EV Charger Installation Assessment

WILBEST LIMITED
info@wilbest.co.nz · 0800 WILBEST · www.wilbest.co.nz
A5 / 400 Rosedale Road, Rosedale, Auckland 0632

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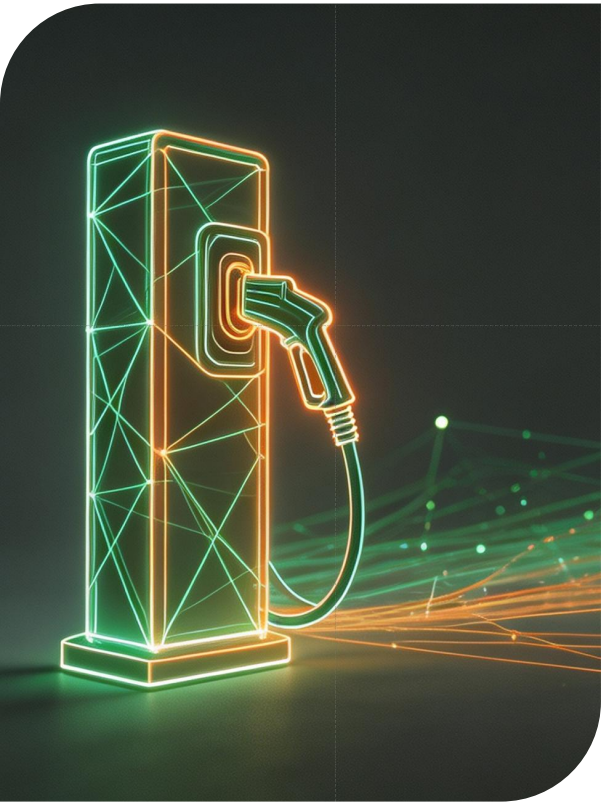
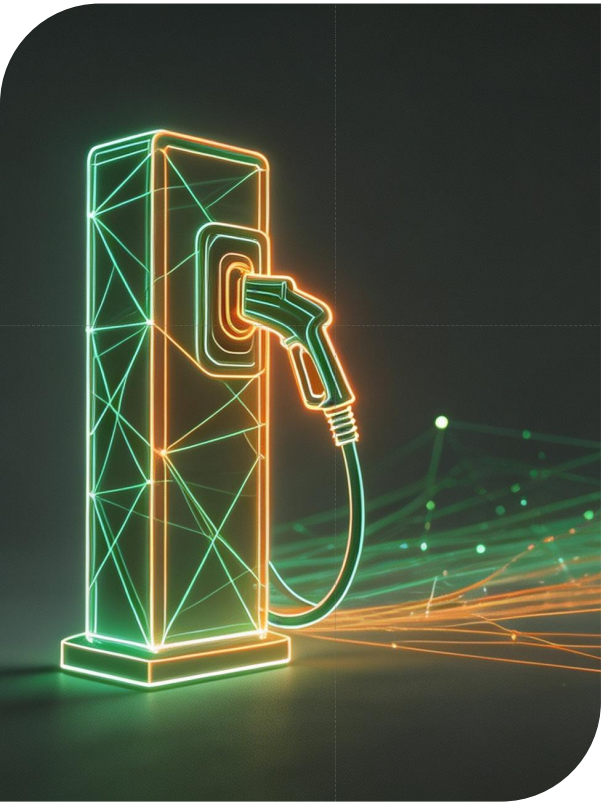


SECTION 01

Project Information

1.1 Project Information

Item	Content
Client	[redacted]
Address	[redacted]
Objective	Assess installing **1 unit of Autel MaxiCharger DC Compact** at this site — commercial feasibility, technical compliance and ROI
Scope	Market analysis · Competitive landscape · Site survey · Grid assessment · Product specs · Cost schedule · ROI analysis · Pricing strategy · Compliance pathway · Risk control
Evaluator	Wilbest Limited (Wilbest Green Tech subsidiary EV charging solutions division)

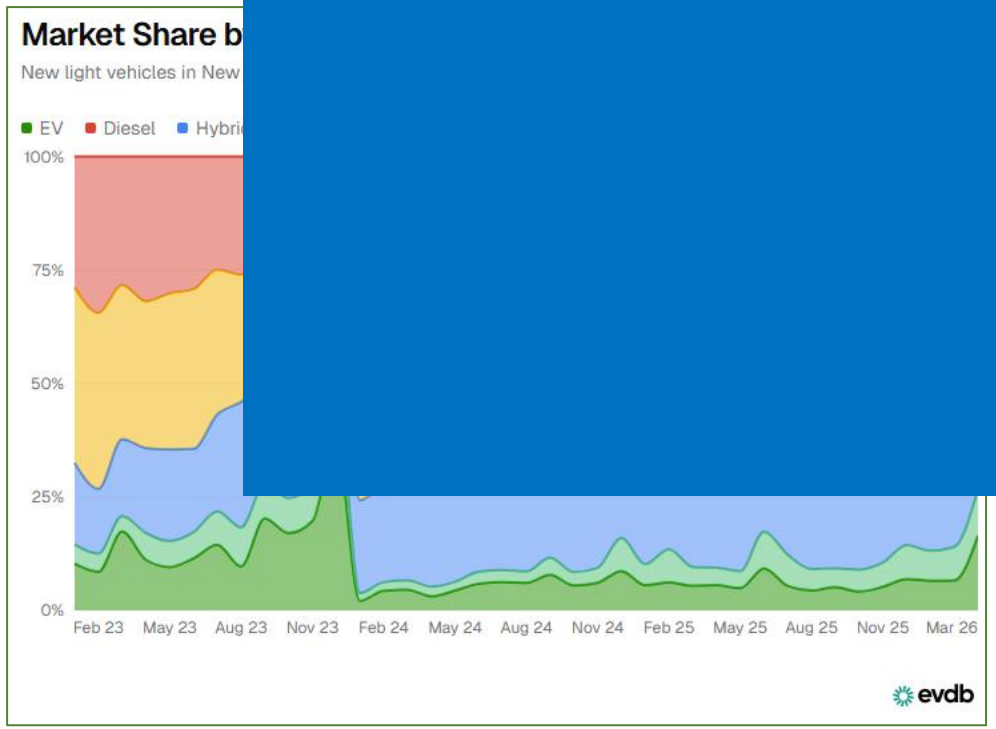


SECTION 02

EV Charger Market Analysis

2.1 NZ EV new vehicle market analysis (2025 - Mar 2026)

In 2025, the t land reached
137,900 units ance caused
by inflation a as stabilized.



s in New Zealand' s new
hare of electrified vehicles
fuel-only vehicles.
n with a market share of 44.3%
ew Zealand families.
ving the phase-out of subsidies,
(about 7,706 units).
of 6,885 units, accounting for

uel prices, their market share fell below 50% for the first time to 40.1%.

Diesel vehicles: Saw their share drop to roughly 8.5%, mostly used in large pickup trucks.

2.2 NZ used imported EV market analysis 2025

New Zealand is one of the world's largest importers of used vehicles, with 96% to 98% coming from Japan. The used electric vehicle import sector h

In 2025, a total g a year-on-year increase of 331

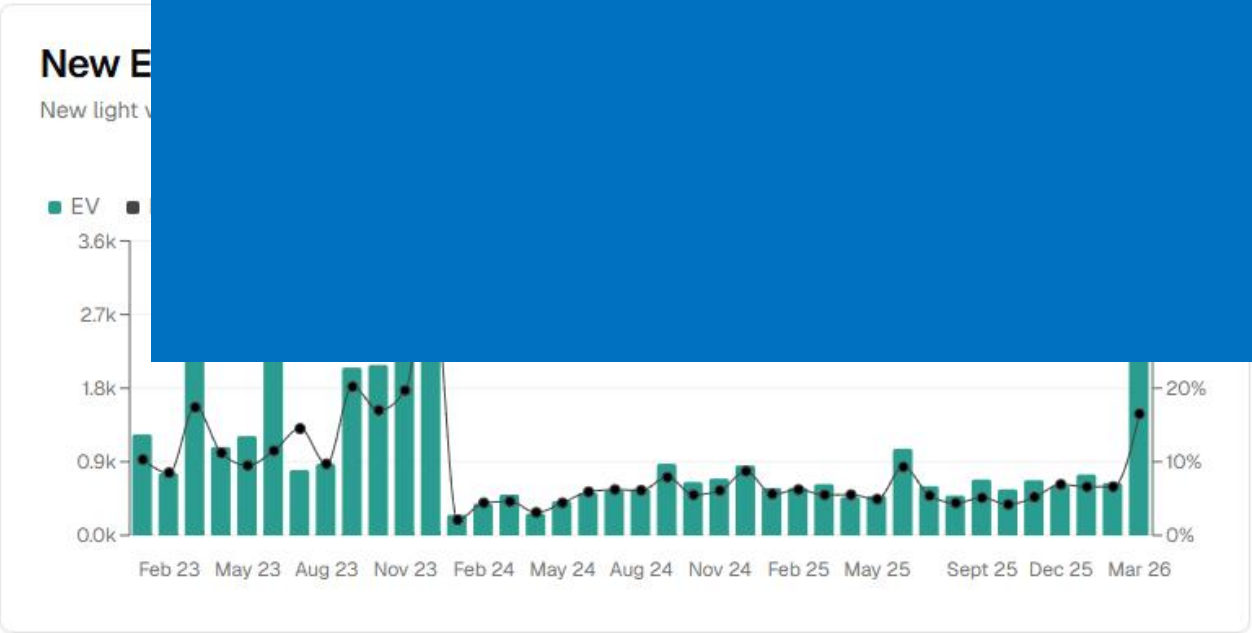
The best-sellin **Model 3.**

Model		
Nissan Leaf (u		
Hyundai ION		
Tesla Mode		
Toyota Aqua / Prius	**HEV mainstay**	HEV no charger needed,but reflects NZ users' preference for fuel efficiency and electrification

Compact output figured as 1 × or 2 × CCS2, th NZ used EV mix, avoiding loss

2.3 New Zealand New EV Market Analysis (January – March 2026)

In March [redacted] arket. The actual growth [redacted] months, as the market [redacted] make **forward-looking** [redacted] ages.



[redacted]

[redacted] had 16.11 [redacted]) per 1,000 people, [redacted]ration rate of [redacted] figure is dozens [redacted]hina. Therefore, new energy vehicles and charging infrastructure boast huge potential and sound long-term development prospects.

