



## Made in Europe: the new Kia Ceed

- **Athletic new design for Kia Ceed and Ceed Sportswagon**
- **Innovative technologies to boost comfort, convenience and safety**
- **First Kia to offer 'level two autonomous driving' Lane Following Assist technology**
- **Comprehensive range of advanced driver assistance systems available**
- **Engines include 140ps 1.4-litre T-GDi and efficient new 'U3' 1.6-litre diesel**
- **Name updated: *cee'd* becomes *Ceed***
- **Produced in Slovakia, with seven-year, 150,000km warranty on every model**

**August 2018** – Now in its third generation, the new Kia Ceed – designed, developed, engineered and built in Europe – strengthens Kia's presence in the European C-segment with a mature and athletic new design, innovative new technologies, and a more engaging drive.

Since the first-generation Kia *cee'd* started production at Kia's new Slovakian manufacturing facility in December 2006, more than 1.28 million units have been built. A new naming format – *cee'd* becomes *Ceed* – consolidates its reputation as a car for the **C**ommunity of **E**urope, with **E**uropean **D**esign. More than 640,000 of the second-generation model were built between 2012 and 2018. As it enters its third iteration, the new *Ceed* is expected to account for an even greater proportion of Kia's European sales.

Like its predecessors, the new model has been designed, developed and engineered in Frankfurt by Kia's European design, product development and R&D teams. It is manufactured at the brand's production facility in Žilina, Slovakia, alongside the Kia Sportage and Kia Venga.

Emilio Herrera, Chief Operating Officer for Kia Motors Europe, comments: "After more than a decade on sale, the Kia Ceed continues to underpin the brand's consistent growth across Europe. Like its predecessors, the new model has been designed and engineered exclusively for European buyers, fine-tuned thanks to the feedback from a growing Kia customer base. More than 1.3 million Ceed vehicles have been manufactured here since 2006, and the new model builds on everything that owners loved about earlier generations.

"The new Ceed offers a contemporary, recognisable design, something which has been a key strength for the model since its inception. Advanced new technologies make the new Ceed more comfortable, convenient to use and safe. Meanwhile, a range of new engines and European-tuned ride and handling will make it more enjoyable and engaging to drive. And Kia's unique seven-year warranty provides unrivalled reassurance to customers about the quality of their new vehicle."

Production of the Ceed five-door hatchback and Ceed Sportswagon began in May, and sales commence exclusively across Europe at the end of Q2 2018.

## **Market position**

### **An expanded role for the Ceed in the European C-segment**

In 2017, the C-segment accounted for 22% of all European vehicle sales, and is consistently one of the two largest segments by volume. The outgoing Ceed accounted for 16% of Kia's total European sales in 2017, and has consistently ranked alongside the Sportage as one of the brand's best-selling models in Europe since its launch in 2012.

Emilio Herrera comments: "2006 saw Kia's European market share reach 1.5%, and just over a decade later, in 2017, it's grown to 3.0%\*. Since the introduction of the Ceed, Kia's annual European sales have more than doubled, with over 472,000 cars sold last year. The Ceed model family will play a major role in our efforts to achieve annual sales in excess of half a million vehicles this year and beyond."

The Ceed occupies a unique position in the Kia line-up, perceived by buyers as the most dynamic and sporty vehicle to drive, while also being one of the most reliable, practical and recognisable. Aided by an expanded product line-up, which grew with the arrival of GT and GT Line models, Kia's C-segment hatchback represents the 'centre' of the brand.

Emilio Herrera adds: "The Ceed is now a recognisable sight on European roads, and buyers understand what it represents for Kia: reliability and quality, a focus on safety, a combination of great handling and refinement, and a generous range of technologies. Our customers also tell us that they love the fact that the Ceed is designed, developed, engineered and built here in Europe."

More than 1.3 million Ceed models have been built at Kia's Slovakia manufacturing facility since its introduction in 2006. The five-door hatchback makes up the majority of sales, while Sportswagon models have accounted for approximately 40% of all Ceed sales since its launch in 2007 (compared to around 30% for other C-segment vehicles with tourer variants).

