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4th generation Kia Sportage

New design and high quality interior for all-new Kia Sportage

- **New design and advanced technologies for fourth-generation compact SUV**
- **Modern layout and greater refinement for high quality new cabin**
- **Greater passenger comfort with more space and less noise**
- **The safest Sportage yet, with a stronger body and new active safety tech**
- **Smoother, more refined ride and greater handling agility**
- **New technologies include wireless phone charging**
- **On-sale globally during Q1 2016**

The all-new Kia Sportage – the fourth-generation of Kia’s globally popular compact SUV – will feature an attractive, all-new interior and exterior design, as well as a host of advanced new technology features when it goes on sale in Kia’s overseas markets during the first quarter of 2016.

Having made its global debut at the Frankfurt International Motor Show in September 2015, the all-new Kia Sportage builds comprehensively on the success of the outgoing model, offering an innovative and sophisticated package to buyers in an increasingly competitive compact SUV market. The new-look interior features high quality materials and design integrity, as well as great practicality and a range of technologies to improve comfort, convenience, connectivity and safety. A range of new and updated engines and transmissions will result in enhanced efficiency and performance, while ride, handling and refinement are all improved.

For the first time, a new ‘GT Line’ specification is available to Sportage customers. Designed and engineered to appeal to those looking for a sportier driving experience from their Sportage, the GT Line specification delivers all the versatility of the standard Sportage while adding greater visual and dynamic appeal to those customers that desire it.

The Kia Sportage has played a key role in driving Kia Motors’ sustained growth and success around the world in recent years, with more than 1.6 million of the third-generation model sold worldwide between 2010 and 2015. Leading the way in terms of its refinement, innovation, distinctive design and high material quality, the new Sportage will help Kia reinforce its position among the market leaders in an increasingly hard-fought and crowded segment.

For North America, Central & South America and Asia Pacific countries, the Kia Sportage is manufactured at the company's state-of-the-art production facility in Gwangju, Korea, while models sold in Europe and Middle East & Africa are built at Kia's manufacturing facility in Žilina, Slovakia.

Bold new design for 2016 Kia Sportage

The fourth-generation Kia Sportage features a bold new look, with the vehicle's designers creating a sense of sporty and powerful energy from every angle. The design of the new Sportage has been led by Kia's European design studio in Frankfurt, Germany, with input from the brand's Namyang, Korea and Irvine, California design centers. The all-new Sportage creates visual harmony out of the tension and contrast between its sharp, defined feature lines and smooth surfacing.

The attractive 'face' of the Sportage features the biggest change to the car's design over the outgoing model, with Kia's hallmark 'tiger-nose' grille and the car's headlamps separated for the new model. The headlamps are now positioned higher, sweeping back along the outer edges of the sharply-detailed bonnet. A lower, wider grille – enlarged to support greater engine cooling – adds more volume to the lower half of the Sportage's face. The result is a more imposing appearance and a more stable-looking stance, despite the new model retaining the same 1,855 mm width as its predecessor. GT Line models develop the exterior look further, featuring new 'ice-cube' LED fog lamps and aluminum-effect skid plates.

The all-new Sportage maintains its highly-recognizable profile, with a 30 mm longer wheelbase (now 2,670 mm), 40 mm greater overall vehicle length (to 4,480 mm) and longer, more aerodynamic rear spoiler resulting in a more swept-back shape. From the highest point of the roof (1,635 mm – unchanged over the outgoing model), the Sportage's silhouette gently tapers towards the rear of the car, while bolder wheel arches, sharp feature lines, and smooth surfacing endow the Sportage with a more dynamic look. The overall effect is inspired by the defined musculature of a sprinter driving out of the starting blocks. Longer front overhangs (up by 20 mm) and shorter rear overhangs (reduced by 10 mm) add to the car's more raked profile.