2.4 Chinese New Energy Vehicle Brands Expand Rapidly in New Zealand

Chinese new energy vehicle brands are actively entering the New Zealand market and gaining growing market share. Long-range battery electri

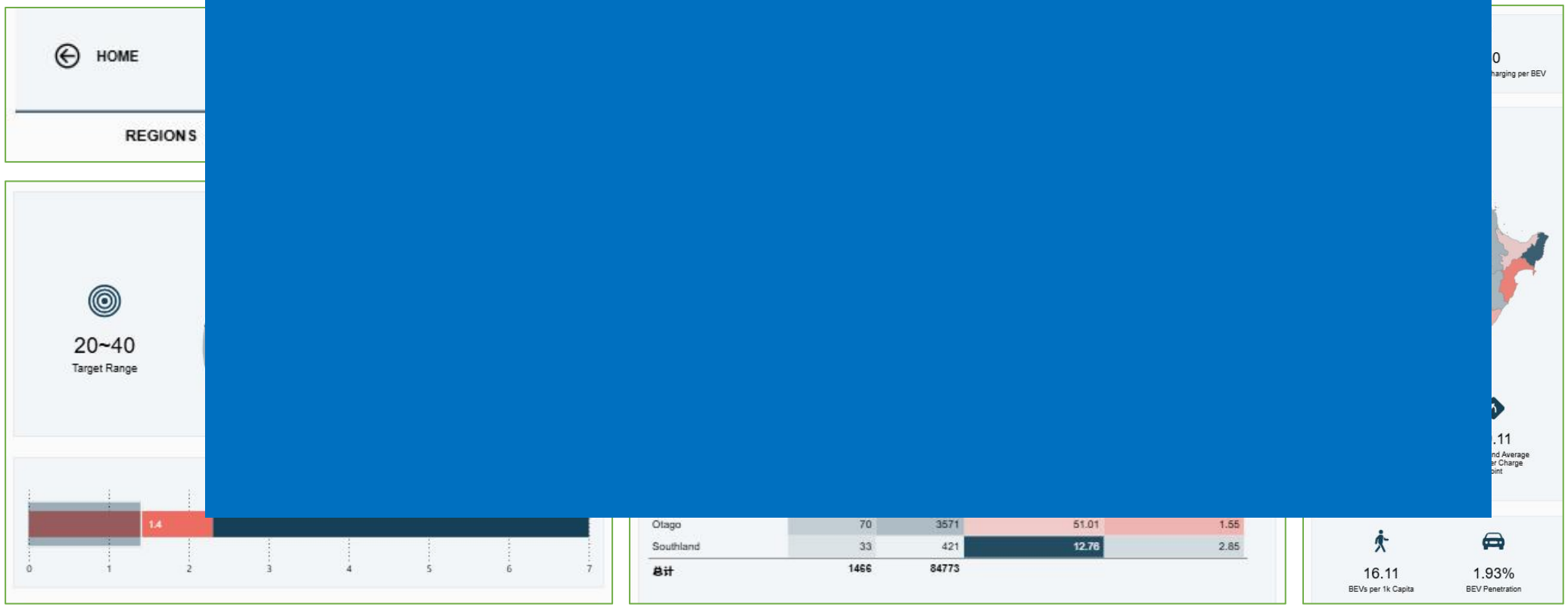
Chines gers to major compe and GAC are developing rapidly

Their b strial machinery and public

				ry capacity
				ore Blade Battery
				6kWh / 100kWh
				kWh - 87.5kWh
				7kWh; 007 70.26kWh
				25.57kWh (Hybrid)
				p tech (plans to build swap
LDV				90kWh large battery
				ns coexist
				range fully loaded670km)
JMC	Commercial (Light commercial)	Already entered	Transit City electric van (Ford rebadge)	56kWh LFP battery
XCMG	Construction, Heavy commercial	Already entered	XC988HEV (hybrid loader), XC968EV, E700 (BEV heavy truck)	XC9150EV mining truck reaches 1002kWh; E700Heavy truck 422kWh
Sany	Construction, Mining	Already entered	SY35E (micro BEV excavator), SY870E (ultra-large excavator)	Supports fast charging, customised for heavy loads

2.5 Current Status of New Zealand's Charging Infrastructure Industry

As of April 2026, around 1,500 commercial charging piles are in operation across New Zealand. The national vehicle-to-charger ratio stands at 58:1, meaning one public charger serves 58 battery electric vehicles. This figure is more than five times the global average recommended b n the North Island, the



2.6 New Zealand’ s 2035 Emission Reduction Plan

(1) 20

Under for 30%
of the to be
put on

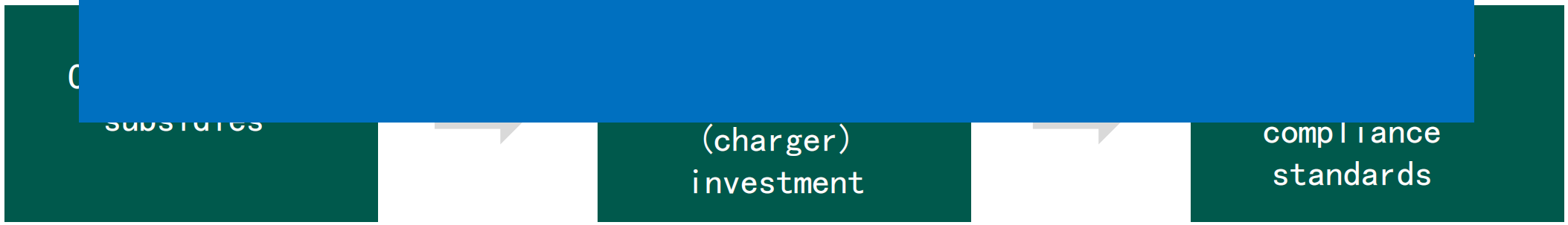
(2) Co

(3) Ot

To full t system
by 203 l these
goals

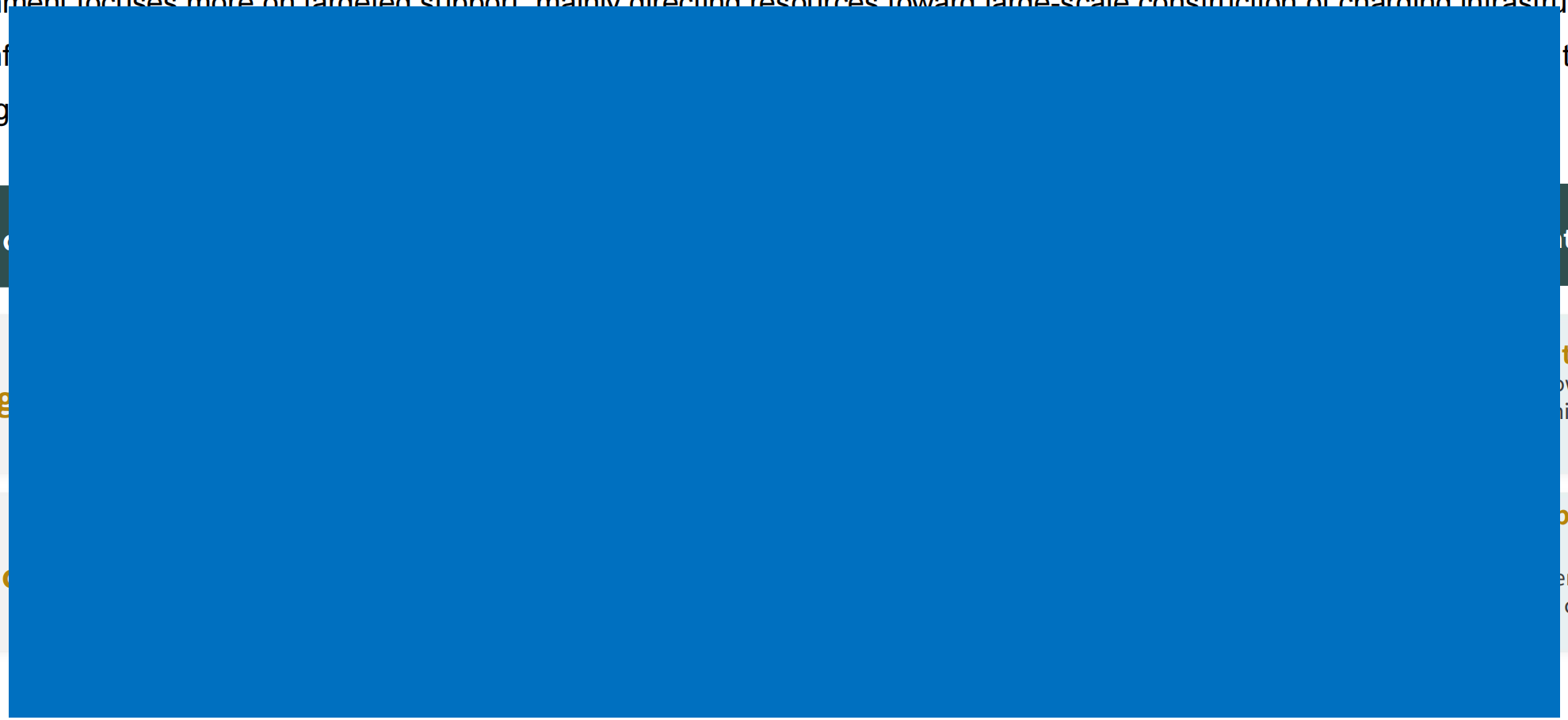
2.7 Evolution of Policies for Charging Infrastructure in New Zealand

- New Zealand’ s government has shifted its support policies for charging infrastructure. The focus has moved from consumer sub d veh
- The l Me points nati
- Driv ly 96.4% yea
- Aga ging pile con ocedures and



Policy Evolution and Orientation: From General Subsidies to Targeted Support

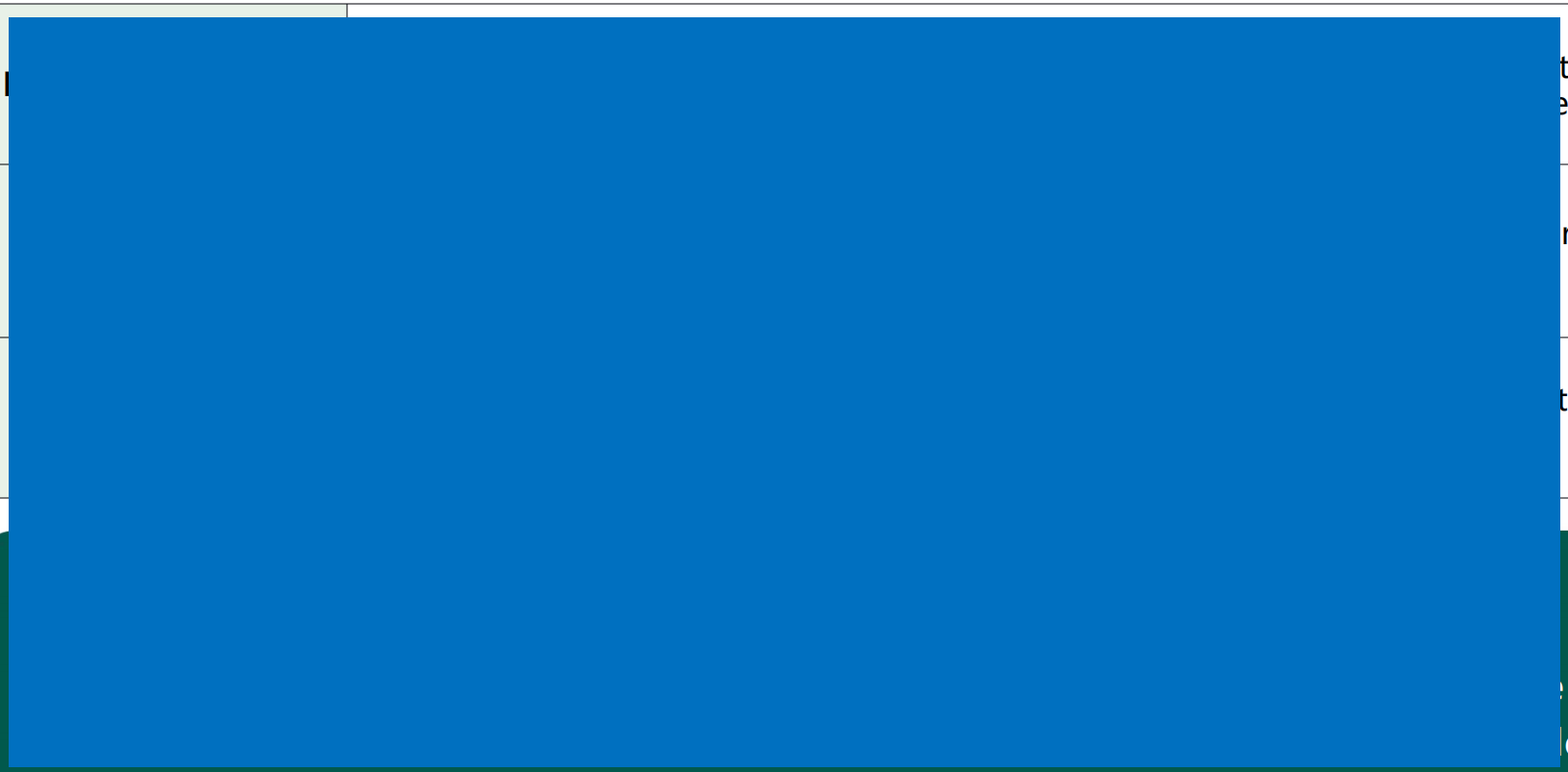
The policy environment has undergone a clear shift. Early policies offered universal subsidies for EV buyers. Currently, the government focuses more on targeted support, mainly directing resources toward large-scale construction of charging infrastructure and enf the shortag