## **Exterior design**

### **Mature athleticism – a new design for a new generation of Ceed**

The new Kia Ceed range has been designed at the brand's European design centre in Frankfurt, Germany, under the direction of Gregory Guillaume, European Head of Design, and Peter Schreyer, President of Design and Chief Design Officer. Carrying over the sporty, emotional design character of the Stinger, the new Ceed conveys a more self-confident new look – one that is both emotive and precise in its execution.

Lower, wider, and with a longer rear overhang than the car it replaces, the new Ceed's cab-rearward silhouette exhibits a more mature sense of athleticism. Straight lines replace the rounded-off edges of its predecessor, evolving the front of the car with a wider 'tiger-nose'

grille and lower air intake, and precise, linear shapes framing its 'face'. The new model features 'ice cube' LED daytime running lights as standard, echoing the appearance of earlier Kia GT and GT Line models. In profile, the sharp, straight lines visually lengthen the bonnet and give the car a more upright stance. A greater sense of maturity and strength is created in its shoulder line, which now runs along a more horizontal plane. The new model adopts the wide C-pillar that has become a hallmark of Kia design in recent years, enhancing its cab-rearward stance. This also gives the upper window-line a sleek new 'half-moon' shape. At the rear, new LED daytime running lights give the Ceed greater visibility – and recognition – on the road.

Constructed on Kia's new 'K2' platform, the new Ceed five-door hatchback is 20mm wider (1,800mm) and 23mm lower (1,447mm) than the outgoing model. Its wheelbase remains the same at 2,650mm, with the front overhang shortened by 20mm (to 880mm), and rear overhang extended by 20mm (now 780mm). Its wider dimensions and longer rear overhang create a more assertive and sporty stance, for a more confident presence on the road.

Sharing near-identical dimensions to the five-door hatchback, the Ceed Sportswagon features a longer cargo area and rear overhang. Extending the straight lines of the bodywork, and capped with a subtle tailgate spoiler, the Ceed Sportswagon joins its five-door hatchback sibling in presenting a stable, sporty aesthetic. The rear overhang is extended by 115mm (now 1,070mm) compared to the outgoing model. At 4,600mm in overall length – 95mm longer than its predecessor – the new model offers significantly more cargo space.

From launch, the new Ceed range will be available in a choice of 11 paint finishes. A selection of wheels and designs are available, with buyers able to choose from 15-inch steel wheels, 16-inch steel or aluminium wheels, and 17-inch two-tone diamond-cut alloy wheels.

## **Interior design**

### **Contemporary interior design with more efficient packaging**

Inside the cabin, the Ceed is more ergonomic than ever, and with higher-quality materials used throughout. The cabin architecture from the most recent Kia vehicles has been adapted for the new Ceed, with the dashboard laid out horizontally for a more sculptural, seamless and slimline appearance. This design also creates greater space and a sense of openness for the front passenger, creating more room in the footwell and a clearer view ahead.

For all models, the dash is split into an upper area – for the 'floating' touchscreen infotainment system – and lower area, housing controls for audio and heating and ventilation. Driver-centric in its layout, the centre console is angled slightly towards the driver's seat for ease of use on the move. The interior is finished in a higher proportion of sophisticated soft-touch materials throughout, subtly intensifying the refined and upscale ambience of the cabin. Surfaces are finished with metallic or satin chrome trim, with buyers able to choose from a range of cloth, synthetic leather or genuine leather upholstery. A leather-wrapped steering wheel and gearstick are also available as an option.

The new platform supports the Ceed's more efficient packaging, with a more spacious cabin

than before, in both hatchback and Sportswagon models. The wider body creates greater shoulder room for rear passengers (increased by 34mm to 1,406mm), while a 16mm-lower seating position in the rear creates sufficient knee and leg room for passengers in the second row. Despite the lower roofline, the platform and lowered front seating position create greater front-row headroom than before (now 987mm). The lower rear bench also ensures similar levels of headroom for rear passengers.