At the rear, the new Sportage features more horizontal forms and clearly defined features lines, with smooth bodywork on the tailgate, emphasizing the car's width and giving the compact SUV a more stable appearance. Inspired by the 2013 Kia Provo concept, slim combination lamps running along a horizontal parallel are joined together by a strip that runs the width of the rear, while the turn signals and reversing lights are separate, located lower down to add more visual weight to the lower half. The Kia Sportage GT Line also features dual exhaust mufflers and metal-effect rear underbody diffuser for a sportier appearance.

The attractive new design also makes this the most aerodynamic Sportage to date, with drag reduced from 0.35 to 0.33 Cd – a result of the re-profiled undercover and newly-designed bumper.

The all-new Sportage is available with a choice of 17-, 18- or 19-inch aluminum alloy wheel designs (16-, 17- or 19-inch for Middle East & Africa countries), while the GT Line specification comes with a unique 19-inch wheel option as standard.

Modern layout and greater refinement for high quality new cabin

The Sportage boasts an all-new interior, representing one of the most significant improvements over the third-generation car. The focus for the design team behind the new interior was to create a cabin which offered a wide, driver-oriented dashboard, with a simple, modern design. The interior blends metalwork with soft-touch materials and clearly defined horizontal lines, portraying a high level of mechanical precision.

The Sportage's all-new cabin boasts a high standard of material quality, with a far greater proportion of soft-touch materials and the use of cloth, leather and stitching creating a more luxurious ambience. The result is an interior that majors on refinement and modern sophistication, with greater soundproofing measures adopted to reduce significantly the intrusion of exterior noise.

Where the cabin of the outgoing Sportage is focused around a clearly-defined central console, with a vertical design, the new model features horizontal lines to emphasize the width of the interior more effectively and generate a greater impression of space and sportiness.

The confident lateral design of the dashboard divides it into two clear zones – 'display' and 'control'. The 'display' zone is focused purely on delivering information to occupants in the clearest way possible via the driver's instrument binnacle and the infotainment and HMI (human-machine interface) system in the center of the dashboard.

Below a clear line running the length of the dashboard is the 'control' zone, with the central console cascading downwards and tilted 10 degrees towards the driver. With many functions now found on the optional touchscreen infotainment and navigation system, the new, uncluttered dashboard offers drivers a highly ergonomic layout with the 'control' zone's functions designed to be clearly visible when on the move.

The division between the interior's two zones also lends itself to single or two-tone color schemes, with customers able to choose from either a single-tone (Black or Gray) or two-tone (Dark and Light Gray or Black and Canyon Beige) cabin. The console is finished in black, for a classy, stylish appearance, regardless of the interior colors chosen. Buyers specifying the new GT Line can enjoy a cabin with a slightly sportier feel, with a D-shaped leather steering wheel, high quality piano black fascia and aluminum alloy pedals.

Greater space and improved passenger comfort

The fourth-generation model is set to be the most practical Sportage yet thanks to increased exterior and interior dimensions, with the vehicle's development teams realizing greater space and comfort for all passengers.

The most significant change to the Sportage's dimensions is a 30 mm growth in its wheelbase, to 2,670 mm, helping to liberate greater space in the cabin. The whole vehicle is 40 mm longer, at 4,480 mm, with the front overhang expanding to 910 mm (+20 mm) and the rear overhang shrinking slightly to 900 mm (-10 mm). The latest model remains the same height (1,635 mm) and width (1,855 mm) as the outgoing Sportage.

Passenger space is increased, with headroom rising to 997 mm (+5 mm) and 993 mm (+16 mm) for front and rear passengers respectively, while maximum legroom has expanded to 1,129 mm (+ 19 mm) and 970 mm (+7 mm).

With passengers able to enjoy extra space, development teams have delivered on a promise to improve comfort even more.

In the front, drivers not only enjoy more legroom, but the seats have been redesigned. The Sportage can now be specified with three-way front heat seating, 10-way power control with lumbar support for the driver's seat and eight-way power control for the passenger seat. Stiffer seat frames, with greater use of high tensile steel, and redesigned springs and pads – for front and rear – cut the level of vibration in the seats, while reducing seat weight by 2.5 kg and improving durability.