Policy	tion
Funding	tial niches ward "heavy- ity storage"
Station	loyment" end, using competitive

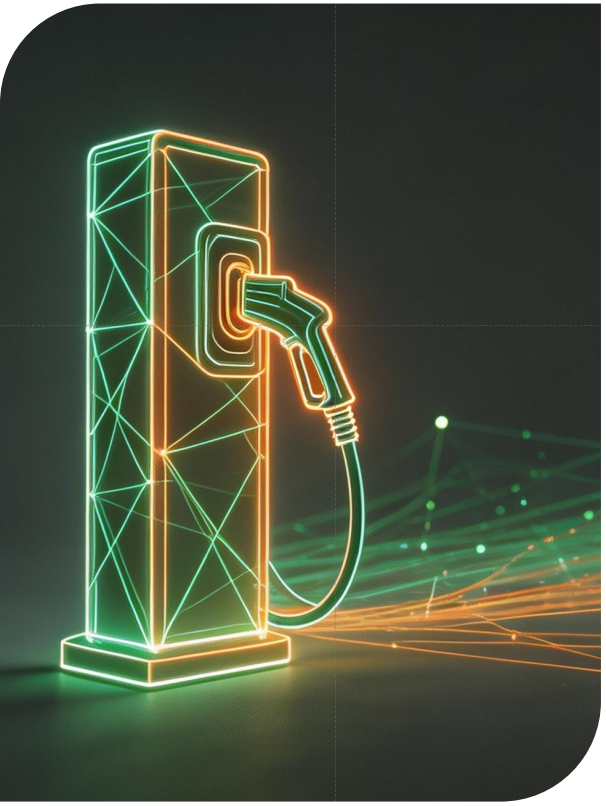
Three Manifestations of Supply-Demand Imbalance

[redacted]	t. Infrastructure etween supply and demand.
	rate noticeably within the
	t is a critical stage to capture



within 2 kilometres,
locking in user

habits and building strong brand recognition.



SECTION 03

Industry Pain Points & Opportunities

3.1 Industry pain points panorama

A	edicated mobile apps. Scanning ural areas and underground parking emand seamless plug-and-pay
	iles. Hardware and software failures me in remote areas.
S	and insurance claim rejections s have become an additional

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ndustry based on its

ges

or connection stability leads to is project adopts triple redundant ernet and 4G to fundamentally
3% of total faults. We adopt full t-in Type B RCD and dynamic load e and controllable power supply.

roughs

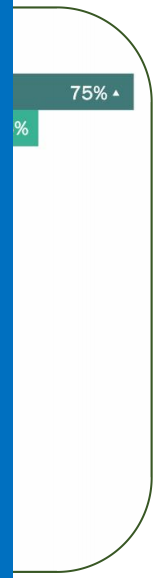
e major pain points

quired. It offers an industry-low cal user habits in New Zealand.

pport, far better than the industry average response time of 20 days.

- Built-in 6mA DC leakage protection eliminates the cost of external Type B RCD, which costs over $600 per unit.

Damaged cables and connectors	8%	Worn CCS2 / CHAdeMO ports and loose protective covers.
Other faults	7%	Software bugs and failures of third-party services.



ome, while 45% of
s that drivers with
whereas those without
o buy hybrid models.

vehicle (BEV) owners use the portable charging cables provided with their vehicles for home charging. Among these users, 53% plan to install dedicated home AC chargers.

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n/ caravan arger users	Don't charge at home	EV Considerers
67%	64%	69%
70% ▲	53%	63%
25% ▼	36%	42%
15% ▼	**30%** ▲	17%
8% ▼	**30%** ▲	17%
10%	11%	12%
8% ▼	18%	17%
8%	11%	5%
4%	2%	3%
12% ▲	4%	11%
4%	**2%** ▼	2%

Cost Usage Technology Other

08 Poor user experience from previous use

Home charging user experience survey report

3.4 Cost Factors Restricting the New Energy Vehicle Market

Conclusion: Battery electric vehicles deliver better cost performance for owners with home chargers. For those without home charging facilities, plug-in hybrid vehicles

les.

						etrol onal
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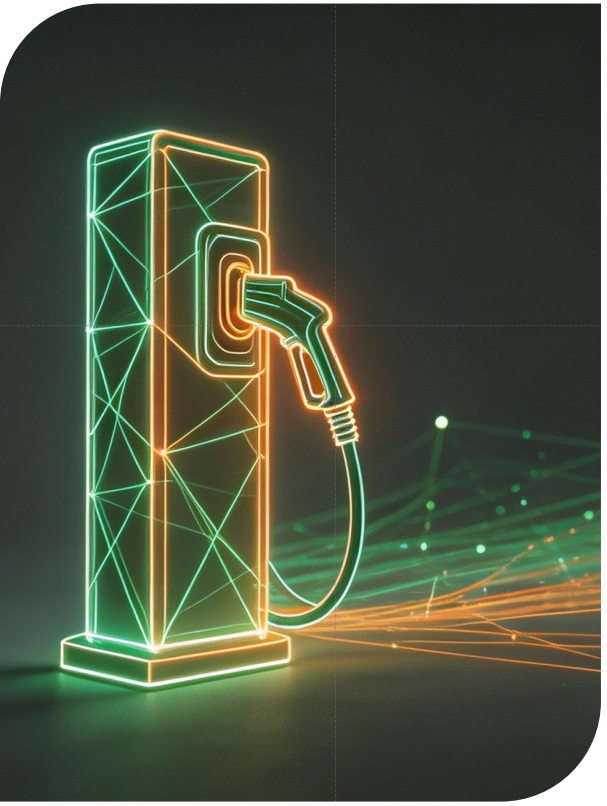
write-off risks and higher tyre wear. PHEVs have the highest maintenance costs owing to their dual powertrain systems.



