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ISSUE NO. 06, 2026

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Come and see us at the expo (bring questions, not potatoes)

Gavin and I live in the country, and we like it that way. This week we're doing something we normally go out of our way to avoid. We're driving to Auckland.

We'll be on the BYD stand at the first NZ EV & Tech Expo, which runs from 13 to 15 November at Auckland Showgrounds. Find us in Hall 3, stands 71 to 75, every day from 11am to midday and again from 2pm to 3pm.

The plan is simple. You ask us about EVs and we answer. Range, charging, batteries, which car suits your driveway, or something stranger that has been bothering you for months. We are happy to take the weird ones.

We may also screen the director's cut of the Racco video. The version on YouTube already runs close to an hour, so consider yourself warned. It's the story of Gavin driving BYD's kei car across Japan, trying to sleep in it, and losing.

Beyond our sessions, BYD has its full EV and DM-i range available to test drive, and there's a Carpool Karaoke car with a prize for anyone brave enough to sing. Around the rest of the halls you'll find test drives from more than a dozen brands, including Tesla, Kia, Toyota, Polestar, Zeekr, GWM and Leapmotor, plus talks and a few humanoid robots.

Test drives and tickets are at evtechexpo.co.nz. Come and say hello.

Richard Edwards
MANAGING EDITOR

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YouTube EVs & Beyond

BYD cuts EV and plug-in hybrid prices to below pre-July levels

BYD New Zealand has cut prices across most of its range until the end of the year, less than four months after it put prices up on every model it sells.

The national campaign, called Pick your perk, takes $2,000 to $4,000 off 17 of the 20 variants in the line-up, from the Atto 1 electric city car to the Shark 6 plug-in hybrid ute. Both its battery electric and plug-in hybrid models are included. The offer runs until 31 December, and BYD says stock is available for immediate delivery.

In early July, BYD lifted prices by $1,000 across its passenger range and by $2,000 on the Shark 6, its first increase since 2023. General manager Warren Willmot said at the time that shipping, local logistics, exchange rates and higher staff costs had all been factored in. The rise came as record demand was stretching wait times for new cars.

The new cuts are larger than that increase on every model included. Dynamic variants come down $2,000, Premium variants $3,000 and Performance variants $4,000, which puts each model that was on sale before July.

The Sealion 7 Performance, for example, went from $79,990 to $80,990 in July and is now $76,990. The Shark 6 Premium rose from $69,990 to $71,990 and now sells for $68,990.

The cuts also go some way towards answering the main criticism of the Atto 3 Evo in our video review, which found the updated electric SUV was no longer competitive on price. The entry-level Evo Dynamic drops $2,000 to $57,990, the Premium $3,000 to $62,990 and the Performance $4,000 to $71,990.

The three entry-level Essential models, the Atto 1, Atto 2 DM-i and Sealion 5, aren't included and stay at their post-July prices of $30,990, $34,990 and $43,990. That leaves the Atto 1 Essential still above the $30,000 mark it crossed in July, while the Atto 1 Premium drops to $33,990, $2,000 less than before the rise.

MODEL	VARIANT	BEFORE JULY	SINCE JULY	UNTIL 31 DEC
ATTO 1 (EV)	PREMIUM	$35,990	$36,990	$33,990
ATTO 2 (EV)	Dynamic	$39,990	$40,990	$38,990
ATTO 2 (EV)	Premium	$45,990	$46,990	$43,990
ATTO 2 DM-I (PHEV)	Premium		$42,990	$39,990
ATTO 3 EVO (EV)	Dynamic		$59,990	$57,990
ATTO 3 EVO (EV)	Premium		$65,990	$62,990
ATTO 3 EVO (EV)	Performance		$75,990	$71,990
SEALION 5 (PHEV)	Premium	$48,990	$49,990	$46,990
SEALION 6 (PHEV)	Dynamic FWD	$59,990	$60,990	$58,990
SEALION 6 (PHEV)	Premium AWD	$67,990	$68,990	$65,990
SEALION 7 (EV)	Premium	$67,990	$68,990	$65,990
SEALION 7 (EV)	Performance	$79,990	$80,990	$76,990
SEALION 8 (PHEV)	Dynamic FWD	$74,990	$75,990	$73,990
SEALION 8 (PHEV)	Dynamic AWD	$83,990	$84,990	$82,990
SEALION 8 (PHEV)	Premium AWD	$91,990	$92,990	$89,990
SHARK 6 (PHEV)	Premium	$69,990	$71,990	$68,990
SHARK 6 (PHEV)	Performance	$76,990	$78,990	$74,990



Seven-seat Kia PV5 Passenger electric van priced from $71,990

Kia New Zealand has priced the seven-seat, all-electric PV5 Passenger van from $71,990 plus on-road costs, and it is available now through dealers.

That is $7,000 more than the entry PV5 Cargo.

The Passenger drops the Cargo's bulkhead behind the front seats and adds a seven-seat cabin.

Otherwise it is mechanically the same van, with a 71.2kWh battery powering a front-mounted electric motor. Peak outputs are 120kW and 250Nm, and Kia quotes 0-100km/h in 10.6 seconds, 1.8 seconds quicker than the Cargo.

WLTP range is 397km, slightly down on the Cargo's 416km.

An 11kW onboard charger is standard, with a 22kW unit available for faster AC charging. Kia New Zealand's release does not mention DC charging, but the PV5 Passenger charges at up to 150kW in other markets.

It comes with Kia's full suite of driver assistance features, including lane-keep assist and adaptive cruise control. The Passenger has not been tested by ANCAP, but the PV5 Cargo was awarded a Platinum rating for collision avoidance.

Inside, the seats are finished in artificial leather and the front seats are heated. There is a 7.5-inch digital instrument cluster and a 12.9-inch touchscreen with wireless Apple CarPlay and Android Auto.

"The Kia PV5 Passenger is a significant addition to our electric vehicle line-up, offering New Zealanders a genuinely versatile seven-seat option that puts functionality, comfort and technology at the forefront," says Kia New Zealand managing director Todd McDonald.

"For more than two decades, the Carnival has been one of New Zealand's most trusted people movers. We evolved the Carnival from diesel to hybrid to better reflect changing customer expectations, and now the addition of the fully electric PV5 Passenger allows us to offer an even broader range of solutions for Kiwi families and businesses."

Our video review of the PV5 Cargo is on the EVs & Beyond YouTube channel.







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Test drive EVs from 16 brands at Auckland's NZ EV & Tech Expo

Visitors to the first NZ EV & Tech Expo, at Auckland Showgrounds from 13 to 15 November, will be able to test drive EVs from 16 brands on a route next to the venue.



"There has never been more choice for New Zealanders looking at an electric vehicle, or more to make sense of."

Test drives last 15 to 20 minutes and can be booked with Geely, Tesla, BYD, Kia, Toyota, Volvo, Polestar, Zeekr, Honda, Subaru, GWM, GAC, Denza, Leapmotor, Dongfeng and BAIC. They are included with admission, but places are limited and drivers need a full New Zealand licence.

Expo founder and director Steven Lin says the event is meant to help buyers make sense of a fast-growing market.

"There has never been more choice for New Zealanders looking at an electric vehicle, or more to make sense of. We created the NZ EV & Tech Expo so people can step out from behind their screens, get behind the wheel, compare the options side by side and have their questions answered by experts, all in one place," says Lin.

Battery electric and plug-in hybrid vehicles made up 25.2% of new light vehicle registrations in September, according to Drive Electric's analysis of NZTA data, up from 9.1% a year earlier.

A programme of talks, panels and demonstrations will cover charging, battery safety, ownership costs, finance, buying a first or used EV, driver-assistance technology, solar and smart charging, and whether New Zealand's charging network can keep up with EV growth.

"Our talks and panels cover everything from charging and battery safety to ownership costs, financing and driver-assistance technology," says the expo's advisory director for AI, digital and tech strategy, Dr Ashwin Jaiswal.

Supporting partner EROAD will show its ROADRUNR service, which tracks an EV owner's road user charges balance, estimates how long it will last and sends alerts when it runs low. It also handles RUC, WOF and registration renewals in one place.

Unitree humanoid robots, Pudu service robots and Hypershell wearable exoskeletons will also be on show, along with smart-home and clean energy technology.

You can meet EVs & Beyond's Gavin Shoebridge and Richard Edwards on the BYD stand every day of the expo.

Children under 16 get in free with an adult. Tickets and test-drive details are at evtechexpo.co.nz.

Written-off Tesla Model 3s stay off fast charging after High Court declines review

A New Zealand owner of two repaired, written-off Tesla Model 3s has lost a High Court bid to overturn a ruling that Tesla was entitled to disable their DC fast charging.

The High Court has declined to review the Disputes Tribunal decision, which found Tesla's policy of switching off Supercharging on structurally damaged cars was reasonable, even after both cars were repaired and reregistered.

Wellington electrical engineer Peter Goodricke bought the two cars through Turners' damaged vehicle auctions in August and September 2024. Both had been written off by their former owners' insurers and deregistered. He had them repaired, and both passed the inspection required for reregistration.

WHY TESLA DISABLED FAST CHARGING

Tesla monitors the NZTA register. Under its Unsupported Vehicle Policy, published on its website, it designated each car an unsupported vehicle once the register listed it as structurally damaged, and sent an over-the-air update disabling DC fast charging on 26 August and 3 September 2024.

The updates took effect after Goodricke added the cars to his Tesla account and connected them through the app, on 30 October 2024 for one car and 29 January 2025 for the other. From then on they could only be charged from a regular power point, which he said can take days. Both cars had charged normally when he first used them with only the key.

Tesla offered to inspect the cars at

CONTINUE TO PAGE 08...



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$1,624.43 each, with fast charging restored only if it was satisfied it was safe to do so. It said damaged high-voltage batteries can, in rare cases, cause serious fires and internal cell damage can be hard to detect.

DISPUTES TRIBUNAL DECISIONS

Goodricke took Tesla to the Disputes Tribunal, claiming breaches of the Fair Trading Act and the Consumer Guarantees Act. He did not claim against Turners, saying it had done nothing wrong.

> **"Ultimately, when a consumer knowingly acquires a car that is listed as damaged, I find it is reasonable to assume the consumer has taken on the risk that the car may have issues or may have a loss of functionality."**

The tribunal dismissed the claim in September 2025. The referee found Tesla's policy was not misleading, deceptive or unconscionable, and that a buyer of a car sold as damaged takes on some risk.

"I accept that Tesla has a legitimate interest in ensuring its cars are safe, and that they are entitled to have such a policy. It may be correct that Peter does have an ability to assess the car's battery. However, I consider that Tesla cannot know that," the referee said.

"Ultimately, when a consumer knowingly acquires a car that is listed as damaged, I find it is reasonable to assume the consumer has taken on the risk that the car may have issues or may have a loss of functionality."

A rehearing application, arguing the referee had not dealt with the Consumer Guarantees Act claim, was dismissed in November 2025. The referee said the act had little if any application because Goodricke bought a damaged car from a different company, advertised as such.

HIGH COURT REVIEW

Goodricke did not appeal to the District Court, telling the High Court he could not show the tribunal hearing had been run unfairly, which is the only ground of appeal. He instead applied for judicial review, representing himself.

Justice Boldt dismissed the application on 15 October, finding the grounds were in substance a challenge to the merits of the tribunal's decision. He noted the tribunal decides cases on their substantial merits and justice and is not bound by strict legal rights.

"When this case is assessed in light of s 18(6), it is clear the referee asked himself the right question, namely whether it was reasonable for a manufacturer in Tesla's position, concerned about the fact its high voltage batteries can become volatile and dangerous when damaged, to disable a vehicle's fast-charging until satisfied it is safe," the judge said.

TESLA'S REMOTE ACCESS TO OWNERS' CARS

He also addressed Tesla's ability to change cars after sale.

"Tesla, unlike most car manufacturers, retains the ability to reach into individual vehicles long after their sale and make alterations which limit their functionality. That power is remarkable and may be exercised only in the most tightly constrained circumstances. Self-evidently, a car belongs to its owner, who then assumes responsibility for its safe operation. That fundamental rule can only be displaced if there is a clear legal basis to do so," he said.

Tesla's counsel accepted the company has no unilateral right to alter a car once it belongs to someone else, and that publishing a policy on its website is not enough on its own where there is no contract with the owner. Both sides agreed Goodricke could not have used the Tesla app without first agreeing to Tesla's terms and conditions, though there was no evidence on that point before the court.

The judge added that, although it would not have mattered if the referee had erred in law, he was satisfied the Consumer Guarantees Act had been applied correctly and was not persuaded the cars stopped being of acceptable quality after the updates. Tesla's website makes a clear exception to fast charging for damaged and deregistered vehicles, he said.

Goodricke was ordered to pay Tesla $26,827 in costs plus $257.40 in disbursements. The judge declined Tesla's request for increased costs, noting Goodricke was a litigant in person.

The judgment is Goodricke v Disputes Tribunal [2026] NZHC 3185.














Chery's luxury EV brand Luxeed confirmed for NZ in 2027, without Huawei tech

Chery's luxury EV brand Luxeed is coming to New Zealand around the middle of 2027, and the cars sold here will carry no Huawei hardware or software.

It joins a growing number of premium electric brands in this market. BYD's Denza, Geely's Zeekr and Polestar are already here, and Chery has also confirmed its Exlantix premium brand for New Zealand.

Luxeed International CEO Shawn Xu, who is also CEO of Omoda & Jaecoo, outlined the plan to New Zealand, Australian and UK media, including us, in Wuhu, China, after the brand's global launch at the 2026 Chery International User Summit.

RIGHT-HAND DRIVE FIRST

Brands from left-hand-drive markets rarely start overseas in right-hand drive, but Luxeed developed its first export model, the LLounge (pronounced El-lounge) MPV, for right-hand drive from the start. Thailand gets it first, early next year, followed by Malaysia, Singapore and Indonesia. New Zealand and Australia are due around the middle of 2027, with the UK a little later.

"For this launch we developed right-hand drive first," Xu says. "We are going to cover all of the right-hand-drive markets."

Speaking about Australia, which is on the same timing as New Zealand, he says: "I propose the end of Q2, the middle of next year, for this first model." The LLounge will go through Australian testing before it goes on sale there.

NO HUAWEI INSIDE

In China, Luxeed is part of the Harmony Intelligent Mobility Alliance, and its cars use Huawei's driver assistance, HarmonyOS cockpit and drive systems. Xu says none of that will be exported.

"For international, Luxeed is not related to Huawei. There is nothing, including the hardware and the software."

His comments match a 36Kr report, carried by CnEVPost. According to that report, Luxeed's overseas models will use Chery's own electrical architecture, with Chery's Falcon driver assistance and Lingxi cockpit, and Chery's central R&D institute is handling the development work.

The change is part of a wider shift. According to the same report, Huawei has handed responsibility for overseas models of its Harmony alliance brands to the carmakers themselves, and AITO's export models will use Bosch technology instead.

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The export cars also have different styling from the Chinese versions. "We believe we understand international customers better," Xu says. "The Chinese design is more considered for Chinese tastes."

