

Experience New Zealand's
nationwide EV charging network

 **ChargeNet**

EVs & BEYOND

THE FUTURE OF POWER & PERFORMANCE, WITHOUT POLLUTION

ISSUE NO. 03, 2025

Kia's smallest EV makes impact

P06



05

Farizon SuperVan
now in NZ

10

First drive:
Mini Aceman SE

14

Deepal & Xpeng shines
at Everything Electric



Drive your business forward with
provident  insurance

Call Steve Owens now on 021 947 752

**GEOFF
DOBSON**

EDITOR | EVS & BEYOND



Trump this

US president **Donald Trump** and his lickspittle mates like **JD Vance** and Tesla chief executive **Elon Musk** are the talk of the town.

Many secondhand EV dealers here doubt Trump's proposed tariffs on China, Canada, Mexico and perhaps a few others – along with his other moves – will have much effect in New Zealand – if implemented.

I'm not so sure, with Reuters suggesting General Motors' (GM's) electric faces a crucial test as Trump targets EV subsidies.

GM wants to vastly increase its US EV sales and suggests a bigger EV lineup (expected to include about 12 EV models) for increasing EV sales, such as the Cadillac Lyriq which is being sold in New Zealand and Australia.

Reuters reckons EV sales are still only about 6% of overall deliveries

"Last year, the US auto-sales leader boosted EV sales and seized market share from the likes of Tesla despite slowing demand as its customers increasingly chose EVs over comparable GM gas-powered models," it says.

"Sales of GM's Cadillac Lyriq EV tripled last year to 28,402, outpacing each of its XT4, XT5 and XT6 gasoline SUVs. Sales of its lower-priced Chevrolet Equinox and Blazer EVs accounted for 22% and 40% respectively of total fourth-quarter deliveries under the same model name," says Reuters.

"The growth underscores GM's stubborn commitment to EVs, despite heavy losses and a trend among rivals including Ford and Toyota to prioritise gas-electric hybrids."

Reuters says aggressive pricing in the form of low-payment leases often made GM EVs cheaper than its comparable fuel-powered vehicles, according to industry analysts and two GM dealers.

"Such cheap EV leases, common industry-wide, were made possible largely by a US\$7500 subsidy that US president **Donald Trump** is expected to end along with a host of other pro-EV policies.

"GM would also be vulnerable to Trump's threatened 25% tariffs on Canada and Mexico because it makes hundreds of thousands of cars in Mexico - including the Blazer and Equinox EVs."

Political and EV market headwinds will make 2025 a test for whether GM can sustain its momentum and hit a tipping point, Reuters suggests.

"One pivotal moment will come later this year as GM launches the next-generation Bolt, expected to be its most affordable EV at about US\$30,000."

Reuters adds that despite its recent progress GM still faces huge challenges in delivering on its chief executive **Mary Barra's** promise of an all-electric fleet by 2035.

GM offers about 10 models now, says Reuters, adding that Cadillac has recently launched the Optiq electric SUV, to be followed by a three-row Vistiq and electric pickups (utes).

Reuters says GM claims it is getting closer to making EV profits, although Trump's suggested changes may impact that.

If incentives go, automotive manufacturers may have to cut EV prices to sell them – rather similar to what has happened in New Zealand.

GM is expected to offer plug-in hybrids (PHEVs) for 2027 as a short-term strategy to meet emissions regulations but has no plans to make traditional hybrids, which Reuters says cost less and don't need charging.

"The biggest obstacle to GM's all-electric ambitions, however, might be its own lucrative business in full-sized pickups and SUVs," says Reuters, adding that GM's aims for rapid e-truck transition have clashed with challenges in making them affordable and capable enough to sell in large numbers.

GM started delivering the Silverado EV RST First Edition, priced at US\$94,500, in mid-2024, says Reuters.

"Rivals' electric trucks introduced before last year - Ford's F-150 Lightning and Tesla's Cybertruck - had about 33,000 and 39,000 sales in 2024, respectively, but the overall electric truck segment remains tiny.

"This year, GM hopes to boost sales with two new trim levels starting at about (US)\$57,000 and (US)\$73,000."

Perhaps cheaper e-trucks with good batteries are the answer – especially for towing and long range plus quick charging.

New battery technology – including solid-state batteries now undergoing road testing – will help.

Just where this EV saga all goes (including Trump's moves) is anyone's guess.

Whether it helps Make America Great Again – or has much impact on the EV industry – remains to be seen.

As one EV dealer here says about Trump: "He certainly has a different approach to getting results, many of which are much needed." ▢

Geoff Dobson

EDITOR EVS & BEYOND



ChargeNet charging prices to increase April 9, 2025

ChargeNet has advised customers that on April 9, 2025 pricing at all of its owned chargers will increase by \$0.05 per kWh, including GST.

With over 296 strategically positioned fast-charging sites, ChargeNet says it has provided EV drivers with a convenient and reliable charging network across New Zealand since 2015.

"As we continue investing in the network, rising electricity and operating costs, particularly network charges, remain a challenge," the company says.

"This will be the first price change ChargeNet has implemented in more than two years, with our last adjustment occurring in November 2022.

"Pricing varies by location, so we recommend checking the ChargeNet Map or using the ChargeNet app for the latest charging rates," it says.

AC charging will increase to \$0.45 per kWh, and DC Fast charging (75kW and below) will increase to \$0.85 per kWh, and DC hypercharging (150kW and above) will increase to \$0.90 per kWh.

"This pricing change applies only to ChargeNet-owned sites; third-party

operators on our network set their rates," ChargeNet says.

"Since November 2022, we've held our prices steady despite rising costs from electricity distribution businesses, as well as other operational expenses. While we've absorbed these costs for the past few years, this adjustment is necessary to ensure we can continue providing a high-quality, reliable charging experience for EV drivers across New Zealand.

"We truly value and appreciate our customers and are grateful for your ongoing support as we continue to improve EV charging across the country. 🇳🇿"



Scan completed form and email to deborah@automeddiagroup.co.nz or phone 02 753 05016

\$114 +GST
PER YEAR
ONLY \$9.50 +GST A MONTH

Have you enjoyed reading this edition of EVs&Beyond?

Would you like to receive in mail each month?

Call, email, or sign up online now to arrange your yearly subscription of the printed magazine.

Name: _____

Email: _____

Number: _____

Postal: _____

Visa Mastercard

Credit card no.: _____ Expiration: _____

Name on card: _____

Signature: _____

NB. If you don't need a printed copy, subscribe for free and download a PDF thru www.evsandbeyond.co.nz/subscribe



EDITOR
Geoff Dobson
021 881 823
geoff@automediagroup.co.nz



GROUP GENERAL MANAGER/
EV PLANNER
Deborah Baxter
027 530 5016
deborah@automediagroup.co.nz



MANAGING EDITOR
Richard Edwards
021 556 655
richard@automediagroup.co.nz

Auto Media Group Limited makes every endeavour to ensure information contained in this publication is accurate, however we are not liable for any losses or issues resulting from its use.

Printed by Alpine Printers.

EVS AND BEYOND ACKNOWLEDGES THE SUPPORT OF OUR FOUNDATION SPONSORS



provident
insurance

automedia
GROUP LIMITED

autotalk.co.nz

autotalk.com.au

transporttalk.co.nz

futuretrucking.com.au

www.evsandbeyond.co.nz

autotalk

autotalk

transporttalk

futuretrucking

THE FUTURE OF POWER & PERFORMANCE, WITHOUT POLLUTION
EVS&BEYOND

Geely Farizon SuperVan launches in NZ



Auckland-based commercial EV specialist JW Group has officially launched the Geely Farizon SuperVan in New Zealand, bringing a new zero-emissions contender to the country's commercial vehicle market.

As the authorised distributor of Geely Farizon commercial vehicles in New Zealand, JW Group says the fully electric SuperVan is a compelling choice for businesses looking to decarbonise their fleets.

"The Farizon SuperVan represents a significant step forward in commercial vehicle innovation, offering a combination of performance, safety,

and sustainability.

"We look forward to working with businesses nationwide to help electrify their fleets and drive meaningful progress in the commercial EV space," the company says.

Already gaining traction in Europe and the UK, the Farizon SuperVan will be available in New Zealand with two lithium iron phosphate (LFP) battery options — 83kWh and 106kWh — and a maximum range of up to 350km.

Key specs include a 1800kg payload, 3,500kg gross vehicle mass, sliding side-door with hidden B-pillar, and a weight monitoring system viewable

from the driver's seat.

Safety and driver tech features 30 standard items, including advanced braking, lane assist, and a 12.3-inch LCD touchscreen with a 360-degree camera and Apple CarPlay. Ventilated and heated front seats are also included.

JW Group New Zealand general manager Helena Lee says the arrival of the Farizon SuperVan has been highly anticipated.

"It has been a long time coming, and we are thrilled to see the Farizon SuperVan finally on New Zealand roads—ready to support both local and international businesses.

"We firmly believe the Geely Farizon SuperVan represents the future of commercial electric transport."

She added that the van will be "competitively priced in New Zealand and fully supported by JW Group, offering comprehensive warranty, maintenance, and parts availability".

"This is exciting news for the New Zealand market, where vans play a crucial role in freight, delivery, and service industries.

"JW Group is eager to collaborate with businesses across the country to help electrify their fleets and support a more sustainable future," Lee says. 📩



Kia's smallest EV making a big impression

Kia has officially introduced the EV3 compact electric SUV into the New Zealand market—and the company is treating it as a significant launch.

In fact, Kia invited around 75 representatives from major fleet operators and industry insiders to experience and drive the new vehicle at a special event near Auckland.

The EV3 replaces Kia's popular Niro EV, slotting into what Kia claims is the strongest EV lineup available today. This extensive range now includes the EV3, EV5 (our EV of the year!), EV6, and EV9 SUVs, with the EV4 sedan set to launch soon and the PV5 van lineup arriving later this year.

The Kia EV3 offers two battery choices: the Standard Range (SR) model features a 58.3kWh lithium-ion battery delivering up to 436km range, while Long Range (LR) variants get an 81.4kWh battery providing up to 605km of range (WLTP). Charging times vary by battery and charger type; SR models reach 10–80% in approximately 29 minutes on a 100kW DC fast charger, whereas LR versions achieve the same charge in around 31 minutes using a faster 128kW charger.

AC charging at home takes about 5 hours 20 minutes (SR) or 7 hours 15 minutes (LR) on an 11kW wallbox.

VARIETY OF VERSIONS

The Kia EV3 range kicks off at \$55,520 for the entry-level Light SR (Standard

Range), offering cloth upholstery, manual seating adjustment, and 17-inch alloys. At \$62,990, the Light LR (Long Range) extends driving range and retains the same comfort features.

The \$69,220 Earth LR steps up significantly, introducing composite leather upholstery, heated front seats and steering wheel, power-adjustable driver's seat, wireless phone charging, larger 19-inch wheels, privacy glass, and advanced driver assistance such as Surround View Monitor and Remote Smart Park Assist.

