

STELLANTIS

FLEET & BUSINESS SOLUTIONS

COMMITTED TO FLEET

Nine brands with a customer-first strategy to meet the needs of every fleet and driver



VAUXHALL VIVARO

AVAILABLE IN ELECTRIC OR DIESEL



Model shown is Vauxhall Vivaro Electric Pro, with optional alloy wheels. Fuel economy and CO₂ results for the Vauxhall Vivaro Electric, Pro 100kW (136PS). Mpg (l/100km): N/A. CO₂ emissions: 0g/km. Electric range up to 219 miles (WLTP). The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. Please contact your Vauxhall Retailer for further information.



PEUGEOT
PARTNER
THE COMMERCIAL VEHICLE
MADE FOR THE CITY

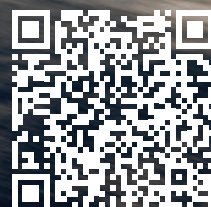


AVAILABLE IN
ALL-ELECTRIC OR DIESEL

FOR MORE INFORMATION SCAN THE QR CODE OR CALL **02476 016391**

Model shown is Peugeot Partner Panel Van M Asphalt. Fuel economy and CO₂ results for the Peugeot Partner Panel Van M. Mpg (l/100km): 54.4 - 46. CO₂ emissions: 136 - 171g/km. Peugeot Partner Panel Van M Electric range up to 213 miles (WLTP Combined). The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: speed, thermal comfort on board the vehicle, driving style and outside temperature.

Vehicle specification may be subject to change. Please see our Prices and Specifications brochures or contact your local Peugeot Retailer for the most up-to-date prices and specification details for all models.



Welcome

Delivering the highest level of service to our business customers is a priority for everyone at Stellantis UK.

Last year, we sold more than 136,000 new cars and vans to businesses of all sizes. From major fleets such as Royal Mail to SMEs, we value the confidence UK businesses place in us and in the breadth of cars and vans offered across our renowned brands. We also support UK emergency services with police vehicles and ambulances, demonstrating the

quality, performance and reliability of our range every day. Our Ellesmere Port manufacturing hub produces all-electric vans for UK customers, and our electric car and van line-up now includes more than 60 models—where we have already seen strong success and where salary sacrifice continues to expand our opportunity.

We learn from our customers every day and work constantly to be the partner they rely on.

**Eurig Druce, Stellantis UK
Managing Director**

“we value the confidence UK businesses place in us and in the breadth of cars and vans offered across our renowned brands”

Contents



04 Stellantis overview
Our customer-first strategy



14 Vauxhall
Helping British fleets go electric



27 Leapmotor
Value is about more than just price



16 Pro One
Stellantis reshapes LCV business



28 Fleet strategy
Stellantis streamlines structure



07 Citroën
Three Cs help to boost fleet profile



22 Fiat, Abarth and Jeep
Brands with exciting futures



30 Specialist vehicles
Bespoke and speedy conversions



11 DS and Alfa Romeo
Strengthening user-chooser appeal



24 Peugeot
Standing out through design and tech



33 Stellantis Plant
£50m investment in Ellesmere Port

Eurig Druce,
Stellantis UK
Managing
Director

Multi energy platform investment supports customer-first strategy

Stellantis puts customers ‘at the heart of everything we do’ by providing fleets with the vehicles they need, when they need them

Delivering the highest level of service to our business customers is a priority for everyone at Stellantis UK. Last year, we sold more than 136,000 new cars and vans to businesses of all sizes. From major fleets such as Royal Mail to SMEs, we value the confidence UK businesses place in us and in the breadth of cars and vans offered across our renowned brands. We also support UK emergency services with police vehicles and ambulances, demonstrating the quality, performance and reliability of our range every day. Our Ellesmere Port manufacturing hub produces all electric vans for UK customers, and our electric car and van line-up now includes more than 40 models—where we have already seen strong success and where salary sacrifice continues to expand our opportunity. We learn from our customers every day and work constantly to be the partner they rely on.

Stellantis has reaffirmed its commitment to multi-energy platforms which provide fleets with the vehicles they need, when they need them, as part of its customer-first strategy.

Investment in production facilities and models ensures all cars

across all mainstream brands can be built as battery electric vehicles (BEVs), internal combustion engine (ICE), plug-in hybrid (PHEV) or mild hybrid (MHEV), with volumes adjusted to meet market demands.

UK Managing Director Eurig Druce says: “That’s the strategy we took because we second-guessed that this kind of transition would be politically liable to change. We were criticised a few years ago for not maybe going full BEV in terms of our investment. I think that decision has proved to be the right one.”

Druce highlights the impending Government review of the Zero Emission Vehicle (ZEV) Mandate in 2027, suggesting that it could create uncertainty in the market, which is “the last thing we want”.

He adds: “There’s no doubt we need to move away from fossil fuels globally. Whether that’s electric, hydrogen, or something else. Right now, electric is the solution. The challenge is the pace of transition: there’s a big gap between Government ambition, Government support and actual consumer demand.”

While Stellantis is meeting its bespoke ZEV Mandate target, as it did in 2024 and 2025, the total market is tracking at a little more than

22% zero emission cars, against a Government target of 33% for 2026, largely due to a continued lack of demand from retail buyers.

That shortfall is forcing many manufacturers into what Druce calls a “push market”.

He explains: “When you have that gap between natural demand and what you have to deliver, cars are pushed into the market. That creates pressure on residual values and makes it incredibly difficult to sell new cars. It’s a doomed situation.”

Falling residual values for EVs have become a major concern for fleets and leasing companies, creating a negative loop that undermines both new and used car markets.

Druce believes the Government needs a 360-degree plan which doesn’t just include charging infrastructure, but the cost of electricity too.

This is particularly pertinent when considering the huge EV-only production plant at Ellesmere Port. Stellantis is investing £50 million to expand production to its range of mid-size vans; the facility currently makes the small eLCV line-up.

Druce adds: “We have 40 models in the UK available as full electric vehicles. We’re able to do that transition, but you can’t do it from a manufacturer or dealer network side alone.

“This kind of transition is a generational, multi-generational change in the way that we go about driving our cars. That requires a comprehensive plan from the Government.

“If we are going to make that transition, we have to be all in. We can’t be in a scenario where there are fines for non-compliance, but nothing to drive the public towards choosing those vehicles.”

The breadth of the Stellantis portfolio, particularly on EVs, is a major strength when the company is speaking to corporate fleet customers.

It is also supporting the eLCV transition for small-to-medium enterprises (SMEs) by introducing BEV price parity at a transactional level with ICE to enable them to make an informed choice on the best vehicle for their fleet, without fixating on price.

Tom Ray, B2B Director, highlights the fact that Stellantis was an early adopter of battery technology, giving it extensive experience and knowledge.

“We are leveraging our experience to help fleet managers to create strategies at a pace that suits their business,” he says.

“We have a use case-driven approach, it is not a one-size-fits-all policy.”

He adds: “This is part of our customer-first strategy. We are putting them at the heart of everything we do; this is our long-term goal.”

The creation of Stellantis early in 2021 saw the fleet team evolve from individual account managers to multi-branded experts, able to advise across the full portfolio and provide customers with a single point of contact.

“The teams are experts in channels rather than specialising in single brands,” Ray says. “But we also have product brand managers who have greater insight. It was important to bring the teams together without damaging brand integrity.”

Ray oversees four key channels, supported by a cross-brand back office team:

1. Rental
2. Leasing, for contract hire companies and brokers
3. Major fleets of 500-plus vehicles
4. Corporates, typically 150-500 vehicles

A special vehicle operations (SVO) team handles anything that requires heavy modification, working across the matrix.

In addition, a virtual account management team handles fleets with 50-150 vehicles, enabling a speedier response, supported by the corporate team where required.

Customers running fewer vehicles are managed by the retailer network, with support from Stellantis.

With the structure now firmly embedded, a key priority over the next 12 months is to ensure business continuity.

Ray acknowledges the disruption which occurred during the formation of the organisation, with some churn among fleet directors.

“It took work to cross-pollinate our people and processes,” he says. “But the structure and team have been consistent for the past 18 months and that is important to our strategy of putting customers first.”

Stellantis has invested heavily in its logistics operation, including Ellesmere Port and its parts distribution centre which supplies more

Tom Ray,
Stellantis B2B
Director

“Our technician training has been focused on BEVs to support fleets’ transition. We are ahead of the curve”

Tom Ray, B2B Director

than four million items a year across a hub-and-spoke structure to dealers and authorised repairers.

Currently undergoing pilot in the UK and USA is Pro One Next, an exciting new programme to proactively manage downtime for LCV fleet customers, combining a proactive approach to detecting breakdowns, an uptime command centre orchestrating the repair between the dealer and the customer, and an aftersales network dedicated to minimising LCV downtime.