TWO FLAGSHIPS

Luxeed showed two models at the launch. The LLounge, sold in China as the V9, is a large luxury MPV with six- and seven-seat layouts. In China it is a range-extended EV with a 53.4kWh battery, a claimed 1320km CLTC combined range and a 3250mm wheelbase. Its second-row zero-gravity seats rotate a full 180 degrees and recline to 123 degrees, and the privacy glass darkens in one second. The cabin also has a Privacy Acoustic Shield mode and a 33-speaker sound system.

The Stormax, sold in China as the RX, is a performance SUV on an 800-volt architecture. Its dual motors produce 460kW and 775Nm. Luxeed claims 0-100km/h in under 3.9 seconds, a top speed above 250km/h and a 100-0km/h stop in under 34m on six-piston front callipers.

Both cars use dual-chamber air suspension, dual-valve CDC dampers and up to 7 degrees of rear-wheel steering. Luxeed has not confirmed export powertrain specifications, which matters given that the export cars drop Huawei hardware.





BUILDING THE NETWORK

Xu is not setting big volume targets for the first year. "In the first year we don't expect too much from a luxury brand, but we want to build a good brand in Australia," he says. "We prefer to start slowly and build a good foundation."

The brand will use conventional dealerships, starting in major cities. "Australia is still a traditional store market, so at the beginning we need to build some good stores in tier-one cities to give us coverage," he says. "We welcome our current dealers if they have good performance and are interested in investing. We have seen many potential dealers, some from our current network and some new. We have already approached some, and in some markets we have made a lot of progress."

Luxeed also adds to a growing list of Chery Group brands for New Zealand. Chery, Omoda and Jaecoo are already on sale here, the Exlantix premium brand has been confirmed, and iCAUR is also due in 2027.

Xu describes Luxeed as a different proposition from Chery's volume brands. "Luxeed is a premium brand, so it is different to a value brand and targets different customers," he says. "It brings together luxury, full electrification, intelligence and the driving experience. There are not many brands that combine those, and that is where we see the big opportunity."



Chery's premium Exlantix brand confirmed for New Zealand

Chery is adding another brand to the New Zealand market, with Exlantix confirmed for Australasia by Lilian Xiong, CEO of Exeed and Exlantix International.

Xiong made the confirmation at the Exeed International User Summit in Shanghai. The company used the event to show its new design direction and upcoming models, ahead of a track programme at the Zhejiang International Circuit.

Exlantix is the electric and range-extender arm of Exeed, Chery's premium brand, and is sold in China as Sterra. It launched in Europe last year in Norway with the ES sedan and ET SUV. Xiong says the Exeed name couldn't be registered here because it was too similar to an existing trademark. She didn't say which one, though Mitsubishi uses the Exceed name for its top-spec models.

Exeed now has 560,000 customers in more than 40 countries, Xiong says, and she believes those buyers choose a young brand because they want to be early to new things.

"They enjoy new things because we are young and we are new," she says. "We have new design, we have new technology, and they enjoy experiencing new things and leading the trends in their city or their country."



Xiong says Exlantix will be positioned against other premium Chinese new-energy brands, which makes Zeekr and Denza its most likely targets rather than the Europeans. It is aimed at buyers who already own an electric car and want a step up in design and interior quality.

THE FIRST TWO MODELS

Launch timing is still to be confirmed, but the first two models will be the ET SUV and ES GT shooting brake, both shown at the summit in right-hand drive.

The ET is a large five-seat SUV built on Chery's E0X platform. The facelifted version measures 4,988mm long, 1,975 mm wide and 1,710 mm tall, on a 3,000 mm wheelbase. That makes it longer than a BMW X5 or Volvo XC90, but lower than both. It has a drag coefficient of 0.26, and air suspension with continuous damping control.

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It is offered with full electric and range-extended powertrains. The range-extended version pairs a 1.5-litre turbo petrol generator with a 41.16 kWh LFP battery. Rear-drive versions are rated at 245km of electric range and 1,520 km in total on China's CLTC cycle. All-wheel-drive versions manage 225 km and 1,300 km, and produce 377 kW and 642 Nm from front and rear motors. The electric ET uses a 97.7kWh battery with up to 726 km of CLTC range, and supports 800V charging. Both the electric and range-extended versions are expected here, though that is yet to be confirmed.

In China the facelift is sold as the Exeed EX7, and it is the first production car with electro-mechanical brake-by-wire, Exeed says. The system is fitted to all-wheel-drive versions and replaces hydraulic brake lines with an electric motor at each wheel. Exeed claims a response time of 90 milliseconds, against around 280 for a hydraulic system, and a 33 m stop from 100 km/h. Rear-drive versions get six-piston front calipers instead. Inside there is a 30-inch display across the dash and a fridge.

The ES GT is a shooting brake version of the ES sedan and the first wagon in the Exlantix line-up. The company showed a video of the almost-final pre-production car at the summit. It says the car is less than eight months from final release, with a global launch planned for 2027 that includes Europe.

The China-market version was revealed at the Guangzhou motor show last year as the ES7 GT, and pairs a range extender with three electric motors. Exeed claims more than 1,700 km of CLTC range and 0-100 km/h in under three seconds. It also claims 1,000V charging that adds around 450 km in five minutes. The cabin has a display running across the dashboard, a separate floating centre screen, genuine carbon fibre trim and sports seats with active side bolsters.

A NEW DESIGN LANGUAGE

The design presentation introduced Perpetua, a design language based on water, which splits the range into a sporty line and a luxury line.

The sporty line takes its cues from water in motion, and Christos Pavlidis, Exeed's exterior design manager, says the ES GT is the stepping stone to it.

"We wanted to capture that precise moment before a wave is about to break, unleashing the power," he says. "The volumes are charged with energy, as if the bodywork is pushed forward by a visible current. The muscular proportions communicate acceleration even when the car is at standstill."

WHAT COMES NEXT

The luxury line draws on ice, with upright shapes, flat surfaces and a large grille.

"For us, luxury is expressed through verticality, majesty, simplicity and timelessness," Pavlidis says.

Three luxury models were shown: Exeed's first people mover, and the EX8 and EX7 SUVs, which share a platform.

Juan Manuel Díaz, head of design for Exeed and Exlantix, says the people mover is designed to have presence without busy styling.

"We want this car to be monumental. We want it to stand in a proper way, very sophisticated, and give a serious feeling," Díaz says. "The car will talk by itself, without shouting with strange lines."

The EX8 is the more spacious of the two SUVs. "We wanted to create a very balanced and proportionate SUV with very good details," Díaz says. "It's a luxurious car. We have space, we sell space."

The EX7, the name the facelifted ET carries in China, is the sportier of the pair. "With the EX7 we wanted to play more with the feelings," Díaz says. "The long wheelbase, the flatter roof and the short overhangs give us this really sporty feeling."

Xiong says the shift to autonomous driving is shaping the brand's thinking, and Exeed will launch a robotaxi programme, probably next year. It will be trialled in a single market first and is not planned for New Zealand.

"In the future, maybe one or two years from now, we will not always be driving the car. You will spend more time in the car not driving," she says. "So maybe we need more space, more functions, more connections."

CHERY'S GROWING FAMILY

Exlantix joins a growing line-up of Chery-owned brands confirmed for New Zealand. Omoda and Jaecoo are already on sale here alongside the Chery badge itself, and Lepas, iCAUR and Freelander, Chery's joint-venture brand with Jaguar Land Rover, are all on the way.

Between them, the group has at least seven EVs lined up for New Zealand by 2027. Chery's other brands include Jetour, and Luxeed.

Freelander 8 first drive: plenty of room, a few questions

BY RICHARD EDWARDS

The original Freelander was Land Rover's smallest and cheapest 4×4. The Freelander 8 is 5118mm long on a 3040mm wheelbase, has three rows of seats and is closer in size to a Discovery than to anything that's worn the badge before.

It's not a Land Rover, either. Freelander is now a brand of its own. JLR owns the name and leads the design through its Freelander Design Hub in Shanghai, while Chery supplies the technology and builds the car in Changshu. The 8 is confirmed for New Zealand in 2027. We had a look around a China-market car in a Shanghai shopping mall, then a short drive in the international model on a closed course at Chery International User Summit in Wuhu.

WHICH FREELANDER 8 WE GET

New Zealand is expected to get the international plug-in hybrid rather than the range-extender sold in China. Freelander says the 8 was designed from the start in left-hand-drive, right-hand-drive and EU versions on one platform. It pairs a 2.0-litre turbo petrol engine with a motor on each axle for a combined 460kW and 662Nm, and Freelander claims 0-100km/h in 5.8 seconds.

The 34.12kWh lithium iron phosphate battery is good for a claimed 110km of electric range on the WLTC cycle, and 886km combined with a full tank. In a vehicle this big we'd expect closer to 80km in the real world, which still covers most daily driving. AC charging is 11kW, and Freelander quotes 20 to 80% on a DC charger in 20 minutes or less. That's a long stop for a fairly small battery, and it hasn't published a peak DC rate.

The China-market car uses a 1.5-litre engine purely as a generator, with a 60kWh battery and more than 600kW, enough for 0-100km/h in under five seconds. We'd like to see that version here one day, but local specification and pricing haven't been confirmed yet.

BEHIND THE WHEEL

You can't learn much about a big SUV's ride and handling in a coned car park, so these are early impressions only. The international model pulls hard off the line for something this size, and it's quiet. Freelander uses active noise cancellation and quotes an idle noise level of 37dB. The rear wheels steer up to 10 degrees, which makes it surprisingly nimble through tight turns, and the body feels stiff. Freelander puts torsional stiffness at 43,730Nm per degree.

It sits on dual-chamber air suspension with continuously controlled damping, which can raise the body 70mm or drop it 50mm, for up to 266mm of ground clearance. A Motion Sickness Relief mode manages pitch under braking, and the front brakes use six-piston fixed calipers.

The i-ATS (Intelligent All-Terrain System) has nine modes. Seven are terrain programmes, including Sand. There's also a Smart mode that picks the settings for you and an Expert mode that lets you adjust them yourself. There's a virtual centre diff lock, a rear electronic limited-slip diff, crawl control and hill descent control. Freelander quotes a 900mm wading depth, with the engine's air intake at 1213mm and radar that shows water depth on screen. It also says the 8 can cross an 800mm cross-axle test and climb a 70% gradient, about 35 degrees. We were driven around a short off-

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NEIWAI












ACOSTE







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road course as passengers, and while the 8 appeared to handle the sort of obstacles you'd expect a Land Rover to cope with, we'll wait until we've driven it ourselves in real conditions before passing judgement.

Freelander's team told us the 8 is rated to tow two tonnes. That's light for a vehicle this size, particularly for New Zealand buyers with horse floats or boats, and we told them it'll need to be higher here.

DESIGN

Phil Simmons runs the Freelander Design Hub and worked on the original 1997 Freelander. The interlocking headlights are taken from that first car. The triangular rear side window comes from the three-door, and Simmons says its shape holds the letters F and L. The Freelander lettering on the tailgate is carved into the panel, not stuck on. Simmons says it's 4mm deep, where the industry usually goes to 2.5mm.

There are eight exterior finishes, two of them satin. The test car rode on 22-inch wheels. The China-market car in the mall had a roof-mounted lidar sensor for its driver assistance, which hasn't been confirmed for export models.

INSIDE

On the six-seater you get to the third row by squeezing between the second-row chairs, and once you're there it's one of the best third rows we've sat in this side of a van. Freelander quotes 834mm of legroom and 960mm of headroom, which is more headroom than some SUVs give you in the second row. There's room to tuck your feet under the seat in front, plus heating and ventilation, USB power and a cupholder. Ventilated third-row seats are standard on six-seat versions. You sit slightly inboard, which puts your knees at an odd angle, but adults won't mind spending time back there.

The test car had the optional zero-gravity seats in the second row. They recline to 145 degrees with a leg rest that rises underneath, have 10-point massage with eight modes, and slide 260mm on concealed rails. Between them there's a 10-litre fridge that cools or heats and can be opened from the front. Rear passengers also get an optional 17.3-inch screen that folds down from the roof.

The leather is nappa from carbon-neutral farms in New Zealand, and the trim uses open-pore Ayous wood veneer. The ambient lighting has 256 colours across 22 zones. Freelander says the air conditioning dropped the temperature at the driver's head by 33°C in 10 minutes, after the car had sat in the Middle East sun for two hours.

There's no instrument display directly in front of the driver. Instead a 46.3-inch 8K mini-LED screen stretches about 1.2m across the dash, showing driving information and 4×4 detail such as the diff locks, wheel angles and power flow. Below it is a 15.6-inch touchscreen. Both run on Qualcomm's SA8295P chip, which is standard across the range. Everything responded quickly, although the test car's software was mostly in Chinese.

Freelander has kept physical buttons for the seat ventilation, cameras, demisting and a couple of programmable functions. Press the climate dials and they switch between fan speed and temperature, the way they do in recent JLR models.

You also get a driver-monitoring camera with a privacy slider and a video rear-view mirror that switches back to a normal one. There's wireless charging and Harman Kardon audio with up to 23 speakers. The front seats are heated, ventilated and massaging. The doors soft-close, but the pop-out handles need a firm pull.

Level 2+ driver assistance is standard, with more than 30 functions using 28 sensors. That covers adaptive cruise control, lane centring, autonomous emergency braking, emergency lane keeping, blind-spot detection, rear cross-traffic alert and door-open warning. A valet parking and summon function, run from a phone app, will be offered in selected markets.

With all three rows up the boot isn't especially big, but it's nicely finished, and you can lower the rear suspension from inside to make loading easier. Fold the seats and you get a flat floor, with room for a couple of mountain bikes once their front wheels are off.

VERDICT

This was a short drive in an early international car, and we still don't know the New Zealand price or final specification. What we can say is that the Freelander 8 has more space and more equipment than the name would lead you to expect, and its third row is one of the best we've tried. We'll want to know more about the towing capacity, real-world electric range, charging speed and how it goes off-road with us driving before we can give a full verdict.

Tesla Model 3 Rear-Wheel Drive review: more range for less money

BY GAVIN SHOEBRIDGE

Tesla's cheapest Model 3 goes further on a charge than the car it replaces as the entry point. The new Model 3 Rear-Wheel Drive is rated at 572km on the WLTP cycle and costs $54,900 plus on-road costs, $9000 less than the old base car, which carries on as the Premium Rear-Wheel Drive at $63,900.

From the outside you'd struggle to tell them apart. The only giveaway is a set of plastic aero covers on the 18-inch wheels, because everything that's been cut to hit the price is inside. We covered the full line-up and pricing when it arrived.

RANGE, BATTERY AND CHARGING

The 572km WLTP figure is more than the outgoing entry Model 3 managed. My rule of thumb is to take 15% off a WLTP figure for normal driving, and that leaves you with around 486km.

Tesla says the battery has been carried over from existing models but won't say how big it is. It uses LFP chemistry and is about 62kWh, which means you can charge it to full every day without giving it a second thought. The battery and drive unit are covered for eight years or 160,000km, and the car itself gets a five-year, unlimited-kilometre warranty.

Even in this entry car, DC charging peaks at 175kW, so in the right conditions you should get close to 285km back in about 15 minutes.

Tesla doesn't publish a kerb weight either, so I took it down to the local transfer station weighbridge. Once I'd taken off my own weight and a bag of shopping, it came in at 1776kg.

