

Experience New Zealand's
nationwide EV charging network

 **ChargeNet**

EVs & BEYOND

ISSUE NO. 04, 2026



**HONDA
SUPER-
ONE** P21

**GEELY
EX2** P16

BMW iX3 P10



Drive your business forward with
provident  insurance

Call Steve Owens now on 021 947 752

**GAVIN
SHOEBRIDGE**

GROUP EV EDITOR



Please like and subscribe...

Driving the latest cars in exotic locations sounds like a life of glamour, and it does have its perks, but once you've closed the front door in the glow of a streetlight to head to the airport again, the job's lustre can tarnish like Victorian silverware.

As you can probably tell, I'm trying to paint my job as arduous to earn character points, and failing miserably. Truth be told, I love cars and clean tech, and given the flood of new electric offerings from car makers nobody had heard of a few years ago, I wouldn't have it any other way.

There's something special about slipping behind the wheel of a car the world hasn't seen yet. It's electrifying, no pun intended. You can't help but feel a wall of anticipation as the stickers go over your phone's camera lens and the doors open on a room full of secrets. Being walked through robotic production halls while the machines build? It's an incredible privilege, and one I don't

take for granted.

Since joining EVs & Beyond as Group EV Editor in June 2026, I've brought my unusual obsession with all things battery-powered to New Zealand's Auto Media Group, and I'm thrilled to share it in print and on our YouTube channel as that continues ramping up with new content.

I'm blown away that in three short months we've already had several New Zealand and global exclusives. Being the first westerner to review the new BYD Racco in Japan was a special treat, and the same goes for the Nissan Leaf NISMO. Either I've peaked early and it's all downhill from here, or EVs & Beyond is about to go gangbusters. Either way I'm thrilled to be along for the ride, and I can't wait to share what's fresh in the NZ EV world.

So do follow our fast-growing YouTube channel, and I trust you'll laugh and cry with me as I put myself through all manner of EV-related dramas. May those early morning airport trips be short and painless.

Gavin Shoebridge
GROUP EV EDITOR

SUBSCRIBE TO OUR YOUTUBE CHANNEL TO
CATCH UP WITH OUR LATEST UPLOADS.



EVs & Beyond



Chery's iCaur EV brand confirmed for New Zealand

Chery Group's iCaur electric vehicle brand is coming to New Zealand, with a local launch slated for the second half of 2027, a Chery spokesperson has confirmed to EVs and Beyond.

The confirmation follows today's announcement that iCaur will enter Australia in early 2027, led by the V25 SUV. The New Zealand launch is expected to follow around six months later.

No decision has been made on how the brand will be sold here. The spokesperson said there is no confirmation on the dealership network at this stage, but expects it to follow the same approach as Chery and Omoda Jaecoo, which operate through franchises attached to existing dealer groups.

The V25 carries iCaur's boxy design language, with a rear-mounted spare.

Founded in 2023, iCaur is Chery Group's lifestyle-focused new energy brand, built around what it calls a boxy design language. The V25 is its first confirmed model for this part of the world, described in the Australian announcement as developed for customers wanting a vehicle equally at home in the city and beyond the bitumen, with a digital cabin and intelligent driver assistance.

A filing with China's Ministry of Industry and Information Technology last month, reported by CarsGuide, shows the V25 is an extended range hybrid rather than a pure EV. Only the electric motors drive the wheels, with a 115kW 1.5-litre turbocharged petrol

engine working as a generator for the 33.68kWh battery, which delivers up to 150km of electric-only running on China's lenient CLTC cycle.

The same filing puts the V25 at 4,636mm long, 1,920mm wide and 1,855mm tall, with a 28-degree approach angle and 24-degree departure angle.

Two other models sit in iCaur's Chinese range. The V23 is a battery-electric SUV with a 155kW single motor, a battery of around 82kWh and up to 430km of range, while the larger V27 pairs the extended-range layout with two motors for a combined 335kW and 505Nm.

"Australia is one of Chery Group's most important international markets, and we're delighted to introduce iCaur as the next step in our long-term

growth strategy," says Kate Gillis, head of brand for iCaur Australia. "As we continue expanding our portfolio, iCaur will allow us to reach a new generation of buyers who value adventure, individuality and innovation." The V25 pairs a digital cabin with physical climate controls.

The V25 will be shown publicly for the first time in Australia at Everything Electric Sydney, running 18 to 20 September, with specification, pricing and final launch timing to be announced closer to arrival. EVs and Beyond will be at the show, where we will take a first look at the V25.

iCaur would become the fourth Chery Group sales channel in New Zealand, joining Chery, Omoda and Jaecoo, as the group continues its international expansion. 



Arcfox confirms T5 electric SUV for NZ before its first car reaches customers



Arcfox has confirmed a second model for New Zealand before its first has reached customers, with the T5 mid-size electric SUV locked in for an early 2027 arrival.

Local general manager Shiguang Guo revealed the plan at this week's launch of the T1 crossover, the compact EV leading the BAIC-owned brand's entry through distributor Armstrong's.

BEV versions offer three CATL battery sizes with up to 705km of CLTC range.

The T5 steps up a full size class. At 4,760mm long on a 2,845mm wheelbase, it lands in the heart of the mid-size electric SUV segment, where it will meet the Leapmotor C10 and the MG S6.

Battery-electric versions were the only ones confirmed, with three CATL packs offered internationally: 64.8kWh, 74.4kWh and 79.2kWh, rated at 560km, 660km and 705km respectively on China's generous CLTC cycle. All produce 200kW and 360Nm, and the car rides on an 800-volt platform claiming a 30 to 80% charge in 15 minutes.

The T5 rides on an 800-volt platform with a 15-minute 30 to 80% charge claim.

A range-extender T5 also exists overseas, pairing a 1.5-litre petrol generator with a 27.4kWh battery for 215km of electric running and 1,215km combined, though it has not been confirmed for this market. Given the pace at which range-extenders are arriving here, from Leapmotor's Ultra Hybrids to the Freelander 8, its absence from the announcement is worth watching rather than reading as final.

Exact timing and pricing were not shared beyond the early 2027 window. Where the T5 lands on price will decide a lot: the T1 opened Arcfox's account at the budget end, and the mid-size segment it is entering has become one of the hardest-fought corners of the market. 

EVs & BEYOND

EDITORIAL BOARD



MANAGING EDITOR
RICHARD EDWARDS
richard@automediagroup.co.nz
021 556 655



GROUP EV EDITOR
GAVIN SHOEBRIDGE
gavin@automediagroup.co.nz
022 424 1234



GENERAL MANAGER
DEBORAH BAXTER
deborah@automediagroup.co.nz
027 530 5016

EVs&BEYOND and
evsandbeyond.co.nz are published
by **Auto Media Group Limited**.

8/152 Quay Street P.O. Box 10 50 10,
Auckland City, NZ 1030
Ph. 09 309 2444

**Annual subscription (printed &
digital): \$114 + gst (\$131.10)**

Printed by Alpine Printers

automedia
GROUP LIMITED

autotalk
autotalk.co.nz

autotalk
autotalk.com.au

transporttalk
transporttalk.co.nz

EVs & BEYOND
evsandbeyond.co.nz

**new zealand
autocar**
nzautocar.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.

EVs AND BEYOND ACKNOWLEDGES THE SUPPORT OF OUR FOUNDATION SPONSORS



SUBSCRIBE TO OUR YOUTUBE
CHANNEL TO CATCH UP WITH
OUR LATEST UPLOADS.



EVs & Beyond 🔍

Clean Vehicle Standard survives review as Government commits to retention



The Clean Vehicle Standard will stay, with the Government confirming this afternoon it will retain the policy that shapes the flow of low-emission vehicles into New Zealand, ending months of uncertainty over whether the scheme would be scrapped entirely.

Transport minister Chris Bishop says the first stage of the Government's first-principles review found the standard to be the most cost-effective way to increase the availability of lower-emissions vehicles in New Zealand, with most vehicle industry stakeholders who took part supporting retention.

"In feedback on the review, industry noted that the Standard is now well established in New Zealand, with importers accumulating credits and charges over time. Removing it at this stage would be highly disruptive for the vehicle industry," Bishop says.

Officials will now work with the vehicle industry on recalibrated settings, including separate targets for used imports, reporting back early next year ahead of new settings taking effect from 1 January 2028.

The decision matters for the EV sector because the standard is the last remaining supply-side lever

pushing importers toward electrified product. Since the Clean Car Discount was repealed at the end of 2023, the standard has carried the load alone, and it was weakened substantially last November when the Government slashed charges by nearly 80%, dropping the top rate from \$67.50 to \$15 per gram of CO₂ for new vehicles and from \$33.75 to \$7.50 for used, for 2026 and 2027.

Those reduced rates expire just as the new settings take effect, and the Government has not said where charges will land from 2028, leaving that question to the industry engagement now underway.

Abolition was a live option. Stage one of the review directly asked submitters whether the standard should be scrapped altogether, prompting Drive Electric to write to Bishop in July urging a public commitment to retention. Chair Kirsten Corson said an Official Information Act review of the consultation responses showed a clear majority supported keeping the standard, and called for its targets and penalties to be aligned with Australia's New Vehicle Efficiency Standard, where penalties run at AU\$50 to \$100 per gram against New Zealand's \$15. Industry reaction was quick, with BYD Auto New Zealand general manager Warren Willmot saying the decision

sends an important signal to global manufacturers.

"For OEMs making decisions about where to introduce new technologies, policy certainty matters. This decision helps ensure New Zealand remains a priority market, giving local consumers access to the latest electrified and low-emission vehicles sooner rather than later," Willmot says.

"Ultimately, that's good for competition, customer choice and the country's emissions reduction goals."

The used import change is significant for the affordable end of the EV and hybrid market. The Government has agreed to set different targets for used vehicles, recognising they carry different and older technology than new vehicles. Used imports currently work toward the same target trajectory as new vehicles, at half the charge rates.

The standard sets annual carbon dioxide emission targets for vehicle imports that tighten over time. Vehicles that exceed their target incur charges, while vehicles that perform better earn credits. Importers remain free to choose the mix of vehicles they supply but must offset higher emission vehicles with sufficient lower emission vehicles to avoid paying net charges. 

BYD ATTO 1

Electric freedom
starts small



Compact. Clever. Confident.

FROM **\$29,990***
MSRP + DDC

The ATTO 1 is BYD's city-focused all-electric hatch engineered for agile urban driving and everyday practicality. It mixes sharp design, a spacious interior, punchy performance and BYD's trademark in-car technologies. Book your test drive today.

bydauto.co.nz



ANCAP
SAFETY

TESTED
2025



BYD's Atto 2 DM-i priced from \$34,990, NZ's cheapest plug-in hybrid

BYD has priced the Atto 2 DM-i for New Zealand at \$34,990 plus on-road costs, making the compact SUV the cheapest plug-in hybrid on sale in New Zealand, and \$6,000 cheaper than its own all-electric sibling.

The pricing lands two days after the model's existence here was revealed by a cargo manifest, named among BYD's record 2,750-vehicle shipment arriving at the end of this month as the "never-before-seen Atto 2 DM-i".

Two grades are offered. The \$34,990 Essential pairs a 7.85kWh Blade battery with 40km of WLTP electric range, while the \$42,990 Premium carries an 18.03kWh pack good for 90km, enough to make most commutes petrol-free, with a combined range of 1,000km.

"The arrival of the Atto 2 DM-i is another important step in breaking down the barriers to electrification for New Zealanders," says BYD Auto NZ general manager Warren Willmot, describing the pricing as putting it "well within reach of everyday New Zealand families".

The Premium's 18.03kWh Blade battery gives 90km of WLTP electric range.

Both use the same drivetrain: a 1.5-litre Xiaoyun petrol engine and front electric motor producing a combined 145kW and 300Nm through the front wheels. With the battery depleted, fuel use is rated at 5.1L/100km. The lighter Essential is quicker to 100km/h, at 7.8 seconds against the Premium's 8.9.

