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Another one for the EV haters to choke on

Every so often, a study drops that makes you want to send it straight to the group chat—specifically the one with your uncle who still insists EVs are worse for the environment because of “mining” and “heavier cars causing more dust” (he read that in a comment thread somewhere).

Well, here’s the latest one: electric cars produce **83% less brake dust** than petrol or diesel vehicles. Let that sink in. Eighty. Three. Percent.

This comes from a study by EIT Urban Mobility and Transport for London, who didn’t just throw around numbers—they tested real cars in real urban conditions. And the result? That tired old argument about EVs being heavier and causing more pollution because of brake and tyre wear just got significantly weaker.

REGENERATIVE BRAKING: MORE THAN A BUZZWORD

EVs don’t rely on good ol’ fashioned brake pads as much. Why? Regenerative braking. The car literally slows itself down by turning momentum back into battery power—so it doesn’t need to grind its brakes to a halt every time someone pulls out without indicating. Less pad wear means less microscopic metal and soot particles flying into the air. And those particles? They’re not just a dirty mess—they’re inhalable. They get into your lungs, your bloodstream. They cause real harm.

So yes, this matters.

BUT WHAT ABOUT THE TYRES?

Ah yes, the classic pivot. “But EVs are heavier, they wear tyres out faster!” And yes, there’s some truth there—tyre and road wear particles do increase with weight. But

the study looked at that too, and it turns out that even with that accounted for, overall non-exhaust emissions from BEVs are still **38% lower**.

Because tyre wear particles tend to stay on the ground. Brake dust? That stuff goes airborne. You breathe it. Your kids breathe it. It’s the invisible gunk that cities are soaked in.

THE BIGGER PICTURE

This isn’t just about one study. It’s part of a growing body of evidence that dismantles the lazy EV haters one by one. No, the grid won’t collapse if everyone plugs in. No, EVs don’t catch fire more than petrol cars. No, your Tesla isn’t going to need new batteries every three years.

And now—no, they’re not making city air worse by kicking up more brake dust.

SO WHAT NOW?

This kind of research should be forcing policymakers to wake up. If we’re still basing transport emissions policies purely on tailpipe emissions, we’re missing half the picture. Brake dust matters. And if EVs are dramatically reducing it, we need to fast-track them, not wait around for another round of “consultation.”

Let’s stop pretending the “perfect” solution is just around the corner and start using the “really bloody good” one that’s already here.

FINAL THOUGHT

Every time studies like this come out, the picture gets clearer: EVs aren’t just clean because they’ve got no tailpipe. They’re clean in ways we’re only starting to measure. The haters are running out of excuses—and maybe, just maybe, it’s time they gave it a rest and took a test drive instead. 

Richard Edwards
MANAGING EDITOR



Govt refreshes Low Emissions Heavy Vehicle Fund

The Government has unveiled a major refresh of the Low Emissions Heavy Vehicle Fund, with Energy Minister Simon Watts saying the changes will better support New Zealand businesses to transition to cleaner, more competitive supply chains.

"Heavy freight represents a high-impact opportunity to reduce emissions and enhance energy efficiency on our roads," Watts says.

"Globally, clean heavy freight is reshaping modern, competitive supply chains. We want to keep working on getting the market going here, so New Zealand businesses have more choices."

Watts says the sector has evolved significantly since the fund was first introduced, with hydrogen fuel cell trucks now operating alongside battery electric models, particularly for heavier loads and long-haul routes.

"Since we introduced the fund, the landscape of clean heavy freight has evolved. In addition to battery electric trucks, which we see gaining traction in the market, hydrogen fuel cell

trucks are now operating – particularly for heavier loads and longer distances.

"Reducing emissions for heavy freight is part of the Government's second Emissions Reduction Plan and this initiative will accelerate uptake."

The refresh includes several key updates to broaden access and improve incentives:

- **Expanded vehicle categories:** Medium and heavy vehicle categories now start at 12 tonnes gross vehicle mass, allowing more operators to qualify.
- **Broadened eligibility for conversions:** Vehicles registered in New Zealand within the past five years are now eligible for grants covering up to 25 percent of the cost to convert to low- or zero-emission technologies.
- **Increased grant levels:** Higher grants are available for zero-emission conversions, new hybrid vehicles, and hybrid conversions.

"For New Zealand to keep pace, coordinated action between government, industry, and

infrastructure providers is essential. We need to show speed, and smart execution," Watts says.

"By embracing these clean technologies, we can ensure the seamless movement of goods across the country, securing a sustainable transport future for New Zealand."

Watts added that the fund's update aligns with the Government's wider goal of boosting business investment, referencing its recently announced Investment Boost tax initiative.

"In line with these changes to the Fund, the Government is also rewarding businesses who make new investments by reducing their tax bills in the year they purchase new assets. Investment Boost will support investment in projects and the uptake of low emissions technology – including hydrogen," he says.

The Low Emissions Heavy Vehicle Fund is administered by the Energy Efficiency and Conservation Authority (EECA). The latest changes follow a planned review undertaken earlier this year, with EECA recommendations now in place as part of the refresh. 

Major battery storage for Huntly Power Station site

Genesis Energy has commenced construction of a 100 MW grid-scale battery at Huntly Power Station, marking a major milestone in New Zealand's energy storage ambitions.

The project officially broke ground on 5 June, with a ceremony attended by Energy Minister Simon Watts, Electricity Authority chief executive Sarah Gillies, Waikato District Council CEO Craig Hobbs, Genesis CEO Malcolm Johns, and representatives of local iwi.

The battery will offer 200 MWh of storage—enough to power around 60,000 average homes for two hours during winter—and is expected to come online by late 2026. It will provide critical support to the national grid during peak demand periods, especially on cold winter mornings and evenings.

"We'll be able to store electricity in the battery during times of high generation, and release it when it's most needed," said Johns.

