaller carbon footprint compared to other technologies, to achieve similar outcomes."

Keeping business moving (even if a vehicle is off the road) is imperative for Mainmark, which is why they like having access to FleetPartners relief vehicle service. If an employee's leased vehicle is off the road for any reason, like an accident, then FleetPartners will provide that employee with a like-for-like replacement vehicle to carry out their work duties.

It's not just cars either, FleetPartners has helped customise Mainmark's three trucks so they can transport supplies with confidence and ease. Theo says the switch to branded vehicles has boosted employee morale.

"Now, there's a sense of ownership and accountability for each vehicle. Every employee keeps them very clean, and I see that there's a sense of pride in turning up to see a customer in a branded vehicle. It looks really good."

With the ability to upgrade to a new vehicle every three to four years, not only does Mainmark ensure vehicles are compliant and well maintained, they also impress potential customers with their immaculate fleet. In working with FleetPartners, they're tightening their capital expenditure and enhancing their drivers safety and reliability.



JAZZ RS LEADS 2023 E:HEV OFFENSIVE

WORDS: ROBERT BARRY

Honda New Zealand has launched a new RS version of its Jazz e:HEV light hatchback, which will be followed by an all-new ZR-V e:HEV this May and an all-new CR-V e:HEV later in the year.

There are no signs of plug-in hybrid or BEV models on the horizon with Honda New Zealand betting on its petrol-electric hybrid technology.

The Jazz Life has been discontinued, making the Jazz Crosstar the new entry level model priced from \$30,700.

The Jazz RS e:HEV will retail from \$36,700, the Luxe Sport e:HEV from \$37,000 and the Jazz Luxe Sport e:HEV with soft brown leather interior retails from \$37,500.

All e:HEV Jazz models qualify for a Clean Car Discount rebate of \$3930. The Crosstar is in the neutral band with no rebate or fee.

Honda sold more than 1606 Jazz e:HEVs in 2022 and is aiming for more than 2000 sales in 2023. It says it has ample supply from Japan.

Most of those sales will come from private buyers. Honda and Suzuki have been neck and neck in the light car market for many years, and Honda says it wants to regain the top spot.

This will no doubt be made easier by the departure from NZ of the Kia Rio, Ford Fiesta, Suzuki Baleno, and Volkswagen Polo.

Honda NZ chief operating officer **Peter Ashley** says one of the most commonly traded-in vehicles on a new Jazz is a Toyota Corolla hatchback, as buyers

opt for a smaller car.

He says the ZR-V SUV won't be a replacement for the HR-V SUV and more information on the replacement for that model will be announced soon.

MORE ELECTRIFIED JAZZ

Honda says the RS brings an 'everyday sport' model to its electrified Jazz family.

The RS gets an aggressive aerodynamically styled grille and bonnet.

It is further distinguished from the Luxe model by blacked out headlight rings, RS badging, unique front and rear bumpers and side skirts.

The RS is further differentiated from the Luxe by grey ultra-suede upholstery with yellow stitching on the sports seats.

Drivers can choose among three selectable drive modes including Econ, Normal and Sports. In Sports acceleration increases and the ability to set four stages of deceleration on the fly for increased handling and manoeuvrability has been added.

There's a new sport suspension and tailored engine tuning on the RS's e:HEV electrified hybrid powertrain.

The RS gets wireless Apple CarPlay and wired Android Auto on the nine-inch Infotainment screen, and Magic rear seats that offer both fold-flat or flip-up seat flexibility, depending on cargo space required.

The latest Honda Sensing Suite includes Collision Mitigation Brake System, Lane Keep Assist, Road



Departure Mitigation and Adaptive Cruise Control. Smart Keyless Entry with push button start is also standard on the RS.

Honda has given the Jazz e:HEV Luxe Sport a makeover for the 2023 model year with a sportier looking exterior and some minor interior updates.

FIRST DRIVE

The addition of the RS to the Jazz e:HEV line-up gives customers the option of a car that's a bit sharper and a bit more responsive than the slightly softer and more urbane Luxe Sport.

Not that the Luxe Sport is in any way sloppy or unrefined, but it's noticeably tailored more towards comfort and frugality, while the RS has a firmer ride, and a more involving chassis set-up.

And the RS's more responsive powertrain provides an engaging drive.

There's not much difference in pricing and specification between the two e:HEV variants, it will come down to which set of characteristics best suit the buyer.



DRIVABILITY KEY TO NISSAN'S HYBRID APPROACH

WORDS & PICTURES:
RICHARD EDWARDS

Nissan has rolled out its new generation e-Power with e-4orce drivetrain in New Zealand, with drivability trumping other factors in its move to electrification.

Unlike conventional hybrid systems, Nissan's innovative e-Power technology delivers a constant EV-like drive experience, thanks to the driven wheels being powered solely by the electric motors, so response is always instant, linear and smooth.

"This is a true best-of-both worlds solution, delivering the smooth and immediate acceleration of an EV, only without ever needing to plug in," says Nissan New Zealand managing director **Ben Hamilton**.

"The Nissan X-Trail e-Power with e-4orce isn't an evolution of an ICE powertrain.

"It's a true bridge to Nissan's fully electrified BEVs, like the Leaf or Ariya, delivering an EV-like drive experience, along with the confidence to travel as far as you need to.

The e-Power with e-4orce powertrain is available on the generously equipped X-Trail ST-L and Ti-L which are designed to be flagship models in the X-Trail range.



Though two-wheel drive versions are available overseas, New Zealand will take e-4orce twin-motor all-wheel drive variants exclusively, in keeping with the model's flagship status.

The electrified X-Trail family begins with the ST-L e-Power with e-4orce (\$62,990), followed by the top-of-the-range X-Trail Ti-L e-Power with e-4orce (\$66,990).

Both are five-seat only, skipping the seven-seat format offered in some petrol models.

Auto Media Group was lucky enough to be part of a small group of

motoring journalists at the launch of the ePower system in Australia.

We got the chance to sit down with **Adam Robertson**, deputy director of the Nissan Technical Centre Europe and a leading figure in setting up ePower.

He says Nissan's approach with ePower is to provide the electric vehicle driving experience.

"This drives like an EV, and we know from our EV customers that people love it. EVs have the highest level of satisfaction for the way they drive," he says.

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"We know the traditional hybrids have the lowest level of satisfaction."

What he's referring to is the 'rubber band'-like disconnection of engine revs to progress experienced with other hybrid systems.

"We wanted to avoid the very disconnected, CVT-like sound you get from some hybrids."

However, it's potentially not as efficient. Its 6.1-litres per 100km fuel economy rating lags behind the Toyota RAV4's quoted 4.8-litres, though a Nissan exec at the event questioned whether the Toyota figure was as reliable as Nissan's.

RightCar suggests the car is neutral under the Clean Car Discount Scheme.

To be fair to Nissan, we drove the car on a challenging rural 300km route with consumption pegging itself to seven litres per 100km.

That's impressive for the environment and closer to test cycle figures than we'd expect usually.

The e-Power with e-4orce system consists of a 2.1kWh battery integrated with a turbo-petrol engine,



power generator, inverter and twin electric motors (150kW front axle, 100kW rear axle). Total system output is 157kW.

The compact and lightweight engine is engineered to deliver high torque from low revs. The 1.5-litre turbo-petrol three-cylinder engine acts as the perfect generator.

Under heavy acceleration, and when the battery is low, the petrol engine delivers power to the battery and to the electric motors, ensuring consistent acceleration no matter the battery status or driving conditions.

Thanks to the pure electric motor drive, there's no delay like that on an internal combustion engine or

traditional hybrid.

Throttle response is instant. A 'linear linear tune', which governs the petrol engine, ensures that it's spinning at an appropriate speed relative to road speed, avoiding the "rev-up" effect of traditional hybrids under hard acceleration.

The drivetrain's electric nature makes the all-wheel drive system incredibly responsive; it's said to be up to 10,000 times faster than a mechanical 4WD system.