Charging is AC only, at 3.3kW through a Type 2 port. There is no DC fast

charging. An overnight plug-in fills either battery easily, but topping up the Premium's 18kWh mid-journey means hours, not minutes. Vehicle-to-load is standard on both.

Premium models get a 12.8-inch rotating screen and imitation leather.

Every Atto 2 DM-i gets the full BYD driver assistance suite, a 360-degree camera on the Premium, LED lighting, wireless Apple CarPlay and Android Auto, and V2L. The Premium adds a 12.8-inch rotating screen in place of the Essential's 10.1-inch unit, imitation leather, heated front seats, a panoramic glass roof and a 50W wireless charger. Five colours are offered, including a new Turquoise Blue and Sailor Blue; Ski White is the no-cost option, with the rest at \$990.

THE PRICE LADDER PROBLEM IT CREATES

The DM-i lands \$6,000 below the electric Atto 2 Dynamic at \$40,990,

and the \$42,990 Premium sits \$3,000 below the electric Atto 2 Premium while carrying twice the equipment argument. It also takes the cheapest plug-in hybrid title outright. The vehicles previously sharing that ground, the Forthing Taikon Super Hybrid and BYD's own Sealion 5, both sit around \$39,990, so the DM-i undercuts them by \$5,000, displacing the Sealion 5 as the brand's own entry point to plugging in.

For a buyer weighing the week's arrivals: \$32,990 buys a Geely EX2 with 345km of electric range, \$34,990 buys this with 40km of electric range and no range anxiety at all, and \$37,990 buys a Leapmotor B03X. A year ago none of these cars existed here.

The first examples arrive on the Morning Cara and Morning Celesta at the end of August, reaching showrooms for viewing and test drives from early September, with registrations of interest open now. [▶](#)



ANCAP alert: KGM Torres EVX sold in NZ without advertised centre airbag

ANCAP has issued a consumer alert for the KGM Torres EVX, confirming the electric SUV was supplied to customers in New Zealand and Australia without a centre airbag that KGM advertised as standard.

Approximately 100 vehicles are potentially affected across both countries. In New Zealand, that covers Torres EVX vehicles sold between the model's local introduction in March 2024 and the end of its availability in March 2025, around 70 cars according to Motor Industry Association figures. Around 33 have been sold in Australia since October 2025.

The alert extends advice ANCAP issued on Friday for the related KGM Musso EV ute, which was found to have been supplied in Australia without the same airbag. The Musso EV issue does not affect New Zealand; the Torres EVX omission does.

KGM marketed the Torres EVX as carrying a standard suite of eight airbags, with references in its specification brochure and website. The car is fitted with seven. The missing unit is the centre airbag, described by KGM as a "front row far-side" or "front seat centre airbag",

WATCH FULL VIDEO ON  YouTube



which is generally positioned inboard within the driver's seat back to reduce injury in side impact crashes. The Musso EV was advertised with eight airbags and fitted with six.

ANCAP advises existing Torres EVX owners that the safety specification of their vehicle may differ from what was advertised, and that the omission may have an effect on occupant safety in side impacts. Owners with concerns are advised to contact KGM or their local dealer, and anyone considering a used Torres EVX should be aware of the model's actual specification.

Petrol and hybrid versions of the Torres are not believed to be affected, with centre and knee airbags verified on locally available vehicles. ANCAP says it encourages KGM to deliver a production change fitting the centre airbag, and KGM Australia has updated its marketing materials to reflect the actual specification.

The Torres EVX is no longer on sale as new in New Zealand. We have contacted Inchcape NZ, the model's outgoing distributor, for comment.

EVs and Beyond reviewed the Torres EVX in 2024, scoring it 7.5. 

Mazda 6e arrives with five-star ANCAP rating in hand



The Mazda 6e has been awarded a five-star ANCAP safety rating as the electric sedan launches in New Zealand this week.

The rating, published against 2025 test protocols and valid to December 2031, applies to all variants. In New Zealand that means the single high-

specification grade Mazda has chosen for this market, priced at \$58,990.

The 6e scored 93% for adult occupant protection and 93% for child occupant protection, against five-star thresholds of 80% in both categories. Vulnerable road user protection was rated at 74% and safety assist at 79%, against thresholds of 60% and 70%

respectively.

Adult and child occupant protection both scored 93%.

Standard safety equipment includes dual frontal, side chest and side head airbags plus a centre airbag between the front seats, autonomous emergency braking covering car-to-car, vulnerable road user, junction, backover and head-on scenarios, emergency lane keeping, and speed sign recognition.

The 6e is built in China by the Changan Mazda joint venture. Testing was carried out under ANCAP's partnership with Euro NCAP, and the rating applies to all 6e variants sold in Australia and New Zealand.

The rating lands as the 6e launches here this week, completing a story that began with the sub-\$60k pricing leak in May. A road test is on our list. 

BMW iX3 first drive: It goes how far?

BY GAVIN SHOEBRIDGE

Bhe alarm went off at 1am so I could jump the ditch and drive a car BMW reckons is a game changer. Problem is, we've all heard that phrase often enough for it to stop registering, so I went across with my expectations firmly parked.

I've come back mildly irritated about that, because they might be right.

The iX3 is the first production car on the Neue Klasse architecture, named for the range that hauled BMW back from the brink in the 1960s. This one doesn't have quite so much riding on it, but the platform, battery, electronics and design language are all new, along with the way the car thinks. New Zealand pricing for the launch variant, the 50 xDrive, is \$125,900, and M Sport is standard here rather than an option.

THE NUMBERS

Two motors give 345kW and 645Nm, good for 0-100km/h in 4.9 seconds. The front axle contributes 123kW and the rear unit is much larger at 240kW, so the weight split sits close to 50:50 and the car still behaves like a rear-driven BMW when you lean on it.

Two motors, 345kW and 645Nm, and 0-100km/h in 4.9 seconds. The headline number, though, is 805km.

The battery holds 113.4kWh with 108.7kWh usable, and the WLTP range figure runs to 805km.

Fifteen years ago that number belonged in the same category as flying cars. Take the usual New

Zealand haircut of about 15 percent off WLTP and you're still looking at roughly 670km in the real world, which puts Auckland to Wellington on one charge within comfortable reach. As some may know, I've done that trip on a single charge before, in a Polestar 3, with the air conditioning off on a summer's day, and to add insult to injury a Prius overtook me at one stage. Safe to say it wasn't a joyous experience, but the iX3 could probably manage it without the martyrdom.

If that range figure is the reason you're buying, order carefully. BMW New Zealand quotes a spread of 678 to 805km depending on how the car is specified, and the standard 20-inch wheel comes in two styles, with only the aerodynamic-finned version delivering the full 805km. It costs nothing extra. Go up to the 21s or 22s and the number falls away.

DC charging peaks at 400kW on the 800-volt system, so 10 to 80 percent takes 21 minutes. We have no public chargers in New Zealand capable of feeding it that fast yet, so file that one under aspirational. More useful day to day, BMW says New Zealand cars get AC Charging Professional as standard, meaning 22kW three-phase rather than the 11kW the factory fits by default. With three phase at home you're full in 5 hours 45 minutes, against 11 hours on 11kW.

ON THE ROAD

BMW put us on roads around Ballina in New South Wales and warned

us beforehand that the surfaces had some imperfections. That was generous. I'd always assumed Australian roads were better than ours, but I was quickly disabused of that notion.

It made for a useful test, because the iX3 weighs 2285kg on the DIN measure, or 2360kg the way BMW New Zealand quotes it, with the battery accounting for roughly a third of that. BMW confirms there's no adaptive damping and no air suspension anywhere in the range, just a conventional setup engineered specifically for this platform. It is firm. You feel broken tarmac, and I suspect the back streets of Tokoroa will be less forgiving than anything I found in New South Wales.

No adaptive damping and no air suspension anywhere in the range. It is firm, but it never feels like 2.3 tonnes.

It doesn't feel like 2.3 tonnes, though. There was exactly one moment across the whole drive where I felt the car working against its own mass, and it was barely perceptible. That's proper engineering for something this heavy, and the firmness is the price of it. If you want a soft, pillowy, marshmallowy ride, this may not be for you. It's a sporting SUV and it wants to be driven. After all, it's a BMW.

Most of the credit goes to the Heart of Joy, the single control unit that now handles drivetrain, braking, steering

CONTINUE TO PAGE 11...



WATCH FULL VIDEO ON YouTube



... CONTINUED FROM PAGE 10

and recuperation instead of separate computers negotiating with each other. It processes around ten times faster than what came before, and BMW groups several of the results under the name symbiotic drive. Bring the car to a halt and the rear motor takes over the last half metre of travel to cancel the head-nod, so you stop without the rebound. Come off a speed hump and it applies a touch of braking to stop the axle rocking. The blend between regenerative and friction braking is invisible, which anyone who has lived with an early EV will appreciate. Drop it into B mode and the adaptive regen reads the situation and sorts itself out.

Sport mode is worth finding, and the voice control actually locates it when asked, which isn't something I say often. The suspension doesn't change because it can't, but the throttle sharpens and the seat bolsters inflate around you. There's launch control too, activated with both pedals. The power delivery is binary, and it holds its line through mid-corner bumps without fuss.

LIVING WITH IT

Inside is where it stops resembling any BMW I've ever sat in. The panoramic glass roof, standard here, is the most advanced the company has fitted, blocking all UVA and UVB and up to 90 percent of heat. Below it, Panoramic Vision runs almost the full width of the windscreen, pillar to pillar. It looks like a screen set 20 centimetres into the dashboard, but it's a projection thrown up by three panels hidden underneath, and every Neue Klasse model from here will have it. The main touchscreen is 17.9 inches, angled towards the driver, and hexagonal.

Panoramic Vision runs pillar to pillar across the base of the windscreen. It looks like a screen; it is actually a projection.

Running it all is the tenth generation of iDrive, and you can rearrange almost anything. You can also programme a start-up sequence so the car sets your temperature, starts your seat massage and silences the overspeed alert every time you get in. For those of us who learned to drive in cars that had the decency to shut up, that's worth the entry fee on its own. Danke schön, BMW.

Physical controls survive on the console, but the air vents are adjusted through the touchscreen.

I do have complaints. The vents are adjusted through the screen, in the manner Tesla popularised, and putting

CONTINUE TO PAGE 12...



... CONTINUED FROM PAGE 11

a control on a screen doesn't solve a problem that a knob had already solved. Reaching down to the climate controls earned me an averted gaze warning, which is a fine reward for using the interface BMW designed. The steering wheel is busy and I'm not sold on the flat top and bottom. It still beeps at you occasionally, though far less than most.

Busy, and flattened top and bottom. One of the few things here that does not win you over.

There's decent space, helped by a 2897mm wheelbase that's longer than the combustion X3's. At 178cm I have plenty of head and legroom front and rear, though bigger drivers may find the centre console meets their left knee. Getting in didn't produce my traditional old man groaning noise, which I count as an accolade. Multifunction front seats are standard, with heating and a seven-programme massage. The rear backrests adjust between 23 and 31 degrees, roughly Jetstar territory, and

fold 40/20/40. Back there you get air vents, USB charging and a flat floor, but no seat heating. The boot holds 520 litres, or 1750 litres with the seats down, plus 58 litres under the bonnet where the factory stows the cables. A swing-away electric tow bar is available here, where Australia has to make do with a mechanical one, and it will pull 2000kg braked, which is strong for an EV.

Backrests adjust between 23 and 31 degrees and the floor is flat. There is no seat heating back here.