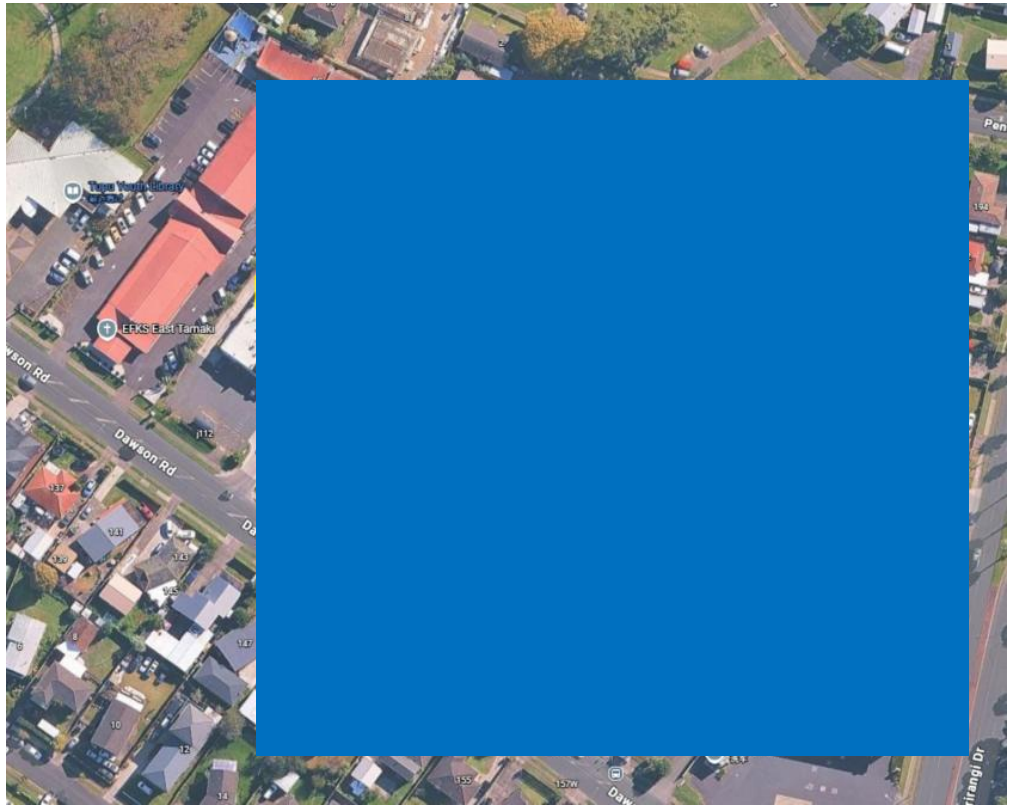
SECTION 04

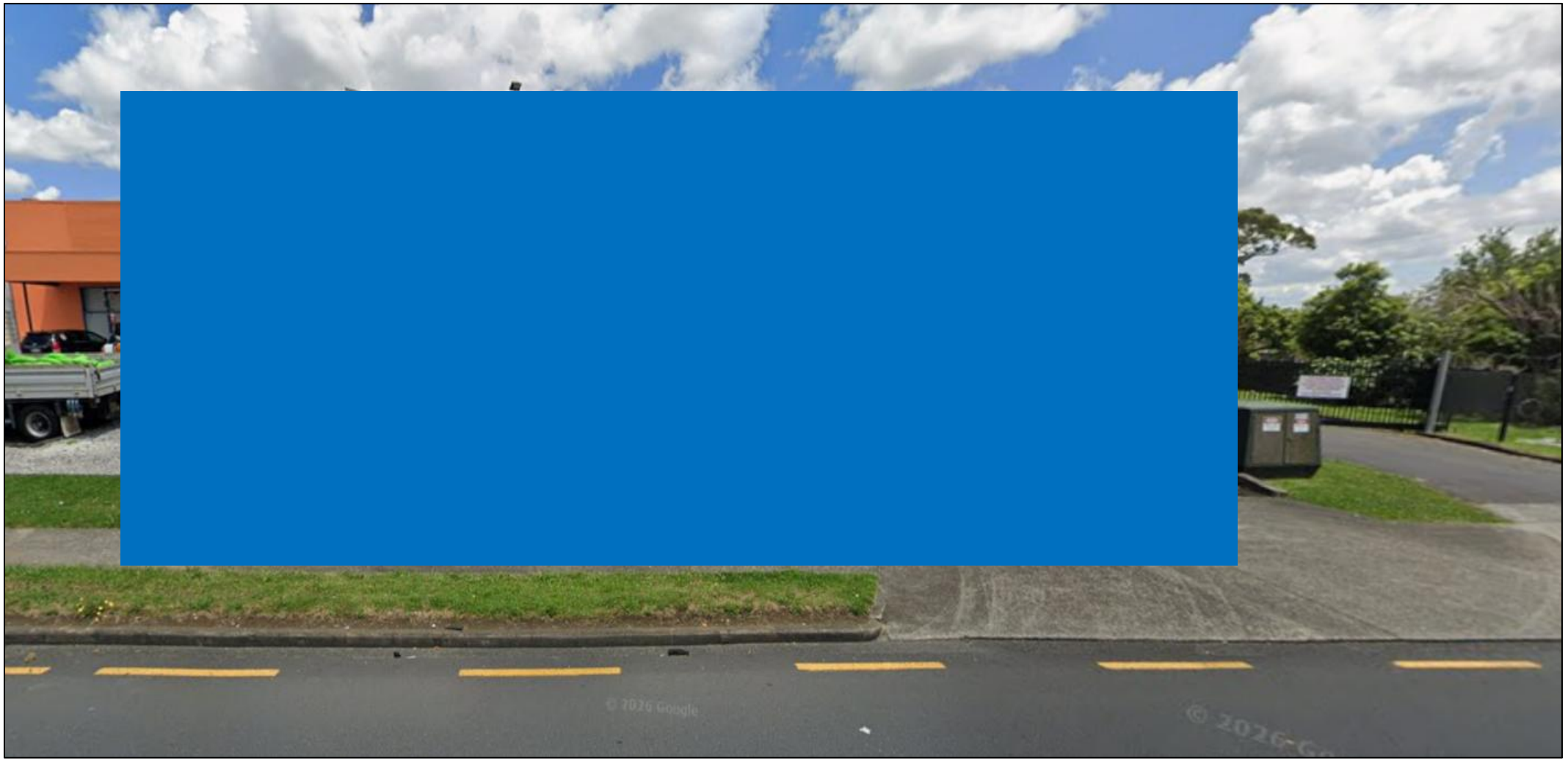
Overall Analysis of Project 186

4.1 Basic Property Information

[redacted]mmercial retail property. It is located in the heart of Flat Bush commercial zone, a fast-growing area in southeast Auckland.

Item	Assessment
Type	Commercial retail (Business-Local Centre Zone)
Title	[redacted]
Tenants	[redacted]
Street frontage	[redacted]
Adjacent commercial precincts	[redacted]
DC charger requirements	[redacted]d bays





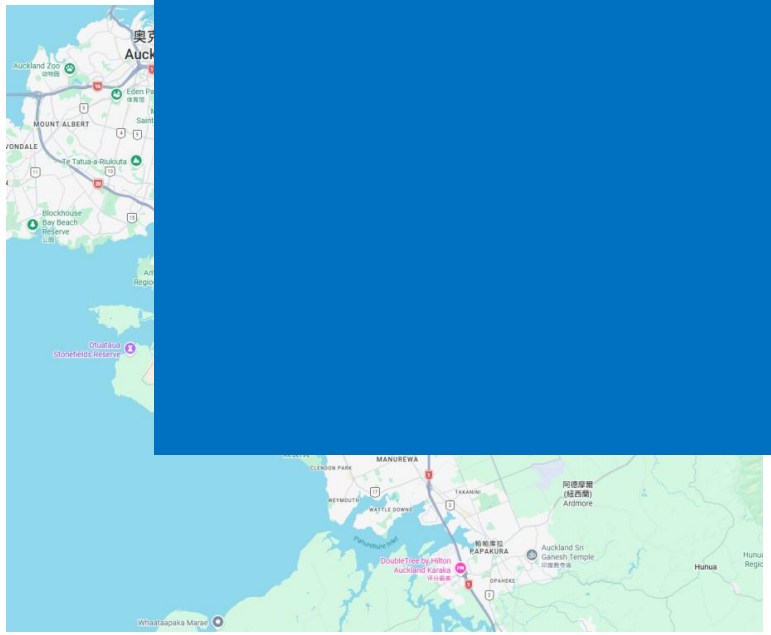
4.2 Analysis of Major Traffic Conditions

Easy access to motorways

Travelling south along Te Irirangi Drive takes about 5 to 8 minutes in off-peak hours to reach Manukau Interchange via Redoubt Road. Drivers can easily join State Highway 1 (SH1) heading to the city centre and Hamilton in the south, and State Highway 20 (SH

Future rapid transit

Auckland Transport (
upcoming Airport to
upgrades, including c
cycling and pedestria



Major arterial road in the core area

Te Irirangi Drive serves as a key traffic artery connecting Manukau in South Auckland with Botany and East Tamaki in East Auckland.

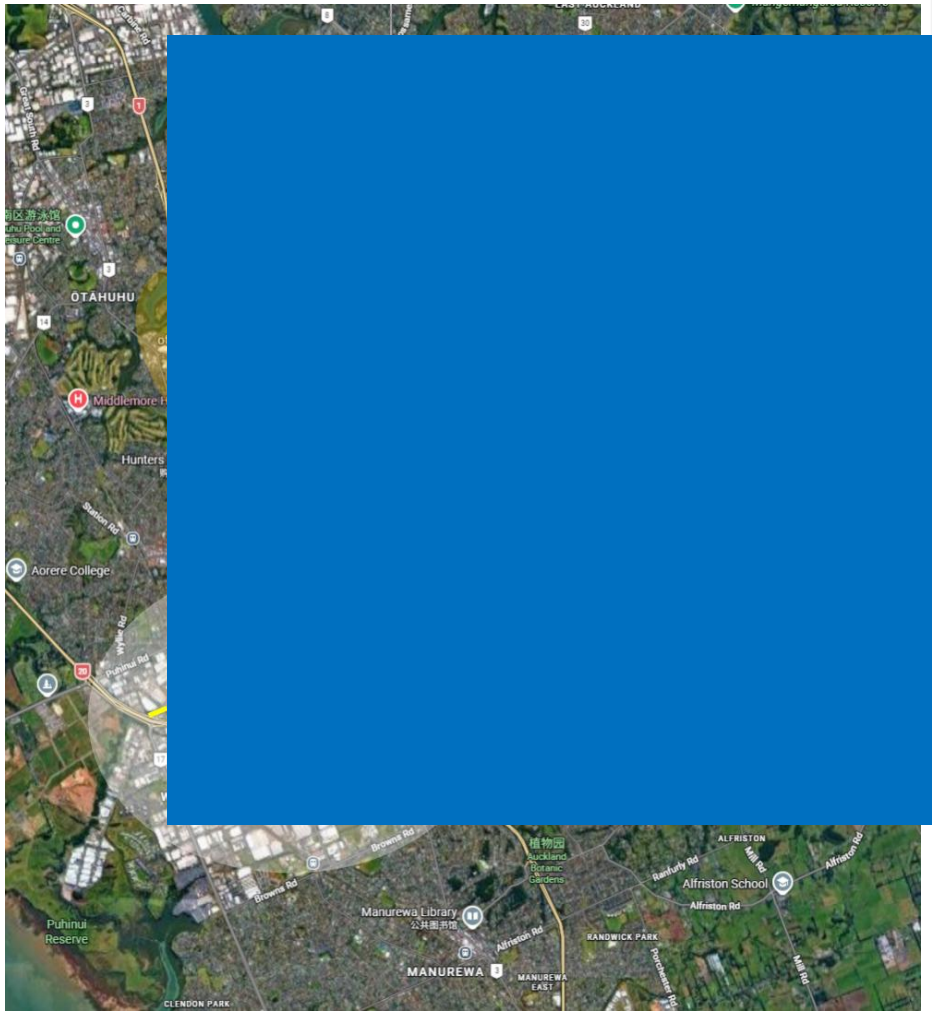
Wide dual carriageway

The road is well-maintained with four lanes in both directions. Some sections have dedicated turning lanes and bus lanes, plus a wide grass median in the middle.

Intersection hub

The property sits right next to Dawson Road intersection, a busy regional traffic node. Heavy vehicle flow is generated by nearby businesses including petrol stations, liquor stores and laundries.

4.3 Analysis of Key Target Service Areas



The commercial site at 186 Te Irirangi Drive, Flat Bush, is situated at one of Auckland's most strategically important transport and economic hubs. It lies at the geographic centre of four major areas: municipal and retail hub Manukau, and South Auckland's transport network.

largest and most ambitious urban development nearly 95% increase compared with a decade d 55,900 by June 2025, with a population density

23)	NZ national average
	-
	-
	~5-6%
s	38.1 years
	$41,500

s, reflecting a rapidly maturing market where A younger median age indicates strong willingness to adopt new technologies. Statistically, young professionals are more inclined to choose electric vehicles as their primary transport.

Flat Bush has 11,022 households, with an average of 2.1 vehicles per household. Amid high fuel prices, selecting or switching to a battery electric vehicle as the second family car has become an irresistible trend.

dustrial and

already had over
ufacturing,
nce 78% of local
ed charging

	retailers Farmers and
	rt of South Auckland.
	ke the LDV eDeliver 3 top-ups to complete e, the site is perfectly positioned to capture this flow of commercial vehicles travelling between East Tamaki and Manukau.

Manukau centre and Ōtara:

Manukau Centre ranks among Auckland’ s top five retail hubs, drawing shoppers from a wide catchment area. Research shows retail outlets here attract household customers within a 13-kilometre radius. Therefore, 186 Te Irirangi Drive sits right on the main route for travellers commuting between Flat Bush and shopping destinations including Manukau Supa Centa and Westfield Manukau.

Ōtara g s Manukau Institute of Technology. Socioec Tāmaki and the airport. People in this gro

	Population/Employment
to	55,920 (2025 estimate)
es	27,500+ employees
	Auckland top 5 regional consumption centre
	Mature workforce community

Manukau centre and Ōtara:

Manukau Centre ranks among Auckland' s top five retail hubs, drawing shoppers from a wide catchment area. Research shows retail outlets here attract household customers within a 13-kilometre radius. Therefore, 186 Te Irirangi Drive sits right on the main route for traveller [redacted] estfield Manukau.