And the constant torque redistribution, including torque vectoring side to side, and near-perfect weight balance contribute to reassuring handling and ride comfort.

It really is impressive to drive, with twisty country roads and mixed surfaces failing to catch out the system.

In spite of weighing more than 1.9 tonnes, the X-Trail is now one of the more engaging and capable drives in the segment, thanks to this drivetrain.

And then there's e-Pedal. Lifted from the electric Nissans, the system allows drivers to accelerate and brake using only the accelerator.

The system must first be activated by a switch on the centre console and once engaged – at speeds above 10km/h – the accelerator will deliver acceleration as usual.

When the driver releases the accelerator, e-Pedal will brake the X-Trail at 0.2g, enough to illuminate the brake lights, and reduce the car's pace to a "creeping" speed, not a complete stop. That ensures parking manoeuvres are as smooth as possible.

The system takes a little getting used to as unlike other similar systems it moves the brake pedal mechanically to match the feel it would provide.

Aside from the drivetrain, the two e-Power models echo the standard X-Trail's that are already finding favour with consumers.

They offer a solid family-SUV, with the now-expected huge LED screens, up to 12.3-inches, the segment's largest head-up display, and a solid suite of driver assistance features under the ProPilot title.

The question will be whether buyers, and dealers, can convince themselves the drivability is worth it over the efficiency.





FROM NORTHLAND TO CANTERBURY IN AN LDV MIFA 9

The LDV Mifa 9 is an electric people mover with seven comfortable seats, some with a massage function, a 90-kWh battery and range of 350 to 400km.

Our test run took two days and two nights to drive from Mangawhai in Northland, to Christchurch in Canterbury.

The Mifa 9 can carry up to 700kg but for this trip, we were running lighter with around 350kg of luggage and people on board.

LEAVE FULL, AND PREPARE

In the haste to get ready for a long-distance road trip many people make the simple mistake of not plugging in their EV in enough time to make sure the traction battery is at 100% capacity.

Always leave with a full charge on-board. This is so important. With DC charging it takes time to get the top 20% of battery back, so you leave on the back foot.

There is additional preparation that will make your trip easier. Make sure you have your charging fobs and apps - ChargeNet, Open Loop, Z Energy, BP. Plugshare is a must for checking-in at stops. A Better Route Planner



and PowerTrip are handy, but more for those who are aiming to stretch their range, which isn't something I'd attempt with the variability of summer conditions.

Check your tyre pressures; it can help efficiency. Also clean your windscreen and top off your washer bottle. Public Charging stations don't have buckets, brushes, and taps!

Last, think about packing. You can't beat physics, and an overlaid car will use more energy than a lightly loaded

one. Same with the bikes on the back of the car or kayaks on the roof. Will you use them? If not, leave them behind.

CHARGE EARLY, CHARGE OFTEN

Out of Mangawhai, the Mifa was pointed south and headed for Auckland, in some rather average conditions.

A quick stop was made in Mt Roskill to collect our co-driver, before a stop at the Bombay ChargeNet hyper-charger.

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At this point we were well under half-way through the battery, with over 200km of range available. So why charge here?

Safety and efficiency. We could've pushed on and charged further down the road, but most charger options before Taupo are single 50kW units where the chance of queuing on a busy day is high.

Heading for multiple units reduces this and being a hyper-charger we were in and out of there faster, at just over 20 minutes to bring us back up to 360km of range.

If you're under 70% battery, don't drive past an empty charger. It will give you so many options later.

The Mifa surprised with a peak charging speed this time of nearly 100kW, well about the 90kW speed marketed. But more was to come.

SLOW DOWN (A LITTLE)

Not long after Bombay is the Waikato expressway, a piece of road with a 110km/h speed limit, and a great spot to test my next tip.

We ran the Mifa at 90km/h and averaged 17kWh per 100km to maintain speed. Up the speed to 100km/h and you burn 21kWh per 100km, while moving to 110km upped the burn rate to 26kWh per 100km.

On a 50kW charger that's probably an additional 10 minutes of charge and up to \$7 in additional charge cost per 100km of travel.

Slow down, reduce charging time, reduce cost!

HELP YOUR FELLOW EV DRIVERS

We rolled into Taupo with just over 30% battery remaining. Sure, we could have carried on to Turangi or even Waiouru, but with either single or 50kW units coming ahead, heading to Taupo with its wide array of charging options was the smart move.

We plugged in for what proved to be a 20-minute top-up, with the Mifa again out-performing specification, peaking at 130kW, before settling on a solid period of 115kW.

Here we stumbled across two fellow EV users in trouble. One we couldn't assist but the other we could. If you see someone struggling, offer to help. The quicker people can get on and off the charger, the better for everyone.

GIVE YOURSELF OPTIONS

The Mifa flew (at legal speeds) over the central plateau, with a quick stop at Waiouru to catch-up with some EV friends at the two units outside the Army Museum.

They confirmed the comfort of the car's second row. It was lucky we had plenty of range as two chargers were in use when we arrived, with another car waiting.

Our target was Bulls, and with an energy recouping downhill run, we arrived with around 120km of range left.

Having range left at your intended charging spot is key. This gives you options, one we almost needed as on arrival as a new MG ZS EV was charging.

We had the ability from there to get to at least three further 50kW charging stations, two of them with multiple units. This reduces the risk of having to queue.

As it turns out while we were preparing to leave the owner of the MG turned up, and we were able to charge for 25 minutes for the run into Wellington.

This was both an overcharge - we were probably too cautious and needed only 15 minutes' charge to make the trip, and the last DC charge we'd need to get to Christchurch. Why?

Charge while you sleep!

This is one of my top tips for EV road trips: work on the basis of charging while you sleep. And if you're concerned about how far you can get safely in a day, take an extra night and reduce your DC charging needs.

In this case, we were staying in Wellington, at the Novotel, where we rolled in around 10.30pm, with a healthy amount still on the Guess-o-meter.

This inner-city hotel has a type 2 7kW unit and a Tesla destination charger, both free for guests, though the hotel recommends booking them.

Multiple accommodation websites now have a search by EV charger option, but my tip is to call the hotel first and check the charging that it has suits your car and can be booked.

Staying at campgrounds? A higher amperage 'blue commando' EVSE or adaptor could be a good back-up.

In some cases, charging where you stay can be of economic benefit. We took on around 65kWh on the charger, which could cost around \$55 at a DC unit. Take that off the hotel bill and our stay, with breakfast, came down to just \$152.

If you're staying with family, take your charging cable with you. Sure, you won't get a full charge every night, but at around 24kWh per 24-hour period, it sure helps.

Of course, ask in advance and offer to compensate them. I recommend a rate of around 30 cents a kW/per hour, as a token. It's a great chance to educate as well.

RELAX, ENJOY YOURSELF

The next day it was on to the ferry for the trip to Picton.

I highly recommend charging before you get on the ferry heading in either direction so you can get underway without hassle.

Particularly heading south charging is limited. Don't plan on charging if you can get away with it.

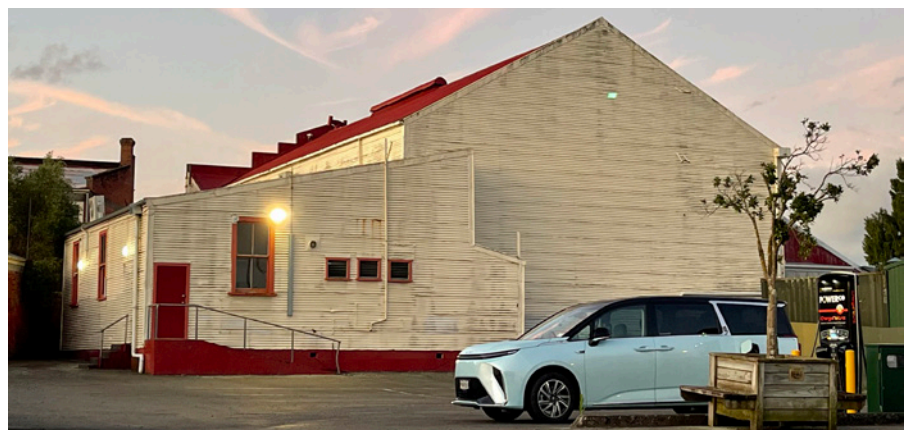
The Mifa had plenty of charge on board, so we cruised all the way down to Kaikoura for our second night away, though we could have made it to Christchurch with a 'splash-and-dash' here or further along the road.