“The Uptime Command Centre utilises telematics for real-time monitoring,” says Ray. “We can expedite VORs that are delayed; for example, we can see if a vehicle is not moving at the retailer and contact them to push it through or understand any blockers and apply outside the box solutions to get the vehicle back on the road as swiftly as possible.” Pro One Next will be launched for vans but learnings will be progressively rolled out to cars overtime.

Stellantis is planning a model offensive in the coming years, including expansion into new segments. This could include the Fiat Tris, a three-wheeled electric last-mile micromobility solution shown at the Commercial Vehicle Show.

Offering range of up to 90km and available as flat bed or cargo variant, Tris garnered a lot of interest and is slated for launch next year.

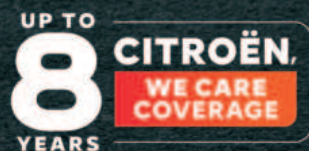
“We have the aftersales infrastructure and power of Stellantis to back these types of innovative final mile solutions,” Ray says.

“Our technician training has been focused on BEVs for a long time to support the transition. We are ahead of the curve.”

New Citroën ë-C5 Aircross



4% BIK
Electric range up to 320* miles
P11D price from £34,000



Discover New Citroën
ë-C5 Aircross

For further information please call 02476 016391 or visit www.citroen.co.uk

*Fuel economy and CO2 results for the New Citroën ë-C5 Aircross 210hp Comfort Range Automatic. Mpg (l/100km): N/A. CO2 emissions: 0g/km. Electric range up to 421 miles (WLTP Combined). The CO2 figures, P11D values and BIK% shown above are for a standard vehicle without any additional optional equipment. The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: speed, thermal comfort on board the vehicle, the charging cable and the type and power of the charging station used. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Citroën We Care is subject to T&Cs. Visit citroen.co.uk. All information and prices correct at time of publication but are subject to change at any time without prior notice (which may occur as a result of, but not limited to, any changes in legislation and/or any changes by the Government). Please see our Prices and Specifications brochures or contact your local Citroën Retailer for the most up-to-date prices and specification details for all models.



CITROËN

CITROËN



Three Cs help Citroën to boost its fleet profile

UK Managing Director Greg Taylor highlights the trio of key values that are re-establishing Citroën as a strong competitor

Citroën has completely refreshed its product line-up over the past year, utilising the latest design and technology from Stellantis to maximise the fleet appeal of its models.

Order mix is strong, true fleet registrations are up, and the brand has an opportunity to show significant growth this year with the new C3, C3 Aircross and C5 Aircross particularly prominent, according to UK managing director Greg Taylor.

He highlights three key values that drive the Citroën DNA – caring, clever and creative – and says the company will remain faithful to its roots as an accessible brand, doing things differently, while prioritising value, comfort and technology.

“We are seeing some brands stretch their equity by moving up to premium while new entrants come in at the bottom,” Taylor says. “We are in the middle space that is being vacated.”

Caring reinforces Citroën’s reputation as a brand that puts comfort high on the agenda, in suspension set-up, seats and the driving environment, which features quality materials and a commitment to easy-to-use buttons and switches.

The company has also introduced an eight-year/100,000-mile ‘We Care’ extended aftersales package, which offers five years of additional support after the standard warranty ends.

Clever is all about the latest technology, including features such as the innovative head-up display on the C3 which is embedded in the front of the dashboard architecture beneath the windscreen rather than projected onto the glass itself.

It also emphasises Citroën’s commitment to offer a range of powertrain options, with petrol, hybrid, plug-in hybrid and full-electric available on many models. It recently reintroduced internal combustion engine (ICE) options on the Space Tourer and Berlingo.



“We have a completely new product range featuring the latest technology”

Greg Taylor, Citroën UK Managing Director



e-C5 Aircross:
visual aesthetics
stand out in a
congested sector

Other key fleet models



e-C3
Price: from £18,495 Range: up to 202 miles



e-C3 Aircross
Price: from £24,315 Range: up to 322 miles



e-C4
Price: from £27,215 Range: up to 257 miles



e-Berlingo
Price: from £28,890 Range: up to 212 miles



e-SpaceTourer
Price: from £35,495 Range: up to 216 miles

in response to market demand, for example. Taylor says: "We never said we would be first to go all-electric; we have a power choice, as well as manual and auto options, to make sure our offering is right for the market."

The third value, Creative, underlines Citroën's legacy of iconic designs and innovative concepts. "Our current line-up represents one of our strongest periods for design," Taylor adds.

The C5 Aircross exemplifies this with visual aesthetics that stand out in a congested sector. The design also has functional benefits, such as contributing to the low drag coefficient which can add up to 20km of range. Taylor calls it "clever and useful design".

It also extends to the interior, as illustrated on the C3 Aircross, a compact SUV with room akin to a mid-size model, including the option of seven seats.

"Our philosophy is to spec cars to the level that people want; it has to be useful," Taylor says. "We have a completely new product range featuring the latest technology and we will be working to re-establish Citroën as a strong competitor in the market."

NEW JEEP COMPASS

THERE'S ONLY ONE ORIGINAL



AVAILABLE IN e-HYBRID
AND FULL ELECTRIC

BIK 4%, P11D £36,934, UP TO 285 MILE RANGE

The fuel consumption achieved, and CO2 produced, in real world conditions will depend upon a number of factors including, but not limited to: the accessories fitted (pre and post registration); variations in weather; driving styles and vehicle load. The WLTP (Worldwide Harmonised Light Vehicles Test Procedure) is used to measure fuel consumption and CO2 figures. Figures shown are for comparison purposes and should only be compared to the fuel consumption and CO2 values of other cars tested to the same technical standard. Official Fuel Consumption in l/100km and CO2 emissions (g/km) for the New Compass Hybrid are: Combined 5.7 and CO2 129 - 128g/km. Official Fuel Consumption in MPG (l/100km) and CO2 emissions (g/km) for the New Compass Electric range are: Combined N/A (N/A) and CO2 0g/km. Equivalent All Electric Range: 285 miles.

*Please note the price guide provides taxation information as a guide only. Jeep does not provide taxation guidance. Drivers should always take professional advice on their own tax position.

Jeep
THERE'S ONLY ONE

www.jeep.com



ALFA ROMEO JUNIOR WHAT MAKES YOUR HEART SING

JUNIOR ELETTRICA P11D FROM £33,835
BIK FROM 4%

FOR MORE INFORMATION PLEASE CALL: 02476 016391



Energy consumption and CO₂ results for the Alfa Romeo Junior Elettrica: Combined 15.5 – 15.1 kWh/100 km; CO₂ emission (g/km) 0 g/km. Electric range 207 (280HP) to 255 (156HP) miles. WLTP figures shown are for comparison purposes and should only be compared to the energy consumption and CO₂ values of other cars tested to the same technical standard. The energy consumption achieved, and CO₂ produced, in real-world conditions will depend upon several factors including, but not limited to the accessories fitted (pre- and post-registration), variations in weather, driving styles and vehicle load. The values indicated are for comparison purposes only.

DS AND ALFA ROMEO

Electric models strengthen DS and Alfa Romeo user-chooser appeal

DS majors on luxury and driver range, while Alfa brings the sporty excitement and passion



DS No8 is the new
flagship model

Premium carmaker DS has a major opportunity to increase its fleet sales, especially in the user-chooser market where its new products seek to stand apart from more established premium brands.

With the fully-electric No8 offering a range of up to 466 miles and No7 – a new electric mid-size SUV – coming later this year, the brand's product line-up is becoming exceptionally strong.

DS Automobiles UK Managing Director Jules Tilstone says: "We are about bringing the best of what the Parisian ateliers (workshops) produce in terms of materials, craftsmanship and techniques, to offer something different to the UK audience that the existing premium brands don't.

"DS offers the sort of serenity and comfort that drivers seek, and part of that, particularly on electric, is having that range capability. That means you don't get in the car and stress about where you're going to recharge."

DS positions itself as distinctive and stylish, setting itself apart from conventional premium brands. Alongside design, technology is a core pillar, particularly through DS's push into electrification. Long electric driving ranges and advanced features are

not just technical achievements, but enablers of a more relaxed ownership experience.

A renewed focus on aftersales network expansion promises to make servicing and maintenance more convenient. Dedicated concierge roles in dealers ensure DS fleet drivers are looked after personally, providing a welcome experience along with courtesy cars and the availability of a workspace within the showroom.

DS is investing in awareness-building, tackling relatively low brand familiarity versus established premium names through targeted marketing, such as golf partnerships.

Tilstone adds: "Now it's about making sure that the awareness is there of the No8 and also awareness of the brand, because we've still got a job to do with DS in terms of brand awareness and the fact that we are an independent brand with specific products."

DS NO.8 – A GAME CHANGER

The DS No8 is a pivotal model, acting as the brand's new flagship and a clear statement of its electric-first strategy.