Energy Minister Simon Watts said grid-scale batteries are a key enabler of a more secure and affordable energy system.

"By integrating grid-scale batteries, we can reduce energy price volatility, decrease reliance on fossil fuels, and pave the way for a sustainable and resilient energy future," said Watts.

BROADER STRATEGY

The project aligns with Genesis' broader Gen35 strategy, which aims to decarbonise its generation portfolio. This battery is the first stage in a multi-phase plan to develop up to 400 MW of battery capacity at the Huntly site by FY35.

Johns also highlighted the synergy between battery storage and renewable generation, noting Genesis' recent launch of its first solar farm in Lauriston, Canterbury.

"We can store the equivalent energy generated by solar farms during the day, and release it at night when



MALCOLM JOHNS, GENESIS CE, AND ENERGY MINISTER SIMON WATTS AT THE SITE LAUNCH.

customer demand is high," he said.

French battery specialist Saft will supply the 70 battery units, with Northpower handling installation.

The project is expected to come in under its \$150 million budget.

The battery will connect directly to the Transpower substation at Huntly,

offering strategic access to high-demand centres including Auckland, Hamilton and Tauranga.

"Huntly is evolving," Johns said. "As New Zealand's electricity supply becomes more renewable and weather-dependent, this battery will help ensure supply remains reliable and secure." 



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Seagull city EV under strong consideration as BYD NZ eyes range expansion

BYD's Seagull EV could soon land in New Zealand showrooms, with BYD New Zealand country manager Warren Willmot confirming the compact city car is under serious review for local release.

Speaking to Auto Media Group managing editor Richard Edwards at BYD headquarters in Shenzhen, China, Willmot says the Seagull's combination of affordability, modern tech and efficient packaging has generated strong local interest. "It's probably the most talked-about car we've seen on this trip," he says.

"We need to get that car under \$30,000 for it to really work in New Zealand, but it's definitely a segment we're actively studying."

BYD NEW ZEALAND EXPANDS NETWORK AFTER LONG-TERM DEAL CONFIRMED

Ateco Automotive New Zealand has confirmed it is expanding its BYD dealer and service network across the country, following the signing of a long-term agreement to distribute the Chinese brand locally earlier this year. Willmot says the brand is gearing up

for steady, sustainable growth after what he calls a "tough" 2024 for the EV segment.

"New Zealand is a very different market to Australia, and I can confirm that the recent change in distribution over there has no impact on us," he says. "We have renewed our agreement with BYD and are focused on building a strong, stable presence."

NEW DEALERSHIPS AND SERVICE CENTRES PLANNED FOR REGIONAL NZ

Willmot says Ateco is currently filling service coverage gaps in regional areas and inviting expressions of interest for new dealerships, particularly in Southland, with Rotorua soon to be added to the sales and service network.

The company now operates 15 showrooms and supports more than 25 authorised panel shops nationally. It has also appointed new service partners in Kerikeri and Gisborne and is seeking options on the West Coast.

Willmot says fleet and government sales remain a core part of BYD's strategy, but its retail offering is expected to strengthen with new

product additions.

EV AND PHEV MODEL EXPANSION UNDER REVIEW

"We're looking closely at expanding the range with vehicles that are fit for our market – right spec, right price, and profitable for our dealers," he says.

That could include the Seagull city EV, Atto 2 small EV SUV, two new Sealion SUVs in the form of a lower-priced five-seater and larger 7-seater models, and a number of models under the luxury Denza and Yangwang brands. While he wouldn't commit to specific launch dates, Willmot confirms these vehicles are under active review.

Willmot acknowledges that after a sharp decline in EV sales in early 2024—dropping from 653 BYD registrations in December 2023 to just 28 in February 2024—the market has begun showing signs of recovery. "We've already exceeded all of last year's sales within the first four months of 2025," he says, attributing the turnaround to a more diverse product mix and renewed fleet interest. The recent launch of the Shark plug-in hybrid ute has also

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VISIT EVS & BEYOND ON YOUTUBE FOR FULL INTERVIEW.

... CONTINUED FROM PAGE 06

contributed to BYD's sales rebound, signalling a broader shift toward dual-powertrain vehicles in response to changing local incentives and consumer demand.

PARTS SUPPLY AND AFTERSALES SUPPORT A PRIORITY FOR BYD NZ

He adds that parts availability has been a key priority, with a dedicated 5,000m² parts warehouse in Auckland and a willingness to "pull parts from new cars" if needed to keep customers on the road.

While some BYD customers across the Tasman have voiced frustration over service and parts delays, Willmot says New Zealand has avoided similar issues thanks to forward planning and local warehousing. "We have visibility into the entire global parts network and can get most items here within three days," he says.

"We won't bring in a car our dealers can't make money on," Willmot adds. "It has to work for customers, the dealer network, and BYD. That's the model we're building our business on."

"Every vehicle we've launched so far has been ANCAP five-star rated, and while future safety standards may shift, we're committed to delivering safe, reliable and well-supported vehicles across the range."

Watch the full interview filmed at BYD's global headquarters in Shenzhen, China here:

https://www.youtube.com/watch?v=oGXUBN6Sfes&t=2s&ab_channel=EVS%26Beyond



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Z Energy launches new EV charge card and business portal

Z Energy has introduced a new electric vehicle (EV) charge card and online portal aimed at making it easier for New Zealand businesses to manage their EV fleets.

The new Z charge card, which replaces the company's previous business charge tags, features tap-and-go functionality and is available to eligible business customers across the country. It comes with no upfront costs and integrates with simplified monthly billing.

To complement the card, Z has also launched Business Charging Online, a web-based platform allowing fleet managers to oversee multiple charge cards from a central dashboard. The tool enables users to assign cards to specific vehicles or drivers, order new cards, and suspend or cancel cards as needed.