Instead we got to try one of the new EV Power units installed at the new Sudima Kaikoura. Again, the free charging mitigated the cost.

The final morning involved a relaxing day's cruising along the Kaikoura coast, before heading inland and south to the Mifa's new home at LDV Christchurch.

Splitting the trip up made for a relaxing experience, with no need to charge on route at all.

To reiterate my first tip: leave full. You won't regret it!





NIRO RIDES SMART WITH TECH AND SAFETY

WORDS: NIGEL MOFFIET

Kia's Niro offers consumers high-tech convenience and top-of-the-range safety, and is available in hybrid, a plug-in hybrid (PHEV) and battery electric (BEV) versions.

We tested the hybrid GT-Line, which features a 1.6-litre petrol four-cylinder engine paired with an electric motor featuring a 1.32 kWh battery.

When combined with the 32kW permanent magnet synchronous electric motor, the HEV model produces maximum power of 104kW and 265Nm of torque.

The engine drives the front wheels through a six-speed dual-clutch automatic gearbox.

During our test drive around Auckland city and on the motorway, we found the car handled well with good performance and acceleration.

It rode smoothly with compliant suspension and a quiet interior. Kia quotes overall fuel consumption of 4.4 litres per 100km.

IMPROVED COMFORT

A new suspension and steering system improves ride comfort. Kia has tuned

the Niro's front and rear suspension for improved responsiveness, stability, and ride comfort.

And a revised steering gear ratio and new tilt-type strut bearings reduce friction to improve steering feel.

Additional insulation and padding have been inserted in the vehicle's structure to help combat unwanted engine and road noise, and the improvement was noticeable.

Priced at \$57,990, the hybrid GT-Line model is not only an eco-friendly choice but is eligible for a \$3418 Clean Car rebate. The model is top of the range for the hybrid variants which also feature the Light, Earth, and Water options.

In the plug-in hybrid line-up – also in Light, Earth, Water, and GT-Line variants – each model is eligible for a \$5750 rebate.

The two BEV models are sold in Light and Water grades and are priced at \$67,990 and \$73,990, respectively.

They earn the maximum \$8625 rebate, making the Niro one of the few electrified model line-ups where all



models attract has a rebate.

Top safety

As standard, the Light variant comes with a comprehensive active and passive safety suite, including rear parking sensors, safe exit assist warning, lane keep assist, AEB with pedestrian and cyclist detection, radar cruise control.

The model a five-star ANCAP safety rating.

The Earth models add foglights, gloss black highlights on the wing mirrors and grille, faux leather cabin appointments, air vents for rear passengers and rain-sensing wipers.

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The Water models feature a larger 10.25-inch touchscreen paired to a 10.25-inch digital cluster, satnav, head-up display, power-operated tailgate, power-adjustable driver's seat, Harman Kardon audio, heated front seats, wireless phone charging, 18-inch wheels, and push-button start on HEV and PHEV variants.

Finally, the GT-Line models add a dial gear selector, a power sunroof, faux leather, ventilated and heated front seats, heated steering wheel, sports pedals, electronically adjustable front seats on both sides.

We were impressed by the Niro's safety features, which stand out as some of the best in its class.

One feature that stood out was the intelligent speed limit assist (ISLA) which uses information from the front view camera and navigation system to deliver a warning and automatically adjust the speed if it's over the posted speed limit.

It helped us stay aware of our surroundings and made it easier to observe speed limits around town.

Overall, the Niro's advanced technology and driver assist features were beneficial and assisted with driver comfort.

EXPRESSIVE STYLING

In terms of styling, the second-generation Niro offers a choice of nine expressive exterior colours.

The model we drove looked smart in



Cityscape Green with black C-pillars.

Customers can also choose among Snow White Pearl, Aurora Black Pearl, Mineral Blue, Interstella Gray, Orange Delight, Runway Red, and Steel Gray.

For the first time, the Niro provides added scope for personalisation with a choice of six contrasting colours for the C-pillars, and up to three different finishes for the cladding, enabling customers to design their car around their personality.

The interior has a modern design that feels clean and uncluttered. Located below the centre screen is an integrated infotainment and climate control system that can be accessed easily from the driver or front passenger seat.

Also within easy reach is the centre console that incorporates a modern look with a high-gloss black surface finish. Here, we could operate the Niro's electronic dial-type shift lever. A large-capacity cupholder tray and a wireless smartphone charging pad

were also close to hand.

The Niro's dimensions have also grown over its predecessor, with a length measuring 4420mm, a width of 1825mm, a height of 1545mm, and a wheelbase of 2720mm - up by 65mm, 20mm, 10mm and 20mm respectively.

As a result, the all-new Niro provides a spacious environment that adds comfort and versatility as both a family car or as part of a company fleet.

The front seats incorporate convenient rear-mounted coat hangers, C-Type USB terminals and storage pockets.

Kia says by repositioning the Niro's 12V battery out of the wheelhouse] and integrating it alongside the high-voltage battery at the bottom of the rear seats, boot capacity for the HEV model reaches 451 litres (VDA), up 15 litres over its predecessor.

The Kia Niro offers a compelling blend of technology and convenience. It makes for strong competition alongside other hybrid and electric SUV contenders.





OPEL MOKKA E

Price: **\$69,990 - deduct \$8625 Clean Car rebate**
 Engine: **Electric with 50kWh lithium-ion battery**
 Transmission: **Front-wheel drive**

Power: **100kW**
 Torque: **260Nm**
 Range: **363km**

STRONG BREW SERVED IN STYLE

WORDS: MIKE STOCK

Opel has had an on-again, off-again presence in New Zealand with cars sold under its own badge and as Holdens.

The Commodores currently being phased out by the NZ Police are re-badged Opels (the brand was the German division of General Motors before its acquisition by Peugeot).

In fact, the Commodore name came from Opel when Holden sought a smaller car to replace the Kingswood as its family sedan during the fuel shocks of the 1970s.

It rebadged Opel's mid-sized Commodore saloon and managed to shoe-horn inline six-cylinder and V8 motors into it to create the car that became an Australian icon.

An Opel hallmark was always its handling, and the German-designed General Motors' products were excellent road cars that delighted keen drivers.

That attribute lives on in the new-generation Opels - like the test Mokka e SRi. Opel is now part of the Stellantis group that includes Peugeot, Citroen, Fiat, Jeep, Ram.

Priced at \$69,990 and attracting a Clean Car Discount rebate of \$8625, the all-electric Mokka e is a smartly styled, well-equipped crossover SUV that emanates contemporary chic. The EV is \$25,000 dearer than the petrol SRi equivalent which attracts a CCS rebate of \$1923.28.

The Mokka is based on the same platform as the Peugeot 208, but Opel's engineers have given it a very different character.

Where the French car is sports-oriented with a firm, sometimes choppy ride, the Opel has very supple suspension and feels skewed more to comfort.

You can change that by dialling up Sport mode which stiffens everything up and increases punch.

The Mokka debuts Opel's face of the future with a blunt, high front end dominated by a "grille" enclosed by a chrome trim "visor" that also encapsulates the headlights; at the centre is Opel's traditional blitz (lightning) badge.

The heart of the Mokka e is a 50kWh lithium-ion battery developing 100kW and 260Nm of peak torque and driving

the front wheels.

It will charge fully in 28 hours using a home socket, seven hours with a 7.4kW wallbox, or will reach 80% charge in 30 minutes on a fast charger.