While the new Ceed five-door hatchback occupies a similar on-road footprint to its predecessor, it boasts a larger 395-litre boot – increased in size by 15-litres. The boot lip is also substantially lower than before – the lift-over height is reduced by 87mm compared to the outgoing Ceed, making it easier to load heavier items into the boot. A split-level boot floor allows owners to lower or raise the height of the boot floor, to accommodate larger cargo or create a hidden compartment beneath.

## **Ride, handling and NVH**

### **Engineered for European roads**

The new Ceed has been engineered exclusively for European roads, with European buyers in mind. The ride and handling characteristics of the new model have been tuned to elevate the Ceed over its predecessor in terms of dynamism and driver engagement. At the same time, a focus throughout the new model's development on eliminating noise and vibrations means the cabin of the Ceed is more refined than ever.

The new fully-independent suspension system provides drivers with more agile and immediate handling responses, complemented by revised spring and damper rates. The ride has been developed on Europe's wide variety of road surfaces, remaining comfortable while giving drivers the confidence of tighter body control under cornering and stability at higher speeds.

The front springs are now 40% stiffer and the torsional rigidity of the front stabiliser is reduced by 22%. In addition to accommodating the lighter range of engines, these modifications enable more immediate handling responses and a flatter ride under cornering, reducing understeer and producing greater mechanical grip. The front suspension is aided by a new damper valve system to absorb smaller vibrations. Conversely, the rear spring rate has been relaxed by 10%, absorbing small vibrations and giving the Ceed a relaxed gait at a cruise or over broken road surfaces. The adoption of a newly designed rear stabiliser, new trailing arm bushings, and optimised shock absorber bushings ensures maximum body control under cornering.

The new Ceed sports a 17% more direct steering rack than its predecessor, with a 12.7:1 ratio from its electric motor-driven power steering system. Requiring just 2.44 turns of the wheel from lock-to-lock, the new model provides a more incisive response to drivers' steering inputs.

In addition to the stiffer front springs, the Ceed's responsive and engaging handling is supported by optional Michelin Pilot Sport 4 tyres for buyers specifying 17-inch wheels, allowing higher yaw velocity than key rivals in the C-segment.

Technology in the Ceed also plays a role in enhancing driver enjoyment, as well as safety. The front-wheel drive Ceed features Electronic Stability Control (ESC) and Kia's Vehicle Stability Management (VSM) system as standard. This enables the inclusion of Torque Vectoring by Braking technology, an additional electronic driver support feature which intelligently brakes the inside wheels to reduce understeer around corners – making the Ceed more enjoyable and confidence-inspiring to drive.

Refinement and the suppression of noise, vibration and harshness (NVH) was a principal focus during the Ceed's development. Engineers analysed every element of cabin, engine and suspension insulation and 'transfer paths' for NVH. Compared to the outgoing Ceed, the new model features thicker, more insulating dashboard padding, new, more sound-absorbent insulation around the rear wheel arches, and a new insulation layer beneath the cabin carpet, reducing engine and road noise. Reshaped windscreen side mouldings and new, more comprehensive sealing around the doors have led to a reduction in wind noise. The new Ceed is therefore quieter than its predecessor at every engine speed, with road noise at 60 kph reduced from 67.5 to 66.5 dB. Wind noise is also reduced, with 63 dB registering in the cabin at 110 kph, compared to 64 dB in the second-generation model.

The chassis and bodyshell also contribute to lower levels of vibration from poor road surfaces. A thicker rear crossmember and additional reinforcement beneath the rear cabin and boot floors reduce the effect of vibrations from the rear axle. New anti-vibration pads are also fitted to the upper cowl, at the base of the windshield, reducing the effect of engine vibrations on the cabin.

The Ceed's 1.6-litre 'U3' diesel engine (see 'Engines and Transmissions') features a range of additional components designed to improve sound insulation and refinement. These include a timing belt cover and more insulated cylinder block cover, engine undercover, and oil pan cover.