Positioned as a coupé-SUV, it combines distinctive design with a strong focus on comfort, technology and long-distance usability. With a headline electric range of up to 466 miles, it sits among the longest-range

EVs in its class, helping to reduce range anxiety and making it particularly appealing for high-mileage drivers.

From a fleet perspective, the No8 is highly relevant. Its full-electric powertrain delivers zero tailpipe emissions and associated benefit-in-kind (BIK) tax advantages, making it financially attractive for company car drivers. At the same time, its long range and rapid charging capability support real-world usability for business users who cover significant distances.

The car also aligns with growing demand in the user-chooser market, where drivers prioritise comfort, refinement and design. The No8's emphasis on a quiet, refined driving experience and a high-quality, spacious interior positions it as a credible alternative to established premium rivals.

Entry-level models have a 230PS motor and a 326-mile range, while the Long Range version has a 245PS output. There's also a dual motor variant with 350PS that offers a range of 411 miles.

EMOTIONALLY-CHARGED ALFA ROMEO
Historically, Alfa Romeo's fleet presence has been product-led, driven by specific models rather than broad policy coverage.

The brand is now aligning more closely



Alfa Junior emphasises sporty performance and engaging driving

with electrification and user-chooser expectations, particularly with the Tonale and Junior.

Alfa Romeo UK Managing Director Jules Tilstone says: "Junior was a real test of how us producing a fully electric car would be received. There were a lot of sceptics who thought we would lose the Alfa Romeo individuality by producing an electric car.

"That car has been really well received by customers and the press, which gives us a lot of hope for the future, because, of course, that's the direction of travel that we'll have as a brand."

Alfa Romeo is a much-loved, emotionally-charged sports brand with a very distinct personality.

It operates in a highly competitive premium segment dominated by established marques. Electrification is seen as an opportunity, as

fleets and drivers reconsider their options in a fast-changing powertrain landscape.

The brand's fleet strategy focuses on reminding people what Alfa Romeo offers today and showcasing dynamic driving as the core differentiator versus other premium brands.

Tilstone explains: "Everyone knows Alfa Romeo, most people, I'd say 99% of them, love it. They just don't necessarily know what we offer in terms of our product range."

Alfa is investing in events and track experiences to let fleet decision-makers and end users experience the cars on a circuit, not just on the road.

The Tonale is being relaunched as a key fleet proposition, available with mild hybrid and plug-in hybrid powertrains. It is aimed at drivers who want electric capability for

shorter trips, but don't want full reliance on public charging.

Significant updates have been made to the driving dynamics, styling and interior layout, bringing it in line with the newer Junior's design language.

JUNIOR EMBRACES THE BRAND SPIRIT

Marking Alfa Romeo's return to the compact segment, the Junior blends Italian style, everyday practicality and unmistakable sportiness to offer a unique experience.

Compact in size yet bold in character, the Junior opens the Alfa Romeo experience to a new generation of drivers, while also appealing to the brand's long-standing fans. It carries forward the spirit of the Giulietta and Mito, but with new powertrains to meet the needs of modern fleets.

True to Alfa's 116-year heritage, the Junior emphasises sportiness, not only in performance but also in the engaging driving experience it delivers in everyday life. Its design combines sleek, captivating lines with classic Alfa Romeo styling cues.

Practicality is also a priority, with the Junior offering a generous 400-litre boot, ensuring it balances excitement with usability.

New electrified powertrain options underline its modern sporting DNA. The Junior made its debut as the Elettrica, a fully electric model available with two configurations: a 156PS version offering up to 250 miles of range, and a high-performance Veloce variant producing 280PS with a range of 215 miles.

The hybrid (Ibrida) gives the Junior broader appeal and meets the needs of those who aren't able to switch to electric yet. It is powered by a 136PS 48V hybrid engine.



"Everyone knows Alfa Romeo and 99% of them love it"

Jules Tilstone, Alfa Romeo and DS Automobiles UK Managing Director



DS AUTOMOBILES



N°8

FULL ELECTRIC
UP TO 466 MILE RANGE
4% BIK

DS prefers TotalEnergies - DSautomobiles.co.uk - Fuel economy and CO₂ results for the DS N°8 ÉTOILE FWD Long Range 245 HP. Mpg (l/100km): N/A. CO₂ emissions: 0g/km. Combined electric range 374 - 471 miles (WLTP).

The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Please contact your [Brand] retailer for further information. and power of the charging station used.

Other key fleet models



DS No7 E-Tense
Price: tbc Range: up to 460 miles



Alfa Romeo Tonale
Price: from £38,155 Combined mpg: 49.6

Putting Vauxhall back into the 'heart of the mainstream'

Michael Auliar explains how being a British brand makes Vauxhall ideally placed to support fleets switching to electric

As the oldest and most familiar of Britain's automotive manufacturers, Vauxhall is no stranger to UK fleets; but as customer expectations shift, Commercial Director Michael Auliar works to define the question: 'What does Vauxhall stand for?'

As the oldest and most familiar of Britain's automotive manufacturers, Vauxhall is no stranger to UK fleets; but as customer expectations shift, commercial director Michael Auliar works to define the question: 'What does Vauxhall stand for?'

"My mission is to put Vauxhall back into the heart of the mainstream and cement our position as the only brand that exists exclusively for Britain and is doing everything possible to move the country to an electric future," he says.

"We still have the second-largest Retailer network in the UK, so we continue to be close to our customers to offer convenience and value for sales and aftersales."

For UK fleets, Vauxhall offers a comprehensive product portfolio that makes electric mobility available to everyone, with a fully electric version across its entire car and van range. It also offers a hybrid version of every car model and plug-in hybrid versions of Astra and Grandland.

Auliar says: "It's the best-kept secret that we have such a great breadth of powertrains for cars and vans, and we work hard to ensure all our vehicles provide a high specification while remaining attainable."

The Vauxhall Grandland is the perfect example. With a choice of fully electric, plug-in hybrid and 48V hybrid powertrains, it caters to a wide range of customers whatever stage of their electrification journey they are at.

BUILT IN BRITAIN

Having produced its first car in 1903, Vauxhall continues to manufacture vehicles in the UK to this day, with the Combo Electric van built at Ellesmere Port - the UK's first EV-only volume manufacturing plant.

The Combo Electric sits alongside the Vivaro Electric and Movano Electric in catering for fleets and businesses looking for a capable electric van, making Vauxhall one of the only manufacturers in the UK to offer a fully electric version across its entire van range.

ENABLING FLEET ELECTRIFICATION

Vauxhall is helping to remove one of the main barriers for fleets moving to electric: the lack of accessible on-street charging infrastructure.

"Over 40% of UK households do not have a driveway, so we launched our Electric Streets of Britain campaign to ensure these drivers have access to practical on-street charging options."

"This is equally important for business fleet operators - according to our research, over 90% would be reliant on residential charging if they switched to a fully electric van fleet."

Electric Streets aims to support local authorities in accelerating the UK's on-street charging infrastructure and Vauxhall invites drivers to register their need for on-street charging at electricstreets.co.uk with more than 13,000 streets registered to date. This data is shared with councils to inform their charging infrastructure strategies - ensuring charge points are installed where people need them most.

SUPPORTING BRITISH TALENT

Vauxhall isn't just supporting Britain's transition to electric - it's backing the next generation of British sporting talent as the official automotive partner of Team GB.

Auliar says: "This partnership is a perfect match, bringing together one of Britain's most recognisable automotive brands with Britain's most loved national sports team. We're proud to be supporting Team GB's athletes as they prepare for the Los Angeles 2028 Olympic Games."



"It's the best kept secret that we have such a great breadth of powertrains for cars and LCVs"

Michael Auliar, Commercial Director



No options - all features on Vauxhalls come as standard

Other key fleet models



Corsa Electric
Price: from £27,400 Range: up to 265 miles



Vivaro Life Electric
Price: from £48,695 Range: up to 216 miles



Combo Life Electric
Price: from £30,690 Range: up to 213 miles



Mokka Electric
Price: from £35,495 Range: up to 247 miles



Frontera Electric
Price: from £25,995 Range: up to 248 miles



Astra Electric
Price: from £29,995 Range: up to 248 miles

Grandland's choice of electric, PHEV and hybrid caters to fleets at all stages of electrification

Stellantis reshapes LCV business to meet evolving fleet demands

Vans need to have own identity and should no longer be treated as just an extension of passenger cars

Stellantis is doubling down on its ambition to become a market leader in the light commercial vehicle (LCV) sector with a renewed focus on fleet customers, dealer capability and product flexibility.

At the heart of the strategy is a clear shift away from treating vans as an extension of the passenger car business.

Charles Martin, LCV Pro One Director, is candid that Stellantis – like much of the industry – historically prioritised cars, leaving the van side comparatively underdeveloped. Now, that is changing.