Performance is brisk rather than neck-snapping - 0-100km/h takes nine seconds and top speed is limited to 150km/h. But there's good punch and the Mokka maintains excellent momentum in open-road driving, with plenty of mid-range acceleration for overtaking.

Kerb weight is 1523kg (compared with 1220 for the petrol Mokka). Luggage capacity is 310 litres with the rear seats in use and 1050 with them folded.

Standard wheels are 18-inch two-tone alloys (which include red accents on launch models), shod with 215/55 R18 tyres which provide outstanding grip.

Opel quotes a driving range of 363km which should be enough to avoid range anxiety if you're open road running.

Be warned, though, that if you make plenty of use of the throttle, the available range can drop relatively quickly.

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Using light throttle, the Mokka e consumes power at a trickle rather than a torrent.

And its regenerative braking system is very effective; using it on hilly terrain in suburban running kept remaining distance-to-recharge reassuringly stable.

The reversing camera displays on the dashboard to the left of the driver, and though it's small by current standards, the displayed image is very clear, precise, and easy to use.

Safety equipment includes six airbags; two rear IsoFIX child seat mountings with top tethers; tyre pressure monitors; adaptive cruise control; lane keeping assist, and speed limit sign recognition.

There is also active emergency braking with pedestrian and cyclist detection; driver attention alert; forward collision warning, and automatic headlight and windscreen wiper activation.

It has Bluetooth, Apple CarPlay and Android Auto connectivity.

Standard paint is Match Green metallic. For an extra \$550 buyers can choose among five other hues, four of them metallic.

The warranty is for five years or 100,000km whichever is reached first, and the traction battery has an eight year/160,000km warranty.

Opel offers two added cost service plans - three year/45,000km for \$999 or five year/75,000km for \$1699.

ON THE ROAD

Our main drive of the Mokka e came during the unseasonal downpours that plagued Auckland during the first half of December.

The torrential rain put the windscreen wipers under severe pressure, but they cleared the glass admirably.



And the car was sure-footed as we drove through low cloud on a streaming wet, narrow, and twisting mountain road lined by native bush.

Steering is nicely weighted and precise, but if you plan to press on, it's advisable to dial up Sport mode.

The standard settings favour a supple ride for comfort and there's a bit of body roll and sloppiness if you start to push hard.

The driving position is very good, and the flat-bottomed steering wheel is pleasant to use with a nicely chunky rim.

The seating position is moderately high making the Mokka easy to get into and out of for older drivers and passengers.

The front seats are height-adjustable and are comfortable for extended periods, though rear seat legroom is a little tight compared with some rivals.

One of the key things about the Mokka is its quietness. European cars tend to kick up a fair bit of road noise on chip-sealed surfaces, but the Mokka is an exception.

The dashboard is well designed, and all controls are within easy reach - a nice touch is the distance-to-empty read-out which displays in the far right of the cluster, placed just right to be read at-a-glance.

The seats are well-shaped and comfortable and offer good lateral support - just as well as there's no grab handle for the front seat passenger.

One ergonomic glitch is the distance that the driver and front passenger need to reach to close the doors - we found it easiest to grab hold of the spacious door pocket's rim to pull the door closed.

OUR VERDICT

The Mokka e is a distinctive car with cutting edge looks that turn heads; and its individualistic and well-proportioned styling sets it apart from the pack.

It offers high specification and its excellent driving dynamics, and ease of use reinforce its thoughtful design.

It's exceptionally quiet with well-muted road noise and is very refined.

It offers good value for money and feels well-built; at \$70,000 before the CCS rebate it's right on the money in the BEV pack.

People allocated it as a company car will feel they're driving something special and out of the ordinary with looks that are more purposeful than cutesy. It lives up to the promise of its name - Mokka is German for strong dark coffee - and is a compelling brew served with style.





PEUGEOT 308 GT HATCH

Price: \$51,990 (\$2490 rebate)

Engine: 1.2-litre three-cylinder turbocharged petrol

Transmission: eight-speed auto

Power: 96kW

Torque: 230Nm

Economy: 5.2 litres/100km

CO2 emissions: 119 grams/km

Kerb weight: 1288kg

BLUE LION

WORDS & PICTURES:
ROBERT BARRY

In a market cluttered with more and more SUVs, Robert Barry finds a compelling argument for the small hatchback in the latest iteration of the Peugeot 308 GT.

Peugeot has sold more than seven million 308s globally since the first generation arrived in 2007 and the second generation in 2013 which introduced Peugeot's i-Cockpit with its compact steering wheel and high-mounted instrument panel.

Though not a volume seller in New Zealand, the 308 GT sits comfortably in the space between the Korean and Japanese mass market brands and the higher priced German luxury cars.

The 308 GT will have a staggered launch in New Zealand, beginning with the internal combustion engine (ICE) variant, as reviewed here, followed by the plug-in hybrid and a full battery electric version later in 2023.

THE NUMBERS

The ICE 308 GT is powered by a characterfully roty three-cylinder 1.2-litre turbocharged petrol engine with stop/start technology for greater fuel efficiency. It drives the front wheels through an eight-speed automatic gearbox.

Producing 96kW of power at 5500rpm and 230Nm of torque at 1750rpm, the three-cylinder unit is also used by

Peugeot's stablemate brands, Citroen and Opel.

Fuel consumption is impressive for a non-hybrid vehicle with 6.1 litres/100km on the city cycle, 4.8l/100km on the highway cycle and 5.3l/100km on the combined cycle.

The Euro6-compliant engine produces CO2 emissions of 120g/km. Fuel tank capacity is 52 litres.

The car rides on independent strut front suspension and a semi-independent torsion beam rear axle with coil springs and telescopic dampers front and rear.

It comes standard with four-wheel disc brakes with 283mm front discs and 268mm rear. The braking system features anti-lock braking, Electronic Braking Distribution, Emergency Braking Assist, Electronic Stability Programme and Autonomous Emergency Braking.

The 308 GT is also distinguished by its 18-inch Kamakura two-tone diamond-cut alloy wheels fitted with 225/40R18 tyres.

Boot volume is 412 litres with the rear

seat raised, expanding to 1323 litres (loaded to roof height) with the seat fully folded. The 308 GT hatch also has additional compartmentalised storage space beneath the boot floor.

OUTSIDE AND IN

Though the new 308 GT remains a five-door hatchback like its predecessor, much has changed in the overall design and key dimensions.

The dark chrome chequered radiator grille has a three-dimensional appearance and it reaches out on either side to the new Matrix LED headlights. Peugeot's new Lion coat of arms sits in the centre of the grille and on the front fenders.

LED Daytime Running Lights descend from the headlights to cut deeply into the bumper and front spoiler to further distinguish its on-road presence.

Inside the latest-generation i-Cockpit in the 308 advances the principles of a small diameter steering wheel and a high-mounted instrument panel directly in the driver's line of sight, avoiding the need to look away from the road.

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It also continues the principle of orienting the central 10-inch, colour touchscreen to the driver, optimising driving ergonomics without ignoring the passenger.

The same applies to the centre console, which is open towards the passenger to create a balance in the space between the front seat occupants.

The design also reflects the space-saving nature of the new air-conditioning unit, placing all the car's dynamic controls together in an arch offset towards the driver.

The air-conditioning system has vents in the rear of the centre console delivering air to back seat passengers. It has an Air Quality System (AQS) which monitors the quality of the air entering the vehicle and activates air recycling. Air quality can be displayed on the central touchscreen.

The compact new transmission selector has buttons to engage manual mode or park, and for Eco, Normal and Sport drive modes.

An eight-colour customisable LED ambient lighting display illuminates the door panels.

The GT Hatch features tri-material Alcantara upholstery with Isabella leather-effect trim and Adamite green top stitching.

Driver and front passenger seats are adjustable mechanically and the driver's seat has manual lumbar adjustment.

A 55mm increase in the new 308's wheelbase improves overall interior comfort but is especially useful for rear seat passengers who get more kneeroom.