Rebecca Wilson, Head of Energy Business Solutions at Z, says the company is focused on making EV adoption as seamless as possible for its commercial customers.

"We support thousands of businesses with our Z Business fuel card, and we know how beneficial this product is. That's why we've created a similar offer for EV fleet operators," Wilson says. "Our aim is to provide practical and efficient tools for businesses of all

sizes."

Z operates 179 public charging bays across 55 locations from Taipa to Queenstown and also supplies workplace charging solutions for customers needing depot or on-site infrastructure.

Each business account is supported by a dedicated account manager, with the portal offering tailored insights into EV charging activity across Z's

network.

The move forms part of Z's broader strategy to help customers transition away from fossil fuels.

"We recognise that all businesses are different," Wilson says. "Whether you're running a fleet of two or 20 EVs, our goal is to support your journey."

More details are available at Z's website under "On the go charging – Z Energy." 



Z Energy to increase EV charger rates from June 24



Z Energy has announced it will raise prices on its nationwide EV charging network later this month, with per-kWh rates rising from 79 cents to 88 cents.

The increase will take effect from **24 June 2025**, affecting both fast and ultra-fast chargers across the Z network. The company says the adjustment reflects higher wholesale electricity costs, along with rising

transmission and distribution charges.

According to Z, the typical EV driver using around 22 kWh per charging session can expect to pay approximately **\$1.98 more per visit**. Z is the latest in a string of EV charging operators to announce price increases in 2025. In recent months, other networks including ChargeNet and Meridian's Zero network have also raised rates, citing similar cost pressures tied to energy market volatility and infrastructure upgrades.

While home charging remains the most cost-effective option for many EV owners, fast and ultra-fast public charging continues to play a vital role in supporting longer journeys and urban users without home chargers. 

New pictures of 2025 Nissan Leaf ahead of debut

The new third-generation Nissan Leaf is about to have its global reveal, ahead of a formal launch later in the year.

It's around 4.5m long and will have a maximum range of almost 600km. Nissan says it will build the new crossover in Sunderland alongside the electric Juke.

Not much more is known at this point. However, Nissan has released a video outlining its major attributes.

Despite the new Leaf's markedly different shape and positioning from its predecessor, its development was heavily influenced by experience from the earlier generation cars.

Nissan's global product strategy boss, Richard Candler, stated: "Leaf is an icon for us. It's one of our core 'heartbeat' models. "We've sold around 700,000 Leafs since 2010, with over 28 billion kilometres covered by our customers, so we have really substantial, real-world insight about the customer..."

One obvious improvement is in claimed aerodynamic efficiency, with the new coupe-styled Leaf touting a drag coefficient of 0.25. That's down from the Mk2's Cd of 0.28.

That low figure will be instrumental in the Leaf achieving a claimed maximum range of almost 600km. The size of the battery pack is unknown.

An interesting option is an

electrochromic dimming panoramic roof with heat shielding. Nissan says no physical blind is needed beneath, meaning no issue with rear seat headroom.

The new Leaf crossover utilises the Alliance's CMF-EV platform, which is currently used by Ariya EV and also upcoming electric Juke.

Nissan's global design boss, Alfonso Albaisa, said the new Leaf is "about democratising technology".

He added: "It's very modern, simple and nice. We wanted something tailored, handsome, well-proportioned,

with a super-tech interior that feels open and cool."

While no more detail was forthcoming, Leaf will get Nissan's latest in-car systems, enabled by its updated Car and Connected Service (CCS) platform. This features a Google-based infotainment system and advanced driver assistance systems.

European product boss, François Bailly, said that Leaf has "all the things that make your life easier."

"We are confident we have something that is unique, and we're really happy with this car." 📩



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BYD Seagull first drive: Small EV, serious fun

The smallest car in BYD's expanding portfolio (for now, a Kei car is in the works) might also be its most surprising.

We headed to **Shenzhen** for a spin in the BYD Seagull—an urban EV that's compact in dimensions, light on price, and unexpectedly refined.

It's also a car that could be headed our way. **BYD New Zealand** is **actively gauging interest** from media and the public to decide whether to bring the Seagull to local showrooms. Slotting into the \$20,000 to high-\$30,000 bracket depending on spec, it would undercut every new EV on sale here—including BYD's own Dolphin.

TINY FOOTPRINT, BIG CHARACTER

At just 3,780mm long and 1,715mm wide, the Seagull is nearly 20cm in every direction smaller than a modern MINI. It rides on a 2,500mm wheelbase and weighs between 1,160kg and 1,240kg depending on battery

specification. But it makes efficient use of every millimetre. Despite its diminutive size, **four adults can fit inside without much complaint.**

Even this large reviewer managed to find driving and rear seat comfort, with ample headroom and legroom—though the rear bench is a one-piece fold and shoulder rubbing with your rear-seat passenger is inevitable.

The bluff front gives it a slightly angry expression—divisive, but undeniably distinctive, complete with LED lighting and a full suite of sensors. , complete with LED lighting and a full suite of sensors.

Even at the affordable end of the spectrum, it's packed with tech. Front and rear cameras, parking sensors, a rotatable 10.1-inch touchscreen infotainment system, a 5-inch digital instrument cluster, and BYD's "God's Eye" driver-assistance suite (in China) are all present.

The cabin is finished in a two-tone

colour scheme – we saw pink and grey or black and blue options, both work. Up front, the dash design echoes other BYD models, but feels more playful—there's an open tray below the centre console, flanked by cupholders, a wireless charging pad, and easily accessible power outlets. The 10.1-inch infotainment screen rotates from portrait to landscape as usual with the brand, a feature that could have easily been cut in the pursuit of price. While there's no central storage box between the seats, a deep glove compartment and smart use of surfaces keep things functional.

