

DRIVEN

CAR GUIDE

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ULTIMATE ELECTRIFIED car guide

The complete buyer's guide to Clean Cars: every hybrid/EV car and SUV you can buy in New Zealand

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IS IT TIME TO GO ELECTRIC?

Electrified vehicles are a hot topic in New Zealand, thanks to rising fuel prices, increasing climate change awareness and the Government's focus on a Clean Car programme that impacts both consumers and the industry. More buyers than ever want to move to electrified vehicles, but where do you start?

DRIVEN Car Guide is here to help, with a complete guide to every electrified vehicle on sale in NZ. In the pages to follow, we deliver the need-to-know information on every Hybrid Electrified Vehicle (HEV), Plug-in Hybrid Electric Vehicle (PHEV) and Battery Electric Vehicle (BEV) currently available in the new-car market, arranged from lowest to highest price so you can quickly find the vehicles that suit your budget.

HEV

A HEV, or simply "hybrid" if you like, blends a combustion engine with a small battery pack and electric motor. It has the ability to drive on electric power alone, but usually only for very short distances: from a few hundred metres to a couple of kilometres. The rest of the time the battery/motor assists the combustion engine, reducing fuel consumption and/ or boosting performance.

Note that you don't plug in a HEV: this is "electrified" rather than "electric" technology, at least according to the Government, which says that a vehicle must have the capability to be recharged from an external power source to be an EV.

A HEV battery is recharged by energy recovered from braking and deceleration, or sometimes even from the combustion engine when driving conditions are suitable.

Also note that our guide doesn't include the vast number of "mild hybrid" (or MHEV) vehicles on the market, which have a similar ability to recover and store energy to reduce fuel consumption, but don't generally have the ability to drive on electric power alone. MHEV tech is effective and will become standard across much of the automotive industry in the years to come, but we reckon there's an important line to be drawn between MHEV and hybrid/HEV models that have their own electric propulsion.

PHEV

A PHEV is a car or SUV that combines plug-in electric power with an internal combustion engine. The battery is bigger than you'd find in a HEV, but smaller than a BEV/pure-electric car - typically designed for the daily commute after an overnight recharge.

Electric range could be anywhere from 30-100km. When the rechargeable battery is depleted, the vehicle operates as a HEV, meaning you can simply use the combustion engine until you have the chance to plug in again and recharge the battery.

Something to look out for is charging capability. While the idea is that PHEVs are usually plugged in at home overnight using AC power, some are compatible with public DC charging stations, meaning they can be "filled" up to seven times faster than a home AC wallbox-type setup (or 20 times faster than plugging into a domestic socket!).

BEV

A BEV is a pure-electric car or SUV: one that doesn't burn fossil fuel at all and relies solely on its battery to operate. So the onus is on the driver to keep it charged, because there's no alternative power source.

Any new BEV sold under \$80,000 also qualifies for the Government's maximum \$7015 Clean Car Discount, which goes straight back to the buyer after purchase.

What has changed in the Clean Car Discount policy?

The new tweaks to the Government's Clean Car Discount policy has shifted the goal posts for hybrids and topped up the pool by \$100 million, but what does that actually mean for a new car buyer?

In broad strokes, it will mean that many hybrids are no longer eligible for a rebate, while a lot of straight-ICE vehicles that sat in the zero band (no fee, no rebate) will now be hit with a fee.

The top rebate for a brand new EV has dropped by \$1610, while the top fee for a high-emitter has risen by \$1725. The \$80,000 cutoff for rebates still applies.

However, the way the fees and rebates are calculated has also been changed, with the previous calculations being simplified, but it does mean that high emitters (and New Zealand's favourite new vehicles - double cab utes) will be hit even harder with financial penalties.



BEV
(0g)



PHEV
(20-70g)



Hybrid
(80-130g)



Petrol/Diesel Car
(120-200g)



Petrol/Diesel Van/Ute
(200-300g)

0g/km of CO₂

At the full rebate end of the scheme, brand new EVs under the \$80k cutoff see a \$1610 drop in the available rebate, going from a \$8625 down to \$7015.

1 to 100g/km of CO₂

For new vehicles that emit between one and 100 grams of carbon dioxide per kilometre (this is generally plug-in hybrids) the rebate will reduce by around \$1500 to \$1700, with a new calculation that starts with a base rebate of \$1725 applied to a vehicle that emits 100 grams, plus \$57.50 for each gram below that, up to a maximum of \$4025. This basically replaces what was previously the "1 to 56g" range (where new vehicles were eligible for a rebate of \$5750) and the "57 to 146g" range (where the rebate was calculated by taking the full amount of \$8625 and deducting the result of "emissions X \$50 X 130/145" for new vehicles).

101 to 149g of CO₂

The "zero band" - where a vehicle attracts neither a rebate nor a fee - has shifted from its previous range of 147 to 192g/km of CO₂ down to 101 to 149g.

This means that vehicles that emit between 101g and 147g that previously received a rebate will no longer get one, while cars between 149g and 192g that previously didn't attract a fee now do.

150g to 191g of CO₂

Previously in the zero band, the new fee for these vehicles is now calculated as a base charge of \$575, plus \$57.50 for each additional gram of CO₂ above 150g for new vehicles.

192g of CO₂ and above

The same calculation is used at the high-emitter full-fee end of the spectrum, however the maximum fee will jump from the current limit of \$5175 up to a new maximum of \$6900 for new vehicles.

A special rebate for low emission disability vehicles is also being introduced, with a rebate of \$11,500 available on EVs and \$5750 on plug-in-hybrids or hybrids. Brand new and used imports will receive the same dollar amounts.

TOYOTA YARIS HYBRID

Toyota's supermini-sized Yaris made several generational leaps when the latest model was launched in 2020, with a completely new platform lots of new technology and the additional of a hybrid powertrain option for the first time in NZ (although petrol-electric versions of previous models have appeared on the used-import market).



The hybrid matches a three-cylinder petrol engine with a lithium-ion battery pack, resulting in truly outstanding fuel economy figures. Toyota offers the hybrid in both entry GX and more luxurious ZR trims.

- **Price** \$28,290-\$37,790
- **Powertrain** 1.5-litre petrol three-cylinder engine with hybrid electric system, CVT, FWD
- **Power/torque** 85kW (combined)/120Nm
- **Consumption** 3.3l/100km

TOYOTA COROLLA HYBRID

Toyota NZ's Corolla hybrid is now in its second generation. Launched in the previous model in 2016, the petrol-electric powertrain was improved and the model range expanded for the latest version from 2018: a bit less power, but better efficiency.



There's now a three-tier Corolla hybrid lineup, from the GX to the SX to the top-of-the-line ZR (and you can even get extra-fancy with a two-tone model). The hatch remains the core body shape, but you can also have the SX hybrid as a sedan or wagon.

- **Price** \$36,290-\$42,790
- **Powertrain** 1.8-litre petrol engine with hybrid electric system, CVT, FWD
- **Power/torque** 90kW (combined)
- **Consumption** 4.2l/100km

HONDA JAZZ E:HEV

Honda's e:HEV technology now dominates the revised range. The ICE-only entry-level Life version has been dropped, leaving the SUV-like Crosstar as the only pure-petrol model. A more powerful hybrid powertrain now features in the flagship Luxe - now called Luxe Sport - and a new model, the RS.



You don't plug e:HEV in, so it's not technically an EV. But nor does the petrol engine drive the wheels like most other hybrids. Instead, it mostly acts as a generator to either feed power to the battery pack and/or drive the electric motor, which then drives the wheels.

- **Price** \$36,700-\$37,000
- **Powertrain** 1.5-litre Atkinson Cycle petrol engine with hybrid electric system, continuously variable transmission, FWD
- **Power/torque** 78kW/127Nm (petrol), 90kW/253Nm (electric)
- **Consumption** 3.8l/100km

TOYOTA YARIS CROSS HYBRID

Ostensibly, the Yaris Cross hybrid is simply an SUV version of the Yaris hatch, with higher ground clearance. Same basic powertrain and platform.



But you can also think of the Cross as a completely different model: larger, more practical and with bespoke styling to set it apart. The powertrain technology package is the same across the brace of models: entry GX and more highly specified Limited.

- **Price** \$37,290-\$43,790
- **Powertrain** 1.5-litre petrol three-cylinder engine with hybrid electric system, CVT, FWD
- **Power/torque** 85kW (combined)/120Nm
- **Consumption** 3.8l/100km

HAVAL JOLION HEV

The Jolion was the first of a new generation of globally focused models from Haval, Great Wall Motors' SUV brand, when it was launched in 2020. A hybrid powertrain option is a more recent addition, pairing a 1.5-litre petrol engine to a battery and single electric motor combo. The transmission is a dedicated two-speed unit.



The Jolion HEV comes only in flagship Ultra specification, so it's fully loaded: LED head and tail lights, head-up display and a comprehensive suite of driver-assistance features. You even get some extra status with a few choice styling changes for the hybrid over the conventional models: slimline lights up front, a diamond-like grille and extra badging.

- **Price** \$39,990
- **Powertrain** 1.5-litre petrol engine with hybrid electric system, 2-speed automatic, FWD
- **Power/torque** 139kW/375Nm
- **Consumption** 5.5l/100km

TOYOTA C-HR HYBRID

The C-HR is a step up in size from the Yaris Cross, but also aimed at a different kind of buyer: it's a more driver-oriented package, with coupe-like styling and less emphasis on rear-seat and luggage space. It also has a number of interior design elements that remain unique to the model.



But C-HR is also all about hybrid technology of course, which is available from an entry-level model through to the more luxurious Limited. There's even a mildly tweaked GR Sport version.

- **Price** \$41,290-\$46,290
- **Powertrain** 1.8-litre petrol four-cylinder engine with hybrid electric system, CVT, FWD
- **Power/torque** 90kW (combined)/142Nm
- **Consumption** 4.8l/100km

TOYOTA COROLLA CROSS

It's arguably the biggest conceptual change for the ubiquitous Corolla in its long, long history: the addition of the Cross to the family means the most famous small-car in the world is now available as a crossover-SUV. It fits neatly in-between the C-HR and RAV4.



The Cross comes with a 2.0-litre petrol-electric hybrid powertrain making 135kW combined, with either front drive or Toyota's clever E-Four AWD - albeit only as an option on the flagship Limited. It's already an in-demand model - and like so many electrified Toyotas, sold out until 2024!

