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ISSUE NO. 05, 2026

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**GAVIN
SHOEBRIDGE**

GROUP EV EDITOR



I am tired, but good tired?

I've just counted, and nine videos have gone up on our YouTube channel in the past four weeks. Go back to the start of August and it's 20.

That's a lot of airports. In that time I've driven a kei car around Japan and failed to sleep in it, slid Zeekrs across the snow above the Cardrona Valley, found the dirt on the outside of a corner at Highlands in a 7GT, and walked the floor at Everything Electric in Sydney. We also set New Zealand's fastest EV charging record with an XPeng X9. In between there was a Denza D9 with a fridge in it, a Smart #5 BRABUS that's about as quick as a Ferrari F40, a Mazda 6e I didn't want to hand back and, this week, a JAC T9 ute.

It doesn't feel like a chore, though, and the reason is the number of new cars still to come. In the past fortnight alone, Nissan has confirmed the

Navara Pro plug-in hybrid ute for New Zealand in 2027, and Land Rover has confirmed the Freelander for the same year. BMW has priced its new electric i3 here from \$128,900.

That's on top of what was already lined up. Zeekr has the 7GT, 9X and 8X on the way. Chery is bringing iCaur and Lepas to sit alongside Omoda. Ford has the Bronco and a \$58,990 electric Transit City van coming. XPeng has just priced the L03 from \$49,990.

I can't keep a list of them any more, and plenty are from brands that weren't sold here five years ago.

Fiat has even turned up in Paris with the Multiplay concept, a revival of the Multipla. I'm told I now think the Multipla is beautiful, so I'll say that it is.

I'll catch up on sleep when the queue runs out. At the current rate, that's about 2031. 

Gavin Shoebridge
GROUP EV EDITOR

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EVs & Beyond



XPeng L03 lands at \$49,990, and the range-extender costs no more than the EV

X Peng has priced its L03 for New Zealand from \$49,990, with a range-extender version at the same money and a 520km WLTP Long Range EV at \$54,990.

That puts the L03 Long Range \$12,910 under the Tesla Model Y RWD (\$67,900) with 54km more claimed range, and level with the Leapmotor C10 on price. The entry car matches the Geely EX5 Complete and BYD Atto 3 Superior at \$49,990, and sits \$10,000 under XPeng's own G6 Standard Range.

The four-variant line-up was announced at a Gold Coast launch by XPeng Australia and New Zealand head of marketing and creativity Damian Royce. Battery electric models are the RWD Standard Range (\$49,990), RWD Long Range (\$54,990) and AWD Performance (\$64,990). The fourth, the PowerX Long Range, is the range-extender at \$49,990. An XPeng NZ representative says first arrivals are expected in November. Registrations of interest open in Australia first, with New Zealand to follow shortly.

The PowerX joins the Leapmotor C10 REEV and Forthing's range-extender models in a growing local field. It uses XPeng's Kunpeng system: the electric motor always drives the wheels, and a petrol engine works only as a generator to recharge the battery when needed. XPeng quotes 956 to 1,017km of combined range.

Royce frames it as an answer to practical rather than emotional objections. "People want the smooth, low cost experience of electric, but not everyone can charge at home," he says, pointing to the South Island's long distances between towns. The pitch is the same electric drive character with a different energy pathway.

Pure electric range spans 440 to 520km WLTP across the three EV variants. The Long Range reaches 100km/h in 6.6 seconds and the AWD Performance in 4.5 seconds. DC charging from 10 to 80% takes around 20 minutes.

Unlike the 800-volt G6, the L03 runs a 400-volt architecture, which is where some of the cost saving comes from. European versions of the car peak at 193kW on the smaller pack and 236kW on the larger one, so the 20-minute claim is competitive for the price rather than class-leading.

WATCH FULL VIDEO ON  YouTube



GAVIN SHOEBRIDGE WITH THE L03 ON THE GOLD COAST.

Efficiency is helped by a 0.228 drag coefficient on a body 4,650mm long, 1,920mm wide and 1,600mm tall, riding a 2,850mm wheelbase. An 18-inch low-drag wheel is offered alongside 20-inch alloys.

Inside, the 15.6-inch screen runs XPeng's XOS 6 software, the first with Google Maps integrated into the native navigation. XPeng says it plans charging stops along the route and shows a single route across the driver display, centre screen and head-up display. Voice control handles natural language, and an automation feature lets owners set conditional routines, such as warming the seats when the temperature drops below 10 degrees. Wireless CarPlay and Android Auto are included.

Standard kit includes a head-up display, a 20-speaker audio system with active noise cancellation, V2L, heated and ventilated front seats, a 102-litre frunk, a rear storage drawer and a 539-litre boot. XPeng counts 37 storage spaces, plus modular cargo hooks, magnetic mounts and a quarter-inch camera thread. Massage, power lumbar and memory seats come on some variants. A roof rack interface is standard and a manual tow bar optional, with a 1,500kg braked towing capacity across the range. Low-speed rear steering tightens the turning

circle to 10.5 metres.

XPilot driver assistance at launch covers adaptive cruise, lane centring, lane change assist, traffic sign recognition and intelligent parking assistance with 360-degree cameras. XPeng's NGP system with VLA 2.0 software is due in Australia and New Zealand in 2027, and Royce says local calibration testing is already under way. In Europe, NGP is limited to variants fitted with XPeng's Turing chips, and XPeng has not yet said which New Zealand trims will support it.

Safety hardware includes seven airbags, driver monitoring with child-presence detection, autonomous emergency braking and a stability system XPeng has tested through tyre blowouts at up to 180km/h. XPeng's New Zealand website cites five-star ratings from C-NCAP and Euro NCAP; no ANCAP rating is published yet.

Warranty runs seven years with unlimited kilometres, plus seven years of roadside assistance for private buyers and eight years or 160,000km on the battery.

The L03 becomes XPeng NZ's third model after the G6 and X9, with the G9L due by year's end and the L05 in early 2027. It was confirmed for New Zealand in July, and XPeng registered 28 vehicles here in August. 

Tesla's cheapest Model 3 arrives from \$54,900

The new Model 3 Rear-Wheel Drive opens the range at \$54,900 plus ORC, with NZ deliveries from late November.

Tesla has added a cheaper Model 3 to its New Zealand line-up. The new Model 3 Rear-Wheel Drive is priced from \$54,900 plus on-road costs, \$9000 below the Premium Rear-Wheel Drive, with first New Zealand deliveries due in late November.

Orders are now open. The car will be on display and available for test drives in Tesla showrooms from mid-to-late October.

It has up to 572km of WLTP range and runs 0-100km/h in 6.2 seconds. Tesla says the battery pack is a proven unit carried over from existing models, but has not given its capacity.

To reach the lower price, the rear passenger touchscreen is gone and the seats are trimmed in flat-woven textile and vegan leather. The front seats are still heated and electrically adjustable, and there is a 16-inch front touchscreen, a seven-speaker stereo, wireless phone charging, three USB-C ports and footwell ambient lighting. Outside it keeps the panoramic glass roof, front bumper camera, matrix LED headlights, hands-free boot, power-folding mirrors and 18-inch Prisma wheels. A heat pump, heated steering wheel and Sentry Mode are also standard. Combined boot and frunk space is 682 litres, rising to 1659 litres with the rear seats folded.

Pearl White is the only no-cost colour. Diamond Black adds \$1700 and Stealth Grey \$2300.



"Model 3 Rear-Wheel Drive is the most affordable way for Australians and New Zealanders to own a Tesla, and the most accessible way to experience Full Self-Driving (Supervised)," said Thom Drew, Tesla's country director for Australia and New Zealand. FSD (Supervised) is available as a \$159 monthly subscription.

Like the rest of the range, it carries a five-star ANCAP rating, a five-year unlimited-kilometre vehicle warranty, and an eight-year or 160,000km battery and drive unit warranty with a minimum 70 per cent capacity retention.

MODEL 3 LINE-UP

- Model 3 Rear-Wheel Drive: \$54,900
- Model 3 Premium Rear-Wheel Drive: \$63,900
- Model 3 Premium Long Range Rear-Wheel Drive: \$71,900

- Model 3 Performance All-Wheel Drive: \$86,900

All prices exclude on-road costs.

MODEL 3 PREMIUM AND PERFORMANCE UPDATES

Tesla has also announced Model Year 2027 updates for the rest of the Model 3 range, available to order now. The Premium and Performance gain the 16-inch front touchscreen, a dark headliner and a Zen Grey interior option, and the Premium can be had with new 19-inch Dark Nova wheels. The Model 3 Performance's WLTP range rises by 29km to 600km.

All new MY27 Model 3s, including the Rear-Wheel Drive, get Power Share, Tesla's name for vehicle-to-load (V2L). Using the car's battery and the Tesla Outlet Adapter, sold separately, owners can run devices such as space heaters, e-bikes and power tools. It cannot be retrofitted to existing cars. 



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BYD confirms Shark 6 software flaw after TV hack, fix coming over the air

BYD says a software defect let a researcher install an app on a Shark 6 infotainment system, and an over-the-air update will fix it.

BYD has confirmed a software flaw in the Shark 6's infotainment system that let a security researcher install an unauthorised app on the ute, and says it will fix it with an over-the-air update.