Outside, the bonnet line is higher than Willie Nelson, sitting above the window sill, and BMW says that's deliberate. The oversized grille is gone, replaced by an illuminated panel with no airflow through it, because modern electric drivetrains simply don't need it. Drag is down to 0.24, which is impressive for an SUV this size. The door handles sit flush and pop out as you approach, and if the car has iced over they pulsate back and forth to break through first, which is a

thoughtful touch for anyone parking outside in Central Otago. The charge flap opens on its own as you walk up with the cable, then drops down over the connector like a small awning. The tail lights I'm less sure about, and the rear window is roughly the size of the one on a box of pasta.

The tail lights divide opinion, and the rear window is roughly the size of the one on a box of pasta.

THE VERDICT

It arrives with a five-star ANCAP rating earned under the 2026 protocols, which is getting harder to achieve, and it does very nearly everything better than I expected it to. It's expensive at \$125,900, but the driving experience is unlike anything I've had before, and I'm not blowing smoke up BMW's tailpipe when I say it.

\$125,900, five stars from ANCAP under the 2026 protocols, and a driving experience unlike anything before it.

It's a car that should be experienced. To the point I might just be a BMW fanboy now. 





Arcfox T1 first drive: NZ's newest budget EV makes a 'premium' case

BY RICHARD EDWARDS

The word premium was doing some heavy lifting at the Auckland launch of Arcfox. The brand, the electric vehicle arm of Beijing giant BAIC, describes itself as premium electric mobility. The one car it has launched with, the T1, costs \$34,990. And its chief executive concedes that a good deal of what the name is meant to stand for arrives with next year's T5, not with this car.

Simon Rutherford, chief executive of importer Auto Distribution Holdings, describes the mission as bringing a premium product to the masses. Asked at the Auckland launch whether a \$35,000 price tag risks undermining the premium message, he accepted it.

"I think that's a fair point to raise," Rutherford says. "When you introduce the brand, one of the things over time is you do have to build the equity in it. Until you get experience of it, you're not in a position where you're actually building that. Do I think it could stand it? Yes."

The market left little choice, he says. "It's hugely competitive. When you're launching, you need to find where you think you're going to win in the market. I think over time it will be

easier as you bring in T5 and other products to lift the premiums."

That leaves the T1 selling on value now, while the premium case waits for the T5.

FOX FROM THE NORTH

Arcfox was formed in 2017 as BAIC's technology-focused EV brand, named for the arctic fox, its badge a stylised aurora. BAIC builds Mercedes-Benz and Hyundai models in China through joint ventures, sold 1.71 million vehicles across its brands last year, and sits 192nd on the Fortune Global 500. The Arcfox BE21 platform was co-developed with Magna, the contract manufacturer that builds cars for BMW, Mercedes-Benz and Jaguar. The T1 sold around 43,500 units in China last year.

The importer is Auto Distribution Holdings, the Armstrong's-linked operation that launched the BAIC brand in New Zealand in February. The two marques will share operations behind the scenes but get separate showroom spaces, including a standalone Arcfox site in Newmarket. Arcfox global general manager Chi Xiaohui flew in from Beijing for the launch, landing at midnight the night before.

ONE MODEL, ONE SPEC

The T1 launches in a single Premium specification at \$34,990 with the launch offer.

The T1 arrives in a single specification, badged Premium. The RRP is \$36,990 plus on-road costs, with a launch offer bringing it to \$34,990. Dawn White is the only no-cost colour, with Vana Blue, Flowing Silver, Twilight Purple and Midnight Grey adding \$750. Soft White and Dark Grey interiors are both no-cost options.

Fourteen dealers go live on 1 September, from Auckland's North Shore to Dunedin, with Whangarei, Nelson and Invercargill targeted over the next two years. Around 100 cars are landing now, a second shipment follows around September, and the company says it will run lean stock rather than fill yards. Roughly 20 cars have already been sold sight unseen. Finance is through UDC, the same partner as BAIC, including guaranteed future value products alongside dealer floor plan support.

THE NUMBERS

A 70kW motor drives the front axle, fed by a 42.3kWh LFP battery.

CONTINUE TO PAGE 15...



The T1 pairs a 42.3kWh lithium iron phosphate battery with a 70kW/176Nm motor on the front axle, for a WLTP-rated range of over 310km. In China, where the same battery is rated on the more generous CLTC cycle, the claim is 425km. Arcfox New Zealand says no bigger battery is coming for this model.

Maximum DC charging is 80kW, with 30 to 80 per cent quoted at 25 minutes. Arcfox claims 17 minutes for the same charge on the Chinese-market car, so the export version charges more slowly, and the local team says it has seen around 56kW charging from a 60 per cent state of charge. AC charging is single-phase at around 6.6kW. A heat pump is standard.

DC charging peaks at 80kW on the export car, slower than the Chinese version.

Vehicle-to-load capability runs at 3.3kW and vehicle-to-vehicle charging at 6kW, enough to rescue another EV. The adapters were not available at launch and are due within weeks. There is no smartphone app for the T1, and the car has no connectivity at all, though an app is expected with the T5. Underneath sit MacPherson struts up front and a torsion beam rear, and the T1 weighs around 1,400kg, light for its footprint. Drive modes run from Eco and Sport through Slippery and Individual to an Eco Plus setting that pares everything back for maximum range. There is no towing rating, although in a translation quirk the settings menu includes a trailer mode, which turns out to be for when the T1 itself is the one being towed.

SMALL CAR, BIG CABIN

The 2,770mm wheelbase opens up the T1's standout feature: rear legroom.

At 4,337mm long, the T1 sits alongside the BYD Atto 2 and Geely EX2 in size and price, and Rutherford names MG, BYD, Dongfeng and Leapmotor as the brands it will be cross-shopped against. Its 2,770mm wheelbase is longer than some midsize SUVs, and the rear legroom it opens up is the T1's standout feature. Ground clearance is 181mm, pitched at steep driveways and gravel roads. The boot holds 459 litres, expanding to 1,352 litres with the seats folded.

Overseas figures list 459 litres of boot space, growing to 1,352 litres seats-down.

Standard equipment includes a 15.6-inch touchscreen backed by an 8.8-inch driver display, a panoramic glass roof, ventilated front seats and a 66W fast-charging USB port. Phone mirroring is Apple CarPlay only. There is no

Android Auto, so Android users are left with the native system and Bluetooth. Voice control responds to "Hi Fox" and operates the climate control, windows and sunshade, among other things.

Soft White and Dark Grey interiors are both no-cost options.

The steering wheel adjusts for reach and tilt, though the range is limited and taller drivers will sit high enough to have their view clipped slightly. The wheel itself is large, the mirrors are big, and outward vision is good. We do have some concerns over the quality of the driver's seat electric adjustment.

ON THE ROAD

At 4,337mm long, the T1 sits alongside the BYD Atto 2 and Geely EX2 on size and price.

The ride is on the firmer side but well compromised. On rough urban roads you can feel what is going on underneath without it becoming wearing, grip is good, and the brakes feel strong. Road noise is well controlled.

Performance is best described as moderate. The light kerb weight means the 70kW motor gets the T1 away cleanly, with no torque steer, and around town it is completely adequate. Foot flat in Sport mode on a motorway on-ramp confirms it is not a fast car, and overtaking with a full load will not be its strong point. The steering is incredibly light with little feel, and Sport mode adds weight that feels artificial rather than responsive. There is no separate setting to adjust the assistance, which would be welcome.

The driver assistance is the surprise. Arcfox is one of the few companies in China authorised to develop level 4 autonomous systems, and while nothing on this car claims that, some of that capability has clearly filtered down. Engage the adaptive cruise and lane keeping and the T1 sits dead centre in its lane, smooth and confident where systems in far more expensive cars still wander, and it is relaxed about hands-on reminders rather than nagging. There is no driver attention monitoring camera, so no chime every time you glance at the screen.

THE SAFETY QUESTION

The T1 has not been ANCAP tested, and it is unlikely to be while an Australian launch remains distant. "We haven't been ANCAP tested, but we have the VSRP rating, five star, that's on my car already," Rutherford says. The Vehicle Safety Risk Rating is a statistical estimate of how a vehicle of this type and equipment would



perform, not a crash test, and buyers should understand the difference. Asked whether six airbags is enough to support the safety pitch, Rutherford conceded the count "might be a little bit light".

Two other absences would count against a top rating: there is no SOS button to call emergency services after a crash, a function most rivals now carry, and the car's total lack of connectivity rules one out. The standard tally is six airbags, AEB, adaptive cruise control, traffic jam assist, lane departure warning and a 360-degree camera with a transparent underbody view. The T5 will be Euro NCAP tested before it arrives.

WHAT COMES NEXT

The T5 arrives next year carrying the Euro NCAP test, the app, and the premium positioning.

The T5, a larger SUV hoped for early next year, carries much of what the brand is promising: the Euro NCAP test, the smartphone app, and the positioning lift Rutherford talks about. A T5S variant is a possibility beyond that, while the Kaola, with its asymmetric door layout, is not currently built in right-hand drive.

BACKING IT UP

The warranty runs six years or 200,000km on the vehicle and eight years or 200,000km on the battery, with six years of roadside assistance.

The T1 is a completely competent city crossover, but its small battery and execution struggle to justify the premium tag, and nobody at Arcfox is really arguing otherwise. The crash rating, the connectivity and the positioning the brand talks about are all tied to the T5. What is on sale today is a roomy, well-equipped small EV with unusually good driver assistance, at a price that undercuts nearly everything comparable. On that basis it works. The premium part, on management's own telling, comes later. 



WATCH FULL
VIDEO ON



800,000 Chinese buyers can't be wrong: Geely's \$32,990 EX2 driven

BY GAVIN SHOEBRIDGE

Geely has confirmed New Zealand pricing for its EX2 small electric hatchback. The entry EX2 Complete is \$32,990 plus on-road costs, and the higher-specification EX2 Inspire is \$37,990 plus on-roads.

Geely names the MG4 and GWM Ora as its targets, though on price the closer natural rival is BYD's Atto 1. We drove both variants at the Australian launch in Sydney, and went in expecting very little. That turned out to be a mistake.

THE MOST POPULAR CAR YOU HAVE NEVER THOUGHT ABOUT

Here is a number worth sitting with. Geely has sold more than 800,000 of these in China in 21 months. That is more than Nissan managed across the entire life of the 350Z, and more than every Tesla Model S ever built. This anonymous-looking little hatchback is one of the best-selling cars in the world right now, and until the launch presentation we could not have told you why.

At 4,135mm long, the EX2 is squarely a city car.

Because honestly, just look at it. It's certainly tidy, but not radical in

terms of design. It's city friendly, sure, sitting at 4,135mm long on a 2,645mm wheelbase with LED lights all round, an active grille shutter (which I didn't expect at this price), but admittedly it is styled to both offend and excite... well, nobody. But looks can be deceiving and in the case of the EX2, the most interesting bits are all hidden underneath.

REAR WHEEL DRIVE AT COROLLA MONEY

The EX2 is rear wheel drive, which is nearly unheard of in this class, with a rear-mounted permanent magnet synchronous motor making 60kW and 150Nm in the Complete or 85kW and the same torque in the Inspire.

Rear-wheel drive and five-link rear suspension are unheard of at this price.

Don't get excited about the straight-line numbers. The Complete takes a fairly glacial 14.2 seconds to reach 100km/h, the Inspire 11.5, and both are limited to 130km/h. But around town, where this car will live, it feels far perkier than the spec sheet suggests, with keen response between 40 and 60km/h and enough shove to make gaps in traffic easy.

The chassis is where Geely has spent

the money. Almost everything at this price uses a torsion beam rear axle, essentially a solid bar connecting the back wheels. The EX2 gets proper five-link independent rear suspension, and combined with a low-mounted battery and a tare weight of just 1,290kg (Complete) or 1,365kg (Inspire), it rides and corners like a car from the class above. We aimed it at a deliberately rough back road on the launch route and it stayed composed where a torsion-beam car would have been hopping about.

Both variants are limited to 130km/h.

