



JAC

T9 PHEV

South Africa • 2026 Hagalu Buyer's Guide

2000 cc

ENGINE

160 kW

POWER

<https://www.hagalu.com/south-africa/jac/t9-phev/>
Independent Automotive Research for Africa

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Source-backed	No rating inferred	1 Variants	0 Priced
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01 Overview & Quick Facts

The JAC T9 PHEV is a separately identified future South African double-cab, not a diesel trim and not a powertrain description that should be folded into one of the six active CTi derivatives. JAC Motors South Africa published a detailed announcement in March 2025 and referred to the advanced T9 PHEV again as upcoming in October 2025. The first release had scheduled launch for the second quarter of 2025, but the company has not since published a final local grade name, price list or retail derivative table. That missed timing is important for buyers: the vehicle remains officially supported as an upcoming product, yet the old quarter cannot be treated as a current delivery promise. One Promotional Preview is therefore the accurate representation until JAC opens a finalized order book. The powertrain facts already disclosed are substantial. The turbo-petrol generator/engine displaces 2.0 litres, producing 160 kW at 5,000 rpm and 370 Nm across 2,000–4,000 rpm. JAC pairs it with two permanent-magnet synchronous motors. Front-motor continuous figures are 60 kW/150 Nm and its peaks reach 130 kW/300 Nm. At the rear,...



Body Style	Upcoming four-door double-cab plug-in-hybrid pickup
Launched	2025
Generation	Upcoming plug-in-hybrid member of the T9 double-cab family, using a petrol engine, front and rear electric motors, an LFP battery and a multi-link rigid rear axle.
Fuel Types	Plug-in Hybrid
Colours	No final South African T9 PHEV colour palette has been published.
OEM Website	https://jacmotors.co.za/new-t9-2-0l-tgdi-phev-expands-jac-motors-green-energy-fleet/

02 Variant Pricing & Lifecycle

Variant	Fuel	Transmission	Trim	Ex-Showroom
Promotional Preview	Plug-In Hybrid	Not Published	Preview	On Request

03 Pros, Cons & Buyer Summary

● STRENGTHS ✓ Official South African product confirmation ✓ 290 kW published system peak ✓ 670 Nm published system torque ✓ Two electric drive motors ✓ 31.2 kWh LFP battery ✓ CCS2 AC and DC support	● CONSIDERATIONS ✗ No final grade names ✗ No current retail price ✗ Electric range not published ✗ Charging power not published ✗ Payload and kerb mass unknown ✗ Final dimensions not published
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Buyer Summary

"A genuinely promising locally confirmed PHEV bakkie, but not yet a complete retail derivative or a vehicle whose ownership costs can be calculated precisely from official facts."

The T9 PHEV preview has more substance than most early announcements. Its engine, dual-motor arrangement, system output, battery chemistry and capacity, charging times, assistance features, axle locks and towing figure all come from JAC South Africa. The missing items are just as decisive: no final grade, price, electric range, charging power, dimensions, payload, consumption basis or warranty. Publishing those gaps openly protects buyers from treating impressive hardware as an orderable finished specification. Final local data must resolve those commercial questions before customers commit.

City Driving	In urban use, two electric motors and a plug-in battery could reduce petrol operation when the vehicle is charged, but the official release does not state electric-only range or usable energy. Stop-start drivers should wait for final regenerative-braking behaviour, dimensions, camera equipment and low-speed calibration. Home charging requires a safe electrical installation and reliable parking access. Without routine charging, a heavy PHEV may not deliver the ownership pattern implied by its technology, so buyers should model real charging behaviour rather than the badge.
Highway	The 290 kW and 670 Nm system peak establishes strong performance intent, while the 3,500 kg braked tow statement positions the PHEV for substantial trailers. Those figures do not disclose depleted-battery response, payload, gross combination mass or petrol consumption during sustained towing. JAC's AC and DC times show charging flexibility, but charger power and highway electric range are absent. Long-distance buyers need final charge-depleted data and must include charging stops, trailer aerodynamics and battery state in the route plan.
Off-Road	JAC's front and rear motors, electronic differential locks on both axles and multi-link rigid rear suspension indicate a serious traction brief. Exact transfer-case operation, low-range gearing, clearance, approach and departure angles, wading depth, underbody protection, tyres and recovery points are not published for the local PHEV. Battery placement also changes what needs protection. Remote travel should wait for final geometry and safe recovery instructions instead of importing diesel T9 capability claims.
Best For	The T9 PHEV is relevant to buyers seeking a high-output double cab that can cover some kilometres on externally charged electricity while retaining petrol for longer work. It may suit households and fleets able to charge consistently and needing towing or rough-route hardware. It is not yet ready for a binding cost comparison because price, electric range, charging power, payload and ownership cover are missing.