The range-topping GT-Line LR, priced at \$75,220, adds luxurious ventilated and premium relaxation front seats, a sliding console table, ambient interior lighting, power-operated tailgate, Harman/Kardon premium sound, distinctive cube-style LED headlights, and dynamic welcome lighting. Safety across the range is robust, with all variants featuring Forward Collision-Avoidance Assist, Lane Keeping Assist, Highway Driving Assist, and e-Call emergency response as standard, plus Kia Connect for over-the-air software updates.

All EV3 variants come with Kia's new seven-year, 150,000km warranty, the longest yet offered by the brand. Deliveries in New Zealand are set to begin in April this year.

COMPACT YET ROOMY

We tested the Light LR version—see our video [here](#). Despite its compact

dimensions, it offers remarkable interior space, with excellent ride quality and refinement. Build quality feels solid, though hard plastics are noticeable. On a positive note, the interior incorporates recycled and bio-based materials extensively.

Practicality hasn't been forgotten, with a compact yet useful 25-litre front trunk (frunk), suitable for charging cables and smaller personal items.

Kia positions the EV3 as a "baby EV9," borrowing advanced technology from its flagship EV9 SUV, including a panoramic display and selective frequency dampers for enhanced ride quality—making high-end features more widely accessible.

Importantly, the Kia EV3 is also the first Kia EV in New Zealand backed by a seven-year comprehensive warranty, limited to 150,000km, demonstrating Kia's confidence in its latest EV.

Additionally, it uniquely includes a vehicle-to-load adaptor as standard, offering a 240-volt, 16amp output. Another 230-volt outlet is conveniently placed beneath the rear seat.

More variants, including an all-wheel-drive and a performance-focused GT model, are expected soon, along with detailed specifications nearer to launch.

Kia anticipates the first customer deliveries of the EV3 starting in April.





NZTA grants licence exemption for light-duty electric trucks

Driver's with a Class 1 licence will now be able to legally operate heavier electric trucks under a new exemption announced by the NZ Transport Agency (NZTA).

The Land Transport (Driver Licensing) Rule 1999: Drivers of Electric Trucks (up to 7500kgs) Exemption Notice 2025 came into effect on February 28.

It allows Class 1 licence holders—who would typically be limited to vehicles with a gross laden weight (GLW) of up to 6000kg—to drive electric trucks up to 7500kg.

The notice, signed by land transport director Brent Alderton, says the change is due to the additional weight of batteries in electric vehicles, which can push an electric truck over the usual Class 1 threshold.

"The land transport system is facing a challenge between the availability of cost efficient heavier electric vehicles and our current driver licensing system," NZTA says.

"Keeping battery electric trucks below the 6000kg weight threshold for driver licence Class 1, greatly reduces payload due to the weight of the batteries. Achieving the equivalent payload in a battery electric truck requires the driver to move up to a Class 2 licence, creating a barrier in the uptake of BEVs.

"These BEVs require a higher driver licence class and may sit within the work time and logbook regime, making

more sustainable and lower emission commercial transport options less attractive. This imposes compliance costs on industry for no safety benefit," it says.

Industry pushed for the exemption, with NZTA first receiving a request to allow Class 1 licence holders to drive the Fuso eCanter 8 (an EV version of diesel Canter 6 which can be driven on a Class 1 licence).

"The Director of Land Transport decided that the criteria for granting a class exemption had been met and that the class exemption should be broader than a specific make and model to treat and benefit all industry participants equally," NZTA says.

Following a period of consultation, most industry groups supported the proposed exemption due to increased efficiency and flexibility in their operations, cost savings due to staff not needing to obtain a Class 2 licence, and the benefits of having a low emission fleet.

NZTA also received submissions noting that the originally-proposed two-year exemption period did not give operators sufficient commercial certainty to invest in these vehicles. Others submitters (including those who supported the exemption) also wanted to see conditions added for safety. Some were concerned about inexperienced Class 1 drivers being able to drive heavier vehicles, suggesting drivers be required to undertake extra training or hold their

licence for six months or more.

To qualify under the exemption, electric trucks must be within the same model range of a diesel equivalent, having the same braking system and carrying the batteries integrated within the chassis. The electric variant must not exceed the dimensions of the largest diesel version in the up to 6,000kg range.

Eligible trucks must also include:

- Regenerative braking
- Automatic emergency braking
- Electronic stability control
- Lane departure warning or lane keep assist
- Batteries integrated as low as possible in the chassis

NZTA says the temporary exemption is intended to support the transition to cleaner transport while the Government considers longer-term licensing changes to accommodate the growing demand for electric trucks.

"The purpose of this class exemption is to improve commercial operators' access to BEVs with improved safety features and provides the sector an opportunity to make gains in the decarbonisation of their fleet whilst the Government considers the growing demand for BEVs in the land transport system."

The notice expires on February 28, 2028, and may be amended, replaced, or revoked under the act.

CONTINUE TO PAGE 09...





... CONTINUED FROM PAGE 08

BIG BOOST FOR ECANTER

The Fuso eCanter has been a pioneer in electric last-mile delivery since the first stock of arrivals to New Zealand nearly four years ago.

Now, with NZTA's new temporary Class 1 licence exemption for electric trucks, Fuso New Zealand says the move will open up greater opportunities for operators looking to transition to zero-emission transport.

Fuso NZ says the exemption will help businesses bridge the gap between diesel and electric models without requiring additional driver licensing.

The eCanter is a 'last mile' delivery vehicle, and many operators in this segment rely on Class 1 drivers due to a shortage of Class 2 licence holders, the company says.

"With this exemption, the eCanter will be able to carry the same payload as its equivalent diesel vehicle but still be driven by a Class 1 driver."

NEW OPPORTUNITIES

Although Fuso NZ does offer the eCanter in 6-tonne configuration, the exemption now allows businesses to deploy more options.

The change will particularly benefit industries where payload capacity is crucial, such as food distribution, building supplies, traffic management, and waste collection.

"A good example is one of our refrigerated transport customers, delivering chilled and frozen goods. They have a lot of diesel Canters at 6t with Class 1 drivers, and because of the freezer body, the trucks are always operating fully laden."

"They have one eCanter but are having to operate it at over 6t to achieve the same payload as the diesel, and therefore it requires a Class 2 licensed driver."

This restriction has previously hindered the adoption of electric trucks in key industries. Fuso NZ says the exemption removes a major barrier and gives businesses the confidence to invest in eCanter 8 models.

"Refrigerated transport, building supplies, traffic management and waste collection operators are the industries that want to move to the eCanter 8 but have been held back from our current licensing rule. This now creates an opportunity for change to the future.

"We are thankful to NZTA and Ministry of Transport and the ministers who can see that we need to look for solutions in legislation. Financial assistance helps but can only get us so far on the journey to a zero-emission future," Fuso NZ says. ➡



SMART EV Chargers

ORBITS
energía inteligente



VIARIS COMBI+

The ultimate EV Charging solution for Residential, Commercial and Public Environments

The VIARIS COMBI+ stands out as the most versatile model among the VIARIS EV charger range. It is compatible with all Type 2 vehicles.

With its seamless installation process and user-friendly interface, it proves to be an ideal choice for various environments, including apartment complexes, corporate vehicle fleets, shopping malls, hotel parking lots, public parking areas, and many other settings.

COMBI+ gives you the flexibility to choose from a range of outlets/hoses with power options ranging from 2x7.4 kW to 2x22 kW. The available outlets/hoses options are 5m, 10m and socket outlet.

Its SPL-ORBIS Intelligent Charge Modulation System can communicate with 248 Orbis EV Chargers or up to 496 electric vehicles.

Features

- Multiple outlets
- 3-year warranty
- Automatic load modulation
- Charging mode 3
- SPL Load analyser – Charge up to 496 vehicles
- Built in DC protection
- WIFI & RFID as standard (ethernet and 4G options)
- App for Android and iOS



Its load modulator monitors the installation's energy consumption and adjusts power demand to optimise the highest charge within the shortest possible period, without exceeding the supply capacity.

The charger also provides a high level of protection to the vehicle's batteries and the installation in general.

The inbuilt RDC-DD (Residual Direct Current Detection Device) means you don't need to install an expensive Type B RCCB at the switchboard, only need the standard type A saving you money.



EUROTEC People • Technology • Solutions

member of CAREL group

CAREL

09 579 1990

sales@eurotec.co.nz

www.eurotec.co.nz



First drive: Mini Aceman SE

The latest member of the Mini family, the electric Aceman five-door urban crossover sits in the space between the Cooper three and five-door hatches and the now family-sized Countryman SUV.

Most first-time Mini buyers prefer the new Countryman SUV, but as that has grown significantly over the past three generations there was room for an in-between to provide more choice for people who didn't necessarily want a "big" Mini, says Mini Australia and New Zealand general manager Alex Brockhoff.

Built in China, the Aceman shares the same width as the Mini Cooper family but is taller and longer to provide more interior space than its compact sibling.

Its 4079mm length with 2606mm

wheelbase makes it more back-seat-friendly than the three-door Cooper, and there's a decent 300litres boot space, or 1005l with the 60:40 rear seats folded.

More recycled material is used in the Aceman EV's interior.

Gloss black elements replace the chrome trim on the Aceman E, the SE has vibrant silver elements, and the JCW (John Cooper Works) is adorned with red and black elements as expected from the high-performance Mini sub-brand.

Up to 70% of recycled material is used for the smart new alloy wheels across all three variants.

Bovine leather for the upholstery has also been consigned to history because of the horrendous amount of chemicals used in the tanning process, apparently synthetic leather

is easier to produce and better for the environment.

The octagonal shape of the Aceman's headlights complement the aero front grille and the daytime running light component of the LED headlights can be switched to three different modes.

Inside, the Aceman provides a 240mm round OLED central display situated on a much cleaner dashboard, with a remodelled toggle bar and steering wheel.

One of the new key functionalities available through the central display is the Mini Experience Mode. Each offers a set of sounds, visuals and colours which enhance the experience of all-electric driving. Eight modes are available – Core, Green, Go-Kart, Personal, Timeless, Vivid, Balance and Trail.

CONTINUE TO PAGE 11...

With a greeting of 'Hey Mini' or by utilising the push-to-talk steering wheel button, the Mini Intelligent Personal Assistant will activate in the form of animated graphic elements, typography and a vehicle avatar called "Spike", is also available through the optional Mini Connected Package.

The Aceman family comes in three flavours, the entry-level E (135kW) priced from \$63,990, the mid-range SE (160kW) from \$69,990 and the high-performance JCW 190kW priced from \$75,990.

The E arrives in "Classic" specification while the SE and the JCW both offer the "Favoured" specification.

The E will have a limited shelf life in the market as Brockhoff says the brand believes customers will prefer the SE and JCW Aceman models and it intends to focus solely on those.

Mini has seen a strong start to sales in 2025, up 50% year-to-date in February, with 40% of sales in Australia being EV and 25% in New Zealand.

The Aceman E offers a 38.5 kWh net battery capacity and the capability of delivering 135 kW power and 290 Nm

torque, completing the standard sprint from zero to 100km/h in 7.9 seconds and up to 310km range.

The SE has an upgraded battery pack at 49.2kWh net capacity allowing up to 406km range, producing 160kW and 330Nm while accelerating from zero to 100km/h in 7.1 seconds.