## **Engines and transmissions**

### **New powertrains as Euro 6d TEMP emissions standard comes into force**

The new Ceed range is powered by a wide choice of powertrains developed to meet diverse buyer needs. Gasoline options include an updated version of Kia's popular 1.0-litre T-GDi (turbocharged gasoline direct injection) engine. The engine produces 120ps and 172 Nm torque, with emissions from 125 g/km, or 122 g/km with the optional ECO Pack (WLTP combined, converted back to NEDC 2.0). See 'Technologies and Features' for additional information on the ECO Pack.

A new 'Kappa' 1.4-litre T-GDi power unit replaces the earlier 1.6-litre GDI engine and produces 140ps, 4% more than its predecessor despite its lower displacement. The engine's turbocharger ensures a wider torque band than the earlier 1.6-litre engine, making it more responsive in a wider range of driving conditions – while also reducing emissions. 242 Nm torque is available from 1,500 to 3,200 rpm, with combined emissions (on the WLTP cycle converted back to NEDC 2.0) as low as 125 g/km when fitted with the seven-speed double-clutch transmission. Manual models emit 130 g/km, or 128 g/km with the ECO Pack.

Both 1.0- and 1.4-litre T-GDi engines are fitted with a gasoline particulate filter to further reduce tailpipe emissions, ensuring the new Ceed goes beyond the requirements of the Euro 6d TEMP standard.

The new Ceed is also available with Kia's all-new 'U3' diesel engine. Designed to go beyond the stricter limits laid down by the latest Euro 6d TEMP emissions standard, the new 'U3' 1.6-litre CRDi (common-rail direct injection) uses Selective Catalytic Reduction (SCR) active emissions control technology to significantly reduce emissions. The new engine therefore produces less carbon dioxide, particulate matter and NOx compared to earlier Kia diesel engines. Available with a choice of power outputs (115 and 136ps), the new 1.6-litre diesel produces 280 or 300 Nm torque in its lower state of tune when paired with manual or double-clutch transmissions respectively. The 136ps version also produces 280 Nm when paired with a six-speed manual transmission, and 320 Nm with the seven-speed double-clutch transmission.

The new engine emits less CO<sub>2</sub> than others in the Ceed line-up. With a six-speed manual transmission, the 115 ps version emits just 101 g/km (combined, WLTP, converted back to NEDC 2.0 ), or 99 g/km with the ECO Pack. Models fitted with a double-clutch transmission produce 105 g/km for the low-powered engine. Emissions for the higher-powered engine are as low as from 106 g/km (104 g/km with Eco ECO) for manual models, and 109 g/km when paired with Kia's double-clutch transmission.

Every engine is paired with a six-speed manual transmission, while the new 1.4-litre T-GDi and 1.6-litre CRDi engines are available with Kia's seven-speed double-clutch transmission.

In 2019, the new Ceed will be available with Kia's new 'EcoDynamics+' 48-volt mild-hybrid technology, to further reduce CO<sub>2</sub> emissions. The 'EcoDynamics+' powertrain supplements acceleration with power from a 48-volt battery, while a new Mild-Hybrid Starter-Generator unit extends engine 'off time' with a 'Moving Stop & Start' function.

## **Technologies and features**

### **Technological innovation to enhance**

Innovation sits at the heart of the new Kia Ceed, which will become the most high-tech car in its class when sales commence.

The cabin features a wide range of new technologies to enhance comfort and convenience for occupants. The 'floating' infotainment system is available as either a 7.0-inch touchscreen audio system or 8.0-inch touchscreen navigation system, with navigation and Kia Connected Services powered by TomTom®. The system enables full smartphone integration with Apple CarPlay™ and Android Auto™. Android Auto™ is designed to work with Android phones running 5.0 (Lollipop) or higher. The Ceed's Apple CarPlay™ system is compatible with the iPhone 5 and every iPhone released since.