- **Price** \$41,990-\$51,990
- **Powertrain** 2.0-litre petrol four-cylinder engine with hybrid electric system, CVT, FWD or AWD
- **Power/torque** 135kW (combined)/190Nm
- **Consumption** 4.8-4.9l/100km

KIA NIRO HEV

Kia's electrified-only compact SUV comes in BEV, PHEV or hybrid models. The latter makes a strong case in terms of sheer value for money, with prices starting at just over \$40k and four different models to choose from: Light, Earth, Water and GT-Line.



As with sister brand Hyundai, the petrol-electric powertrain gets a boost in terms of driver-appeal by employing a six-speed dual-clutch transmission.

- **Price** \$44,990-\$59,990
- **Powertrain** 1.6-litre petrol engine with hybrid electric system (1.32kWh battery), 6-speed dual-clutch transmission, FWD
- **Power/torque** 77kW/144Nm (engine) and 32kW/170Nm (electric)
- **Consumption** 4.4l/100km

HAVAL H6 HEV

A larger and slightly newer sibling to the Haval Jolion compact-SUV, the H6 moves the technology and quality game even further on for China's Great Wall Motors. The H6 is aimed right at the medium-SUV heartland of the Kiwi car market.



The H6 HEV carries over the hybrid powertrain from Jolion, but like its smaller stablemate there's a choice of specification the new entry Lux or the top Ultra. It's extremely frugal and the price premium over the standard petrol H6 is greatly reduced by the time you factor in the government's Clean Car Discount. The HEV is also the fastest H6 you can buy - the only downside being the lack of the petrol model's AWD option.

- **Price** \$44,990-\$46,990
- **Powertrain** 1.5-litre petrol four-cylinder engine with hybrid electric system, 2-speed automatic, FWD
- **Power/torque** 179kW/530Nm (combined)
- **Consumption** 5.8l/100km

TOYOTA CAMRY

How times change. Once upon a time, the Camry sedan was the default Toyota family-car choice, but in these days of SUVs it's almost a niche model.



Camry has now evolved into a hybrid-only concern, albeit with a broad choice of specification levels: entry GX, pseudo-sporty SX with sportier suspension/styling and the luxury ZR. It's surprisingly quick with a combined 160kW and has the latest lithium battery technology.

- **Price** \$46,290-\$54,790
- **Powertrain** 2.5-litre petrol four-cylinder engine with hybrid electric system, CVT, FWD
- **Power/torque** 160kW (combined)
- **Consumption** 4.2l/100km

HYUNDAI IONIQ HYBRID II

Not to be confused with the all-new BEV-only Ioniq 5, the original Ioniq is still offered in three different versions: a BEV (yes, that's confusing, we know), PHEV and the model featured here, the hybrid.



Conceived as a rival to the Toyota Prius, the Ioniq hybrid is notable for offering a six-speed transmission in place of the usual hybrid-CVT, and for achieving outstanding fuel economy for a family-sized vehicle. Naturally, it's also the cheapest of any Ioniq by quite some margin.

- **Price** \$46,990
- **Powertrain** 1.6-litre petrol engine with hybrid electric system, 6-speed dual-clutch transmission, FWD
- **Power/torque** 77kW/147Nm
- **Consumption** 3.4-3.9l/100km (WLTP)

TOYOTA RAV4 HYBRID

The hybrid powertrain has quickly come to dominate RAV4 sales in NZ. Little wonder: not only is it the most frugal by far (under 5l/100km for a medium-sized SUV is impressive), it's also the quickest. The E-Four AWD system is clever, too, with the rear axle powered only by the battery, giving precise control.



In view of the hybrid's popularity, Toyota NZ recently expanded the range to include five separate variants; there's a new dressed-up XSE version to sit underneath the Limited and the off-tarmac-focused Adventure is now also available with hybrid power.

- **Price** \$47,290-\$58,790
- **Powertrain** 2.5-litre petrol four-cylinder engine with hybrid electric system, CVT, AWD
- **Power/torque** 163kW (combined)/221Nm
- **Consumption** 4.8l/100km

HYUNDAI KONA HYBRID II

Hyundai power has now made it to the popular Hyundai Kona in its facelifted Series II guise, meaning buyers have the choice of petrol, petrol-electric (HEV) and battery electric (BEV) power.



The Kona hybrid hardware is familiar from the Ioniq series, with a 1.6-litre petrol engine and 1.56kWh lithium battery pack. And as with the Ioniq hybrid, a standout feature for keen drivers will be the dual-clutch transmission, a departure from the CVT usually employed in hybrid vehicles.

- **Price** \$47,990-\$51,990
- **Powertrain** 1.6-litre petrol four-cylinder engine with hybrid electric system, 6-speed automated dual clutch transmission, FWD
- **Power/torque** 104kW/265Nm (combined)
- **Consumption** 4.4l/100km

SUBARU XV e-BOXER

The e-Boxer powertrain is an undeniably mild application of electrification to Subaru's compact crossover/SUV. But the "motor assist" system makes it a full hybrid nonetheless and while it only offers small fuel-economy gains over the standard XV (about 14 per cent), we reckon it also makes for a better drive.



One of the key selling points around the XV e-Boxer is that it adds green credentials without taking away any of Subaru's character attributes: it still has a flat-four engine (of course, it's in the name) and the company's active torque split AWD system.

- **Price** \$49,990
- **Powertrain** 2.0-litre petrol engine with hybrid electric system, CVT, AWD
- **Power/torque** 110kW/196Nm (petrol), 12kW/66Nm (electric)
- **Consumption** 6.5l/100km

FORD ESCAPE FHEV

Ford New Zealand is applying electrification everywhere it can across its model ranges. Following the Escape plug-in hybrid electric vehicle (PHEV), comes a conventional hybrid version of its medium-sized SUV - which the company unusually calls an FHEV, meaning "full hybrid" - a way of distinguishing this tech from the growing number of mild hybrid (MHEV) models it offers.



The Escape hybrid is focused on higher-end ST-Line specification, with both FWD and X AWD versions offered (the Escape PHEV is FWD only). Both are powered by the familiar 2.5-litre petrol engine, paired with a lithium battery and electric motor(s).

- **Price** \$51,990-\$59,990
- **Powertrain** 2.0-litre petrol four-cylinder engine with hybrid electric system, CVT, FWD or AWD
- **Power/torque** 140kW (combined)
- **Consumption** 5.3-5.6l/100km

SUBARU FORESTER e-BOXER

The Forester e-Boxer employs the same hybrid powertrain as the smaller XV, with a 2.0-litre petrol engine and modest electric motor. That means a bit of step down from the standard Forester models in terms of engine capacity (they are 2.5 litres) and performance, for a modest nine per cent gain in overall fuel economy. But the hybrid tech makes more of an impact in urban driving, with a 19 per cent fuel economy improvement.



Subaru has spread the e-Boxer powertrain over two models: an entry version called Sport and the top Premium, which comes fully loaded in line with the rest of the Forester range.

- **Price** \$52,490-\$57,490
- **Powertrain** 2.0-litre petrol engine with hybrid electric system, CVT, AWD
- **Power/torque** 110kW/196Nm (petrol), 12kW/66Nm (electric)
- **Consumption** 6.7l/100km

HONDA ZR-V SPORT

Honda's new hybrid SUV fits neatly in between the HR-V and CR-V and borrows much of its powertrain technology from the Jazz e:HEV - but with a larger-capacity 2.0-litre petrol engine providing the power for the (mostly) electric drive.



The Sport e:HEV is the flagship of a range that also includes the Turbo ICE model. Expect to see the 2.0-litre e:HEV powertrain in an all-new CR-V in 2023, and potentially the Civic some time next year.

- **Price** \$55,000
- **Powertrain** 2.0-litre petrol four-cylinder engine with hybrid electric system, e-CVT, FWD
- **Power/torque** 134kW/315Nm (combined)
- **Consumption** 5.5l/100km

HYUNDAI TUCSON HYBRID

Hyundai has added hybrid power to the Tucson medium-SUV in comprehensive fashion, spanning standard and Elite specification levels, each with FWD or AWD. All four models have the same 1.6-litre petrol engine, lithium battery pack and combined power output, but with a single electric motor for the FWD and dual motors for the AWD.



Over the standard model, the Elite specification adds garnish like full leather upholstery, wireless phone charging, a larger infotainment screen and LED lights.

- **Price** \$56,990-\$61,990
- **Powertrain** 1.6-litre turbo-petrol four-cylinder engine with hybrid electric system, 6-speed automatic, FWD or AWD
- **Power/torque** 169kW/350Nm (combined)
- **Consumption** 4.9-5.6l/100km

ALFA ROMEO TONALE

Alfa Romeo calls its new Tonale a "mild hybrid" and yes, the battery is tiny: 0.8kW. But it does indeed have a small electric motor that can propel the vehicle for short distances when the petrol engine is off, so we're going to call it a hybrid and be happy with that.



Tonale is a compact SUV that boasts what Alfa says is "diesel-like" fuel economy. It certainly looks the part and comes in two models, the Ti and Veloce. It represents a whole new generation of electrified models from the Italian brand, including a PHEV to come for NZ.

- **Price** \$59,990-\$66,990
- **Powertrain** 1.5-litre petrol four-cylinder engine with hybrid electric system, 7-speed automated dual clutch transmission, FWD
- **Power/torque** 118kW/240Nm (combined)
- **Consumption** 5.6l/100km

NISSAN X-TRAIL E-POWER E-4ORCE

Conventional petrol powertrains continue in the mainstream fourth-generation X-Trail, but for the range-topping models e-Power technology takes over.



There's a small-capacity petrol engine under the bonnet, but it never drives the wheels; instead, it generates power to charge the battery, which then drives the wheels via electric motors. The e-Power system is not new to Nissan, but the related e-4orce AWD is. Because it's fully electric, it reacts 10,000 faster than mechanical AWD and allows precise control of each wheel.

- **Price** \$62,990-\$66,990
- **Powertrain** 1.5-litre turbo-petrol three-cylinder generator with hybrid electric system and dual electric motors, single speed, AWD
- **Power** 157kW (electric motors combined)
- **Consumption** 6.1l/100km

KIA SORENTO HYBRID

Kia's seven-seat Sorento is somewhat unique in the mainstream market by offering nearly every powertrain under the sun: petrol, diesel, PHEV and this petrol-electric hybrid, in either 2WD or AWD configurations.