WHAT IT COSTS

That $54,900 needs a bit of context. Tesla's on-road charges on our car came to almost $2400, which is about twice what most brands and dealers charge, so it was $57,257 to drive away.

Tesla's online price calculator also factors in what you'll save on petrol, which I find a bit cheeky. I'm not a qualified moneyologist, but if something costs $100 and you pay $5 for it, you haven't saved $95, you've spent $5. The fuel savings are real enough, but they aren't a discount on the car.

Pearl White is the only no-cost colour, with Diamond Black at $1700 and Stealth Grey at $2300.

OUTSIDE AND PRACTICALITY

Apart from those wheel covers, the body hasn't changed. You still get the matrix LED headlights, panoramic glass roof, front bumper camera, power-folding mirrors and a hands-free powered boot, along with the same door handles that need a secret handshake to open.

The boot holds 594 litres, there's another 88 litres up front, and you get 1659 litres with the rear seats folded. As with any sedan, the opening through to the cabin is tighter than a hatch's, so a big suitcase may not make it through. Fold the seats, though, and there's room to lie flat in the back, which makes a mattress-and-camping weekend a real option. Towing is rated at 1000kg braked and 750kg unbraked.

New for the 2027 model year is Power Share, Tesla's name for vehicle-to-load. With the Tesla Outlet Adapter, which is sold separately, it'll run power tools, e-bikes, a kettle or a coffee machine at the campsite. It can't be added to older cars.

CABIN

This is where Tesla has found its savings, starting with the seats. They're now part cloth, with a flat-woven textile that Tesla pairs with vegan leather, and it's a welcome change because you won't be peeling your thighs off them in summer. The fronts are still heated and electrically adjustable, but ventilation has gone and so has rear seat heating. There are no longer any buttons on the seat sides either, so you adjust them through the touchscreen.

The 16-inch centre screen is wider but shorter than before, and it suits the dash well. I'm still in two minds about having nearly everything on it, though. As on every Model 3, the front air vents are adjusted on the screen, which is fiddly while you're driving, while rear passengers get proper manual vents. They've lost their eight-inch screen in this model, mind you.

One change is a genuine improvement. The steering column now adjusts by hand, where other Teslas do it through the screen or voice commands, which takes a while. This takes less than two seconds.

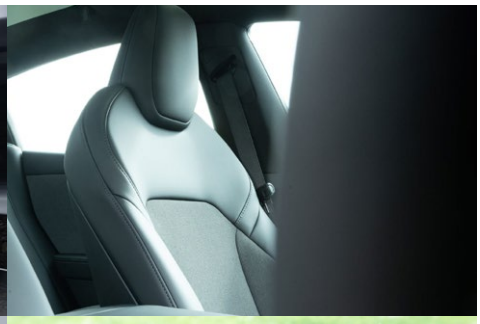
FM and DAB radio have gone, although you can stream radio through the built-in apps. The stereo drops from nine speakers to seven, and while I couldn't hear much difference, Tesla wouldn't tell me which ones were removed. Floor mats are no longer included either, so budget for a set.

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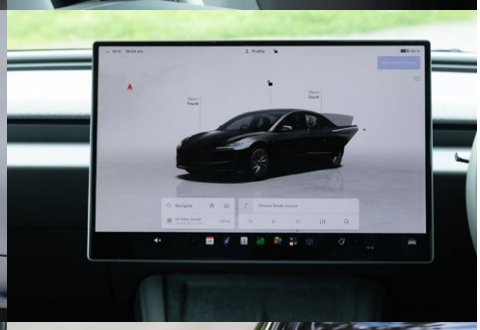


















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You still get a decent list of kit, including the heat pump, heated steering wheel, wireless phone charging, three USB-C ports and Sentry Mode. Grok, the in-car AI assistant, is there too. I expected to hate it, but it talks like a normal person and gave me sensible advice when I asked what to do about a piece of potato stuck up my nose.

ON THE ROAD

Tesla doesn't publish outputs, but the single rear motor makes 208kW and 420Nm, and 0-100km/h takes 6.2 seconds. It doesn't leap off the line like a Model 3 Performance, but once it's rolling it pulls hard, and the rear tyre will scrabble if you're heavy with your right foot.

I've heard plenty of reviewers say the Model 3 isn't a driver's car, and I've never agreed with them. The battery sits low in the floor, the steering is quick and precise, and the throttle responds to the smallest movement. The suspension has been more pliant since the refresh without losing any cornering ability, though it can still be a little firm at times, and the brakes are strong. It rides on 18-inch Giti Control Pro tyres, a mid-range EV tyre that handled well.

In almost a week with the car, the only fault I could find was a small rattle somewhere in the cabin.

FULL SELF-DRIVING (SUPERVISED)

FSD (Supervised) is a $159-a-month subscription, and it's the most impressive thing about this car. I put in a destination, took my hands off the wheel and my feet off the pedals, and it reversed out of my carport and drove itself through town. It indicated and slowed for turns, gave way to a ute, and paused to judge a gap before pulling out.

At the destination it parked badly, then waited for the car behind to pass before reversing back in to tidy it up. You do have to stay alert and be ready to take over at all times.

Of the cars on sale here, it's the most capable system I've used. The XPeng L03 is coming with its own advanced driver-assist system, but only on the top model, which costs more than this Tesla.

RIVALS

The Toyota bZ4X Pure is $56,990 and the Kia EV3 Light starts at $55,520, both plus on-road costs, while the BYD Seal Dynamic, its most direct sedan rival, is $59,990. The XPeng L03 starts at $49,990.

On list price the Tesla undercuts all of them except the XPeng, although its high on-road charges close some of that gap.

VERDICT

The range has gone up, the price has come down, and it's still a very good car to drive. The cabin is sparer than before, and losing the rear screen, ventilated seats and floor mats will bother some buyers. At $57,257 drive-away it isn't the cheapest EV you can buy, but it's good value, and with FSD (Supervised) added it can do things no other car at the price can.

Subaru Trailseeker first drive: the 280kW electric SUV that's tougher than it lets on

BY GAVIN SHOEBRIDGE

The Trailseeker is Subaru's second electric car in New Zealand, and the one the local distributor calls the proper start of its EV business after the Solterra. We drove it in Australia earlier this year. This time we've had both NZ variants on local roads at the national launch.

Subaru's first New Zealand allocation sold out before local pricing was confirmed. Supply remains limited, and Subaru is asking buyers to register with their dealer. The cheaper AWD was added to the line-up in response to that demand.

"We had a little flirtation with Solterra, but we feel this is really the proper start for the business," says Paul Mallard, general manager of distributor Inchcape New Zealand. "I've been fortunate enough to drive the car in Australia for a week or so, and I've been driving it around here for the last week. It's a true Subaru, and I say that as someone who at one time ran the WRC rally and drove a lot of Subarus on rally roads. This is the real deal. It's an extremely capable vehicle with that real Subaru feel about it, and I think it's a really incredible EV opportunity."

TWO VERSIONS, $3,500 APART

The Trailseeker AWD costs $68,990 and the AWD Touring $72,490. Both use the same 74.7kWh CATL battery and two 167kW motors, one on each axle, for a combined 280kW. Subaru claims 0-100km/h in 4.5 seconds, which it says makes the Trailseeker the fastest production Subaru sold here.

The AWD rides on 18-inch wheels and has a WLTP range of 533km. The Touring moves up to 20-inch wheels and drops to 488km. It also adds a panoramic glass roof, a 10-speaker Harman Kardon stereo, leather-accented seats with front ventilation, memory for the driver's seat and mirrors, Advanced Park Assist and a 1,500W vehicle-to-load outlet.

If it were our money, we'd keep the $3,500 and take the AWD. You give up the glass roof and the better stereo, but you get an extra 45km of range, and on the roughest roads we drove the AWD's 18-inch wheels gave a slightly more polished ride.

BIGGER THAN IT LOOKS

The Trailseeker is an imposing thing for a Japanese car, though the headlights and front grille still look very Japanese. The plastic cladding over the wheel arches and the deep sculpting in the doors give it a rugged look, even if the overall effect is a little like an extra from the original Tron.

Its rounded proportions hide its size. At 4845mm long and 1860mm wide it's a big car, and that's obvious once you're in the driver's seat, where the far corners feel a long way away.

INSIDE

The interior colour depends on the variant. The AWD gets black synthetic leather, and the Touring gets blue and black leather-accented trim that can look slightly purple in some light. The dashboard is busy, with a lot of different textures and contours, so it's as busy for your fingers as it is for your eyes. A 14-inch touchscreen and a 7-inch driver's display are standard on both.

Getting in and out is easy. The seat sits at a height where you slide sideways into it rather than climbing up or dropping down, which older buyers will appreciate. The rear seat reclines, though not far, with two positions to choose from.

Boot space is 609 litres in the AWD and 595 litres in the Touring with the rear seats up, rising to 1230 and 1216 litres with them folded. There's a clever spot to stow the parcel shelf when you don't need it. The launch car had a space-saver spare under the boot floor, but that's a $1,299 accessory arriving in January; standard cars come with a puncture repair kit. There's no front

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boot either. Open the bonnet and you'll find cables and hoses.

ON THE ROAD

Both variants rode well on the launch route, rough roads included. What stands out is the amount of suspension travel, which is generous for a family SUV. Add 211mm of ground clearance and X-Mode with the new Grip Control function, and we suspect the Trailseeker is more capable off the beaten track than Subaru is letting on.

RIVALS

The closest rival shares almost all of its hardware. The Toyota bZ4X Touring was priced at $69,990 when Toyota announced it in January, with the same 280kW output. Subaru says it tunes its version differently. Tesla's Model Y Premium Long Range AWD was listed at $77,900 in March.

OWNERSHIP

The Trailseeker has a three-year/100,000km vehicle warranty, a five-year/100,000km EV driveline warranty and an eight-year/160,000km battery warranty. Servicing is every 15,000km or 12 months. A three-year service plan costs $599 and adds roadside assistance and a further three years of warranty, giving six years of cover. Towing capacity is 1,500kg braked.

VERDICT

The Trailseeker is roomy and easy to live with, and its long-travel suspension suggests it will handle more than gravel roads. The AWD is the one to buy, with more range, a better ride and $3,500 left in your pocket.

GWM Cannon Hi4-T PHEV first drive: 310kW plug-in ute with low range and 6kW V2L

BY GAVIN SHOEBRIDGE

GWM's Cannon Hi4-T is a plug-in hybrid ute with a 33.1kWh battery, 110kW DC charging, 6kW of vehicle-to-load power in the tub and 3500kg of braked towing, from $58,990 plus on-road costs.

Before anything else, spare a thought for the 16 syllables that gave their lives so this ute could have a name. GWM Cannon Hi4-T PHEV is a mouthful, so it's the Cannon from here on.

It's GWM's second plug-in hybrid ute in New Zealand, a size below the Cannon Alpha PHEV and using the same Hi4-T hardware. That means a 2.0-litre turbo petrol engine and an electric motor driving through a nine-speed automatic, with a driveshaft, a low-range transfer case and a locking rear diff behind them. We spent a day in it at the national launch, on the open road and on a wet farm track, and the throttle was our main gripe on both.

UNDER THE TUB

The petrol engine makes 180kW and 380Nm, and the motor, which sits inside the gearbox where the torque converter would normally go, adds 130kW and 495Nm. Together that's 310kW and 750Nm, roughly double what the diesels most buyers will cross-shop it against make, and GWM claims 0-100km/h in 6.4 seconds.

The 33.1kWh LFP battery is built by GWM subsidiary SVOLT. GWM quotes 115km of electric range, but that's on the older NEDC cycle, which tends to flatter electric range. Tim Leong, GWM NZ's product planning manager, reckons owners will see about 100km. After the launch drive our guess is 85 to 90km. Combined range is a claimed 1037km. DC charging peaks at 110kW, taking the pack from 30 to 80% in 18 minutes.

The four-wheel drive is part-time. On the road only the rear wheels are driven, and GWM confirmed 4H isn't meant for dry tarmac. Off road you get 4H, 4L and a rear locker, none of which the BYD Shark 6 offers.

"The vehicle's performance has minimum degradation between full charge and minimum charge on the battery, and that's where the dependability comes from," Leong says. "I would go as far as saying the Hi4-T is more capable off road than our 2.4-litre diesel."

Local feedback shaped a fair bit of this ute. The Hi4-T was developed with coil springs at the back, and Australian and New Zealand input pushed GWM to engineer leaf springs instead. The spare wheel has gone back under the tub, and the reversing camera has moved to the middle of the tailgate so you can see the towball when hitching up.

TWO GRADES

The Lux is $58,990 and the Ultra $62,990, both dual cab and both plus on-road costs. The Lux gets 18-inch alloys, LED headlights, a 10.25-inch driver display, a 15.6-inch touchscreen with wireless Apple CarPlay and Android Auto, and manually adjusted leather seats. The Ultra we drove adds power front seats with heating and ventilation, a heated steering wheel, a sunroof, tinted rear glass and a tailgate step.

Both get a 360-degree camera, voice control, a towing drive mode developed in Australia, an app for remote locking and cabin pre-conditioning, and over-the-air updates. Fossil Grey joins the paint list, and the Ultra can have an apricot interior in white or black.

ON THE ROAD

It's a big ute, and you find that out the first time you try to turn it around. I'd made a mess of a three-point turn within five minutes, and the turning circle is wide even for a ute this size. With the tub empty the leaf springs give the ride a bit of bounce, but it's a lot quieter than I expected, which GWM puts down to more than 100 sound-deadening measures added for this version.

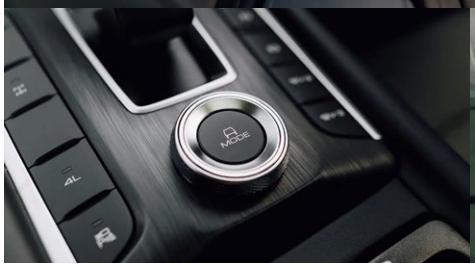
At 178cm I had plenty of headroom, and the back seat fits adults comfortably, with air vents, two USB ports and a nearly flat floor. The voice

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control is quick, too. I said "Hi GWM, turn on ventilated seats" and the fans were running before I'd finished the sentence.

Which brings me to the throttle. Floor it from a rolling start in the normal drive mode and there's a pause of about three seconds while the engine fires, the gearbox picks a gear and the turbo spools. Then everything shows up at once and shoves you back in your seat. Crikey. Sport mode's far more responsive. Someone coming from a diesel ute might not notice, but if you're used to an EV, three seconds with your foot flat on the floor feels like a long time.

OFF ROAD

GWM set up a proper course on a farm, with a steep, greasy descent, a big puddle and a clay bank, all on wet ground and all on the road-pattern tyres the Cannon comes with.

With hill descent control on and my feet off the pedals, the Cannon crept down the descent on its own, and you could feel each wheel grab and let go as it found grip. The usual advice is to take water at about 12km/h. I went through the puddle at 19 and the Cannon didn't mind.

The bank needed 4L and the rear locker, which you engage with a button on the console. I did miss a bit of ceremony. My old Lada Niva had three gear levers for this sort of thing. Here you press a button, the screen tells you the diff's locked, and that's it. The Cannon walked up the clay without any fuss, and the instructors didn't tell me I was completely useless, which I'll take as a win.