And then there is the turning circle: 9.9 metres. In a supermarket car park, that alone might sell the car.

BATTERY, RANGE AND CHARGING

Both variants use lithium iron phosphate batteries, the hard-wearing chemistry we would want in a car destined for a decade of school runs. The Complete carries 35.35kWh for a WLTP range of 252km. The Inspire's 47.14kWh pack is rated at 345km. Take roughly 15 percent off for real-world New Zealand driving and the Inspire still covers a week of commuting without drama.

CONTINUE TO PAGE 17...



... CONTINUED FROM PAGE 16

DC charging peaks at 60kW in the Complete and 80kW in the Inspire. Charging is where the price shows. DC peaks at 60kW on the Complete and 80kW on the Inspire, with Geely claiming around 25 minutes for a 30 to 80 percent top-up. Fine for the occasional road trip, not a car for regular Auckland-to-Wellington runs. AC charging is modest too, so most owners will simply plug in overnight and never think about it.

The fun extras help. There is 3.3kW vehicle-to-load, so the EX2 can run your pie warmer at the beach, and a camping mode that keeps the climate control going overnight while everything else sleeps. Over-the-air updates and an app store are standard, and the “Hey Geely” voice assistant deserves a special mention: it is the fastest and most accurate we have used in any car at any price, and it controls nearly everything.

LIVING WITH IT

A 14.6-inch touchscreen dominates the cabin, with an 8.8-inch cluster ahead of the driver.

The cabin is dominated by a 14.6 inch touchscreen and 8.8 inch instrument cluster, with wireless Apple CarPlay and Android Auto on both grades. It is quiet at speed, the packaging is clever, the back seat is genuinely adult-friendly for the footprint, and the boot holds 375 litres, or 1,320 with the seats folded. There is even a 70 litre frunk.

The back seat is genuinely adult-friendly for the footprint.

The boot holds 375 litres, or 1,320 with the seats folded.

There is even a 70-litre frunk.

Our favourite detail costs nothing: the driver assistance nannies can be silenced in two taps through a programmable shortcut. Plenty of cars at three times the price still make you dig through menus at every start-up.

Now the gripes. The dashboard reflects badly in direct sun. The glovebox is a shallow drawer that the front passenger cannot actually reach, so it is good for storing potatoes and not much else. Rear passengers get one USB port and no fold-down armrest. Regenerative braking is mild even at its strongest setting, with no one-pedal mode; our informal coast-to-a-red-light test ended with the emergency braking stepping in, which is not how one-pedal driving is supposed to work. There is no sunroof at any price, and Geely has not published a tow rating.

The glovebox is a shallow drawer the front passenger cannot reach.

CONTINUE TO PAGE 18...





... CONTINUED FROM PAGE 17

One more thing to note: no ANCAP rating yet. Geely is targeting five stars, and the ingredients look right, with 64 percent high-strength steel and seven airbags including a centre bag, plus the full active safety suite on both grades. Until it is tested, treat five stars as an ambition, not a fact.

WHICH ONE, AND AGAINST WHAT?

Heated front seats are Inspire-only. With most budget car reviews, we often find the best value in the entry level models, but in the case of the EX2 we suggest the Inspire model may be the better value pick. This is because the Complete model gives up the surround-view camera, wireless phone charging, power tailgate, heated front seats and steering wheel, alloy wheels, rain-sensing wipers and the six-speaker stereo, plus 25kW and

93km of range. The \$5,000 walk to the Inspire is the easiest recommendation in this review.

The \$5,000 walk from Complete to Inspire is the easiest recommendation in this review.

On the wider market, some honesty is required. The MG4 and Ora sit a half-step up, with bigger batteries, more range, more power and faster charging, and the MG4 is a physically larger car.

The EX2 does not beat them on capability; it undercuts them on price and asks whether you really needed the extra.

The closer fight is with the Atto 1, which shares the EX2's city-car brief, LFP battery and vehicle-to-load trick. Against it, the Geely is bigger inside and out, goes further in Inspire form, and has suspension hardware the BYD

simply does not offer. The Dolphin splits the difference, with more battery than the EX2 for Inspire money but a plainer chassis.

The EX2 undercuts the MG4 and Ora rather than beating them on capability.

We arrived in Sydney expecting another forgettable small EV. We left understanding why 800,000 Chinese buyers disagreed. The EX2 is not fast, not glamorous and not a tourer, but it does nearly everything a small car needs to do just a little better than the cars it is chasing. Whether Kiwi buyers notice is now Geely NZ's problem to solve.

The Geely EX2 Complete (\$32,990) and Inspire (\$37,990) are priced plus on-road costs. Premium paint is \$950 on all colours except Moon White. 🟩



We just recorded New Zealand's fastest EV charging speed yet

We charged an XPeng X9 at more than 300kW this week, the fastest EV charging speed we've recorded in New Zealand, using one of ChargeNet's 400kW Alpitronic Hypercharger units at Kaiwaka. Fittingly, one of the country's earliest fast charging sites, dating back to 2015, is a few hundred metres up the road and still in service, giving this stretch of State Highway 1 two generations of New Zealand charging infrastructure within sight of each other.

The chargers at this site are recent replacements after the originals had their cables cut, part of a wider wave of copper cable theft that has hit charging sites around the country this year. ChargeNet has used the opportunity to step up the hardware: the originals were 300kW Alpitronic Hypercharger units, replaced with the 400kW version of the same Italian-built Hyperchargers, capable of splitting output across two or three vehicles with dynamic load balancing so the power goes where it is needed most.

The Alpitronic Hypercharger can serve two vehicles at once via its CCS2 and CHAdeMO connectors.

Worth noting: this site is currently running at a reduced output while ChargeNet validates that the grid connection can support the charger's full potential. What we recorded is not yet the ceiling. Once that process is complete, sessions here should get quicker still.

The car we tested was the AWD Long Range, XPeng's flagship X9 variant, running a 110kWh NCM battery and dual motors producing a combined 370kW and 640Nm. That is a considerably bigger, more energy-dense pack than the entry Standard Range's 94.8kWh LFP battery, and it is the larger NCM pack that unlocks the faster charging, as detailed in our report on X9 pricing and specs earlier this year. XPeng rates the AWD Long Range's peak DC charging speed at 540kW, so what we recorded at Kaiwaka is still well short of the car's ceiling, and an even bigger charger than this site's 400kW units would be needed to find out just how quick it

WATCH FULL VIDEO ON  YouTube



THE XPENG X9 AT KAIWAKA DURING THE RECORD-SETTING SESSION.

can really go.

More than 300kW is a rate few chargers in New Zealand can currently deliver, let alone a family-sized seven-seat MPV can currently accept.

It is also a useful marker for where the local network needs to head. As more ultra-fast-capable EVs reach New Zealand, chargers able to feed them at their full rate become the limiting factor rather than the cars themselves.

Alpitronic's hardware is designed with exactly that gap in mind, and its robust, vandal-resistant housing is a pointed detail given what put the original units out of action here in the first place.

We will keep an eye on this site and update you once ChargeNet confirms it is running at full power. For the full national picture, our charging news page tracks the networks, hardware and new sites as they come online. 

Battery fears overtake range as biggest barrier to EV uptake



Worries about battery lifespan and resale value have overtaken range and charging as the main reason New Zealand car buyers rule out an EV, according to new research from Trade Me Motors.

The Shift Into Action consumer insights report, drawn from a nationwide survey of 1,949 recent and active car buyers, finds 74% of new car buyers who ruled out an EV did so over battery lifespan and resale value concerns, well ahead of the traditional

worries about range, charging access and purchase price. The report describes the barrier as perceived long-term financial risk rather than any practical shortcoming of the vehicles. The traditional concerns still register, but well behind. Range on long trips worries 35% of new car buyers and 42% of used buyers, upfront cost 30% and 40% respectively, and the inability to charge at home 26% and 29%. A smaller group, 9% of new buyers and 14% of used, say they simply don't know EV makes and models well

enough to consider one.

The financial-risk framing shows up most starkly in the used market. EV consideration sits at 30.7% among new car buyers but collapses to just 8.2% for used buyers, the widest new-to-used gap of any powertrain in the survey. The report is clear about what that means: it is not a lack of EV interest, it is a lack of confidence in used EVs specifically.

The report's prescription is a battery health report with every used EV sale, which it suggests "goes a long way" towards closing the trust gap. It also urges sellers to lead with battery warranty terms as a performance guarantee and to counter resale anxiety with real market data rather than reassurance.

Plug-in hybrids show a nearly identical pattern, considered by 28.6% of new buyers but only 8.7% of used, suggesting the battery confidence problem extends to anything with a large pack and a plug.

Hybrids, meanwhile, are the clear winner from the anxiety. At 61%, they are the single most considered fuel type among new car buyers, which the report attributes to their position as the practical middle ground between fuel savings and battery risk, helped along by the 78.5% of all buyers who rank fuel economy as critical.

There are encouraging signals for the electric transition buried in the data too. Buyers are shopping nationwide (77% look beyond their local area), researching heavily online before ever contacting a dealer, and switching brands at unprecedented rates, with 71% buying a different make from their last car. For the wave of newer EV brands entering New Zealand, a market this open to switching is an opportunity: the report finds a third of new car buyers are already considering a Chinese brand.

Taken together, the findings suggest the tools for addressing EV hesitancy have shifted: where charging infrastructure and range improvements answered earlier objections, the report points to battery confidence, through transparent health data, meaningful warranties and resale evidence, as where today's buyer needs convincing.

The full report is available from Trade Me Motors [here](#). 

Honda Super-ONE first drive: the case against being sensible

BY RICHARD EDWARDS

Honda is back in the battery electric vehicle (BEV) game in New Zealand, and this time it says it intends to stay.

The Super-ONE, the brand's first kei-derived model sold here, goes on sale on 1 August at \$41,900 for the standard car and \$44,900 for the Kuro Edition, both plus \$1,395 on-road costs. The Kuro is a trim package, adding a Crystal Black roof, larger piano black spoiler and black exterior detailing over the same mechanicals.

It arrives with recent history to answer for. Honda's last electric vehicle (EV) here, the e:N1, launched in 2025, sold through its allocation and left the price list within a year. Honda New Zealand managing director Carolyn McMahon says the Super-ONE is a different proposition.

"Super-ONE is a long-term product. We've got plans for this model going out into the midterm," she says, acknowledging the e:N1 was an opportunity taken rather than a strategy. "It's not part of the product plan at the moment."

She is candid about the global picture too, with Honda redirecting investment from battery electric toward hybrids. "I think the end destination is still the same, but we're just calibrating how we're getting there at the moment," she says. "The

investment and the development isn't lost. I like to say it's just paused for the moment."

Supply is thin either way. Honda has secured around 50 cars through to March 2027, a quarter of them already sold before the on-sale date, with more volume under negotiation for 2027 and 2028.

THE ENGINEERING

The Super-ONE is the widebody export version of the N-ONE e:, stretched 194mm longer and 98mm wider than the kei-regulation original on the same 2520mm wheelbase. At 3582mm and 1093kg it remains a genuinely tiny car by New Zealand standards.

The 29.6kWh pack comes from AESC's Ibaraki plant, using the same fifth-generation laminated pouch cells as the incoming third-generation Nissan Leaf. Honda doesn't officially confirm the chemistry, but it is understood to be nickel-based rather than the lithium iron phosphate (LFP) that dominates this end of the market — a choice that prioritises energy density in a car with very little floor to work with. That has real-world implications both ways: better cold-weather behaviour and more capacity per kilogram, but without LFP's tolerance for daily 100 percent charging.

Honda claims 253km of range, and here the spec sheet deserves a raised

CONTINUE TO PAGE 22...