The battery tech is right up there (lithium-ion) and the AWD models even retain good off-tarmac ability, with Terrain Mode Select and a 50/50 lock for slippery surfaces.

- **Price** \$65,890-\$84,890
- **Powertrain** 1.6-litre petrol engine with hybrid electric system, 6-speed dual-clutch transmission, FWD
- **Power/torque** 169kW/350Nm (combined)
- **Consumption** 5.4-6.2l/100km

LEXUS UX 250h

The UX compact SUV has just been launched with BEV power, but the mainstay models to date have been the 2.0-litre petrol-electric hybrids, which continue in the current range.



There's no shortage of choice: you can have your UX with FWD or AWD, in entry, luxury Limited or slightly edgier-looking F Sport trim.

- **Price** \$64,400-\$77,500
- **Powertrain** 2.0-litre petrol engine with hybrid electric system, CVT, FWD or AWD
- **Power/torque** 135kW (combined)
- **Consumption** 4.3-4.6l/100km

TOYOTA HIGHLANDER HYBRID

The Highlander seven-seat SUV has long been a family and fleet favourite in NZ, but it's taken until the latest generation (launched 2021) for a hybrid powertrain to become available to new-vehicle buyers.



But it's been achieved in fine style, with essentially the same powertrain as the smaller RAV4 giving the Highlander an excellent blend of performance (it has 20kW more than the RAV4) and economy. And the E-Four AWD is standard on all models.

- **Price** \$66,290-\$78,290
- **Powertrain** 2.5-litre petrol engine with hybrid electric system, CVT, AWD
- **Power/torque** 184kW(combined)/242Nm
- **Consumption** 5.6l/100km

LEXUS IS 300h

The Lexus has always been the Japanese maker's take on the traditional European compact-executive sedan: three-box design, rear-drive chassis, rather driver-centric.



While the brand still offers four and six-cylinder powertrains, the hybrid models have come to the fore in recent years. There's a broad range on offer, from entry-level to luxury Limited to F Sport (which also has a sportier chassis), but all with the same basic powertrain and performance.

- **Price** \$78,000-\$90,400
- **Powertrain** 2.5-litre petrol four-cylinder engine with hybrid electric system, CVT, RWD
- **Power/torque** 164kW (combined)/221Nm
- **Consumption** 5.7l/100km

LEXUS ES 300h

The ES luxury sedan has come a long way from the "Camry with a cellphone" jibes of two decades ago; although it still owes a lot to its mainstream Toyota sibling, being based on a similar front-drive architecture. It no longer comes with a wired-in cellphone though!



In look and feel, the ES aims to give a little taste of the super-luxury ambience of the larger LS. The hybrid powertrain (there are no conventional petrol models offered) is the same no matter whether you choose the standard, Limited or F Sport model.

- **Price** \$80,500-\$96,700
- **Powertrain** 2.5-litre petrol four-cylinder engine with hybrid electric system, CVT, FWD
- **Power/torque** 160kW (combined)/221Nm
- **Consumption** 5.3l/100km

HYUNDAI SANTA FE HYBRID

Long a leader in the Battery Electric Vehicle (BEV) arena, Hyundai NZ is expanding into a number of petrol-electric hybrid models.



The Santa Fe hybrid matches a 1.6-litre turbocharged four-cylinder petrol engine with a hybrid system that makes a combined 169kW/350Nm, putting it in between the petrol V6 and four-cylinder diesel models in terms of performance. The hybrid is offered in both entry and Elite specifications, both with AWD.

- **Price** \$79,990
- **Powertrain** 1.6-litre turbo-petrol four-cylinder engine with hybrid electric system, 6-speed automated dual-clutch transmission, AWD
- **Power/torque** 169kW/120Nm (combined)
- **Consumption** 6.3l/100km

LEXUS NX 350h

There's an all-new NX in town and it won't surprise you to learn to every version is electrified. The two core models featured here are petrol-electric hybrids with lithium-ion batteries, but there's also a flagship model with PHEV power.



The hybrids feature a clever E-Four AWD system (also used for the Toyota RAV4 and larger Lexus RX) that leaves the rear axle powered solely by an electric motor, giving very precise control in open-road or low-traction conditions.

- **Price** \$95,400-\$104,900
- **Powertrain** 2.5-litre petrol engine with hybrid electric system, CVT, AWD
- **Power/torque** 179kW (combined)/239Nm
- **Consumption** 4.3-4.6l/100km

LEXUS RX

The RX was Lexus's original hybrid SUV, and a pioneering "performance hybrid" in its own right in the late-1990s. Five generations later, it's still available with conventional petrol power, but hybrid technology is very much at the forefront of the range.



The all-new RX hybrid has moved to four-cylinder engine, but there's a distinct step up from the 350h to the flagship 500h F Sport Performance, which has a lot more power from a turbo engine (a first for a Toyota/Lexus hybrid) and eschews the CVT gearbox for a more driver-focused six-speed automatic.

- **Price range** \$120,900-\$142,900
- **Powertrain** 2.5-litre or 2.4-litre turbo engine with hybrid electric system, CVT or 6-speed automatic, AWD
- **Power** 184kW or 273kW (combined)
- **Consumption** 6.0-7.2l/100km

LEXUS LC 500h

Lexus has gone to town on its GT-style coupe, the LC. It's been around for a while now, since 2017, but has lost little of its impact. It's available with both traditional V8 (coupe and convertible) and hybrid (coupe only) powertrains.



The LC's hybrid setup is worth a special mention. The "multi-stage" transmission is unique to LC and combines the usual CVT with a separate four-stage automatic transmission on the rear axle. The powertrain mixes and matches the two depending on the driving requirements, giving the car a very different feel to other Lexus petrol-electric models.

- **Price** \$226,100
- **Powertrain** 3.5-litre petrol V6 engine with hybrid electric system, CVT, RWD
- **Power/torque** 264kW (combined)/348Nm
- **Consumption** 7.5l/100km CO2 169g/km (3P-WLTP)

LEXUS LS 500h

It was the super-luxury LS sedan that started Lexus off back in the 1980s, as a rival and wake-up call to the likes of the BMW 7-Series and Mercedes-Benz S-Class. The latest model still aims to be a showcase of quality and technology.



The hybrid model (there's also still a conventional petrol version) matches a 3.5-litre petrol V6 to a hybrid electric system, rear-drive with air suspension. It's certainly hard to beat the refinement of a hybrid powertrain in a super-luxury sedan.

- **Price** \$239,300
- **Powertrain** 3.5-litre petrol V6 engine with hybrid electric system, CVT, AWD
- **Power/torque** 264kW (combined)/350Nm
- **Consumption** 7.3l/100km

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KEEP UP TO DATE WITH THE LATEST CHANGES!

The automotive landscape is a constantly evolving thing, so for the latest up-to-date info on hybrids, PHEVs and BEVs don't forget to check out our online version of this guide that is kept constantly up-to-date with the latest cars, prices and information.

[Click HERE for the Hybrid Guide.](#)

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ULTIMATE ELECTRIFIED car guide

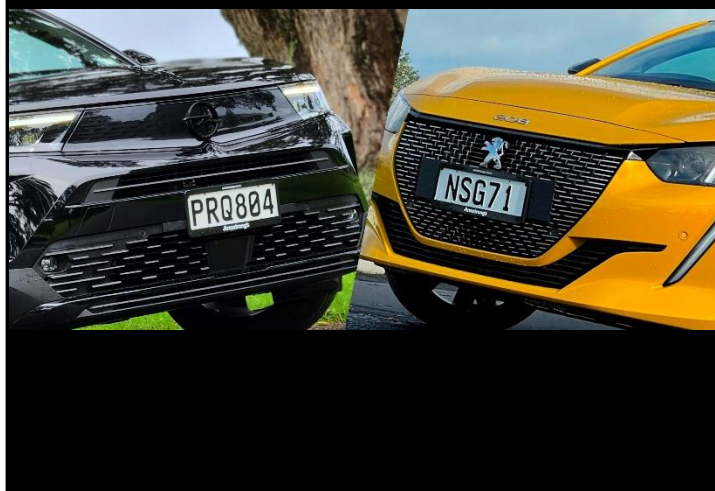
The complete buyer's guide to Clean Cars: every hybrid/EV car and SUV you can buy in New Zealand

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PEUGEOT

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MG HS PHEV

Available only in Essence specification, the HS is notable for a generous electric-only range of 63km and a comprehensive list of active safety equipment.



It's also the fastest MG you can buy and one of the most affordable PHEVs on the market.

- **Price** \$52,990-\$57,990
- **Powertrain** 1.5-litre turbo-petrol four with 17kWh battery, FWD
- **Power** 189kW/370Nm (combined)
- **EV range** 63km

MITSUBISHI ECLIPSE CROSS PHEV

Mitsubishi has cleverly transferred the powertrain of the best-selling Outlander PHEV into the smaller Eclipse Cross, with perfect timing for Kiwi buyers to take advantage of the Clean Car Discount. Result: best-seller status.



Now that there's an all-new Outlander, the Eclipse Cross is one step behind in PHEV technology. But it's also a lot more affordable, more suitably sized for urban buyers and still offers proven plug-in credentials, including Mitsubishi's excellent twin-motor Super All Wheel Control (S-AWD) system.

- **Price** \$52,990-\$59,990 (special offer at time of publication)
- **Powertrain** 2.4-litre petrol four with 14kWh battery, AWD
- **Power** 94kW/199Nm
- **EV range** 55km

KIA NIRO PHEV

Niro is Kia's electrified-only medium SUV and the Korean maker pretty much has all those bases covered: it's available as a petrol-electric hybrid (no plug), a pure-electric BEV and the range you see here: PHEV.



The latest model, heavily updated and completely restyled, features the same 1.6-litre petrol engine as the hybrid version, but matched with an 11kWh plug-in battery to give a claimed 59km EV range.

- **Price** \$55,690-\$69,690
- **Powertrain** 1.6-litre petrol four with 11kWh battery, FWD
- **Power** 134kW/265Nm (combined)
- **EV range** 58km

FORD ESCAPE PHEV

Ford NZ offers its Escape PHEV in two versions: an entry model and the ST-Line X. But both share the same powertrain essentials: a 2.5-litre Atkinson Cycle petrol engine, supplemented by a 14kWh battery pack that gives 56km electric-only range.