Standard technologies include full Bluetooth smartphone integration, as well as automatic lights and keyless entry. A wireless smartphone charger is also available. **Ceed**

On the outside, the new Ceed is fitted with newly-designed 'ice cube' style LED daytime running lights (DRL) as standard. Previously, these were only featured on Kia GT and GT Line models, embedded into the front bumper – the 'ice cube' DRLs are now integrated into the headlamp units on every model in the Ceed range. Full LED headlamps are also available as an option.

The Ceed's optional ECO Pack features an Active Air Flap, which closes and opens depending on engine cooling requirements, enhancing the car's aerodynamic efficiency for greater fuel economy. The ECO Pack also features an underbody cover and lower suspension, aiding air flow beneath the vehicle, as well as low rolling resistance Michelin tyres. Both the Ceed five-door hatchback and Sportswagon are available with the ECO Pack.

## **Safety**

### **Adoption of new driver assistance systems**

In addition to the car's seven standard airbags, advanced driver assistance technologies further enhance occupant protection, using active safety systems to mitigate the risk of collisions. Standard safety technologies will include High Beam Assist, Driver Attention Warning, Lane Keeping Assist with Forward Collision-Avoidance Assist.

Every new Ceed is equipped as standard with Kia's Vehicle Stability Management (VSM). VSM ensures stability when braking and cornering by controlling the car's Electronic Stability Control (ESC) if it detects a loss of traction.

## **Warranty and manufacturing**

### **On-sale in Q2 with 7-Year, 150,000-kilometre warranty**

The new Kia Ceed will enter production in Q2 2018 at Kia's Žilina, Slovakia manufacturing facility. On sale across Europe from the end of Q2 2018, the Ceed will be covered by Kia's quality promise, with the brand's industry-leading 7-Year, 150,000-kilometre warranty as standard.

### **Notes to editors**

\*Source: ACEA, EU + EFTA countries

\*\*Fuel economy and emissions: driving range standards are calculated using the World Harmonised Light Vehicle Test Procedure (WLTP) and converted back to NEDC (New European Driving Cycle) 2.0

## 2018 KIA CEED – TECHNICAL SPECIFICATIONS

### Body and chassis

Five-door, five-seater compact C-segment vehicle, with all-steel unitary construction bodyshell. Choice of diesel and gasoline three- and four-cylinder engines, driving the front wheels via a six-speed manual or seven-speed double-clutch transmission.

### Engines

#### Gasoline

##### 1.0-litre / 120 ps T-GDI gasoline

Type	Three-cylinder in-line, turbocharged
Capacity	1.0-litres, 998 cc
Bore and stroke	71.0 x 84.0 mm
Compression ratio	10.0:1
Max power	120 ps (88 kW) @ 6,000 rpm
Max torque	172 Nm (127 lb ft) 1,500-4,000 rpm
Valves	12 (four per cylinder)
Fuel system	Direct injection
Emissions class	Euro Stage 6d TEMP

##### 1.4-litre / 140 ps T-GDI gasoline

Type	Four-cylinder in-line, turbocharged
Capacity	1.4-litres, 1,353 cc
Bore and stroke	71.6 x 84.0 mm
Compression ratio	10.0:1
Max power	140 ps (103 kW) @ 6,000 rpm
Max torque	242 Nm (178 lb ft) @ 1,500-3,200 rpm
Valves	16 (four per cylinder)
Fuel system	Direct injection
Emissions class	Euro Stage 6d TEMP

#### Diesel

##### 1.6-litre / 115 ps U3 CRDi diesel

Type	Four-cylinder in-line, turbocharged
Capacity	1.6-litres, 1,598 cc
Bore and stroke	77.0 x 85.8 mm
Compression ratio	15.9:1
Max power	115 ps (85 kW) @ 4,000 rpm
Max torque	280 Nm (207 lb ft) @ 1,500-2,750 rpm (6MT) 300 Nm (221 lb ft) @ 1,500-2,500 rpm (7DCT)
Valves	16 (four per cylinder)
Fuel system	Common-rail direct injection
Emissions class	Euro Stage 6d TEMP