Other cabin features include two



USB-C sockets in the rear of the centre console, a pass-through in the centre of the 70/30 split-fold rear seat and a rear central armrest equipped with two cup holders and a telephone holder.

SAFETY

The 308 GT is loaded with standard safety technology including speed limit and traffic sign recognition, autonomous emergency braking with pedestrian and cyclist detection, adaptive cruise with stop and go, lane change assist with long-range blindspot monitoring, driver attention alert and forward collision warning, and a post collision braking system.

THE DRIVE

The 308 GT is a more than competent daily driver, with decent response

off the line from the turbomotor, a compliant ride in spite of the low profile tyres, and very quick response from the petite steering wheel.

It's very comfortable to ride in and live with. The functionality of the new touchscreen is greatly improved over its predecessor model and being able to customise the electronic toggles at the bottom of the central cluster to suit your preferences is very clever design.

At times though, it feels a bit underpowered, especially with four occupants on board.

And, no doubt, that's where the forthcoming 165kW/360Nm plug-in hybrid version with its higher output and greater fuel efficiency will shine.

OUR VIEW

Comparing like with like, the Peugeot 308 GT with a pricetag of \$51,990 and a CCD rebate of \$2490 offers compelling value in the premium hatchback segment.

Its closest competitor on retail price is the Volkswagen Golf R-Line at \$49,990 but that doesn't come with a rebate.

Further up the line is the \$60,200 Mercedes-Benz A 180 which offers a rebate of \$1200 and the Audi A3 35 TFSI Sportback at \$60,290 and \$2284 rebate.

Peugeot may not have the brand cachet of its German competitors but it more than matches them for style and appointment and it has competitive prepaid servicing packages for three or five years giving greater certainty of running costs for fleet operators.



MITSUBISHI TRITON GLX-R

Price: \$46,990

Engine: 2442cc turbodiesel four-cylinder

Power: 135kW @ 3500rpm

Torque: 437Nm @ 2500rpm

Transmission: six-speed automatic

Economy: 9.8 litres/100km

Tyres: P265/60 R18

Towing: 3500kg (braked), 750kg (unbraked)

Payload: 910kg

Gross vehicle weight: 2900kg



EVERGREEN TRITON OFFERS COMPETITIVE VALUE

WORDS & PICTURES:
MATTHEW HANSEN

Testing a Mitsubishi Triton in 2022 isn't so much about measuring the model's exact strengths and weaknesses, but rather a study on whether it still holds up as a competitive player in a market that has only become more competitive.

Though it might not be the shiniest ute in the shed, the Triton is still the third most popular pick-up in the country behind the Ford Ranger and Toyota Hilux.

So, the question begs, does it deserve to be third overall in commercial sales?

THE RANGE

The Triton range's biggest asset is its value. It starts at a mere \$34,990 for the 2WD single-cab auto (manuals recently departed the range), with 2WD wellside double cabs starting at \$40,990, 4WDs at \$39,250, and 4WD wellside double cabs starting at \$45,990.

The Triton range tops out at \$53,990 for the flagship 4WD VRX; for reference, that's a smidge more than the cheapest Ranger 2WD double cab.

The GLX-R is a volume seller, bringing the looks and a selection of tech

highlights from the VRX to a more accessible price point. Our test ute, a 4WD GLX-R double-cab, was priced from \$46,990.

Of course, none of these prices include Clean Car Discount levies. All Tritons qualify for a fee, with the GLX-R copping a \$4082 hit.

TECHNICAL

Recently Mitsubishi has been advertising offers where it pays the Clean Car fee for the customer.

All models use a proven 2.4-litre turbodiesel four producing 135kW of power and 427Nm of torque. Towing is rated at 3500kg braked in 4WD variants, dropping to 3000kg in 2WDs, while payload is rated at 910kg.

The Triton's platform is traditional body-on-frame, paired to wishbone and coil front and leaf rear suspension.

Four-wheel drive GLX-R and VRX models make use of Mitsubishi's Super Select II - a proper full-time system that offers more theoretical assurance than the part-time 4WD systems in most rival utes. On the flipside, the Triton misses out on a locking rear diff.

There's speculation that the Triton is set to gain a plug-in hybrid variant soon, borrowing hardware from the Outlander PHEV. Although this isn't likely to hit the market until the next-generation Triton.

As it stands, the Triton has marched on unashamedly with minimal changes in recent years. That's stark contrast to the Hilux and Ranger, the former having undergone a multitude of minor tweaks in the same period, and the latter launching in near-all-new form in 2022.

THE DRIVE

Being the so-called 'value option' opens the Triton up to added scrutiny, as cynical punters seek where Mitsubishi might have cut corners in to cut price. But cynics are unlikely to find these cut corners when out on the open road.

The Triton has always been one of the more comfortable and easy-going utes in class, and this remains very much the case.

Remove the (admittedly fabulous) Ranger from the segment, and the Triton can count itself as being one of the smoothest riders among its peers.

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It's also one of the quietest; the aging 2.4-litre showing a credible amount of refinement when fired up and at cruising speed.

Inevitably the 2.4 will cop questions about its capabilities, particularly given its lack of displacement, its single turbo, and lack of a number beginning with '5' in the torque department.

Though I can't comment on how the Triton performs when hooked to a larger load of more than 3000kg, I have towed loads approaching that figure with this engine in the past - and have been impressed.

It's quick enough, too. The attached six-speed auto is better than it ought to be, confidently picking up what the driver wants from it with solid accuracy.

Its mannerisms contribute to the Triton's calm demeanour during stock standard commuting, although it's also a willing participant when the time comes to go down a cog or two.

INSIDE

It's here where the Triton shows its age, thanks mainly to an infotainment system that's two updates behind what you get in an Outlander and a dashboard layout that hasn't changed since 2015.

But there are silver linings. People overwhelmed by the technology in the Ranger are going to feel more at home here, and to be fair to the Triton it isn't



the only ute on the market with a dated interior.

It's also very functional and very comfortable, the latter coming by way of two nicely padded and formed front seats and some helpful knee-padding on the transmission tunnel.

In the back, space is at a premium. But there's enough head- and leg-room there to house two adults for a short journey. It's worth noting that the Triton is narrower than most utes (measuring 40mm narrower than the Hilux, for example), which makes things particularly snug if you're intending to use the fifth seat.

OUR VIEW

Time has only solidified the Triton's grasp on third place in the ute market.



Although it's not perfect, the simplistic nature of the model gives it a charm.

Moreover, while other utes get more technical and more expensive, the Triton's value positioning gets more appealing by association.

**NEW VEHICLE SALES BY BUYER TYPE
FEBRUARY 2023**

	MONTH	YTD
PASSENGER - BUSINESS		
TOYOTA RAV4	120	283
HYUNDAI KONA	107	176
MAZDA CX-5	104	164
SUZUKI SWIFT	90	165
MITSUBISHI OUTLANDER	85	198
MITSUBISHI ECLIPSE CROSS	81	159
TOYOTA COROLLA	70	175
FORD EVEREST	69	135
HYUNDAI SANTA FE	62	134
MG ZS	62	140
TOYOTA HIGHLANDER	60	92
HYUNDAI TUCSON	43	99
SUZUKI VITARA	40	55
HONDA CRV	36	57
NISSAN X-TRAIL	36	101
SKODA KODIAQ	36	58
SUBARU OUTBACK	36	105
HONDA JAZZ	36	99
FORD ESCAPE	33	107
VOLKSWAGEN T-ROC	33	60
OTHER	1428	3,881
TOTAL	2667	6,443
PASSENGER - GOVERNMENT		
HYUNDAI KONA	47	76
SKODA SUPERB	35	36
KIA NIRO PLUS	21	59
MG ZS	19	19
MITSUBISHI OUTLANDER	19	28
HYUNDAI IONIQ	15	17
SUZUKI SWIFT	15	17
MITSUBISHI ECLIPSE CROSS	15	61
TOYOTA RAV4	11	28
BYD ATTO 3	11	11
OTHER	35	91
TOTAL	243	443
PASSENGER - RENTAL		
SUZUKI SWIFT	124	209
HYUNDAI SANTA FE	55	55
KIA NIRO	51	237
KIA SORENTO	36	37
MITSUBISHI ECLIPSE CROSS	36	209
TOYOTA HIGHLANDER	31	31
MITSUBISHI OUTLANDER	18	88
SKODA FABIA	14	14
TOYOTA COROLLA	12	39
TOYOTA YARIS CROSS	9	25
OTHER	44	653
TOTAL	430	1597