The PHEV is the most eco-friendly of an expanded Escape range for NZ: there are also conventional ICE models and a range of full hybrid ("FHEV" in Ford-speak) models. Note that the PHEV remains FWD only, while the other powertrains are also available with AWD.

- **Price** \$62,990-\$68,990
- **Powertrain** 2.5-litre petrol four with 14kWh battery, FWD
- **Power (combined)** 167kW
- **EV range** 56km

MITSUBISHI OUTLANDER PHEV

The Outlander's first complete model change brings a huge increase in electric-only range - a claimed 84km, putting the Mitsubishi right near the top of the PHEV market for EV capability.



Another major change is the provision of seven seats in all but the base LS; previously, the PHEV missed out on the third row from the petrol/diesel Outlanders due to the packaging requirements of the electric powertrain.

- **Price** \$62,990-\$75,990
- **Powertrain** 2.4-litre petrol four with 20kWh battery, AWD
- **Power** 98kW/195Nm (petrol), 85kW/255kW (front electric), 100kW/195Nm (rear electric)
- **EV range** 84km

SKODA OCTAVIA WAGON iV

Skoda's ubiquitous mid-sizer has gained PHEV power. The focus is on the popular wagon with the new model - the liftback is still produced by the factory, but has been quietly moved off the Kiwi price list.



Significantly, Skoda is serving up the Octavia iV (the brand's badge for electrified models) as both a mainstream Style model and the high-performance RS.

- **Price** \$71,990-\$76,990
- **Powertrain** 1.4-litre petrol four with 13kWh battery, FWD
- **Power** 150kW/350Nm or 180kW/400Nm (combined)
- **EV range** 60km

MINI COUNTRYMAN HYBRID

While Mini's BEV technology goes into the smallest three-door model, the PHEV duties are assigned to its largest: the Countryman small-medium SUV, which pairs the fizzy three-cylinder petrol engine with a plug-in battery pack.



The electric-only range is modest by modern standards, but sufficient for city commuting. And one of the big draws of the PHEV powertrain is performance and a clever AWD system, with the petrol engine driving the front wheels and the electric motor at the back (so yes, in EV mode this is a RWD Mini).

- **Price** \$74,790
- **Powertrain** 1.5-litre turbo-petrol four with 10kWh battery, FWD
- **Power** 165kW/385Nm (combined)
- **EV range** 42km

OPEL GRANDLAND SRi

Opel, launched in NZ last with a hatchback/compact SUV (Corsa/Mokka) and ICE/BEV powertrains, is branching out with the Grandland: a family-sized SUV that comes in ICE, but also with PHEV power.



The Grandland SRi PHEV combines a 1.6-litre turbo-petrol engine with a 13kWh battery pack (EV range yet to be announced).

- **Price** TBC
- **Powertrain** 1.6-litre turbo-petrol four with 13kWh battery, FWD
- **Power** 81kW/300Nm (combined)
- **EV range** TBC

OPEL ASTRA GSe

A familiar name returns to NZ with the Astra - but in a very different form. The hatch is back with bold new-gen styling and a choice of ICE or PHEV powertrains.



The GSe PHEV borrows much of its technology from the Sister Peugeot 308 PHEV, but Opel claims a more sporting "e-Rally" focus with sports suspension and special interior elements.

- **Price** TBC
- **Powertrain** 1.6-litre turbo-petrol four with 12kWh battery, FWD
- **Power** 165kW/360Nm (combined)
- **EV range** 63km

PEUGEOT 308 GT PHEV

You might find it hard to spot the plug-version of the Peugeot 308 GT: save an extra flap on the side, it looks identical to its ICE-powered equivalent.



But there's a lot more going on underneath. The PHEV really ramps up the power, to 165kW (the petrol engine alone is 132kW, the electric 81kW), making it the fastest 308 you can buy in NZ. The opportunity cost is a high price (over \$20k more than the standard GT) and an extra 345kg, but it's still a sporty drive.

- **Price** \$74,990
- **Powertrain** 1.6-litre turbo-petrol four with 12kWh battery, FWD
- **Power** 165kW/320Nm (combined)
- **EV range** 61km

KIA SORENTO PHEV

Kia has done a lot to advance the PHEV cause by offering a plug-in hybrid version of a vehicle type that Kiwis absolutely love: a seven-seat SUV, the Sorento. It even retains the AWD system of its petrol and diesel siblings.



The EX manages to duck under the \$80k cap for the Clean Car Discount, while the Premium is \$11k over - but serves up a wealth of high-tech and luxury equipment.

- **Price** \$77,490-\$92,490
- **Powertrain** 1.6-litre petrol four with 14kWh battery, AWD
- **Power** 195kW/350Nm (combined)
- **EV range** 57km

MERCEDES-BENZ A 250 e

Mercedes-Benz's EQ-badged BEVs are its glamour electric models, but the German maker also boasts a wide range of PHEVs. The entry point is a plug-in version of the A-class hatchback, matching the 1.3-litre petrol with a very generous battery for an impressive 76km EV range: small car, big PHEV capability.



DC fast-charging capability is far from a given with PHEVs, but the A250e is also available with this facility - albeit as an option at \$1990 (including a five-metre cable suitable for public stations).

- **Price** \$77,800
- **Powertrain** 1.3-litre petrol four with 14kWh battery, FWD
- **Power** 118kW/250Nm (combined)
- **EV range** 76km

BMW 225e ACTIVE TOURER

The SUV-cum-MPV 2-Series Active Tourer has been quietly representing PHEV power for BMW since way, way back in 2016. The latest model simply carries on the tradition, albeit in a much busier EV market and with the brand's latest technology.



As always, the 2-Series' clever powertrain has the petrol engine driving the front wheels and the electric motor at the back, meaning it can operate in front-drive, rear-drive or AWD depending on which components are active. The powertrain is shared with the Mini Countryman Hybrid.

- **Price** \$78,500
- **Powertrain** 1.5-litre three-cylinder with 15kWh battery, AWD
- **Power** 180kW/477Nm (combined)
- **EV range** 69-80km

VOLKSWAGEN MULTIVAN T7

Hang on, isn't this a van? Well yes, but mostly no, because the all-new Multivan T7 is very much designed as a passenger vehicle; it's even based on the company's MBQ platform, the same as a Golf or Skoda Octavia.



VW NZ worked hard to get the entry Multivan under \$80k to secure the \$5750 Clean Car Discount, but there are also mid-range Life and limited-run flagship Energetic (that's the one with the fancy two-tone paint) versions.

- **Price** \$78,800-\$106,000
- **Powertrain** 1.4-litre turbo-petrol four with 14kWh battery, AWD
- **Power** 160kW/350Nm (combined)
- **EV range** 50km

CITROEN C5 AIRCROSS PHEV

The C5 Aircross is Citroen's first-ever electric vehicle of any kind for the NZ market - although there are certainly many more to come. It's an electrified version of the brand's familiar medium-sized SUV, with a modest-but-decent 47km zero-emissions range.



There's a single specification and while it's a relatively expensive proposition at \$21k more than the equivalent ICE version, it does (just) duck under the \$80k Clean Car cap to secure a \$5750 rebate for buyers.

- **Price** \$79,990
- **Powertrain** 1.6-litre turbo-petrol four with 13.2kWh battery, FWD
- **Power** 168kW/360Nm (combined)
- **EV range** 47km

SKODA SUPERB iV

Skoda's Superb became instantly famous when it was selected as the new petrol car for the NZ Police. And then again when the new PHEV version started a trial as part of the Police fleet.



While Team Blue sticks with the Superb wagon, the iV is available for non-law-enforcement buyers in both sedan (with a hatch) and wagon body styles. All have the same powertrain and 15kWh battery pack, giving a generous 62km EV range.

- **Price** \$79,990-\$83,990
- **Powertrain** 1.4-litre petrol four with 15kWh battery, FWD
- **Power** 160kW/400Nm (combined)
- **EV range** 62km

HYUNDAI TUCSON PLUG-IN HYBRID

Hyundai's Tucson medium SUV has diversified into electrification substantially in recent times. Formerly an ICE-only model, it's now available in a variety of hybrid configurations, both HEV and PHEV, FWD or AWD.



The PHEV is exclusively AWD, but comes in Entry or Elite specifications. No luck for those looking for the \$5750 PHEV Clean Car Discount, though; while the Tucson has traditionally been a very mainstream SUV, in plug-in guise even the entry version falls just over the \$80k price cap.

- **Price** \$83,990-\$89,990
- **Powertrain** 1.6-litre turbo-petrol four with 13.8kWh battery, FWD
- **Power** 195kW/350Nm (combined)
- **EV range** 50km

PEUGEOT 3008 HYBRID4

Peugeot has a brace of rebate-friendly BEVs for NZ: the e-208 hatchback and the e-2008 compact SUV. Think of the 3008 Hybrid4 PHEV as a larger, more luxurious and more premium product.



The PHEV power is complex but also multi-talented. There are dual electric motors for when maximum power/traction is required, although only the rear is employed in EV mode.

- **Price** \$89,990
- **Powertrain** 1.6-litre turbo-petrol four with 13kWh battery, AWD
- **Power** 220kW/520Nm (combined)
- **EV range** 50-60km

HYUNDAI SANTA FE

The Santa Fe is substantially more expensive than its sister Kia Sorento model, but that doesn't stop it consistently being NZ's top-selling seven-seat SUV.



The Santa Fe PHEV shares its powertrain with the equivalent Sorento, offering over 50km of zero-emissions driving range on a full charge and sprightly performance when petrol and electric are working together in hybrid mode.

- **Price** \$109,990
- **Powertrain** 1.6-litre turbo-petrol four with 14kWh battery, AWD
- **Power/torque (combined)** 169kW (combined)/350Nm
- **EV range** 58km (WLTP)

LEXUS NX 450h+

For a long time Lexus has been all about hybrid vehicles. But now Toyota's luxury brand is starting to embrace plug-in powertrains: the compact UX300e BEV was first, and now have a PHEV version of the brand new medium-sized NX SUV.



Available only as a top-specification F Sport, the NX PHEV provides impressive power and is one of the new generation of plug-in hybrids that are offering greatly increased EV range - a claimed 87km for this model.