Rear passengers don't get USB ports but will appreciate the **surprisingly generous legroom**, especially given how short the car is overall. Headroom is solid too, even for taller passengers, and there's airflow coming up from the floor—useful on hot days. Despite being a four-seater, it doesn't feel

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overly compromised for urban use.

The boot isn't bad either. At **300 litres**, it's on par with other city hatchbacks, and while the one-piece rear seat doesn't offer the versatility of a 60/40 split, folding it down expands capacity to 900 litres.

That's enough for a modest grocery run, a few overnight bags, or even some flat-pack furniture if you don't mind stacking it high.

Safety kit includes six airbags, rear disc brakes, an electronic parking brake, and electronic stability control—not bad for a small car.

BATTERY CHOICES AND RANGE

Buyers in China get two battery choices—either a 30.08kWh pack offering a claimed 305km range, or a 38.88kWh unit good for 405km—both using BYD's signature LFP blade battery. Those figures are CLTC rated, so expect a real-world range closer to 220–250km for the larger battery.

DC fast charging is available at 30kW or 40kW depending on battery size, and BYD says a 30–80% top-up takes around 30 minutes. AC charging caps out at 6.6kW. That's all reasonable for a city runabout where overnight top-ups will be the norm.

For New Zealand, the larger 38.88kWh battery feels like the only realistic choice given our range expectations and infrastructure. The 38.8kWh unit would have to be the only choice surely?

WHAT IS IT LIKE?

We took the Seagull around a private test track and came away grinning. With 55kW and 135Nm sent to the front wheels, acceleration is modest—**0–100km/h takes around 14 seconds, 0–50km/h just 6**—but around town and up to 75km/h it feels perky and responsive. Ride quality on the relatively smooth test circuit was firm but composed, and the little hatch darted through corners with a light, direct steering feel. There's some body roll, but that just adds to the fun.

More surprising is how mature the Seagull feels. Build quality is solid, with soft-touch materials in key places and minimal cabin noise. It does not feel cheap in any way.

SHOULD IT COME TO NEW ZEALAND?

That's the big question—and one we hope to see answered soon. If demand is there, BYD may soon offer Kiwi buyers a cheap, cheerful and genuinely capable EV option that redefines what you get for your money. 



VISIT EVS & BEYOND ON YOUTUBE FOR FULL REVIEW.

BYD Atto 2 review: Could a smaller BYD SUV succeed?

BYD has already made a strong impression in New Zealand with the Atto 3 and Seal, but its next potential hit might be something smaller — and sharper. The Atto 2, known as the Yuan Up in China, is a compact electric SUV with all the right ingredients for Kiwi buyers: compact dimensions, smart tech, and now confirmed for New Zealand, a larger 50 kWh battery pack.

We took a first drive of the Atto 2 on BYD's test track in China to find out how this subcompact SUV stacks up.

A FAMILIAR FACE IN A NEW SIZE

The Atto 2 slots neatly between the Dolphin and Atto 3 in BYD's line-up. At 4,310 mm long, it's around 150 mm longer than a Dolphin, but still shorter and lighter than an Atto 3 — making it well-suited for city life. The design follows BYD's "Dragon Face" philosophy with slim LED lighting, a blacked-out grille panel, and chunky SUV-style plastic cladding.

Notably, it also reverts to traditional

flap-style door handles — something BYD has highlighted in spec sheets, perhaps acknowledging buyer feedback about its pop-out alternatives.

PRACTICALITY UP FRONT — AND OUT BACK

Despite its size, the Atto 2 feels surprisingly roomy. Front seat passengers benefit from good headroom, a high seating position, and a minimalist dashboard dominated by a rotatable 12.8-inch infotainment touchscreen. The small digital instrument display and shortcut buttons below the new crystal-look gear selector give a familiar BYD feel — minus some of the more playful design touches seen in the Atto 3.

In the rear, it passes the "Richard test" with ease. There's ample legroom and under-seat foot space, plus rear seat USB-A ports, a fold-down armrest, and decent headroom. The rear seats split 60/40 and fold down to create a flat load floor with up to 1,320 litres of space.

Even with the seats up, the boot is impressive for a car of this size — deep and wide enough for a couple of large suitcases.

CONFIRMED: 50 KWH BATTERY FOR NZ

While China gets two battery options (32 kWh and 45.1 kWh), BYD has confirmed to EVs and Beyond that **New Zealand will receive a version with a 50 kWh Blade battery**, likely paired with the 130 kW front-mounted motor. That's a meaningful boost in capacity and gives the Atto 2 a better edge for everyday usability and light touring.

Real-world range should sit in the 350–400 km range, with the vehicle's low weight (just over 1,400 kg) helping efficiency. Our test car — after several laps of spirited track driving — still showed consumption around 14.5 kWh/100 km.

Charging is handled via CCS in New Zealand spec, and BYD's handy 3.3 kW V2L (vehicle-to-load) function is also

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TRACK TIME IN A TINY SUV

The Atto 2 won't be sold as a performance model, but it held its own on the track. Steering has a reassuring weight, and the chassis feels composed over rough surfaces. There's some roll when pushed hard, but the compact footprint and suspension tuning give it nimble handling.

Our test car was fitted with hard compound tyres not destined for the NZ market — and it showed — but braking performance was solid and the car remained impressively quiet inside.

What stood out most was the sense of space in the cabin. The elevated seating and tall roofline make the interior feel bigger than the car's external dimensions suggest. It's easy to imagine this car as a daily driver for urban and suburban families.

VERDICT: SMART, SENSIBLE, AND SOON?

With confirmation of a 50 kWh battery, the Atto 2 looks better positioned than ever for New Zealand. It hits a key market gap for buyers wanting an affordable electric SUV with solid range, practical boot space, and city-friendly proportions.

