

autobuzz

5 ways to Spark

Chevrolet completes Spark EUV lineup with five lifestyle-inspired themes



TDT | Agencies

Chevrolet Middle East has officially rolled out the complete lineup of its all-new 2026 Spark EUV, now available in five distinct themed variants designed to reflect different lifestyles and user preferences. With the addition of the new Camoand Active themes, the Spark EUV becomes the most customisable vehicle in Chevrolet's regional electric portfolio. The model was first introduced earlier this year and is based on the Baojun Yep Plus, developed in collaboration with GM's Chinese partner, SAIC. Built as a compact electric urban crossover, the Spark EUV is powered by a 101-hp (75 kW) front-wheel-drive motor and a 42 kWh LFP battery, offering a range of up to 360 km on a single charge under the NEDC cycle.

The newly introduced Camo theme adds an outdoorsy, rugged aesthetic with bold colour schemes and accents, while the Active variant features sleek finishes aimed at urban explorers and commuters. These join the earlier released:

- **Retro** – a nod to design cues from the 1970s to 1990s;
- **Adventure** – built for utility with added roof storage and raised clearance;
- **Gaming** – a tech-forward model targeting younger, connected drivers.

Starting prices:

- UAE: AED 79,900*
- KSA: SAR 79,800*
- Oman: OMR 8,360*
- Bahrain: BHD 7,680*
- Qatar: QAR 75,300*
- Lebanon: USD 25,700*
- Jordan: USD 20,500*
- Kuwait: KWD 6,999 including accessories and charger installation

*Starting price is for the standard Spark EUV and includes VAT, a Level 1 charging cord and a 7kW Wallbox. Installation not included. Accessories and themes are not included unless otherwise stated.



Founded in 1911 in Detroit, Chevrolet is now one of the world's largest car brands, doing business in more than 100 countries and selling more than 4.0 million cars and trucks a year.

wheels, and leatherette interiors in black or beige. Safety features include multiple airbags, a 360-degree camera system, cruise control, and Chevrolet's "Buckle to Drive" feature. The Spark EUV is currently available in showrooms across the GCC and wider Middle East, with prices starting at AED 79,900 (approximately USD 21,800). Charging options range from home outlets to DC fast charging, which delivers 50 km of range in 10 minutes. With its variety of themes and focus on technology and personalisation, the Spark EUV marks a significant step in Chevrolet's regional EV strategy, targeting younger, urban drivers with flexible lifestyles.

China moves to curb one-pedal driving in EVs

TDT | agencies

In a major regulatory shift affecting electric vehicles, China has announced new national standards that will limit the use of one-pedal driving – a popular regenerative braking mode used by many EV drivers. Under the newly introduced GB 21670-2025 regulation, EVs sold in China from January 1, 2027, will no longer be allowed to default to a mode where simply lifting off the accelerator can bring the vehicle to a complete stop. This change directly targets one-pedal driving, a feature that allows cars to decelerate sharply using regenerative braking, often eliminating the need

One-pedal driving is a feature in many electric vehicles (EVs) that allows the driver to control both acceleration and deceleration using only the accelerator pedal.

How it works:

When you press the accelerator, the car moves forward like usual. But when you lift your foot off the pedal, the car doesn't just coast – it slows down aggressively using regenerative braking, a process that converts kinetic energy back into stored battery power.

What is regenerative braking?

Regenerative braking is a system where the electric motor runs in reverse during deceleration, acting like a generator. Instead of using traditional brake pads alone, this slows the vehicle down and recovers energy that would otherwise be lost as heat.

Regulators say the move is motivated by safety concerns. According to a report in a Chinese state newspaper, research indicates that drivers relying too heavily on regenerative braking may develop slower reaction times when sudden or full

Benefits of one-pedal driving:

Energy efficiency: More energy is sent back to the battery. Less brake wear: Since the friction brakes are used less often. Ease in traffic: Great for stop-and-go driving – the car can come to a near or full stop just by lifting off the pedal. Smoother control: Some drivers find it more intuitive

braking is required, such as in emergencies. The concern is that such habits could increase the risk of collisions when regenerative braking alone is insufficient. While the one-pedal rule

Limitations and concerns:

It can take time to get used to, especially for drivers switching from petrol/diesel vehicles. In emergencies, drivers must still use the brake pedal – and studies (like the one behind China's regulation) suggest some may hesitate. It's not ideal for highway cruising or conditions needing very light deceleration.

takes effect in 2027, other related changes will be implemented sooner: From 2026, Anti-lock Braking Systems (ABS) will be mandatory

Common in:

- Nissan Leaf (with e-Pedal)
- Tesla (adjustable regenerative braking)
- Chevrolet Bolt
- Hyundai Ioniq 5
- BMW i3

ry in all new electric vehicles. Also from 2026, brake lights must activate whenever regenerative braking decelerates a vehicle faster than 1.3 m/s². This addresses a common issue where drivers following behind EVs may not realize the vehicle is slowing sharply, as no brake lights illuminate during regenerative deceleration.

Volkswagen stops production at Chinese plant in electric push



Frankfurt, Germany

Volkswagen and its Chinese partner SAIC have shuttered production at a plant in China due to slowing demand for internal combustion engine cars, a Volkswagen spokesman told AFP Friday. "Volkswagen Group and its joint venture partners are accelerating the transforma-

tion towards electric, intelligent, connected vehicles," the spokesman said. "Many SAIC Volkswagen sites are currently being converted or have already been converted for electric vehicle production," he added. The spokesman confirmed that production had ceased at a plant in Nanjing, a move first reported by business daily Handelsblatt.

Manual gearboxes are history, says Hyundai's performance chief

TDT | agencies

The era of manual gearboxes is effectively over, according to Tyone Johnson, Managing Director of Hyundai's Europe Technical Centre in Germany.

In a recent interview, Johnson praised the Hyundai Ioniq 5 N for delivering unmatched driving pleasure and claimed, "Nobody wants manual gearboxes anymore." He also noted that modern buyers have little interest in manual handbrakes or analogue dials. Johnson believes EVs like the Ioniq 5 N will eventually win over even reluctant enthusiasts, despite their attachment to petrol power. He argued the internal combustion engine's decline shouldn't be mourned, calling most combustion performance cars "miles away – a disappointment" compared to the Ioniq 5 N. Acknowledging the emotional appeal of traditional cars, he said, "I understand



some people want the sounds, vibrations – those sensory inputs help the brain understand what's going on." As a result, artificial sounds are now integrated into EVs to mimic the feedback of combustion engines. In his view, EVs have progressed more in a decade than combustion cars did in a century. With a background in Ford and Jaguar's F1 and rally programmes – including the 1992 Mustang Shelby – Johnson said: "I'm a performance guy. If you want to go fast, there's nothing better than an EV. I don't understand the nostalgia."