

# Pure EV

EV9 sells a lot of people on the concept by Joe Sage

The Kia EV9 largely speaks for itself—it's a large three-row SUV and a full battery electric vehicle (EV). Pretty much every model in Kia's internal combustion lineup now has a partner in the EV lineup, an alternative or transitional set, depending where the crystal ball takes things from here. While some are quite different in style and form, you can easily tell Kia EV9 is fundamentally related to Kia Telluride, but fully electrified.

We immediately found we had a great drive on our hands. If this is the first EV you ever drive, you might likely say, well, I'm sold on EVs. It does everything we command, it's smooth and quiet, and it's inherently spacious, all while delivering a pure

EV experience. Handling is a standout. Visually, and based on experience, you may expect a high center of gravity, with the usual rocking and minor corner squirreliness of many a big three-row SUV. But the EV9's format, with its heavy battery at platform level and its wheels accordingly pushed toward the corners, provides a low center of gravity for a highly stable, flat ride, noticeable at speed and also when parking, without the pitching and rolling of many tall vehicles. Steering is also far more precise than many other steer-by-wire systems.

We didn't have its full six or seven possible occupants or luggage with us, any of which will raise the center of gravity—but then, that's always the case, and it compares well with others, even solo.

Regenerative braking is common, if not universal, in electrified powertrains—grabbing the energy expended in braking to top up the battery. In many cases an optional setting, in the EV9 you can

feel it even by default, comfortably powerful and sure. Even apart from this, the brakes are notably potent, another big reassuring plus.

Everything is well implemented.

The format, with its large seating and cargo capacities, suggests two user groups. For soccer kid duty, within a local mileage and recharging pattern, this is a fine contender. Or if you're a long distance road trip traveler with the whole family and a lot of gear, 270 miles of stated range should be enough to get between major points on the map.

For other uses, you'll want to do your own math (as with any EV, or really with any vehicle).

But don't take our word for it—Kia EV9 has received an unusually high number of awards right from its inception (see partial list at right).

Kia going full EV with their biggest three-row has not just adapted a popular format. In so many ways, it largely optimizes it. ■



## AWARDS SAMPLING

- 2024 Wards 10 Best Engines & Propulsion Systems
- NACTOY 2024 North American Utility Vehicle of the Year
- International Design Excellence Awards (IDEA 2024) presented by the International Designers Society of America (IDSA): Gold Trophy
- 2024 Red Dot "Best of the Best" Award: Product Design Global Design Competition: Cars and Motorcycles
- 2024 iF Design Awards: Gold Award
- 2024 World Car Awards double win:
  - 2024 World Car of the Year
  - 2024 World Electric Vehicle
- 2024 Women's Worldwide Car of the Year (WWCOTY): World's Best Car
- Golden Steering Wheel Awards: Family Cars winner
- 2023 Newsweek Autos Awards: Best Premium SUV
- Midwest Automotive Media Association (MAMA): Favorite Plug-In Vehicle Award
- Texas AutoWriters Association (TAWA):
  - Performance SUV: Best in Class;
  - Midsize CUV: Best in Class;
  - Electric Vehicle: Best in Class;
  - Overall winner: 2024 Electric Vehicle of Texas
- Northwest Automotive Press Association (NWAPA) Mudfest (Outdoor Activity Vehicle of the Year Awards):
  - Best Outdoor Utility Vehicle;
  - Best Three-Row Family SUV

**TREASURE HUNT:** one oddity is the start-stop button, at the base of the already unusual shift control stalk on the right side of the steering wheel—an awkward spot, hard to see even if you know about it, often blocked by the wheel itself. Perhaps inspired by keeping power and go functions in proximity, it may stop some users from even starting.



## SPECIFICATIONS

ASSEMBLY	.....Gwangmyeong, S Korea
ENGINE/TRANS BUILD	.....S Korea / S Korea
PARTS CONTENT	.....S Korea 95% / US/Can 1%
MOTOR	.....perm magnetic synchronous
BATTERY	.....Li-ion, 552V 99.8 kWh, 318 kW, 60 Ah (weight 1248.9 lb)
<b>HP/TORQUE (GT-LINE):</b>	
FRONT	.....189.5 hp / 258.0 lb-ft
REAR	.....189.5 hp / 258.2 lb-ft
TOTAL	.....379 hp / 516 lb-ft
TRANSMISSION	.....na
DRIVETRAIN	.....dual-motor e-AWD
0-TO-60 / TOP SPEED	.....5.0 sec / 124 mph
SUSPENSION	.....F: MacPherson strut + dual lower arm type; strut type shock, smart frequency damper valve, hydraulic rebound stop
	R: 5-link multi-link; self-levelizer shocks
STEERING	.....rack & pinion, rack mounted motor-driven power
BRAKES	.....F: 14.2 vented; R: 13.6 vented
BRAKING 62-0 MPH	.....128 ft
WHEELS	.....21-in alloys, black & dark silver
TIRES	.....285/45R21 113V Hankook Ion Evo AS SUV Sound Absorber
LENGTH / WHEELBASE	.....197.4 / 122.0 in
OVERHANG (F/R)	.....34.5 / 40.9 in
GROUND CLEARANCE	.....7.8 in
APPROACH / DEPART	.....20.0 / 22.8°
TURNING CIRCLE	.....40.6 ft
HEADROOM (F/2/3): (with dual sunroof):	
	.....39.6 / 38.8 / 39.5 in
LEGROOM (F/2/3): (with 2nd row relaxation chair	
	.....41.4 / 42.8 / 29.9 in
CARGO CAPACITY	.....20.2 / 43.5 / 81.7 cu.ft
FRUNK CAPACITY	.....1.8 cu.ft / 44 lb
WEIGHT	.....5800-5886 lb
TOW CAPACITY	.....with brakes 3500-5000 lb
<b>CHARGING TIME:</b>	
AC 120V 12A	.....84 hours 20 min
AC 240V 48A	.....8 hours 45 min
DC FAST CHG 50KW	.....83 min
DC FAST CHG 350KW	.....24 min
RANGE	.....270 miles
MPGe	.....88/72/80 (city/hwy/comb)
BASE PRICE	.....\$73,900
<b>UPGRADES ON GT-LINE AWD:</b> 21-in alloy wheels, heads-up display, GT-Line exterior & interior styling, increased tow capacity, self-leveling rear suspension, front passenger comfort tilt seat w leg support, fwd & side parking collision avoidance assist, remote smart parking assist 2.....incl	
PAINT: Ocean Blue	.....695
GT-LINE 2ND ROW RELAXATION PKG: 2nd row power seats w leg support	.....2000
FLOOR MATS: carpeted, 6-passenger	.....225
CARGO MAT: carpeted, seatback protect	.....115
DESTINATION CHARGE	.....1495
TOTAL	.....\$78,430

## 2024 KIA EV9 LINEUP

	215/201 hp RWD	379 hp AWD
Light	.....\$54,900	
Light Long Range	.....\$59,200	
Wind		.....63,900
Land		.....69,900
GT-Line		.....▼ 73,900