The flaw was exposed by an ABC Four Corners investigation broadcast in Australia on 21 September. In it, Dan Hreszczuk of Canberra-based Fortify Labs showed he could lock the doors, run the wipers and washers, switch the headlights, play content on the screen, record audio through the cabin microphone and track the vehicle's location. The programme reported he could not reach systems such as the brakes and cameras, and that he had the Shark 6 for two weeks to develop the attack.

BYD Australia and New Zealand says its investigation, involving technical teams in Australia and China, found two separate ways in.

The first was through the infotainment system's Android Debug Bridge, or ADB, a standard Android development tool that BYD says is switched off in production vehicles. BYD says the researcher used a software defect to turn ADB on and install a third-party app, and its engineers have been able to



repeat both steps. It says that when the app asked for access to functions such as location or the microphone, a permission prompt appeared on the screen that had to be approved by hand.

The second route was the CAN bus, the network that carries messages between the vehicle's systems. BYD says controlling the headlights and wipers this way meant tapping directly into the ute's wiring.

"This method requires physical intervention on the target vehicle and is limited to the individual vehicle that has been physically accessed," the company says.

BYD says any device trying to reach that network without cutting into the wiring would have to go through

the OBD port, which uses device authentication and physical isolation and meets the UN R155 cybersecurity regulation.

The fix will close the path that allowed ADB to be switched on from the infotainment screen. BYD says it will be sent to Shark 6 owners in a future over-the-air update once it has been validated, and it is checking whether other models need the same update. A separate risk assessment will look at whether messages on the CAN bus need further protection.

There were 219 Shark 6 utes registered in New Zealand in September. BYD has previously said the personal data its connected vehicles send is limited to the VIN, email address and login details, and is held on servers in Australia. 

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Nissan Navara Pro plug-in hybrid ute confirmed for NZ in 2027

Nissan's first plug-in hybrid for New Zealand is a Navara Pro ute with a 2.0-litre turbo PHEV drivetrain, 300kW, 800Nm and a 3500kg towing capacity.

Nissan has confirmed the all-new Navara Pro plug-in hybrid for New Zealand in 2027. It will be Nissan New Zealand's first plug-in hybrid and Nissan's first electrified ute globally, and New Zealand and Australia will be the first right-hand-drive markets to get it.

The Oceania version uses a 2.0-litre turbo petrol engine with an electric motor built into an eight-speed automatic transmission. Nissan quotes preliminary combined outputs of 300kW and 800Nm, subject to homologation. It has a mechanical 4x4 system with differential locks, and Nissan expects around 1000kg payload and a 3500kg braked towing capacity, also subject to homologation.

Battery size, EV-only range, pricing and final specification will be announced closer to launch.

The Navara Pro is based on the China-market Frontier Pro. Nissan says the Navara Pro was developed with its partners in China, with findings from local testing fed back to Nissan's light commercial vehicle development centre in Zhengzhou.

2.0-LITRE CHOSEN FOR OCEANIA

Nissan says it evaluated both the globally announced 1.5-litre turbo petrol PHEV drivetrain and a new 2.0-litre turbo version. The 2.0-litre was selected for Oceania after testing against local expectations for towing, payload and sustained performance.

The eight-speed transmission includes low-range gearing. There are four drive modes (Eco, Standard, Sport and Slippery) and seven terrain modes (Standard, Deep Snow, Mud, Sand, Rock, Wading and Expert). Vehicle-to-load (V2L) will be available.

LOCAL TESTING

The first prototypes arrived in Australia in 2025. Nissan says five development vehicles have covered more than 20,000km in Australian conditions, with testing continuing. Teams from Nissan Australia, Nissan Motor in Japan and Zhengzhou Nissan Automobile have worked on powertrain, suspension, driver assistance calibration, terrain modes,



tyres, differential locks, towing and load performance.

"Australia wasn't simply where we tested Navara Pro PHEV. It was one of the markets helping shape it," said Nissan Oceania managing director Steve Milette.

Nissan has assessed both leaf-spring and multi-link coil-spring rear suspension. The final configuration for New Zealand will be confirmed closer to the start of sales next year.

DESIGN AND CABIN

Three horizontal LED elements above the grille reference the three-slot bonnet opening of the 1980s D21 Hardbody. The Navara Pro is a five-seat double cab. Depending on grade, equipment can include a large central touchscreen, digital instrument cluster, panoramic sunroof and heated and ventilated front seats.

It will be covered by Nissan's 10-year, 300,000km warranty when serviced at Nissan dealers. 

Ford cuts Ranger Hybrid plug-in ute prices by up to \$8000

Ford has cut the Ranger Hybrid XLT to \$74,990 and the Wildtrak to \$85,990, bringing its plug-in ute closer to BYD and GWM rivals.

Ford New Zealand has cut the price of its Ranger Hybrid plug-in ute by up to \$8000, with the XLT now \$74,990 plus on-road costs, down from \$82,990.

The Wildtrak drops \$4000, from \$89,990 to \$85,990. The updated 2026.50 model year range, now arriving at dealers, is cut back to those two grades.

"Demand for Ranger Hybrid has been strong, and we've listened," says Ford New Zealand marketing director Mathew Slade.

Both grades swap chrome for gloss and matte black trim inside and out, and get new wheel designs. Both also now have a 12-inch touchscreen and a 12.4-inch digital instrument display, up from eight inches in the Wildtrak, and a Mode 2 home charging cable is now included.

The XLT has 17-inch alloys, a drop-in bedliner, adaptive cruise control with stop and go, dual-zone climate control with rear vents, and steel underbody protection. The Wildtrak adds 18-inch wheels, Pro Trailer Backup Assist, a black powered roller shutter, Matrix LED headlights, heated leather-accented front seats, eight-speaker B&O audio and ambient lighting. Ignite Orange replaces Cyber Orange on the Wildtrak's colour list.

The cuts bring the Ranger closer to its plug-in hybrid rivals. On list prices, the XLT now sits \$3000 above the BYD Shark 6 Premium and \$4000 below the Shark 6 Performance. BYD's

current Pick Your Perk offer brings the Performance down to \$74,990, the same as the new Ranger XLT.

GWM is cheaper again. The Cannon Hi4-T Lux is \$16,000 below the XLT and the Ultra \$12,000 below, while the larger Cannon Alpha Ultra Hi4-T is currently advertised at \$69,990.

On paper, the Ranger gives away power and electric range. Its 2.3-litre turbo petrol engine and electric motor make 207kW and 697Nm, against 321kW and 650Nm for the Shark 6 Premium, 350kW and 700Nm for the Performance, 310kW and 750Nm for

the Cannon Hi4-T and 300kW and 750Nm for the Cannon Alpha PHEV.

Ford quotes 43km of electric range on the WLTP cycle, against 80km WLTP for the Shark 6 Performance. The Shark 6 Premium claims 100km and the GWM models up to 115km, but those are on the older NEDC cycle and are not directly comparable.

The Ranger's 3500kg braked towing rating matches the Shark 6 Performance and both GWM plug-in utes. The Shark 6 Premium is rated at 2500kg. 





XPeng X9 review: the people mover that charges faster than anything else in New Zealand

BY RICHARD EDWARDS

Until recently, nobody in New Zealand spent \$120,000 on a people mover because there was nothing to spend it on. The bulk of the MPV market here goes to rental fleets. Beyond that it has been van-based Europeans at one end and parallel-imported Toyota Vellfires at the other, the latter serving a loyal and largely Asian customer base. Anyone else with that sort of money and a family to move bought a large SUV.

Then the Chinese arrived. The Zeekr 009 opened the door, the Denza D9 followed, and now XPeng has landed the X9. For the first time there is a real choice of luxury electric people movers, and this one makes the strongest case yet for cross-shopping against the big SUVs.

It is enormous, for a start. At nearly 5.3 metres long on a 3.2 metre wheelbase, it dominates anything parked alongside it. And it is styled like nothing else in the segment. The nose is bluff, with active vents that open as the car unlocks, a full-width light bar and headlights buried low in the bumper. XPeng calls it a flagship. We kept calling it a space-ship.

Two versions are on sale here. The

front-drive Standard Range is \$104,990, and the AWD Performance tested here is \$124,990. Its most obvious rival is the Zeekr 009, and model for model the XPeng is around \$33,000 to \$38,000 cheaper. It is also the more modern car.

A NEW ZEALAND CHARGING RECORD

The number that matters most here is 337kW, the peak charging rate we saw at ChargeNet's Kaiwaka site, where new 400kW hardware is currently limited to 345kW during commissioning. Starting from three per cent with the battery preconditioned, the X9 was past 300kW within four minutes and had taken on 18.5kWh in that time. After 19 and a half minutes it had added 97kWh, which is enough for roughly 500km of driving, and was sitting at 87 per cent. We called it at 93 per cent after 23 minutes with 104.7kWh added.

That makes it the fastest public charging session we have recorded in New Zealand, and the car was nowhere near its limit. The charge rate was still being held back by the charger rather than the battery when we stopped. XPeng rates the X9 at up to 542kW, so the record will fall again

as soon as the hardware catches up. In practice it means a road trip car that refills in about the time it takes to use the bathroom and buy a coffee.