The Aceman JCW shares the same 49.2kWh battery pack as the SE but is limited to 355km range due to its 190kW and 350Nm, completing the zero to 100km/h sprint in seven seconds.

Many positive words sum up the Aceman SE driving experience, fun but firm, very little road noise, linear power delivery, and razor-sharp steering response.

For a small car weighing 1700kg it feels surprisingly nimble and agile. It retains the go-kart character intrinsic to the brand but in a user-friendly package that will appeal to the young and young-at-heart.

The ergonomics are excellent behind the wheel, and thanks to the voice activation it's easy to acclimatise to the driving systems. Plenty of cubbies and

cupholders are available.

For a battery electric vehicle (BEV) it has a very internal combustion engine (ICE) feel in the brake department, with the right level of assistance allowing a smooth progression to a stop.

A road loop from Mini head office in the Melbourne suburb of Mulgrave to the Dandenong ranges provided a mix of urban and rural roads to test the Aceman's mettle.

It has the same good road manners and is as joyful to drive as the bigger Countryman, albeit in a more compact package, and the only caveat being some occasional vibrations transmitted into the cabin from the low-profile tyres on the 19-inch alloy wheels.

We toggled through the modes and enjoyed the various characterful noises made, but it was also nice just to switch everything off and enjoy the peaceful journey that an EV offers.

The Melbourne test drive was short and sweet, so perhaps we can spend longer in the latest electric Mini Aceman on home turf. 



Have you enjoyed reading this EVs&Beyond issue?

Would you like to receive in mail each month?

Email deborah@automedialogroup.co.nz or or phone Deborah Baxter on 02 753 05016

\$114 +GST
PER YEAR

ONLY \$9.50
+GST A MONTH



Smart #1 and #3 – First Drives

Smart cars dot down in New Zealand soon with two fresh offerings in the #1 and #3.

Remember smart cars when they first arrived in New Zealand as used imports? The little pint-sized fortwo – two-seater, clearly – that you could just about wrap your arms around, it was that tiny. So small in fact you could park it by merely driving into a space between two parked cars. And we don't mean parallel parking. No, you could nose it into the curb because it was so short (2.7m) it fitted when parked 90 degrees to everything else. You could also fit two of them into one carpark.

Well you can forget about all that because the new generation of smart cars is no longer miniature. They're compact but not shrunken in size, both the first offerings to arrive here being between 4.2 and 4.5m long. Plus, they have seating for five. And regular luggage space, with space for cables up front.

ELECTRIC ONLY BUT PHEV SOON

So yes, they're electric. As are all smart offerings, at least for now.

The reincarnated smart brand is a

collaboration between Mercedes and Geely, all using the latter's SEA platform. And while there's initially a pair of them, known as #1 and #3 – one guess why there's no number two – there are actually six variants of the pair. That's because there are three grades for each of the body shapes, varying by specification and power, by and large. For both ranges, the entry model is the Pro+, the intermediate model is known as Premium and at the head of each shape, the Brabus go-hard model. The latter are dual-motor AWD variants.

Brabus is a long time aftermarket tuning house and it specialises in Mercedes, Maybach and smart vehicles. So there have been Brabus smart tearaways right from the outset, the first Brabus fortwo emerging in 2003.

Smart originated as a collaboration between Swatch and Mercedes, aiming to make artful creations. The smart badge, by the by, looks like a stylised C with an arrowhead beneath. Evidently, it stands for 'compact and forward thinking'. Hence, the smart name, with a lower case.

Only the next model to join the smart

line-up later in the year isn't exactly compact at 4700mm. The #5 medium electric SUV will feature a 100kW battery pack offering a real world range of around 550km, so smart is really entering not-so-compact territory here. Expect both an SUV and a more expensive Summit off-road version. They will come with an 800v platform, permitting a 70 per cent recharge in 15min. And, like most manufacturers who aimed to be electric only, the slowdown in EV adoption has Smart looking towards a PHEV version of the #5. That's for H2 of this year.

IN TOWN, OUT OF TOWN, NO WORRIES

Meantime, the cars you see here are about to go on sale and we got a short taste test in one of each range. Kicking off with the more exotic looking coupe-style #3 Premium variant (\$74,990) which has a 66kWh battery (DC fast charging 10-80 per cent takes 30min), range of around 450km and a 200kW/343Nm motor driving the rear wheels. That's a fair amount of poke for a vehicle weighing in at 1810kg. It feels smooth and effortless in town,

CONTINUE TO PAGE 13...

using the Comfort mode, and is said to reach 100 from stopped in 5.8sec in Sport. Plant it for an overtake and it fair rushes forward. The #3 range kicks off with the Pro+ at \$69,990.

The Premium we drove is not as fast as the \$10k more expensive Brabus version, however; with 315kW and 543Nm and weighing just over 1900kg wet, it can complete the 100km/h dash in 3.7sec. However, we did drive back from the Matakana area in the #1 Brabus (\$79,990). This is the more upright urban-look electric hatch. It has the same powertrain as Brabus #3, and when we let rip away from an intersection in Brabus mode it rampaged to 100, with a convincing synthesised snarl as an accompaniment. People will like how these two Brabus small'uns go. Don't fancy your chances in a stoplight strop with either of these, unless you're bringing a seriously sharp knife to the proceedings. And their brakes and regen settings are just as well thought out.

The Premium is a good drive too, nicely balanced and rear-wheel drive. You'd probably only go for the Brabus because you really want that pace or genuinely feel the need for AWD. Maybe you just enjoy putting high-powered ICE cars in your rear view mirrors.

SORTED IFT SYSTEMS

What we also like about this pair is their control systems. All those

annoying safety items garner each vehicle a five-star ANCAP crash rating but some of the reminders can be vexing. We culled the overspeed bongs and the lane departure noises. You can then save these optimised settings so that next time around you just need to push the shortcut button to silence them all. Hooray to that.

So this is essentially a new start for this brand in New Zealand; only the name remains really. Here smart is distributed by Armstrongs. Which is appropriate as they have major Mercedes dealerships in Botany, Auckland and Christchurch. Smart cars will occupy their own space within Mercedes dealerships. And that is a clever strategy indeed. For the least expensive electric Mercedes available currently is the EQA 250+ which kicks off at \$92,500. So all current smart cars are significantly less expensive but no less premium.

GOOD LOOK INSIDE AND OUT

Both cars look modern and the smart interior is just that, with interesting metallic dash finishes, supportive seats, a panoramic sunroof, and Qi charging. There are contrasting paint finishes too, with a black or red roof. Premium comes with leather seat trim and Beats audio sound system. There's power operation for the fifth

door across the range. The upper two models in each of the line-ups come with a head-up display.

All except the Brabus ride on 19-inch wheels, while the speedsters get 20-inch hoops. They all have a five-year/150,000km warranty (battery eight years/160,000km). Service intervals are 12 months/20,000km.

Smart reckons its vehicles are "the perfect blend of German precision, European quality and leading-edge Chinese EV technology".

General Manager, Arek Zywtot, has been driving the #3 Brabus and commented "You have a smile on your face every time you get behind the wheel." He added "Smart is here to shake things up and disrupt the status quo."

If it were us, we'd spend the extra on the #3; the sleek coupe styling alone is worth it. Besides, it has more boot space at 260L vs 203L. However, the #1 is a bit more compact at 4270mm vs 4400mm, if that's important. Both are handy five seaters. Rivals include Cupra Born, MG4 XPower and some of the incoming premiums like Zeekr X.

You can test drive these ahead of dealer sites opening in March if you're curious. To do so, head to www.nz.smart.com. ➡



Deepal's ute and budget Xpeng popular at Everything Electric

A pair of outlandish Chinese electric vehicles appeared to have been two of the key stars at the Everything Electric show, held earlier this month in Sydney.

Everything Electric is a global series of expos spun off from the 'Fully Charged' YouTube channel, founded by Robert Llewelyn. You may better know him as Kryten, the robot from Red Dwarf, or the host of the legendary 'Scrapyard Challenge' series of the late nineties.

On its third visit to Australia, it attracted 31,000 visitors looking to check out vehicles from Audi, Deepal,

Farizon, Kia, Volkswagen, Cupra, Renault, MG, Leapmotor, Škoda, Tesla, Xpeng, Zeekr, and more.

Audi unveiled its latest electric offerings, including the **Audi S6 Sportback** and the highly anticipated SQ6 e-tron. The S6 Sportback shares its platform with the Q6 e-tron and Porsche Macan, giving it a 405kW total power output, a 0-100 time of 3.7 seconds, and a total range of 670km on the WLTP cycle. The SQ6 e-tron puts the same drivetrain package in the Q6 e-tron but slightly detuned to 380kW of peak power.

Chinese manufacturer Deepal showcased its S05 and S07 all-electric

SUV models, the latter of which is already on sale in Australia. More interestingly, and one of the stars of the show, Deepal previewed the **E07**, a unique vehicle attempting to blend the practicality of a dual-cab ute with the driving experience of a family SUV. It essentially has an elongated boot area that can be separated from the cabin, and its glass cover opened up to the air. A drop-down tailgate aids in loading.

Available in both electric and range-extender variants, the E07 promises impressive performance with configurations including a powerful

CONTINUE TO PAGE 17...



BYD *SHARK 6*



THE FIRST BYD DMO SUPER HYBRID UTE

LAUNCH EDITION PREMIUM AWD

FROM

\$69,990*

*MSRP plus on-road costs.



DEEPAL E07



DEEPAL E07



SKODA ELROQ



ZEEKR 007



SKODA ELROQ



ZEEKR MIX



XPENG M03



DEEPAL S07



FARIZON SUPERVAN



ZEEKR X

... CONTINUED FROM PAGE 14

440kW dual-motor all-wheel drive system and battery capacities up to 89.98kWh. Deepal is distributed in Australia by the same outfit that sells Subaru and LDV here, but no word yet on its arrival.

We have seen a number of electric-converted Toyota Landcruiser 79 series over the years, but the one on show by Australian EVS is the most impressive to date. It features a 375kW liquid-cooled motor, generating 1,740Nm of torque and achieving 0-100km/h in 6 seconds. Equipped with a 160kWh battery pack (700V DC), it provides a range of 500-600km and includes a 20kW onboard charger and DC fast charging capability.

Additional features include adjustable regenerative braking, vehicle-to-load (2 x 240-volt outlets), vehicle-to-grid capabilities, full 4x4 drivetrain with high and low ranges, a GVM upgrade, a 2" lift kit, braked towing capacity of 3500kg, GVM of 4200kg, and GCM of 7010kg.

Another Geely product confirmed for New Zealand, the **Farizon Supervan** is built on a dedicated modular EV platform. It is available in three variants featuring an 83kWh lithium iron phosphate battery with a driving range of up to 376km (WLTP). Payload capacity reaches 1,800kg, and gross vehicle mass across the range is 3,500kg. It offers rapid DC fast-charging capabilities, achieving 10% to 80% charge in just 26 minutes.