The off-road course also shows the throttle's other problem. At walking pace a lot of the power comes in the first centimetre of pedal travel, so a gentle squeeze can turn into a lurch, and on wet grass that means wheelspin. The first time I pulled away it jumped further than I wanted. You learn where to hold your foot, but a softer map down low would help owners who don't go off road every weekend.

Approach, breakover and departure angles are 26, 19 and 23 degrees, minimum ground clearance is 200mm and wading depth is 700mm. A new expert mode switches off stability control while leaving ABS on, and the screen has an off-road page showing pitch, roll and altitude. Stick some all-terrains on it and it'd go a lot further.

TOWING, PAYLOAD AND POWER

Braked towing is 3500kg with a 350kg towball download. Payload is 835kg, which will put off tradies who won't look at anything under a tonne, and with a GCM of 6400kg you can't run a full trailer and a full tray at the same time. Adaptive cruise doesn't work when towing, but you can switch to conventional cruise.

For me the best feature is in the tub. A sealed box on the side wall holds three 230V outlets and a 12V socket, running off the main battery at up to 6kW. I spent a decade in the trades, and three proper power points on the side of the ute would have made my life a lot easier back then. You can set the battery to hold 80% charge so there's always power on tap, and the engine will top it up if it runs low. GWM says a full pack would run a four-person household for more than a day.

HOW IT STACKS UP

At $58,990 the Cannon is $12,000 cheaper than the BYD Shark 6 Premium, which tows 2500kg. The Shark 6 Performance matches the Cannon's 3500kg but costs $76,990. The JAC Hunter X PHEV is closest on price at $59,990 and has more power by GWM's own figures, but no low-range or locking diff. The Ford Ranger PHEV XLT is $74,990.

GWM's also working on diesel versions. Leong confirmed it is developing a diesel hybrid and a diesel plug-in hybrid, though managing a diesel particulate filter on an engine that keeps switching on and off is a problem it still has to solve.

A five-star ANCAP rating is expected to carry over from the diesel Cannon but hasn't been confirmed. The warranty is seven years, or eight on the battery.

VERDICT

After a day in the Cannon, the throttle is the main thing I'd send back to the engineers, and the driver attention monitor could stand to chime a little less. Both can be fixed over the air. Otherwise it's quick, it tows 3.5 tonnes and it's got a proper low-range transfer case and diff lock. I'd use those power outlets every week.

There's a lot here for a little under $60,000. We'll learn more about the real electric range, the fuel use and how it handles a caravan once we have it for a full test.

Genesis V2G trial runs an Auckland home on a BYD Atto 3 at peak times

Genesis Energy has run a BYD Atto 3 as a home battery in an Auckland vehicle-to-grid (V2G) trial, with the car powering the house through morning and evening peaks.

The three-month trial, from June to August, ran at an employee's home with a family of four. It used an Atto 3 Standard Range and a StarCharge Halo 7.4kW bidirectional DC charger, controlled through StarCharge's app. The car was still used for work travel during the trial.

On a number of occasions the car's battery powered the house through early morning or evening peaks with little or no power drawn from the grid. The best results came in the evenings. During one three-hour period, the home used more than 16kWh, with less than 1kWh of that coming from the grid and the rest from the car.



Homeowner Carolyn Ryan says the system was easy to use, and the family didn't notice any difference in supply while the house was running on the car.

"EV owners can charge up the car overnight when electricity rates are half-price on Genesis' EVHome plan, and draw off the car's battery when they're busy each morning and evening," she says. "It was good to know we were accessing cheaper power and taking pressure off the national system."

Genesis chief revenue officer Stephen England-Hall says the trial was a proof of concept for two-way charging in a home. With only one car in one household, average savings can't yet be measured, and the trial turned up technical issues that still need to be solved before V2G is reliable in a range of settings.

"It's helpful to discover what still needs to be done to bring V2G to a wide range of customers," he says. "It's early days for this technology, but we're committed to remaining at the forefront of its development."

A second phase has started, again using StarCharge's Halo charger, with NordEast joining to add Zeekr, Geely and Polestar models.

"We know EVs lower a customer's energy cost through eliminating the need for petrol or diesel," England-Hall says. "By helping to fine tune V2G technology we intend to find out how much EV owners can also save by using their vehicle's battery to help power their home, while relieving pressure on the grid at peak times."

Genesis' trial follows EECA's first V2G report, which found only a handful of EVs sold here are supported by their makers for sending power back to the grid, and Meridian's plans for a V2G trial with up to 100 chargers.



ChargeNet takes over four Northland charging sites

ChargeNet has taken over four Northland EV charging sites previously owned by Job Complete Ltd and EV Transport Ltd.

The sites are at 16 Williams Road in Paihia, Tutukaka, the Whangārei waterfront and Mangawhai. ChargeNet took ownership on 22 October, and the chargers are now part of its network and maintenance programme.

Since 30 October, charging at all four sites has cost $0.90 per kWh including GST, in line with ChargeNet's standard pricing.

In an email to previous users of the chargers, ChargeNet said it would tell customers if any changes or upgrades were confirmed for the sites. It thanked Job Complete and EV Transport for their early investment in charging in the region.

It is the second takeover of locally owned charging sites by ChargeNet in recent weeks. In September it took over seven Alpine Energy sites in South Canterbury, from Mt Cook to Waimate.



WATCH FULL VIDEO ON YouTube

Why Chery's Stockman plug-in hybrid ute uses a diesel, explained by its chief engineer

Chery Stockman chief engineer Mark Qi has walked international media through the brand's first diesel plug-in hybrid ute at the Chery International User Summit in Wuhu. Over 25 minutes he explained the decisions behind the vehicle, from the material used for the tub sides to why the diesel engine, not an electric motor, drives the rear wheels.

NZ Autocar has posted the full walkaround on YouTube, with Qi presenting and English subtitles throughout.

Qi previously worked on GWM's Cannon programme from its early diesel days. He says the Stockman was never meant to be another conventional workhorse.

"In the beginning, we didn't want to develop just another ute like the Hilux or the D-Max. They look more commercial, very normal. We want the Stockman to be strong, and a lifestyle vehicle for every customer," he says.

BUILT TO BE MODIFIED

Qi says Chery studied how owners in Australia, South Africa and China modify their utes, and designed around it. The centre section of the front bumper unbolts so an aftermarket bull bar can be fitted without damaging the body. The windscreen base, A-pillar tops and roof rails carry fixing points for light bars and limb risers. Chery has also been working with Ironman 4×4 on accessories.

The tub sides are SMC composite rather than steel, which Qi says fixes a long-running complaint about pick-up trays.

"Even on the Ranger and the Hilux, the tub is steel welded together, so one problem is sealing. Water and dust get in if you drive for a long time. It's not the design, it's the structure. Steel against steel, even with a very good design, still has small gaps," he says.

The composite also allowed Chery to mould in tie-down and fixing points along the tub walls.

Some details are cultural. The headlamp graphic draws on traditional Chinese timber joinery. Qi says the large exterior mirrors give a better view than the Ranger's and Hilux's, but they also carry a meaning at home: "In China we have a traditional saying: if your ears are bigger, you are lucky. So we wish all our customers good luck in business."

BUTTONS STAY

Inside, Qi defends the Stockman's physical switches, which include a bank of five auxiliary switches.



"Now, with new intelligent vehicles, especially in China, you can't find any switches. I don't think this is a good choice. For some countries and some people, especially with a ute, buttons are necessary," he says.

He also says the driver assistance systems have been retuned for Australia. "Australian roads are so different from China, especially the highways. So I told our engineers: don't use your Chinese habits. Use Australian people's habits and think about Australian roads."

WHY DIESEL

Qi says diesel accounts for more than 90% of pick-up sales in China, South Africa and Brazil, and that Chery did not want a petrol plug-in to replace it.

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Electric Chery Stockman ute technically possible, chief engineer says

An electric version of Chery's Stockman ute is technically possible, according to the ute's chief engineer, though it isn't the priority and has not been confirmed.

Australian and New Zealand media asked Stockman chief engineer Mark Qi about the platform's future in Wuhu, China.

"We have the capability to do a BEV, but it's not sure. For now the focus is on the diesel PHEV," Qi says.

The platform was designed to take several powertrains. Qi says it suits a petrol plug-in hybrid, a diesel plug-in hybrid or a conventional diesel.

"This platform is okay for a petrol PHEV, a diesel PHEV, even a conventional diesel. For the pick-up in Mexico, for example, some people like petrol, so this platform is okay for them too," he says.

Chery also designed the platform to carry a three-row SUV, though one hasn't been confirmed either.

"The platform has the capability to also be used for an SUV, just like the Hilux and the Fortuner, and the Ranger and the Everest. When we designed the platform, we already considered an SUV," Qi says. "It's not clear now. We know this platform has the capability to develop an SUV, but there are so many things to decide, like what the brand would be, the price and other things."



He wouldn't say which powertrain an SUV would use, saying that depends on the brand and the markets it is aimed at.

Chery has said a diesel-only Stockman is under consideration, and Qi says that decision will wait on how the plug-in hybrid is received.

"For Australia, do we need to choose a diesel ICE or not? It's not sure now. We need feedback on the Stockman diesel PHEV when it launches," he says.

Qi adds that Chery is still working with its Australian team to lift the plug-in's payload towards the one-tonne figure it originally targeted.

The Stockman pairs a 2.5-litre turbo-diesel with a plug-in hybrid system for 350kW and 800Nm combined. It is due in New Zealand in the first quarter of 2027, with pricing still to be confirmed. Qi walked us around the ute in Wuhu, and he explains why it uses a diesel on page 23.

... CONTINUED FROM PAGE 23

"We know diesel has advantages and disadvantages. At low speed the torque is very good, but the engine speed is limited. So how about diesel and electric together? On the highway at 90 or 100km/h, the diesel can drive the vehicle directly, because in that situation diesel fuel economy is better than petrol," he says.

The layout keeps the diesel mechanically connected to the rear wheels. The Stockman has electric motors at the P1 and P3 positions and a four-speed dedicated hybrid transmission.

"When you climb a very big hill, the weight is on the rear wheels. If your engine power can only drive the front wheels, in that situation it's useless. It's not like the Shark, where the petrol engine only drives the front wheels and the rear wheels only use the electric motor," Qi says, referring to BYD's plug-in ute.

"Electric is the helper, not the main thing. Maybe for the Stockman, electric is 30 or 40%. Diesel is still the very important thing."

KEEPING THE DPF CLEAN

Qi also addressed diesel particulate filter concerns, a common question for plug-in diesels that may run the engine less often. The P1 motor spins the engine up quickly into its efficient, hot-running range, and the battery can drive the vehicle when temperatures are low.

"If the customer just uses the Stockman as a normal car, you won't even feel the DPF needs to regenerate," he says. He adds that electric assist at highway speeds also reduces AdBlue consumption.

AUSTRALIA FIRST

Chery lists the Stockman with a 2.5-litre turbo-diesel making 140kW and 450Nm on its own, 350kW and 800Nm combined, and a 34kWh LFP battery under the tub. The quoted electric range is 96km on the WLTC cycle. Braked towing is 3,495kg and the tub measures 1,560mm long and wide.

Australia is the launch market, with deliveries from February 2027 and New Zealand likely to follow later. Qi told media the Australian chassis tune is still being finalised, with feedback from a local test vehicle due before production starts in January.

Electric Volkswagen ID. Tiguan confirmed for NZ in 2027

Volkswagen New Zealand has confirmed the electric ID. Tiguan for 2027. It replaces the ID.4, which will be discontinued, and will be sold alongside the existing petrol Tiguan.

Volkswagen confirmed the name in September. The ID. Tiguan is a major update of the ID.4 rather than an all-new model.

Volkswagen says the redesigned cabin has more physical controls for key functions, alongside updated technology. Powertrain, battery and range details have not been released.

Tiguan is Volkswagen's best-selling passenger model in New Zealand, and more than 8.3 million have been built worldwide, making it the brand's global best-seller.

"As our best-selling vehicle locally, Tiguan has earned a strong reputation with Kiwi customers over many years," says Volkswagen New Zealand general manager Chanelle McDonald. "The introduction of ID. Tiguan is significant because it extends that success into the electric vehicle space."

New Zealand pricing, specification and more precise launch timing will be announced closer to arrival.





Subaru Uncharted electric SUV under evaluation for New Zealand



Subaru New Zealand is evaluating the Uncharted, a new electric SUV, for the local market. Availability, timing, specification and pricing are yet to be confirmed.

The Uncharted would join the Trailseeker, which was launched to media here in late October and whose first allocation has already sold out. We drove both Trailseeker variants at the launch, and our first drive is on page 18.

Overseas specifications list dual motors with a combined 252kW and all-wheel drive on the e-Subaru Global Platform. A 74.7kWh CATL battery gives a targeted WLTP range of up to 522km, a preliminary figure pending final Australian and New Zealand homologation.

Subaru quotes DC fast charging from 10 to 80% in about 30 minutes, 0-100km/h in about five seconds and 211mm of ground clearance. There is also a 1,500W vehicle-to-load outlet.

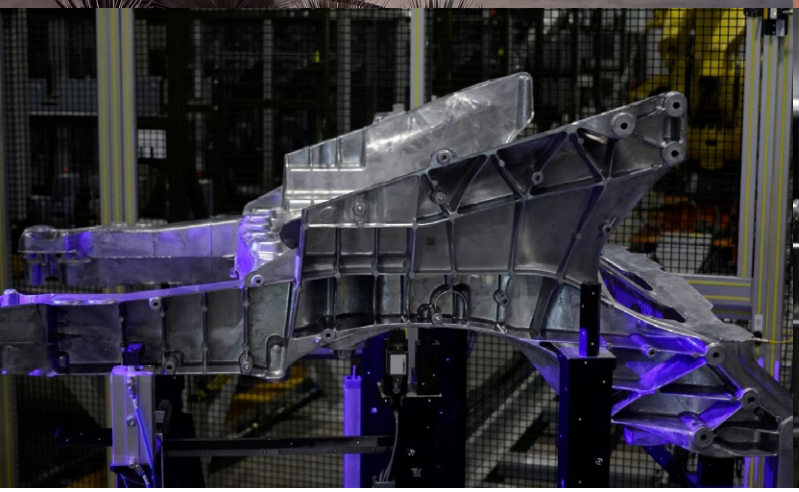
"Subaru Uncharted represents an exciting addition to Subaru's growing global electrified line-up and demonstrates the brand's ongoing commitment to delivering vehicles that combine capability, safety and everyday usability," says Paul Mallard, general manager of distributor Inchcape New Zealand.

The Uncharted will be on display at the NZ EV & Tech Expo at Auckland Showgrounds from 13 to 15 November. Subaru is taking registrations of interest on its website.

Ford Fathom electric ute will power homes without a separate inverter









Ford's Fathom electric ute will be able to power a house without a separate wall-mounted inverter, which Ford says will make bidirectional charging much cheaper.

The Fathom goes on sale in the United States in 2027 from US$28,350. It will offer bidirectional AC power as an option, supplying a projected 10kW or more to a home.

EV batteries store direct current (DC), while homes run on alternating current (AC). Converting between the two has usually needed an expensive external inverter, which has kept vehicle-to-home power to premium EVs.