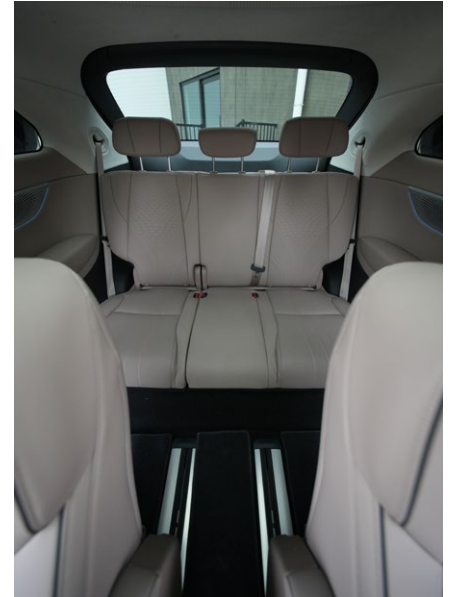
AC charging is a modest 11kW, which means a full overnight refill of the 110kWh battery from low takes around 11 hours. The charge port has an electric flap, but you still have to pull out two cheap plastic dust caps before plugging in, which rather defeats the purpose.

SEVEN SEATS THAT ALL WORK

Open the electric sliding doors and the interior is where the X9 earns its price. The second row is the place to be. Two large captain's chairs recline, raise a leg rest and drop into a zero-gravity setting at the touch of a button, and they feel roomier than the equivalent seats in the Zeekr. A large roof-mounted entertainment screen is internet connected in its own right, so there is no tethering a phone. Netflix, Disney, Spotify and YouTube are all there, and the voice assistant will turn it on from the back seat.

The third row is properly usable. Two adults fit comfortably, with real space for feet under the seats in

[CONTINUE TO PAGE 12...](#)



... CONTINUED FROM PAGE 10

front, heated cushions, adjustable backrests, a USB-C port and electric slide for access. Three adults across is a squeeze, there is no centre armrest and headroom is a little tight thanks to the tapering roofline. But it is far better than most.

Even with all seven seats in use there is 721 litres of luggage space. Hold two buttons and the third row headrests drop, the backrests fold and the whole bench tucks flat into the floor, leaving 2,554 litres with the second row still in place. Four people and bikes is realistic. There is no frunk, so that is your lot for storage up front.

The driver's environment is nicely finished. A wide dash is broken up by large speaker enclosures, there is real metal trim rather than plastic imitation, and twin high-speed wireless phone chargers sit ahead of the squared-off wheel. The huge central screen is usually split between a live model of the traffic around you and navigation, with Apple CarPlay and Android Auto on tap. The system is a close relative of the one in the G6 and remains one of the simpler Chinese interfaces to live with.

Every seat is heated, the front four are ventilated, the front pair massage, the wheel is heated and there is a refrigerator in the back. Data connectivity for app control is free for ten years; multimedia data is free for a year, with ongoing pricing yet to be confirmed. Cabin storage is only average, with a small centre bin and nothing in the doors big enough for a large bottle.

The pop-out door handles were our main frustration during the test. They seemed slow to sense the phone key and getting in and out sometimes meant a wait. We later discovered the digital key sensitivity is adjustable in the settings, so your mileage may vary. Soft-close doors and push-button sliding rears are some compensation.

DRIVES LIKE AN SUV

The Performance has 370kW and 640Nm, enough for 0-100km/h in 5.9 seconds. It never feels like a sports car off the line, but it picks up its skirts and goes, and with a full load of passengers it never felt short of urge.

It is efficient too. Around town we saw as low as 17kWh/100km, a good figure for something this size. XPeng quotes a WLTP range of 580km from the 110kWh NMC battery and we think 450 to 500km is a safe real-world expectation. With charging this quick, the gap between the two matters less than it would in most EVs.

Dual-chamber air suspension is



standard, with around 90mm of ride height adjustment across six manual levels and distinct comfort and sport settings. Rear-wheel steering is also standard, which helps a 5.3 metre vehicle in tight car parks. The driving position is SUV-like rather than van-like, with plenty of reach and rake in the wheel and a wide range of seat adjustment. Vision is good, helped by a camera-based rear mirror that still works with the cabin full of heads.

On the open road grip is never in question. The nose will push wide if you overdo it, as you would expect with well over two tonnes on the move, but there is more front-end bite than the Zeekr and it feels better than a vehicle this size has any right to. It is very quiet on coarse chip and in the wet. The brakes are strong but the pedal feels a touch soft in initial response, even in the most aggressive setting. In comfort mode with the ride height raised there is a faint suspension noise, common in air-sprung cars and not something most owners would notice.

SAFETY AND ASSISTANCE

There is no ANCAP or Euro NCAP rating yet. The X9 holds a five-star China rating and has been designed to that target, with nine airbags including curtains that extend to the third row, something not every Chinese seven-seater manages. It has SOS calling and is technically eligible for ANCAP's current protocol, though whether a niche vehicle gets tested is another matter.

The driver assistance suite is

comprehensive and mostly well judged. On the motorway the X9 will largely drive itself. On B roads it slows aggressively for corners, and while that can be switched off there is no middle setting. This is the first XPeng sold here running the company's in-house Turing AI chip rather than NVIDIA hardware, though XPeng's more capable hands-free driving system is coming in later models rather than this one.

One thoughtful detail is that if a warning chimes repeatedly, the car offers to silence it for the rest of the drive rather than making you dig through menus to turn it off. Parking assistance and remote pull-out via the key are also fitted. Towing is 750kg unbraked or 1,500kg braked, with the electric tow bar a \$2,400 option.

VERDICT

It is easy to be impressed by a \$125,000 car full of features. What impresses about the X9 is how well those features are executed. The seating works, the cabin feels expensive, it drives like a decent SUV rather than a heavy van, and it charges faster than anything else on New Zealand roads. Compared with the large luxury SUVs it undercuts, some of which now carry price tags well north of \$100,000, it looks like strong value. We did not expect to say that about a people mover.

Watch our full video review of the XPeng X9, including the Kaiwaka charging record, on the EVs and Beyond YouTube channel: <https://youtu.be/elNuw2qwu-s>

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Top 5 EV
maintenance
mistakes & how
to avoid them

Zeekr on Ice: sliding the 7GT, 8X and 9X above Cardrona

BY GAVIN SHOEBRIDGE

Zeekr flew media into Central Otago in August for a two-day preview. Day one was at Highlands Motorsport Park. Day two was up the Cardrona Valley at the Southern Hemisphere Proving Grounds, where car makers from around the world do their winter development work.

The 7GT was the main reason for the trip, and it was under embargo when we first wrote this up. That's lifted now. On the snow with it were the 8X and 9X, the two Super Hybrid SUVs confirmed for New Zealand, along with the Zeekr X and 7X we can already buy. Zeekr also brought a 001 FR, which claims 0 to 100km/h in 2.02 seconds. On ice, traction sets the limit rather than power, so no one was able to experience that particular sensation.

A FULL RANGE, MONTHS EARLY

Dane Fisher, who heads local distributor NordEast, says it was the first electrified ice experience in the Southern Hemisphere. He believes it's also the first time any brand has brought its complete coming model range to a country this far ahead of launch.

"We've got the full 2027 model lineup months and months before any other right-hand drive country, and before anyone's going to see a lot of these products, which I think is pretty bold, courageous and different," says Fisher.

Michael Jones, Zeekr brand manager for NordEast, says the three new models are locked in. "All three have been confirmed. Configuration regarding battery spec and timing is still being determined, but we're hoping 9X and GT will be late this year, early next year." The 8X "is a little bit later, but there are still a lot of moving parts and it's still very fluid," he says.

ON THE SNOW

The programme was about low-grip handling. We started with understeer and oversteer exercises in the Zeekr X, back to back. Set off at a set speed, turn the wheel hard, and the car pushes straight on whatever you do with the steering. Repeat at low speed with power on mid-corner and the tail steps out instead. Doing both minutes apart, in the same car on the same surface, shows you quickly what a car is doing underneath you.

Next was an S-shaped slide course, left then right, which gets the car swinging like a pendulum. The X was the most

fun here. Its short wheelbase makes it lively, and less forgiving once it lets go. The longer cars were calmer through the same sequence. It all happens at low speed, so you can get it wrong safely.

Then the slalom, a long line of cones, first in the 8X, my first drive of Zeekr's mid-size plug-in hybrid SUV, then in the 7X. The 7X was more entertaining through the cones. I made an absolute dog's breakfast of my run and may have collected a cone or two. The footage is on our YouTube channel.

THE 7GT

The 7GT is a lower, wagon-shaped sister to the 7X, which has been on sale here since November. It uses the same 800V architecture but sits around 200mm lower, at a little over 4.8 metres long on a wheelbase just under three metres. It's been sold in China for more than a year as the 007 GT and reached Europe earlier this year.

New Zealand gets all three grades: a standard range rear-drive car, a long range rear-drive car and an all-wheel drive performance model. The single-motor cars make 335kW and the dual-motor car makes 500kW. Both are up on the equivalent 7X, and the 500kW

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YouTube





... CONTINUED FROM PAGE 14

figure is also up on the 475kW Zeekr sells in Europe.

"The 500 kilowatts is what we are going to get in New Zealand and Australia," says Kenneth Lu, Zeekr's director of product and aftersales for Australia. "The performance itself has been tuned to have that peak power."

Zeekr claims 0-100km/h in 6.5 seconds for the standard range car, 5.5 for the long range and 3.5 for the all-wheel drive. The standard range car has a 75kWh Golden Brick lithium iron phosphate pack. The long range grades get a 100kWh Qilin nickel manganese cobalt battery, quoted at 655km WLTP. Peak DC charging is 450kW, with 10 to 80 per cent claimed in as little as 10.5 minutes on the smaller battery. That's on chargers considerably faster than anything operating here.