- **Price** \$111,100
- **Powertrain** 2.5-litre petrol four with 18kWh battery, AWD
- **Power** 227kW (combined)/227Nm (combined)
- **EV range** 87km

MERCEDES-BENZ C 350 e

The all-new C 350 e - the first plug-in to be based on the latest-generation C-Class - has some specs to really shout about.



For a start, it's substantially quicker than any other mainstream C-Class, with 0-100km/h in 6.1 seconds. But it also boasts one of the biggest EV ranges of any PHEV, with a claimed 100km on a full charge (DC charging is also available). It can even be driven in BEV-style "one pedal" mode.

- **Price** \$111,200
- **Powertrain** 2.0-litre turbo-petrol four with 25kWh battery, RWD
- **Power** 230kW/550Nm (combined)
- **EV range** 100km

RANGE ROVER EVOQUE P300e

This generation of "baby" Range embraced mild-hybrid technology at launch, but it's since gained full plug-in power by combining a small-capacity 1.5-litre petrol engine with a 15kWh battery pack.



The P300e is actually the most powerful Evoque you can buy, by some margin: up 43kW up on the P250 turbo-petrol. With that and the extreme fuel economy potential of PHEV technology in mind, the \$5k premium doesn't look bad at all.

- **Price** \$118,900
- **Powertrain** 1.5-litre petrol four with 15kWh battery, AWD
- **Power** 227kW/540Nm (combined)
- **EV range** 55km

VOLVO XC60 RECHARGE

The XC60 has long offered PHEV power, but the latest model has evolved into a high-performance, high-tech SUV.



Not only is the powertrain clever, with the petrol engine driving the front wheels and the electric motor the back, but the XC60 was also the first car in the world to have a fully integrated Google operating system.

- **Price** \$120,900
- **Powertrain** 2.0-litre turbo and supercharged 2.0-petrol four with 19kWh battery, AWD
- **Power** 233kW/400Nm (petrol), 107kW/309Nm (electric)
- **EV range** 54km

RANGE ROVER VELAR P400e

Land Rover offers the Range Rover Velar P400e in two specifications, SE and HSE, both with the same powertrain. A four-cylinder petrol engine is matched to a relatively large 17kWh battery; it's a very close relation to the Jaguar F-Pace P400e under the skin.



EV-only range is a competitive 53km, but the Velar's trump card is DC fast-charging capability with a maximum rate of 32kW, meaning you can "fill" the battery at a public station to 80 per cent or beyond in half an hour.

- **Price** \$147,900-\$164,900
- **Powertrain** 2.0-litre turbo-petrol four with 17kWh battery, AWD
- **Power** 297kW/640Nm
- **EV range** 53km

MERCEDES-BENZ E 300 e

It's now somewhat overshadowed by the longer-range PHEV version of the latest C-Class, but those that want a plug-in Benz sedan with more presence and space, the familiar E 300 e four-door continues.



The petrol engine is "only" a four-cylinder, but the combined outputs of combustion and electric power give this large car suitably brisk performance - and well as the potential for silent urban running that very much suits a luxury sedan.

- **Price** \$149,900
- **Powertrain** 2.0-litre petrol four with 14kWh battery, RWD
- **Power** 210kW/700Nm (combined)
- **EV range** 50km

VOLVO XC90 RECHARGE

The XC90 was the pioneer for Volvo's "Twin Engine" PHEV technology and continues to evolve.



The XC90 Recharge puts plug-in hybrid power into a premium-feeling seven-seat family package. The petrol engine drives the front wheels, the electric motor the back, meaning it can operate as a FWD, RWD (when in EV mode) or AWD. A recent update has increased the battery size, resulting in 77km EV range.

- **Price** \$149,900
- **Powertrain** 2.0-litre turbocharged 2.0-petrol four with 19kWh battery, AWD
- **Power** 233kW/400Nm (engine), 107kW/400Nm (electric)
- **EV range** 77km

JAGUAR F-PACE P400e

The F-Pace P400e uses the same PHEV powertrain as the Range Rover Velar P400e, but it starts in higher HSE specification - which means it starts at a higher price.



Performance and EV range are competitive with other modes in this segment, although as with the Velar, the Jaguar makes pure-electric driving a little more convenient with DC fast charging capability for the battery.

- **Price** \$152,900
- **Powertrain** 2.0-litre turbo-petrol four with 17kWh battery, AWD
- **Power** 297kW/640Nm
- **EV range** 53km

LAND ROVER DEFENDER P400e

Yes, even Land Rover's highly functional 4x4 hero can be had with PHEV power now. As with so many Jaguar Land Rover (JLR) plug-ins, it matches a 2.0-litre turbo-petrol with a plug-in battery pack and brings DC fast-charge capability.



There are a couple of compromises with electric power: you can't have the P400e as a short-wheelbase 90, there's no room for third-row seating and the electric Defender is 500kg on tow capacity. But can still haul an impressive 3000kg.

- **Price** \$156,900
- **Powertrain** 2.0-litre petrol four with 15kWh battery, AWD
- **Power** 297kW/640Nm (combined)
- **EV range** 44km

BMW X5 xDRIVE50e

The latest X5 PHEV has stepped up from a "45e" to the new 50e, with more power and a bigger battery that dramatically improves the range - to a claimed 110km.



Think of the X5 xDrive50e as more of a "performance hybrid", with the battery pack matched to a grunty 3.0-litre six-cylinder petrol engine and AWD.

- **Price** \$175,400
- **Powertrain** 3.0-litre turbo-petrol six with 26kWh battery, RWD
- **Power/torque (combined)** 360kW/700Nm
- **EV range** 110km

PORSCHE CAYENNE E-HYBRID

It doesn't look a whole lot different, but the latest Porsche Cayenne "facelift" is in fact a massive technological step up from the previous model, with major chassis changes and a new Taycan-inspired Porsche Driver Experience cabin, with a mix of digital and analogue controls.



The E-Hybrid PHEV has benefitted from a new V6 engine, more powerful electric motor and a much bigger battery, giving a maximum EV range of 90km. The plug-in powertrain is available in both SUV and coupe - but expect even higher-performance versions to follow, as is Porsche tradition.

- **Price** \$182,500-187,200
- **Powertrain** 3.0-litre turbo-petrol V6 with 26kWh battery, AWD
- **Power** 346kW/650Nm (combined)
- **EV range** 90km

RANGE ROVER SPORT P440e/P510e

The all-new (full-sized) Range Rover has embraced electric power like never before, so it's only natural that the smaller Range Rover Sport should follow.



The Sport PHEV arrives in NZ with a choice of two hybrid powertrains, both with Land Rover's Ingenium six-cylinder petrol engine under the bonnet. As with the larger Rangeie, both have massive (for a PHEV) 32kWh battery and DC fast charging is standard.

- **Price** \$214,900-\$244,900
- **Powertrain** 3.0-litre turbo-petrol six with 32kWh battery, AWD
- **Power** 324kW/620Nm or 375kW/700Nm (combined)
- **EV range** 113km

PORSCHE PANAMERA E-HYBRID

Porsche's luxury five-seater has long been a proponent of hybrid and plug-in technology. In the the current generation it includes both 4 and 4S models, in sedan or Sport Turismo (wagon) body styles.



It's not completely about economy. The E-Hybrid range is topped by the Turbo S, which rockets to 100km/h in 3.2 seconds and can hit 315km/h.

- **Price** \$234,700-\$392,400
- **Powertrain** 2.9-litre turbo-petrol V6 or 4.0-litre turbo-petrol V8 with 14kWh battery, AWD
- **Power** 340kW/700Nm, 412kW/750Nm or 515kW/870Nm (combined)
- **EV range** 53-56km

RANGE ROVER P510e

The all-new fifth-generation Range Rover is bringing electric power into the powertrain mix for the first time. And doing it in comprehensive style, across short and long-wheelbase, HSE, Autobiography and SV models.



The new plug-in powertrain pairs a six-cylinder Ingenium petrol engine with a monster 38.2kWh battery to give a claimed EV range of 100km, or 80km “real world” – enough to cover 75 per cent of all Range Rover journeys, based on the company’s owner-data from the previous model.

- **Price** \$274,900-\$364,900
- **Powertrain** 3.0-litre turbo-petrol six with 38kWh battery, AWD
- **Power** 375kW/700Nm (combined)
- **EV range** 100km

BMW XM

Believe it or not, the huge XM SUV is only the second bespoke BMW M car (the first was the M1 in 1978) in the brand's history. It's impossible to ignore, with undeniably over-the-top styling and a rorty V8 twin-turbo V8 engine.



The standard XM is joined by an even more extreme XM Label Red model, which ups the bold design, technology and power - with an incredible 1000Nm on tap and 0-100km/h in less than four seconds.

- **Price** \$334,900 (Label Red, standard model TBA)
- **Powertrain** 4.4-litre turbo-petrol V8 with 26kWh battery, AWD
- **Power/torque** 480kW/800Nm or 550kW/1000Nm (combined)
- **EV range** 25km

FERRARI SF90

Ferrari's first-ever production PHEV (or EV of any kind) is also its most powerful road car and an unashamed technological showcase.



The SF90 is available in either Stradale (coupe) or Spider (convertible) models, both with an F8 Tributo-derived mid-mounted V8 and three electric motors: one at the rear and one for each front wheel. It's full of Ferrari-firsts (brake by wire, for example) and full of tech that'll be developed for future models elsewhere in the range. The company describes it as “midway between a racecar and spaceship”. We've tested it... we concur.

- **Price** \$910,000 (indicative only, POA)
- **Powertrain** 4.0-litre turbo-petrol V8 with 8kWh battery, AWD
- **Power/torque** 735kW/800Nm (combined)
- **EV range** 25km

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MG ZS EV

The newly facelifted MG ZS EV now packs a 6kWh-larger battery (51kWh) and range increased by 60km to 320km, with the lineup now expanded to include the latest long-range version with a 72kWh battery giving 440km.



MG has managed to keep the entry price under \$50k for the new Excite version, although those wanting a closer match to the specification of the outgoing car will want to go for the \$53,990 Essence (standard range).