In the rear, a 40 mm lower interior floor – without sacrificing exterior ground clearance – and 30 mm higher rear bench hip point mean second-row passengers benefit from a more natural and comfortable seating posture and improved under-thigh support.

The Sportage's reclining rear seats now offer 7 steps – from 23 to 37 degrees, with the reclining lever relocated from the upper seat-back to the lower side of the seat to make it easier for rear passengers to get truly comfortable. Rear passengers can also choose from dual-strength seat heating for cushion and back rest – ideal for colder mornings.

For all models, visibility is improved out of the front and rear. Forward visibility is aided by a lowered A-pillar base, while the A-pillar itself has been made thinner. Side mirrors sit slightly lower on the door without impairing the driver's rear view – this is further aided by the new thinner C-pillars (62 mm thinner compared to the third-generation Sportage) and taller rear glass (+30 mm). Not only do these changes help visibility, they add a greater feeling of air and space to the cabin – enhanced by the 104 mm-longer optional panoramic sunroof opening (now 490 mm).

The new body's larger dimensions mean cargo space in the fourth-generation Sportage has expanded from 465 liters to 503 liters (VDA; expanded from 740 liters to 868 liters SAE), made more practical by a dual-height luggage floor, allowing taller items to fit into the boot and still remain hidden by the tonneau cover. The Sportage also features a new under-floor tonneau cover storage area – unique in the class. Despite the new Sportage being no wider than the outgoing model, by re-engineering the rear section of the body the luggage area is 35 mm wider, while the upper edge of the boot lip is lowered so the lift-over height for heavy items is just 732 mm (down 47 mm).

The all-new Sportage has greater fuel capacity than the third-generation model, with the fuel tank increasing from 58 liters to 62, cutting the number of fuel pump visits that owners of the new car will have to make throughout the lifetime of the vehicle (particularly when combined with all-round improvements to fuel economy).

NVH: All-round improvements to refinement

Key to the comfort of occupants in the new Sportage are the efforts made by Kia engineers to cut noise, vibration and harshness (NVH). Significant changes over the outgoing model render the Sportage one of the most refined cars in its class, with less cabin noise than many other rivals in the C-SUV segment.

At idle, the new Sportage records just 37 decibels when equipped with a gasoline engine (1 dB lower than the outgoing model) and 44 decibels for diesel models (down from 46 dB) as a result of extensive extra dashboard insulation.

Road noise is further reduced with the adoption of new bushings in the rear suspension to isolate road noise at source, and more sound-absorbent materials throughout the Sportage's wheel arches. Wind noise is also reduced as a result of thicker front windshield glass, a new dual lip seal for the panoramic sunroof and additional soundproofing in the doors.

A range of improvements cuts vibrations throughout the car, making the Sportage's cabin one of the most refined and relaxing among rivals. This has been achieved with all-round improvements to body stiffness, particularly through the floor of the vehicle, as well as the introduction of larger, more absorbent mounts for the transmission, and improved seat design. Stiffer alloy wheels are also reduce the level of vibration intruding on the interior.

The safest Sportage yet – stronger body and a wealth of active safety systems

Safety, as always, is a top priority for Kia, and the all-new Kia Sportage builds on the brand's reputation for offering the highest standards in occupant and pedestrian crash safety. The fourth-generation of Kia's best-seller has been engineered to meet the toughest and most demanding crash safety tests, thanks to an even stronger bodyshell, a wide array of passive safety equipment and the latest active safety and autonomous hazard avoidance technologies. The all-new Sportage scored a maximum possible five-star safety rating in the Euro NCAP crash performance tests.

The structure of the new Sportage is significantly stronger, thanks in large part to the extensive use of advanced high-strength steel (AHSS) to improve joint stiffness and introduce more effective impact load paths throughout the body. By dramatically strengthening the core structure of the new Sportage, torsional rigidity has been improved by 39% from one generation to the next.

The third-generation Sportage was made up of 18% AHSS, compared to 51% for the body of the new model. The increased use of advanced hot-stamped steel further improves the integrity of the body. The stronger steel has been used in particular to reinforce the A-, B- and C-pillars, side sills, roof structures and wheel arches.