WATCH FULL
VIDEO ON





... CONTINUED FROM PAGE 21

eyebrow, because that is a New European Driving Cycle (NEDC) figure. On the Worldwide Harmonised Light Vehicle Test Procedure (WLTP), overseas listings for the same car say around 206km. Quoting NEDC in 2026 is an odd look for a brand-new model, and buyers comparing against WLTP-rated rivals should do the mental conversion.

Charging is 6kW AC via Type 2 and 50kW DC via Combined Charging System 2 (CCS2), with 15–80 percent taking around 30 minutes. The included cable is a 10-amp portable lead for a household socket, good for a full charge in roughly 12 hours, so a wallbox is effectively part of the purchase for most owners. Notably, the Japanese-market car uses CHAdeMO, so our CCS2 version is a distinct specification.

The single front motor delivers 47kW in normal driving, rising to 70kW and 162Nm when the BOOST button is pressed. BOOST also triggers a synthesised engine note and a simulated seven-speed gearbox with paddles, which is either the best or silliest thing Honda has done in years, and after a day with it I lean toward best. City mode enables one-pedal driving, and regen is adjustable on the paddles outside BOOST.

THE DRIVE

Around Auckland the Super-ONE is quick-steering, tidy and confidence-inspiring, with superb visibility. Push the full 70kW through the front tyres and there is genuine torque steer, though the launch cars' liberally siliconed tyres may share the blame, and normal mode's 47kW runs out of ideas at motorway speeds, making BOOST close to a permanent setting on the open road. Wind noise builds around the rear arches at 100km/h. The full Honda SENSING suite is standard and, refreshingly, does its work without unnecessary chimes.

Packaging is the party trick. The 162-litre boot is small, but the 50:50 rear seats fold to open around 900 litres, and Honda's Magic Seats tip up cinema-style for tall loads. The cabin gets built-in Google on a nine-inch screen, an eight-speaker Bose system with subwoofer, heated seats and steering wheel, and Honda Connect with app-based remote charging and pre-conditioning, free for three years with the renewal price still unannounced.

Servicing is where EV economics show up in Honda's own numbers: its prepaid plans price a BEV from \$1,299 over three years against \$1,899 for a petrol car, with intervals at 12 months or 15,000km. Warranty runs to five years unlimited kilometres, with eight years or 160,000km on battery capacity.

THE COMPANY IT KEEPS

Here is the awkward part. The Super-ONE lands in a market where the small electric car has suddenly become very good value, and it is not competing on the numbers.

BYD's Atto 1 Essential is \$29,990 with a 30kWh Blade LFP pack and 220km on the proper WLTP cycle, and the \$35,990 Premium brings 43.2kWh, 115kW and 310km. The Premium undercuts the base Super-ONE by six thousand dollars while offering roughly 100km more real range, more power and faster DC charging.

MG's 4 Urban makes the gap wider still. At \$38,990 it is a size class up, with a 54kWh LFP battery, 405km of WLTP range, 120kW, a five-star ANCAP rating and a conditional ten-year warranty. On any rational measure, it is twice the car for three thousand dollars less.

The Super-ONE's counterargument is that neither of those cars makes anyone grin in a supermarket carpark. It has the design, the fake gearbox, the City Turbo II lineage and the sheer scarcity, and Honda is betting there are 50 buyers a year who will pay for character over kilowatt-hours. On the evidence of pre-launch orders, the bet is landing.

One more asterisk: unlike both rivals, the Super-ONE will carry no ANCAP rating, with Honda confirming the volume doesn't justify local assessment.

For the segment, the Super-ONE is a healthy signal regardless of how many Honda sells. Every brand that treats a small EV as something desirable rather than merely dutiful widens the market, and a Japanese legacy maker doing it with this much conviction is worth having on our roads. We will put range, efficiency and charging claims to the test properly soon, with a full review coming on the EVs and Beyond YouTube channel. 

World's biggest car glass maker says solar sunroofs are ready to scale

The world's largest maker of automotive glass says it can now build solar sunroofs at scale, putting photovoltaic cells inside laminated car glass to generate electricity for a vehicle's auxiliary systems.

Fuyao Group describes the product, reported by pv magazine, as a solar sunroof rather than a roof-wide array. The cells sit within the glass laminate, and the power they produce runs onboard electrical equipment rather than driving the wheels.

Worth knowing before anyone calls this a breakthrough: there is no new announcement. Fuyao has carried a photovoltaic sunroof product page for years, illustrated with an image dating to 2018, and told investors back in May 2024 that it could already mass-produce the glass and was supplying it to vehicle programmes whose makers asked for it. What has moved is the volume, and the attention.

THE BYD CLAIMS, AND WHAT IS ACTUALLY CONFIRMED

Chinese motoring media have reported since February that the system was developed jointly with BYD and would appear as an option on the Han and

Tang at 8,000 yuan, roughly NZ\$2,000. The same reports credit it with 720W peak output and 23.18% efficiency using heterojunction cells.

Neither Fuyao nor BYD has published technical specifications or confirmed a joint programme, and Fuyao declined to name customers or discuss pricing at an investor briefing in March, citing commercial confidentiality. Treat the numbers as unverified until one of them says otherwise.

What Fuyao has disclosed is capacity. Its plants at Fuqing Yangxia and Hefei each reached three million sets of automotive glass a year by the end of 2025 and are ramping up through 2026. How much of that is solar glass, the company has not said.

Its own product page is looser than the reporting, claiming the cells generate "energy to drive the car". The engineering reality is considerably more modest.

WHAT A SOLAR ROOF ACTUALLY DOES

Vehicle-integrated solar is not about charging the traction battery. A car roof simply does not offer enough area, and even the most optimistic output figures translate to a few

kilometres of range a day in ideal conditions.

Its real use is the parked car. Solar glass can run ventilation on a hot day, keep standby systems alive and slow the twelve-volt battery drain that plagues modern vehicles left sitting for weeks. For anyone who has returned to a car parked at an airport for a fortnight, that is a more useful trick than it sounds.

New Zealand conditions suit the idea better than most. This country has some of the highest UV levels in the world, most cars live outside rather than in garages, and summer parking in an unshaded lot is a national pastime.

Solar on cars has a long history of promising more than it delivers, from the Sono Sion to Aptera's three-wheeler, which remains the most ambitious attempt to make the sums work. Nissan showed a solar-panelled Ariya concept in January. The difference here is the supplier: when the company that makes glass for a large share of the world's cars says it can produce something in volume, the technology stops being a concept and starts being a line item. 



FIND YOUR NEW EVS HERE

ELECTRIC VEHICLES

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
ABARTH	500e	\$41,990	E1	113	253	18.1	7
ARCFOX	T1 Premium	\$36,990	E1	70	310	15.4	0
AUDI	A6 Avant e-tron S line	\$144,990	E1	270	650	16.5	5.4
AUDI	A6 Avant e-tron S line quattro	\$167,990	E2	315	0	—	4.5
AUDI	e-tron GT quattro	\$235,990	E2	370	574	17.8	4.2
AUDI	Q4 Sportback e-tron 250kW	\$123,990	E2	250	509	17.2	5.4
AUDI	Q4 SUV e-tron 250kW	\$119,990	E2	250	550	16.4	6.7
AUDI	Q6 e-tron Advanced	\$124,990	E1	225	638	16.6	6.7
AUDI	Q6 e-tron S line	\$155,990	E2	285	567	18.7	5.9
AUDI	S6 Avant e-tron	\$202,990	E2	405	623	17	3.9
AUDI	SQ6 e-tron	\$159,990	E2	360	580	18	4.2
BMW	i4 eDrive35	\$98,900	E1	210	478	15.9	6
BMW	i4 eDrive40	\$115,000	E1	250	591	19.1	5.7
BMW	i4 M50	\$144,100	E2	400	521	22.5	3.9
BMW	i5 M60	\$196,900	E2	442	516	20.4	3.8
BMW	i5 M60 Touring	\$201,900	E2	442	516	20.4	3.8
BMW	i7 xDrive60	\$289,500	E2	400	511	19.6	4.7
BMW	iX M60	\$242,500	E2	455	566	24.7	3.8
BMW	iX xDrive40	\$159,900	E2	240	425	22.5	6.1
BMW	iX xDrive50	\$207,800	E2	385	611	23	4.6
BMW	iX1 eDrive20	\$86,900	E1	150	470	15.4	8.6
BMW	iX1 xDrive30	\$96,900	E2	230	440	18.1	5.6
BMW	iX2 eDrive20	\$92,900	E1	150	439	16.9	8.6
BMW	iX3 Impressive	\$118,900	E1	210	460	19.5	6.8
BYD	ATTO 1 Essential	\$30,990	E1	65	220	15.5	11.1
BYD	ATTO 1 Premium	\$36,990	E1	115	310	16	9.1
BYD	ATTO 2 Dynamic	\$40,990	E1	130	345	17.1	7.9
BYD	ATTO 2 Premium	\$46,990	E1	130	345	17.1	7.9
BYD	ATTO 3 EVO Dynamic	\$59,990	E1	150	420	—	7.3
BYD	ATTO 3 EVO Performance	\$75,990	E2	330	470	—	3.9
BYD	ATTO 3 EVO Premium	\$65,990	E1	230	510	—	5.5
BYD	ATTO 3 Superior	\$65,990	E1	230	510	—	5.5
BYD	Seal Dynamic	\$59,990	E1	150	460	15.9	7.5
BYD	Seal Performance	\$77,990	E1	390	520	18.2	3.8
BYD	Seal Premium	\$66,990	E1	230	570	16.3	5.9
BYD	Sealion 7 Performance	\$80,990	E2	390	456	—	4.5
BYD	Sealion 7 Premium	\$68,990	E1	230	482	18.3	6.7
CADILLAC	Lyriq Luxury AWD	\$95,000	E2	388	530	22.5	5.3
CADILLAC	Lyriq Sport AWD	\$95,000	E2	388	530	22.5	5.3
CADILLAC	Optiq Sport	\$92,450	E2	224	425	19.9	0
CADILLAC	Vistiq Platinum	\$127,450	E2	459	461	22	4.2
CUPRA	Tavascan V	\$84,900	E1	210	0	—	6.8
CUPRA	Tavascan VZ	\$94,900	E2	250	0	—	5.6