If BYD can land the Atto 2 around the \$40,000 mark, it could be a game-changer in the subcompact EV space. For now, all eyes are on BYD's New Zealand arm to make it official — but based on what we've driven, it's a car well worth waiting for. ➡

First Drive – Tesla Model Y Facelift

BY PETER LOUISSON, NZ AUTOCAR

The news hasn't been so good for Tesla lately, what with Musk taking his eye off the ball while heading up DOGE. And then there was the political fallout of his bromance break-up with Trump. There has certainly been an impact on Tesla sales and its share price but perhaps now that Musk is back at the helm, he will be able to right the ship.

Meantime, there has been some good news for Tesla in that the rollout of the Robotaxi concept is imminent in the US, and locally the comprehensively facelifted Model Y has arrived. Initially, there was just the Launch Edition but now there's a base RWD variant and a Long Range AWD dual-motor option, with a Performance model likely towards the end of the year. However, Tesla staff from head office in Australia were loth to confirm that. Odd really, given there's a Tesla Model 3 Performance variant. Naturally a Model Y variant will follow. Anyhow, it's the RWD version that the company launched here with, at least for the press drive. AWDs are also available for \$10k more which seems not a lot for the added range and performance.

I'd not driven a RWD Model Y before, only the Performance version. However, I've sampled plenty of other like-priced EVs and feel this one is a standout at its price. Certainly, it's amongst the best medium-sized fully electric SUVs on the market. Sure, it has its quirks. And, again oddly, the autonomous drive was one of these. People were reporting it was disengaging repeatedly in some of the test machines. Tesla staff reckon it

takes 100km or so to familiarise itself with whatever country it is delivered to. No such problems with the totally new example I drove.

However, despite Tesla touting itself as the autonomous expert, plenty of other systems that do the steering, braking and acceleration for you on the motorway are smoother and better sorted. This one has a tendency to keep a little too far left in a lane rather than staying centred, which will probably upset faster lane splitting motorcyclists. It does have one really great aspect though and that's the ability to change lanes safely by merely indicating. The vehicle does the rest and also turns the indicator off after completing the manoeuvre.

VISUALLY IMPROVED

Honestly, that's about the only aspect of the vehicle that wasn't totally impressive. The look is the first aspect that most people will comment on. It's much better. Evidently the facelift takes certain cues from the Cybertruck programme. It now has thin lightbars front and rear and the main headlights are more or less hidden below. They're of the matrix variety too, so can be left on full beam and they autodip by turning off pixels so as not to blind oncoming traffic. Moreover, the bumpers at each end are reconfigured, with small air ducts up front to divert the air around the wheels. These have black caps over the 19-inch alloys which supposedly reduces energy use by about 2-3 per cent. At the rear is a new three-piece door – it's simpler and cheaper to repair – with a small ducktail-style spoiler and a new diffuser. The original Model Y had a Cd of 0.23; this new one

has an aerodynamic figure of 0.22, adding 11km to range.

INTERIOR MAKEOVER

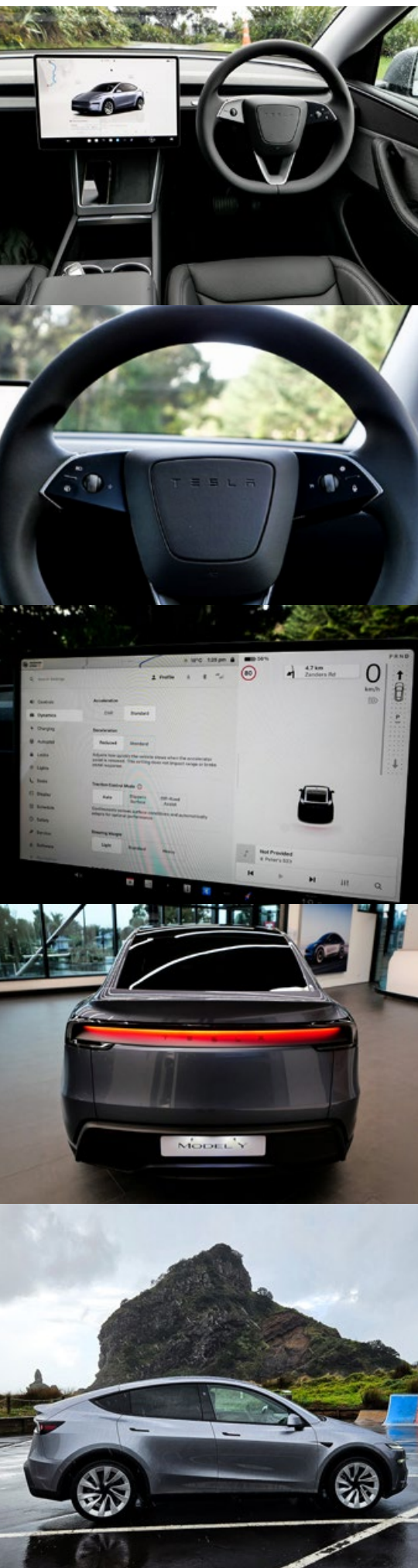
The lightbar at the back looks good, while inside there are significant changes as well. There's still the big 15.4-inch central touchscreen that is the master in charge of everything. Unlike the Model 3 the new Y has a regular left-sided indicator wand. The wheel is also new, though the spokes are set a touch high to my mind, meaning your hands adopt a 10 to 2 position. It's comfy enough though, with adaptive cruise controls on the right side. Above there's a huge panoramic sunroof, with a silver coating to prevent overheating and the need for a sunblind.

Mirrors and steering column positioning you set in the central screen – I found the mirror controls fiddly – and the cabin is a button-free zone, the only exceptions being on the wheel for the wipers and front camera (a new feature). Push the wiper button once and a menu comes up on screen or you can cycle through the menu by repeated stabs of the wiper button. It works okay but it's a bit clunky. A rotating controller on the indicator stalk is much simpler.

