New Zealand's Nissan Leaf buyers guide 2017-2024 (40 kWh and 62 kWh)

Also known as the ZE1 model. Range is about 200 km with the 40 kWh battery and 300 km with the 62 kWh battery.

Compared to the previous ZE0 model with 24 kWh or 30 kWh batteries, these cars have more range, different styling and better battery performance.

The structure of the car is basically the same though, note the small side window by the front door shaped like a bean is the same across all models!

This guide points out features and how to spot them. Knowledge is power

Most Leafs in Aotearoa New Zealand are imports from Japan, a few from UK and a few NZ new. S is base trim, X is mid, G is top of the line.
The equivalent trim names in the UK are Visia, Acenta, N-Connecta. There's also a Nismo version with different suspension, red accents, different bumper styling and overall more sportier feel. Nothing different in the powertrain though.
Leafs with a 62 kWh battery have more torque and faster acceleration than the lighter 40 kWh. There are various options that can be chosen with each trim level, here's how to spot them:

Exterior

Leafs with a 62 kWh battery can be noticed by a thin blue accent at the bottom of the front bumper. Later 2023 and 2024 models have slightly changed exterior styling to be more black and have more gizmos.
There are Halogen or LED headlight options. Foglights are separately mounted below the headlight, if optioned.
Tow bars can be installed.

Safety

All Leafs have 6 airbags.
There are various driver aids such as lane keep assist, cruise control, 360 degree reversing camera, parking assistance and sign recognition on later models.

Wheels

16 inch and 17 inch wheels are standard.
S usually comes with 16” steel or alloy wheels. Anecdotally, these smaller wheels with aero wheel coverings give slightly better range than larger wheels with open spokes.
X usually comes with 16” or 17” alloys.
G usually comes with 17” alloys.
Spare tyres are not included from the factory in Japanese import Leafs, but a full size spare can fit in a cage under the rear boot. A space saver can be obtained from similar cars with has the same wheel nut pattern, e.g. Altima, Juke.

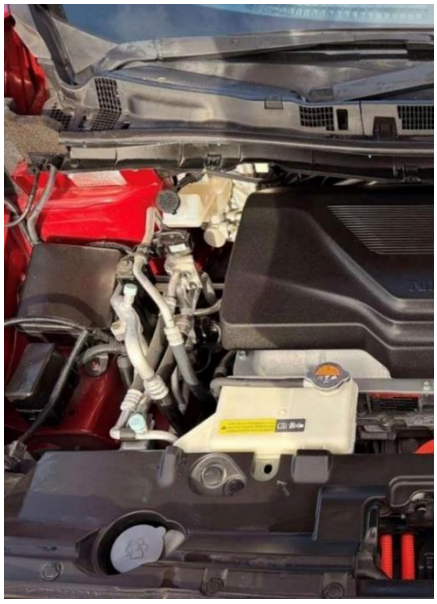
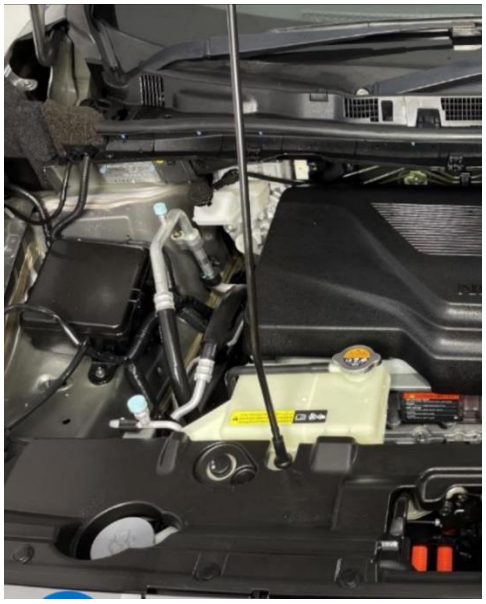
Inverter

Under the hood there are two possible inverters for slow charging on AC electricity.
A flat topped black box indicates a 6.6 kW inverter, although more common is the 3 lined black box indicating a 3.3 kW inverter.


Interior

The G and X trim have Apple CarPlay/Android Auto as a standard feature, via wire.
The head unit in the S model can be just a radio with no screen, others can be upgraded to have Apple CarPlay/Android Auto by an SD card.
S has a foot operated parking brake, indicated by the empty rectangle by the center cup holders.
X can have a foot operated parking brake or electronic. The switch will fill in part of the rectangle by the cup holders if it has an electronic brake. Anecdotally, the foot operated parking brake is less prone to issues than the electric parking brake.
Heated seats in front are indicated by two seat heater buttons on the lower center console. USB charging port is here also if optioned.
Heated seats in the rear have buttons on the side of the front seats.
Heated steering wheel is indicated by a button in the cluster of buttons to the right of the steering wheel.

Most Leafs have a heat pump for air conditioning which means slightly better range when heating the cabin. Check under the hood for some grey pipes to the left of the black inverter cover. Alternately, check the button styles on the center console. Round dials indicate no heat pump.

Heat pump present	No heat pump
	
	

Gizmos

ProPilot is a driver assist feature that came as an option on X and G trim. Propilot is indicated by a blue button on the right side of steering wheel (that looks like a car with aura).
All trims have an Eco mode, a green button on center console and/or by steering wheel.

Things to check

- Battery health - the high voltage battery is quite an important part to check on a Nissan Leaf. Check the battery with LeafSpy (good indication) or a dealership diagnostic tool (best) for remaining capacity and health.
  The 40 kWh batteries seem to loose about 2% of capacity per year. The larger 62 kWh battery packs are trending similar. Check the State of Health (SOH) number, the higher the healthier. Around 90% is typical in 2025. The number can vary slightly based on temperature and state of charge.
  Check the amp-hour number (AHr) for remaining battery capacity. Around 100 AHr is typical in 2025 for a 40 kWh battery, and 150 AHr for the 62 kWh.
- Strut tops - the nut and bolt connecting the front suspension to the car body is prone to rust. Under the hood, close to the windscreen, pop off the black plastic triangle covers and the strut tops are underneath. Surface rust is ok but pitted or no thread may mean repair or replacement of those parts. Now you know!
- SD card - some head units don't work at all if there is no SD card with maps in them. The head units are often in Japanese and can be translated with some effort.
- Check the slow charging cable has NZ wall plug pins, not Japanese pins as the cable will not connect.

For a full list of possible options on the different trim levels, see this spreadsheet (which refers to US trim levels): Credit to moogleslam on Reddit for this. Google spreadsheet

For general info on interpreting LeafSpy and older Leaf models see this page Sam made: https://samholford.github.io/leafguide/

EV DB has a good explainer of Leaf models and stats: https://evdb.nz/v/nissan-leaf/

Note that Japanese imports do not have a Nissan warranty but NZ new Leafs can.

NZ new and UK Leafs can come with a spare tyre, the 6.6 kW inverter and a different AC charge port, but indicators on the other side and sometimes no heated seats or heat pump for cabin heating. Is it warm over there or something?

There is a very helpful community of Leaf owners on Facebook if you have any questions.

Last thing, if something's not working or warning lights show up, it's probably the 12V battery that's low! Just like other cars, it might need a jumpstart or replacing. So many issues end up being that the 12V battery was flat.