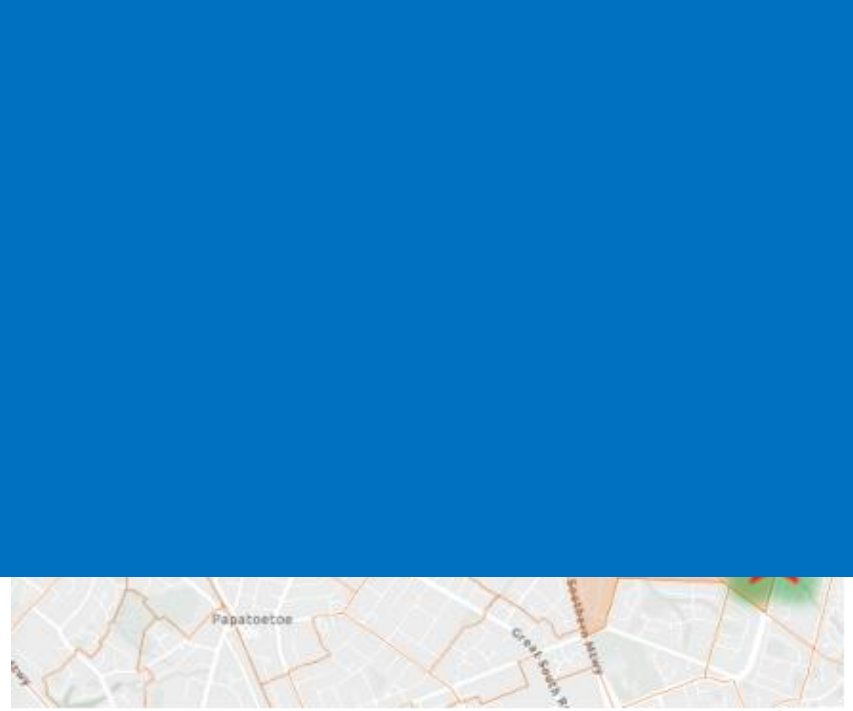
Ōtara ge [redacted] kau Institute of Technology. Socioec [redacted] and the airport. People in this gro [redacted]

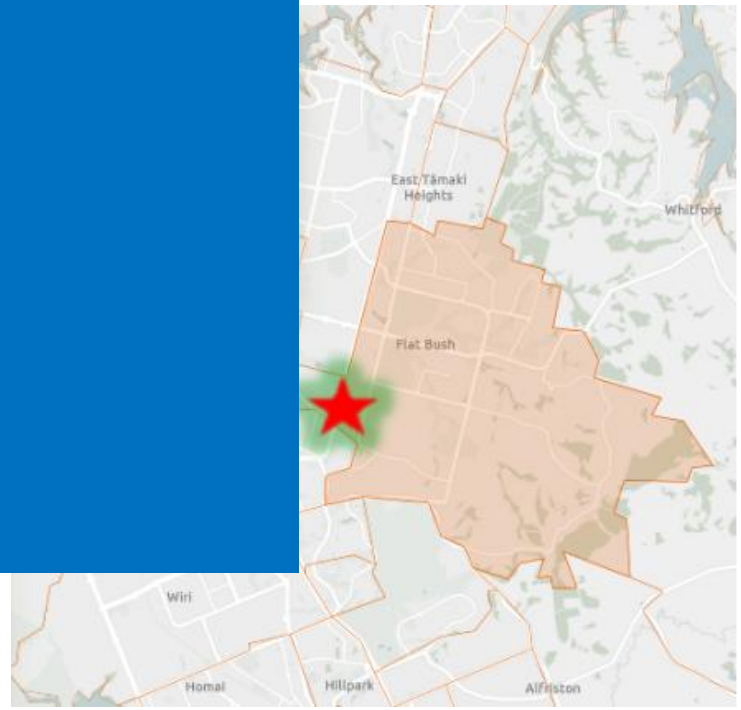
			Population/Employment
			55,920 (2025 estimate)
			27,500+ employees
	districts	across the region	Auckland top 5 regional consumption centre
Ōtara	Communities & institutional facilities	Regular commuters from local workforce with frequent short trips	Mature workforce community

4.4 Analysis of Local Resident Groups

The site at 186 Te Irirangi Drive serves two densely populated residential areas: Ōtara and Flat Bush. According to national statistics in 2023, Flat Bush has a permanent population of 56,000 and Ōtara has 23,500, totalling around 80,000 residents.

Eight adjacent communities including Ormiston, Donegal Park and Chapel Downs form the core service area, with a population of roughly [redacted] vehicles per 1,000 people and an EV p[redacted] is projected to rise to 2,500 to 4,000





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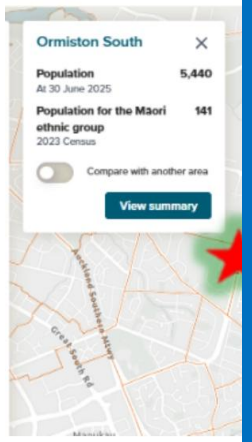
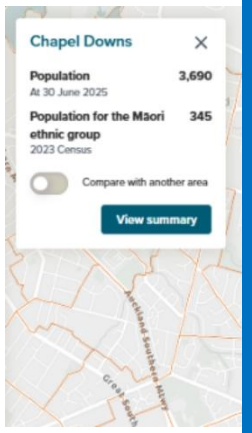
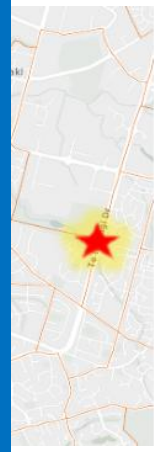
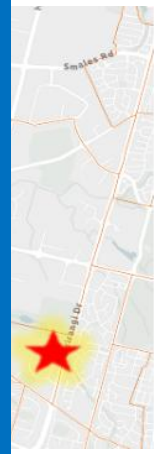

Ormiston South
Population
At 30 June 2025
5,440
Population for the Māori ethnic group
2023 Census
141
Compare with another area
View summary

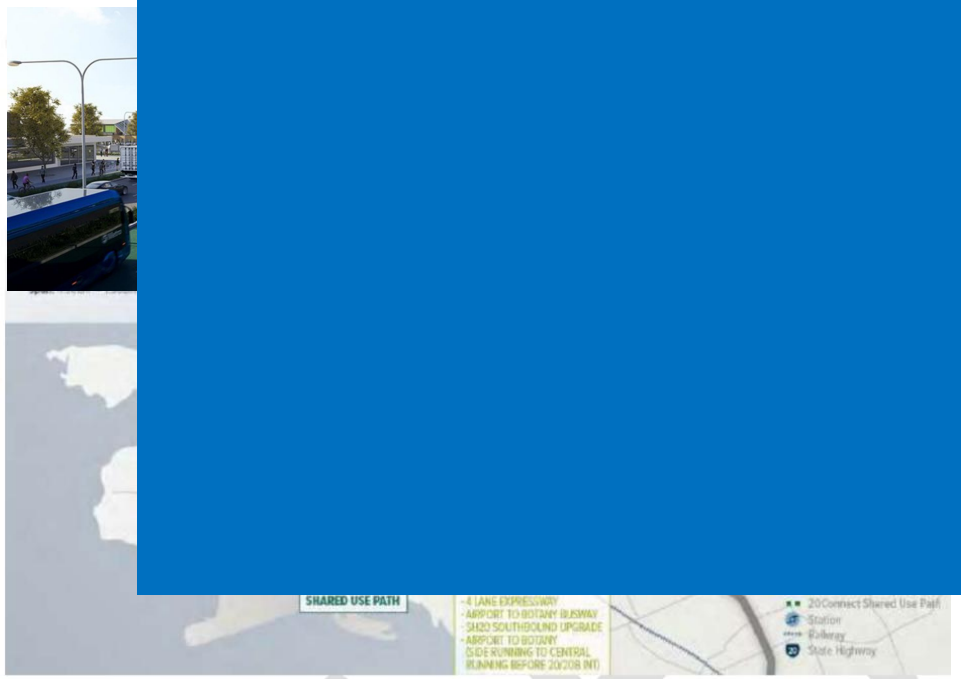

Chapel Downs
Population
At 30 June 2025
3,690
Population for the Māori ethnic group
2023 Census
345
Compare with another area
View summary





4.5 Impact of the Airport to Botany (A2B) Rapid Transit Project

One of
nsit Project. This 18-kilometre
dedicat
au. The project will fundamentally
reshape
value of the 186 Te Irirangi Drive
site.



essibility

e creation of a fully separated BRT corridor in the

): Expected to commence in 2028.
A2B project brings three key impacts:

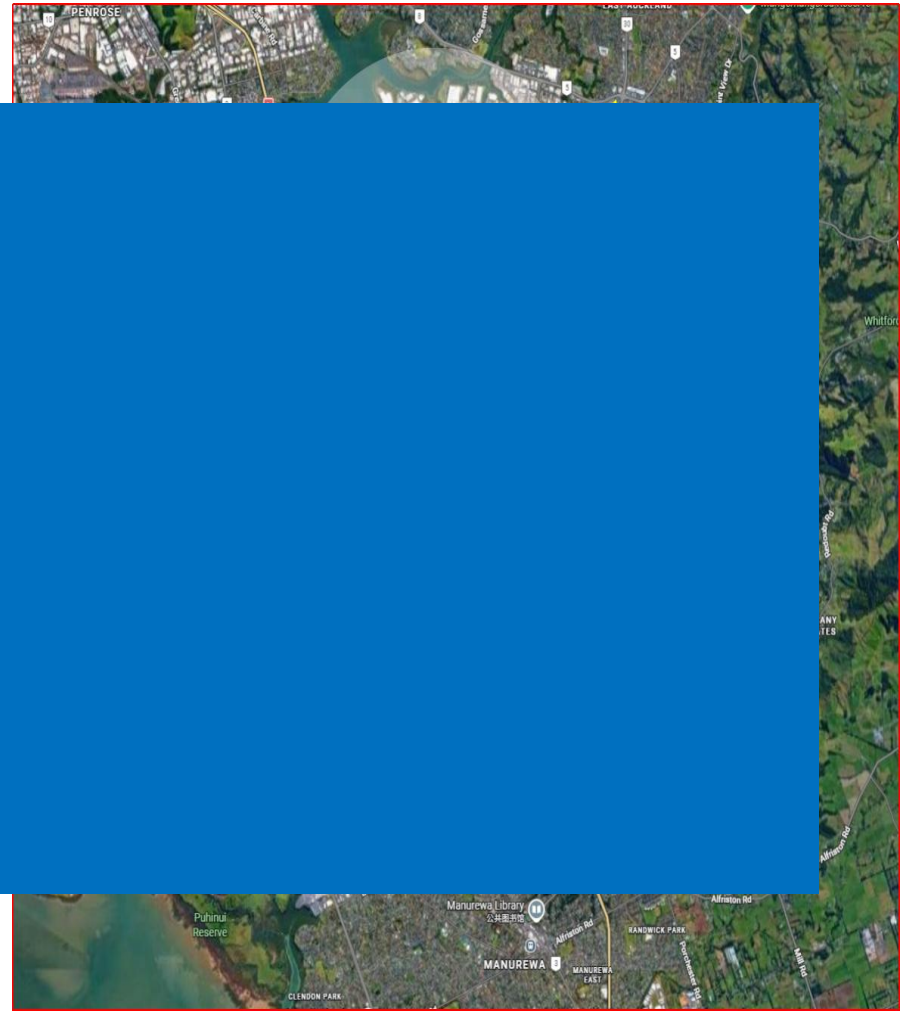
n/h speed limit, which often causes drivers to miss
AT) modelling shows that reducing the speed limit
ove pedestrian safety will have a minimal impact
tes over the 18 km corridor) but will dramatically
nesses.

tany Junction) and Dawson Road. These stations will act as local activity hubs, increasing the incidental retail potential of the 186 Te Irirangi Drive site as pedestrians move between the stations and local amenities.

4.6 Traffic and Vehicle Flow Route Analysis of Te Irirangi Drive

Average Daily Traffic (ADT) and Tidal Flow Characteristics

Te Irirangi Drive records one of the highest traffic volumes among all non-
motorway r
vehicles per
serves as a
vehicles (HC
Tāmaki and



The traffic

1. Morning p
Botany and H
2. Evening p
residential ar
The site at 1
bound peak
charging. Du
operate at fu

Operational Tip: Providing convenient parking and waiting facilities for passing vehicles during the after-work peak can significantly improve the utilization rate of charging equipment.