04 Variant Comparison Matrix

All 1 variants of the JAC T9 PHEV side-by-side. Use this to spot the smallest differences quickly — fuel, power, gearbox and price all in one view.

SPEC	Promotional Preview
Price (ex-showroom)	On Request
Fuel Type	Plug-in Hybrid
Transmission	—
Trim Level	Preview
Engine	2000 cc (2.0L)
Max Power	160 kW (215 bhp)
Max Torque	370 Nm (273 lb-ft)
Drivetrain	AWD
Fuel Economy	—
Seating	—
Boot Space	—
Ground Clearance	—
Kerb Weight	—

→ [Compare these variants on hagalu.com](#) (retained specifications, lifecycle status and historical or launch pricing)

05 JAC T9 PHEV — Promotional Preview

Price on Request

ENGINE 2000 cc	POWER 160 kW · 215 bhp	TORQUE 370 Nm · 273 lb-ft	FUEL Plug-in Hybrid
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Preview Trim · Plug-In Hybrid · Not Published

[View retained specs & lifecycle →](#)

ENGINE & PERFORMANCE

Engine	2.0-litre Turbocharged Petrol Plug-in Hybrid	Fuel Type	Plug-in Hybrid
Hybrid System	Plug-in Hybrid	Engine Displacement	2000 cc
Aspiration	Turbocharged	Maximum Power	160 kW @ 5000 rpm
Maximum Torque	370 Nm @ 2000-4000 rpm	Combined Power	290 kW
Combined Torque	670 Nm	Motor Type	Permanent Magnet Synchronous Motor
Number of Motors	2	Motor Location	Front and rear

TRANSMISSION & DRIVETRAIN

Drivetrain Layout	Front and rear electric motors	Differential Lock	Electronic differential locks on both axles
Axle Layout	4x4	Rear Differential Lock	Electronic differential lock
Drivetrain	Dual-motor AWD		—

DIMENSIONS

Towing Capacity	3500 kg		—
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MILEAGE & EFFICIENCY

Charging Port Type	CCS2 AC/DC	Charging Type	AC/DC
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SAFETY

Rear Cross Traffic Alert	Yes		—
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+ 4 more spec categories (Driver Assistance, Suspension & Chassis, Vehicle Details, Pricing & Ownership) available on the live model page.

→ See Promotional Preview full specs and lifecycle details in South Africa

[Compare with rivals →](#)

06 Explore More on Hagalu

Jump to each variant's price and specification record

→ Promotional Preview

Retained Prices & Specifications — JAC T9 PHEV

→ Historical or launch pricing and complete retained specifications in South Africa.

→ Open

Side-by-Side Comparison

→ Compare JAC T9 PHEV vs any rival model.

→ Open

Browse All JAC Models

→ Explore the full JAC lineup in South Africa.

→ Open

Buyer's Guides — Finance, Pricing & New Launches

→ In-depth SA guides: car finance, monthly EMI math, upcoming launches.

→ Open

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→ Independent prices, specs and reviews for South Africa and beyond.

→ Open

This brochure was generated on 11 September 2026 by Hagalu Automotive Research. All prices shown are ex-showroom and subject to change without notice. On-road price estimates include typical registration, licence and insurance costs. Specifications are sourced from manufacturer data and may vary by market. Hagalu is an independent platform not affiliated with any automotive manufacturer.

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