**NEW VEHICLE SALES BY BUYER TYPE
FEBRUARY 2023**

	MONTH	YTD
LIGHT COMMERCIAL - BUSINESS		
TOYOTA HILUX	669	1,249
FORD RANGER	645	1,184
MITSUBISHI TRITON	150	337
NISSAN NAVARA	94	176
ISUZU D-MAX	86	153
TOYOTA HIACE	64	181
FORD TRANSIT	57	127
LDV G10	44	75
HYUNDAI STARIA LOAD	40	73
LDV T60	26	42
MAZDA BT-50	23	41
LDV DELIVER 9	17	25
MERCEDES-BENZ SPRINTER	15	17
GREAT WALL GWM CANNON	14	28
LDV V80	13	17
VOLKSWAGEN CRAFTER	13	25
PEUGEOT EXPERT	12	19
RENAULT MASTER	10	21
TOYOTA LANDCRUISER	10	34
CHEVROLET SILVERADO 1500	9	20
OTHER	64	148
TOTAL	2075	3,992
LIGHT COMMERCIAL - GOVERNMENT		
TOYOTA HILUX	52	120
MITSUBISHI TRITON	38	89
FORD RANGER	35	61
TOYOTA HIACE	12	18
MERCEDES-BENZ VITO	5	7
HYUNDAI STARIA LOAD	3	4
VOLKSWAGEN CRAFTER	3	8
MERCEDES-BENZ SPRINTER	2	3
ISUZU D-MAX	1	5
LDV G10	1	1
OTHER	0	12
TOTAL	152	328
LIGHT COMMERCIAL - RENTAL		
FORD RANGER	40	96
TOYOTA HILUX	15	50
LDV DELIVER 9	6	7
TOYOTA HIACE	2	23
VOLKSWAGEN CRAFTER	2	2
MERCEDES-BENZ SPRINTER	1	3
GREAT WALL GWM CANNON	0	0
LDV T60	0	0
MITSUBISHI TRITON	0	1
VOLKSWAGEN CADDY	0	0
OTHER	0	0
TOTAL	66	182

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

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

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

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

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

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

PRICELIST		
MODEL	ENGINE	PRICE
JEEP JL WRANGLER (4 DOOR) Night Eagle	3.6L V6 Petrol 8 Speed Auto	\$94,990
JEEP JL WRANGLER (4 DOOR) Overland	3.6L V6 Petrol 8 Speed Auto	\$99,990
JEEP JL WRANGLER (4 DOOR) Rubicon	3.6L V6 Petrol 8 Speed Auto	\$104,990
JEEP GLADIATOR Night Eagle	3.6L V6 Petrol 8 Speed Auto	\$96,990
JEEP GLADIATOR Rubicon	3.6L V6 Petrol 8 Speed Auto	\$104,990
KIA		
<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	\$27,990
MAZDA2	Mazda2 1.5 Hatch GSX 6AT	\$29,290
MAZDA2	Mazda2 1.5 Hatch Limited 6AT	\$31,590
MAZDA3	Mazda3 2.0 Sedan GSX 6AT	\$37,990
MAZDA3	Mazda3 2.5 Sedan Limited 6AT	\$49,990
MAZDA3	Mazda3 2.0 Hatch GSX 6AT	\$37,990
MAZDA3	Mazda3 2.0 Hatch MHEV SP20 Blackout 6AT	\$39,990
MAZDA3	Mazda3 2.5 Hatch GTX 6AT	\$42,090
MAZDA3	Mazda3 2.5 Hatch Limited 6AT	\$49,990
MAZDA3	Mazda3 2.0X Hatch MHEV Takami 6AT	\$53,190
MAZDA6	Mazda6 2.5T Sedan Turbo Petrol Takami 6AT	\$58,895
MAZDA6	Mazda6 2.5 Wagon Petrol GSX 6AT	\$48,495
MAZDA6	Mazda6 2.5T Wagon Turbo Petrol Takami 6AT	\$59,895
MX-5	MX-5 2.0 Roadster GT 6MT	\$55,390
MX-5	MX-5 2.0 RF Limited 6MT	\$55,390
MX-5	MX-5 2.0 RF Limited 6AT	\$56,890
CX-3	CX-3 2.0 FWD Petrol GLX 6AT	\$33,290
CX-3	CX-3 2.0 FWD Petrol GSX 6AT	\$38,090
CX-3	CX-3 2.0 FWD Petrol GSX Leather 6AT	\$40,090
CX-3	CX-3 2.0 FWD Petrol Limited 6AT	\$42,290
CX-30	CX-30 2.0 FWD Petrol GSX 6AT	\$42,790
CX-30	CX-30 2.0 FWD Petrol MHEV SP20 Blackout 6AT	\$44,790
CX-30	CX-30 2.5 AWD Petrol GTX 6AT	\$46,490
CX-30	CX-30 2.5 AWD Petrol Limited 6AT	\$52,190
CX-30	CX-30 2.0X AWD Petrol MHEV Takami 6AT	\$56,190

PRICELIST		
MODEL	ENGINE	PRICE
MX-30	MX-30 2.0 FWD Petrol MHEV Limited 6AT	\$47,190
MX-30	MX-30 35.5kWh FWD BEV Takami 6AT	\$74,990
CX-5	CX-5 2.0 FWD Petrol GLX 6AT	\$42,690
CX-5	CX-5 2.0 FWD Petrol GSX 6AT	\$45,190
CX-5	CX-5 2.5 AWD Petrol GSX 6AT	\$48,390
CX-5	CX-5 2.2 AWD Diesel GSX 6AT	\$51,390
CX-5	CX-5 2.5 AWD Petrol Limited 6AT	\$58,190
CX-5	CX-5 2.5T AWD Turbo Petrol SP25T 6AT	\$61,690
CX-5	CX-5 2.5T AWD Turbo Petrol Takami 6AT	\$64,690
CX-8	CX-8 2.2 AWD Diesel GSX 6AT	\$57,590
CX-8	CX-8 2.2 AWD Diesel Takami 6AT	\$67,390
CX-9	CX-9 2.5T AWD Petrol GSX 6AT	\$61,590
CX-9	CX-9 2.5T AWD Petrol Limited 6AT	\$68,590
CX-9	CX-9 2.5T AWD Petrol Takami 6AT	\$72,490
BT-50	BT-50 2WD Double Cab GSX W/S 6AT	\$48,690
BT-50	BT-50 2WD Double Cab GTX W/S 6AT	\$52,690
BT-50	BT-50 2WD Double Cab Limited W/S 6AT	\$55,190
BT-50	BT-50 4WD Double Cab GSX W/S 6AT	\$55,690
BT-50	BT-50 4WD Double Cab GTX W/S 6AT	\$59,690
BT-50	BT-50 4WD Double Cab Limited W/S 6AT	\$62,190
BT-50	BT-50 4WD Double Cab Takami W/S 6AT	\$68,690
MITSUBISHI		
For more information on Mitsubishi's fleet offerings visit www.mmnz.co.nz or contact the Customer Care Centre on 0800 54 53 52.		
Mirage	1193cc 58kW CVT	\$19,990
ASX 2.0P LS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$27,990
ASX 2.0P XLS 2WD CVT	2.0 L DOHC MIVEC Petrol	\$31,990
ASX 2.4P VRX PETROL 2WD	2.4L DOHC MIVEC petrol	\$35,990
OUTLANDER 2.4P LS 2WD CVT	2.4L DOHC MIVEC Petrol	\$33,990
OUTLANDER 2.4P LS 4WD CVT	2.4L DOHC MIVEC Petrol	\$37,990
OUTLANDER 2.4P SPORT 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990
OUTLANDER 2.4P XLS 4WD CVT	2.4L DOHC MIVEC Petrol	\$39,990
OUTLANDER 2.4P VRX 4WD CVT	2.4L DOHC MIVEC Petrol	\$45,990
OUTLANDER 2.3D XLS 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$42,740
OUTLANDER 2.3D VRX 4WD 6AT	2.3 L DOHC Intercooled Turbo Diesel	\$48,990
2WD GLX DIESEL SINGLE CAB CHASSIS AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$33,990
2WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$39,990
2WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$40,990
4WD GLX DIESEL SINGLE CAB CHASSIS AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$39,250
4WD GLX DIESEL CLUB CAB CHASSIS AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$41,990
4WD GLX DIESEL CLUB CAB WELL-SIDE AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$43,990
4WD GLX DIESEL DOUBLE CAB CHASSIS AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$42,990
4WD GLX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Intercooled turbo diesel	\$44,990