4.7 Destination Mapping

(1) Work to Home (15:00 – 19:00): Commuters travelling from East Tāmaki and Manukau to residential areas of Flat Bush and East Tāmaki

(2) Hom in Manukau and Botany. The 186 Te

(3) Reg way 1 corridor, who seek cost-effectiv

C		preference
		p-up" (30kWh)
		ll-up" (60kWh)
		apid" (25kWh)
Local residents	Evening/night	Overnight (if AC or discounted DC offered)

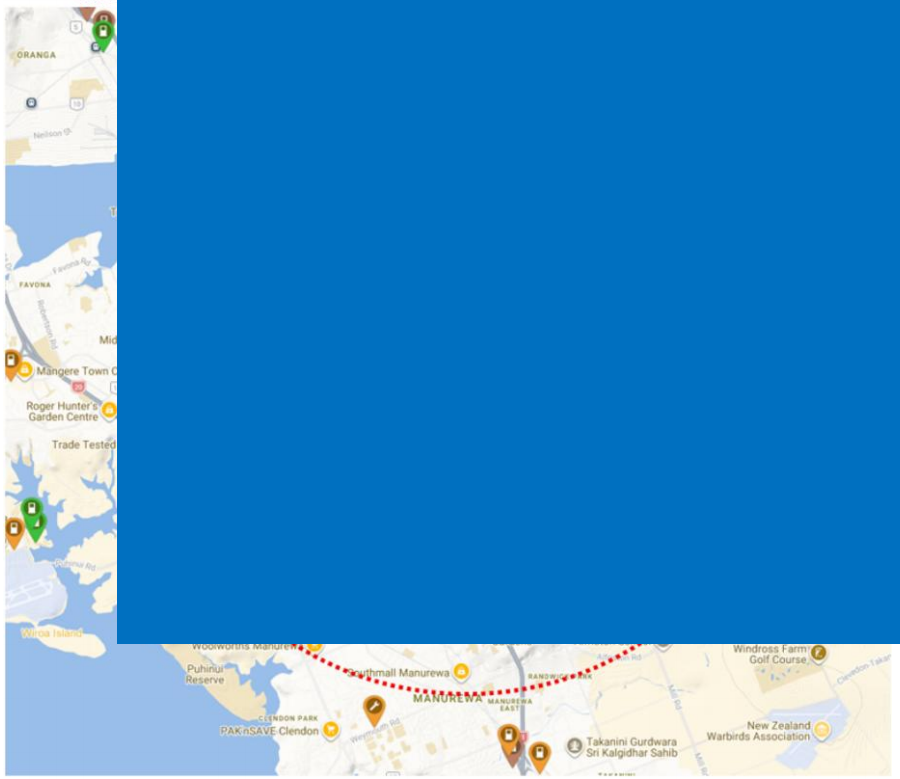
4.8

(1) 2-

Manul Te

Irirang

Source: Plug



					ack
					s ble rge sly
					ed
Jolt	CCS2 1 unit CHAdeMO 1 unit	345 Chapel Rd	~1.8k m	25kW $0.88	3.0/5 Unstable connection; only 25kW

BP Charge

Nova Energy

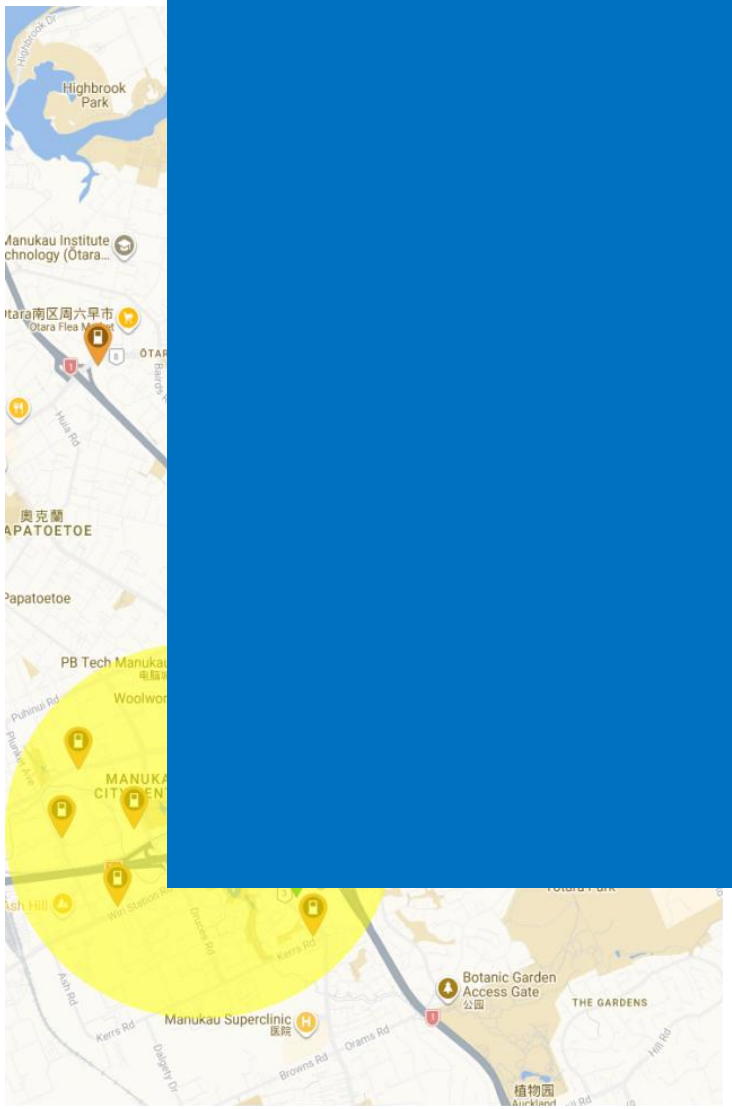
PLUG AND SAVE

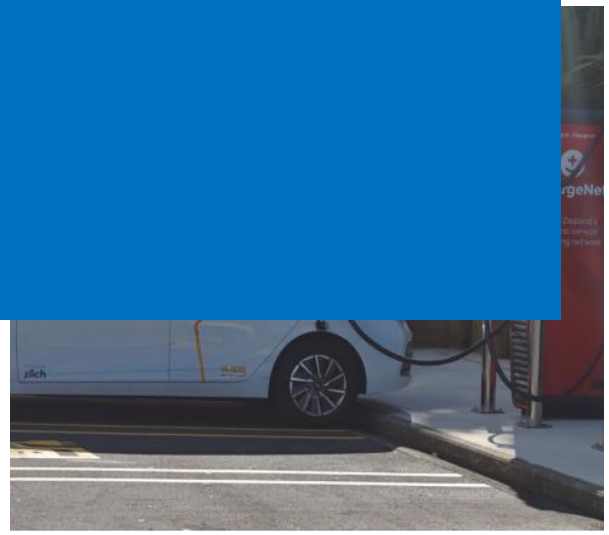
Jolt

Outside 2 km:

t the Ormiston commercial complex to the north and
ecise market judgment and a flexible pricing mechanism,
h northern and southern catchment areas and converge

	Distance	/Price
Centre	~3km	$0.68-$0.76
Rd	~3km	$0.90/0.95
gi Dr	~3.5km	$0.88
th Rd	~5km	$0.88





26)

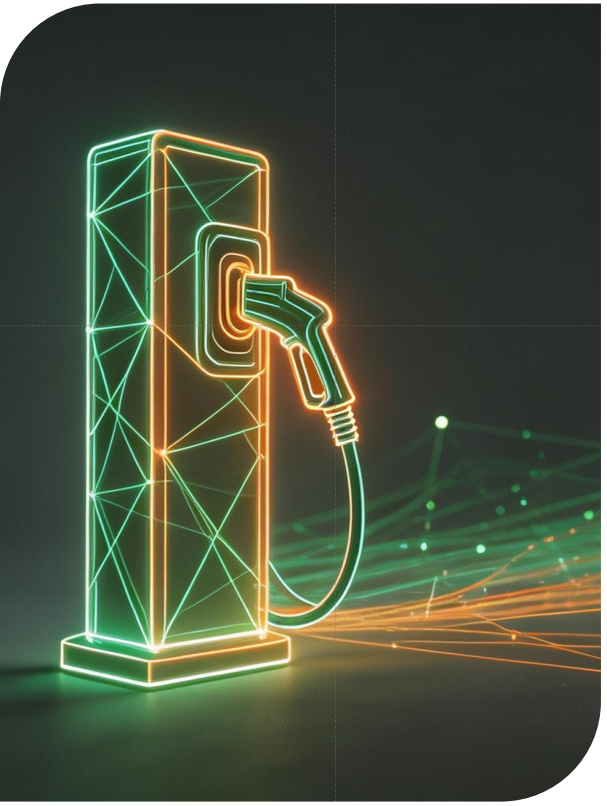
nergy, Meridian-owned Zero, Hikotron
t charging stations apply a composite
fees after full charging, and dynamic

m) to $0.76/kWh (4am–11pm), making

$0.90/kWh, while hyper-fast chargers
ential and business customers can

elected sites. Contact Energy
residential and business customers can enjoy a 70% discount during peak hours and a waiver of the monthly $10 membership fee.

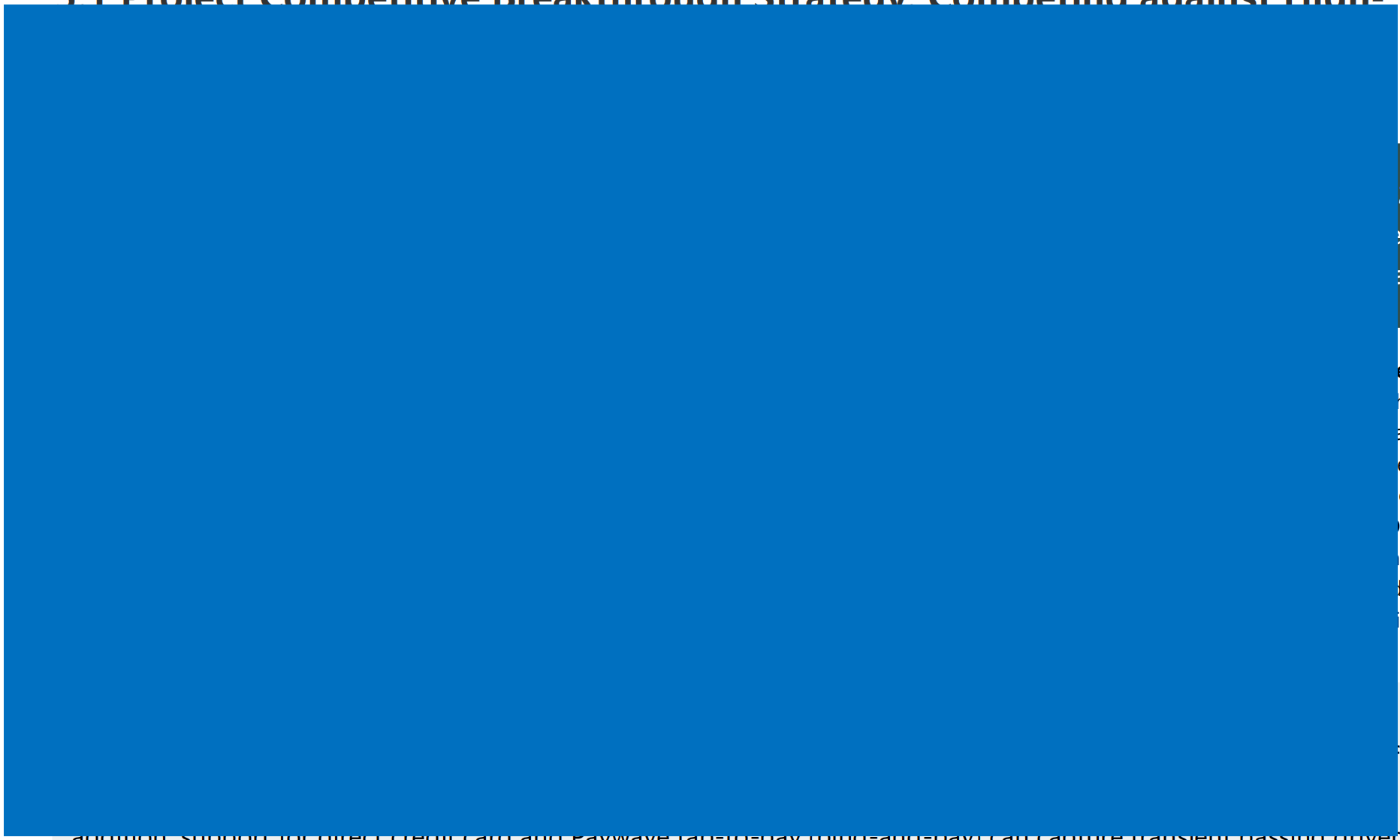
Plug and Save: Features competitive pricing at $0.75/kWh and supports direct Paywave and credit card payment for user convenience.