- **Price** \$49,990-\$64,990
- **Powertrain** 51kWh or 72kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 130kW/353Nm
- **Range** 320km-440km (WLTP)

GWM ORA

GWM has launched a whole new BEV brand in NZ called Ora. This is its first: a five-door family with quirky retro-futuristic styling; you might know it from overseas markets/media as the Ora Good Cat, but for NZ it's just "GWM Ora". It's a contender for cheapest-new-BEV-in-NZ, matching the MG ZS's retail price, but the MG is a driveaway price whereas the Ora price doesn't include on-road costs. So it's a close second.



Ora comes in three different guises, with a choice of two battery sizes. There's even a sporty GT version, that's dress-up with different bumpers and wheels; no more power, but the electric motor is recalibrated to make it feel much more lively.

- **Price** \$49,990-\$60,990
- **Powertrain** 48kWh or 63kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 126kW/250Nm
- **Range** 310km-420km (WLTP)

MG4

MG has established impressive BEV credentials in NZ with the price-leading ZS compact SUV. The all-new MG4 is smaller and lower... yet the Essence launch model is the same price as the equivalent-specification ZS. That's because the 4 represents a whole new generation of BEV technology for the brand, including the new Modular Scalable Platform (MSP) and rear-drive.



The MG4 Essence could just be the start. MG makes much of the model's 50/50 weight distribution and low centre of gravity, with future possibilities including a high-performance dual-motor version with 0-100km/h in 3.8 seconds.

- **Price** \$54,990
- **Powertrain** 64kWh battery, single electric motor, single-speed transmission, RWD
- **Power/torque** 150kW/250Nm
- **Range** 435km

NISSAN LEAF

Nissan NZ has just one BEV in its range - but you could argue the brand and the car are EV icons. The Leaf (Low Emissions Affordable Family vehicle) is the biggest name in EVs in NZ thanks to its domination of the used-import plug-in market. But it was the launch of the second-generation model that marked its reintroduction into the NZ new-vehicle sphere.



The latest Leaf is offered with two different battery sizes, a 39kWh aimed at urban drivers and a longer-range "e+" 59kWh unit that's more capable of road trips. In either case, the Leaf is strong on refinement and safety equipment.

- **Price** \$54,990-\$63,990
- **Powertrain** 39kWh or 59kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 110kW/320Nm or 160kW/340Nm
- **Range** 270-385km (WLTP)

HYUNDAI IONIQ ELECTRIC II

Somewhat confusingly, there are new distinctly different Hyundai BEVs wearing the Ioniq name (a portmanteau of "ion" and "unique"). This is the original, a Toyota Prius-esque liftback that was created to carry every kind of electrified powertrain: there are also PHEV and hybrid models available.



A 2019 facelift brought a sharper look and improved battery technology, although the longer-range versions have been discontinued to put more focus on the newer Hyundai BEVs.

- **Price** \$57,990-\$71,990
- **Powertrain** 38kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/295Nm
- **Range** 311km

BYD ATTO 3

The Atto 3 is a small-medium SUV that packs a substantial technology punch thanks to BYD's proprietary Blade battery technology, which claims is the safest in the world, and features like a rotating infotainment screen, embedded SIM card for live updates/remote control and a V2L adaptor included with the car (which allows the user to charge external devices from the vehicle).



The Atto 3 comes with two battery sizes: 50kWh (range 320km) or 60kWh (420km), but otherwise the appearance and specification of the models are identical. One of the most interesting/polarising features of the Atto 3 is its highly stylised interior, which has elements designed to look like a gym.

- **Price** \$58,990-\$62,490
- **Powertrain** 50kWh or 60kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 150kW/310Nm
- **Range** 320km-420km (WLTP)

FIAT 500e

It looks familiar, but the pure-electric Fiat 500e is an all-new generation of Fiat's small car, sharing very little with the existing petrol models.



The 500e comes in Pop and Icon specifications, both with the largest battery available from the factory, offering 320km range. The BEV also finally brings the latest driver-assistance and safety features to the 500, including lane control and autonomous braking. The Icon also offers adaptive cruise control.

- **Price** \$59,990-\$64,990
- **Powertrain** 42kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 87kW/220Nm
- **Range** 320km (WLTP)

OPEL CORSA

One of two BEVs used to relaunch the Opel brand in NZ, the Corsa is a supermini-size hatchback of classic proportions - that just happens to have a pure-electric powertrain. Its sister car is the larger Mokka-e SUV, of course (read on for that one); both are also available as petrol models.



The Corsa is a close relation to the Peugeot e-208: both are models from Stellantis brands and they share a platform and battery/powertrain technology, although each have unique styling inside and out.

- **Price** \$59,990
- **Powertrain** 50kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/260Nm
- **Range** 383km (WLTP)

PEUGEOT e-208

Save a coloured grille and some blue badges, you'd be hard pressed to pick the e-208 from its petrol-powered siblings. But the 208 platform was designed for BEV technology from the start, resulting in some clever packaging - including a battery split into three sections, maximising capacity and range.



It's very petrol-like to drive, with linear acceleration and conventional (well, compared with other Peugeots at least) controls, but the BEV is also the fastest 208 you can currently buy in NZ. The GT opens at under \$60k, but there's also a more highly specified GT Premium at \$67,990.

- **Price** \$59,990
- **Powertrain** 50kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/260Nm
- **Range** 349km

SSANGYONG KORANDO E-MOTION

SsangYong is aiming right at NZ's BEV heartland with the e-Motion – essentially a battery electric version of its Korando SUV.



At just under \$60k it's well within the boundaries of the maximum Clean Car Discount and in fact one of NZ's least expensive SUV-BEV models. SsangYong claims it still offers the "practicalities of a mid-sized C-segment SUV", but with zero-emissions driving. Tow rating is 1500kg.

- **Price** \$59,990
- **Powertrain** 62kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 140kW/360Nm or 258kW/560Nm
- **Range** 339km (WLTP)

OPEL MOKKA-e

The Mokka-e was the first entrant in Opel's new "rebate friendly" range for NZ, and it also represents the very latest look and technology for the German brand. But it's also a close relation under the skin to the Peugeot e-2008.



Mokka-e launched as a top-specification SRi, but there's a \$7k-cheaper Live version on the way that brings the post-rebate price down under \$60k. Opel has also instituted a limited-time special on the flagship Mokka-e SRi that matches the \$8625 Clean Car Discount. The offer is open until the end of May, as long as the government Discount stays in effect.

- **Price** \$62,990-\$69,990 (special SRi price \$61,365 until the end of May 2023)
- **Powertrain** 50kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/260Nm
- **Range** 363km (WLTP)

PEUGEOT e-2008

If the 2008 is essentially an SUV sibling to the 208 hatch, then the e-2008 must be a higher-riding, more spacious alternative to the e-208.



It has the same 50kWh battery pack and 100kW electric motor, albeit with slightly reduced performance and range - but still generous for a compact BEV. As with the e-208, the e-2008 is only available in top GT specification.

- **Price** \$65,990
- **Powertrain** 50kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/260Nm
- **Range** 332km (WLTP)

TESLA MODEL 3

The Model 3 is the world's biggest-selling pure-electric vehicle and even broke into the overall top 10 sales charts in NZ for 2021, helped along by the entry RWD model sitting well under the \$80k price cap for the Government Clean Car Discount.



As a company, Tesla likes to do things differently. It doesn't like to talk about battery capacities and power outputs, but it loves to highlight range and acceleration figures. Unsurprisingly, these are two areas where the Model 3 is a standout.

- **Price** \$65,900-\$95,900
- **Powertrain** 50kWh or 75kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 150kW/350Nm, 258kW/527Nm or 336kW/639Nm
- **Range** 491-602km

MAZDA MX-30 TAKAMI

Mazda's first-ever BEV is a stand-alone model, albeit roughly equivalent in size to the CX-30 SUV.



The MX-30 has one of the smallest BEV batteries on the market (and hence a modest range) - a very deliberate decision by the company in line with what it calls a "rightsizing" ethos. It argues that the manufacture of a smaller battery makes much less environmental impact, and that an urban SUV doesn't need a huge range. The company also offers a mild hybrid petrol version of the car.

- **Price** \$68,590
- **Powertrain** 36kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 107kW/271Nm
- **Range** 200km (WLTP)

KIA NIRO EV

With the launch of the Niro back in 2017, Kia embraced electrification completely. The second-generation 2022 model is still available in petrol-electric hybrid, PHEV and BEV configurations, all packaged within a medium-sized SUV.



Fitting underneath the new EV6 fastback, the latest Niro BEV range comes in Light and Water models, both fitting underneath the \$80k Clean Car Discount cap to claim the full \$8625 rebate. The 64kWh battery is standard - although the electric architecture isn't quite up to EV6 specification, with a maximum charge rate of 100kW.

- **Price** \$68,990-\$75,990
- **Powertrain** 64kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 150kW/255Nm
- **Range** 460km

HYUNDAI KONA ELECTRIC II

The Kona Electric has been a hugely popular BEV in NZ thanks to its combination of compact-SUV style/packaging and, since 2021, new variants that ensure the car has stayed under the Government's \$48k Clean Car Discount cap. It's even topped the BEV sales charts some months.



The facelifted model launched in 2021 features a more aero-look front with closed-off grille, more digital-centric dashboard, expanded safety equipment and new low rolling resistance tyres that have improved range.

- **Price** \$69,990-\$79,990
- **Powertrain** 39kWh or 64kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/395Nm
- **Range** 12.8-305-484km

MINI ELECTRIC

The Electric is not the only plug-in Mini you can buy - but it is the only BEV (the other is a hybrid version of the Countryman). It's only available as a three-door hatch, Mini's stated goal being to translate the car's fun-to-drive character into a BEV package.



It's very much a city car, hence the modest battery size and compact dimensions. Its position as one of NZ's cheapest BEVs has been eroded by recent price rises, but it's still eligible for the full \$8625 Clean Car Discount. A recent facelift brings new frontal styling and an upgraded interior.

- **Price** \$70,155
- **Powertrain** 33kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 100kW/295Nm
- **Range** 235-270km

TESLA MODEL Y

You could argue the Model Y is simply a slightly taller Model 3 and we wouldn't disagree. But it has a different name and was launched with different timing, so we reckon it deserves its own entry here.



The entry level for this MPV-cum-SUV is the 60kWh battery and rear-drive, but the obligatory super-fast version comes in the form of the Model Y Performance, an AWD machine that can hit 100km/h in just 3.7 seconds. You'll need to stick with the RWD if you want your Clean Car Discount though.