“We don’t want to be just vans within brands,” he explains. Instead, Stellantis is building a dedicated Pro One division designed to give LCVs the same level of focus and expertise as a standalone business.

For fleet operators, this shift is likely to be most visible in the dealer network. Stellantis is in the process of establishing a nationwide network of around 120 professional light sites and 35 professional centres, with varying levels of capability

dependent on the size and complexity of vehicles they support. Crucially, these centres are being designed around the specific needs of van users.

That distinction matters. As Martin points out, downtime is critical for LCV customers: “If the van breaks down and you can’t get it back on the road, you’re not going to buy it next time.”

The emphasis, therefore, is on faster turnaround times through a new Pro One Next programme for fleet LCV customers, better technical expertise and facilities capable of handling larger, heavier vehicles.

Alongside network transformation, Stellantis is pursuing a highly customer-led approach to product development – particularly in electric vans. Rather than chasing maximum range figures, the company is focusing on offering a variety of battery sizes and configurations tailored to different duty cycles.

This reflects a key challenge for fleets: balancing range, payload and cost. Larger batteries increase range but add weight and reduce carrying capacity, while also pushing up purchase prices.

Martin says that the solution is flexibility, ensuring customers only pay for what they actually need.

The transition to electric is also being framed as an opportunity rather than simply a compliance exercise. New EV architectures allow for greater design freedom, enabling improvements in load space, access and usability. More significantly for fleet users, they open up new functionality.

Features such as vehicle-to-load capability, onboard power

Vauxhall Combo Electric (left) pictured with Vauxhall Vivaro Electric



“If the van breaks down and you can’t get it back on the road, you’re not going to buy it again”

Charles Martin,
LCV Pro One Director

for tools, and integration with digital systems are set to become increasingly important. Martin even describes the van evolving into a “mobile office”, where drivers can manage payments, logistics and communications directly from the vehicle.

Stellantis believes the van market is approaching a turning point on total cost of ownership (TCO), particularly as electric vehicles move closer to price parity with diesel. Martin suggests that, while upfront costs have historically been a barrier, this gap is narrowing rapidly, and in some cases is already offset by significantly lower running costs.

For fleet operators, this shifts the conversation away from purchase price alone and towards whole-life cost. With rising and volatile diesel prices, alongside lower maintenance requirements for electric drivetrains, the economic case for EV vans is strengthening. Martin contends that, once acquisition costs align, “it becomes very difficult to justify” sticking with traditional internal combustion engine (ICE) vehicles.

Another key pillar of Stellantis’ strategy is its relationship with converters. From tippers and dropsides to ambulances and motorhomes, the conversion market remains central to the LCV sector. Stellantis is investing in closer collaboration with converter partners, including the development of secure digital interfaces that allow modifications without compromising vehicle systems or cybersecurity.

For fleets, this should translate into more seamless integration between base vehicles and specialist adaptations – an area that has often been fragmented in the past.

Brand strategy also plays a role. Unlike some competitors, Stellantis operates multiple marques in the van market; in 2025, Vauxhall, Peugeot, Citroën and Fiat Professional combined to account for 21% of the van market (up to 3.5 tonnes) in the UK.

Martin sees this breadth as a strength, allowing the company to maintain long-standing customer relationships while offering choice. At the same time, the group is working to avoid unnecessary duplication and therefore added costs by sharing platforms and components across brands.



Fiat Professional Scudo rolls off the line at Luton Plant

In the UK, Vauxhall is positioned as a key “brand champion”, supported by increasing domestic production at Ellesmere Port. For fleet buyers, the “built in Britain” message is likely to carry growing weight, particularly in the context of supply chain resilience and sustainability.

Looking ahead, however, Martin identifies one major challenge: uncertainty. With shifting government policies around electrification and emissions, fleets are being forced to make investment decisions without a clear long-term framework.

“The biggest challenge is clarity,” he says, noting that operators risk investing heavily in infrastructure that may not align with future regulation.

Despite this, Stellantis is pressing ahead, investing across multiple powertrain technologies while preparing for a range of possible outcomes.

For fleet professionals, the message is clear: the LCV market is entering a period of rapid transformation, and manufacturers that combine product innovation with operational excellence will be best placed to lead it.

New Citroën ë-C3 Van



Discover
New ë-C3 Van



£15,050 + VAT*
Up to 202** mile range
Payload 302kg

For further information please call 02476 016391 or visit www.citroen.co.uk

*Basic price after deduction of ZEVG.

**Fuel economy and CO2 results for the ë-C3 Van 113hp Standard Range Automatic. Mpg (l/100km): N/A. CO2 emissions: 0g/km. Electric range up to 202 miles (WLTP Combined). The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: speed, thermal comfort on board the vehicle, driving style and outside temperature.

The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used.

Citroën, We Care is subject to T&Cs. Visit citroen.co.uk. All information and prices correct at time of publication, but are subject to change at any time without prior notice (which may occur as a result of, but not limited to, any changes in legislation and/or any changes by the Government). Please see our Prices and Specifications brochures or contact your local Citroën Retailer for the most up-to-date prices and specification details for all models.



CITROËN

FIAT PROFESSIONAL DUCATO NATURAL BORN WORKERS



AVAILABLE IN
ELECTRIC OR DIESEL

Model shown E-Ducato Van 35 13H2 272PS 110kWh Auto (22kW) MY25.5 in Ducato White.

Fuel economy and CO2 results for the Fiat Professional all-electric E-Ducato 110kWh (279PS). Mpg (l/100km): N/A. CO2 emissions: 0g/km. Electric range up to 263 miles (WLTP combined). The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Please contact your Fiat Professional Retailer for further information.



Discover New
Ducato

FIAT
PROFESSIONAL

FOR MORE INFORMATION SCAN THE QR CODE OR CALL 02476 016391

STELLANTIS PRO ONE

Key fleet LCV models

Fiat Ducato

The Fiat Ducato is one of Europe's leading large vans, renowned for its practicality, versatility and strong carrying capability. The Ducato offers a wide range of body styles, wheelbases and roof heights to suit different needs. One of its key strengths is cargo capacity, with load volumes ranging from 10 to 17 cubic metres depending on configuration. The van's square-sided design and low loading floor maximise usable space and make loading easier, while cargo lengths of over four metres are available on larger models.

Payload capacity is another major advantage, with the Ducato capable of carrying between 1,000Kg and 1,500Kg, while heavy-duty versions can carry up to 2,030Kg. Towing capability is equally impressive, with diesel models offering braked towing capacities of up to 3,500Kg, making the van suitable for transporting trailers, equipment and mobile workshops. Consequently, the Ducato has a strong presence in sectors where heavy conversions are required, such as ambulance and NHS.

Powertrain options include an efficient 2.2-litre turbodiesel, available in outputs ranging from 120PS to 180PS, paired with manual or automatic transmissions. These engines are designed to deliver strong torque, fuel efficiency and durability for long-distance commercial use. Fiat also offers the fully electric E-Ducato, featuring battery options up to 110kWh and a driving range of up to 260 miles, aimed at urban and zero-emission fleet operations. The Ducato remains one of the most competitive large vans on the European market.

Also known as: Citroën Relay, Peugeot Boxer, Vauxhall Movano.



Citroën ë-C3 Van

The new Citroën ë-C3 Van takes a different approach to the traditional compact van formula. Rather than being a purpose-built light commercial vehicle, it is based on the passenger ë-C3 electric hatchback, transformed into a compact two-seat van aimed at urban businesses, working primarily in city environments. Its small footprint and electric-only drivetrain make it particularly suited to low-emission zones and short-distance delivery work.

Instead of rear seats, the ë-C3 Van features a full-height bulkhead and dedicated load area capable of carrying up to 1,220 litres of cargo space, or 730 litres when the load cover is fitted. Payload capacity stands at approximately 300Kg, while the load bay measures around 1.2 metres long and 1.0 metre wide at floor level, giving enough room for tools, parcels and smaller equipment.

Power comes from a 44kWh battery paired with a 113PS electric motor driving the front wheels. A WLTP driving range of up to 200 miles makes the van viable for daily urban and suburban routes without frequent charging stops. Rapid charging capability of up to 100kW allows the battery to charge from 20% to 80% in as little as 26 minutes, helping minimise downtime during working hours.

While it lacks the outright carrying ability of larger compact vans, the ë-C3 Van focuses instead on affordability, comfort and low operating costs, offering a practical zero-emission solution for small businesses operating in increasingly electrified cities.



STELLANTIS PRO ONE

Key fleet LCV models

Vauxhall Vivaro

The Vauxhall Vivaro combines strong practicality, efficient engines and car-like driving manners, earning it favour among UK van buyers, with a particular stronghold among major corporates. The Vivaro is available in two body lengths and multiple configurations, including panel van and double cab. Despite its compact dimensions, the Vivaro offers impressive carrying capability, with load volumes ranging from 5.3 to 6.6 cubic metres when fitted with Vauxhall's FlexCargo load-through bulkhead system. Maximum load lengths extend beyond four metres in long-wheelbase models, allowing the van to carry large items such as pipes, timber and sheet materials.