SECTION 05

Post-Investment Operation Strategy

5.1 Project Competitive Breakthrough Strategy: Competing against High-

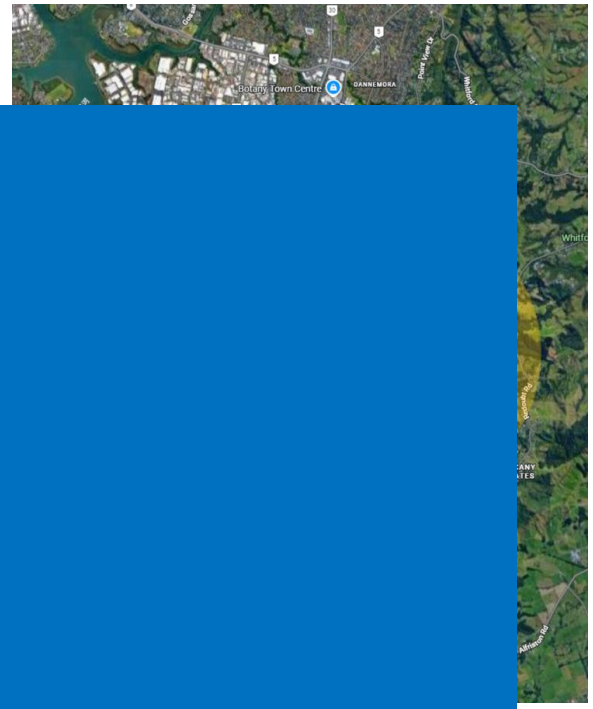


250kW ultra-
ed, market
antages.

egration: Research
harging sites
and other supporting
ell time of 20 to 40
os to drive dual
peration strategies
opping" experience.
ding commercial
itality.

faces to
ugShare. In
addition, support for direct credit card and Paywave tap-to-pay (plug-and-pay) can capture transient passing drivers who are deterred by long queues and mandatory App registration at northern and southern charging hubs.

5.2 Core Customer Group Operation Strategy: Precisely Target Two Types of Demand-driven Users



Implement differentiated operational strategies based on customer groups.

(1) Local Residential Users ("Garage Orphans" in Flat Bush)

Participation marginal driving mechanism: Flat Bush features apartments, where most residents lack private garage chargi

Launch off-peak night subscription plans: A subscription-bas operation stage to secure low-frequency yet stable local resi introduced with a fixed monthly fee and ultra-low night char

Long-term institutionalised economic incentives: Empirical re charging based on environmental awareness have negligible discounts (such as a NZ$0.1 per kWh price reduction) can sig lifting the proportion of off-peak charging from 59% to 77%.

Such economic incentives require long-term institutionalisation. Users will immediately revert to peak-hour charging habits once the discounts are cancelled. Therefore, low-price night charging policies for local residents must be established as a permanent rule.

(2) Industrial and Commercial Fleet Users (SMEs in East Tāmaki)

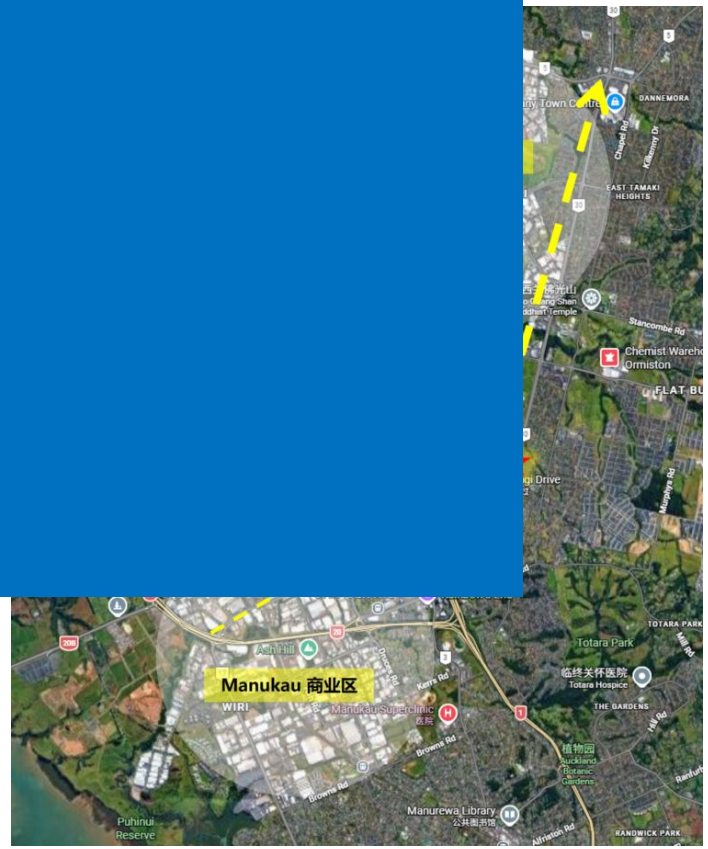
Intensive marginal driving mechanism: Corporate logistics fleets (such as electric vans) have rigid daytime charging demand. Their price sensitivity mainly affects charging volume rather than charging willingness. Fleet operators will continue to use local charging facilities regardless of mir

B2B Pay-per-use Model and Tiered I

A contracted pay-per-use / pay-per-ch
commercial fleets. This tailored B2B ch
under high-frequency fleet operation s
revenue for the charging station.

Guiding Non-linear Short-duration T

Charging speed drops sharply after the
daytime fleet charging is dominated by
deliveries and operational tasks, a tiered idle fee system should be implemented via the charging billing platform. This mechanism guides fleet drivers to adopt 20-minute short top-up charging to restore sufficient range and leave promptly. This operational rule significantly improves the daily turnover rate and overall profitability of 50kW charging equipment.



5.3 Time-of-Use (TOU) Dynamic Pricing and Grid Coordination Strategy

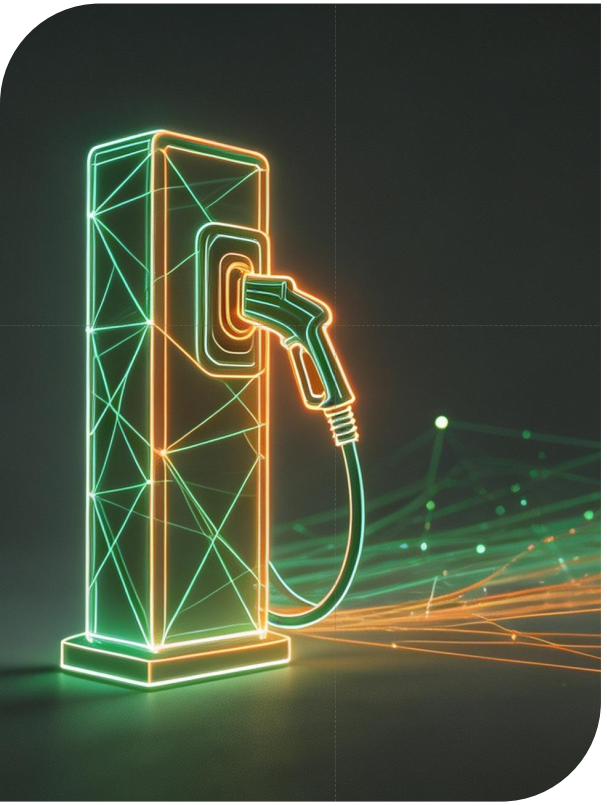
A flat electricity tariff inevitably results in idle charging capacity during daytime hours and severe congestion during evening peak periods. It is essential to introduce amulti-objective optimized Time-of-Use (TOU) dynamic pricing mechanism that balances profit maximization, equipment utilization maximization and minimized grid

from peak-hour charging to night-time off-peak sessions, effectively avoiding grid overload penalties.

revenue.

hours, shifting their demand to night-time slots and mitigating grid load pressure.

filling for both site operation and local grid load management.



SECTION 06

Investment & Construction Plan

Site zoning and equipment layout

Location	Purpose
	Recommendation: in carpark close to Te Irirangi Drive street frontage, maximising visibility to passing traffic and ultimate ease of entry/exit
	Within 5-10 m of charger, wall-mounted, IP54 rated
	Existing transformer confirmed; needs ,Vector upgrade to 100A 3-phase

27.6.8. Electric vehicle charging stations

(1) Any building or structure for EV charging must:

(a) Not exceed a maximum height above ground level of 3m (excluding charging cables and cable support systems); and

(b) If there are more than two EV charging structures or EV charging buildings, comply with the front yard and landscape buffer standards of the underlying Zone.

quipment height limit (clause a) Any building or physical structure for EV charging t not exceed 3 m above ground (charger body or canopy base must not exceed 3

a site has more than 2 (i.e. 3 or more) EV charging structures or buildings, the ect must strictly comply with the parcel's underlying zone (Underlying Zone) “front ” and “front yard)”landscape buffer” standards. landscape buffer)” standard.

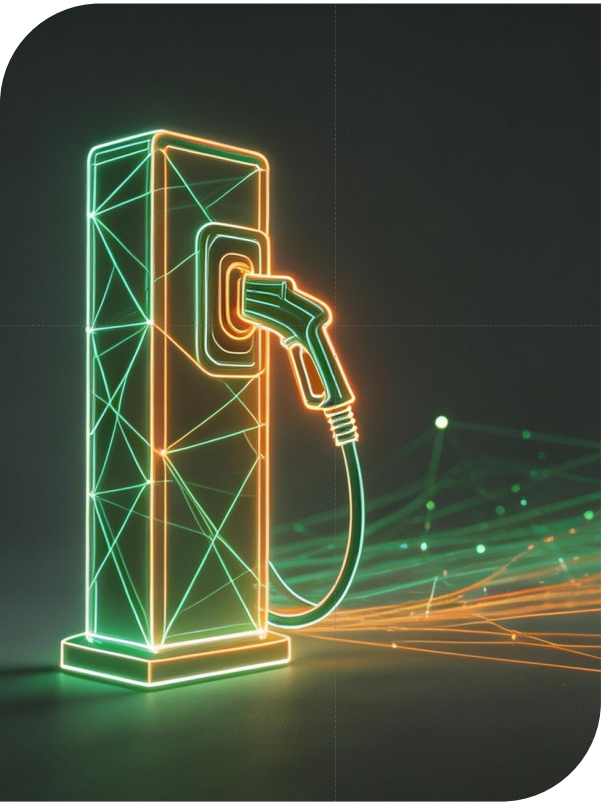
nt yard: Front yard): typically means the building/equipment must maintain a ack from street or property boundary — cannot be built right against the road.