Additional features include drive-by-wire architecture, a sliding side door with hidden B-pillar, weight monitoring from the driver's seat, vehicle-to-load (V2L) functionality with three power outlets, a 12.3-inch LCD touchscreen, Apple CarPlay, 360-degree camera, ventilated and heated front seats, and comprehensive safety features. Pricing in Australia starts at around NZ\$76,000, significantly undercutting the Ford eTransit Custom.

Škoda showcased the **Elroq**, the all-electric successor to the popular Karoq SUV. The Elroq is 161mm shorter than the Enyaq in overall length but has the same wheelbase, meaning it will offer similar interior space though may lose out a little in load capacity. Four powertrain combinations, either rear or all-wheel drive, are available ranging from 125kW in output to 220kW. The Elroq is likely to go head-to-head with the Kia EV3, which was also on show and is set for launch in NZ.

Xpeng is making waves in Australia, being rated as one of the few with the models and technology to properly take on the might of the Tesla Model Y. It had the G6 SUV on show, the X9 people mover, and a prototype flying car.

But the car attracting the attention of most of those in the know on the stand was the **Mona M03**, a Camry-sized liftback saloon with an unusual history and a crazy price in China of around NZ\$28,000.

Originally developed by ridesharing company DiDi with the help of BYD, Xpeng purchased the project. It retains a BYD battery in 51.8kWh and 62.2kWh sizes, and a range on the Chinese CLTC scale of up to 620km. That seems high for the battery size, but keep in mind a drag coefficient of just 0.194—the lowest in the world for a mass-produced hatchback. As a ride-sharing car, the boot is massive, and it can be optioned with LiDAR for self-driving technology.

Zeekr looked to gain attention by landing one of its left-hand-drive-only **001FRs** into Australia. This 1250-horsepower four-motor beast can do tank turns and regularly displayed its ability to spin on the spot. But more were likely drawn to the Mix, with its flexible seating and asymmetrical doors. Though like the 001, the model is unlikely to be destined for this end of the world. What will be are the 007, 7X, 009, and X, which were also on display. 📺

Mevo and GVI expand Uber drivers' EV access

Uber has partnered with Kiwi EV providers to expand access to affordable EVs for the tens of thousands of Kiwis who drive and deliver with Uber and Uber Eats.

From March 13, 2025, drivers and delivery people can access exclusive, discounted deals on EV rentals with carsharing platform Mevo, while Genuine Vehicle Imports (GVI) will offer new flexible financing options on a range of secondhand EVs.

Uber aims to eliminate vehicle emissions globally by 2040, and during the last two years the company committed NZ\$7.5 million in incentives to help New Zealand driver partners go electric, alongside partnerships with BP Charge and BYD aimed at bringing down overall EV ownership costs.

As of the fourth quarter last year, nearly 5% of all kilometres driven in New Zealand were in EVs. However, a 2024 survey of New Zealand Uber drivers revealed the high purchase costs of EVs is the main barrier to making the switch.

"We know bringing down the upfront cost of EVs will have the most impact in supporting our drivers and delivery people go electric," says Uber Australia and New Zealand managing director Emma Foley.

"That's why we're so committed to leveraging the scale of our platform to bring them as many vehicle and finance options as possible.

"These partnerships with Kiwi-owned Mevo and GVI mark a significant step in helping Kiwi drivers and delivery people switch to EVs more easily and affordably.

"Whether they're looking for long-term financing or flexible rental solutions, these new options help remove barriers to EV adoption and accelerate our work to eliminate vehicle emissions across the platform."

Drive Electric chair Kirsten Corson says Uber is a strong example of a major global company continuing to prioritise a net-zero future.

"These innovative partnerships will surely go a long way in helping a number of Kiwi rideshare and delivery drivers get behind the wheel of an EV – reducing emissions and never having to pay for petrol again."

In teaming up with Mevo, drivers and delivery people can now access EVs without long-term commitments, and at special discounted rates.

Mevo Subscribe offers a weekly rental model which suits experienced Uber drivers who want a predictable, cost-effective EV solution.

Participants can rent a BYD Atto 3 from \$230 (GST inclusive) per week, which includes a 1600km monthly mileage allowance and with no deposit or bond required.

This partnership with Mevo is expected to be particularly beneficial for drivers who need a backup vehicle while their primary car is being serviced, want to trial an EV before making a long-term commitment or work more flexibly and would prefer on-demand vehicle access, says Uber.

Mevo already serves tens of thousands of Kiwis in place of either having to own a second car or foregoing ownership altogether, says Mevo co-founder and chief executive Erik Zydervelt.

"This partnership will expand our

network, our offering, allowing us to better serve New Zealand on the shared path to a regenerative future."

GVI brings its extensive experience and financial support options to Uber drivers and delivery people.

Through this partnership, drivers will have access to a range of high-quality used EVs such as the Nissan Leaf, Tesla Model 3, and Hyundai Ioniq with competitive Uber-only financing options.

Delivery people will also be able to get discounts on new e-scooters.

Benefits available to Uber drivers and delivery people through GVI include flexible financing with zero deposit options, one to five-year terms, a special finance concession, 18-months vehicle registration, first 3000km road user charge (RUC) cover, as well as a battery health report and year's battery warranty, extendable to a three-year full mechanical, electric, and battery warranty for rideshare use.

With access to GVI's national vehicle transport network, drivers across New Zealand can now secure an EV at an affordable rate with peace of mind on quality and performance.

GVI chief executive Hayden Johnston says the partnership will help Uber driver and delivery partners switch to zero emission vehicles.

"With a good supply of late models, large battery electric vehicles (BEVs) and support from our funding partners, we're able to make the move from internal combustion engines (ICE) to EVs almost cost neutral."

Uber Green goes fully electric from April 1, 2025. ➡

**UBER DRIVER PARTNER
DANIEL PASCOE.**



FIND YOUR NEW EVS HERE

BRAND	MODEL	PRICE	WLTP RANGE	BATTERY SIZE	AC CHARGING SPEED	DC CHARGING SPEED	TOW RATING
AUDI	Q4 40 e-tron Advanced	\$99,990.00	520 km	82 kWh	11 kW	125 kW	N/A
AUDI	Q4 40 e-tron Sportback Advanced	\$103,990.00	520 km	82 kWh	11 kW	125 kW	N/A
AUDI	Q4 50 e-tron quattro S line	\$126,990.00	490 km	77 kWh	11 kW	125 kW	N/A
AUDI	Q4 50 e-tron Sportback quattro S line	\$130,990.00	490 km	77 kWh	11 kW	125 kW	N/A
AUDI	e-tron 55 quattro	\$151,900.00	417 km	95 kWh	22 kW	150 kW	1,800 kg
AUDI	e-tron 55 quattro advanced	\$160,400.00	417 km	95 kWh	22 kW	150 kW	1,800 kg
AUDI	e-tron Sportback 55 S line	\$171,000.00	446 km	95 kWh	22 kW	150 kW	1,800 kg
AUDI	e-tron S Sportback	\$190,400.00	365 km	95 kWh	22 kW	150 kW	1,800 kg
AUDI	e-tron GT quattro	\$197,090.00	488 km	93.4 kWh	11 kW	270 kW	N/A
AUDI	RS e-tron GT	\$277,090.00	472 km	93.4 kWh	11 kW	270 kW	N/A
BYD	Atto 3 Standard	\$58,990.00	345km	50kWh	N/A	70kW	750 kg
BYD	Atto 3 Extended	\$62,490.00	420km	60kWh	N/A	80kW	750 kg
BYD	Atto 3 Tachyon	\$70,490.00	420km	420 kWh	N/A	N/A	750 kg
BMW	i3 120Ah	\$78,700.00	260 km	42.2 kWh	11 kW	50 kW	0kg
BMW	i3s 120Ah	\$87,500.00	245 km	42.2 kWh	11 kW	50 kW	0kg
BMW	i4 eDrive40	\$109,900.00	590 km	81 kWh	11 kW	200 kW	N/A
BMW	i4 M50	\$137,900.00	510 km	81 kWh	11 kW	200 kW	N/A
BMW	i7 xDrive60	\$276,900.00	510 km	101.7 kWh	11 kW	200 kW	750 kg
BMW	iX1 xDrive30	\$95,500.00	355 km	64.7 kWh	11 kW	N/A	750 kg
BMW	iX3 Inspiring	\$118,900.00	460 km	80 kWh	11 kW	150 kW	N/A
BMW	iX3 impressive	\$129,300.00	460 km	80 kWh	11 kW	150 kW	N/A
BMW	iX xDrive40	\$169,600.00	425 km	76.6 kWh	11 kW	150 kW	2,500 kg
BMW	iX xDrive50	\$204,800.00	630 km	111.5 kWh	11 kW	200 kW	2,500 kg
BMW	iX M60	\$238,900.00	485 km	105.2 kWh	11 kW	N/A	2,500 kg
FIAT	500e Pop	\$59,990.00	320 km	42 kWh	11 kW	85 kW	N/A
FIAT	500e Icon	\$64,990.00	320 km	42 kWh	11 kW	85 kW	N/A
FORD	Mach-E RWD 75.7kWh	\$79,990.00	450 km	75.7 kWh	11 kW	150 kW	N/A
FORD	Mach-E AWD 98.7kWh	\$109,990.00	610 km	98.7 kWh	11 kW	150 kW	N/A
FORD	Mach-E GT AWD 98.7kWh	\$124,990.00	500 km	98.7 kWh	11 kW	150 kW	N/A
GWM/HAVAL	Ora Standard Range	\$49,990.00	310km	48kWh	N/A	N/A	N/A
GWM/HAVAL	Ora Long Range	\$55,990.00	420km	63kWh	N/A	N/A	N/A
GWM/HAVAL	Ora GT	\$60,900.00	420km	63kWh	N/A	N/A	N/A
HYUNDAI	Ioniq EV 38.3kWh	\$65,990.00	311 km	38.3 kWh	7.2 kW	50 kW	0kg
HYUNDAI	Ioniq EV Elite 38.3kWh	\$71,990.00	311 km	38.3 kWh	7.2 kW	50 kW	0kg
HYUNDAI	Ioniq 5 58kWh	\$79,990.00	384 km	58 kWh	11 kW	220 kW	N/A
HYUNDAI	Ioniq 5 72.6kWh	\$89,990.00	480 km	72.6 kWh	11 kW	220 kW	N/A
HYUNDAI	Ioniq 5 AWD 72.6kWh	\$97,990.00	460 km	72.6 kWh	11 kW	220 kW	N/A
HYUNDAI	Ioniq 5 Elite 72.6kWh	\$97,990.00	480 km	72.6 kWh	11 kW	220 kW	N/A
HYUNDAI	Ioniq 5 Limited Vision Roof AWD 72.6kWh	\$117,990.00	460 km	72.6 kWh	11 kW	220 kW	N/A
HYUNDAI	Kona Electric 39.2kWh	\$69,990.00	305 km	39.2 kWh	7.2 kW	100 kW	N/A
HYUNDAI	Kona Electric Elite 39.2kWh	\$77,990.00	305 km	39.2 kWh	7.2 kW	100 kW	N/A