At Highlands the day before, Zeekr ran a high-speed lane change with regen switched fully off. The stability control steps in quickly and obviously, and the car was straight again before I'd finished worrying about it. A gymkhana course in the rain showed the weight. This is a heavy car and it doesn't hide it through tight switchbacks. On the circuit itself the 7GT was one of the most comfortable cars we've taken on a track, with the active damping keeping it settled over kerbs and camber changes.

On the snow, the long wheelbase means the tail takes a moment to come round, and then it really moves.

The cars at both venues were left-hand drive Chinese domestic market examples. Local tuning is still being worked through, so treat all of this as a first impression.

THE 8X AND 9X

This was my first look at the 8X and 9X in person. Both are striking, the 9X flagship especially, and its design will split opinion. To my eye the front has a hint of Range Rover, though Zeekr would probably disagree.

Both are plug-in hybrids, and the display cars carried 70kWh batteries. That's big enough to run them as electric cars day to day and use the petrol engine for long trips. Jones puts electric-only range at up to 300km. We'll know how that holds up once we get one on New Zealand roads.

PRICE AND TIMING

There's no New Zealand pricing for the 7GT yet. The 7X runs from \$69,990 to \$94,990, and in Europe the 7GT costs less than the equivalent 7X. Jones expects it to land around 7X money, since it shares the platform and motor setup.

Lu also told us a special edition is under discussion, with one example at the event, but he wouldn't confirm it for production.

Sliding cars around on snow is a lot of fun, and you learn plenty about traction, stability control and balance. You don't learn what these cars are like to live with. That will have to wait until the 8X and 9X arrive and we can spend real time in them. Sometimes, though, it's okay to just have a bit of fun. 

Otter chaos: 431km in BYD's kei car

BY GAVIN SHOEBRIDGE

Nobody flew me to Tokyo for this. EVs and Beyond paid its own way, in economy, and the hotels were the sort where the towel is more of a suggestion. Being part Dutch, I felt every cent of it.

We went because the Racco is one of the most interesting cars of 2026, and because as far as anyone can tell no Western outlet had driven one. So the first person outside Japan and China to drive BYD's kei car was me, in an underground car park in Yokohama, in 36 degree heat and heavy humidity, with no real idea how to drive in Japan.

The idea was to take a car built for city streets and tiny parking spaces, drive it into the mountains and sleep in it. Over 24 hours the Racco covered 431km. I got lost more often than I'll admit to, fed an otter, bought a sleeping bag at a luxury outlet mall and lost a fight with the car's own alarm.

WHAT A KEI CAR IS

Kei cars can be no longer than 3,400mm and no wider than 1,480mm, with no more than 47kW, or 660cc if they burn fuel. In return they get tax breaks, cheaper insurance and, in some places, no need to prove you have somewhere to park. They've been a Japanese-only market since the 1950s and make up more than a third of new car sales.

BYD developed the Racco from scratch to those rules and put it on sale on 28 July. It measures 3,395mm long, 1,475mm wide and 1,800mm tall, so it uses almost every millimetre allowed. At 1.8m tall it sits in the super height wagon class Japanese families buy, alongside the Honda N-Box and Suzuki Spacia, and it's the first EV in that class.

Suzuki president Toshihiro Suzuki has called it a serious threat.

Racco means otter, which is why my first stop was an animal cafe to feed one.

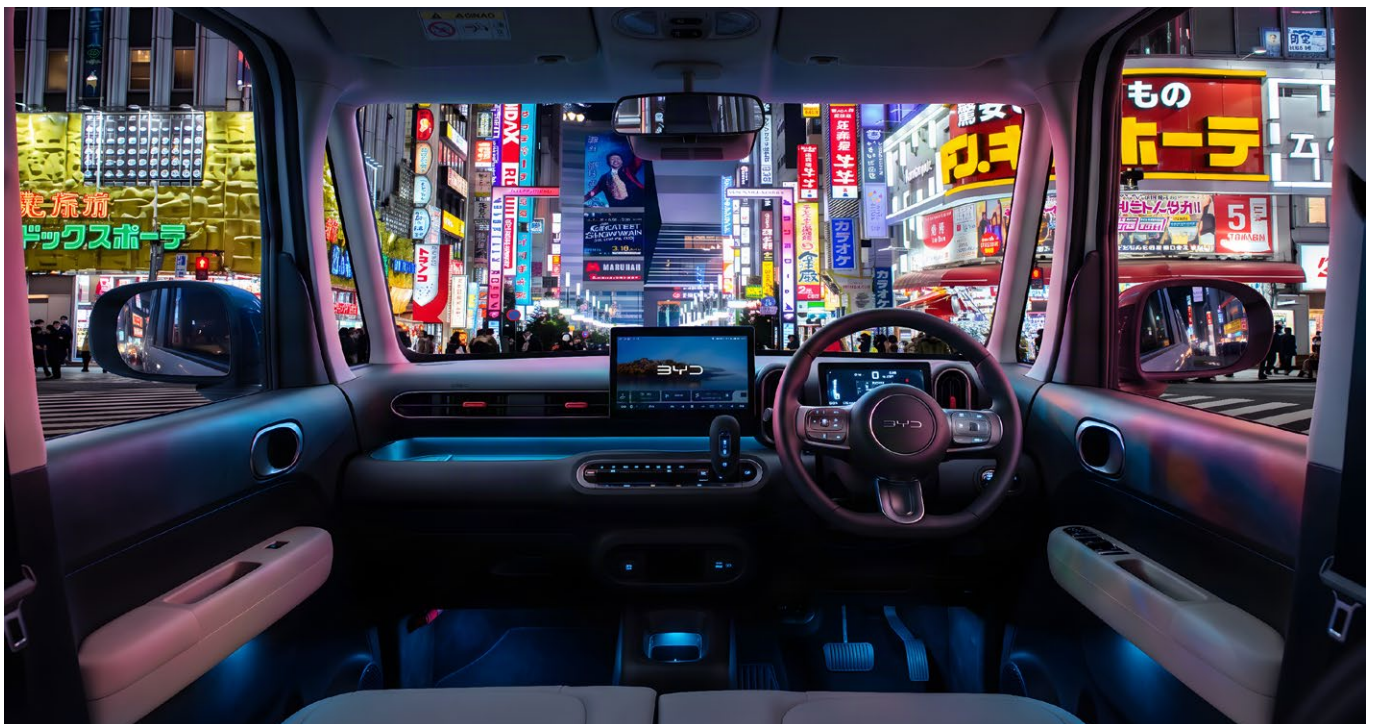
THREE FLAVOURS

The Racco 200 is ¥2,145,000, about NZ\$23,000, with a 22.4kWh battery and 210km of WLTC range. The 300 Plus, at ¥2,398,000 or around NZ\$25,600, and the 300 Premium, at ¥2,497,000 or around NZ\$26,800, both get a 35.84kWh pack and 320km. Japan's ¥150,000 EV subsidy applies to all three.

All three use the same 47kW, 160Nm front motor and an LFP Blade battery built into the body structure. All get powered sliding rear doors on both sides, vehicle-to-load, battery preheating, over-the-air updates and level two driver assistance. I drove the 300 Premium,

CONTINUE TO PAGE 19...





which has everything.

DRIVING IT

Zero to 100km/h takes about 15 seconds, which is slower than a wet week in Greymouth. Zero to 50 takes 4.5 seconds, and in a city that's the figure that counts. It's enough to take a gap and get up to speed with traffic.

Tokyo averages 18.4km/h at rush hour, against 23.9km/h in Auckland. At those speeds the 9.6m turning circle matters more than the power, and it turns tighter than a Geely EX2 despite being front-wheel drive.

The ride is better than it should be. A 1,220kg car on a 2,520mm wheelbase and skinny tyres would normally fidget, and this one doesn't. It's soft and comfortable over broken surfaces, and it leans less than the shape suggests. On the expressway it holds 100km/h easily, but it's tall and narrow, so passing trucks push it around and you feel it.

INSIDE

Visibility is the best of any car I've driven this year. The roof is very high, the A-pillars are split and moved forward out of your line of sight, and your eyes sit above the roof of the Prius in front.

The front doors open to 90 degrees. The rear sliding doors are powered, and on the Premium they open when you wave a foot through a patch of light projected under the sill. Sliding doors are usually slow, but these are small enough to be quick.

The dashboard is simple. A 10.1-inch touchscreen runs the usual BYD interface, including three-finger swipes for temperature and fan speed, and there are physical climate buttons as well. There's USB-A, USB-C, a 12V socket and a drink warmer, but

no wireless charging and no built-in navigation, so you'll be using CarPlay or Android Auto. Mine got me badly lost in Yokohama, which was Google's fault rather than BYD's.

The plastics are hard throughout and the door tops are hard on your elbows, though there's padding where your arm rests. The driver's seat is electric and the passenger's is manual. At 178cm I could slide back until I couldn't reach the pedals.

The boot holds 280 litres with the seats up and 1,372 with them folded. Under the bonnet is a motor about four potatoes in size, by the only measurement system I trust.

The rear windows only drop halfway, which is odd on a door that long. The sun visors are enormous but block very little, and the screen could be brighter in direct sun.

There are six airbags, disc brakes all round and more than 70 per cent high-strength steel in the body. There's no crash rating yet. BYD says it's aiming for five stars. I'm aiming to win Powerball on Saturday.