TWO WAYS TO USE IT

Ford's Home Power Management lets owners charge when electricity is cheaper and run the house from the battery when it is more expensive. It needs Ford's Home Power Station, which Ford expects to cost about half as much as its first-generation bidirectional charger, plus utility approval and an active Ford plan or trial.

Home Backup Power runs the house from the ute during a power cut. It needs the Home Power Station and a Home Backup Power Panel, which Ford expects to cost at least 60% less than its first-generation backup hardware, and may need utility notice or approval.

"Our goal wasn't just to add bidirectional power to our EVs. It was to redesign the system to cost far less so more people can access bidirectional power," writes Kay Hart, the New Zealander who heads Ford's Model e division.

5,000 UNICASTINGS AND COUNTING

Ford has also cast more than 5,000 large aluminium unicastings for the Fathom at its Shelbyville Technical Center in Kentucky. They are being used for process testing and to build prototypes at Louisville Assembly Plant ahead of production.

The Fathom uses two unicastings, front and rear, which replace 146 structural parts and cut weight. They are central to the Universal Production System, which splits the traditional assembly line into three branches so sections of the vehicle can be built at the same time before coming together.

Aluminium ingots are melted at about 700°C and injected into a mould. A robot removes each casting, which is quenched, trimmed and visually inspected, then machined. Samples from each batch are checked by a coordinate measuring machine, X-rayed for pores and voids, scanned optically and tested in a materials lab. Batches are held until they pass.

Ford says it is working to reduce the cycle time for each casting, and that the parts are designed so they can be repaired in sections.

Ford New Zealand has not ruled out the Fathom for this market, but has not confirmed it.

Ford takes names for Fathom electric ute ahead of early 2027 reveal



Ford has started taking names for its Fathom electric ute in the United States, ahead of a full reveal and the opening of pre-orders early next year.

A form on Ford's US Fathom website lets buyers register for a pre-order invite and updates. Signing up does not reserve a vehicle, and Ford has not asked for a deposit. Pre-orders will open when the production ute is revealed in early 2027, with US deliveries due later in the year.

The Fathom is priced from US$28,350 with the standard-range battery, or US$29,945 including destination charges, making it the cheapest electric vehicle in Ford's US range. It is the first model on Ford's Universal EV platform and will be built at Louisville in Kentucky using the company's new assembly tree process.

Every Fathom will have a lithium iron phosphate battery, bidirectional charging and Ford's BlueCruise hands-free driving system. Ford has still not released battery capacity, range, towing or payload figures. Ford Authority reports that the company wants to sell 100,000 in the Fathom's first year on sale.

A Ford spokesperson told Electrek there is "no change" to the 2027 launch plan, although chief executive Jim Farley has acknowledged that building the new platform at scale, on cost and on time will be a challenge.

The Fathom is currently a left-hand drive product, and Ford has not confirmed right-hand drive production. It has trademarked the Fathom name in Australia.

Ford New Zealand managing director Annaliese Atina told EVs and Beyond in September that nothing has been ruled out for this market.

"We need an electrified product. Yes, absolutely. So yeah, we're open to looking at anything," she said at the time.

No surprise as Tesla cancels Cybertruck for New Zealand and Australia

Tesla has told New Zealand and Australian reservation holders that the Cybertruck will not be built for either market.

"After careful consideration, plans to produce Cybertruck for Australia and New Zealand have been discontinued," Tesla says in an email to reservation holders, one of which has been shared on the NZ EV community on Reddit. "As a result, we're unable to fulfil your reservation and it will be cancelled. You'll receive a full refund for any payments made."

The email went out on 23 October, the day after Tesla's quarterly results.

Deposits were first taken in late 2019, shortly after the Cybertruck was revealed. In Australia they were A$150. Tesla removed the reservation page

CONTINUE TO PAGE 28...



Lepas Aura shooting brake concept revealed, with electric and range-extender versions expected

Lepas has revealed its first concept car in Wuhu, China, and to our delight it's a wagon.

The Aura was unveiled at the Chery export brand's Global Elegance Night in Luolan Town, which we attended. Lepas says the platform can take petrol, electric and range-extender powertrains. It hasn't released dimensions or other technical details, or said whether the car will go into production.

Lepas has confirmed it is coming to New Zealand with the L6 electric SUV, though timing and pricing are still to be announced. So far every Lepas model has been an SUV, which makes a wagon concept a welcome surprise.

The Aura is a low-slung shooting brake with a long wheelbase, short overhangs and a wide stance. Its roof runs almost flat to the tail before dropping away into a steeply raked hatch.

Ivan Dulanović, Lepas's global chief designer, told the audience the brand's leopard theme drove the shape. "Elegance is not a matter of decoration, but of composure. Every proportion is balanced, every surface is calm, and every line carries intent, because it is the stillness of an animal that knows exactly what it is capable of."

The nose previews the face of future Lepas models. The rounded grille and side intakes on the current cars have been combined into a single black panel, which Dulanović says gives the designers more freedom.

"It is a completely new canvas, because it allows us to put all kinds of technologies behind it, from internal combustion to fully electric. Whatever moves beneath this face, the face will stay coherent."



That front panel doubles as a light screen that can display graphics and animations chosen by the owner. There's a similar elliptical screen at the rear for the tail-lights, and the brake light is animated across the back glass. The slim headlights keep the leopard-eye daytime running light signature used on the L8 and L6.

The body has a glossy porcelain-style finish, and air channels running along the flanks are designed to add downforce. The 22-inch wheels wear five-spoke aero covers picked out in red, wrapped in Pirelli P Zero tyres.

Lepas also showed three new paint colours: Dawn Pearl, a soft pink; Bacalar Blue, named after a lagoon in Mexico; and Provence Twilight, a blue-violet based on lavender fields at sunset.

Dulanović says the Aura's styling will feed into future models. "This concept is not the end of anything. Every idea explored here, from the new face to the porcelain finish, the light signatures and the colours, will continue to inspire how the brand evolves."

... CONTINUED FROM PAGE 27

there in May 2022 and replaced it with a "Get Updates" button, but did not refund deposits, leaving holders waiting for more than four years. Refunds will now be paid within 30 days, with a separate email to confirm the details.

Tesla brought evaluation Cybertrucks to Australia and New Zealand from 2024, displaying them at shows and events. One appeared at Electricarna in Taupō and Wheels at Wanaka in April 2025.

In March 2025, Tesla Australia and New Zealand country director Thom Drew said he was "personally confident" the Cybertruck would come, possibly as early as 2026, according to EV Central. Within a month he was more cautious. By May 2025, the local team had been briefed on the Australian Design Rule changes it would need, covering bumper widths, external lighting and right-hand drive.

The business case was always the bigger hurdle. Australia and New Zealand would likely have been the only right-hand-drive markets for the truck, and the dual-motor Cybertruck sells for around US$80,000 in the United States, roughly double the price Tesla first promised. The Cybertruck has also sold below expectations in the US.

Reservation holders are also being offered a free year of FSD (Supervised) if they order a new Model 3 or Model Y, which can be combined with Tesla's current offers.

The Cybertruck is not the only Tesla that will stay left-hand drive. The new Roadster revealed on 16 October is listed on Tesla's New Zealand website as left-hand drive only.

Mercedes-AMG reveals electric GT SUV with up to 860kW

Mercedes-AMG has revealed its electric GT SUV, a high-riding version of the GT 4-Door Coupé that shares its 800-volt AMG.EA platform.

The styling of the GT 4-Door wasn't to everyone's taste, but it arguably suits the taller SUV body better.

THREE VERSIONS

The range starts with the GT 53, which uses two motors, one on each axle, with a two-speed transmission at the rear, for 400kW. The GT 55 and GT 63 switch to three axial flux motors, two of them driving the rear wheels, for 600kW and 860kW respectively. The GT 63 also produces 2000Nm. All are all-wheel drive.

Mercedes-AMG claims 0-100km/h in 2.5 seconds for the GT 63, measured with a one-foot rollout, and 0-200km/h in 6.8 seconds. Top speed is 270km/h with the optional Driver's Package. Carbon-ceramic brakes are standard on the GT 63.

BATTERY AND CHARGING

The GT 55 and GT 63 use a 128kWh battery rated at up to 700km of WLTP range, and can charge at up to 710kW on DC. Mercedes-AMG claims a 10 to 80% charge in about 12 minutes and up to 454km of range added in 10 minutes. The GT 53 uses a 106kWh battery with up to 668km of range and 600kW charging. All figures are provisional.

SOUND AND CABIN

The AMGFORCE Sport+ system uses the sound system, simulated gear shifts and seat vibrations to recreate the feel of a combustion car. In the GT 55 and GT 63 it plays V8 sounds, while the GT 53 simulates an AMG six-cylinder.

Inside, the SUV follows the sedan with a 10.2-inch digital instrument cluster and a 14-inch central touchscreen, with an optional 14-inch passenger display. It seats five, and the boot holds 607 litres, or 1740 litres with the rear seats folded. Rear-wheel steering is standard.

WHEN IT ARRIVES

The GT SUV is built at Sindelfingen in Germany. European orders for the GT 53 opened on 20 October, priced from €113,050, with the GT 55 and GT 63 following in spring 2027. Australian launch is planned for the second half of 2027, and New Zealand pricing and timing are yet to be confirmed.





Photos show COMAC's 19-seat CE-25A electric airliner demonstrator

Photos have emerged online of what appears to be a full-size demonstrator of the CE-25A, a 19-seat all-electric airliner being developed by Chinese state-owned aircraft maker COMAC.

The images, which began circulating on social media and Reddit in late October, show a red and black aircraft with a silver cheatline, COMAC and CE-25A markings and the Chinese civil registration B-0EFH, parked at an airfield. Chinese automotive blogger Han Lu was among the first to share them.

COMAC has not commented on the photos. Aviation outlets The War Zone and AeroTime say they could not verify them, although neither found clear signs they had been generated by AI. There is no public confirmation that this aircraft has flown.



TEN DUCTED FANS

COMAC first showed the CE-25A as a model at the China International Import Expo in Shanghai in November 2023, describing it as an all-electric commuter for short and medium-distance passenger services and business aviation.

Its published design targets are 19 seats, a cruising speed of about 400km/h and a range of about 400 to 500km. Instead of two turboprops, it uses distributed electric propulsion: 10 electrically driven ducted fans built into the wing, which are visible in the new photos.

At the 2023 reveal, COMAC said the CE-25A had completed an experimental verification flight, which is thought to have involved a scaled-down demonstrator.

COMAC, which builds the C919 narrowbody airliner, has also worked with battery maker CATL and Shanghai Jiao Tong University on research into battery-powered aircraft, although any link to the CE-25A has not been confirmed.

OTHER 19-SEATERS

The 19-seat battery-electric commuter is a target several companies have aimed for. For comparison, the turboprop Beechcraft 1900, a common 19-seat regional aircraft, cruises at about 520km/h with a range of about 700km.

Sweden's Heart Aerospace originally planned a 19-seat battery aircraft with about 400km of range, the ES-19, before moving to a larger hybrid-electric design. Its X1 demonstrator flew earlier this year.

XPeng approved to run Level 4 robotaxis across Guangzhou



XPeng has been approved to run Level 4 robotaxi demonstration operations across Guangzhou, the Chinese city where it is based.

The approval moves its robotaxi programme from technology testing into operating a passenger service, covering order handling, vehicle dispatch, pick-ups and dealing with problems on the road. Access will open gradually through invitation codes at first.

Guangzhou is XPeng's research and production base and the first city where its robotaxis will run commercially.

The robotaxis use four of XPeng's own Turing AI chips, with a combined 3,000 TOPS of computing power, and its VLA 2.0 model. XPeng says reusing the model and software from its road cars means the robotaxi needs less customisation for different road environments.

XPeng named its robotaxi brand XPeng YOYO in October and opened registrations for the service to the public in China.

Chairman and chief executive He Xiaopeng has said XPeng will act as a technology provider rather than run large fleets itself. It plans to supply vehicles, software and AI to partners, earning money from hardware sales, technology services and a share of fares. XPeng says it is in advanced talks with several European mobility platforms about deploying its robotaxis there.

Tesla's Cybercab robotaxi service began operating in Austin, Texas, in September.

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BATTERY ELECTRIC VEHICLES (BEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE	DEAL PRICE	DEAL ENDS
ABARTH	500e	Hatch	113	253	18.1	$41,990		
ARCFOX	T1 Premium		70	310	15.4	$36,990		
AUDI	Q4 SUV e-tron 250kW	SUV	250	550	16.4	$119,990		
AUDI	Q4 Sportback e-tron 250kW	SUV	250	509	17.2	$123,990		
AUDI	Q6 e-tron Advanced	SUV	225	639	16.5	$124,990	$119,990	30-Nov
AUDI	Q6 e-tron quattro 315kW	SUV	315	577	18.3	$136,990		
AUDI	A6 Avant e-tron S line	Wagon	270	650	16.5	$144,990		
AUDI	SQ6 e-tron	SUV	360	576	18.1	$159,990		
AUDI	A6 Avant e-tron S line quattro	Wagon	315	625		$167,990		
AUDI	S6 Avant e-tron	Wagon	405	623	17	$202,990		
AUDI	e-tron GT quattro	Sedan	370	574	17.8	$235,990		
Audi	RS e-tron GT performance	Sedan	550			$295,990		
BMW	iX1 eDrive20	SUV	150	470	15.4	$86,900		
BMW	iX2 eDrive20	SUV	150	439	16.9	$92,900		
BMW	iX1 xDrive30	SUV	230	453	17.1	$99,900		
BMW	i4 eDrive40	Sedan	250	591	19.1	$115,000		
BMW	iX3 50 xDrive	SUV	345	779	17.1	$128,500		
BMW	i3 50 xDrive Sedan	Sedan	345	883	16.2	$128,900		
BMW	iX xDrive45	SUV	300	602	20.9	$169,900		
BMW	iX5 60 xDrive	SUV	425	844	21.4	$184,800		
BMW	i5 M60	Sedan	442	516	20.4	$196,900		
BMW	i5 M60 Touring	Wagon	442	516	20.4	$201,900		
BMW	i7 xDrive60	Sedan	400	727	21.9	$306,900		
BYD	ATTO 1 Essential	Hatch	65	220	15.5	$30,990		
BYD	ATTO 1 Premium	Hatch	115	310	16	$36,990	$33,990	31-Dec
BYD	ATTO 2 Dynamic	SUV	130	345	17.1	$40,990	$38,990	31-Dec
BYD	ATTO 2 Premium	SUV	130	345	17.1	$46,990	$43,990	31-Dec
BYD	ATTO 3 Superior	SUV	150	420	15.6	$49,990		
BYD	ATTO 3 EVO Dynamic	SUV	150	420		$59,990	$57,990	31-Dec
BYD	Seal Dynamic	Sedan	150	460	15.9	$59,990		
BYD	ATTO 3 EVO Premium	SUV	230	510		$65,990	$62,990	31-Dec
BYD	Seal Premium	Sedan	230	570	16.3	$66,990		
BYD	Sealion 7 Premium	SUV	230	482	18.3	$68,990	$65,990	31-Dec
BYD	ATTO 3 EVO Performance	SUV	330	470		$75,990	$71,990	31-Dec
BYD	Seal Performance	Sedan	390	520	18.2	$77,990		
BYD	Sealion 7 Performance	SUV	390	456		$80,990	$76,990	31-Dec
Cadillac	Optiq Sport	SUV	224	425	19.9	$90,000		
Cadillac	Lyriq Sport AWD	SUV	384	503	20.2	$100,000		
Cadillac	LYRIQ-V AWD	SUV	459	471	21.6	$109,000		
Cadillac	Vistiq Platinum	SUV	459	461	22	$125,000		
Cupra	Tavascan V	SUV	210	534		$86,990		
Cupra	Tavascan VZ	SUV	250	499		$96,990		
Denza	D9	People mover	230	520		$104,990		
Denza	D9 AWD	People mover	275	480		$115,990		
Denza	Z9GT		850			POA		
DONGFENG	Box	Hatch	70	317	15.4	$32,990	$29,990	30-Nov
DONGFENG	Vigo		120	340	17.3	$39,990	$37,990	30-Nov
DONGFENG	007 RWD	Sedan	200	520	14.3	$54,990	$52,990	30-Nov
DONGFENG	007 Performance	Sedan	400	389	16.8	$59,990	$57,990	30-Nov
FERRARI	Luce		830	529		POA		
FIAT	500e	Hatch	87	320		$37,990		