FIND YOUR NEW EVS HERE

BRAND	MODEL	PRICE	WLTP RANGE	BATTERY SIZE	AC CHARGING SPEED	DC CHARGING SPEED	TOW RATING
HYUNDAI	Kona Electric 64.0kWh	\$79,990.00	484 km	64.0 kWh	7.2 kW	100 kW	N/A
HYUNDAI	Kona Electric Elite 64.0kWh	\$88,990.00	484 km	64.0 kWh	7.2 kW	100 kW	N/A
JAGUAR	I-Pace SE	\$159,900.00	470 km	90 kWh	7 kW	100 kW	750 kg
JAGUAR	I-Pace HSE	\$169,900.00	470 km	90 kWh	7 kW	100 kW	750 kg
JAGUAR	I-Pace Innovation Edition	\$169,900.00	470 km	90 kWh	7 kW	100 kW	750 kg
KIA	EV6 Air	\$76,990.00	400 km	58 kWh	11 kW	80 kW	N/A
KIA	EV6 Air Long Range	\$79,990.00	510 km	77.4 kWh	11 kW	239 kW	N/A
KIA	EV6 Earth AWD Long Range	\$99,990.00	475 km	77.4 kWh	11 kW	239 kW	N/A
KIA	EV6 GT-Line AWD Long Range	\$111,990.00	475 km	77.4 kWh	11 kW	239 kW	N/A
KIA	EV6 GT-Line AWD Long Range sunroof	\$114,990.00	475 km	77.4 kWh	11 kW	239 kW	N/A
KIA	EV6 GT AWD	\$139,990.00	370 km	74.0 kWh	N/A	N/A	N/A
KIA	2022 Niro EV Light 64kW	\$68,990.00	455 km	64 kWh	7.2 kW	100 kW	N/A
KIA	2022 Niro EV Water 64kW	\$75,990.00	455 km	64 kWh	7.2 kW	100 kW	N/A
KIA	Niro EV EX	\$77,990.00	455 km	64 kWh	7.2 kW	100 kW	N/A
KIA	Niro EV SX	\$80,990.00	455 km	64 kWh	7.2 kW	100 kW	N/A
KIA	Niro EV Premium	\$85,990.00	455 km	64 kWh	7.2 kW	100 kW	N/A
LEXUS	UX 300e	\$79,900.00	315 km	54.3 kWh	6.6 kW	50 kW	N/A
LDV	eT60	\$79,990.00	325km	88.55 kwh	N/A	130kW	1,500kg
LDV	Mifa 9	\$79,990.00	440km	90 kWh	11 kW	180kW	1,000kg
MAZDA	MX-30 BEV	\$74,990.00	200 km	35.5 kWh	6.6 kW	50 kW	N/A
MERCEDES-BENZ	EQA 250	\$90,000.00	426 km	66.5 kWh	11 kW	100 kW	N/A
MERCEDES-BENZ	EQC 400 4MATIC Sport	\$151,300.00	417 km	80 kWh	7.4 kW	110 kW	N/A
MG MOTORS	MG ZS Excite	\$49,990.00	263 km	44.5 kWh	6.6 kW	85 kW	N/A
MG MOTORS	MG ZS Essence	\$53,990.00	263 km	44.5 kWh	6.6 kW	85 kW	N/A
MINI	Mini Cooper SE Classic	\$61,340.00	234 km	32.6 kWh	11 kW	50 kW	N/A
MINI	Mini Cooper SE Mini Yours	\$68,580.00	234 km	32.6 kWh	11 kW	50 kW	N/A
MINI	Mini Cooper SE Resolute	\$68,930.00	234 km	32.6 kWh	11 kW	50 kW	N/A
MINI	Mini Cooper SE The	\$67,100.00	234 km	32.6 kWh	11 kW	50 kW	N/A
MINI	Mini Cooper SE The Resolute	\$67,600.00	234 km	32.6 kWh	11 kW	50 kW	N/A
NISSAN	Leaf 40kW	\$61,990.00	270 km	40 kWh	6.6 kW	50 kW	N/A
NISSAN	Leaf 39kW	\$62,990.00	270 km	39 kWh	6.6 kW	50 kW	N/A
NISSAN	Leaf 62kW	\$69,990.00	385 km	62 kWh	6.6 kW	100 kW	N/A
NISSAN	Leaf 59kW	\$71,490.00	385 km	59 kWh	6.6 kW	100 kW	N/A
NISSAN	Leaf 40kW	\$61,990.00	270 km	40 kWh	6.6 kW	50 kW	N/A
NISSAN	Leaf 39kW	\$62,990.00	270 km	39 kWh	6.6 kW	50 kW	N/A
NISSAN	Leaf 62kW	\$69,990.00	385 km	62 kWh	6.6 kW	100 kW	N/A
NISSAN	Leaf 59kW	\$71,490.00	385 km	59 kWh	6.6 kW	100 kW	N/A
OPEL	Mokka-E	\$69,990.00	322 km	50 kWh	11 kW	100 kW	N/A
OPEL	Corsa-E	\$59,990.00	337 km	50 kWh	11 kW	100 kW	N/A
PEUGEOT	e-208 GT	\$67,990.00	340 km	50 kWh	7.4 kW	100 kW	N/A
PEUGEOT	e-2008 GT	\$75,990.00	320 km	50 kWh	7.4 kW	100 kW	N/A

FIND YOUR NEW EVS HERE

BRAND	MODEL	PRICE	WLTP RANGE	BATTERY SIZE	AC CHARGING SPEED	DC CHARGING SPEED	TOW RATING
POLESTAR	Polestar 2 Standard Range	\$76,900.00	440 km	64 kWh	11 kW	150 kW	N/A
POLESTAR	Polestar 2 Long Range	\$86,900.00	540 km	78 kWh	11 kW	150 kW	N/A
POLESTAR	Polestar 2 Long Range Dual Motor	\$104,900.00	480 km	78 kWh	11 kW	150 kW	N/A
PORSCHE	Taycan	\$183,300.00	431 km	79.2 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan 4S	\$214,400.00	484 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan GTS	\$255,800.00	509 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan Turbo	\$304,300.00	453 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan Turbo S	\$381,900.00	412 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan 4 Cross Turismo	\$203,100.00	456 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan 4S Cross Turismo	\$224,500.00	484 km	93.4 kWh	22 kW	270 kW	N/A
PORSCHE	Taycan Turbo Cross Turismo	\$306,900.00	452 km	93.4 kWh	22 kW	270 kW	N/A
SKODA	Enyaq 80 Coupe Sportline Max	\$79,990.00 + orc	531 km	77 kWh	11 kW	125 kW	1,200 kg
SKODA	Enyaq 80 Sportline SUV	\$67,990.00 + orc	534 km	77 kWh	11 kW	125 kW	1,200 kg
SSANGYONG	Korando e-Motion	\$59,990.00	420 km	61.9 kWh	7.2 kW	90 kW	N/A
TESLA	Model S Long Range	\$159,990.00	663 km	100 kWh	11.5 kW	250 kW	N/A
TESLA	Model S Plaid	\$224,990.00	628 km	100 kWh	11.5 kW	250 kW	N/A
TESLA	Model 3 Standard Range	\$74,900.00	448 km	54 kWh	11 kW	170 kW	N/A
TESLA	Model 3 Long Range AWD	\$91,920.00	568 km	82 kWh	11 kW	250 kW	N/A
TESLA	Model 3 Performance AWD	\$103,900.00	567 km	82 kWh	11 kW	250 kW	N/A
TESLA	Model Y Standard	\$76,200.00	505 km	60 kWh	11 kW	170 kW	N/A
TESLA	Model Y Performance	\$108,900.00	488 km	82 kWh	11 kW	250 kW	N/A
TESLA	Model X Long Range	\$174,990.00	580 km	100 kWh	16.5 kW	250 kW	N/A
TESLA	Model X Plaid	\$209,990.00	547 km	100 kWh	16.5 kW	250 kW	N/A
VOLVO	XC40 Recharge P6	\$83,900.00	418 km	69 kWh	11 kW	150 kW	N/A
VOLVO	XC40 Recharge P8	\$97,900.00	418 km	78 kWh	11 kW	150 kW	N/A
VOLVO	C40 Recharge P6	\$85,900.00	418 km	69 kWh	11 kW	150 kW	N/A
VOLVO	C40 Recharge P8	\$100,900.00	418 km	78 kWh	11 kW	150 kW	N/A
VOLKSWAGEN	ID.4 Pro	\$79,990.00	520 km	77 kWh	11 kW	125 kW	N/A
VOLKSWAGEN	ID.4 Pro+	\$89,990.00	520 km	77 kWh	11 kW	125 kW	N/A
VOLKSWAGEN	ID.5 Pro	\$85,490.00	520 km	77 kWh	11 kW	125 kW	N/A
VOLKSWAGEN	ID.5 Pro+	\$94,490.00	520 km	77 kWh	11 kW	125 kW	N/A

USED FRANCISE DEALER LIST

NAME	
AUDI / HYUNDAI / VOLKSWAGEN	
Farmer Auto Village 07 578 6017 info@farmerautovillage.co.nz 116 Hewletts Road, Mt Maunganui	Mt Maunganui
HYUNDAI	
Energy Motors 06 759 8070 hyundai@energymotors.co.nz Cnr Gill & Eliot Streets, New Plymouth	New Plymouth



CHARGE AHEAD WITH A GREAT EV FINANCE OPTION

udc.co.nz | 0800 500 832

FIND YOUR QUALITY USED EVS HERE

USED EV CAR TYPES

MAKE	MODEL	TYPE	PRICING RRP EST.	APPROX RANGE KMS
BMW	i3 - 22 kWh	BEV	\$33k - \$45k	120 km
	i3 - 33 kWh	BEV	\$52k - \$86k	200 km
Hyundai	Ioniq	BEV	\$47k - \$55k	220 km
	Ioniq Elite	BEV	\$57k - \$66k	220 km
Kia	Kona	BEV	\$69k - 83k	400 km
	Soul EV	BEV	\$30k	150 km
Mercedes Benz	B250 e	BEV	\$44k - \$47k	140 km
Mitsubishi	i-Miev	BEV	\$8k - \$13k	100 km
	B-Miev Van	BEV	\$16k	100 km
Nissan	LEAF Generation 1	BEV	\$9k - \$16k	120 km
	LEAF Gen 2 - 24 kWh	BEV	\$13k - \$34k	135 km
	LEAF Gen 2 - 30 kWh	BEV	\$26k - \$36k	180 km
	LEAF ZE1 - 40 kWh	BEV	\$43k - \$63k	250 km
Renault	e-NV200 - 24 kWh	BEV	\$27k	140 km
	e-NV200 - 40 kWh	BEV	\$60k	200 km
	Zoe 40 kWh	BEV	\$29k - \$60k	300 km
Smart	Kangoo ZE Van	BEV	\$42k - \$46k	160 km
	Fortwo	BEV	\$20k	100 km
Tesla	S P85D	BEV	\$95k - \$120k	330 km
	S 90D	BEV	\$125k	420 km
	X 75D	BEV	\$109k	340 km
	X 90D	BEV	\$129k	410 km
	X 100D	BEV	\$149k	480 km
Volkswagon	X P100D	BEV	\$230k	460 km
	e-Golf - 36kWh	BEV	\$49k - \$69k	220 km
Audi	A3 Sportback E-Tron	PHEV	\$41k - \$50k	45 km + 600 km
	Q7 e-tron	PHEV	\$125k	54 km + 800 km
BMW	i3 REX - 22 kWh	PHEV	\$33k - \$50k	120 km + 120 km
	i3 REX - 33 kWh	PHEV	\$50k - \$68k	200 km + 120 km
	225xe	PHEV	\$42k	41 km + 550 km
	330e	PHEV	\$50k - \$76k	37 km + 550 km
	530e	PHEV	\$140k	50 km + 600 km
	X5 xDrive40e	PHEV	\$140k	30 km + 800 km
	i8	PHEV	\$94k - \$140k	37 km + 400 km