Payload capacity is one of the Vivaro's strongest attributes, with diesel variants capable of carrying up to approximately 1,400Kg depending on specification, placing it among the class leaders in the medium van sector. Towing performance is also competitive, with higher-powered diesel models able to tow up to 2,500Kg braked, while electric versions offer towing capacities of up to 1,000Kg.

The Vivaro range includes efficient 1.5-litre and 2.0-litre turbodiesel engines producing between 120PS and 180PS, paired with manual or automatic gearboxes. Vauxhall also offers the all-electric Vivaro Electric, featuring a 75kWh battery and a driving range of around 205 miles (WLTP). With low running costs, strong payload figures and modern driver assistance technology, the Vivaro remains a highly competitive choice in the medium van market.

Also available as: Citroën Dispatch, Fiat Scudo, Peugeot Expert



Peugeot Partner

The Peugeot Partner is valued for its practicality, efficient running costs and strong carrying capability. It is available in two body lengths and as a panel van or crew van and strikes a balance between manoeuvrability and carrying capability, with load volumes ranging from 3.3 to 4.4 cubic metres.

Peugeot's Multi-Flex folding bulkhead system allows longer items, such as ladders, piping or timber, to be carried without stepping up to a larger van class.

The Partner's powertrain range includes efficient 1.5-litre BlueHDi turbodiesel engines producing between 100PS and 130PS, paired with either a six-speed manual or eight-speed automatic transmission. Peugeot also offers the fully electric e-Partner, powered by a 50kWh battery and a 136PS electric motor, delivering a WLTP driving range of up to approximately 213 miles.

Payload capacity is among the best in the compact van segment, with diesel versions capable of carrying up to approximately 1,000Kg, while electric e-Partner models offer payloads of around 780Kg depending on specification. Towing capability ranges from 750Kg to just over 1,000Kg braked, giving the Partner additional versatility for light trailer work.

Combined with low operating costs, compact dimensions and modern driver assistance technology, the Peugeot Partner remains one of the most competitive and versatile small vans on the market.

Also available as: Citroën Berlingo, Fiat Doblò, Vauxhall Combo



VAUXHALL FRONTERA

P11D from £23,930*

Award-winning, affordable and ready for business, with up to 248 miles electric range** and a seven-seater option on our hybrid model†



Fuel economy and CO₂ results for the Electric Frontera: MPG (l/100km): N/A, CO₂ emissions: 0g/km. Electric range up to 248 miles (WLTP). Fuel economy and CO₂ results for the Hybrid Frontera: MPG (l/100km): 53.3 mpg (5.3l/100km), CO₂ emissions: 119-120g/km.

* Model illustrated is Frontera Electric Ultimate 44kWh (113PS) Auto with optional metallic paint. P11D Price £27,780.

** The Vauxhall Frontera Electric Ultimate 54kWh (113PS) Extended Range. MPG (l/100km): Combined: N/A, CO₂ emissions: 0g/km. For comparison purposes only. Range achieved in real world may differ according to factors such as accessories fitted, battery condition, weather, driving style and vehicle load.

† 7-seat configuration available on GS and Ultimate Hybrid only. Please contact your Vauxhall retailer for further information. Or call us on 0203 885 4562.

Abarth 600e: standout acceleration and great for everyday driving

Fiat, Abarth and Jeep still get the pulse racing

Stellantis brands with great histories look forward to exciting and successful futures

Fiat and Abarth are two distinct, but complementary, brands, each rooted in strong emotional appeal, but expressed in very different ways.

For Fiat, the core values centre on joy, simplicity and fun, which Brand Director Kris Cholmondeley neatly summarises as “all about La Dolce Vita”.

This philosophy translates into tangible decisions, from focusing on bright, colourful cars to simplifying the buying journey through clear, consistent pricing structures.

A defining pillar of Fiat’s identity is accessibility. As Cholmondeley puts it, the brand is about “Italian design, made accessible”, combining distinctive styling with attainable price points. The aim is to create cars that not only look good, but actively improve the everyday driving experience, offering personality and a sense of enjoyment in otherwise routine journeys.

Abarth, by contrast, is built around performance and excitement, particularly in the context of electrification.

Cholmondeley says: “Anyone that doesn’t think electric can be fun, come and drive the Abarth.”

The brand seeks to carry its motorsport heritage into a new era, retaining its racing DNA while adapting to modern motoring needs.

Importantly, Abarth balances performance with usability. While models such as the

Abarth 600e deliver standout speed and acceleration, they are also packaged in a way that can be good for everyday driving.

Since taking over both marques, Cholmondeley has realigned prices to ensure Fiat and Abarth cars offer great value. The next stage in his plan is to build awareness and trust, with an aim to improve true fleet performance.

Cholmondeley says: “I want to be known by B2B customers, as one of the easiest most authentic people and brands to do business with. That’s first and foremost, because I think people still buy from people, so I want to be one of the most accessible managing directors to our B2B customers.”

“And if fleet customers have any experiences or preconceptions that are not positive, meet with me and I’ll either prove that we’ve addressed them, or I’ll give you a roadmap to address them.”

FIAT GRANDE PANDA: AN ICON RETURNS

The Fiat Panda has made a grande return this year as a rugged five-door compact SUV. It features retro-styling, modern technology and is available with both electric and hybrid powertrains. Fiat says the Grande Panda is the “literal clone” of the first Panda, making it a new B segment vehicle that is both affordable and family friendly.

The car’s boxy design, simple lines, and playful styling give it a distinctive personality. One of its most eye-catching features

is the pixel-style LED headlights, which subtly reference the windows of Fiat’s historic Lingotto factory in Turin.

Inside, the Grande Panda continues its quirky approach. The cabin features bold colours, textured materials, and even sustainable elements such as bamboo fibre trim, reflecting Fiat’s push toward more eco-friendly design.

The Grande Panda represents great value, with a starting price of £18,995. It has a compact footprint, with a length of 3.99m and a width of 1.76m. There is ample room inside for five passengers, due to clever packaging and a 361-litre boot.

With a 44kWh battery, the electric Grande Panda offers up to 199 miles of range. It also features a unique integrated charging cable.

THE JEEP COMMUNITY

Jeep is a brand defined by emotion, community and lived experience, built around four core pillars: passion, freedom, adventure and authenticity.

Customers share a deep connection to the brand, creating a uniquely engaged community. This is reinforced through initiatives such as Camp Jeep and large-scale owner events, designed to immerse customers in the brand’s world rather than simply showcase its products.

Kris Cholmondeley, Jeep Brand Director, says: “What we know with Jeep is the



Jeep Compass combines ruggedness with a full electric powertrain

brand has got universal appeal, but if you go back three years, we weren’t on B2B customer shopping lists.

“Since we launched Avenger – and we had great success with that car – our B2B customers and their confidence in Jeep has just gone exponentially upwards.”

A key part of Jeep’s strategy is to “show, not tell”. Rather than relying on traditional sales approaches, the brand focuses on experiential engagement – inviting fleet and retail customers to drive vehicles off-road, take part in activities and experience the Jeep lifestyle first-hand. This extends to B2B customers, who are treated the same as retail buyers, reinforcing authenticity and strengthening relationships.

That authenticity is also expressed through community-driven behaviours such as “Jeep ducking,” which Cholmondeley highlights as an example of how the brand creates warmth, fun and human connection between owners. Owners are given a rubber duck, which they’re encouraged to gift to another Jeep owner. It’s a small, but distinctive, touch that helps differentiate Jeep from more conventional car brands.

The pillars of freedom and adventure are central to Jeep’s identity. The brand actively encourages customers to “explore beyond everyday driving”, supported by partnerships such as with Ordnance Survey to

promote “roads less travelled” and outdoor experiences. This positions Jeep not just as a vehicle, but as a lifestyle.

Cholmondeley summarises Jeep’s direction as being “more Jeep” – leaning into its heritage and strengths rather than diluting them. Combined with growing product appeal and broader powertrain choice, his goal is to translate the brand’s strong global reputation into increased consideration and growth, particularly in the fleet market.

JEEP COMPASS – RUGGED, ELECTRIFIED

The new Jeep Compass marks a major step forward for the brand, combining its rugged heritage with modern technology and electrification. Now in its third generation, the Compass has been completely redesigned on Stellantis’ new STLA Medium platform, making it more spacious, more efficient and more advanced than before.

One of the biggest changes is the introduction of a fully electric version for the first time, alongside hybrid options. Buyers can choose from mild-hybrid, plug-in hybrid, or full-electric powertrains, with the EV offering a range of more than 400 miles (long range version), reflecting Jeep’s commitment to electrification.