CHARGING

Charging is slow, and Japan's network is most of the reason. The Premium takes 49.7kW on DC through CHAdeMO, against 35.8kW for the entry car, and 6kW on AC against 3kW. Either way, 10 to 80 per cent takes around 40 minutes. It charges like a bull on tranquilisers.

Japan has around 13,800 DC chargers for 645,000 EVs and plug-in hybrids, and 80 per cent of its rapid chargers put out 50kW or less. Queues are common. We've been spoiled in New Zealand.

THE NIGHT IN THE CAR

I got to the campsite in the dark, hours

late, folded the seats down and laid out the new sleeping bag. Then I found out the Racco's interior sensor treats a sleeping person as an intruder. The alarm went off every time I locked it. With 18 minutes until the gate closed for the night and neighbours to think about, I gave up and found a hotel with air conditioning and a shower.

WILL WE GET ONE?

BYD New Zealand says it's monitoring the situation, and both the local operation and BYD globally are watching the response to this one. If you want a Racco here, say so in the comments. They're reading them.

Importers aren't waiting. Parallel importers tell me a top-spec 300 Premium can be landed and complied today for just under \$38,000. That price is high partly because the car is effectively being sold new twice, in two countries. It should come down quickly once used examples start turning up at Japanese auctions.

VERDICT

The Racco is slow, it charges slowly and the plastics are hard. I enjoyed it anyway. It's comfortable, roomy, very easy to drive and park, and efficient. I averaged 11.1kWh/100km over 431km. It's also well equipped for the money in a class that has never had an outside competitor.

I've owned two kei cars. The first had about 130km of range and I took it everywhere, including Ukraine, so I'll admit a soft spot for them. Even allowing for that, this one is good. BYD has walked into the one part of the Japanese market that has never accepted outsiders and built something made for it. I reckon it's the right car at the right time. Whether Japan agrees is another matter. ◀



More plugs beat more power: charging data challenges how NZ's network was built

Public charging sites with more plugs get used more, and the number of plugs predicts a site's utilisation three times better than how much power is installed, according to real-world data from charging hardware maker Kempower.

'Public charging is increasingly becoming an infrastructure utilisation challenge, not simply a power deployment challenge.'

The Finnish company's white paper, drawn from North American sites running its ChargeEye management software, found a correlation of 0.63 between utilisation and plug count, against just 0.22 between utilisation and total installed power. A site with eight plugs delivered 128,342kWh over the study period, more than double the 61,453kWh from a four-plug site.

Because operators earn from kilowatt-hours delivered rather than charging speed, Kempower says more plugs translate directly into higher revenue potential. Sites are typically designed around a theoretical peak demand that is rarely sustained, so the company argues capacity should be shared dynamically across more plugs rather than provisioned at full power per outlet. Sites using distributed charging in its data achieved 83% higher utilisation than fixed-power sites.

"Public charging is increasingly becoming an infrastructure utilisation challenge, not simply a power deployment challenge," says Jed Routh, Kempower's vice president for markets and products in North America. "Giving more vehicles access to charging and dynamically distributing available power can help operators get more from their charging infrastructure."

THE NEW ZEALAND PICTURE

The findings land on a network built

the other way. New Zealand's public charging grew from single and dual-plug 50kW sites spaced along state highways, a model that suited early adopter numbers and long distances but leaves drivers queueing when two cars arrive at once. The Government's target of 10,000 public charge points by 2030 counts plugs, which aligns with Kempower's conclusion, and the newer generation of local sites is following the multi-bay hub pattern. ChargeNet's larger hubs at Bombay and Tauranga Crossing, along with its Kaiwaka site, where the XPeng X9 set the national charging record, put multiple high-power plugs on one forecourt, and Meridian's network, now past 500 charge points, is building toward 1,000.

The data was collected in North America, and Kempower has a commercial interest in selling the dynamic power-sharing hardware it recommends. The utilisation gap it measures, though, is a question New Zealand operators can test against their own sites. 



Up to 100 two-way EV chargers for NZ's largest V2G trial

Up to 100 two-way EV chargers will be installed around New Zealand in what is being described as the country's largest trial of the technology, testing whether car batteries can cut household and business power bills while supporting the electricity network.

The trial is being run by the Energy Efficiency and Conservation Authority (EECA) and OpenLoop, the national charging business of Auckland lines company Counties Energy. Chargers will go into homes, commercial fleets and depots in several urban centres including Auckland, and a small number of heavy-vehicle chargers may be included.

Two-way charging lets an EV draw power from the grid and later send it back to a house, a business or the wider network. That could let owners charge when power is cheap and export when prices and demand are high, while reducing peak demand and helping during outages.

"EV chargers are a proven technology and as EV uptake grows, electricity demand increases, and more electricity comes from renewable and intermittent sources, we want to understand how the latest two-way charging technology can open up access to energy storage for New Zealand," said EECA policy and regulation group manager Murray Bell.



"EECA research shows home charging is the main way people charge their EVs. This means there is potential to use parked vehicles for energy storage while they are charging at home."

The new trial builds on the smaller one under way in Queenstown, where 30 to 40 chargers are being installed in homes and businesses through 2026 and early 2027. As [EECA's first report from that trial](#) found, vehicle-to-grid chargers are not yet widely available here, few vehicles are supported by their makers for it, and local standards are still developing.

The trial will look at how the chargers respond to electricity prices and peak

demand, along with installation, safety, compliance and software requirements. It will also examine how people use the technology and how retailers or aggregators could pay EV owners for making their stored energy available.

"For customers, there are many potential benefits, including reducing the cost of their power bills by changing their consumption behaviour," said Counties Energy chief executive Judy Nicholl.

Bell said the findings would build an evidence base for future policy and guidance on rolling out two-way chargers across the country. 

Only a handful of EVs can feed the grid, EECA's first V2G report finds



Only a handful of electric vehicles in New Zealand are supported by their makers for sending power back to the grid, and for current CCS2-equipped models that support is limited to approved trials, according to the first report from EECA's vehicle-to-grid trial in Queenstown.

The report, published in September, sets out the state of the local V2G market ahead of results from the trial itself. EECA is running the programme with Rewiring Aotearoa, Retyna and McKay, which has installed the first

[CONTINUE TO PAGE 22...](#)

tranche of bidirectional chargers in the Queenstown Lakes district. Data from those installations is now flowing, and a second trial in an urban area is planned.

EECA's conclusion is that commercial V2G in New Zealand is held back by limited compatible vehicles and chargers, electricity market arrangements that are still forming, and uneven support from car makers. Coordination across manufacturers, charger suppliers, retailers, lines companies, regulators and consumers will be needed for wider uptake.

WHICH CARS ARE SUPPORTED (SEE TABLE)

For cars with the CCS2 plug used by every new EV sold here, manufacturer support is confined to approved trials. BYD supports the Atto 3 once a BYD agent has installed a software update and BYD NZ has approved the individual car.

NordEast, the distributor for Polestar, Volvo, Zeekr, Farizon and Geely's EX5 and Riddara RD6, supports those models for DC V2G on the same approval basis.

Older CHAdeMO cars are better supported on paper. Mitsubishi backs V2G on the Outlander and Eclipse Cross plug-in hybrids, and used-import Nissan Leafs and e-NV200s with CHAdeMO 1.2 or later are capable, though Nissan NZ provides no warranty cover on used imports regardless.

The catch is that no CHAdeMO V2G charger currently meets New Zealand's regulatory requirements, while CCS2 chargers that do comply are available but can only be used with trial-approved cars.

Kia New Zealand has told EECA it is working to enable its vehicles for the trials. Many other EVs on sale may be technically capable but are excluded because their makers have not confirmed V2G support or battery warranty cover.

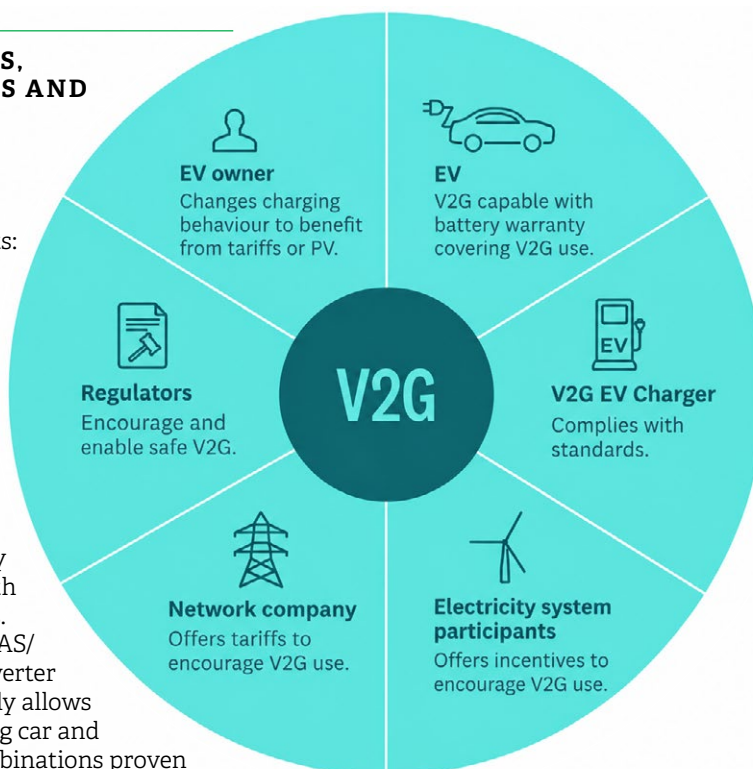
The outlook improves from next year. Cars using the ISO 15118-20 communication standard, designed for V2G, are expected from 2027, and BYD has said all new models it introduces from mid-2027 are expected to be V2G capable with the use covered by its standard warranty.