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BATTERY ELECTRIC VEHICLES (BEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE	DEAL PRICE	DEAL ENDS
FORD	Transit City 300S BEV Van	Van	110			$58,990		
FORD	Mach-E Select	SUV	212	470		$79,990		
FORD	E-Transit Custom Trend LWB Van	Van	160			$98,990		
FORD	Mach-E GT AWD	SUV	434	515		$116,990		
FORTHING	Taikon EV Luxury		150	400		$42,990		
FORTHING	Taikon EV Exclusive		150	400		$47,990		
GAC	AION UT	Hatch	150	430	16.4	$39,990		
GAC	AION UT LUX	Hatch	150	430	16.4	$43,990		
GAC	Aion V	SUV	150	510	16.7	$49,990	$47,990	30-Nov
GAC	Aion V Lux	SUV	150	510	16.7	$51,990	$49,990	30-Nov
GEELY	EX2 Complete		60	252	15.9	$32,990		
Geely	EX2 Inspire		85	345	15.5	$37,990		
Geely	EX5 Complete	SUV	160	430	15.8	$49,990		
Geely	EX5 Inspire	SUV	160	450	16.9	$56,990		
Geely	Riddara RD6 Pro	Ute	315	360	20.5	$69,990		
Great Wall	Ora 5 Lux	SUV	150	435	15.5	$36,990		
Great Wall	Ora 5 Ultra	SUV	150	435	15.5	$39,990		
Honda	Super-ONE	Hatch	70	253	12.1	$41,900		
Honda	Super-ONE Kuro Edition	Hatch	70	253	12.1	$44,900		
Hyundai	IONIQ 5 63kWh Active	SUV	125	430		$79,990		
Hyundai	IONIQ 5 84kWh Active	SUV	168			$89,990		
Hyundai	IONIQ 5 84kWh Active AWD	SUV	239			$97,990		
Hyundai	IONIQ 5 84kWh N Line Limited AWD	SUV	239			$124,990		
Hyundai	IONIQ 5 N	SUV	478			$149,990		
IM	IM6 Premium	SUV	217	450		$66,900		
IM	IM6 Platinum	SUV	300	555		$77,900		
IM	IM6 Performance	SUV	572	505		$89,900		
Jaecoo	J5 EV	SUV	155	402		$42,990		
Jaguar	Type 01					POA		
Kia	EV3 Light SR	SUV	150	436	14.9	$55,520		
Kia	EV3 Light LR	SUV	150	605	14.9	$62,220		
Kia	EV4 Light LR		150	633	14.4	$63,990		
Kia	PV5 Cargo 5DR	Van	120	416		$64,990		
Kia	EV5 Light	SUV	160	555	18	$67,990		
Kia	EV3 Earth LR	SUV	150	563	16.2	$69,220		
Kia	EV5 Light+	SUV	160	555	18	$70,450		
Kia	PV5 Passenger 7 Seater	People mover	120	397		$71,990		
Kia	EV3 GT-Line LR	SUV	150	563	16.2	$75,220		
Kia	EV5 Earth	SUV	160	540	18.5	$75,450		
Kia	EV4 GT-Line LR		150	612	14.9	$75,990		
Kia	EV5 Earth AWD	SUV	230	500	20.1	$80,450		
Kia	EV3 GT	SUV	215	501		$81,590		
Kia	EV6 Light RWD LR	SUV	168	582	15.9	$83,070		
Kia	EV5 GT-L	SUV	230	470	21	$85,450		
Kia	EV6 Earth AWD LR	SUV	239	546	17	$103,070		
KIA	EV9 Light	SUV	160	443	19.5	$110,790		
KIA	EV6 GT-Line AWD LR	SUV	239	522	17.7	$115,070		
KIA	EV9 Earth	SUV	283	492	23.1	$120,790		
KIA	EV9 GT-Line	SUV	283	505	22.8	$139,790		
KIA	EV9 GT	SUV	374	510	21.8	$149,790		
LEAPMOTOR	B03X Life		130	292		$37,990		

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BATTERY ELECTRIC VEHICLES (BEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE
LEAPMOTOR	B03X Design		145	382		$42,990
LEAPMOTOR	B05 Life		160	400	15	$43,990
LEAPMOTOR	B10 Life	SUV	160	361	17.2	$44,990
LEAPMOTOR	B05 Design		160	480	15	$47,990
LEAPMOTOR	B10 Design	SUV	160	434	17.3	$49,990
LEAPMOTOR	C10 EV	SUV	160	420	18.8	$54,990
LEAPMOTOR	C10 EV Long Range	SUV	220	510	18	$57,990
LEAPMOTOR	C10 AWD	SUV	440	437	20.9	$64,990
LEXUS	ES 500e Dynamic	Sedan	252	465		$109,900
LEXUS	RZ 500e Dynamic	SUV	280	460	17.9	$109,900
LEXUS	RZ 500e Dynamic steer-by-wire	SUV	280	460	17.9	$119,900
Lexus	RZ 550e F Sport	SUV	300	437	18.8	$134,900
Lotus	Eletre 600	SUV	450	600	18	$189,900
Lotus	Emeya 600	Sedan	450	610	18	$189,900
Lotus	Eletre 600 GT SE	SUV	450	535	25.4	$199,900
Lotus	Emeya 600 GT SE	Sedan	450	580	22.4	$199,900
Lotus	Eletre 600 Sport SE	SUV	450	530	25.4	$224,900
Lotus	Emeya 600 Sport SE	Sedan	450	580	22.4	$224,900
Lotus	Eletre 900	SUV	675	500	22	$259,900
Lotus	Emeya 900	Sedan	675	485	18	$259,900
Lotus	Eletre 900 Sport Carbon	SUV	675	500	25.4	$279,900
Lotus	Emeya 900 Sport Carbon	Sedan	675	485	22.4	$279,900
Maserati	GranTurismo Folgore	Coupe	567	450	19.8	POA
Maserati	Grecale Folgore	SUV	410	580	25	POA
Mazda	CX-6e Takami	SUV	190	468		$58,990
Mazda	Mazda 6e Takami	Sedan	190	560		$58,990
Mercedes-Benz	EQA 250 SUV	SUV	140	426	16.2	$93,900
Mercedes-Benz	EQB 250	SUV	140			$102,500
Mercedes-Benz	EQA 350 4MATIC+	SUV	215			$106,561
Mercedes-Benz	EQB 350 4MATIC	SUV	215	445	18.8	$110,561
Mercedes-Benz	EQE 300 SUV	SUV	180			$141,700
Mercedes-Benz	EQE 350 4MATIC	Sedan	215			$146,900
Mercedes-Benz	EQE 350 SUV	SUV	215			$151,800
Mercedes-Benz	EQE 53 4MATIC+ Sedan	Sedan	460	502	21.8	$197,900
Mercedes-Benz	EQS 450 SUV	SUV	265	560	21.5	$199,900
Mercedes-Benz	EQE 53 SUV	SUV	460	470	22.1	$204,000
Mercedes-Benz	EQS 450 4MATIC	Sedan	265			$220,900
Mercedes-Benz	G 580	SUV	432	434	26.7	$231,400
Mercedes-Benz	Maybach EQS 680 SUV	SUV	484			$308,400
Mercedes-Benz	EQS 53 4MATIC+ Sedan	Sedan	484	526	23	$315,000
MG	MG4 Urban Essence 54	Hatch	118	405	15.3	$38,990
MG	MG4 Essence 64	Hatch	140	452	17.6	$44,990
MG	MGS5 Essence 49	SUV	125	335	16.9	$46,990
MG	MGS5 Essence 62	SUV	150	450	17.1	$52,990
MG	MG4 Xpower	Hatch	320	405	19	$55,990
MG	MGS6 Essence RWD	SUV	180	530		$56,990
MG	MGS6 Essence AWD	SUV	266	485		$63,990
MG	Cyberster 77kWh RWD	Convertible	250	507	16.7	$109,990
MG	Cyberster 77kWh AWD	Convertible	375	443	19.1	$129,000
MINI	Aceman E Classic		135	310		$51,990
MINI	Cooper E Classic	Hatch	135	300	14.7	$60,990

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BATTERY ELECTRIC VEHICLES (BEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE
MINI	Cooper SE Flavoured	Hatch	160	392	14.6	$66,990
MINI	Aceman SE		160	396	14.6	$69,990
MINI	Cooper JCW	Hatch	190	371	16	$72,990
MINI	Countryman E Classic	SUV	150	462	17.6	$74,990
MINI	Countryman E Favoured	SUV	150	462	17.6	$78,990
MINI	Countryman SE ALL4 Classic	SUV	230	457	17	$81,990
MINI	Countryman SE ALL4 Favoured	SUV	230	457	17	$85,990
MINI	Countryman SE ALL4 JCW Sport	SUV	230	457	17	$88,990
MITSUBISHI	ASX VR-e BEV LS RWD	SUV	171	403		$64,990
MITSUBISHI	ASX VR-e BEV XLS RWD	SUV	171	398		$71,990
MITSUBISHI	ASX VR-e BEV Exceed RWD	SUV	171	380		$76,990
Mitsubishi	ASX VR-e BEV GSR AWD	SUV	342	328		$81,990
Omoda	E5 BX	SUV	150	430	15.5	$40,990
Omoda	E5 EX	SUV	150	430	15.5	$44,990
Polestar	4 Long Range Single Motor	SUV	200	620	17.8	$99,900
Polestar	4 SUV Single Motor	SUV	200	630	17.8	$109,900
Polestar	4 Long Range Dual Motor	SUV	400	590	18.7	$119,900
Polestar	4 SUV Dual Motor	SUV	400	600		$119,900
Polestar	3 Rear Motor	SUV	245	603	17.6	$149,900
Polestar	3 Dual Motor	SUV	400	647	19.7	$159,900
Polestar	3 Performance	SUV	500	601	22.2	$174,900
Polestar	5	Sedan	550	678	17.8	$239,900
Polestar	5 Performance Launch Edition	Sedan	650	558	21.2	$269,900
Porsche	Macan electric	SUV	250	529	19.9	$169,000
Porsche	Macan 4 electric	SUV	285	509	21	$176,300
Porsche	Macan 4S electric	SUV	330	507	21	$189,900
Porsche	Macan GTS electric	SUV	380	513	21.2	$209,400
Porsche	Cayenne Electric	SUV	300	542	22.9	$222,000
Porsche	Macan Turbo electric	SUV	430	513	21.2	$226,700
Porsche	Cayenne Electric Coupe	SUV	300	691		$230,600
Porsche	Taycan	Sedan	320	651	17.7	$243,000
Porsche	Cayenne S Electric	SUV	490			$249,600
Porsche	Taycan 4	Sedan	320	627	17.7	$250,000
Porsche	Cayenne S Coupe Electric	SUV	400	605	21	$252,100
Porsche	Taycan 4 Cross Turismo	Wagon	320	506	22.3	$263,000
Porsche	Taycan 4S	Sedan	380	625	17.8	$279,000
Porsche	Taycan 4S Cross Turismo	Wagon	380	506	22.3	$288,900
Porsche	Cayenne Turbo Electric	SUV	630	537	23.2	$299,000
Porsche	Cayenne Turbo Coupe Electric	SUV	630	669	17.9	$314,000
Porsche	Taycan GTS	Convertible	445	560	17.8	$328,400
Porsche	Taycan Turbo	Sedan	520	445	17.8	$396,000
Porsche	Taycan Turbo Cross Turismo	Wagon	520	505	22.3	$399,000
Porsche	Taycan Turbo S	Sedan	570	506	22.3	$462,000
Porsche	Taycan Turbo GT Weissach Package	Sedan	580	512	22.2	$511,000
Porsche	Taycan Turbo GT	Sedan	580	512	22.2	$512,000
ROLLS-ROYCE	Spectre	Coupe	430	468		POA
SKODA	Elroq 60	SUV	140	406	16.9	$69,500
SKODA	Elroq Sportline 85	SUV	210	521	17.2	$80,500
SKODA	Enyaq Sportline 85	SUV	210	547	16.3	$93,000
SKODA	Enyaq RS 85 4x4	SUV	250	514	17.5	$105,000
SMART	#1 Pro +	SUV	200	420	17.4	$59,990