### Transmissions

Six-speed manual transmission (MT)

Seven-speed double-clutch transmission (7DCT)

#### Gasoline

	1.4 MPI	1.0 T-GDI	1.4 T-GDI
Manual	6-speed MT	6-speed MT	6-speed MT
Automatic	---	---	7-speed DCT



## **Diesel**

Manual	1.6 CRDi 6-speed MT
Automatic	7-speed DCT

## **Gear ratios**

### **Gasoline**

	1.4 MPI MT	1.0 T-GDi MT	1.4 T-GDi	
			MT	7DCT
1	3.769	3.615	3.615	3.929
2	2.045	1.955	1.962	2.318
3	1.370	1.286	1.257	2.043
4	1.036	0.971	0.951	1.070
5	0.893	0.775	0.778	0.822
6	0.774	0.639	0.633	0.884
7	---	---	---	0.721
Reverse	3.700	3.700	3.583	5.304
Final drive	4.400	4.267	4.188	4.294
Final drive (Eco Pack)	---	4.059	3.941	---

## **Diesel**

	1.6 CRDi (lo)			1.6 CRDi (hi)	
	MT	MT*	7DCT	MT	7DCT
1	3.636	3.769	3.786	3.636	3.786
2	1.962	2.040	2.261	1.962	2.261
3	1.189	1.189	1.957	1.189	1.957
4	0.844	0.804	1.023	0.844	1.023
5	0.702	0.660	0.778	0.702	0.778
6	0.596	0.549	0.837	0.596	0.837
7	---	---	0.681	---	0.681
Reverse	3.583	3.583	5.074	3.583	5.074
Final drive	3.706	3.250	4.176	3.706	4.176

\*Manual transmission with Eco Pack

## **Drivetrains**

Front-wheel drive (all models)

## **Suspension and damping**

Front	Fully-independent by subframe-mounted MacPherson struts, coil springs and gas-filled shock absorbers, with anti-roll stabiliser bar
Rear	Fully-independent by subframe-mounted double wishbones, coil springs and gas-filled shock absorbers, with anti-roll stabiliser bar

## **Steering**

Type	Electric motor-driven rack-and-pinion power steering
Steering ratio	12.7:1
Turns (lock-to-lock)	2.44
Turning circle (m)	10.6

## **Wheels and tyres**

Standard	Steel 15-inch, 195/65 R15 tyres
Optional	Alloy 16-inch, 205/55 R16 tyres

Spare Alloy 17-inch, 225/45 R17 tyres  
Tyre mobility kit or optional temporary spare wheel

## Brakes

	1.4 MPI	1.0 T-GDi	1.4 T-GDi	1.6 CRDi
Size, front (mm)	280 x 23	288 x 25	288 x 25	288 x 25
Type, front	Ventilated disc			
Size, rear (mm)	272 x 10*	272 x 10*	272 x 10*	272 x 10*
Type, rear	Solid disc			

\*284 x 10 solid disc rear brakes available, depending on specification / market

## Exterior dimensions (mm)

### Exterior – hatchback

Overall length	4,310	Overall width*	1,800
Overall height	1,447	Wheelbase	2,650
Front overhang	880	Rear overhang	780
Front track**	1,573	Rear track**	1,581
Ground clearance	140		

\*excluding door mirrors

\*\*on 15-inch wheels

### Exterior – Sportswagon

Overall length	4,600	Overall width*	1,800
Overall height	1,465	Wheelbase	2,650
Front overhang	880	Rear overhang	1,070
Front track**	1,573	Rear track**	1,581
Ground clearance	140		

\*excluding door mirrors

\*\*on 15-inch wheels

## Interior dimensions (mm)

### Interior – hatchback

	1 <sup>st</sup> row	2 <sup>nd</sup> row
Head room	987	968
Leg room	1,073	883
Shoulder room	1,428	1,406
Hip room	1,370	1,352