"2027 is set to be a pivotal year for V2G as the first EVs with ISO15118-20 start to enter the NZ market," says Liz Yeaman, an EV consultant and CharIN's Australia and New Zealand representative, whose team is project managing the Queenstown trials.

CHARGERS, ADAPTORS AND TARIFFS

Only two chargers meet the requirements: the StarCharge Halo, and the SigenStor EV DC, which can only be used with SigEnergy home energy systems. Both are DC units. The current AS/NZS 4777 inverter standard only allows AC V2G using car and charger combinations proven to comply, and no car maker has yet demonstrated that, although an update to the standard is under way. EECA warns against using online CHAdeMO-to-CCS2 adaptors for V2G. They may connect physically but lack the communication software for two-way charging, and can create safety risks and affect warranty or insurance cover.

Tariffs that pay for exported EV power are also only starting to appear. In a trial between Octopus Energy and Aurora Energy in the Queenstown Lakes area, customers are paid an extra 5 to 20c/kWh on top of Octopus's standard export rate during peak periods, rising to an extra 70c/kWh in Arrowtown, where the network is more constrained. Genesis is also involved in the Queenstown trial.



WHY IT MATTERS

The report cites analysis by Concept Consulting and Retyna last year that V2G could be worth up to \$2,000 per light EV per year, and Drive Electric's estimate that if around 30% of the light fleet were V2G-enabled, its combined export capacity could match New Zealand's total current generation capacity. Queenstown was chosen partly for resilience, given its exposure to an Alpine Fault earthquake, as we reported when BYD NZ sought Atto 3 owners for the trial.

EECA's next report, covering trial design, the first installation lessons and early customer experience, is due in late 2026. The full market report is available from EECA.

EECA, VEHICLE-TO-GRID IN NEW ZEALAND, SEPTEMBER 2026

MAKE AND MODEL	V2G SUPPORT IN NEW ZEALAND
BYD ATTO 3	Approved trials only; BYD software update and BYD NZ approval per vehicle
FARIZON (ALL MODELS)	Approved trials only; NordEast approval per vehicle
GEELY EX5, RIDDARA RD6	Approved trials only; NordEast approval per vehicle
POLESTAR (ALL MODELS)	Approved trials only; NordEast approval per vehicle
VOLVO EX30, EX90	Approved trials only; NordEast approval per vehicle
ZEEKR (ALL MODELS)	Approved trials only; NordEast approval per vehicle
MITSUBISHI OUTLANDER PHEV, ECLIPSE CROSS PHEV	Supported with a CHAdeMO V2G charger
NISSAN LEAF, E-NV200 (USED IMPORTS, CHADEMO 1.2 OR LATER)	Technically capable; Nissan NZ gives no warranty cover on used imports

Evnex passes 20,000 chargers, with the second 10,000 taking nine months

Christchurch's Evnex has passed 20,000 home chargers installed and online across Australia and New Zealand, and the second 10,000 took nine months against eight years for the first.

The company also says the number of its chargers running in each country drew level this month, a crossover it had expected to take another year. Evnex now sells about twice as many chargers in Australia as it does here.

The reason sits in the Australian sales figures. Battery electric vehicles took 24.9% of that market in August, more than petrol and diesel, and Australians have registered 127,244 EVs so far this year. New Zealand's market is running well behind: battery electrics were 9.2% of August registrations here, with plug-in hybrids taking another 10.4%.

"I started the company from my parents' farm in Marlborough as a slightly naive 22-year-old simply because I wanted a charger for the 1997 Honda Accord I'd converted into an EV," says founder and chief executive Ed Harvey. "What's followed has been a wild but enormously gratifying journey."

Evnex says its chargers have delivered 75GWh since the first shipped in 2017, enough for roughly 450 million kilometres of driving, and worth about \$22 million at typical retail rates. The company estimates its customers actually paid closer to half that, because most of the energy went in overnight or in the middle of the day on off-peak tariffs or household solar.

That timing argument is the company's pitch. Australia now has more than 4.3 million homes and small businesses with rooftop solar at a combined 28.3GW, more than the country's remaining coal fleet, and more than 500,000 home batteries installed under a federal subsidy programme. From July, a federal Solar Sharer offer has given eligible households in New South Wales, South East Queensland and South Australia three hours of free electricity in the middle of each day, including for charging a car.

"A typical Australian EV driver uses about 2,000 kWh a year," Harvey says. "On a decent off peak rate that is a few hundred dollars. Off your own roof it is close to nothing. Charge at the



EVNEX FOUNDER AND CHIEF EXECUTIVE ED HARVEY.



EVNEX CHARGERS ARE DESIGNED AND BUILT IN CHRISTCHURCH.

wrong time on the wrong tariff and you hand most of that back."

Evnex has partnered with EnergyAustralia and launched the E2 Flex, a charger aimed at homes without rooftop solar that can add solar integration later through a software update rather than a second electrician visit. The chargers are still designed and built in Christchurch, with 48 staff.

"The next 20,000 will come a lot faster than the first," Harvey says. "We have had spikes before, but this one feels structurally different. Our modelling

suggests Australia is moving into the early stages of mass EV adoption, not just a fad with good timing."

His longer view is that the home charger becomes part of the household energy system rather than a piece of car equipment, soaking up cheap power when it is abundant and eventually supporting vehicle-to-grid. That thinking is showing up on this side of the Tasman too, in Meridian's community decarbonisation grants for solar, batteries and EVs and in charging data reshaping how public sites are built. 

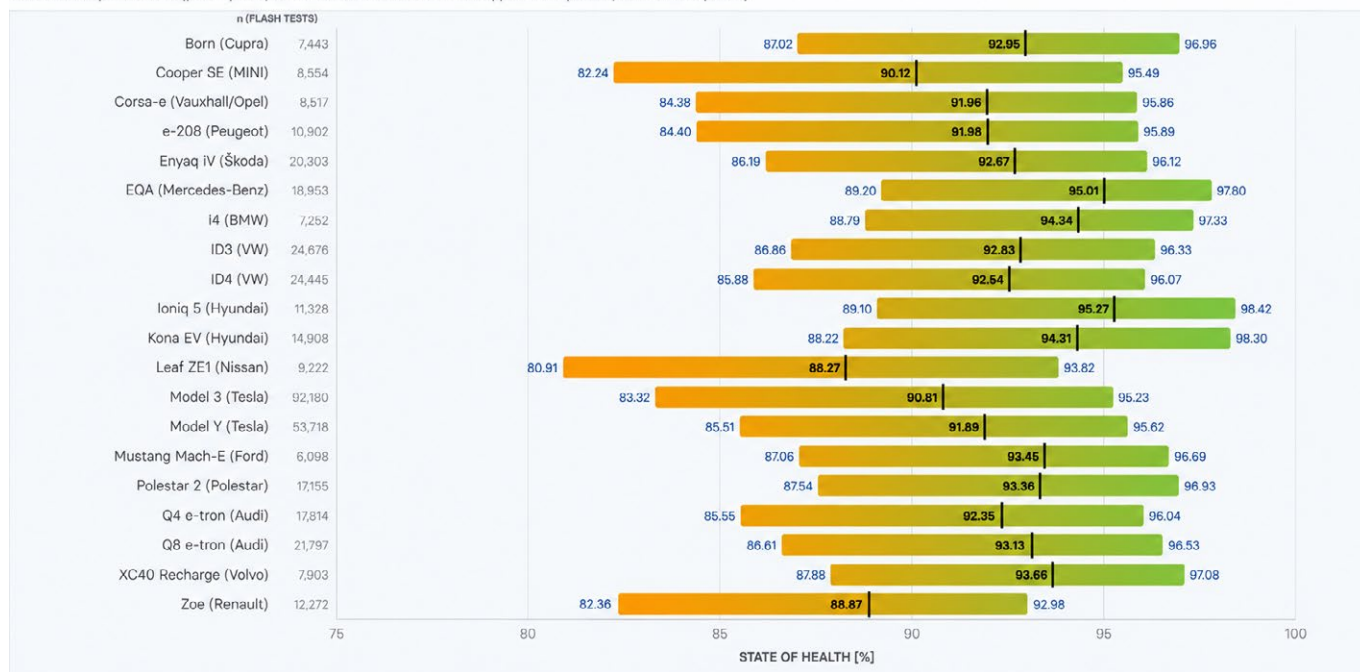
Largest used EV battery study finds 13.5% gap between best and worst of the same model

AVILOO BATTERY DIAGNOSTICS • BENCHMARK MODEL v1.1.0

Battery health at 100,000 km — the gap widens

Central 99 % quantile band (p0.5 – p99.5) • $\alpha = 0.99$ • band width 8.54 – 13.25 pp • n = sample size, FLASH Tests (PROD)

— median p50



As mileage increases, the gap between the vehicles widens. Results from independent AVILOO FLASH Tests.

The largest independent study of used EV battery health yet published finds the typical battery ageing well, but with gaps of up to 13.5% in state of health between the best and worst examples of the same model, a spread worth tens of kilometres of range on any given car.