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BATTERY ELECTRIC VEHICLES (BEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE
SMART	#1 Premium	SUV	200	440	16.8	$64,990
SMART	#3 Pro +	SUV	200	435	16.8	$64,990
SMART	#3 Premium	SUV	200	455	16.3	$69,990
SMART	#1 BRABUS	SUV	315	400	18.2	$74,990
SMART	#3 BRABUS	SUV	315	415	17.6	$79,990
SMART	#5 Pro+	SUV	267	540	18.4	$79,990
SMART	#5 Premium	SUV	267	590	18.4	$89,990
SMART	#5 BRABUS	SUV	475	540	19.9	$99,990
SUBARU	Trailseeker AWD	SUV	280	533	15.4	$68,990
SUBARU	Trailseeker AWD Touring	SUV	280	488	16.8	$72,490
SUZUKI	e-Vitara	SUV	128	426	15.1	$56,990
Suzuki	e-Vitara	SUV	135	395	16.6	$64,990
Tesla	Model 3 RWD	Sedan		572		$54,900
Tesla	Model 3 Premium	Sedan	210	520	14.9	$63,900
Tesla	Model Y Premium	SUV	378	466	15.3	$67,900
Tesla	Model 3 Premium Long Range	Sedan	340	750	16.6	$71,900
Tesla	Model Y Premium Long Range	SUV	378	600	15.3	$77,900
Tesla	Model Y L Premium	SUV	378	681	15.1	$83,900
Tesla	Model 3 Performance	Sedan	343	600	16.7	$86,900
Tesla	Model Y Performance	SUV	461	580	17.1	$95,900
Toyota	bZ4X Pure	SUV	167	591	13.8	$58,990
Toyota	bZ4X Motion	SUV	255	517	16	$68,990
Toyota	bZ4x Touring	SUV	280	488		$71,990
Toyota	Hilux SR BEV Double Cab Ute AWD	Ute	144	315	0	$81,990
Toyota	Hilux SR5 BEV Double Cab Ute AWD	Ute	144	315	0	$85,990
Volkswagen	ID.4 Pro	SUV	210	622	21.3	$59,990
Volkswagen	ID.4 GTX	SUV	250	577	21.3	$76,990
Volkswagen	ID.5 GTX	SUV	250	577	21.3	$76,990
Volkswagen	ID.Buzz Cargo	Van	210	364		$105,990
Volkswagen	ID.Buzz Pro NWB	People mover	210	382	22.6	$129,990
Volkswagen	ID.Buzz Pro LWB	People mover	210	403	23.3	$139,990
Volkswagen	ID.Buzz GTX	People mover	250	396	23.7	$149,990
Volvo	EX30 Ultra	SUV	200	462	17	$64,990
Volvo	EX30 Cross Country	SUV	315	417	18.7	$69,990
Volvo	EX60 Ultra P6	SUV	275	611	14.9	$116,990
Volvo	EX60 Ultra P10	SUV	375	660	16.2	$125,990
Volvo	EX90 Twin Motor Plus	SUV	335	600	19.4	$149,990
Volvo	EX90 Twin Motor Performance Ultra	SUV	500	600	19.2	$159,990
Xpeng	G6 Standard Range	SUV	185	480	16.9	$59,990
Xpeng	G6 Pro	SUV	218	525	17.9	$63,990
Xpeng	G6 Pro AWD	SUV	358	510	18.4	$72,990
Xpeng	X9	People mover	235	535	20.2	$104,990
Xpeng	X9 AWD Performance	People mover	370	580	20.8	$124,990
Zeekr	X RWD	SUV	250	405	16.4	$59,990
Zeekr	7X RWD	SUV	310	480	17.7	$69,990
ZEEKR	X AWD	SUV	365	415	18.3	$69,990
ZEEKR	7X Long Range RWD	SUV	310	615	17.7	$79,990
ZEEKR	7X Performance AWD	SUV	475	543	19.9	$94,990
ZEEKR	009 (7 seat)	People mover	450	590	22.2	$157,990
ZEEKR	009 (6 seat)	People mover	450	590	22.2	$162,990

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PLUG-IN HYBRID ELECTRIC VEHICLES (PHEV)

MAKE	MODEL	BODY	POWER (KW)	EV RANGE (KM)	FUEL USE (L/100KM)	PRICE	DEAL PRICE	DEAL ENDS
AUDI	A3 Sportback TFSI e	Hatch	150	126	1.4	$79,990		
AUDI	Q3 SUV e-hybrid 200kW	SUV	200	111	1.7	$92,990		
AUDI	A5 Avant e-hybrid	Wagon	220	101	2.1	$119,990		
AUDI	Q5 e-hybrid S line	SUV	220			$121,990		
AUDI	Q8 60 TFSI e S line quattro	SUV	360	56	1.3	$186,990		
BENTLEY	Continental GT 4.0 V8 PHEV	Coupe	500	84	4.1	$488,000		
BENTLEY	Flying Spur 4.0 V8 PHEV	Sedan	500	80	4.4	$507,000		
BENTLEY	Continental GT S 4.0 V8 PHEV	Coupe	500			$513,800		
BENTLEY	Continental GTC 4.0 V8 PHEV	Convertible	500	82	4.3	$536,000		
BENTLEY	Continental GT 4.0 V8 PHEV Azure	Coupe	500	84	4.1	$570,000		
BENTLEY	Continental GT Speed 4.0 V8 PHEV	Coupe	575	84	4.1	$579,000		
Bentley	Flying Spur 4.0 V8 PHEV Azure	Sedan	500	80	4.4	$592,000		
Bentley	Flying Spur 4.0 V8 PHEV Speed	Sedan	575	80	4.4	$616,300		
Bentley	Continental GT 4.0 V8 PHEV Mulliner	Coupe	575	84	4.1	$623,000		
Bentley	Continental GTC 4.0 V8 PHEV Azure	Convertible	500	82	4.3	$626,000		
Bentley	Continental GTC 4.0 V8 PHEV Speed	Convertible	575	82	4.3	$637,000		
Bentley	Continental GTC 4.0 V8 PHEV Mulliner	Convertible	575	82	4.3	$684,000		
Bentley	Flying Spur 4.0 V8 PHEV Mulliner	Sedan	575	80	4.4	$694,000		
Bentley	Continental GTC S 4.0 V8 PHEV	Convertible	575	82	4.3	POA		
BMW	225e xDrive Active Tourer		180	84	2.9	$80,300		
BMW	X1 xDrive25e Plug-in-Hybrid	SUV	180	86	1.8	$95,700		
BMW	330e Plug-in-Hybrid Sedan	Sedan	218	22	2.3	$114,000		
BMW	X3 30e xDrive	SUV	220	87	3	$121,200		
BMW	550e xDrive Plug-in-Hybrid	Sedan	360	91	3.2	$161,900		
BMW	X5 50e xDrive (G65)	SUV	360	105	5.6	$176,800		
BMW	X5 xDrive50e Plug-in-Hybrid (G05)	SUV	360	105	1.2	$178,400		
BMW	750e xDrive	Sedan	360	80	1.2	$238,400		
BMW	M5	Sedan	535	67	4.8	$247,400		
BMW	M5 Touring	Wagon	535	65	5	$251,400		
BMW	XM Label	SUV	550	83	5.3	$307,900		
BYD	ATTO 2 DM-i Essential	SUV		39	5.1	$34,990		
BYD	ATTO 2 DM-i Premium	SUV	145	90	5.1	$42,990	$39,990	31-Dec
BYD	Sealion 5 Essential	SUV	145	71	4.5	$43,990		
BYD	Sealion 5 Premium	SUV	145	100	4.6	$49,990	$46,990	31-Dec
BYD	Sealion 6 Dynamic Extended	SUV	160	140	0.8	$60,990	$58,990	31-Dec
BYD	Sealion 6 Premium Extended	SUV	253	128	1.1	$68,990	$65,990	31-Dec
BYD	Shark 6 Cab Chassis	Cab chassis	321	100	2	$70,990		
BYD	Shark 6 Premium	Ute	320	100	7.9	$71,990	$68,990	31-Dec
BYD	Sealion 8 Dynamic FWD	SUV	205	103	1.1	$75,990	$73,990	31-Dec
BYD	Shark 6 Performance	Ute	350	80	1.3	$78,990	$74,990	31-Dec
BYD	Sealion 8 Dynamic AWD	SUV	359	152	1	$84,990	$82,990	31-Dec
BYD	Sealion 8 Premium AWD	SUV	359	152	1	$92,990	$89,990	31-Dec
BYD	M9 Dynamic	People mover				POA		
BYD	M9 Premium	People mover				POA		
Chery	Tiggo 7 Super Hybrid Urban	SUV	150	93	1.4	$42,990		
Chery	Tiggo 7 Super Hybrid Ultimate	SUV	150	93	1.4	$46,990		
Chery	Tiggo 8 Super Hybrid Ultimate	SUV	150	95	1.3	$51,990		
CHERY	Tiggo 9 Super Hybrid	SUV	315	170	1.4	$66,990		
CHERY	Stockman	Ute	350	100	2	POA		
CUPRA	Terramar V e-Hybrid	SUV	150	118	0.4	$87,900		
DENZA	B5	SUV	400	100	1.9	$88,990		
DENZA	B5 Leopard	SUV	400	100	1.9	$96,990		
DENZA	B8 7S	SUV	425	115	2	$109,990		

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PLUG-IN HYBRID ELECTRIC VEHICLES (PHEV)

MAKE	MODEL	BODY	POWER (KW)	EV RANGE (KM)	FUEL USE (L/100KM)	PRICE	DEAL PRICE	DEAL ENDS
DENZA	B8 6S	SUV	425	115	2	$117,990		
FERRARI	296 GTB	Coupe	610	25	6.1	$573,076		
FERRARI	296 GTS	Convertible	610	25	6.1	$632,187		
FERRARI	296 GTB Assetto Fiorano	Coupe	610	25	6.1	POA		
FERRARI	849 Testarossa	Coupe	772	26	9.3	POA		
FERRARI	849 Testarossa Spider	Convertible	772	26	11.8	POA		
FORD	Ranger Hybrid XLT	Ute	207	43	2.8	$74,990		
FORD	Ranger Hybrid Wildtrak	Ute	207	43	2.8	$85,990		
FORTHING	Taikon Super Hybrid Luxury		155	180	4.5	$39,990		
FORTHING	Taikon Super Hybrid Exclusive		155	180	4.5	$44,990		
GAC	M8	People mover	274	106	1.3	$85,990	$81,990	30-Nov
GAC	M8 Lux	People mover	274	106	1.3	$89,990	$85,990	30-Nov
Geely	Starray EM-i Complete	SUV	193	83	2.4	$45,990		
Geely	Starray EM-i Inspire	SUV	193	136	1.4	$52,990		
Geely	Starray EM-i Inspire AWD	SUV		130	1.7	$55,990		
Great Wall	H6 Lux PHEV	SUV	240	106	1	$50,990		
Great Wall	H6 Ultra PHEV AWD	SUV	268	100	1.1	$53,990		
Great Wall	Cannon Lux PHEV	Ute	310	115		$58,990		
Great Wall	H6 GT Ultra PHEV	SUV	321	180	0.8	$58,990		
Great Wall	H7 Vanta PHEV AWD	SUV	320	137	0.9	$61,990		
Great Wall	Cannon Ultra PHEV	Ute	310	115		$62,990		
Great Wall	Tank 300 Lux PHEV	SUV	300	115	1.9	$63,990		
Great Wall	Tank 300 Ultra PHEV	SUV	300	115	1.9	$68,990		
Great Wall	Cannon Alpha Ultra PHEV	Ute	300	115	1.7	$71,990		
Great Wall	Tank 500 Ultra PHEV	SUV	300	120	2.1	$79,990		
JAC	T9 PHEV	Ute	360	100	1.6	$59,990		
Jaecoo	J7 SHS EX+	SUV	150	100	1.3	$49,990		
Jaecoo	J7 SHS EX+ AWD	SUV		80	1.9	$53,990		
Jeep	Grand Cherokee 4xe Summit Reserve	SUV	280	51	3.2	$154,990		
Lamborghini	Revuelto	Coupe	607	12	19.9	$950,000		
Lamborghini	Urus SE	SUV	588	60	2.1	POA		
Lamborghini	Urus SE Performante	SUV	589	60		POA		
Land Rover	Range Rover Evoque P270e Dynamic SE	SUV	198	61	2.1	$121,900		
Land Rover	Range Rover Evoque P270e Hoxton Edition	SUV	198	60	4	$126,900		
Land Rover	Range Rover Velar P400e Dynamic SE	SUV	297	59	4.8	$146,900		
Land Rover	Defender 110 P300e X-Dynamic SE	SUV	221	50	6.9	$164,900		
Land Rover	Range Rover Sport P460e Dynamic SE	SUV	338	118	3.3	$217,900		
Land Rover	Range Rover Sport P550e Dynamic HSE	SUV	405		1.7	$250,900		
Land Rover	Range Rover P550e HSE SWB	SUV	405		1.7	$291,900		
Land Rover	Range Rover P550e Autobiography SWB	SUV	405		1.7	$317,900		
Land Rover	Range Rover P550e SV SWB	SUV	405	82	1.7	$384,900		
Leapmotor	B10 Ultra Hybrid Life	SUV	160	86	2.5	$39,990		
Leapmotor	B10 Ultra Hybrid Design	SUV	160	86	2.5	$44,990		
Leapmotor	C10 Ultra Hybrid	SUV	158	145	0.4	$49,990		
Lexus	NX450h+ 2.5 Plug-in-Hybrid F Sport	SUV	227	87	1.4	$115,000		
Lexus	NX450h+ 2.5 Plug-in-Hybrid Limited	SUV	227		1.4	$116,600		
Lexus	RX450h+ 2.5 Plug-in-Hybrid Limited	SUV	227	85	1.4	$134,100		
MAZDA	CX-80 SP PHEV	SUV	241	59	1.7	$80,990	$76,490	31-Dec
MAZDA	CX-80 Homura PHEV	SUV	241	59	1.7	$89,490	$80,490	31-Dec
MCLAREN	Artura	Coupe	436	31	5.5	$418,000		
MCLAREN	Artura Spider	Convertible	436	31	5.5	POA		
MERCEDES-BENZ	GLA 250e	SUV	160			$93,200		
MERCEDES-BENZ	GLC 350e 4MATIC	SUV	230			$115,900		

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PLUG-IN HYBRID ELECTRIC VEHICLES (PHEV)

MAKE	MODEL	BODY	POWER (KW)	RANGE (KM)	ENERGY USE (KWH/100KM)	PRICE	DEAL PRICE	DEAL ENDS
MERCEDES-BENZ	C 350 e Sedan	Sedan	230		1.6	$117,700		
MERCEDES-BENZ	GLE 450 e 4MATIC	SUV				$179,900		
Mercedes-Benz	AMG C 63 S E Performance	Sedan	500		6.8	$199,900		
Mercedes-Benz	AMG GLC 63 E Performance	SUV	500		8.1	$199,900		
Mercedes-Benz	AMG GLC 63 4MATIC E Performance Coupé	SUV	500		8.1	$206,900		
MG	HS Excite Super Hybrid	SUV	220	120	0.7	$52,990		
MG	HS Essence Super Hybrid	SUV	220	120	0.7	$56,990		
Mitsubishi	Eclipse Cross PHEV XLS 4WD	SUV	94	55	2.1	$44,990		
Mitsubishi	Outlander PHEV LS AWD	SUV	98/85	84	1.6	$71,490		
Mitsubishi	Outlander PHEV XLS AWD	SUV	98/85	84	1.6	$77,990		
Mitsubishi	Outlander PHEV VRX	SUV	98/85	84	1.6	$83,990		
Mitsubishi	Outlander PHEV Exceed AWD	SUV				$89,990		
Omoda	9 SHS	SUV	395	169	1.4	$68,990		
Opel	Astra GSe	Hatch	165	61	1	$59,990		
Peugeot	308 GT Hybrid	Hatch	132	60	1.2	$64,990		
Porsche	Cayenne E-Hybrid	SUV	346	66	1.9	$204,500		
Porsche	Cayenne Coupe E-Hybrid	SUV	346	74	2.9	$209,800		
Porsche	Cayenne E-Hybrid Black Edition	SUV	346		1.9	$213,900		
Porsche	Cayenne S E-Hybrid	SUV	382		2	$227,500		
Porsche	Cayenne S Coupe E-Hybrid	SUV	382		2	$234,000		
Porsche	Cayenne S E-Hybrid Black Edition	SUV	382		2	$234,200		
Porsche	Cayenne S E-Hybrid Coupe Black Edition	SUV	382		2	$236,100		
PORSCHE	Panamera 4 E-Hybrid	Sedan	346	96	1.8	$275,900		
Porsche	Panamera 4S E-Hybrid	Sedan	400	53	1.8	$303,500		
Porsche	Cayenne Turbo E-Hybrid	SUV	544	79	2.5	$335,500		
Porsche	Cayenne Turbo E-Hybrid Coupe	SUV	544		2.5	$342,900		
Porsche	Panamera Turbo E-Hybrid	Sedan	500		2.1	$412,900		
Porsche	Panamera Turbo S E-Hybrid	Sedan	575	92	2.1	$479,000		
Toyota	RAV4 GXL PHEV FWD	SUV	201	154	1	$57,990		
Toyota	RAV4 XSE PHEV AWD	SUV	227	144	1	$62,990		
TOYOTA	RAV4 GR Sport PHEV AWD	SUV	227	144	1	$67,990		
VOLKSWAGEN	Touareg R PHEV	SUV	340	47	1.9	$169,990		
VOLVO	XC60 T8 Ultra	SUV	339	180	1.1	$116,990		
VOLVO	XC60 T8 Black Edition	SUV	339	180	1.1	$119,990		
VOLVO	XC90 T8 Ultra	SUV	335	62	3.8	$149,990	$139,990	31-Dec