PRICELIST		
MODEL	ENGINE	PRICE
4WD GLXR DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$46,990
4WD GLS BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$48,990
4WD VRX DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$53,990
2WD VRX BLACK EDITION DIESEL DOUBLE CAB AUTO	2.4L D4 MIVEC Inter-cooled turbo diesel	\$45,990
ECLIPSE 1.5P TC XLS 2WD CVT	1.5L MIVEC Turbo Petrol	\$35,990
ECLIPSE 1.5P TC VRX 2WD CVT	1.5L MIVEC Turbo Petrol	\$41,990
ECLIPSE 1.5P TC XLS AWD CVT	1.5L MIVEC Turbo Petrol	\$38,990
ECLIPSE 1.5P TC VRX AWD CVT	1.5L MIVEC Turbo Petrol	\$44,990
PAJERO SPORT 2.4D VRX 4WD 8AT	2.4 L DID MIVEC Inter-cooled Turbo Diesel	\$59,990
EXPRESS 1.6DTT SWB 2WD 6MT	1.6 dCi Intercooled Twin Turbo	\$40,990
EXPRESS 2.0DT SWB 2WD DCT	2.0 dCi Intercooled Turbo	\$45,990
EXPRESS 2.0DT LWB 2WD DCT	2.0 dCi Intercooled Turbo	\$47,990
ECLIPSE CROSS PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$50,990
ECLIPSE CROSS PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$58,990
OUTLANDER 2.5P LS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$41,990
OUTLANDER 2.5P XLS 2WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990
OUTLANDER 2.5P VRX 2WD CVT	2.5 L DOHC MIVEC Petrol	\$50,990
OUTLANDER 2.5P LS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$44,990
OUTLANDER 2.5P XLS 4WD CVT	2.5 L DOHC MIVEC Petrol	\$49,990
OUTLANDER 2.5P VRX 4WD CVT	2.5 L DOHC MIVEC Petrol	\$55,990
OUTLANDER PHEV LS 4WD	2.4L DOHC MIVEC Petrol	\$60,990
OUTLANDER PHEV VRX 4WD	2.4L DOHC MIVEC Petrol	\$73,990
OUTLANDER PHEV XLS 4WD	2.4L DOHC MIVEC Petrol	\$67,990
NISSAN		
For more information on Nissan's fleet offerings visit www.nissan.co.nz to find your local Nissan Dealer and their Fleet Specialist will be able to assist you further.		
LEAF ZE1LE01	40kW Electric Hatch	\$61,990
LEAF ZE1LP01	62kW Electric Hatch	\$69,990
JUKE F16ST01	ST 1L Turbo Petrol	\$33,650
JUKE F16SL01	ST-L 1L Turbo Petrol	\$38,750
JUKE F16TI01	Ti 1L Turbo Petrol	\$44,990
X-TRAIL T32SS03	2.5L Petrol ST 2WD 7 Seats	\$42,100
X-TRAIL T32ST03	2.5L Petrol ST 4WD 5 Seats	\$44,640
X-TRAIL T32SX03	2.5L Petrol ST-L 2WD 7 Seats	\$46,440
X-TRAIL T32SL03	2.5L Petrol ST-L 4WD 5 Seats	\$49,390
X-TRAIL T32TI03	2.5L Petrol Ti 4WD 5 Seats	\$55,640
X-TRAIL T32SS04	2.5L Petrol ST 2WD 7 Seats	\$42,100
X-TRAIL T32ST04	2.5L Petrol ST 4WD 5 Seats	\$44,640
X-TRAIL T32SX04	2.5L Petrol ST-L 2WD 7 Seats	\$46,640
X-TRAIL T32SL04	2.5L Petrol ST-L 4WD 5 Seats	\$49,590
X-TRAIL T32TI04	2.5L Petrol Ti 4WD 5 Seats	\$55,840
NAVARA D23EA07	2.3L Turbo Diesel SL Single Cab CC 2WD	\$41,990
NAVARA D23JM07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$45,490
NAVARA D23JA07	2.3L Turbo Diesel SL Double Cab W/S 2WD	\$48,490
NAVARA D23WA07	2.3L Turbo Diesel ST Double Cab W/S 2WD	\$52,990

PRICELIST		
MODEL	ENGINE	PRICE
NAVARA D23LA07	2.3L Turbo Diesel ST-X Double Cab W/S 2WD	\$57,490
NAVARA D23FA07	2.3L Turbo Diesel SL Single Cab CC 4WD	\$51,990
NAVARA D23KA07	2.3L Turbo Diesel SL King Cab CC 4WD	\$54,990
NAVARA D23CA07	2.3L Turbo Diesel SL King Cab W/S 4WD	\$57,490
NAVARA D23OA07	2.3L Turbo Diesel ST-X King Cab W/S 4WD	\$66,490
NAVARA D23ZM07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$54,990
NAVARA D23ZA07	2.3L Turbo Diesel SL Double Cab CC 4WD	\$57,490
NAVARA D23XM07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$55,990
NAVARA D23XA07	2.3L Turbo Diesel SL Double Cab W/S 4WD	\$58,490
NAVARA 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		
For more information on Peugeot's fleet offerings visit www.peugeot-newzealand.co.nz or contact Peugeot customer service at 0800 738 4368.		
208 GT	1.2L PureTech 130 EAT6	\$39,990
208 GT Electric	Electric 50 kWh	\$63,990
2008 SUV Active	1.2L PureTech 130 EAT6	\$35,990
2008 SUV Allure	1.2L PureTech 130 EAT6	\$41,990
2008 GT	1.2L PureTech 155 EAT8	\$47,990
2008 GT Electric	Electric 50 kWh	\$73,990
3008 Active	1.6L PureTech 165 EAT6	\$46,990
3008 Allure	1.6L PureTech 165 EAT6	\$51,990
3008 GT Petrol	1.6L PureTech 180 EAT8 S&S	\$58,990
3008 GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$60,990
3008 HYBRID 4	1.6L PureTech 300 e-EAT8	\$89,990
5008 SUV Allure	1.6L PureTech 165 EAT6	\$55,990
5008 SUV GT Petrol	1.6L PureTech 180 EAT8 S&S	\$62,990
5008 SUV GT Diesel	2.0L BlueHdi 180 EAT8 S&S	\$64,990
508 Fastback GT	1.6L PureTech 225 EAT8 S&S	\$61,990
508 Station Wagon GT	1.6L PureTech 225 EAT8 S&S	\$63,990
NEW PARTNER Van Standard Wheelbase	1.2L PureTech 130 EAT8 S&S	\$45,990
NEW PARTNER Van Long Wheelbase	1.2L PureTech 130 EAT8 S&S	\$48,990
EXPERT Van Medium Wheelbase	2.0L HDi 150 EAT8	\$56,990
EXPERT Van Long Wheelbase	2.0L HDi 150 EAT8	\$60,990
RAM		
For more information on RAM's fleet offerings visit www.ramtrucks.co.nz to find your local RAM Dealer and their Fleet Specialist will be able to assist you further.		
RAM DS 1500 DS Express Crew Cab 4x4	5.7L HEMI V8	
RAM DS 1500 DS Warlock Crew Cab 4x4	5.7L HEMI V8	
RAM DT 1500 DT Laramie Crew Cab 4x4	5.7L HEMI V8	