Despite this shift, the Compass stays true to Jeep’s identity. Signature design features such as the seven-slot grille, chunky wheel arches and rugged cladding remain, while



“Since we launched Avenger, our B2B customers’ confidence in Jeep has gone exponentially upwards”

Kris Cholmondeley, Fiat, Abarth, Fiat Pro & Jeep Brand Director

off-road capability is still a key focus. It offers up to 200mm of ground clearance and can handle water crossings of nearly half a metre, making it more capable than many rivals in the family SUV class.

Inside, the Compass has become far more high-tech, with a large digital display set-up, over-the-air updates, and advanced driver assistance. It’s also more practical, offering increased passenger space and up to 550 litres of boot capacity.

Electric Grande Panda offers up to 199 miles of range





Technology and design help Peugeot to stand out

Managing Director Nicola Dobson discusses how Peugeot's values inform its commitment to making electric more accessible for fleets and how the brand adds value through innovation

With electric vehicles becoming increasingly integrated into fleets, Peugeot has committed to accelerating accessibility with a wide range of models – all of which are available with electric powertrain variants.

"We have the most extensive line-up of EVs of any mainstream brand in Europe," says UK Managing Director Nicola Dobson.

"We've invested in our products – cars and vans – and in building awareness and knowledge around owning and living with EVs."

THE PEUGEOT E-408

The new Peugeot E-408 reflects this investment, with the battery electric vehicle (BEV) variant offering a range of up to 283 miles and 20%-to-80% after a 30-minute charge. Like all Peugeot BEVs, the E-408 benefits from up to eight-year Peugeot care warranty. It is priced from £34,195, or £32,695 after the £1,500 Electric Car Grant has been deducted and has a benefit-in-kind (BIK) tax from £1,366.

The vehicle's design is striking, with Dobson explaining: "We've made it look

even better, with a re-styled front end incorporating an illuminated Peugeot logo and front grille, new 3-claw lighting signature both complimented by a striking new 'Flare Green' metallic paint, all of which really make the vehicle stand out on the road."

The E-408 design adheres to Peugeot's brand values – improving the driving sensation, demonstrating French charisma and showcasing how it is built to last.

FLEET SECTOR GROWTH

Peugeot has gone from strength to strength in the fleet space, ending 2025 with an overall market share of 4.5% in the brand's third consecutive year of growth. The first quarter of 2026 has seen Peugeot achieve high light commercial vehicle (LCV) performance as one of the top three brands in terms of sales.

"These results and the popularity of our vehicles reflect our ongoing commitment to consumer choice and driving pleasure," says Dobson.

"We look forward to building on that as we progress throughout the year."

The brand has its sights set on further growth in fleet into 2027, building on the



"Popularity of our vehicles reflects our commitment to choice and driving pleasure"

Nicola Dobson, Peugeot Managing Director

Other key fleet models

*Including the £1,500 Electric Car Grant



Peugeot E-308

Price: from £29,495 Range: up to 279 miles



Peugeot E-208

Price: from £23,495* Range: up to 268 miles



Peugeot E-5008

Price: from £40,595 Range: up to 414 miles



Peugeot E-3008

Price: from £35,495* Range: up to 435 miles



Peugeot E-Traveller

Price: from £35,490* Range: up to 219 miles



Peugeot E-Rifter

Price: from £31,000* Range: up to 199 miles

success of its distinctive design language.

Dobson says: "our styling has really evolved and continues to evolve. We now are in a position where all our models are really distinctive on the road, and so they appeal to the customer."

To ensure its competitive presence in fleet, Peugeot have repositioned its models to better resonate with fleet customers. All mainstream passenger cars including the recently launched new 308 and new 408 have lower pricing," explains Dobson.

"That means reduced business rates and lower BIK for company car users as well."

INNOVATIVE TECHNOLOGIES

Pursuing innovation through engineering, Peugeot has invested in new technologies, such as its Polygon concept car which features new Hypersquare steering wheel incorporating steer-by-wire technology; which has allowed designers to re-think and re-design the Peugeot i-Cockpit.

In this way, Peugeot is working to enable greater driving sensation for the drivers that spend a lot of time in their vehicles.

"Driving pleasure is at the centre of everything that we do within Peugeot," says Dobson.

"It's demonstrated by the diverse product range, our powertrain line-up, and the multiple BEVs that we have available."



French charisma and driving pleasure are key to E-408's appeal

Demand more from your company car with the all-electric Leapmotor B10



- BIK 4%
- Electric range up to 270 miles WLTP combined*
- P11D price from £31,430

Scan the QR code to find out more.



Official Fuel Consumption for the Leapmotor B10 67.1 kWh: MPG (l/100km) Combined: N/A. CO₂ emissions (g/km): 0g/km. Equivalent All Electric Range: 270 miles.

*For comparison purposes only. Range achieved in real world may differ according to factors such as accessories fitted, battery condition, weather, driving style and vehicle load. Visit <https://www.leapmotor.net/uk/fleet>



LEAPMOTOR

A LEAP FORWARD

4
YEARS
WARRANTY

4
YEARS
ROADSIDE
ASSISTANCE

8
YEARS
BATTERY
WARRANTY

LEAPMOTOR

Value is about much more than price, says Leapmotor managing director

Joint venture partner with simplistic approach urges potential customers to not accept compromises

Demand more is the rallying cry from Leapmotor to fleets and company car drivers, as it continues to build its profile in the UK.

The Chinese brand, which launched globally as part of a joint venture with Stellantis last year, believes customers should not accept compromises when it comes to value.

Damien Dally, Leapmotor UK Managing Director, explains: "Our principle is to deliver a value proposition. And that's not just an amazing price, it's also the best technology and specification in the market, backed with absolute peace of mind from our Stellantis dealers and parts distribution network."

All Leapmotor cars are available with one specification level, two interior colour options (light or dark) and up to five exterior colours. Such a simplistic approach benefits customers and has also been applauded by

the pricing guides, reflected in strong residual value forecasts.

Take the T03, for example. The A-segment car is priced £15,995 and comes with 10 advanced driver-assistance systems (ADAS) features, including blind spot monitoring and adaptive cruise control, sunroof, alloy wheels and electric wing mirrors as standard.

Leapmotor's two SUVs, the mid-size C10 and compact B10, both have 17 ADAS features, five-star Euro NCAP safety rating, eco leather and ventilated electric seats. The B10, launched at the end of 2025, also has a heat pump to maximise efficiency.

The company is an electric vehicle (EV) brand "first and foremost", according to Dally, although it also offers a Hybrid EV version of the C10, with 90 miles of pure electric range. A Hybrid EV B10 will be launched in July.

Dally adds: "Our ambition is to play in the mainstream segments, from A to D-SUV, prioritising retail, salary sacrifice and true fleet business. We will not do short cycle, and our demos are on 13/14-month contract hire."

Leapmotor will expand its range with the B05 C-segment hatchback in July, featuring vibrant colours and aimed at a younger audi-

ence, followed by the B03X, an A-segment crossover. Phase one of its product cycle will conclude at the end of the year with the launch of a B-segment hatchback, giving it 90% market coverage.

At the same time, the retail network will expand from 70 dealers in January, all part of the Stellantis network, to 100-plus by year-end, incorporating some non-Stellantis dealers.



"Our principle is to deliver a value proposition: an amazing price with the best technology"

Damien Dally, UK Managing Director



Key fleet models



B10
Price: £31,430 Range: up to 261 miles



T03
Price: £15,930 Range: up to 165 miles



C10
Price: from £34,395 Range: up to 261 miles

Stellantis streamlines structure to deliver single fleet proposition

Internal complexity disappears now all marques can be accessed via one point of contact

Stellantis is sharpening its focus on fleet and business customers through a combination of structural simplification, aftersales investment and data-led services.

A key pillar of the strategy is the company's transition to a fully multi-brand operating model, designed to simplify engagement for fleet operators managing mixed portfolios, according to B2B Director Tom Ray.

Rather than dealing with separate brand teams, B2B customers now interact with a single point of contact capable of supporting all Stellantis marques from Abarth to Vauxhall.

Ray says: "Our ability to offer such a broad portfolio of products and services is one of our greatest strengths, because our fleet teams operate as multi-branded teams. They cover all brands so fleet managers receive consistent support, regardless of who they engage with."

This shift follows the integration of PSA and FCA, which previously operated with separate structures. Stellantis has since moved to a flatter, channel-based organisation, aligning commercial policies across brands and removing internal complexity.

Alongside this structural change, Stellantis is placing significant emphasis on vehicle uptime and aftersales performance – areas, Ray acknowledges, that have not always met expectations in recent years.

"Addressing this is a core focus for 2026," he says, pointing to the roll-out of Pro One Next, an initiative focussed on minimising downtime for fleet customers operating light commercial vehicles (LCVs) initially.