A total of six airbags are optional, further improving passive safety for occupants, with airbags for driver and front passenger, first row side airbags, and first and second row curtain airbags. ISOFIX child-seat tether and anchor points are fitted as standard to the second row of seats, to safely secure younger passengers.

Pedestrian safety is further improved with a lower leading edge on the bonnet and a larger impact absorption area, which has been revised with greater use of highly-absorbent safety

foam and synthetic rubber, further helping to protect pedestrians in the event of a collision. The Sportage is also available with a range of active safety systems to mitigate the chances of a pedestrian collision (see below).

The new Sportage performed strongly in the Euro NCAP's important Safety Assist category, which analyses the latest driver assistance technologies and their effectiveness in avoiding accidents and mitigating injuries. Kia's Vehicle Stability Management (VSM) system helps ensure stability under braking and cornering through careful management of the vehicle's optional Electronic Stability Control (ESC) and electric motor-driven power steering. Both systems come into play as soon as the Sportage's many sensors detect a loss of traction, helping the driver to remain safely in control of the vehicle.

Buyers of the new Sportage will be able to choose from some of the most up-to-date active hazard-avoidance technologies to ensure occupants' safety at all times – depending on market. Available systems will include:

- Lane Departure Warning System (LDWS), which emits an audible alert when the driver strays from the current lane without indicating (GCC countries only)
- High Beam Assist (HBA), which automatically adjusts headlamp range according to other vehicles and road conditions (GCC countries only)
- Blind Spot Detection (BSD) with Lane Change Assist (LCA), which monitors cars up to 70 meters behind the Sportage and provides the driver with a visual warning in the door mirror when another car enters the blind spot

Smoother, more refined ride and greater handling agility

Throughout the development program for the all-new Sportage, engineers have aimed to build upon the ride comfort, stability and handling responses offered to drivers by the outgoing car. The new model achieves improvements in all of these areas, and will be the best-handling Sportage yet.

The fully-independent front suspension carries over the format of the outgoing model, but features a range of modifications to make the best use of the new bodyshell. The new setup achieves a leap forward in ride quality, while also delivering sharper handling. Modifications include revised bushing mount positions for greater stability and more natural responses to changing road surfaces, as well as stiffer wheel bearings and bushings resulting in more direct handling and greater stability in all conditions. The steering gearbox is also mounted further forward on the axle for smoother steering inputs.

For the rear suspension – also fully-independent, including the adoption of dual lower-arm multi-link suspension for two-wheel and four-wheel drive models – the new Sportage receives a stiffer cross member to cut road noise and vibrations from intruding into the cabin. Specially-tuned dampers have a longer rebound stroke to eliminate smaller vibrations from poor road surfaces, while the rear subframe is now mounted on isolated bushings to further improve the NVH performance of the suspension. Finally, slight changes to the suspension geometry, as well as stiffer wheel bearings and lateral bushings, quell understeer and allow for more direct handling.

These suspension upgrades, combined with the 30 mm growth in the Sportage's wheelbase over the outgoing model, provide the all-new model with far superior damping over poor road surfaces, while offering drivers more driving fun through improved handling responses and reduced understeer.

GT Line models receive their own unique suspension characteristics, tuned to endow the Sportage with sharper, more athletic handling and a slightly firmer ride, crucially without compromising comfort.

The column-mounted electric motor-driven power steering system for the fourth-generation Sportage has been upgraded over the system in the previous model, with quicker steering responses and greater steering feel, particularly around the center. The application of a new sliding damper to the reduction gear module effectively reduces friction in the steering system, allowing the Sportage to benefit from more immediate responses and adding to the level of feel for the driver. The new Sportage sits among the most agile cars in the C-SUV segment, without compromising the ride comfort and stability that consumers expect from a vehicle of this type.