Austrian diagnostics company AVILOO's report draws on more than 500,000 of its own tests on used EVs between 2022 and 2026, covering 20 popular models across Europe, the Americas, Australia and Asia. Each figure comes from a physical measurement of the battery through the car's OBD port rather than the dashboard state of health reading, which the company says varies in method between manufacturers and does not always reflect true condition. Three patterns hold across the data: median health falls as mileage climbs, the spread between individual cars widens with distance, and the differences between models are consistent at every mileage point.

FOUR BATTERIES, FOUR STORIES

The Tesla Model Y, with its 78.8kWh pack, shows a median state of health

of 94.5% at 50,000km, falling to 90.3% at 150,000km, but individual cars vary by up to 11%, worth around 46km of real-world range. The Volkswagen ID.4 runs from 95.3% to 90.6% over the same distance, and the Hyundai Ioniq 5 from 97.2% to 92.8%, both with spreads of 11 to 12% between individual examples.

The Nissan Leaf ZE1, with a 40kWh battery around half the size of the others, is the outlier. Median health drops from 91.1% at 50,000km to 86.3% at 150,000km, the lowest of the four throughout, with the widest spread of any model in the report at up to 13.5%. AVILOO attributes the pattern to charging frequency: a smaller battery cycles more often to cover the same distance, and cycles are what age a battery. In range terms, the median 40kWh Leaf is worth around 196km per charge at 50,000km and 185km at 150,000km.

The finding lands directly on New Zealand's used market, where the 40kWh Leaf remains one of the most common electric cars to arrive as a Japanese import, typically with the dashboard bars and a state of health app reading as the buyer's only guide.

"The truth in this data is that averages hide a lot," says AVILOO chief

executive Marcus Berger. "A gap of ten or fifteen percent in state of health is a real difference in range, in what a car is worth, and in what you can rely on it for. You simply can't know where your car sits in that range without testing it independently."

AVILOO's test calculates state of health from a statistical model trained on hundreds of thousands of comparable vehicles, using cell voltage spread, cycles, energy counts and other signals alongside the car's own reporting. Mercedes-Benz, Volvo and Porsche Holding use it as their preferred independent test across European dealerships, and this year the company backed the diagnosis with a battery warranty in twelve European markets, paying out €3,000 if a used EV's battery falls below an individually calculated limit within a year.

The report is the third piece of battery-health evidence to land in as many weeks, following Generational's cell-imbalance analysis of 10,000 used EVs and Tesla's own account of its battery engineering, and it arrives with battery condition now the biggest barrier to EV uptake in Trade Me's research. AVILOO will publish the report twice a year.

Port of Tauranga to trial NZ's first electric straddle carrier

Port of Tauranga is set to trial New Zealand's first fully electric straddle carrier, the tall machines that move shipping containers around the terminal.

The Kalmar straddle is being assembled at the port's container terminal and is expected to start trials later this year. The project will cost more than \$3.5 million, including \$447,000 from EECA's Low Emission Transport Fund.

Straddle carriers move containers to and from the ship's side and can drive over rows stacked up to three containers high. Electric versions have not been tested in New Zealand port conditions before.

The trial will assess operational impacts, charging times, driver acceptance, training, reliability, safety and maintenance.

New Zealand's busiest port runs 53 straddle carriers, around a third of the national fleet. It is also adding six



more Kalmar hybrid straddles.

"Since 2020, we have already introduced seven hybrids and they

have proven to be about 25% more fuel efficient than our older diesel-electric models," the port said. 

Foodstuffs' electric truck avoids 81 tonnes of CO2 in six months



Foodstuffs North Island says its Deepway Star electric heavy truck avoided more than 81 tonnes of carbon dioxide emissions in its first six months on the road.

The truck has covered 44,524km carrying chilled and frozen groceries from the co-operative's Mihaere Drive

distribution centre in Palmerston North to stores across the lower North Island. It joined the fleet in March.

Foodstuffs puts the truck's share of the saving at 72,053kg of CO₂, with its electric refrigerated trailer adding another 9,118kg. It says the combined 81,171kg is roughly the same as taking 35 petrol cars off the road for a year.

Carbon manager Ben Riordan said moving heavy vehicles off diesel was central to the co-operative's target of cutting emissions by 42 per cent by 2030.

"This demonstrates that the electrification of heavy freight vehicles is now a reliable and competitive means of transporting goods in a challenging sector," he said. "Drivers have also praised the Deepway for its exceptional comfort, smooth operation, and remarkable quietness."

The Deepway Star hauls chilled and frozen groceries around the lower North Island.

Foodstuffs is now working out the charging and energy infrastructure it would need to grow its electric fleet. That includes building EV infrastructure into new distribution centres under development and adding capacity across its existing sites.

The co-operative runs five distribution centres, and its trucks cover about 30 million kilometres a year. 

Audi A6 e-tron drives 1,338km on one charge for a world record

A Polish rally champion has driven an Audi A6 Sportback e-tron 1,338km on a single charge, setting a Guinness World Record for the longest distance covered by a production electric car without recharging.

Miko Marczyk, the reigning European Rally Champion, set off at 1.55am on 11 September and followed the Vistula River across Poland, through Kraków, Sandomierz, Warsaw, Toruń and Grudziądz to Hel on the Baltic coast, before returning along the same route. The drive ended between Toruń and Ciechocinek more than 45 hours after it began.

The car was an unmodified A6 Sportback e-tron performance, with a 270kW rear motor, a 94.9kWh usable battery and a WLTP range of up to 777km. Marczyk averaged 7.09kWh/100km, beating the official figure by 561km, or about 72%. He drove in regular traffic, often in rush hour, at an average temperature of 15 degrees, falling to seven degrees in Grudziądz in the early morning. Audi has not given the average speed.

The previous record was 1,205km, set by a Lucid Air Grand Touring on a drive from Switzerland to Germany in 2025. The record applies to production cars; the outright distance record for an electric vehicle belongs to the TUfast Eco Team's purpose-built prototype, which covered 2,573.79km in Germany in 2023.

Audi credits the car's aerodynamics. At 0.21, the A6 Sportback e-tron has the lowest drag coefficient of any Audi, and the company says air resistance accounts for about 40% of its energy use on the WLTP cycle. Regenerative

braking recovers up to 220kW, which handles most braking without the friction brakes.

"Even for me, a result of 1,338 kilometres was a pleasant surprise," Marczyk says. His approach relied on steady speeds, anticipating the traffic ahead, avoiding unnecessary acceleration and braking, running the correct tyre pressures and making

deliberate use of regeneration.

It is his second Guinness World Record for efficiency. Last year he drove a Skoda Superb diesel 2,831km on a single tank.

The run follows Skoda's 936km single-charge drive in the Peaq in August. The A6 e-tron Sportback and Avant were confirmed for New Zealand in 2024. 🇳🇿



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	\$49,990	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

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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	440	0	—	8.5
HYUNDAI	IONIQ 5 84kWh Active	\$89,990	E1	570	0	—	7.3
HYUNDAI	IONIQ 5 84kWh Active AWD	\$97,990	E2	525	0	—	5.3
HYUNDAI	IONIQ 5 84kWh N Line Limited AWD	\$124,990	E2	478	0	—	5.3
HYUNDAI	IONIQ 5 N	\$149,990	E2	448	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

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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

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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

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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 AWD	\$64,990	E2	135	395	—	7.4
SUZUKI	e-Vitara 2-WD	\$56,990	E1	128	426	—	8.7
TESLA	Model 3 Performance	\$86,900	E2	343	600	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 3 Rear-Wheel Drive	\$54,900	E1	-	572	-	6.2
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 Long Range RWD	\$63,990	E1	218	525	17.5	6.7
XPENG	G6 Performance AWD	\$72,990	E2	358	510	18.4	4.1
XPENG	G6 Standard Range	\$59,990	E1	218	480	-	-
XPENG	X9 Performance AWD	\$124,990	E2	370	580	-	5.9
XPENG	X9 Standard Range	\$104,990	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

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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	POA	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	2.0	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	2.0	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
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

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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 Wildtrak	\$85,990	IL4/2.3H	207	43	2.8	0
FORD	Ranger PHEV XLT	\$74,990	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	Cannon Hi4-T Lux	\$58,990	IL4/2.0TH	310	115	-	-
GREAT WALL	Cannon Hi4-T Ultra	\$62,990	IL4/2.0TH	310	115	-	-
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

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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

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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
	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