Most of the other stuff is relatively straightforward. The powered seat controls are in the conventional place and the lumbar pump is solid. Seat ventilation is new, along with heating and there's a wheel warmer too. Changing drive modes is easy (chill=eco) and there's just one other standard drive mode. Same essentially with recuperation, low

CONTINUE TO PAGE 18...





... CONTINUED FROM PAGE 17

or standard. We liked both. On tight stuff, standard is good, no brakes required. For other roads, low is fine, gently braking you almost to a halt. This has one of the best crawl modes I've ever encountered. It almost does it intuitively.

WEATHER CHALLENGE

The day was a washout for the best parts of the drive (to Piha out, Scenic Drive return). But that didn't matter, not once we were more familiar with the wiper mechanism. There's a slippery driving mode which amps up the TC a little, and also prevents really heavy braking. You can almost stand on the brake pedal and it doesn't seem to go anywhere near the ABS intervention point. Slip back to normal drive mode and the brake power returns. Clever stuff. So are the electronics; they intervene only when necessary. So you can press on even in the wet and this just responds faithfully. Helping is a low centre of gravity, an even weight split, and not too much of it, just over 1900kg.

Bear in mind that this is a medium-sized SUV, almost 4.8m in length and with a single, rear mounted motor. So there's generous luggage space up front (117L, which includes a drain for wet gear) and an almost as large underfloor hold (100L). You can store the magnetic cargo cover under there too if you want. We probably would as it's quite sizeable and makes viewing stuff at the front of the hold a little tricky. Anyhow, lots of room back there, with 854L when all seats are in use (includes the large underfloor bin), and 2138L after split folding. There's generous leg and headroom for the folks in the back too. They get new heated seats and an eight-inch touchscreen that can accept two Bluetooth headsets.

The split folding is a powered set-up, done one of three ways. And one of the accessories is a Tesla mattress, should you choose to have a weekend away in the wilderness. Or own a massive hound.

RIDE AND HANDLING IMPRESS

At the outset of the day, the Tesla folk said we wouldn't credit the improvement in ride quality. Within 100m of leaving the Mangere store, it's evident that this is just outright plush at urban speeds. It also flattens speed bumps effortlessly...so long as you're not exceeding 30km/h. The suspension isn't active but uses frequency dependent dampers. Hence, the comfy ride at urban speeds, and the firmer, controlled progress through corners. It

was just too wet to push things much but this points well, with prompt turn in and good feedback at the helm.

And from the driver's perspective there is great forward visibility, even if there's not so much glass area out the rear window. The seating position and comfort are noteworthy, except for the hard edge you rest your left knee against. Build is sound, not an untoward noise to be heard.

As to the numbers, the Rear Wheel Drive model kicks off at \$67,900 before ORCs. It features a 220kW motor (torque not given but estimated between 350 and 430Nm) powered by a 63kWh LFP battery pack. That gives it a claimed 466km of range according to WLTP. Its sprint time drops by 1sec from the previous model (6.9 to 5.9sec). At no time did we feel this needed any more power. Even chill mode feels quite stropky, certainly more than enough for town driving.

Add \$10k for the Long-Range AWD variant which comes with a 78kWh NMC battery and is good for 336kW and 639Nm. It is said to run 0-100 in 4.3sec. That compares with 4.5sec for its predecessor. Its claimed range is similar to before at 551km. When either variant hooks up to a 250kW Supercharger, up to 283km can be added in 15min. Both come with a four-year/80,000km warranty. Battery cover is roughly twice that. And Tesla has a mobile tyre repair service as well as the Supercharger network (28 locations NZ wide).

UP WITH THE BEST IN CLASS

Our overall impression? This is simply an outstanding electric SUV from just about any standpoint. The RWD model we drove also feels more premium than its asking price. That's perhaps partly a reflection of new acoustic glass used; evidently it reduces wind noise by 20 per cent. Road noise, down by 22 per cent, is also notably absent, in part due to new low rolling resistance rubber.

Rivals in this area include Leapmotor C10 (less power, range and price), Kia EV6 (more expensive, more range), Kia EV5 (similar price, bigger battery, not as quick), Ioniq 5 (rather more expensive), VW ID.4 (less expensive, less performance, more range), and BYD Sealion 7 (same price, not as quick, more range).

There are also myriad inbound models like Smart #5 and Geely EX5, and Cupra Tavascan, among others. None has the Musk effect, though nowadays most will probably be okay with that. 🗡

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Another goal would be to provide better information to power users considering a switch to EVs, for example on getting chargers installed, Bishop tells Stuff.

Chemistry managing partner Penny Wolhuter says: "Z Electric offers its customers the chance to join a New Zealand company that rewards everyone with regular fuel litres through Z's award-winning Sharetank in Z App – a feature that enables Z Electric customers to take advantage of their fuel litres themselves or choose to share them with friends and family."

The campaign introduces Z Electric as "where your kettle fuels your car, your vacuum fuels your van and your mower fuels your moped".

With no fixed term contracts, no caps on fuel spend, and no exit fees, the new electricity campaign created by Chemistry and the Futures Team at Z Energy rewards customers with five litres of fuel for every \$100 they spend on power and a bonus 50L of fuel on sign-up, redeemable at any Z Energy forecourt.

Delivered in conjunction with Flick Energy, acquired by Z Energy in 2018, Z Electric was born out of a desire to reward loyal customers, not just the newbies who switch power companies, Chemistry says.

"Our PowerFuel launch campaign is designed to showcase to New Zealanders that now they have a modern, refreshing, more rewarding choice of electricity retailer," Chemistry joint creative director Susan Young says.

Chemistry has worked with Z Energy since 2016 and the Z Energy operated brand Caltex since 2014. 