PRICELIST		
MODEL	ENGINE	PRICE
RAM DT 1500 DT Limited Night Edition Crew Cab 4x4	5.7L HEMI V8	
RAM DJ 2500 DJ Laramie Crew Cab 4x4	6.7L CUMMINS TURBO DIESEL	
RAM D2 3500 D2 Laramie Crew Cab 4x4	6.7L CUMMINS TURBO DIESEL	
RENAULT		
<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
SCALA Style	1498cc	\$41,990
OCTAVIA WAGON Style	1395cc	\$49,990
OCTAVIA WAGON RS	1984cc	\$58,990
OCTAVIA WAGON iV Style	1395cc	\$65,990
OCTAVIA WAGON iV RS	1395cc	\$72,990
OCTAVIA Sedan iV Style	1395cc	\$63,990
OCTAVIA Sedan iV RS	1395cc	\$70,990
SUPERB Style	1984cc	\$56,990
SUPERB Sportline	1984cc	\$72,990
SUPERB WAGON Style	1984cc	\$59,990
SUPERB WAGON Scout	1984cc	\$69,990
SUPERB WAGON Sportline	1984cc	\$75,990
SUPERB iV Style	1395cc	\$72,990
SUPERB iV Sportline	1395cc	\$76,990
KAMIQ Ambition+	1498cc	\$39,990
KAMIQ Monte Carlo	1498cc	\$45,990
KAROQ Ambition+	1395cc	\$40,990
KAROQ Style	1395cc	\$46,990
KAROQ Sportline	1984cc	\$56,990
KODIAQ Ambition	1395cc	\$48,990
KODIAQ Style	1984cc	\$63,990
KODIAQ Sportline	1984cc	\$69,990

PRICELIST		
MODEL	ENGINE	PRICE
KODIAQ Sportline (Diesel)	1968cc	\$74,990
KODIAQ RS	1984cc	\$79,990
SUZUKI		
<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
Ignis GLX 1.2 5dr Hatch CVT	1242cc	\$23,990
Ignis LTD 1.2 5dr Hatch CVT	1242cc	\$25,500
Swift GL 1.2 5dr Hatch Manual	1242cc	\$21,990
Swift GL 1.2 5dr Hatch CVT	1242cc	\$23,990
Swift Hybrid GLX 1.2 5dr CVT	1197cc	\$27,990
Swift Hybrid LTD 1.2 5dr CVT	1197cc	\$29,500
Swift RS 1.0T 5dr Hatch Auto	998cc	\$27,990
Swift Sport 1.4T 5dr Hatch Manual	1373cc	\$29,990
Swift Sport 1.4T 5dr Hatch Auto	1373cc	\$31,990
Baleno GLX 1.4 5dr Hatch Manual	1373cc	\$19,990
Baleno GLX 1.4 5dr Hatch Auto	1373cc	\$22,500
Baleno RS 1.0T 5dr Hatch Auto	998cc	\$25,990
Jimny JX 1.5 Manual	1462cc	\$28,990
Jimny Sierra 1.5 Manual	1462cc	\$31,990
Jimny Sierra 1.5 Auto	1462cc	\$33,500
Vitara JLX 1.6 5dr Man 2WD	1586cc	\$28,990
Vitara JLX 1.6 5dr Auto 2WD	1586cc	\$30,990
Vitara JLX 1.6 5dr Auto AWD	1586cc	\$34,990
Vitara Turbo 5dr Auto 2WD	1373cc	\$34,990
Vitara Turbo 5dr AT AWD	1373cc	\$38,990
TOYOTA		
<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
YARIS CROSS MXJG	1.5 GX Hybrid FWD SUV E-CVT	\$36,990
YARIS CROSS MXJL	1.5 Limited Hybrid FWD SUV E-CVT	\$42,990
C-HR CHTA	1.2 Turbo FWD SUV CVT	\$36,790

PRICELIST		
MODEL	ENGINE	PRICE
C-HR CHTL	1.2 Turbo Limited FWD SUV CVT	\$39,790
C-HR CHFL	1.2 Turbo Limited AWD SUV CVT	\$40,790
C-HR CYTA	1.8 Hybrid FWD SUV E-CVT	\$40,990
C-HR CYTL	1.8 Hybrid Limited FWD SUV E-CVT	\$43,990
C-HR CYTG	1.8 Hybrid GR Sport FWD SUV E-CVT	\$45,990
VOLVO		
<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
V60 B5 Cross Country	Petrol MHEV	\$79,900
XC40 T4 Momentum	Petrol	\$60,900
XC40 T4 Inscription	Petrol	\$68,900
XC40 T5 R-Design	Petrol	\$73,900
XC40 T5 Recharge Plug-in Hybrid	Petrol PHEV	\$85,900
XC60 B5 Momentum	Petrol MHEV	\$81,900
XC60 B5 Inscription	Petrol MHEV	\$87,900
XC60 B6 R-Design	Petrol MHEV	\$95,900
XC60 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$119,900
XC90 B5 Momentum	Petrol MHEV	\$101,900
XC90 B6 Inscription	Petrol MHEV	\$107,900
XC90 B6 R-Design	Petrol MHEV	\$111,900
XC90 T8 Recharge Plug-in Hybrid	Petrol PHEV	\$146,900
VOLKSWAGEN COMMERCIAL		
<i>For more information on Volkswagen's fleet offerings visit www.volkswagen.co.nz or contact national fleet sales manager Mark Wadman 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
MWB 30 340Nm Manual Runner	1968cc	\$65,500
MWB 30 340Nm Auto Runner	1968cc	\$69,500
MWB 35 340Nm Manual	1968cc	\$74,000
MWB 35 340Nm Auto	1968cc	\$78,000

PRICELIST		
MODEL	ENGINE	PRICE
MWB 35 410Nm Auto	1968cc	\$82,000
MWB 35 410Nm Auto 4MOTION	1968cc	\$89,500
LWB 35 340Nm Manual	1968cc	\$78,000
LWB 35 340Nm Auto	1968cc	\$82,000
LWB 35 410Nm Auto	1968cc	\$86,000
LWB 35 410Nm Auto 4MOTION	1968cc	\$93,500
ELWB 35 340Nm Auto	1968cc	\$84,500
ELWB 35 410Nm Auto	1968cc	\$88,500
ELWB 35 410Nm Auto 4MOTION	1968cc	\$96,000
MWB 35 340Nm Auto	1968cc	\$67,500
MWB 35 410Nm Auto	1968cc	\$71,500
MWB 35 410Nm Auto 4MOTION	1968cc	\$79,000
LWB 35 340Nm Auto	1968cc	\$69,500
LWB 35 410Nm Auto	1968cc	\$73,500
LWB 35 410Nm Auto 4MOTION	1968cc	\$81,000
MWB 50 410Nm Manual	1968cc	\$89,000
MWB 50 410Nm Auto	1968cc	\$93,000
LWB 50 410Nm Auto	1968cc	\$97,000
ELWB 50 410Nm Auto	1968cc	\$99,500
MWB 50 410Nm Auto	1968cc	\$83,500
LWB 50 410Nm Auto	1968cc	\$85,500
600 410Nm Auto 4MOTION	1968cc	\$163,000
680 410Nm Auto 4MOTION	1968cc	\$167,000
Comfortline 420Nm Auto 4MOTION	1968cc	\$65,000
Sportline V6 580Nm Auto 4MOTION	2967cc	\$75,000
Aventura V6 580Nm Auto 4MOTION	2967cc	\$90,000
VOLKSWAGEN PASSENGER		
<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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