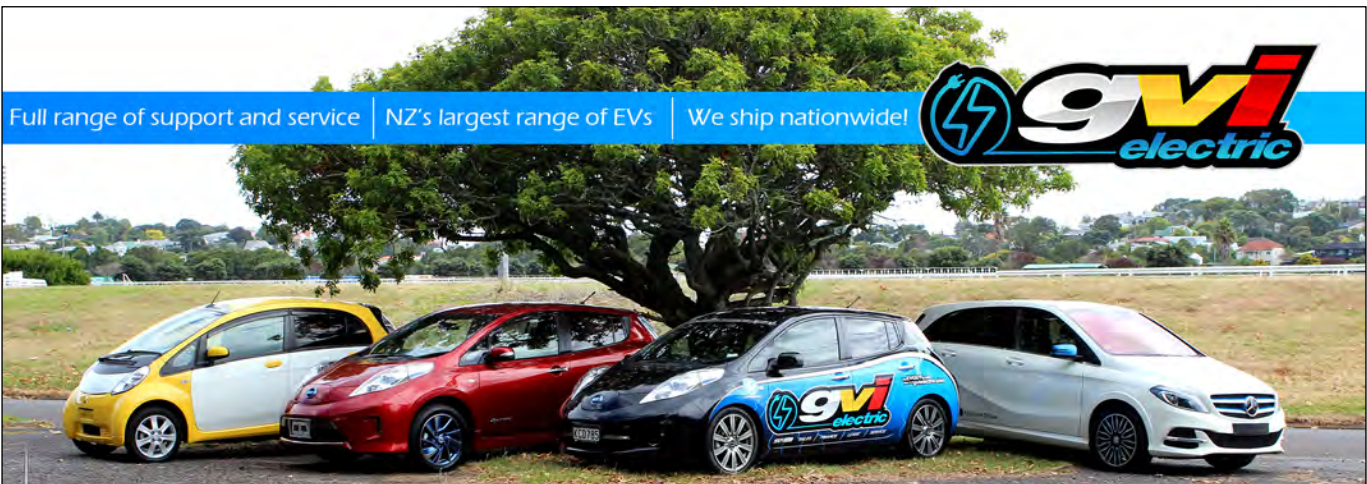
Hyundai	Ioniq	PHEV	\$46	63 km + 1040 km
Mercedes Benz	C350 e Sedan	PHEV	\$63k - \$75k	31 km + 700 km
	GLE500	PHEV	\$130k	30 km + 700 km
	E350 e	PHEV	\$120k	30 km + 600 km
	S500 e	PHEV	\$96k	30 km + 700 km
	Countryman Cooper SE	PHEV	\$68k	30km + 500 km
Mitsubishi	Outlander	PHEV	\$22k - \$58k	50 km + 500 km
Porsche	Cayenne S e-hybrid	PHEV	\$129k	20 km + 750 km
Toyota	Plug-in Prius	PHEV	\$11k - \$20k	26 km + 800 km
Volvo	XC60 T8	PHEV	\$115k	40 km + 600 km
	XC90 T8	PHEV	\$115k	44 km + 600 km
Kia	Soul First Edition 64kWh	BEV	\$75,990	450km
Honda	E Advance	BEV	\$69,990	220km
	e-2008 GT 50kWh	BEV	\$75,880	320km
Peugeot	e-2008 Allure 50kWh	BEV	\$70,880	320km
	Corsa Elite 50kWh	BEV	\$70,880	320km
Vauxhall				
Volkswagon	iD3 1st Edition 62kWh	BEV	\$79,990	330km

BEV - Battery Electric Vehicle PHEV - Plug-in Hybrid Electric Vehicle

USED DEALERS LIST

NAME	CITY
Autolink Cars 09 378 9090 autolinkcarsltd@gmail.com BMW i3, Nissan Leaf, Volkswagen e-Golf	Auckland
GVI Electric 09 216 7106 ev@gvi.kiwi Nissan Leaf, Volkswagen ID 3, Kia Soul, Vauxhall Corsa, Peugeot e-2008 Allure	Auckland
Drive EV 027 521 0429 07 378 0082 steve@driveev.co.nz MG MG-5 Excite, Nissan Leaf, Vauxhall Mokka-e Elite, Vauxhall Corsa-e, Volkswagen ID 3, Kia Soul, Honda E	Taupo
Coventry Cars Hybrid & Electric 04 384 4536 salesteam@coventrycars.co.nz Nissan Leaf, Mitsubishi Outlander PHEV, Nissan eNV200	Wellington
EV City 03 972 5505 contact@evcity.kiwi BMW i3, Nissan Leaf, Nissan eNV200, Mitsubishi Outlander PHEV	Christchurch
The Electric Motor Vehicle Company 03 218 7130 027 515 8799 info@electricmv.co.nz Nissan Leaf, Nissan eNV200, Mitsubishi Outlander PHEV	Invercargill

Full range of support and service | NZ's largest range of EVs | We ship nationwide!

575 Great South Road
Penrose, Auckland
0800 443 598

Cnr Hewletts Rd & Waimarie
Mt Maunganui, Tauranga
0800 575 672

EV Service Centre
38 Wilkinson Road, Ellerslie, Auckland
09 579 6083





www.gvielectric.kiwi

EV Charging Specialist – what is it?

Debbie van der Schyff, the owner of EV Charging Specialist, shares her inspiring journey toward promoting sustainable transport and creating a greener future for New Zealand.

With eight years of industry experience, van der Schyff’s commitment to customer-centric solutions and sustainability forms the foundation of her business.

Her career in the EV industry began as a “fill-in” role, stepping in for a colleague who moved to a regional office. What started as a temporary role quickly blossomed into a passion for electric vehicle technology and sustainability.

“Leaving the company I had called home for 25 years was heartbreaking, but it led me to rediscover what I truly valued about my role—supporting customers,” she says.

Transitioning from a corporate career to launching her own venture, van der Schyff is fuelled by the support of her network and a vision of leaving

the planet in a better state for future generations.

“The encouragement I’ve received from family, colleagues, friends, and the wider industry has been humbling,” she says.

“This support bolsters my strength, even during moments of self-doubt.”

Van der Schyff emphasises the importance of working with the right company to ensure access to the most suitable, sustainable products.

“We understand that navigating the electric vehicle market can be challenging, which is why we focus on aligning your needs with sustainability goals,” she says.

The company’s mission includes providing tailored solutions such as energy optimisation, electrical services, and charging infrastructure.

“Whether you’re just beginning your EV journey or looking to optimise existing assets, we’re here to help you achieve the best outcomes,” says van der Schyff.

Collaboration with the Energy



Efficiency and Conservation Authority (EECA) and the government supports EV Charging Specialist’s vision of powering a cleaner, greener future.

Van der Schyff believes in fostering trust, open communication, and delivering high-quality sustainable equipment to help customers reduce their carbon footprint.

“Together, let’s charge into the future - today.”

POWER DEALS FOR EV USERS			
Company	Energy Deals	Where	Cost to charge LEAF*
 Mercury	Plug-in Vehicle Fuel Package 20% discount on your energy bill from 9pm – 7am, available on multiple properties, guaranteed discount for 2 years from signing up to offer, 12% PPD is included in these calculations.	Auckland Wellington Christchurch	\$5.75 \$5.82 \$5.63
 Meridian	Electric Car Plan: Jumpstart your EV journey with a \$200 credit, fixed rates for 2 years and night rates that run from 9pm to 7am*. Our cheaper night rates aren't restricted to just charging your car either, you'll save on all the power you use between those hours! *Terms, conditions and eligibility criteria apply, visit meridian.co.nz/evplan or call 0800 496 496 to find out more.	Auckland Wellington Christchurch	\$4.91 \$4.36 \$3.59
Contact Energy	Everyday Bonus Fixed: Excellent night rates, no fixed term, check if the matching daytime kWh rate will affect your overall bill.	Auckland Wellington Christchurch	\$5.47 \$4.53 \$3.20
 ecotricity	ecoSAVER: Competitive, off-peak pricing for your EV. no contracts, energy charges are fixed for 3 years.	Auckland Wellington Christchurch	\$5.25 \$2.31 \$5.09
Electric Kiwi	One Plan with Hour of Power: Free hour of off-peak power daily – included and calculated to be 2 kWh for charging at 8 amps. Note: this could be different depending on your designate Hour of Power.	Auckland Wellington Christchurch	\$6.46 \$6.49 \$6.71
Flick Electric	Wholesale rates plus their Flick Fee: No fixed term, EV rate in Wellington. Calculated using an average spot price of 5.7c per kWh.	Auckland Wellington Christchurch	\$5.79 \$5.00 \$4.36
Genesis**	Energy EV: The company offers a 50% discount on your energy rates between 9PM and 7AM. Price certainty with the 12-month fixed term. Ability to gain Power Shout hours (flexible free hours of power).	Auckland Wellington Christchurch	\$4.09 \$3.70 \$3.70
Nova Energy	Home EV Electricity Plan: This plan finishes on 18/4, new rates start in may. No fix term, must have e-billing, 20% PPD, no fixed price.	Auckland Wellington Christchurch	\$6.41 \$6.29 \$6.39
Paua to the People	Cheap As Plan with EV night rates: No fixed term. Calculated using an average spot price of 5.7c per kWh	Wellington	\$4.90

*Approximate cost for a full charge of a 24kWh LEAF in the 3 largest centres of NZ.

Please note that rates vary around New Zealand – the above costs were from Mt Wellington in Auckland, Northland in Wellington and Linwood in Christchurch. They can also depend on your meter type & the company you use. Prices vary at the different times of the day eg charging during the day may have higher costs and could increase your overall bill. Flick Electric in Christchurch has higher daytime rates in Winter due to variable pricing from the lines company. The rates we have used above are calculated each month using a low user cost, overnight rates, includes 10% charging loss, prompt payment discounts (PPD) if available and GST, excludes daily charge. Please note that prices were correct at time of publishing and are subject to change. Please contact us if you would like any clarification.

Spot prices can go up and down as they are affected by demand in energy and weather conditions. We have calculated these prices using the average spot price of 5.7c per kWh at night over the last 7 years, however this is no guarantee of current or future prices.

HIGHLIGHTS OF THE MONTH

A round-up of key items throughout New Zealand during the past month



UK zero emission expert on lessons for NZ

Zero emission vehicle (ZEV) regulation (policy) head James Vickery explained incentives and challenges facing the United Kingdom (UK) in meeting its ZEV targets during a Drive Electric webinar, with the UK legally required to have net zero emissions by 2050.