The all-new Sportage boasts greater braking performance compared to the third-generation model, with redesigned calipers and new brake pad return springs reducing braking drag. Combined with larger brake discs, the Sportage offers better stopping power than ever before – in the new model, front disc brakes have expanded from 300 to 305 mm in diameter, while the rear brakes have grown from 262 to 302 mm.

The electronic parking brake in the all-new Sportage has also been upgraded and now switches on automatically when the engine is switched off.

As before, the Sportage continues to be offered with a choice of front- and all-wheel drive, with the revisions to suspension and steering, and the latest electronic driver aids, providing stable handling and high levels of grip in all conditions.

Navigation System with Kia's Connected Services and wireless phone charging

The all-new Sportage features a range of advanced on-board technologies to improve the ownership experience for buyers.

As standard, the all-new Sportage is equipped with a 3.8-inch mono TFT LCD audio display at the center of the dashboard. Buyers are able to upgrade to a 5.0-inch touchscreen infotainment system, incorporating a clear color TFT LCD display and rear parking camera. Kia also offers its latest audio-visual navigation (AVN) systems for GCC countries, introducing a more modern appearance to the center of the dashboard. The 8.0-inch touchscreen infotainment and satellite navigation system features a rear parking camera. All infotainment systems – from 3.8-inch LCD display to 8.0-inch touchscreens feature Bluetooth hands-free connectivity and aux-in and USB ports for smartphones and MP3 music players.

The infotainment system is paired with a 160 watt six-speaker audio system, while music lovers can specify a powerful 320 watt JBL® Sound system, featuring eight speakers, an external amplifier and Clari-Fi™ music restoration technology for unrivalled audio quality.

A first for any car in the C-SUV segment, the new Sportage will be available with a new wireless charger for mobile devices, as Kia looks to meet the increasing demand for new convenience technologies from car buyers. Located at the base of the central instrument stack, the wireless charger enables users to charge their smart phones without a wire connection, for a cleaner appearance. With 'foreign object detection', the 5W charging system activates when a compatible device is placed on the pad, and warns car security-conscious owners when they've left a phone on the charger when they leave the vehicle. The system displays the phone's charging condition on the instrument cluster, and features a safety system to prevent overheating while in use. The wireless charger is available on models fitted with automatic transmission and electronic parking brake.

The Sportage also features up to two USB charging points, one in the front and an optional one in the rear, to allow all occupants to charge their mobile devices while on the move.

Other new available features will include: a rear-view parking camera with dynamic parking lines, a Smart Power Tailgate, which opens the tailgate automatically when the key is 'sensed' in close proximity to the tailgate; and a new Smart Welcome function, which turns on interior and door handle lamps and unfolds the door mirrors once the smart key fob is located within 1.3-1.7 meters of the door handle.

Upgraded gasoline and diesel engines

When developing the new Sportage, a major focus for engineers was balancing the need for greater efficiency with the level of driving performance that buyers would expect from the new vehicle's various gasoline and diesel power units.

The fourth-generation model carries over many of the engines found in the current vehicle, and most benefit from a broad range of modifications to improve fuel efficiency, NVH and power delivery. The range of gasoline engines is made up of 2.0-liter 'Nu' MPI (multi-point injection) and 2.4-liter 'Theta II' GDI (gasoline direct injection) engines, while a significantly upgraded version of Kia's 2.0-liter 'R' turbodiesel engine is also available.

The 2.0-liter MPI engine, producing 155 ps and 192 Nm torque, is carried over from the third-generation Sportage, but with a range of features to improve efficiency. These include advanced continuous variable valve timing (CVVT) and a new variable induction system, carefully balancing the intake of gasoline and air into the combustion chamber for optimal efficiency. A low-friction oil seal and variable oil pump system reduce mechanical friction to reduce pumping and frictional losses, while an improved engine cooling system and optimized injectors reduce the level of emissions from the engine. The engine's die-cast aluminum block has also been lightened over the earlier 2.0-liter MPI power unit. The 2.0-liter 'Nu' engine is offered with a choice of six-speed manual and automatic transmissions and either front- or all-wheel drive, depending on model.