Landscape buffer: Landscape buffer): typically requires planting greenery (trees or shrubs) of a certain width and height between equipment and road/neighbours, to soften the visual impact of large industrial equipment and protect streetscape aesthetics.

6.1 Autel DC Compact Grid demand

Item	Description
Distribution network	
DC Compact input	ent)
Existing supply (est.)	
Upgrade required?	
Upgrade application	
Vector capacity upgrad cost	
Queue time	

Note Vector upgrade i rst to confirm cost and queue time, do not skip this step before signing.



SECTION 07

Product Specifications

Autel DC Compact bidirectional charging, PV integration

Feature	
OCPP 1.	
V2G/V2	map includes V2G
Dynami	
PV Hybr	
PAS 601 standar	

Futur ibility will participate in VPP (Virtual Power Plant) revenue sharing. This project's equipment is technically ready for that future.

7.2 DC output specifications

Parameter	Specification

7.2 DC output specifications

Parameter	Specification
Charg	
Rated o	
Thund	
Outp	
Max ou	
Outp	
Peak	

7.3 AC input specifications

Para
Earth
Input
Input fr
Powe
Harmonic dis

7.4 General specifications

Parameter	Specification
Enc	
I	
Ope	
Opera	
Stora	
Dimen	
C	

7.5 User interface & access control

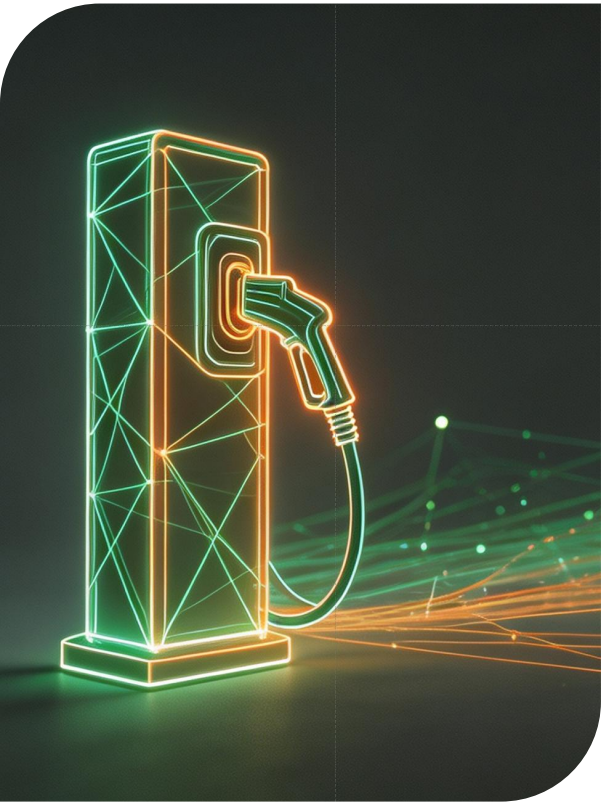
Parameter	Specification
Stat	[redacted]
User	
Cor	
comm	
Acce	
Acce	
Acce	
Nayax	
Softw	

7.6 Safety & certification

Parameter	Specification
	onitoring · earth
S	
Built-in	

Produ
differ

layax tap-to-
($11,999+),



SECTION 08

Main Cost Schedule

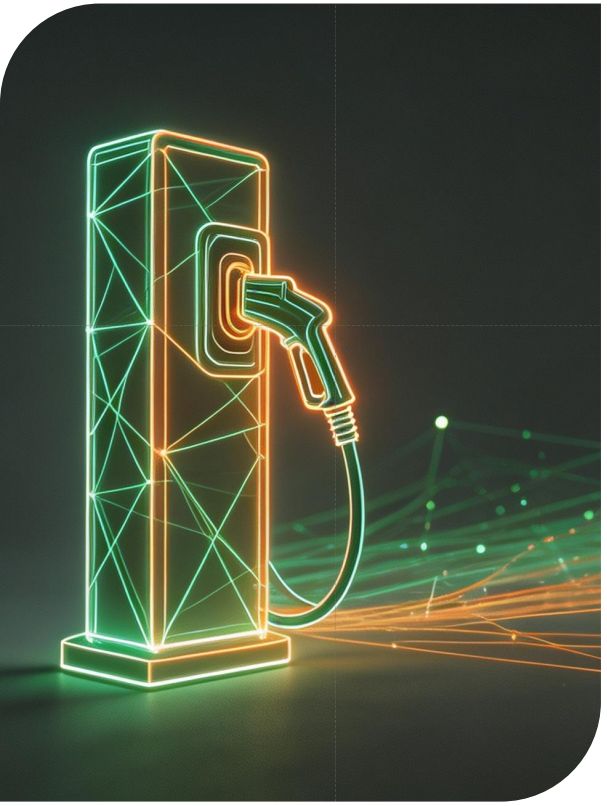
8.1 Main cost schedule

The following are the core fixed costs of the project, other costs to be quoted separately based on actual site conditions

No.			
1	Au		
2	Gr		
3	EV		
4	Ne		
5	Ve		
6	Ve		

Notes

1. All stated
2. Final costs
3. The above
inspection fe
4. The NZ$4



SECTION 09

Investment cost, operating income, ROI calculation

9.2 Investment and Operational Revenue Calculation Model (Based on Multi-customer Dynamic Pricing) and ROI Conclusion

Combine[redacted]s and assumpti[redacted]

1. Basic F[redacted]

Actual av[redacted]ximately 35 kWh per [redacted]

Base elec[redacted]

Payment[redacted]

Annual s[redacted]y Wilbest.

Co[redacted]		
No[redacted]		
Ac[redacted]		t reaches
Base[redacted]		24 hybrid tariff
Pa[redacted]		em, deducted
Ann[redacted]		provided by
Construction Investment	$90,000	oC inspection, civil works, safety facilities and other site-based incidental costs)

2. Time-of-Use (TOU) Daily Revenue Model

Based on local traffic patterns and customer profiles, daily operation is divided into four segmented time windows tailored to distinct user groups. Under conservative assumptions, the chargers achieve a total effective operating duration of 9 hours per day (63 hours per week).

(1) Nig

Customer
charging a
hours.
Operationa
hours per
Tariff & N
deducting
Segment D

7:00–10:00)

op-up traffic with
and and low price

g, with 1 hour of

ue of $0.728/kWh after

$0.30) = NZ$14.98/day

(3) Mid

Custome
industrial
Operatio
of effecti
Tariff &
after deducting processing fees.

Segment Daily Gross Profit: 2hrs × 35kWh × ($0.660 – $0.30) = NZ$25.20/day

(15:00–20:00)

ound commuters and retail
congestion.
h full-capacity utilisation
laily charging utilisation.
Tariff & Net Revenue: $0.85/kWh gross rate, net revenue of $0.825/kWh after deducting processing fees.

Segment Daily Gross Profit: 2hrs × 35kWh × ($0.825 – $0.30) = NZ$36.75/day

Table 2: Daily Revenue Breakdown of Four-customer Time-of-Use (TOU) Dynamic Pricing

This table illustrates the refined time-segmented operational model that divides daily operation into four dedicated time windows with customised pricing for distinct customer groups. The strategy extends the site' s effective daily charging duration to 9 hours, achieving maximised daily revenue and balanced equipment utilisation across off-peak and peak periods.

Period	Time range	
Morning Peak Transit Window	07:00-10:00	S cl m a
Daytime commercial fleet Window	10:00-15:00	E lo c
Evening Peak Premium Window	15:00-20:00	N c w p
Night Off-peak Residential Window	20:00-07:00	F cl p p
Daily Summary	**All-day 24h**	**T cl a**

(Note: daily total kWh = 8h × ×

This project's ROI conclusion

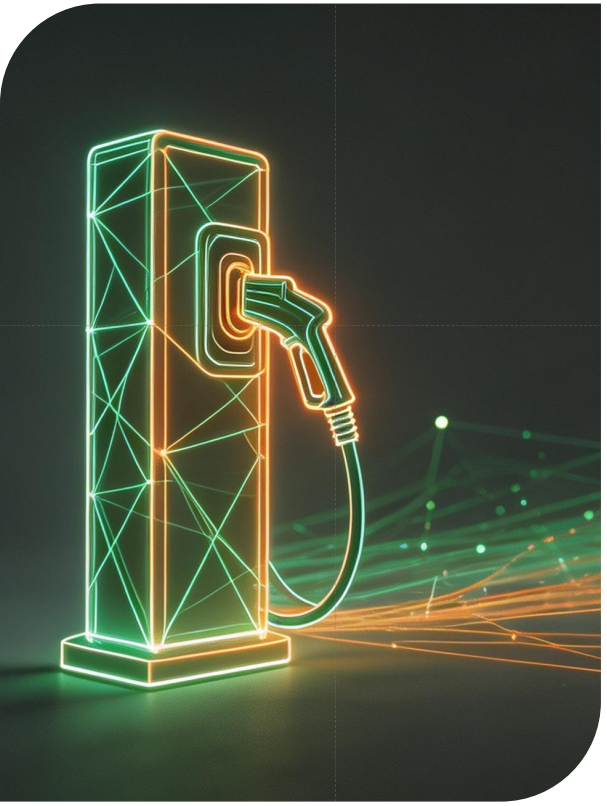
Total

Expe

True

Tabl

Annu		ectricity rate margins ipment operation.
Ann		ucting all annual fixed costs.
Ac P		stment can be fully esenting a stable and nvestment.



SECTION 10

Compliance Pathway

10.1 WorkSafe NZ compliance / WorkSafe Compliance

DC fast charging must be installed by a licensed electrician, who issues a CoC (Certificate of Compliance) . Maximum violation fine $50,000+.

Requirem	
Licensed Ele	aland missioning
Certificate o	official e owner and or operational
ESC Indepen Report	ection report meet grid
Non-compli	lations may ed compliance

10.2 Council Building Consent

DC fast charger installations with concrete base foundations generally require a formal Building Consent applied through Auckland Council Building Control. The estimated a[redacted]n exact requirements and elimina[redacted]

Item	
Necessit	enerally exempt ons typically
Applicati	
Estimate	
Applicati	chnical reviews
Exemptio under NI	Environmental n achieve very.

A.1 Disclaimer

This report is compiled based on the latest available data as of April 2026. All market forecasts, ROI calculations and policy interpretations are for reference only.

Final project costs shall be subject to the formal quotation issued by Vector and the written electrical contractor agreement.

Wilbest reserves the right to update and revise the content of this report in accordance with subsequent market changes and project progress.

WILBEST LIMITED

info@wilbest.co.nz · 0800 WILBEST · www.wilbest.co.nz · www.evhop.co.nz

A5 / 400 Rosedale Road, Rosedale, Auckland 0632

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WILBEST LIMITED
info@wilbest.co.nz · 0800 WILBEST · www.wilbest.co.nz
A5 / 400 Rosedale Road, Rosedale, Auckland 0632