Z Electric, launched by Z Energy and Auckland advertising agency Chemistry, offers an electricity and fuel rewards bundle.

The new business aims to help customers and its own business transition to EVs, although Z chief innovation officer Scott Bishop tells Stuff it's a "paradox" that Z Electric's initial selling point is fuel rewards, indicating alternative incentives could be arranged for customers who had already switched to EVs.

However, Bishop points out that

most 'EV homes' also have a petrol car, but that in future motorists could recharge EVs at Z service stations and have the cost added to their electricity bill.

Z Electric might eventually offer EVs and e-scooters to customers through a subscription service and also establish a service for roof-top solar panels and home battery installation, Stuff reports.

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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

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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

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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

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HYUNDAI	
Energy Motors 06 759 8070 hyundai@energymotors.co.nz Cnr Gill & Eliot Streets, New Plymouth	New Plymouth





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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	Corsa Elite 50kWh	BEV	\$70,880	320km
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

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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 5081




www.gvielectric.kiwi

Lodestone Energy announces its first South Island solar farm

Lodestone Energy is set to begin construction on its first South Island solar project, marking a major expansion for the country's largest utility-scale solar generator.

The new Clandeboye solar farm in Canterbury will generate 43 gigawatt-hours (GWh) of renewable electricity annually — equivalent in scale to Lodestone's existing North Island facilities at Kaitaia, Edgumbe, Whitianga and Waitahe. Construction will begin this month, with first electricity generation expected in the third quarter of 2026.

Lodestone managing director Gary Holden says the new site aligns with the company's vision to expand solar generation nationwide.

"Adding new generation at this pace is a crucial part of our vision to ensure New Zealand has a 'solar farm in every community'.

"We are committed to ensuring customers in all regions will have access to low cost, renewable energy, and solar is the perfect way to

complement the existing South Island hydro resources.

"Canterbury is the ideal location for solar: there is plenty of sunshine, and it fits well with the electricity demand for irrigation and milk production," Holden says.

The company is leasing 42 hectares from Clearwater Farm for the project, with sheep grazing to manage vegetation and native planting along the perimeter for visual screening. The site will connect to the Alpine Energy distribution network.

Lodestone has now commenced or consented five generation sites in as many years since its founding in 2019, with four additional projects already consented and five more in the planning stages. Its recent \$50 million capital raise and extended banking facilities with Westpac will support the next phase of expansion.

Holden says increased solar generation will play a critical role in New Zealand's energy transition, particularly as electricity demand continues to grow.

"We are planning to add a number of South Island sites over the next couple of years. Electrification of industrial boilers and the growing interest in electric cars will mean new generation will be needed for many years to come. Customers seeking a low-cost hedge against rising power prices is a compelling reason to build as quickly as we can," he says.

For the Clandeboye development, Lodestone is partnering with Ethical Power, a renewable energy engineering and construction firm with local operations.

Ethical Power New Zealand managing director Matt Rowe says the partnership brings together complementary strengths.

"We are proud to partner with a company that is making great progress in the renewable energy sector and is aligned on the potential value solar can deliver to New Zealand.

"Our international construction experience alongside Lodestone's local market experience makes for a strong partnership," Rowe says. 





Electric cars found to slash brake dust emissions by 83%, new study reveals

Electric vehicles (EVs) are not just reducing tailpipe emissions — they're also helping clean up the air by cutting brake dust pollution, according to a new study. Research published by EIT Urban Mobility, in partnership with Transport for London, shows that battery electric vehicles (BEVs) produce **83% less brake dust** than their petrol or diesel counterparts. The findings are being welcomed as further proof of the broader environmental benefits of electrified transport.

BRAKE DUST: THE INVISIBLE URBAN POLLUTANT

Brake dust, generated when brake pads wear down, is a major contributor to urban air pollution. These tiny metal-rich particles are harmful to human health, particularly affecting the lungs and cardiovascular system.

EVs help reduce this form of pollution thanks to **regenerative braking**, a system that slows the vehicle by converting motion into electricity. This process significantly reduces

reliance on friction brakes, which are the primary source of brake dust in traditional vehicles.

HYBRIDS SEE SOME GAINS — BUT BEVS LEAD

While battery EVs showed the strongest results, the study also measured **10% to 66% reductions in brake emissions from hybrid and plug-in hybrid vehicles**, depending on their drivetrain design and regenerative braking setup.

OVERALL PARTICULATE EMISSIONS STILL LOWER WITH EVS

Although EVs are typically heavier than internal combustion engine (ICE) vehicles — which can lead to increased tyre wear — the study found that BEVs still produce 38% less total non-exhaust particulate pollution when brake, tyre, and road wear are all factored in.

The researchers noted that **brake dust is more easily airborne and inhaled** than tyre wear particles, meaning

the reductions delivered by EVs have a significant impact on air quality, particularly in cities.

A CLEANER WAY FORWARD

Beyond individual vehicle emissions, the report emphasised that wider electrification of public transport and a shift towards active and shared mobility (such as walking, cycling, and transit) will further improve air quality.

In particular, the study found that electric buses drastically outperform diesel models in terms of overall emissions per passenger kilometre.

As urban areas across New Zealand and around the world continue to tackle pollution and climate challenges, this new data reinforces that **EVs are helping clean the air in more ways than one.**

ACCESS THE FULL REPORT

For an in-depth analysis, you can access the complete study here:

[Non-Exhaust Emissions in Road Transport – Full Report \(PDF\)](#) 

Sodium-ion Batteries 2025-2035: Technology, Players, Markets, and Forecasts



Sodium-ion batteries' three big promises – IDTechEx

Sodium-ion batteries are emerging as a compelling alternative to lithium-ion, offering a unique blend of material abundance, system compatibility, and enhanced safety.