### Interior – Sportswagon

	1 <sup>st</sup> row	2 <sup>nd</sup> row
Head room	987	968
Leg room	1,073	883
Shoulder room	1,428	1,406
Hip room	1,370	1,352

## Capacities

	Hatchback	Sportswagon
Fuel tank	50 litres	50 litres
Luggage (VDA)	395 litres	625 litres
...with rear seats folded	1,291 litres	1,694 litres

## Weights (kg)

### Hatchback

	1.4 MPI MT	1.0 T-GDi MT	1.4 T-GDi		1.6 CRDi	
			MT	7DCT	MT	7DCT
Curb weight	1,185	1,222	1,240	1,270	1,313	1,340
Gross weight	1,760	1,800	1,820	1,850	1,880	1,900
Tow load, braked	1,200	1,200	1,000	1,000	1,200	1,200
Tow load, braked*	-	-	1,410	1,410	1,500	1,500
Tow load, unbraked	600	600	450	450	600	600
Tow ball weight	75	75	75	75	75	75
Roof load	80	80	80	80	80	80

\*with optional trailer pack

## Performance

### Hatchback

#### Gasoline

	1.4 MPI MT	1.0 T-GDi		1.4 T-GDi		
		MT	MT*	MT	MT*	7DCT
Top speed, kph	183	190	187	210	208	205
Acceleration, 0-100 kph	12.6	11.1	11.3	8.9	9.1	9.2

\*with Eco Pack

#### Diesel

	1.6 CRDi (lo)			1.6 CRDi (hi)		
	MT	MT*	7DCT	MT	MT*	7DCT
Top speed, kph	192	190	192	200	198	200
Acceleration, 0-100 kph	10.9	11.0	10.9	10.2	10.4	9.9

\*with Eco Pack

## Fuel efficiency and emissions\*

### Hatchback

#### Gasoline

	1.4 MPI MT	1.0 T-GDi MT	1.4 T-GDi	
			MT	7DCT
Fuel economy (combined, L/100km)*	6.0 ~ 6.2	5.4 ~ 5.6	5.6 ~ 5.9	5.5 ~ 5.7
CO <sub>2</sub> emissions (combined, g/km)*	137 ~ 142	122 ~ 128	128 ~ 135	125 ~ 129

#### Diesel

	1.6 CRDi (lo)		1.6 CRDi (hi)	
	MT	7DCT	MT	7DCT
Fuel economy (combined, L/100km)*	3.8 ~ 4.0	4.0 ~ 4.1	4.0 ~ 4.3	4.2 ~ 4.3
CO <sub>2</sub> emissions (combined, g/km)*	99 ~ 104	107 ~ 109	104 ~ 111	111

\*Fuel economy and emissions: driving range standards are calculated using the World Harmonised Light Vehicle Test Procedure (WLTP) and converted back to NEDC (New

*European Driving Cycle) 2.0, and differ depending on individual vehicle specification*

- Ends -

**About Kia Motors Europe**

*Kia Motors Europe is the European sales, marketing and service arm of the Kia Motors Corporation. With its headquarters in Frankfurt, Germany, it covers 30 markets in Europe.*

**About Kia Motors Corporation**

*Kia Motors Corporation ([www.kia.com](http://www.kia.com)) – a maker of world-class quality vehicles for the young-at-heart – was founded in 1944 and is Korea's oldest manufacturer of motor vehicles. Around 3 million Kia vehicles a year are produced at 14 manufacturing and assembly operations in five countries which are then sold and serviced through a network of distributors and dealers covering around 180 countries. Kia today has over 51,000 employees worldwide and annual revenues of over US\$47 billion. It is the major sponsor of the Australian Open and an official automotive partner of FIFA – the governing body of the FIFA World Cup™. Kia Motors Corporation's brand slogan – "The Power to Surprise" – represents the company's global commitment to surprise the world by providing exciting and inspiring experiences that go beyond expectations.*

*For more information about Kia Motors and our products, please visit our Global Media Center at [www.kianewscenter.com](http://www.kianewscenter.com).*