- **Price** \$70,900-\$100,900
- **Powertrain** 60-75kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 220kW/420Nm or 336kW/639Nm
- **Range** 455-514km (WLTP)

POLESTAR 2

All-new car from an all-new brand. But if you think the Polestar 2 looks familiar, you're right. The new BEV specialist is a joint venture between Volvo and parent company Geely, and it's using plenty of the Swedish brand's styling cues while it gets established.



The 2 is part sedan, part fastback and part SUV. But it's unashamedly aimed at the big-selling Tesla Model 3, with price and specification to match. There are more conventional SUV models to come (the 3 and 4), as well as a luxury coupe to be called (you guessed it) the Polestar 5. And the very sexy Polestar 6 roadster.

- **Price** \$76,900-\$104,900
- **Powertrain** 69kWh or 88kWh battery, single or dual electric motors, single-speed transmission, FWD or AWD
- **Power/torque** 170kW/330Nm or 300kW/660Nm
- **Range** 470-540km (WLTP)

KIA EV6

Kia's first dedicated BEV shares its platform and powertrain technology with the Hyundai Ioniq 5, but in terms of styling and driving dynamics it's a very different proposition.



The sleek fastback five-door body shape is low and wide, and the chassis has a more sporting demeanour to suit. The car is available in both RWD (one model under the \$80k Clean Car cap) and AWD. The flagship is the super-fast GT: 0-100km/h in 3.5 seconds.

- **Price** \$76,990-\$139,990
- **Powertrain** 58kWh or 77kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 124kW/350Nm or 239kW/605Nm
- **Range** 394-528km

CUPRA BORN

The Born, from Spanish brand Cupra, is based on the VW Group's increasingly ubiquitous MEB electric-vehicle platform. But the compact Born has a unique selling proposition: it's arguably the first dedicated BEV hot hatch to be offered in NZ.



Sportiness is part of the Cupra brand. The Born is smaller than sister models like the VW ID.4 and Skoda Enyaq (similar size to the VW ID.3, which is not sold in NZ) and emphasis is on aggressive looks and fun handling, with a low centre of gravity and rear-drive.

- **Price** \$79,990
- **Powertrain** 82kWh battery, single electric motor, single-speed transmission, RWD
- **Power/torque** 170kW/310Nm
- **Range** 511km

FORD MUSTANG MACH-E

Ford NZ has managed to tick the box for the Government's full \$8625 Clean Car Discount with its Mustang Mach-E – at least in the entry RWD model, which carries an on-road price of \$79,990.



But equally significant is that the top Mach-E GT AWD is the fastest Mustang you can buy, with 0-100km/h in 3.7 seconds. It also features high-tech MagneRide adaptive suspension, performance tyres and an additional Untamed drive mode for track use.

- **Price** \$79,990-\$124,990
- **Powertrain** 76kWh or 99kWh battery, single or dual electric motors, single-speed transmission, FWD or AWD
- **Power/torque** 198kW/430Nm or 258kW/560Nm
- **Range** 440-550km

HYUNDAI IONIQ 5

The Ioniq 5 spearheads Hyundai's new generation of BEVs - there will be other models wearing other numbers to come, but all under the "Ioniq" sub-brand.



The specification choice is substantial: three different battery sizes, RWD or AWD, high-tech options including a solar roof that can help charge the car and even a V2L (Vehicle to Load) adaptor that allows the Ioniq 5 to run electrical appliances.

- **Price** \$79,990-\$117,900
- **Powertrain** 58kWh or 73kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 125kW/350Nm, 160kW/350Nm or 225kW/605Nm
- **Range** 384-481km

HYUNDAI IONIQ 6

Another incredibly bold BEV design statement from Hyundai, the Ioniq 6 is just one number up from the 5, but it's a whole other thing.



There's one model under the \$80 Clean Car cap, the 53kWh (429km range) single-motor rear-drive. It's quite a big leap up from there to the 77.4kWh at \$94,990, but the range increases to a very impressive 614km. The flagship Limited has dual-motor AWD, topping out at \$125k - but with a slightly shorter range of 545km.

- **Price** \$79,990-\$124,900
- **Powertrain** 58kWh or 77kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 111kW/350Nm (2WD only) or 239kW/605Nm
- **Range** 412-614km

LEXUS UX 300e

The UX300e is the first-ever BEV from Lexus. Essentially a conversion of the existing UX250h hybrid, it's actually also the fastest UX you can buy - as well as being cheaper than the FWD 250h once the Government Clean Car Discount is applied.



The UX300e was launched with a fairly modest 54kWh battery (range 315km), but it's now been upgraded to 73kWh, giving an impressive range of 450km - with no change to the entry price. The infotainment screen has been upgraded to a 12.3in unit and there are additional safety features.

- **Price** \$79,900
- **Powertrain** 73kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 150kW/300Nm
- **Range** 450km (WLTP)

LDV MIFA 9

Not one for shrinking violets! Chinese maker LDV is something of a leader in the BEV light-commercial sphere, with the pure-electric Deliver3 van and T60 ute. The Mifa is its first BEV passenger vehicle, a full-size luxury people mover (5.2m long, 2m wide) that seats seven.



It's a bespoke passenger vehicle rather than a van conversion, with the emphasis on refinement and equipment. But LDV has still managed to get one model on the market that qualifies for the sub-\$80k Clean Car Discount of \$8625, with higher-spec versions reaching well up over \$100k.

- **Price** \$79,990-\$119,990
- **Powertrain** 90kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 180kW/350Nm
- **Range** 430km (WLTP)

VOLKSWAGEN ID.4/ID.5

Volkswagen NZ has eschewed the Golf-like ID.3 for its local BEV lineup, choosing instead to focus on the ID.4 SUV – and its coupe-like derivative, the ID.5. Both are set for launch in 2023.



The entry ID.4 Pro has an on-road price of \$79,990, guaranteeing eligibility for the Government's maximum Clean Car Discount. Other ID.4 and ID.5 prices are exclusive of on-roads. The range is split between the 4 and 5 body shapes, each available in Pro and Pro+ specification. All are single-motor RWD, although dual-motors variants are available in Europe and may join the lineup at a later date.

- **Price** \$79,990-\$94,490
- **Powertrain** 77kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 150kW/310Nm
- **Range** 485km

VOLVO XC40 RECHARGE

Volvo's "tough little robot" compact-SUV has been with us for a while - since 2017. But it's coming along on Volvo's journey to become a 100 per cent electric brand by 2030 and this is its latest step: the Recharge.



The range opens with the Pure: smaller battery, single motor and front-drive (but still respectably powerful and quick for a vehicle of this size). Things really step up with the dual-motor Ultimate, which brings a whopping 300kW and AWD. The XC40 lends its platform to the C40 SUV-coupe (read on for that one) and of course both are closely related to the Polestar 2, with the same platform and powertrains.

- **Price** \$85,900-\$99,900
- **Powertrain** 69-78kWh battery, single or dual electric motors, single-speed transmission, FWD or AWD
- **Power/torque** 170kW/330Nm or 300kW/660Nm
- **Range** 425-438km

VOLVO C40 RECHARGE

Volvo proclaimed the C40 as its first bespoke BEV - the first of many of course, as it moves towards a pure-electric future from 2030. That's kind of true in that the C40 is a standalone new model, but it's also simply a coupe version of the existing XC40 Recharge, with a lower and sleeker roofline.



Nothing wrong with that and it's a great base to work from. The C40 comes in the same Pure and Ultimate specifications as the XC40 and is offered with the same powertrains. It's a little more expensive than its more spacious and boxy sibling, though - which is always the way with coupes, right?

- **Price** \$87,900-\$101,900
- **Powertrain** 69-78kWh battery, single or dual electric motors, single-speed transmission, FWD or AWD
- **Power/torque** 170kW/330Nm or 300kW/660Nm
- **Range** 438-451km

MERCEDES-BENZ EQA 250

The EQA is Mercedes-Benz's second BEV - an urban SUV that translates the look of the larger EQC into a more city-friendly size. It's equivalent to the petrol GLA in the maker's wider range.



Unlike the EQC (but very much in keeping with the urban SUV ethos), the EQA is front-drive. You still get a generous battery though, meaning a WLTP range of 400km-plus.

- **Price** \$91,800
- **Powertrain** 67kWh battery, single electric motor, single-speed transmission, FWD
- **Power/torque** 140kW/375Nm
- **Range** 410km (WLTP)

SKODA ENYAQ iV

Enyaq is Skoda's first-ever pure-electric vehicle, based on the Volkswagen Group's MEB platform - so a sister model to the likes of the VW ID.4/5. It's a large five-seater SUV (almost as big as the Kodiaq) with a familiar Skoda look and feel.



It comes only in relatively high Sportline specification for now, which means even the entry-level model sits well above the Clean Car Discount threshold. There's an even more upscale Max version, which can also be purchased in a coupe body style. But all models have the same powertrain, with an impressive 500km-plus range.

- **Price** \$92,990-\$102,990
- **Powertrain** 80kWh battery, single electric motor, single-speed transmission, RWD
- **Power/torque** 150kW/310Nm
- **Range** 532-544km (WLTP)

MERCEDES-BENZ EQB

Call it a larger alternative to the EQA with a seven-seat option, or a pure-electric version of the GLB SUV - technically speaking, either is correct for the EQB. There's just one battery size for the range but two powertrain options, for FWD or AWD.



The 350 dual-motor AWD is the more luxurious (and expensive of course), but if you want to have the seven-seat option (an extra \$2900) that's only available with the FWD EQB 250.

- **Price** \$99,900-\$109,900
- **Powertrain** 67kWh battery, single or dual electric motors, single-speed transmission, FWD or AWD
- **Power/torque** 140kW/385Nm or 215kW/520Nm
- **Range** 371-360km

BMW iX1

BMW's baby SUV, the X1, got a real lift in quality and technology with the new third-generation model launched in 2022, which featured a perky three-cylinder petrol engine and some very impressive driver-assistance and safety tech. In our review, we likened the design to the larger iX BEV.



That's even more valid now that BMW has added BEV power to its compact-SUV, to create the iX1. Sold in a single xDrive30 specification, it adds a lot to the X1 package with 230kW and all-wheel drive. It's also BMW's cheapest BEV... although not exactly cheap.