So says IDTechEx principal technology analyst Shazan Siddiqi, adding that as the energy storage market searches for scalable, cost-effective solutions, sodium-ion's core promises could reshape how and where batteries are deployed. Advantages include mineral abundance.

Lithium prices spiked to over US\$80,000 per ton in 2022 due to geopolitical tension, post-COVID supply issues, and rising demand, says Siddiqi.

"This highlighted the fragility of a supply chain dominated by China, which controls over 93% of graphite processing and more than 80% of global gigafactory output.

"While lithium prices have since dropped to around US\$10,000 per ton, sodium carbonate remains far cheaper. This implies a lower bill of materials and reduced exposure to supply shocks. Sodium is also widely available and can be sourced from common materials like trona or salt, making it a strong candidate for domestic production."

IDTechEx's report [Sodium-ion Batteries 2025-2035: Technology,](#)

[Players, Markets, and Forecasts](#) says if lithium prices climb above US\$50,000 per ton again then sodium ion's cost advantage will become even more pronounced.

Sodium ion batteries offer strong compatibility with existing lithium-ion manufacturing and can often be made using the same formats and equipment, enabling faster and cheaper scale-up, says Siddiqi.

"However, compatibility depends on the chemistry," he says.

"Some materials, like layered oxides and Prussian Blue analogues, are moisture sensitive and require dry room handling to avoid performance loss from reactions with water vapour.

"Sodium ion cells also have lower energy density, meaning more cells are needed to store the same energy. This increases equipment needs and raises processing costs by an estimated 15%. Still, sodium ion can leverage much of the lithium-ion supply chain, with shared processes and infrastructure offering a valuable shortcut to industrial scale."

Safety benefits include shipping sodium ion batteries at zero state of charge, unlike lithium-ion cells.

"This reduces the risk of fire during transport and makes shipping safer, easier, and cheaper," says Siddiqi.

"It is a key logistical advantage, especially for global supply chains."

Siddiqi says sodium ion batteries typically use hard carbon anodes.

"Because sodium does not intercalate into graphite, this enables the use of different electrolyte solvents like propylene carbonate, or PC, which has a high flash point and wide liquid range. It is generally unsafe in lithium-ion systems but works well in sodium ion cells. PC can replace more flammable solvents like DEC and DMC, improving thermal stability and safety." Safety depends heavily on the specific chemistry used, says Siddiqi.

"For example, layered oxide materials like NFPP or NFM behave differently under abuse conditions. These differences are covered in more detail in the full IDTechEx report, which includes ARC test data from several sodium ion battery developers.

"In thermal abuse scenarios, sodium ion cells tend to enter thermal runaway at higher temperatures and progress more slowly than lithium-ion cells, which offers added safety under certain conditions."

Sodium ion cells could reach a competitive price point, not necessarily cheaper than LFP, but close enough that system-level improvements such as reduced operations and maintenance costs could tip the balance, like how LFP gained traction through cell-to-pack innovations, says Siddiqi. 

NEW EV MAY 2025

MAKE AND MODEL	MAY '25	YTD '25
POLESTAR POLESTAR 2	72	312
TESLA MODEL Y	50	229
FACTORY BUILT GEELY	34	37
KIA EV3	30	81
LDV EDELIVER 3	23	61
BMW I	19	73
BMW I	17	33
KIA EV5	16	104
GEELY EX5	15	27
POLESTAR 2	14	44
MINI ACEMAN	14	54
BYD SEALION 7	14	47
MINI COUNTRYMAN	13	35
BYD ATTO 3	13	200
AUDI Q4 E-TRON	12	27
LEAPMOTOR C10	11	35
MG 4	9	60
FORD MUSTANG MACH-E	9	22
MG ZS	8	42
LEXUS UX300E	8	38
AUDI Q6 E-TRON	8	30
HONDA E:N1	7	27
PORSCHE MACAN	7	43
MERCEDES-BENZ EQE	7	13
TOYOTA BZ4X	7	72
VOLVO EX30	7	40
FORD TRANSIT	7	22
TESLA MODEL 3	6	130
BYD DOLPHIN	6	117
MERCEDES-BENZ VITO	6	28
VOLKSWAGEN ID.BUZZ	5	9
KIA EV9	5	21
GWM ORA	4	46
MERCEDES-BENZ EQB	4	9
MERCEDES-BENZ EQS	4	13
VOLVO FL	4	4
MINI COOPER	3	32

MERCEDES-BENZ EQA	3	28
NISSAN ARIYA	3	6
CADILLAC LYRIQ	3	7
BMW 4 SERIES	2	22
PORSCHE TAYCAN	2	3
SUBARU SOLTERRA	2	13
PEUGEOT EXPERT	2	9
LDV EDELIVER 9	2	7
YUTONG ZK6118BEVG	2	2
MERCEDES-BENZ G-CLASS	1	17
MERCEDES-BENZ EQE	1	48
BMW X1	1	66
VOLKSWAGEN ID.4	1	4
ALEXANDER DENNIS ENVIRO	1	1
LDV DELIVER 9	1	1
VOLVO TRUCK FE	1	1
VOLVO TRUCK FM	1	3
FORTHING T5 FRIDAY	1	1
OTHER	0	388
TOTAL	528	2844

USED EV MAY 2025

MAKE	MODEL	MAY '25
NISSAN	LEAF	136
TESLA	MODEL 3	5
TESLA	MODEL S	2
HYUNDAI	IONIQ 5	1
JAGUAR	I-PACE	1
MERCEDES-BENZ	EQA	1
MERCEDES-BENZ	EQC	1
NISSAN	E-NV200	1
PEUGEOT	E-208	1
TESLA	MODEL X	1
TESLA	MODEL Y	1
TOTAL		151

POWER DEALS FOR EV USERS

Company	Energy Deals	Where	Cost to charge LEAF*
	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
	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/ explain 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
	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.

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