FIND YOUR NEW EVS HERE

ELECTRIC VEHICLES

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
DENZA	D9	\$104,990	E1	230	520	—	9.5
DENZA	D9 AWD	\$115,990	E2	275	480	—	6.9
DENZA	Z9GT	POA	E3	850	0	—	2.7
DONGFENG	007 Performance	\$59,990	E2	400	389	16.8	3.9
DONGFENG	007 RWD	\$54,990	E1	200	520	14.3	5.8
DONGFENG	Box	\$29,990	E1	70	317	15.4	14.1
DONGFENG	Vigo	\$39,990	E1	120	340	17.3	7.8
FERRARI	Luce	POA	E4	830	529	—	2.5
FORD	Mach-E GT AWD	\$116,990	E2	434	515	0	3.7
FORD	Mach-E Select	\$74,990	E1	212	470	0	6.1
FORTHING	Taikon EV Exclusive	\$47,990	E1	150	400	—	0
FORTHING	Taikon EV Luxury	\$42,990	E1	150	400	—	0
GAC	AION UT	\$39,990	E1	150	430	16.4	7.3
GAC	AION UT LUX	\$43,990	E1	150	430	16.4	7.3
GAC	Aion V	\$49,990	E1	150	510	16.7	7.9
GAC	Aion V Lux	\$52,990	E1	150	510	16.7	7.9
GEELY	EX5 Complete	\$49,990	E1	160	430	15.8	6.9
GEELY	EX5 Inspire	\$56,990	E1	160	410	16	7.1
GEELY	Riddara RD6 Pro	\$69,990	E2	315	360	20.5	4.5
GREAT WALL	Ora 5 Lux	\$36,990	E1	150	435	—	8
GREAT WALL	Ora 5 Ultra	\$39,990	E1	150	435	—	8
HYUNDAI	IONIQ 5 63kWh Active	\$79,990	E1	125	0	—	0
HYUNDAI	IONIQ 5 84kWh Active	\$89,990	E1	168	0	—	0
HYUNDAI	IONIQ 5 84kWh Active AWD	\$97,990	E2	239	0	—	0
HYUNDAI	IONIQ 5 84kWh N Line Limited AWD	\$124,990	E2	239	0	—	0
HYUNDAI	IONIQ 5 N	\$149,990	E2	478	0	—	3.5
IM	IM6 Performance	\$89,900	E2	200/372	505	—	3.4
IM	IM6 Platinum	\$77,900	E1	300	555	—	5.4
IM	IM6 Premium	\$66,900	E1	217	450	—	6.8
JAECOO	J5 EV	\$42,990	E1	155	402	—	0
KIA	EV3 Earth LR	\$69,220	E1	150	563	16.2	0
KIA	EV3 GT-Line LR	\$75,220	E1	150	563	16.2	0
KIA	EV3 Light LR	\$62,220	E1	150	605	14.9	0
KIA	EV3 Light SR	\$55,520	E1	150	436	14.9	0
KIA	EV4 GT-Line LR	\$75,990	E1	150	612	14.9	7.8
KIA	EV4 Light LR	\$63,990	E1	150	633	14.4	7.7
KIA	EV5 Earth	\$75,450	E1	160	540	18.5	8.9
KIA	EV5 Earth AWD	\$80,450	E2	230	500	20.1	6.1
KIA	EV5 GT-L	\$85,450	E2	230	470	21	6.3
KIA	EV5 Light	\$67,990	E1	160	555	18	8.9
KIA	EV5 Light+	\$70,450	E1	160	555	18	8.9
KIA	EV6 Earth AWD LR	\$103,070	E2	239	546	17	5.3
KIA	EV6 GT-Line AWD LR	\$115,070	E2	239	522	17.7	5.3

FIND YOUR NEW EVS HERE

ELECTRIC VEHICLES

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
KIA	EV6 GT-Line AWD LR (Sunroof)	\$118,070	E2	239	0	17.7	5.3
KIA	EV6 Light RWD LR	\$83,070	E1	168	582	15.9	7.7
KIA	EV9 Earth	\$120,790	E2	283	492	23.1	6
KIA	EV9 GT-Line	\$139,790	E2	283	505	22.8	6
KIA	EV9 GT-Line AWD LR Premium	\$149,790	E2	283	0	22.8	6
KIA	EV9 Light	\$110,790	E1	160	443	19.5	8.2
LEAPMOTOR	B05 Design	\$47,990	E1	160	480	15	6.7
LEAPMOTOR	B05 Life	\$43,990	E1	160	400	15	6.7
LEAPMOTOR	B10 Design	\$49,990	E1	160	434	17.3	8
LEAPMOTOR	B10 Life	\$44,990	E1	160	361	17.2	8
LEAPMOTOR	C10 AWD	\$64,990	E2	440	437	—	4
LEAPMOTOR	C10 EV	\$54,990	E1	160	420	19.8	7.5
LEXUS	RZ 500e Dynamic	\$109,900	E2	280	460	17.9	4.6
LEXUS	RZ 500e Dynamic steer-by-wire	\$119,900	E2	280	460	17.9	4.6
LEXUS	RZ 550e F Sport	\$134,900	E2	300	437	18.8	4.4
LOTUS	Eletre 600	\$199,000	E2	450	0	18	4.5
LOTUS	Eletre 900	\$269,000	E2	675	0	22	3
LOTUS	Emeya 600	\$199,990	E2	450	0	18	4.2
LOTUS	Emeya 900	\$269,990	E2	450	0	18	4.2
MASERATI	GranTurismo Folgore	POA	E3	567	450	19.8	2.7
MAZDA	Mazda 6e Takami	\$58,990	E1	190	560	—	0
MERCEDES-BENZ	EQA 250 SUV	\$93,900	E1	140	426	16.2	8.6
MERCEDES-BENZ	EQA 350 4MATIC+	\$106,561	E2	215	0	—	0
MERCEDES-BENZ	EQB 250	\$102,500	E1	140	0	—	0
MERCEDES-BENZ	EQB 350 4MATIC	\$110,561	E2	215	445	18.8	6.2
MERCEDES-BENZ	EQE 300 SUV	\$141,700	E1	180	0	—	0
MERCEDES-BENZ	EQE 350 4MATIC	\$146,900	E2	215	0	—	0
MERCEDES-BENZ	EQE 350 SUV	\$151,800	E2	215	0	—	0
MERCEDES-BENZ	EQE 53 4MATIC+ Sedan	\$197,900	E2	460	502	21.8	3.1
MERCEDES-BENZ	EQE 53 SUV	\$204,000	E2	460	470	22.1	3.7
MERCEDES-BENZ	EQS 450 4MATIC	\$220,900	E2	265	0	—	0
MERCEDES-BENZ	EQS 450 SUV	\$199,900	E2	265	560	21.5	6
MERCEDES-BENZ	EQS 53 4MATIC+ Sedan	\$315,000	E2	484	526	23	3.6
MERCEDES-BENZ	G 580	\$231,400	E4	432	434	26.7	4.7
MERCEDES-BENZ	Maybach EQS 680 SUV	\$308,400	E2	484	0	—	0
MG	Cyberster 77kWh AWD	\$129,000	E2	375	443	19.1	3.1
MG	Cyberster 77kWh RWD	\$109,990	E1	250	507	16.7	5.2
MG	MG4 Essence 64	\$44,990	E1	140	452	17.6	7.5
MG	MG4 Urban Essence 54	\$38,990	E1	118	416	15.3	8.7
MG	MG4 Xpower	\$55,990	E2	320	405	19	3.8
MG	MGS5 Essence 49	\$48,990	E1	125	335	16.9	8.2
MG	MGS5 Essence 62	\$54,990	E1	125	425	17.1	8.6
MG	MGS6 Essence AWD	\$63,990	E2	266	485	—	5.1



FIND YOUR NEW EVS HERE

ELECTRIC VEHICLES

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
MG	MGS6 Essence RWD	\$56,990	E1	180	530	—	7.5
MINI	Aceman E Classic	\$51,990	E1	135	310	—	0
MINI	Aceman SE	\$69,990	E1	160	406	—	0
MINI	Cooper E Classic	\$60,990	E1	135	300	14.7	7.3
MINI	Cooper JCW	\$72,990	E1	190	371	16	5.9
MINI	Cooper SE Flavoured	\$66,990	E1	135	400	15.1	6.7
MINI	Countryman E Classic	\$74,990	E1	150	462	17.6	8.6
MINI	Countryman E Favoured	\$78,990	E1	150	462	17.6	8.6
MINI	Countryman SE ALL4 Classic	\$80,990	E1	230	432	18.7	5.6
MINI	Countryman SE ALL4 Favoured	\$84,990	E1	230	432	18.7	5.6
MINI	Countryman SE ALL4 JCW Sport	\$86,990	E1	230	432	18.7	5.6
OMODA	E5 BX	\$40,990	E1	150	430	15	0
OMODA	E5 EX	\$44,990	E1	150	430	15	7
POLESTAR	3 Dual Motor	\$169,900	E2	360	636	19.7	5
POLESTAR	3 Performance	\$184,900	E2	380	567	22.2	4.7
POLESTAR	3 Rear Motor	\$149,990	E2	220	650	17.6	7.8
POLESTAR	4 Long Range Dual Motor	\$119,990	E2	400	590	18.7	3.8
POLESTAR	4 Long Range Single Motor	\$99,990	E1	200	610	17.8	7.1
POLESTAR	5	\$229,990	E2	550	678	17.8	3.9
PORSCHE	Cayenne Electric	\$215,000	E2	300	691	—	4.8
PORSCHE	Cayenne Electric Coupe	\$224,900	E2	300	691	—	4.8
PORSCHE	Cayenne S Coupe Electric	\$249,000	E2	400	605	21	3.8
PORSCHE	Cayenne Turbo Coupe Electric	\$311,900	E2	630	669	17.9	2.5
PORSCHE	Cayenne Turbo Electric	\$295,000	E2	630	669	17.9	2.5
PORSCHE	Macan 4 electric	\$168,400	E2	300	612	17	5.2
PORSCHE	Macan 4S electric	\$184,400	E2	380	606	17.1	4.1
PORSCHE	Macan electric	\$161,800	E1	265	641	16.2	5.7
PORSCHE	Macan Turbo electric	\$224,900	E2	470	590	17.2	3.3
PORSCHE	Taycan	\$230,000	E1	300	420	23.9	5.4
PORSCHE	Taycan 4	\$237,000	E1	300	0	23.9	5.4
PORSCHE	Taycan 4 Cross Turismo	\$250,800	E2	350	440	24.8	5.1
PORSCHE	Taycan 4S	\$261,900	E2	390	415	24.1	4
PORSCHE	Taycan 4S Cross Turismo	\$271,900	E2	420	440	24.8	4.1
PORSCHE	Taycan GTS	\$310,900	E2	445	560	17.7	3.3
PORSCHE	Taycan Turbo	\$375,900	E2	500	445	23.6	3.2
PORSCHE	Taycan Turbo Cross Turismo	\$377,900	E2	500	425	24.2	3.3
PORSCHE	Taycan Turbo GT	\$487,900	E2	760	0	—	2.2
PORSCHE	Taycan Turbo S	\$438,900	E2	560	430	23.4	2.8
ROLLS-ROYCE	Spectre	POA	E2	430	468	—	4.5
SKODA	Elroq 60	\$69,500	E1	150	394	16.9	8
SKODA	Elroq Sportline 85	\$80,500	E1	210	529	17.2	6.6
SKODA	Enyaq RS 85 4x4	\$105,000	E2	250	520	17.2	5.4
SKODA	Enyaq Sportline 85	\$93,000	E1	210	545	16.3	6.7