The UK electricity grid is “more than capable” of meeting EV demand, says Vickery, adding the UK has about 110,000 publicly available EV charging connections at 38,350 sites (8kW to more than 150kW) and is putting them in schools too (about 1000 chargers so far),

He says the UK is considering incentives for vehicle-to-everything (V2X) bi-directional charging and possible changes in other zero emission vehicle areas under a new government, with Drive Electric chair Kirsten Corson saying there are lessons in the UK’s zero emissions stand for New Zealand.



Cadillac confirms EV ‘bookends’ for NZ

Cadillac will add two EV models to its New Zealand lineup with the Optiq and Vistiq.

These are described as ‘bookends’ to the Cadillac lineup locally where the Optiq will be a new entry-point in terms of size while the Vistiq is a large, three-row SUV sitting at the top.

These are produced in right-hand drive from the factory in the US and when they arrive in 2026, they will join the Lyriq and Lyriq V in the showroom. 📌



T-Tech 2025 in July

“Positive impact through smarter transport” is the theme of the T-Tech 2025 Transport Technology conference and exhibition at the University of Auckland on July 9 and 10.

More than 50 speakers are expected, says T-Tech organiser Simon McManus, executive at Intelligent Transportation Systems New Zealand (ITSNZ).

ITSNZ says T-Tech gets bigger each year (growing 15% annually), bringing together about 200 people to connect and learn about innovative, tech-enabled solutions for transport and mobility with topics including Electric and Connected Vehicles, Shared and Public Transport, and Data, AI and Cybersecurity while transport pricing covering road user charging (RUC), time in use and tolling will be considered too.



Springs Junction EV charging site opens

Meridian’s EV charging station at Springs Junction on a key route between Christchurch and Nelson is ready.

Its Zero brand EV chargers are being supported by three 120kWh battery energy storage system (BESS) units using recycled Nissan Leaf batteries to store energy.

The BESS was added as the local network is at capacity for about 19 hours a day, and during that time there’s only about 4kW available at this site - barely enough to boil a jug let alone charge an EV, says Meridian principal product manager Tim Calder.

HIGHLIGHTS OF THE MONTH

A round-up of key items throughout New Zealand during the past month



Singer Electric and AMPECO to build Kiwi EV charging network

Singer Electric has formed a strategic partnership with Bulgarian startup AMPECO which says it's a global leader in EV charging management software.

This collaboration integrates AMPECO's platform into Singer's Apollo ecosystem, positioning the company to establish one of New Zealand's largest managed EV charging networks by the end of the first half of 2025.

Singer Electric has at least 2000 chargers installed and more than 500 chargers managed by the platform, planning to reach 1000 managed chargers by Q3 2025 and 2500 by the end of 2025. 



Kia previews EV4 sedan for NZ ahead of 2025 launch

Kia has offered a first glimpse of its EV4 sedan in New Zealand, unveiling a right-hand-drive pre-production model weeks after its global reveal which is due in dealerships here by late 2025 with final specifications and pricing confirmed closer to its launch.

Built in Korea, it will come with two battery options: a 51.8kWh NMC battery and a long-range 81kWh NMC battery claimed to deliver up to 630km WLTP range. Peak DC charging rates are between 100kW and 120kW, courtesy of the 400Volt architecture, while a 10% to 80% charge is expected in about 30 minutes. 



Meridian's \$227m Ruakaka solar farm due to start this August

Meridian Energy's 130MW Ruakaka solar farm is due to start construction in August 2025 after the \$227 million project got a final investment decision and construction approval from the Meridian board with construction, operations and maintenance contracts going to [Ethical Power](#), first generation expected in late 2026 and full generation in early 2027.

"This project is special - not just because it's our first solar farm in New Zealand but because it will add so much to the Northland region in terms of energy resilience and we've seen in recent years how important that is," says Meridian chief executive **Neal Barclay**.

The Ruakaka solar farm will have 250,000 solar panels and cover an area the size of 170 rugby fields, capable of producing up to 230GWh of electricity annually – enough to power about half Northland's homes.

It's next to Meridian's 100MW Ruakaka battery energy storage system (BESS), expected to be fully operational in April, and will complete the company's Ruakaka Energy Park, adding to Meridian's planned \$3 billion investment through to 2030. 



Have you enjoyed reading this EVs&Beyond issue?

Would you like to receive in mail each month?

Email deborah@automedialogroup.co.nz or or phone Deborah Baxter on 02 753 05016

\$114 +GST
PER YEAR

ONLY \$9.50
+GST A MONTH

EV GLOBAL ADVANCES

We check out what's happening around the world in the EV-related space



E-scooter hire operators Lime and Neuron withdraw from Yarra in Melbourne

E-scooter hire companies Lime and Neuron say they'll no longer operate in the City of Yarra in inner Melbourne after the council imposed a 400% increase in fees.

Both would have to pay \$5 an e-scooter daily, up from \$1, says ABC News, adding the local council says e-scooter hire will return later this year.

"The council is clear that it will not continue to subsidise these services from ratepayers' money," says the [Yarra City Council](#), adding it "has gone above and beyond to try and make the scheme work and understands many in the community will be disappointed at this decision" and that a new e-scooter procurement process is planned. ◀



Chinese EV makers overtake Tesla in European February sales

Chinese-owned EV brands outsold Tesla in Europe during February 2025, as the US-based EV manufacturer battles declining sales and shifting market dynamics.

About 966,300 new passenger cars were registered across 28 European markets in February—a 3% drop compared to the same month last year, JATO Dynamics data shows, while year-to-date registrations slipped by 2% to 1.96 million units.

"There are still no clear signs of recovery in the European automotive industry," says JATO Dynamics global analyst **Felipe Munoz**. ◀



Evos and FKK to produce EV chargers

Brisbane's EV charging and energy management startup Evos has signed a licensing agreement with Japanese manufacturer FKK to produce EV chargers for sale in Japan, Southeast Asia and other high-growth markets including India.

The deal ensures Evos can expand into a new high-growth market and provide a product suitable for Japanese customers, with new chargers made under the agreement expected to roll out near the end of Q2 this year.

Evos specialises in EV energy management and EV AC charging, saying it will continue to manufacture chargers for the Australian and New Zealand market while continuing to engineer and design products for the global market and evolve its energy management platform.

FKK's established sales channels and proximity to other Southeast Asian markets, as well as India, allows the company to more quickly and readily export its expertise to cater to demand for at-home and business charging solutions for EV owners and fleet operators, says Evos - now the preferred EV charger supplier for Philippines energy retailer Movem (a Meralco company).

"This agreement ensures that we can create chargers that suit the Japanese market, which is a logical market for us to enter given its established shipping lanes to other high-growth EV markets and free trade agreements with nations such as India," says chief executive and co-founder **Marcelo Salgado**. ◀

EV GLOBAL ADVANCES

We check out what's happening around the world in the EV-related space



Automotive industry's sustainability drive may reshape market

As the automotive industry moves towards a more sustainable future, integrating recycled materials into manufacturing processes is emerging as a pivotal strategy.

With environmental consciousness becoming a fundamental mandate rather than a fleeting trend, the industry's commitment to sustainability is poised to reshape market dynamics significantly, says data and analytics company GlobalData, adding the trend is also evident in EVs.

"Manufacturers are increasingly prioritising the use of recycled and sustainable materials, driven by consumer demand and regulatory pressures," it says. 



GM Chevy Blazer EV. R race car concept

General Motors has revealed early designs of its Chevy Blazer EV. R race car concept.

The all-electric race car concept was unveiled in February, a few days before the 2025 Daytona 500 (February 17), says [GM Authority](#), adding the Blazer is built on the current "Next Gen" chassis underpinning the internal combustion engine (ICE)-based Chevy Camaro NASCAR machines.

"Chevy Blazer EV.R looks to be a potential way forward for motorsport in the transition to all-electric powertrains, although when that transition may take place in NASCAR remains to be determined," says GM Authority, adding the majority of the Chevy Blazer EV.R design is based on the production-spec Chevy Blazer EV SS, with proportions that are 'lower, wider, and more aggressive' than its road-going counterpart. 



Perseus aims for EV SUV in Europe by late 2027

British-headquartered Perseus EV premium passenger brand intends debuting a compact SUV in European markets by late 2027.

Perseus says it will soon announce global OEM and Tier-1 partnerships required to bring its first vehicle to mass-market production, adding it will license a proven EV platform from a European OEM group, while it is collaborating with an Italian design and engineering house for interior and exterior styling, pre-concept development, prototyping, serial engineering, testing and validation requirements.

Perseus is partnering with artificial intelligence (AI) technology and automotive software specialist Human Machine Interface (HMI) and operating a direct-to-consumer sales model, combining an online sales platform with brand experience centres.

The Perseus team includes former senior executives from Jaguar Land Rover, Lotus, Bentley and INEOS Automotive, led by Perseus Motor Corporation founder, chairman and chief executive **Mohammed Yehya El Bakkali**. 

EV GLOBAL ADVANCES

We check out what's happening around the world in the EV-related space



The fuel cell electric vehicle market is forecasted to exceed US\$90 billion by 2045.

**Fuel Cell Electric Vehicles
2025-2045: Markets,
Technologies, Forecasts**

IDTechEx Research



Porsche's electrifying speed and sound spectacle

Porsche's latest Macan and Taycan EV models feature alongside French DJ and music producer **David Guetta** in a campaign by Porsche Middle East and Africa.

Three 'Making of' episodes will also be released alongside the campaign film which includes a futuristic backdrop and dynamic beats.

Accompanied by a Future Rave Remix of his hit 'Titanium' and staged with laser light effects, Guetta performs at Mohamed bin Rashid Al Maktoum Solar Park near Dubai with a Macan Turbo and a Taycan Turbo GT featured driving through one of the world's largest solar parks with more than two million solar modules covering 127 square kilometres and the 263-metre solar power tower Guetta's temporary DJ booth. 📺

FCEVs boom or bust in the next 20 years?

IDTechEx technology analyst John Li says 2024 saw the second successive year of declining sales for fuel cell EV (FCEV) passenger cars while fuel cell commercial vehicles also lagged behind battery electric vehicles (BEVs) despite their promising properties on paper, such as quicker refuelling, longer range, and heavier maximum payloads.

Battery costs continue to decrease while battery energy density increases, resulting in longer-range, lower cost vehicles, he says.

In the report [Fuel Cell Electric Vehicles 2025-2045: Markets, Technologies, Forecasts](#), IDTechEx assesses whether the window of opportunity for FCEVs for on-road vehicles has disappeared. Uncertainty behind the availability and price of hydrogen fuel has been a deterrent for potential customers, says Li.

IDTechEx forecasts fuel cell trucks to play a part in the longest, heaviest journeys, such that FCEVs will be about 20% of zero-emissions heavy-duty truck sales by 2045. 📺



STORY FOR HIGHLIGHTS OF THE MONTH

Tesla confirms updated Model Y NZ pricing

Tesla has confirmed local pricing for its updated Model Y, with deliveries in New Zealand due to start in June 2025.