The programme combines three essential elements, vehicle telematics data and Stellantis ecosystems to detect when a breakdown has occurred, a UK based dedicated Uptime Command Centre within head office orchestrating the repair and minimising blockers to get the vehicle back on the road, alongside an LCV authorised repairer network dedicated and aligned in minimising downtime.

The aim is to shift to proactively detect breakdowns, ensuring the Uptime Command Centre assist and intervene early on. Later stages will focus on preventative maintenance and AI integrations to strengthen the offering further.

Ray explains: "This really does drive an end-to-end solution for our fleets, not just in terms of information, but it reduces that unplanned downtime."

Ultimately, this approach will lower the cost of ownership, increase operational efficiency and position our fleet services as a predictive always-on partner, rather than a stand-alone tool set. "The reality of it is it's our command centre going to the fleet managers, rather than fleet managers coming to us when there's a problem."

With a real problem-solving focus from the Uptime Command Centre, Pro One Next will offer outside the box solutions, to ensure vehicles remain on the road with issues escalated and resolved as quickly as possible.

This is supported by continued investment in the group's vast UK dealer network, including the expansion of Professional Centres focused on fleet servicing, extended workshop hours and improved courtesy vehicle provision.

"We recognise that to better serve fleets, we need to invest heavily in our aftersales network to maximise uptime," explains Ray.

The network currently includes 32 full Professional Centres, alongside 103 Professional Lite sites, with partners supported to quickly transition from a Professional Lite centres to become full Professional Centres.

Parts availability has also been a major focus. The opening of a new Ellesmere Port parts distribution centre, holding up to 140,000 parts references, is already improving supply efficiency. A redesigned hub-and-spoke logistics model, with additional relay points, is helping Stellantis better serve remote locations and reduce downtime.

Ray acknowledges that customer dissatisfaction in recent years was largely down to the disruption resulting from the Stellantis merger, compounded by pandemic-era supply chain challenges. However, he says the business is now stabilised, with improved communication tools such as Fleet Gateway

"Our ability to offer a broad portfolio of products and services is one of our greatest strengths"

Tom Ray, B2B Director



and Leasing Portal – an online portal for sharing product information and terms with customers and leasing companies.

"I've been in the role for over 2 years now and the team is really stable. We have no plans for any further fundamental changes. We are laser focused on putting our customers at the heart of everything we do," he says.

It's vital we regain the trust of our customers. "Once you've lost a customer, it's much harder to get them back. What's really positive to see is some of those key corporate accounts coming back to Stellantis."

At the same time, the company continues to invest heavily in electrification, while maintaining a pragmatic approach.

"We don't want to force electrification, but what we certainly do want to do is educate those fleets and help them on that journey. We've learned that no two fleets are the same when it comes to electrification," Ray says.

With a broad powertrain mix – including EVs, hybrids and ICE – Stellantis is positioning itself to support diverse fleet requirements, while also working to improve whole-life cost competitiveness through pricing strategies and residual value management.

Ultimately, Ray sees Stellantis evolving beyond a traditional OEM role into a full-service fleet partner.

"If we can provide a one-stop shop we're perfectly poised to continue the success we've had," he says.

For fleet operators, the message is clear: Stellantis is focusing on simplicity, uptime and data to win back confidence and strengthen long-term partnerships.



CustomFit:

Bespoke and speedy conversion services from Stellantis Specialist Fleet

Months of waiting disappear as group gets to grips with customers' desire for swift fulfilment

With commercial fleets requiring a range of vehicle conversion options at speed, Stellantis Specialist Fleet offers accelerated, personalised and validated conversions. Head of Stellantis Specialist Fleet Richard Abbott discusses the choice of conversion services that the business, with its CustomFit programme and links to local UK converter partners, can make available to fleets, and how it supports emergency services around the country.

CUSTOMER EXPECTATIONS: ACCELERATED PACE

For commercial fleets, vehicle provision – whether with newly-built or previously-used vehicles – frequently involves lengthy processes, often with additional validation, before a fleet receives the vehicle. “Previously, it was the norm for a vehicle to take 10 months,” says Abbott. “From the vehicle being ordered, built, moved into the country, moved to a converter, converted and then back to a customer.” With commercial fleets reliant on having vehicles on the road, conversion providers are under significant pressure to complete orders at speed. Abbott explains: “The pace at which customers want us to move and respond to their requirements has changed massively.”

CUSTOMFIT: FAST AND BESPOKE CONVERSIONS

The Stellantis CustomFit programme offers fleet customers factory-fit conversions that can be ordered directly from a range of options. “It’s made up of vehicles that we convert and manage the final stage homologation in our factory,” Abbott says.

A customer can go to our commercial vehicle price list and see a price for it as a completed, fully homologated product.” With its factory-fit conversions, CustomFit allows customers to acquire vehicles at speed with bespoke fittings. “These vehicles will take roughly an extra week on our standard build times in the factories,” Abbott says. “The vehicle will get built, that process still has the same timeframe, but then it will be straight into the conversion centre for the conversion elements. Within a short period of being built on the production line, the vehicle is then fully converted.” Commercial price list products are available across small-, medium- and large-van options, and are fully covered by Stellantis warranty as homologated products with GB and EU approvals. Larger van options, based on Ducato, Movano, Relay and Boxer models launched in April 2026. Through CustomFit, Stellantis offers personalised upfit services, where a customer can add to an already homologated vehicle – either from a digital catalogue or as a fullybespoke solution. “We’re in the region of just over 5,000 orders taken so far this year in terms of personalisation,” notes Abbott. “From simple fit-out, ply-lining, floors, handles, those sorts of things.” The wide range of personalisation options is possible thanks to critical partnerships with local converters.

“We’re not going to offer every single option,” Abbott acknowledges. “Especially when a change in homologation is required. UK converter partnerships are still a vital pillar of success to the Stellantis CustomFit strategy, to supply customers vehicles that are fit for their unique requirements.”

Converters working with CustomFit receive Stellantis validation across their individual conversion offerings. Abbott says: “In the past 12 months, we’ve increased our validated converters, which is why they are so important to us. There were just over 60 and now we have 91. “Fit-out providers and converters are absolutely crucial to our success.”



CustomFit allows customers to acquire vehicles at speed with bespoke fittings

“The pace at which customers want us to respond to their requirements has changed massively”

Richard Abbott, Head of Stellantis Specialist Fleet

ELECTRIFICATION AND BLUELIGHT CONVERSIONS

As more fleets engage with electrification, achieving effective conversions for electric vehicles (EVs) rather than internal combustion engine (ICE) models presents unique challenges – particularly when additional interior elements are required.

“Consider a Royal Mail driver in an electric van,” says Abbott. “From an operational perspective an electric van is ideally suited, the challenge is charging infrastructure.”

“With an ambulance, you’ve got the challenges that exist for more standard products, and the additional challenge of needing power for conversion elements that are going onto that vehicle – all of the equipment in the back, which normally would have auxiliary batteries linking into a split-charge in the ICE engine to constantly provide top-up.”

As a major supplier to UK emergency services – delivering up to 700 ambulances every year along with up to 1,500 full turnkey police vehicles (including cell vans) – Stellantis is supporting the electrification of emergency services, driving towards a net-zero solution while ensuring their vehicles remain effective operationally.

“They still need to do the job they were doing yesterday,” says Abbott. “But with very different technology in there.” Last year, Stellantis extended its support for EV conversions with the launch of electric power take-off (ePTO) options for small- and medium-sized products, with larger vehicle ePTO options launched in April 2026.



GROWTH ASPIRATIONS

Conversion remains a crucial service for Stellantis Specialist Fleet, with more than 14% of total UK van sales in 2025 involving a conversion resulting in a change of homologation (excluding motorhomes). This is expected to continue in 2026 with Stellantis targeting an increase to 15%-16%.

Similarly, personalisation forms a major ambition for Stellantis, with a target of 40% by 2027 of all Stellantis vans sold with a personalisation



ABARTH 600e

THE MOST POWERFUL ABARTH EVER



**4% BIK
UP TO 207* MILES DRIVING RANGE**

*Fuel economy and CO₂ results for the Abarth 600e (280HP). MPG (l/100km): N/A. CO₂ emissions: 0g/km. Electric range up to 207 miles (WLTP). Abarth 600e range figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Please contact your Retailer for further information.

FOR MORE INFORMATION SCAN THE QR CODE OR CALL 02476 016391



Discover New
ABARTH 600e



GRANDE PANDA

LIFE IS PANDASTIC



Available to order now
IN HYBRID OR ELECTRIC
PIID PRICES FROM £20,930
BIK FROM 4% for Electric models

Fuel economy and CO₂ results for the Fiat Grande Panda Electric. Mpg (l/100km): N/A. CO₂ emissions: 0g/km. Electric range up to 219 miles (WLTP). Fiat Grande Panda Electric range figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board the vehicle, the charging cable and the type and power of the charging station used. Please contact your Retailer for further information.