FIND YOUR NEW EVS HERE

ELECTRIC VEHICLES

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
SMART	#1 BRABUS	\$74,990	E2	315	400	18.2	3.9
SMART	#1 Premium	\$64,990	E1	200	440	16.8	6.7
SMART	#1 Pro +	\$59,990	E1	200	420	17.4	6.7
SMART	#3 BRABUS	\$79,990	E2	315	415	17.6	3.7
SMART	#3 Premium	\$69,990	E1	200	455	16.3	5.8
SMART	#3 Pro +	\$64,990	E1	200	435	16.8	5.8
SMART	#5 BRABUS	\$99,990	E2	475	540	19.9	3.8
SMART	#5 Premium	\$89,990	E1	267	590	—	6.5
SMART	#5 Pro+	\$79,990	E1	267	540	—	6.5
SUZUKI	e-Vitara	\$64,990	E1	135	395	—	7.4
SUZUKI	e-Vitara	\$56,990	E1	128	426	—	8.7
TESLA	Model 3 Performance	\$86,900	E2	343	571	16.7	3.1
TESLA	Model 3 Premium	\$63,900	E1	210	520	14.9	6.1
TESLA	Model 3 Premium Long Range	\$71,900	E1	340	750	16.6	5.2
TESLA	Model Y L Premium	\$83,900	E2	378	681	15.1	5
TESLA	Model Y Performance	\$100,900	E2	461	580	17.1	3.5
TESLA	Model Y Premium	\$67,900	E1	378	466	15.3	5.9
TESLA	Model Y Premium Long Range	\$77,900	E2	378	600	15.3	4.8
TOYOTA	bZ4X Motion	\$68,990	E2	255	517	16	5.1
TOYOTA	bZ4x Pure	\$58,990	E1	167	591	13.8	7.4
TOYOTA	bZ4x Touring	\$71,990	E2	280	488	—	0
TOYOTA	Hilux SR BEV Double Cab Ute AWD	\$81,990	E2	—	0	0	0
TOYOTA	Hilux SR5 BEV Double Cab Ute AWD	\$85,990	E2	—	0	0	0
VOLKSWAGEN	ID.4 Pro	\$59,990	E1	—	0	21.3	0
VOLKSWAGEN	ID.Buzz GTX	\$149,990	E2	250	396	23.7	6.5
VOLKSWAGEN	ID.Buzz Pro LWB	\$139,990	E1	210	403	23.3	0
VOLKSWAGEN	ID.Buzz Pro NWB	\$99,990	E1	210	382	22.5	0
VOLVO	EX30 Cross Country	\$69,990	E2	315	417	18.7	3.7
VOLVO	EX30 Ultra	\$64,990	E1	200	462	17	5.3
VOLVO	EX60 Ultra P10	\$125,990	E2	375	660	16.2	4.6
VOLVO	EX60 Ultra P6	\$116,990	E1	275	611	14.9	5.9
VOLVO	EX90 Twin Motor Performance Ultra	\$159,990	E2	500	600	19.2	4.2
VOLVO	EX90 Twin Motor Plus	\$149,990	E2	335	600	19.2	5.5
XPENG	G6 Pro	\$63,990	E1	218	525	17.5	6.7
XPENG	G6 Pro AWD	\$72,990	E2	358	510	18.4	4.1
XPENG	X9	POA	E1	235	500	19.9	7.7
ZEEKR	009 (6 seat)	\$162,990	E2	450	686	22.2	4.5
ZEEKR	009 (7 seat)	\$157,990	E2	450	686	22.2	4.5
ZEEKR	7X Long Range RWD	\$79,990	E1	310	615	17.7	6
ZEEKR	7X Performance AWD	\$94,990	E2	475	543	19.9	3.8
ZEEKR	7X RWD	\$69,990	E1	310	480	17.7	6
ZEEKR	X AWD	\$69,990	E2	315	540	18.3	3.8
ZEEKR	X RWD	\$59,990	E1	200	560	16.4	5.6

FIND YOUR NEW EVS HERE

PLUG-IN HYBRID ELECTRIC VEHICLE

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
AUDI	A3 Sportback TFSI e	\$79,990	1L4/1.5TH	150	126	1.4	7.4
AUDI	A5 Avant e-hybrid	\$119,990	1L4/2.0TH	220	101	2.6	5.9
AUDI	Q8 60 TFSI e S line quattro	\$186,990	V6/3.0TH	340	56	2.6	5.4
BENTLEY	Continental GT 4.0 V8 PHEV	\$488,000	V8/4.0TTH	500	84	4.1	3.7
BENTLEY	Continental GT 4.0 V8 PHEV Azure	\$570,000	V8/4.0TTH	500	84	4.1	3.7
BENTLEY	Continental GT 4.0 V8 PHEV Mulliner	\$623,000	V8/4.0TTH	575	84	4.1	3.2
BENTLEY	Continental GT Speed 4.0 V8 PHEV	\$579,000	V8/4.0TTH	575	84	4.1	3.2
BENTLEY	Continental GTC 4.0 V8 PHEV	\$536,000	V8/4.0TTH	500	82	4.3	3.9
BENTLEY	Continental GTC 4.0 V8 PHEV Azure	\$626,000	V8/4.0TTH	500	82	4.3	3.9
BENTLEY	Continental GTC 4.0 V8 PHEV Mulliner	\$684,000	V8/4.0TTH	575	82	4.3	3.4
BENTLEY	Continental GTC 4.0 V8 PHEV Speed	\$637,000	V8/4.0TTH	575	82	4.3	3.4
BENTLEY	Continental GTC S 4.0 V8 PHEV	\$0	V8/4.0TTH	575	82	4.3	3.2
BENTLEY	Flying Spur 4.0 V8 PHEV	\$507,000	V8/4.0TTH	500	80	4.4	3.9
BENTLEY	Flying Spur 4.0 V8 PHEV Azure	\$592,000	V8/4.0TTH	500	80	4.4	3.9
BENTLEY	Flying Spur 4.0 V8 PHEV Mulliner	\$694,000	V8/4.0TTH	575	80	4.4	3.5
BENTLEY	Flying Spur 4.0 V8 PHEV Speed	\$616,300	V8/4.0TTH	575	80	4.4	3.5
BMW	225e xDrive Active Tourer	\$79,500	1L3/1.5TTH	100	93	1.4	7
BMW	550e xDrive Plug-in-Hybrid	\$159,900	1L6/3.0TH	360	89	0.9	4.3
BMW	M5	\$244,900	V8/4.4TH	535	68	1.7	3.5
BMW	M5 Touring	\$248,900	V8/4.4TH	535	67	2	3.6
BMW	X1 xDrive25e Plug-in-Hybrid	\$89,600	1L3/1.5TH	162	50	1.8	6.9
BMW	X5 xDrive50e Plug-in-Hybrid	\$176,900	1L6/3.0TDH	360	110	1.1	4.8
BMW	XM Label Red	\$340,900	V8/4.4TTH	550	80	1.7	3.8
BYD	Sealion 5 Essential	\$43,990	1L4/1.5H	145	71	1.2	7.7
BYD	Sealion 5 Premium	\$49,990	1L4/1.5H	145	100	1.3	8.1
BYD	Sealion 6 Dynamic Extended	\$60,990	1L4/1.5H	160	140	0.8	8.9
BYD	Sealion 6 Premium Extended	\$68,990	1L4/1.5H	253	128	1.1	5.5
BYD	Sealion 8 Dynamic AWD	\$84,990	1L4/1.5TH	359	152	1	4.9
BYD	Sealion 8 Dynamic FWD	\$75,990	1L4/1.5TH	205	103	1.1	8.6
BYD	Sealion 8 Premium AWD	\$92,990	1L4/1.5TH	359	152	1	4.9
BYD	Shark 6 Cab Chassis	\$70,990	1L4/1.5TH	321	100	7.9	5.7
BYD	Shark 6 Performance	\$78,990	1L4/2.0TH	350	80	1.3	5.5
BYD	Shark 6 Premium	\$71,990	1L4/1.5TH	321	100	7.9	5.7
CHERY	Stockman	POA	1L4/2.0TH	350	100	2	0
CHERY	Tiggo 7 Super Hybrid Ultimate	\$43,990	1L4/1.5TH	150	93	1.4	0
CHERY	Tiggo 7 Super Hybrid Urban	\$39,990	1L4/1.5TH	150	93	1.4	0
CHERY	Tiggo 8 Super Hybrid Ultimate	\$48,990	1L4/1.5TH	150	95	1.3	0
CHERY	Tiggo 9 Super Hybrid	\$66,990	1L4/1.5TH	315	170	1.4	0
CHEVROLET	Corvette E-Ray 3LZ Coupe	\$285,000	V8/6.2H	481	6	11.5	2.9
DENZA	B5	\$88,990	1L4/1.5TH	400	100	1.9	4.8
DENZA	B5 Leopard	\$96,990	1L4/1.5TH	400	100	1.9	4.8
DENZA	B8 6S	\$117,990	1L4/2.0TH	425	115	3.9	4.8
DENZA	B8 7S	\$109,990	1L4/2.0TH	425	115	3.9	4.8

FIND YOUR NEW EVS HERE

PLUG-IN HYBRID ELECTRIC VEHICLE

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
FERRARI	296 GTB	\$573,076	V6/3.0TTH	610	25	6.1	2.9
FERRARI	296 GTB Assetto Fiorano	POA	V6/3.0TTH	610	25	6.1	2.9
FERRARI	296 GTS	\$632,187	V6/3.0TTH	610	25	6.1	2.9
FERRARI	849 Testarossa	POA	V8/4.0TH	772	26	9.3	2.3
FERRARI	849 Testarossa Spider	POA	V8/4.0TH	772	26	11.8	2.3
FORD	Ranger PHEV Stormtrak	\$94,990	IL4/2.3H	207	43	2.8	0
FORD	Ranger PHEV Wildtrak	\$89,990	IL4/2.3H	207	43	2.8	0
FORD	Ranger PHEV XLT	\$82,990	IL4/2.3H	207	43	2.8	0
FORTHING	Taikon Super Hybrid Exclusive	\$44,990	IL4/1.5H	155	183	4.5	12.5
FORTHING	Taikon Super Hybrid Luxury	\$39,990	IL4/1.5H	155	183	4.5	12.5
GAC	M8	\$85,990	IL4/2.0TH	274	106	1.3	8.8
GAC	M8 Lux	\$89,990	IL4/2.0TH	274	106	1.3	8.8
GEELY	Starry EM-i Complete	\$45,990	IL4/1.5H	193	83	2.4	8
GEELY	Starry EM-i Inspire	\$52,990	IL4/1.5H	193	83	2.4	8
GREAT WALL	Cannon Alpha Ultra PHEV	\$71,990	IL4/2.0TH	300	115	1.7	7.2
GREAT WALL	H6 GT Ultra PHEV	\$58,990	IL4/1.5TH	321	180	0.8	4.9
GREAT WALL	H6 Lux PHEV	\$50,990	IL4/1.5TH	240	106	1	0
GREAT WALL	H6 Ultra PHEV AWD	\$53,990	IL4/1.5TH	268	100	1.1	0
GREAT WALL	Tank 300 Lux PHEV	\$63,990	IL4/2.0TPH	300	115	1.9	6.3
GREAT WALL	Tank 300 Ultra PHEV	\$68,990	IL4/2.0TPH	300	115	1.9	6.3
GREAT WALL	Tank 500 Ultra PHEV	\$79,990	IL4/2.0TH	300	120	2.1	0
JAC	T9 PHEV	\$59,990	IL4/2.0TH	155	85	2.6	6
JAECOO	J7 SHS EX+	\$47,990	IL4/HT	150	90	1	0
JEEP	Grand Cherokee 4xe Summit Reserve	\$119,990	IL4/2.0TH	280	52	3.2	6.1
LAMBORGHINI	Revuelto	\$950,000	V12/6.5H	607	12	19.9	2.5
LAMBORGHINI	Urus SE	POA	V8/4.0TTH	588	60	2.1	3.4
LAMBORGHINI	Urus SE Performante	POA	V8/4.0TTH	589	60	—	3.3

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 6043





www.gvielectric.kiwi

FIND YOUR NEW EVS HERE

PLUG-IN HYBRID ELECTRIC VEHICLE

BRAND	MODEL	PRICE	ENGINE	KW	RANGE (KM)	CONS	0-100
LAND ROVER	Range Rover Evoque P270e Dynamic SE	\$121,900	IL4/1.5TH	198	61	2.1	7.2
LAND ROVER	Range Rover P550e SV SWB	\$384,900	IL6/3.0TH	405	82	1.7	4.6
LAND ROVER	Range Rover Velar P400e Dynamic SE	\$146,900	IL4/2.0TH	297	53	2.3	5.4
LEAPMOTOR	C10 Ultra Hybrid	\$49,990	IL4/1.5H	158	145	0.9	8.5
MAZDA	CX-60 Homura PHEV	\$87,990	IL4/2.5H	241	61	1.5	5.9
MAZDA	CX-60 Takami PHEV	\$90,990	IL4/2.5H	241	61	1.5	0
MAZDA	CX-80 Homura PHEV	\$89,490	IL4/2.5H	241	59	1.7	0
MAZDA	CX-80 SP PHEV	\$80,990	IL4/2.5H	241	59	1.7	0
MCLAREN	Artura	\$418,000	V6/3.0TTH	436	31	5.5	3
MCLAREN	Artura Spider	POA	V6/3.0TTH	436	31	5.5	3
MCLAREN	W1	POA	V8/4.0TTH	938	3	—	2.7
MG	HS Essence Super Hybrid	\$56,990	IL4/1.5TH	220	120	0.7	0
MG	HS Excite Super Hybrid	\$52,990	IL4/1.5TH	220	120	0.7	0
MITSUBISHI	Outlander PHEV LS AWD	\$64,990	IL4/2.4H	98/85	84	1.6	0
MITSUBISHI	Outlander PHEV VRX	\$77,990	IL4/2.4H	98/85	84	1.6	0
MITSUBISHI	Outlander PHEV XLS AWD	\$71,990	IL4/2.4H	98/85	84	1.6	0
OMODA	9 SHS	\$68,990	IL4/1.5TH	395	169	1.4	4.9
OPEL	Astra GSe	\$59,990	IL4/1.6TH	167	61	1	7.5
PEUGEOT	308 GT Hybrid	\$64,990	IL4/1.6TH	132	60	1.2	7.5
PORSCHE	Cayenne Coupe E-Hybrid	\$209,800	V6/3.0TH	346	74	2.9	5.1
TOYOTA	RAV4 GR Sport PHEV AWD	\$66,990	IL4/2.5H	227	144	1	5.8
TOYOTA	RAV4 GXL PHEV FWD	\$57,990	IL4/2.5H	201	154	1	7.5
TOYOTA	RAV4 XSE PHEV AWD	\$61,990	IL4/2.5H	227	144	1	5.8
VOLKSWAGEN	Touareg R PHEV	\$169,990	V6/3.0TTH	345	45	1.9	5.1
VOLVO	XC60 T8 Ultra	\$116,990	IL4/2.0STH	335	67	1.3	4.9
VOLVO	XC90 T8 Ultra	\$149,990	IL4/2.0STH	335	62	3	5.4

**NEVER MISS AN
ISSUE OF
EVS&BEYOND.**

To receive a printed copy delivered to you each month, email deborah@automediagroup.co.nz or dale@automediagroup.co.nz or call Dale Stevenson on +64 21 446 214.