- **Price** \$98,990
- **Powertrain** 65kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 230kW/494Nm or 215kW/520Nm
- **Range** 417-440km

BMW i4

The i4 takes BMW's familiar "Gran Coupe" styling theme and applies it to a ground-up pure-electric model: tradition with the latest BEV technology.



The i4 is available in two versions, a RWD eDrive40 and the high-performance M50, which has a range of M-specific equipment and enhancements. It's also brings AWD to the i4, to better contain the huge increase in power and torque that comes with the top model.

- **Price** \$116,600-\$139,900
- **Powertrain** 84kWh battery, single or dual electric motors, single-speed transmission, RWD or AWD
- **Power/torque** 250kW/430Nm or 400kW/795Nm
- **Range** 590-510km

BMW iX3

While BMW's new i4 and iX models are ground-up BEVs, the iX3 takes a different route: it's a heavily modified electric version of the X3 medium SUV, bringing the German maker's electric technology into a package that will be very familiar to long-time BMW SUV buyers.



It comes in two unusually titled models, Inspiring and Impressive. Both share an 80kWh battery pack, the latter adding trim details and more aggressive styling, including 20-inch wheels.

- **Price** \$118,900-\$129,300
- **Powertrain** 80kWh battery, single electric motor, single-speed transmission, RWD
- **Power/torque** 210kW/400Nm
- **Range** 440-505km

MERCEDES-BENZ EQE

The EQE is the second model built on Mercedes-Benz's bespoke BEV platform - following on in look and feel from the EQS. Just as the EQS is a pure-electric alternative to the S-Class, the EQE sits alongside the conventional E-Class.



As you work up the range there are single-motor RWD and dual-motor AWD versions, as well as the flagship Mercedes-AMG EQE 53 4Matic (0-100km/h in just 3.5sec).

- **Price** \$132,100-\$195,000
- **Powertrain** 89kWh battery, single or dual electric motors, single-speed transmission, FWD/AWD
- **Power/torque** 180kW/550Nm, 215kW/765Nm or 460kW/950
- **Range** 500km-626km (WLTP)

AUDI e-TRON

Audi uses "e-tron" as a designation for EV technology, but it's also simply the name of its SUV-BEV. It's available in both wagon and Sportback (coupe) body styles, albeit both with five doors.



All models share the same 95kWh battery capacity, but the powertrain comes in two specifications: the 55 models (wagon or Sportback) get their quattro all-wheel drive from two electric motors, but the hero version is the S Sportback with three motors and more power.

- **Price** \$151,900-\$190,400
- **Powertrain** 95kWh battery, dual or triple electric motors, single-speed transmission, AWD
- **Power/torque** 300kW/664Nm or 370kW/973Nm
- **Range** 335-325km

MERCEDES-BENZ EQC

Mercedes-Benz followed rivals Audi, BMW and Jaguar in creating a mass-produced BEV. But when the EQC came in 2019 made a big impression, winning the 2020 NZ Car of the Year award.



Think of the EQC as an electric equivalent to the GLC SUV. It's even loosely based on GLC architecture (mostly platform and suspension), although the company says there's only around 15 per cent commonality in parts. In terms of styling and powertrain, the EQC is very much its own thing.

- **Price** \$154,400
- **Powertrain** 80kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 300kW/760Nm
- **Range** 417km (WLTP)

JAGUAR I-PACE

Jaguar has already announced it will become a completely BEV brand from 2025 - a smart move for a small company focused entirely on the luxury market. The company is already established as something of a pioneer in the premium-BEV market with the I-Pace, which was launched back in 2018.



Part SUV, part coupe, the I-Pace is built on a bespoke platform and while it carries some classic Jaguar styling cues, it also embraces a clean-sheet approach to design and packaging. There are two specification levels, SE and HSE, but both share the same 90kWh battery pack and AWD system.

- **Price** \$159,900-\$169,900
- **Powertrain** 90kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 294kW/696Nm
- **Range** 470km

MERCEDES-BENZ EQV

The ultimate eco-people mover? That's certainly the intention of the Mercedes-Benz EQV, which takes the familiar V-class MPV and adapts it to pure-electric power, with a generous 100kWh battery (Mercedes-Benz claims 90kWh "usable" capacity) and a high level of refinement.



The EQV transports up to seven people and with the battery pack installed under the cabin floor, loses nothing in practicality and loadspace compared with the standard V-class models.

- **Price** \$167,695
- **Powertrain** 90kWh battery, dual electric motors, single-speed transmission, FWD
- **Power/torque** 150kW/365Nm
- **Range** 418km

BMW iX

The iX is BMW's radical new-generation pure-electric SUV, showcasing its latest design cues, interior architecture and BEV technology.



It was launched in two versions, the xDrive40 and xDrive50, but we now also have an M-fettled version: the M60, which boasts 455kW/1100Nm, M-specific suspension and 0-100km/h in just 3.8 seconds.

- **Price** \$169,600-\$238,900
- **Powertrain** 77kWh or 112kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 240kW/630Nm, 385kW/765Nm or 455kW/1100Nm
- **Range** 425-630km

PORSCHE TAYCAN

Porsche has offered plug-in cars for nearly a decade, but the Taycan is its first BEV. It's available in a dizzying range of body style, powertrain and power configurations.



There are low-slung "sport saloon" and SUV-style Cross Turismo models, with rear-drive (saloon only) and all-wheel drive, and standard or long-range batteries. For the future, also expect to see a low-riding Sport Turismo wagon wearing the GTS badge (Porsche has just launched the saloon in that specification).

- **Price** \$193,400-\$400,900
- **Powertrain** 79kWh or 93kWh battery, single or dual electric motors, two-speed transmission, RWD or AWD
- **Power/torque** 350kW/345Nm, 350kW/500Nm, 390kW/650Nm, 420kW/650Nm, 440kW/850Nm, 500kW/850Nm or 560kW/1050Nm
- **Range** 365-437km

AUDI e-TRON GT

Audi's low-slung high-performance coupe is a close relation of the Porsche Taycan, albeit with unique styling, a tighter model lineup and the brand's signature quattro all-wheel drive standard across the range.



The e-tron GT is split into two tiers. The standard car is simply the "e-tron GT quattro", while the flagship version is the "RS e-tron GT". The latter is the first production BEV from the Audi Sport (RS) division, not to mention the fastest and most powerful model it has ever created.

- **Price** \$197,090-\$277,090
- **Powertrain** 93kWh battery, dual electric motors, two-speed transmission, AWD
- **Power/torque** 390kW/640Nm or 475kW/830Nm
- **Range** 487-472km

BMW i7

BMW's traditional flagship sedan is no more. The 7-Series has transitioned to fully electric, which is surely a watershed moment for the German luxury brand.



The i7 is dripping with luxury, high technology and surprise-and-delight features, including a "Great Entrance Moments" welcoming protocol when you approach/unlock, "lounge atmosphere" cabin and a cinema-like 31.3in screen in the back.

- **Price** \$276,900
- **Powertrain** 106kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 400kW/745Nm
- **Range** 590-625km

MERCEDES-AMG EQS 53

The classic S-Class sedan continues for now, but the EQS is Mercedes-Benz's new pure-electric flagship - and its first-ever model built on a bespoke BEV platform (the EQA and EQC are both based on existing ICE models).



It's been launched as a Mercedes-AMG product first in NZ, packing a serious performance and technology punch. But a Mercedes-Benz version will follow for 2023. A highlight of the EQS is the MBUX Hyper Screen, which unites three screens under a single panel that spans the width of the cabin. The front-seat passenger even gets their own touch-screen and controls.

- **Price** \$310,900
- **Powertrain** 108kWh battery, dual electric motors, single-speed transmission, AWD
- **Power/torque** 484kW/950Nm
- **Range** 587km

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KEEP UP TO DATE WITH THE LATEST CHANGES!

The automotive landscape is a constantly evolving thing, so for the latest up-to-date info on hybrids, PHEVs and BEVs don't forget to check out our online version of this guide that is kept constantly up-to-date with the latest cars, prices and information.

[Click HERE for the Hybrid Guide.](#)

[Click HERE for the PHEV Guide.](#)

[Click HERE for the BEV Guide.](#)



Evolution and revolution, after 12 years, DRIVEN.co.nz and our weekly print magazine is evolving: introducing *DRIVEN Car Guide*.

To keep pace with the changing way we view, research and purchase our cars, *DRIVEN Car Guide (DCG)* will help buyers down a path of finding and buying the vehicle that best suits their needs, be it a small city SUV and their eco options, medium or family SUVs, five- or seven-seats. Plus, we'll provide insight into the ideal fuel options, guiding buyers between SUVs or people movers, or looking at the latest trends in the super popular ute market, from new launches, to new technologies.

We'll continue to feature the latest news from New Zealand and around the world, along with new vehicle launches, local drives and exclusive overseas events, all with objective opinions from the biggest and most experienced motoring team in New Zealand, while presenting it in an easy to digest way without overloading facts and figures – though they'll still be there for those looking.

In fact, our new Car Comparison tool, launching soon, will be able to compare car specs from different brands, for the ultimate car shopping showdown, using full vehicle data such as economy, weights, seating, fuel type, electrification, dimensions and much more.

And in tune with the cleaner and greener motoring future, we're also switching our signature red colour of the past decade to a more eco-friendly green, recognising and representing the ways of future mobility. We've also incorporated a stylised "tick" in our V, as the seal of approval.

And that's what *DCG* is about – being the go-to for automotive information, from which car to buy, to choosing the right make and model. Our new website offers key entry points to make this process easier, whether you know exactly what you're looking for, or offering guidance and suggestions down a path that could arrive at a completely different, unconsidered (or even the exact same) result.

Either way, *DCG* is about helping and guiding in the way that's typically tasked to the car expert in the family.

On that, there's even an Ask an Expert tool soon to launch, where failing all searching and comparisons, you'll be able to send a specific request to the *DRIVEN* team: want to know if it's better to choose the mid or top spec? Needing confirmation that PHEV might suit your lifestyle over a BEV? Then we can quickly answer those questions not covered elsewhere.

Look for the new green *DRIVEN Car Guide*, at DRIVENCarGuide.co.nz from May 17 and in print in the NZ Herald from May 20. It's green, it's better and it's your new expert car guide.