FIND YOUR QUALITY USED EVS HERE

USED EV CAR TYPES

MAKE	MODEL	TYPE	PRICING RRP EST.	APPROX RANGE KMS
BMW	i3 - 22 kWh	BEV	$33k - $45k	120 km
	i3 - 33 kWh	BEV	$52k - $86k	200 km
HYUNDAI	Ioniq	BEV	$47k - $55k	220 km
	Ioniq Elite	BEV	$57k - $66k	220 km
	Kona	BEV	$69k - $83k	400 km
KIA	Soul EV	BEV	$30k	150 km
MERCEDES BENZ	B250 e	BEV	$44k - $47k	140 km
MITSUBISHI	i-Miev	BEV	$8k - $13k	100 km
	B-Miev Van	BEV	$16k	100 km
NISSAN	LEAF Generation 1	BEV	$9k - $16k	120 km
	LEAF Gen 2 - 24 kWh	BEV	$13k - $34k	135 km
	LEAF Gen 2 - 30 kWh	BEV	$26k - $36k	180 km
	LEAF ZE1 - 40 kWh	BEV	$43k - $63k	250 km
	e-NV200 - 24 kWh	BEV	$27k	140 km
	e-NV200 - 40 kWh	BEV	$60k	200 km
RENAULT	Zoe 40 kWh	BEV	$29k - $60k	300 km
	Kangoo ZE Van	BEV	$42k - $46k	160 km
SMART	Fortwo	BEV	$20k	100 km
TESLA	S P85D	BEV	$95k - $120k	330 km
	S 90D	BEV	$125k	420 km
	X 75D	BEV	$109k	340 km
	X 90D	BEV	$129k	410 km
	X 100D	BEV	$149k	480 km
	X P100D	BEV	$230k	460 km
VOLKSWAGEN	e-Golf - 36kWh	BEV	$49k - $69k	220 km
AUDI	A3 Sportback E-Tron	PHEV	$41k - $50k	45 km + 600 km
	Q7 e-tron	PHEV	$125k	54 km + 800 km
BMW	i3 REX - 22 kWh	PHEV	$33k - $50k	120 km + 120 km
	i3 REX - 33 kWh	PHEV	$50k - $68k	200 km + 120 km
	225xe	PHEV	$42k	41 km + 550 km
	330e	PHEV	$50k - $76k	37 km + 550 km
	530e	PHEV	$140k	50 km + 600 km
	X5 xDrive40e	PHEV	$140k	30 km + 800 km
	i8	PHEV	$94k - $140k	37 km + 400 km
HYUNDAI	Ioniq	PHEV	$46k	63 km + 1040 km
MERCEDES BENZ	C350 e Sedan	PHEV	$63k - $75k	31 km + 700 km
	GLE500	PHEV	$130k	30 km + 700 km
	E350 e	PHEV	$120k	30 km + 600 km
	S500 e	PHEV	$96k	30 km + 700 km
MINI	Countryman Cooper SE	PHEV	$68k	30km + 500 km
MITSUBISHI	Outlander	PHEV	$22k - $58k	50 km + 500 km
PORSCHE	Cayenne S e-hybrid	PHEV	$129k	20 km + 750 km
TOYOTA	Plug-in Prius	PHEV	$11k - $20k	26 km + 800 km
VOLVO	XC60 T8	PHEV	$115k	40 km + 600 km
	XC90 T8	PHEV	$115k	44 km + 600 km
KIA	Soul First Edition 64kWh	BEV	$75,990	450km
HONDA	E Advance	BEV	$69,990	220km
PEUGEOT	e-2008 GT 50kWh	BEV	$75,880	320km
	e-2008 Allure 50kWh	BEV	$70,880	320km
VAUXHALL	Corsa Elite 50kWh	BEV	$70,880	320km
VOLKSWAGEN	iD3 1st Edition 62kWh	BEV	$79,990	330km

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

USED DEALERS LIST

NAME	CITY
Autolink Cars | 09 378 9090 | autolinkcarsltd@gmail.com BMW i3, Nissan Leaf, Volkswagen e-Golf	Auckland
GVI Electric | 09 216 7106 | ev@gvi.kiwi Nissan Leaf, Volkswagen ID 3, Kia Soul, Vauxhall Corsa, Peugeot e-2008 Allure	Auckland
Drive EV | 027 521 0429 | 07 378 0082 | steve@driveev.co.nz MG MG-5 Excite, Nissan Leaf, Vauxhall Mokka-e Elite, Vauxhall Corsa-e, Volkswagen ID 3, Kia Soul, Honda E	Taupō
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

Battery electric cars take one in five new passenger registrations in September

New Zealanders registered 2676 new battery electric vehicles in September, up 272.2% on the 719 of September last year and more than double August's 1130. It was the second-highest monthly total this year, behind June's 2731, and the fourth-highest in NZTA data going back to 2019.

Battery electric vehicles took 19.6% of new passenger registrations, up from 5.9% a year earlier. Plug-in hybrids added 1496 registrations, up 173.5% from 547, and took 9.3% of new passenger cars, against 3.9%. Together, plug-ins made up 28.9% of the new passenger market.

The new passenger market as a whole rose 27.8% to 13,229. Petrol-only registrations fell 9% to 3950 and diesel 34.1% to 598, while petrol hybrids grew 20.5% to 4752, the largest group on 35.9%.

Year to date, battery electric registrations stand at 15,074, up 160.6% on the first nine months of 2025, and plug-in hybrids at 10,864, up 114.6%. Battery electric vehicles account for 17.4% of new passenger registrations so far this year, up from 7.3%.

TESLA BACK ON TOP

Tesla registered 649 vehicles, 587 of them Model Ys and 62 Model 3s, as it again concentrated deliveries at the end of the quarter. That compares with 88 in August and 228 in September last year, and takes Tesla to 3253 for the year, the most of any battery electric brand.

BYD registered 589 battery electric vehicles, led by the Atto 2 on 171 and Atto 1 on 151, with the Sealion 7 on 125 and Atto 3 on 115. With 499 plug-in hybrids on top, BYD registered 1088 new vehicles, its first month above 1000. It is second for the year on 2891 battery electric registrations.

Kia was third on 246, up from 20 in August, with 110 EV3s and 107 EV5s. MG followed on 236, including 165 MG 4s and 45 S6s, then Geely on 180, with 100 EX2s in the model's first full month and 74 EX5s.

Zeekr registered 105, made up of 71 7Xs and 32 of the X, and GWM's 91 were all Ora hatchbacks. Toyota's 57 included 32 bZ4X Touring wagons and 23 bZ4Xs. Jaecoo, GAC, Dongfeng and Leapmotor each registered about 50.

RAV4 LEADS PLUG-IN HYBRIDS

The Toyota RAV4 was the most-registered plug-in hybrid for a fifth month, on 351. The BYD Shark 6 followed on 219, then the BYD Sealion 6 on 84, GWM Haval H6 on 82 and BYD Sealion 5 on 78. The BYD Atto 2 DM-i added 67, ahead of the Geely Starray EM-i on 64, Jaecoo J7 on 54 and Chery Tiggo 8 on 49.

By brand, BYD led plug-in hybrids on 499, a third of the month's total, ahead of Toyota on 351, GWM on 125 and Chery on 120.

SHARK 6 LIFTS COMMERCIAL PLUG-INS

New commercial plug-in hybrid registrations rose 89.3% to 265, a 7% share of the commercial market, up from 3.9%. The Shark 6 accounted for 219 of them, though its year-to-date total of 1336 is behind the 1503 of the same period last year. Battery electric commercial registrations fell 23% to 87.

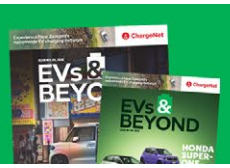
For the year to date, commercial plug-in hybrids are up 13.8% at 1919 and battery electric commercial vehicles up 11.4% at 721.

TOP NEW BATTERY ELECTRIC MODELS, PASSENGER AND COMMERCIAL

MODEL	SEP 2026	SEP 2025	JAN–SEP 2026	JAN–SEP 2025
TESLA MODEL Y	587	190	2978	995
BYD ATTO 2	171	0	731	0
MG 4	165	2	648	88
BYD ATTO 1	151	0	717	0
BYD SEALION 7	125	42	533	216
BYD ATTO 3	115	31	831	455
KIA EV3	110	33	580	191
KIA EV5	107	19	410	192
GEELY EX2	100	0	110	0
GWM ORA	91	0	271	46
GEELY EX5	74	13	318	66
ZEEKR 7X	71	0	498	0
OTHER MODELS	809	389	6449	3536
TOTAL	**2676**	**719**	**15,074**	**5785**

NEW BATTERY ELECTRIC REGISTRATIONS BY BRAND

BRAND	SEP 2026	SEP 2025	SHARE OF SEP %	JAN–SEP 2026
TESLA	649	228	24.3%	3253
BYD	589	81	22.0%	2891
KIA	246	60	9.2%	1103
MG	236	36	8.8%	1380
GEELY	180	20	6.7%	616
ZEEKR	105	0	3.9%	568
GWM	91	0	3.4%	271
TOYOTA	57	5	2.1%	473
JAECOO	54	0	2.0%	541
GAC	53	0	2.0%	251
DONGFENG	50	0	1.9%	970
LEAPMOTOR	48	16	1.8%	284



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Used EV imports more than double in September as used Teslas rise fivefold

New Zealand registered 305 used import battery electric vehicles in September, up 136.4% on the 129 of September last year, though slightly down on August's 317. The monthly total has eased in each of the three months since June's 386, and the highest this year remains March, on 620.

Battery electric vehicles made up 3.8% of used import passenger registrations, up from 1.8% a year earlier. Including plug-in hybrids, plug-ins took 5.1%, against 2.6%.

The used import passenger market as a whole rose 13.4% to 8003, with petrol hybrids the largest group on 48.9%.

For the year to date, 2932 used battery electric vehicles have been registered, up 133.4% on the 1256 of the first nine months of 2025. Used plug-in hybrids stand at 754, up 40.4%.

LEAF STILL LEADS, TESLAS CLIMB

The Nissan Leaf accounted for 188 of September's used battery electric imports, up from 110, or 61.6% of the month's total. It has taken two-thirds of used battery electric registrations this year, on 1962.

Tesla registered 67 used imports, up from 12, made up of 41 Model 3s, 22 Model Ys, three Model Ss and a Model X. Used Model 3 registrations have almost quadrupled this year to 316, from 80, and Model Ys have risen from 17 to 117.

Beyond those, numbers were small. Mercedes-Benz EQA and Porsche Taycan registered five each and the BMW i4 four. The BYD Dolphin added three, taking it to 38 for the year, against none in the first nine months of 2025.

OUTLANDER LEADS USED PLUG-IN HYBRIDS

Used plug-in hybrid registrations rose 75.9% to 102, from 58. The Mitsubishi Outlander led on 51, up from 41, ahead of the Toyota RAV4 on 17, up from one, and Toyota Prius on 16, up from none.

TOP USED IMPORT BATTERY ELECTRIC MODELS

Model	SEP 2026	SEP 2025	JAN–SEP 2026	JAN–SEP 2025
NISSAN LEAF	188	110	1962	1031
TESLA MODEL 3	41	7	316	80
TESLA MODEL Y	22	3	117	17
Mercedes-Benz EQA	5	1	26	5
Porsche Taycan	5	0	16	4
BMW i4	4	0	12	0
BYD Dolphin	3	0	38	0
Tesla Model S	3	2	27	25
Other models	34	6	418	94
TOTAL	**305**	**129**	**2932**	**1256**

TOP USED IMPORT PLUG-IN HYBRID MODELS

Model	SEP 2026	SEP 2025	JAN–SEP 2026	JAN–SEP 2025
MITSUBISHI OUTLANDER	51	41	413	321
TOYOTA RAV4	17	1	71	25
TOYOTA PRIUS	16	0	66	43
Mini (registered as BMW)	5	1	45	31
Other models	13	15	159	117
TOTAL	**102**	**58**	**754**	**537**

NEW AND USED PLUG-IN REGISTRATIONS, PASSENGER AND COMMERCIAL – SEPTEMBER 2026

	SEP 2026	SEP 2025	CHANGE %	JAN–SEP 2026	JAN–SEP 2025	CHANGE %
NEW BATTERY ELECTRIC	2,676	719	+272.2%	15,074	5,785	+160.6%
NEW PLUG-IN HYBRID	1,496	547	+173.5%	10,864	5,062	+114.6%
USED IMPORT BATTERY ELECTRIC	305	129	+136.4%	2,932	1,256	+133.4%
USED IMPORT PLUG-IN HYBRID	102	58	+75.9%	754	537	+40.4%

Source: NZTA first-registration data (Qlik dashboard, extracted 1 Nov 2026), analysed by EVs & Beyond. New = passenger + commercial; motorcycles excluded.

PLUGGED IN!

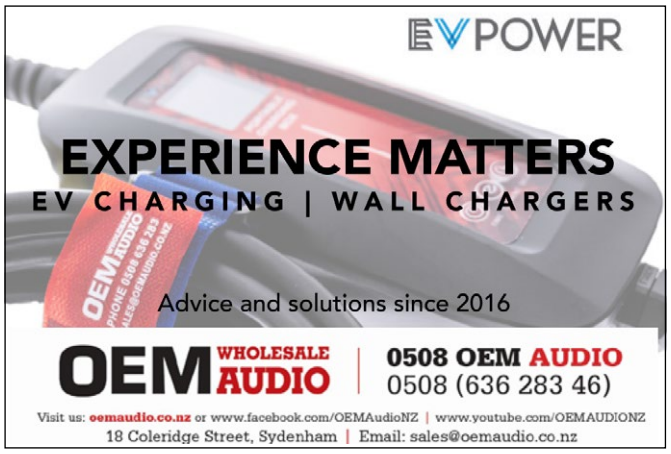
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Better NZ Trust	A community of EV enthusiasts **https://www.leadingthecharge.org.nz/**
ChargeNet	Nationwide EV charging network **https://charge.net.nz/**
Drive Electric	Advocacy group for the EV industry **https://driveelectric.org.nz/**
EECA	NZ government's EV information website **https://www.electricvehicles.govt.nz/**
Electric Heaven	NZ electric car guide **http://www.electricheaven.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

REGIONAL

Auckland EV Owners	https://www.facebook.com/groups/291373964545996/
Bay of Plenty EV Owners	https://www.facebook.com/groups/BayOfPlentyEVOwners/
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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/
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