\$114
+GST PER YEAR



FOR
ONLY
\$9.50
+GST
A MONTH

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
	Kona	BEV	\$69k - 83k	400 km
KIA	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
	e-NV200 - 24 kWh	BEV	\$27k	140 km
	e-NV200 - 40 kWh	BEV	\$60k	200 km
RENAULT	Zoe 40 kWh	BEV	\$29k - \$60k	300 km
	Kangoo ZE Van	BEV	\$42k - \$46k	160 km
SMART	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
	X P100D	BEV	\$230k	460 km
VOLKSWAGEN	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	\$46k	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
MINI	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
PEUGEOT	e-2008 GT 50kWh	BEV	\$75,880	320km
	e-2008 Allure 50kWh	BEV	\$70,880	320km
VAUXHALL	Corsa Elite 50kWh	BEV	\$70,880	320km
VOLKSWAGEN	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

USED FRANCHISE 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

NEW EV JUNE 2026

MAKE AND MODEL	YTD	JAN '26	FEB '26	MAR '26	APR '26	MAY '26	JUNE '26
TESLA MODEL Y	1,908	3	30	480	72	415	908
JAECOO J5	351	0	0	35	89	0	227
BYD ATTO 3	490	26	22	97	8	142	195
KIA EV3	447	32	33	35	71	96	180
BYD ATTO 2	450	71	37	105	39	36	162
MG 4	350	16	10	29	22	141	132
BYD ATTO 1	497	91	38	112	63	86	107
KIA EV5	244	35	36	20	12	74	67
DONGFENG VIGO	213	8	19	54	27	42	63
TOYOTA BZ4X	193	19	11	58	23	23	59
MG S5	224	15	6	71	25	55	52
DONGFENG BOX	450	15	8	260	65	51	51
FARIZON V7E	67	1	0	0	15	1	50
GAC AION V	148	8	3	33	5	54	45
GWM ORA	57	10	3	3	0	0	41
LEAPMOTOR C10	75	7	2	21	8	3	34
CRRC ES12MAX	47	0	12	8	0	0	28
TESLA MODEL 3	197	9	23	58	5	75	27
XPENG G6	106	8	5	19	31	17	26
LEAPMOTOR B10	89	7	5	40	11	7	19
TOYOTA BZ4X TOURING	20	0	0	0	1	0	19
MG S6	18	0	0	0	0	0	18
KIA PV5	19	0	0	0	0	3	16
FORD TRANSIT	28	1	1	3	3	6	14
VOLVO EX30	72	10	15	10	11	12	14
SUZUKI E VITARA	88	0	3	7	42	24	12
DONGFENG 007	77	6	5	21	10	25	10
BMW X1	47	4	5	10	11	8	9
VOLVO EX90	24	0	1	9	2	3	9
FORD MUSTANG MACH-E	52	4	6	18	12	4	8
GAC AION UT	11	0	0	0	0	3	8
KIA EV6	15	1	3	2	0	1	8
SKODA ELROQ	38	2	5	2	16	5	8
BYD SEALION 7	256	36	25	105	40	43	7
GEELY RIDDARA RD6	120	8	4	41	38	22	7
POLESTAR 4	27	4	3	6	3	4	7
MG IM6	52	7	4	15	12	8	6
CRRC ET12	70	0	8	18	16	23	5
FORTHING TAIKON	27	0	0	7	10	5	5
KIA EV9	12	2	0	2	2	1	5
PORSCHE CAYENNE	5	0	0	0	0	0	5
SMART #5	5	0	0	0	0	0	5
MINI COOPER	71	11	15	30	8	3	4
SKODA ENYAQ	31	4	4	9	7	3	4
XPENG X9	5	0	1	0	0	0	4
ZEEKR 7X	246	17	70	50	83	22	4
BMW 4 SERIES	13	3	0	6	1	0	3
CADILLAC LYRIQ	13	1	0	2	4	3	3
KIA EV4	22	2	2	8	7	0	3
AUDI A6 E-TRON	19	2	0	7	5	3	2
CRRC ES11MAX	15	0	0	12	0	1	2

NEW EV JUNE 2026

MAKE AND MODEL	YTD	JAN '26	FEB '26	MAR '26	APR '26	MAY '26	JUNE '26
CUPRA TAVASCAN	18	1	3	4	3	5	2
FARIZON SV	15	3	0	4	3	3	2
FIAT 500E	32	4	1	10	13	2	2
LEXUS RZ	17	4	6	2	0	3	2
VOLKSWAGEN ID.BUZZ	16	3	1	6	4	0	2
BMW 5 SERIES	3	0	0	1	1	0	1
BYD DOLPHIN	14	8	2	1	0	2	1
BYD E6H	1	0	0	0	0	0	1
CADILLAC VISTIQ	2	0	0	0	1	0	1
FIAT ABARTH 500E	41	4	4	16	12	4	1
FUSO ECANTER 8	10	8	0	1	0	0	1
JAC N75EV	1	0	0	0	0	0	1
JAC N90EV	1	0	0	0	0	0	1
JUNEYAO JY AIR	1	0	0	0	0	0	1
LEAPMOTOR B05	1	0	0	0	0	0	1
LEXUS ES	1	0	0	0	0	0	1
LOTUS ELETRE	3	0	1	1	0	0	1
MG CYBERSTER	2	1	0	0	0	0	1
MINI ACEMAN	80	9	18	43	7	2	1
MINI COUNTRYMAN	5	1	1	1	0	1	1
POLESTAR 2	27	4	6	15	0	1	1
POLESTAR 3	25	1	0	9	9	5	1
PORSCHE MACAN	27	4	0	0	20	2	1
SCANIA P400E	1	0	0	0	0	0	1
SMART #1	5	1	0	1	2	0	1
SMART #3	4	1	0	0	2	0	1
OTHER	810	193	147	362	80	28	0
TOTAL	9,285	756	673	2,415	1,092	1,611	2,738

USED EV JUNE 2026

MAKE	MODEL	JUN '26
NISSAN	LEAF	232
TESLA	MODEL 3	67
TESLA	MODEL Y	25
VOLKSWAGEN	ID.4	11
AUDI	E-TRON	5
HYUNDAI	IONIQ 5	4
TESLA	MODEL S	4
BYD	ATTO 3	3
MERCEDES-BENZ	EQA	3
PEUGEOT	E-2008	3
VOLVO	C40	3
CITROEN	E-C4	2
MERCEDES-BENZ	EQB	2
MINI	ACEMAN	2
NISSAN	SAKURA	2
PEUGEOT	E-208	2
TOYOTA	BZ4X	2
AUDI	Q4	1
AUDI	Q8	1
BMW	I3	1
OTHER		10
TOTAL		385



Tesla Model Y leads new EV registrations past 2700 in June

New battery electric vehicle registrations reached 2,738 in June, the strongest month of 2026 to date and up 70% on the 1,611 recorded in May.

The June result took first-half BEV registrations to 9,284. It also beat the previous 2026 high of 2,415 set in March, when fuel price rises first pushed buyers towards electric models.

Battery electric vehicles accounted for 20.4% of all new light vehicle registrations in June, up from 14.3% in May and 16.2% in March. Across the first six months of the year, BEVs held 13% of the new light vehicle market. Among electrified vehicles only, BEVs took 36.3% of June registrations, ahead of petrol hybrids on 38.5% and plug-in hybrids on 18.6%.

MODEL Y ACCOUNTED FOR A THIRD OF THE MARKET

The Tesla Model Y was the top-selling new EV in June with 908 registrations, a third of all BEV registrations for the month and more than double its May result of 415. The Model Y has now recorded 1,908 registrations for the year, well clear of any other electric model.

The Jaecoo J5 was second on 227

registrations in its strongest month since launch, ahead of the BYD Atto 3 on 195, the Kia EV3 on 180 and the BYD Atto 2 on 162.

The MG 4 recorded 132 registrations, followed by the BYD Atto 1 on 107, the Kia EV5 on 67, the Dongfeng Vigo on 63 and the Toyota bZ4X on 59, which completed the top 10.

Further down the table, the MG S5 recorded 52 registrations, the Dongfeng Box 51, the Farizon V7E van 50 and the GAC Aion V 45. The GWM Ora returned with 41 registrations after two months without any. The Tesla Model 3 recorded 27, down from 75 in May.

The BYD Sealion 7 fell to seven registrations from 43 in May, while the Zeekr 7X, February's top-selling EV, recorded four.

June also brought first registrations for the MG S6 (18), Toyota bZ4X Touring (19), Porsche Cayenne Electric (5) and Smart #5 (5).

TESLA AND BYD HELD MORE THAN HALF THE MARKET

By brand, Tesla led June with 935 registrations across the Model Y and Model 3, or 34.1% of the BEV market. BYD followed on 473 across six models,

ahead of Kia on 279, Jaecoo on 227 and MG on 209.

Dongfeng recorded 124 registrations, Toyota 78, Leapmotor 54, GAC 53 and Farizon 52.

For the year to date, Tesla led on 2,105 registrations, ahead of BYD on 1,708, Kia on 759, Dongfeng on 740 and MG on 646.

In all, 77 electric models recorded at least one registration during June.

USED IMPORT EVS

Used imported EV registrations totalled 385 in June. The Nissan Leaf accounted for 232 of those, or 60% of the used EV market, ahead of the Tesla Model 3 on 67 and the Tesla Model Y on 25.

The Volkswagen ID.4 followed on 11 registrations, with the Audi e-tron on five and the Hyundai Ioniq 5 and Tesla Model S on four each. The BYD Atto 3, Mercedes-Benz EQA, Peugeot e-2008 and Volvo C40 each recorded three.

By brand, Nissan led the used EV market with 234 registrations, including two Sakura kei cars, ahead of Tesla on 96 and Volkswagen on 11.

Source: Motor Industry Association and Waka Kotahi NZTA registration data. 

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

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

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

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



Get **qualified** with MITO

Give your team the skills to safely work around hybrid and electric vehicles with MITO's EV micro-credential. Learn high-voltage safety protocols and reduce workplace risk.

Invest in skills that drive business growth. Find out more at mito.nz/ev-micro



Training. By industry. For industry.


mito