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NEW EV AUGUST 2026

MAKE AND MODEL	YTD	JAN '26	FEB '26	MAR '26	APR '26	MAY '26	JUNE '26	JULY '26	AUG '26
BYD ATTO 3	716	26	22	97	8	142	194	120	107
TESLA MODEL Y	2,392	3	30	480	72	415	908	403	81
MG S5	316	15	6	71	25	55	52	23	69
BYD SEALION 7	408	36	25	105	40	43	7	96	56
JAECOO J5	487	0	0	35	89	0	225	87	51
TOYOTA BZ4X	330	19	11	58	23	23	59	88	49
GWM ORA	180	10	3	3	0	0	40	78	46
GEELY EX5	244	15	16	54	4	2	0	111	42
MG 4	483	16	10	29	22	141	131	97	37
BMW IX3	46	0	0	0	0	0	0	11	35
ZEEKR 7X	428	17	70	50	83	22	4	151	31
BYD ATTO 2	560	71	37	105	39	36	160	82	30
DONGFENG BOX	563	15	8	260	65	51	51	84	29
TOYOTA BZ4X TOURING	70	0	0	0	1	0	19	22	28
GEELY C12E	26	0	0	0	0	0	0	0	26
DONGFENG VIGO	262	8	19	54	27	42	63	25	24
XPENG G6	156	8	5	19	31	17	26	28	22
FARIZON V7E	97	1	0	0	15	1	50	9	21
BYD ATTO 1	566	91	38	112	63	86	106	50	20
OMODA E5	149	6	20	65	0	1	0	40	17
VOLKSWAGEN ID.4	74	40	1	9	0	0	0	7	17
GAC AION V	179	8	3	33	5	54	45	15	16
ARCFOX T1	17	0	0	0	0	0	0	2	15
MINI COUNTRYMAN	29	1	1	1	0	1	1	10	14
HONDA SUPER-ONE	25	0	0	0	0	0	0	12	13
KIA EV5	303	35	36	20	12	74	67	46	13
BYD SEAL	37	2	1	3	2	4	0	13	12
LEAPMOTOR C10	114	7	2	21	8	3	34	28	11
MINI ACEMAN	98	9	18	43	7	2	1	7	11
GEELY RIDDARA RD6	154	8	4	41	38	22	7	23	11
GEELY EX2	10	0	0	0	0	0	0	0	10
MG S6	45	0	0	0	0	0	18	17	10
SKODA ELROQ	51	2	5	2	16	5	8	4	9
TOYOTA HILUX	14	0	0	0	3	0	0	2	9
DONGFENG 007	97	6	5	21	10	25	10	12	8
TESLA MODEL 3	213	9	23	58	5	75	27	9	7
LEXUS RZ	25	4	6	2	0	3	2	1	7
VOLVO EX30	107	10	15	10	11	12	14	28	7
MINI COOPER	81	11	15	30	8	3	4	4	6
XPENG X9	15	0	1	0	0	0	4	4	6
AUDI Q6 E-TRON	36	3	9	15	1	2	0	0	6
CADILLAC LYRIQ	24	1	0	2	4	3	3	5	6
LEAPMOTOR B03X	7	0	0	0	0	0	0	1	6
LEAPMOTOR B10	114	7	5	40	11	7	19	19	6
SKODA ENYAQ	29	2	3	3	7	3	4	1	6
GAC AION UT	19	0	0	0	0	3	8	3	5
FORTHING TAIKON	37	0	0	7	10	5	5	5	5
POLESTAR 4	33	3	2	6	3	4	7	3	5
KIA EV3	470	32	33	35	71	96	180	19	4
FARIZON SV	20	3	0	4	3	3	2	1	4
BMW 4 SERIES	22	3	0	6	1	0	3	6	3
KIA EV6	20	1	3	2	0	1	8	2	3
PORSCHE CAYENNE	8	0	0	0	0	0	5	0	3
SUZUKI E VITARA	101	0	3	7	42	24	12	10	3
CRRC ET12	73	0	8	18	16	23	5	0	3
BMW I	16	2	2	6	2	2	0	0	2
DENZA D9	9	0	0	2	0	3	0	2	2
FORD MUSTANG MACH-E	59	4	6	18	12	4	8	5	2
MG IM6	58	7	4	15	12	8	6	4	2
PORSCHE MACAN	31	4	0	0	20	2	1	2	2
SMART #3	10	1	0	0	2	0	1	4	2
VOLVO EX90	26	0	1	9	2	3	9	0	2
FORD TRANSIT	24	0	1	3	2	4	10	2	2
GEELY C13E	2	0	0	0	0	0	0	0	2
HYUNDAI MIGHTY	5	0	1	0	1	0	0	1	2
HYUNDAI ELEXIO	1	0	0	0	0	0	0	0	1
HYUNDAI INSTER	1	0	0	0	0	0	0	0	1
VOLKSWAGEN ID.BUZZ	15	3	1	3	4	0	1	2	1
ZEEKR 009	8	1	0	2	0	3	0	1	1
AUDI SQ6 E-TRON	1	0	0	0	0	0	0	0	1
BMW X1	52	4	5	10	11	8	9	4	1
CADILLAC OPTIQ	2	0	0	0	0	0	0	1	1
HYUNDAI IONIQ 5	15	1	0	1	0	3	0	9	1
FOTON AUMARK	6	1	2	1	0	1	0	0	1
JAC N7SEV	2	0	0	0	0	0	1	0	1
VOLVO FHE	1	0	0	0	0	0	0	0	1
OTHER	878	164	128	309	129	36	86	26	0
TOTAL	12,402	756	673	2,415	1,098	1,611	2,730	1,987	1,132

INCLUDES BUSES AND HEAVY VEHICLES. SOURCE: NZTA MOTOR VEHICLE REGISTER.

EV registrations more than double in August as BYD takes top spot from Tesla

Battery electric registrations reached 1099 in August and plug-in hybrids 1246, taking 19.6% of new light vehicles, with BYD on top as Tesla waited for quarter-end.

New Zealanders registered 1099 new battery electric vehicles in August, more than double the 502 of August last year, with BYD taking the top spot from Tesla in a month the American brand largely sat out, according to NZTA register data.

Plug-in hybrids rose 152% to 1246 from 494. Together the two took 19.6% of the month's 11,960 new light vehicle registrations, up from 8.8% a year earlier, meaning one in five new light vehicles registered in August could be plugged in. Among passenger cars alone the plug-in share was 23.9%. Conventional hybrids added 4066, up 9%, putting some form of battery in more than half of everything registered.

Both plug-in totals were down on July, when 1986 battery electric vehicles and 1469 plug-in hybrids were registered. Distributors told our sister outlet AutoTalk that typhoon activity around Shanghai delayed vessel departures during August, holding back the Chinese brands that supply most

of the market's EVs.

Year to date, battery electric registrations stand at 12,195, up 150% on the first eight months of 2025, and plug-in hybrids at 9186, up 108%.

BYD LEADS AS TESLA WAITS FOR QUARTER-END

BYD registered 224 battery electric vehicles to lead the make table, led by the Atto 3 on 107, with the Sealion 7 on 56 and the Atto 2 on 30. MG was second on 118, built on the S5 with 69 and the MG 4 with 37, then Tesla on 88 and Toyota on 86.

Tesla's 88 registrations, 81 of them Model Ys, reflect its pattern of concentrating deliveries at the end of each quarter. The brand recorded 412 in July. The Model Y still finished second on the model table behind the Atto 3.

Toyota's fourth place was built almost entirely on the bZ4X, with 49 standard cars and 28 of the bZ4X Touring wagon, a combined 77 that put it third among battery electric models.

Geely followed on 63, with the EX5 on 42, then Dongfeng on 61, including 29 of the Box, Jaecoo on 51, all of them J5s, GWM on 46, all of them Ora hatchbacks, and BMW on 41, with 35 iX3s. Zeekr, Mini, XPeng, Farizon, Leapmotor and GAC each registered between 21 and 32, with the Zeekr 7X on 31. Kia registered just 20.

Only 26 of the month's battery electric vehicles were registered for rental use.

RAV4 DOMINATES PLUG-IN HYBRIDS

The Toyota RAV4 was the most-registered plug-in hybrid on 484, making it New Zealand's best-selling plug-in vehicle of any kind by a wide margin, with 39% of all plug-in hybrid registrations. Toyota's plug-in hybrid total was made up entirely of RAV4s.

By brand, BYD followed on 204, including 93 Shark 6 utes alongside the Sealion 6, 8 and 5, then GWM on 126, Chery on 100, Jaecoo on 68 with the J7, and Geely on 49, all of them Starray EM-i. Denza's 33 and Forthing's 26 came next, with Mitsubishi on 25, 22 of them Outlanders.

A further 38 Leapmotor range-extender models were registered, 33 of them C10s. These use a petrol engine as a generator and are not counted in the battery electric or plug-in hybrid totals.

USED IMPORTS DOUBLE

Used import battery electric registrations rose to 316 in August, from 158 a year earlier. Japan supplied 302 of them, with 10 from Hong Kong and five from Australia. The Nissan Leaf accounted for 212 of them, up from 119, with most built between 2018 and 2022. Tesla registered 49 used imports, made up of 33 Model 3s and 16 Model Ys, and BYD added 10 used Seals.

For the year to date, 2609 used battery electric vehicles have been registered, up 136% on the 1105 of the first eight months of 2025. The Leaf has taken two-thirds of them, on 1768, while used Model 3 registrations have almost quadrupled to 273 and Model Ys risen from 14 to 95.

Used plug-in hybrids rose to 104 from 61. The Mitsubishi Outlander led on 44, ahead of the Toyota RAV4 on 25 and the Prius on 13. Together, battery electric and plug-in hybrid models took 5.2% of used passenger imports in August, up from 3%. ➡



USED EV AUGUST 2026

MAKE	MODEL	AUG '26
NISSAN	LEAF	212
TESLA	MODEL 3	33
TESLA	MODEL Y	16
BYD	SEAL	10
BYD	ATTO 3	5
BYD	DOLPHIN	5
VOLKSWAGEN	ID.4	5
MERCEDES-BENZ	EQA	3
PEUGEOT	E-208	3
AUDI	Q4	2
BMW	IX1	2
MERCEDES-BENZ	EQC	2
PEUGEOT	E-2008	2
PORSCHE	TAYCAN	2
SUBARU	SOLTERRA	2
AUDI	E-TRON	1
AUDI	RS	1
HYUNDAI	IONIQ 5	1
HYUNDAI	KONA	1
MAZDA	MX-30	1
OTHER		7

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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	facebook.com/groups/NZEVOwners
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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

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