The new general production range includes two variants - the Rear-Wheel Drive (RWD) version starting at \$67,900 (\$70,145 driveway) with an estimated 466km WLTP range, accelerates from zero to 100km/h in 5.9 seconds, and reaches a 200km/h top speed, and the Long Range All-Wheel Drive (AWD) priced from \$77,900 (\$80,145 driveway) which extends range to about 550km, cuts the zero to 100km/h time to 4.3 seconds, and shares the same top speed.

Orders are open at Tesla's New Zealand [website](#). 📺

PLUGGED IN!

Stay connected to the EV community with useful links below



Got a problem with your EVs firmware, hardware or electronics?
We're the experts in finding a solution.

Contact us on 03 281 8572 or service@evsenhanced.com

**GET YOUR PREMIUM QUALITY
EV PARTS & HYBRID
BATTERY**

EUROPEAN AND ASIAN
VEHICLES

CALL NOW!
☎ 021 737 647
www.evpartsworld.co.nz

OUR PRODUCTS & SERVICES
New EV & Hybrid Batteries
EV & Hybrid Parts
Refurbished Batteries & Installation

ONE STOP SHOP FOR ALL ELECTRIC AND HYBRID CAR PARTS

**Smart e-mobility
infrastructure**

0800 4 SINGER **EV4U**

EVGO
GET CHARGED

Innovative EV Charging solutions
for home, business and public spaces NZ wide

www.evgo.co.nz

EV POWER

EXPERIENCE MATTERS
EV CHARGING | WALL CHARGERS

Advice and solutions since 2016

OEM WHOLESALE AUDIO | 0508 OEM AUDIO
0508 (636 283 46)

Visit us: oemaudio.co.nz or www.facebook.com/OEMAUDIONZ | www.youtube.com/OEMAUDIONZ
18 Coleridge Street, Sydenham | Email: sales@oemaudio.co.nz

Better NZ Trust	A community of EV enthusiasts https://www.leadingthecharge.org.nz/
Charge Net	Nationwide EV charging network https://charge.net.nz/
Drive Electric	Advocacy group for the EV industry https://driveelectric.org.nz/
EECA	NZ government's EV information website https://www.electricvehicles.govt.nz/
Electric Heaven	NZ electric car guide http://www.electriceaven.nz/
Flip the Fleet	EV Community data sharing project https://flipthefleet.org/
NZ Electric Bikes Review	Independent electric bike reviews https://electricbikesnz.com/
NZ EV Podcast	Monthly podcast about EVs https://www.podcasts.nz/nz-ev-podcast/

EV OWNERS FACEBOOK GROUPS - ONLINE CHAT GROUP FOR THE NZ EV COMMUNITY

NATIONWIDE

NZ EV Owners	https://www.facebook.com/groups/NZEVOwners
--------------	---

REGIONAL

Auckland EV Owners	https://www.facebook.com/groups/291373964545996/
Bay of Plenty EV Owners	https://www.facebook.com/groups/BayOfPlentyEVOwners/
Central Otago Lakes EV Owners	https://www.facebook.com/groups/521978908249518/
Christchurch EV Group	https://www.facebook.com/groups/ChristchurchEVGroup
Dunedin EV Group	https://www.facebook.com/groups/403816650002889/
Electric Island Waiheke	https://www.facebook.com/evisland
Inver-Electric-Cargill	https://www.facebook.com/groups/250609535293325/
Manawatu EV Owners	https://www.facebook.com/groups/1847252468838484/
Naki EV Owners Group	https://www.facebook.com/groups/375210949597565/
Nelson Tasman EV Owners	https://www.facebook.com/groups/365895557107117/
Northland EV Group	https://www.facebook.com/groups/northlandEVgroup/
South Canterbury EV Owners	https://www.facebook.com/groups/southcanterburyev/
Waikato EV Owners	https://www.facebook.com/groups/WaikatoEV/
Wellington EV Owners	https://www.facebook.com/groups/WellyEVI



HENRY SCHMIDT



HAYDEN JOHNSTON



ALEX DE BOER



NICK JACKSON



DAVID LEES

China-made EVs 'trickling through' to secondhand market

New Chinese and Korean EVs are arriving in large numbers which secondhand EV dealers say should help boost stock.

Many EV dealers also say they're no longer sourcing secondhand EVs such as the Nissan Leaf from Japan, instead focussing on other models including plug in hybrids (PHEVs) and markets such as New Zealand and the United Kingdom.

In the EV world not a day goes by without seeing more battery electric vehicles (BEVs), hybrid, and PHEV models coming out of China and Korea, says Invercargill's The Electric Motor Vehicle Company managing director **Alex de Boer**.

"They have dominated in China and are now using their production capacity to dominate markets in other countries," he says.

"This is particularly so in New Zealand as we don't have a domestic vehicle manufacturing industry so there is unlikely to be any pushback by way of New Zealand imposing tariffs to protect any local industry.

"The eye opener is the electric and hybrid ute market where now at least five Chinese and Korean brands are vying for market share," says de Boer.

"The overall market for these probably cannot grow much as they already rank near the top in sales so it may mean drops in the sales of Rangers, Tritons, and Hiluxs.

"All the dealers will struggle for market share and it seems like a race to the bottom in lack of profits.

"As secondhand dealers I think it best to stand on the sidelines and see how this plays out."

De Boer reckons one response will be that petrol models keep getting cheaper as once they are bought the client is locked in for a few years and dealers can make their income from maintenance at high hourly rates and margins on spares.

"And then there is the next disruption as AI (artificial intelligence) and driverless cars make their presence

felt."

Auckland City Electric Vehicles (ACEV) managing director **Nick Jackson** says March has been "a bit of a slow month but from what I am hearing it is across the board in many industries, not just the car industry".

He says stock is OK as a few big shipments arrived but that it is still hard to buy secondhand EVs in Japan due to the exchange rate dropping by more than 10% in the last three months.

"We are still positive about the EV market going forward, it just may take a bit longer to recover (but that is the whole industry)," says Jackson, adding many new models arriving in New Zealand are EVs.

Volt Vehicles director **David Lees** agrees March was a slow month for the industry – wondering if that could be because it's near the end of the financial year - and that it could take a bit longer than expected to recover.

He says Chinese EVs are starting to "trickle through" while it's difficult making much of a margin on secondhand EVs from Japan.

Autolink Cars Auckland managing director **Henry Schmidt** says it's no longer worth his while getting Nissan Leafs or other EVs from Japan as he now usually gets them in New Zealand or from the United Kingdom.

He's also bought a few plug-in hybrids (PHEVs) to sell, mainly SUVs.

Schmidt says he doesn't carry as much stock as he used to, preferring to buy in to customer's orders.

He says March was a bit slow but that a pickup in EV sales is likely soon.

The Genuine Vehicle Imports (GVI) Group says sales and enquiries have been "steady" with improvement continuing in March on the last six months of 2024.

GVI says it has sufficient stock in Auckland and Tauranga, including PHEVs.

Director and general manager **Hayden Johnston** was on a business visit to Japan and unable to comment. 

NEW EV FEB 2025

MAKE AND MODEL	JAN '25	FEB '25	YTD '25
BMW 4 SERIES	29	65	94
BMW I	20	59	79
MERCEDES-BENZ G-CLASS	85	49	134
MINI COOPER	4	42	46
NISSAN LEAF	13	27	40
PORSCHE TAYCAN	14	27	41
TESLA MODEL 3	2	20	22
POLESTAR POLESTAR 2	10	18	28
BYD DOLPHIN	16	17	33
CUPRA BORN	0	16	16
GWM ORA	6	13	19
MERCEDES-BENZ EQE	4	12	16
MERCEDES-BENZ EQS	2	12	14
MG 4	16	11	27
BYD SEAL	4	11	15
POLESTAR 2	4	11	15
JEEP AVENGER	4	11	15
POLESTAR 3	15	10	25
ROLLS-ROYCE SPECTRE	25	10	35
MG CYBERSTER	13	10	23
POLESTAR 4	4	9	13
BMW I	0	8	8
BMW X1	3	7	10
HYUNDAI IONIQ 5	31	7	38
HYUNDAI KONA	18	6	24
KIA NIRO	3	6	9
MERCEDES-BENZ EQA	11	6	17
MG ZS	7	6	13
MINI COUNTRYMAN	5	6	11
PORSCHE MACAN	6	5	11
VOLVO XC40	2	5	7
KIA EV6	0	4	4
LEXUS UX300E	36	4	40
TESLA MODEL Y	6	4	10
AUDI Q4 E-TRON	5	4	9
BYD ATTO 3	1	4	5
FORD MUSTANG MACH-E	2	4	6
LEXUS RZ	28	4	32
LOTUS ELETRE	8	3	11
MERCEDES-BENZ EQB	23	3	26
MERCEDES-BENZ EQE	2	3	5
MERCEDES-BENZ EQS	9	3	12
SKODA ENYAQ	0	3	3
TOYOTA BZ4X	0	3	3
VOLKSWAGEN ID.4	3	2	5
VOLKSWAGEN ID.5	12	2	14
NISSAN ARIYA	5	2	7
KIA EV9	2	2	4
KGM TORRES	3	1	4

OMODA E5	0	1	1
SUBARU SOLTERRA	0	1	1
VOLVO EX30	2	1	3
KIA EV5	4	1	5
AUDI Q6 E-TRON	1	1	2
LEAPMOTOR C10	0	1	1
MINI ACEMAN	1	1	2
BYD SEALION 7	2	1	3
SMART #1	2	1	3
SMART #3	1	1	2
FORD TRANSIT	2	1	3
LDV EDELIVER 3	2	1	3
MERCEDES-BENZ SPRINTER	0	1	1
MERCEDES-BENZ VITO	0	1	1
PEUGEOT EXPERT	32	0	32
LDV EDELIVER 9	5	0	5
LDV ET60	4	0	4
FACTORY BUILT GEELY	1	0	1
FACTORY BUILT SANY	3	0	3
FUSO ECANTER 6	1	0	1
FUSO ECANTER 8	2	0	2
IVECO DAILY	1	0	1
VOLVO TRUCK FM	1	0	1
JAC N60EV	2	0	2
CRRC ED12MAX	1	0	1
JAC N60	1	0	1
HYUNDAI MIGHTY ELECTRIC	1	0	1

USED EV FEB 2025

MAKE	MODEL	FEB '25
NISSAN	LEAF	92
TESLA	MODEL 3	7
TESLA	MODEL S	6
BYD	ATTO 3	2
BYD	E6H	2
TESLA	MODEL X	2
AUDI	E-TRON	1
BMW	I3	1
BMW	X1	1
HYUNDAI	IONIQ 5	1
JAGUAR	I-PACE	1
MERCEDES-BENZ	EQB	1
SMART	FORTWO	1
TESLA	MODEL Y	1
VOLKSWAGEN	GOLF	1
TOTAL		120

GET YOUR CAREER GOING PLACES.

Take the next step in your career with the **New Zealand Certificate in Business (First Line Management) (Level 4)**.

This programme is tailored for professionals in MITO's industries—automotive, commercial road transport, extractives, gas, and logistics—who would like to progress their knowledge and skills in team management and development.



Scan the QR code or head to **mito.nz/flm** to enrol.