Fuel economy and CO₂ results for Fiat Grande Panda Hybrid. Combined mpg (l/100km): 55.4 (5.1) - 56.5 (5.0). CO₂ emissions: 115-117 g/km. WLTP figures shown are for comparison purposes and should only be compared to the fuel consumption and CO₂ values of other cars tested to the same technical standard. The fuel consumption achieved, and CO₂ produced, in real-world conditions will depend upon a number of factors including, but not limited to: the accessories fitted (pre- and post-registration), variations in weather, driving styles and vehicle load. For more information, contact your local Fiat Retailer.



Discover New
Grande Panda



FOR MORE INFORMATION SCAN THE QR CODE OR CALL 02476 016391

STELLANTIS PLANT

Stellantis goes all-in with £50m investment in electric-only Ellesmere Port

**Employee expertise and great location will help
create a 'sustainable hub' for van production**

Ellesmere Port is a jewel in the Stellantis production 'crown'. Globally, it is the company's sole dedicated EV-only manufacturing facility.

Retaining a presence in the UK is of strategic importance to Stellantis, which reaffirmed its commitment to the plant with the announcement of a £50 million investment to expand production to medium-sized battery electric vans (BEVs).

Currently, it builds the small eLCV range of Citroën ë-Berlingo, Vauxhall Combo Electric, Peugeot E-Partner and E-Rifter, and Fiat Professional E-Doblo.

Fernando Andreu, Ellesmere Port Plant Director, says the investment will create a "sustainable vehicle hub" with the start of production of the Vauxhall Vivaro Electric, Peugeot E-Expert, Citroën ë-Dispatch and Fiat E-Scudo scheduled by the end of 2027.

"This will contribute to greater production efficiency," he explains. "Ellesmere Port was chosen as the new UK LCV hub to take advantage of our employees' expertise on the new line, the site's footprint and proximity to both the Green Automotive Hub at the adjacent Queen Elizabeth II Eastham docks and the recently constructed 59,500m² Stellantis UK parts distribution centre.

"The planning and development of the site continues in a bid to make this happen as soon as possible."

Last year, Ellesmere Port produced 14,500 electric vehicles, of which 4,000 were passenger cars. It also built more than 30,000 bodies for another plant to assemble, a figure which will rise to more than 40,000 this year.

The investment will ensure the plant and its team of more than 1,000 employees is adaptable to any increase in demand, with Andreu stating that "all customers should have no concern over lead

times or supply".

Last year, the team implemented a number of important changes to remove bottlenecks in the production process, improve cycle times and reduce downtime.

These actions have enabled Stellantis to produce higher volumes of vehicle with the same number of people and the same line running time, which has more than halved transformation costs.

Andreu was appointed last year. He has almost three decades of automotive experience which began as a junior engineer with Opel in 1996. He stresses the company's commitment to product quality, with processes constantly re-evaluated to ensure they meet best-in-class production values.

"Quality is one of the overriding priorities of the plant," he says. "We constantly develop our processes, an example of which is the introduction of new vision system controls and cameras that can further secure production against any defects."

He adds: "Every day, we build vehicles to the highest standard. And every day, with a 'kaizen' (continuous improvement) mindset, the team is constantly researching and developing new ideas to increase our efficiency even further."

Stellantis is keen to grab a larger share of the conversion and personalisation markets, and production facilities such as Ellesmere Port are crucial to enable the company to achieve its global aspirations.

Andreu says: "A focus area will be widening the portfolio of customisation and personalisation opportunities. We have the mindset, expertise and flexibility to accommodate fleet customer needs."

The Ellesmere Port team remains committed to continuing its kaizen improvements with successes measured against other

Stellantis news

New service packs extend connectivity

Stellantis is simplifying and enriching its connected services offer with a new structure based on two service packs: Connect ONE, included in the vehicle purchase price and valid for 10 years, and Connect PLUS, available by subscription after a trial period.

The Connect ONE pack is now enhanced with e-Remote Control for all Stellantis brands and e-ROUTES by Free2move Charge for Vauxhall and Peugeot.

This feature enables drivers of electric and plug-in hybrid vehicles to manage charging and precon-

ditioning directly from their smartphone, which helps to preserve battery range at the start of each journey.

It supports optimised trip planning by calculating the most suitable route based on several criteria, including range, charging station availability, traffic conditions, total distance and driving behaviour.

This enables a more accurate estimation of vehicle range and more efficient planning of required charging stops during a journey.

The additional Connect PLUS pack is expanded with two additional services that enhance both onboard and remote vehicle use: ■Amazon Alexa voice services (Alexa Vehicle to Home): drivers can control their smart home devices directly from their vehicle via Amazon Alexa.

■Theft prevention and assistance (Stolen Vehicle Tracking Assistance): this system allows the vehicle to be tracked in the event of theft and enables law enforcement assistance by providing access to the vehicle's location mode for quicker recovery.

These services are now included in the Connect PLUS pack at no additional cost.





STELLANTIS PLANT

Fernando Andreu,
Ellesmere Port
Plant Director

plants within the global organisation. It also shares best practice to ensure that every production facility can be elevated to achieve the higher standards of quality and customer care.

"In this sense, no matter how much we have improved efficiency, productivity, cost, safety and quality, and how proud the team can truly be for it, we all need to remain humble and with our feet on the ground," Andreu says.

"We continue to look to our internal competitors and benchmarks to continue improving."

He also acknowledges the important relationship the plant has

with the local trade union, a relationship that is underpinned by trust and cooperation.

"Nothing would have been possible without the right mindset and support from them," he adds.

As part of its ongoing improvements plan, Stellantis also welcomes the "invaluable feedback" it gets from fleet customers.

"These include development of specific physical requirements for individual needs and special colours for example," Andreu says.

"We have the engineering know-how, processes and flexibility to adapt our business to fleet requirements."

Stellantis news

Stellantis and Microsoft to develop AI

Stellantis and Microsoft have announced a five-year strategic collaboration aimed at accelerating Stellantis' digital transformation through the co-development of advanced AI, cybersecurity and engineering capabilities.

Building on a longstanding alliance, this collaboration will bring together Stellantis' automotive engineering expertise, multi-brand scale and global operations with Microsoft's cloud, AI and security capabilities to accelerate stronger, more agile, more connected digital processes across its ecosystem.

More than 100 AI initiatives are being developed including:

- AI powered product development and validation
- Predictive maintenance and testing
- Faster deployment of new digital features and services



Stellantis will also deploy an AI driven global cyber defence centre spanning its IT systems, connected vehicles, manufacturing sites, and digital products.

This will embed cybersecurity into every digital vehicle experience, safeguarding interactions across mobile apps and in vehicle services.

Cross-pavement charging solution

Vauxhall has welcomed Kerbo Charge, leaders in cross-pavement installation for at-home electric vehicle (EV) charging, into its Electric Streets of Britain campaign, providing drivers with greater means of access to practical charging solutions.

It coincides with new research by Vauxhall which revealed that 42% of councils will have cross-pavement charging available by the end of 2026.

Currently, seven councils out of the 134 which responded to the Freedom of Information request have live cross-pavement charging in their constituencies, with a further 21 in the trial stage, and 28 planning to roll it out in 2026.

Eurig Druce, Group Managing Director, Stellantis UK, said:

"Cross-pavement charging is a great way to ensure EV charging access is available for the millions of drivers wanting to be able to charge at home, opening the door for many who are thinking about making the switch but still have concerns about practical charging near



PEUGEOT

NEW E-308

THE LION IS COMING



P11D from £30,930

4% BiK rate

Contact Peugeot Fleet today on 02476 016391



The P11D values and BiK% shown above are for a standard vehicle. The fuel consumption or electric range achieved, and CO₂ produced (where applicable), in real world conditions will depend upon a number of factors including, but not limited to: the accessories fitted (pre and post registration); the starting charge of the battery; variations in weather; driving styles and vehicle load. The E-308 is a battery electric vehicle requiring mains electricity for charging. The WLTP (Worldwide Harmonised Light Vehicles Test Procedure) is used to measure fuel consumption, electric range and CO₂ figures. Figures shown are for comparison purposes and should only be compared to the fuel consumption, electric range and CO₂ values of other cars tested to the same technical standard. Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the E-308 range are: Combined N/A (N/A) and CO₂ 0g/km. Equivalent All Electric Range: 279 miles.

^ Peugeot Care consists of 3 years standard manufacturer's warranty plus up to 5 years of special coverage. Please see full T&Cs. Visit Peugeot.co.uk.

STELLANTIS

FLEET & BUSINESS SOLUTIONS



**For more information call our
business centre on 02476 016391**