The 'Theta' 2.4-liter GDI engine also features a range of modifications to improve performance and fuel efficiency, with fine-tuning to its CVVT system and higher-pressure injectors, as well as the adoption of a variable induction system to more carefully manage the intake of air. The 2.4-liter engine produces 184 ps and peak 237 Nm torque, and is paired with a smooth-shifting six-speed automatic transmission and an on-demand all-wheel drive powertrain.

The high-powered 2.0-liter 'R' turbodiesel engine produces 185 ps with 400 Nm, and, compared to its predecessor found in the third-generation Sportage, benefits from a 5 kg lighter engine block, updated battery management system, continuously variable displacement oil pump – which senses and modifies oil pressure in real-time – and a new oil filter module.

Lower combustion temperatures in the 2.0-liter 'R' engine have reduced NO_x emissions to meet increasingly strict global emissions standards, aided by a relatively low compression ratio, a new exhaust gas recirculation cooler system, a new lean NO_x trap and a diesel particulate filter. A lower-inertia turbine wheel in the turbocharger and electronically-controlled wastegate actuator result in more efficient turbocharging than the 'R' engine found in the outgoing Sportage, while stiffer valve springs and high-pressure 2000 bar fuel pump injection allow closer control of combustion within the engine cylinders. Mechanical friction is also reduced, further cutting engine noise and improving efficiency, with a new nano-diamond piston coating. Diesel models are available with either six-speed manual and automatic transmissions, and a choice of front- or all-wheel drive.

2016 Kia Sportage on-sale from Q1 2016

The all-new Kia Sportage will go on sale across Kia's general markets from Q1 2016.

About Kia Motors Corporation

Kia Motors Corporation (www.kia.com) – a maker of quality vehicles for the young-at-heart – was founded in 1944 and is Korea's oldest manufacturer of motor vehicles. Over 3 million Kia vehicles a year are produced in 10 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 around 49,000 employees worldwide and annual revenues of nearly US\$45 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.

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KIA SPORTAGE (GENERAL MARKETS) TECHNICAL SPECIFICATIONS

Body and chassis

Five-door, five-seater compact crossover, with all-steel unitary construction bodyshell. Choice of diesel and gasoline four-cylinder engines driving either the front or front and rear wheels, via six-speed manual or automatic transmission – depending on model.

Engines

2.0-liter / 155 ps MPI 'Nu' Gasoline

Type	Four cylinder in-line, naturally aspirated
Capacity	2.0-liters, 1,999 cc
Bore and stroke	81.0 x 97.0 mm
Compression ratio	10.3:1
Max power	155 ps (114 kW) @ 6,200 rpm (Euro 3-6) 157 ps (115 kW) @ 6,200 rpm (Euro 2)
Max torque	192 Nm (143 lb ft) @ 4,000 rpm (Euro 3-6) 196 Nm (145 lb ft) @ 4,000 rpm (Euro 2)
Valves	16 (four per cylinder)
Fuel system	Multi-point injection

2.4-liter / 184 ps GDI 'Theta II' Gasoline

Type	Four cylinder in-line, naturally aspirated
Capacity	2.4-liters, 2,359 cc
Bore and stroke	88.0 x 97.0 mm
Compression ratio	11.3:1
Max power	184 ps (135 kW) @ 6,000 rpm
Max torque	237 Nm (175 lb ft) @ 4,000 rpm
Valves	16 (four per cylinder)
Fuel system	Direct injection

2.0-liter / 185 ps 'R' CRDi Diesel

Type	Four cylinder in-line, turbocharged
Capacity	2.0-liters, 1,995 cc
Bore and stroke	84.0 x 90.0 mm
Compression ratio	16.0:1
Max power	185 ps (136 kW) @ 4,000 rpm (Euro 4-6) 178 ps (131 kW) @ 4,000 rpm (Euro 2-3)
Max torque	400 Nm (295 lb ft) @ 1,750-2,750 rpm
Valves	16 (four per cylinder)
Fuel system	Common rail diesel injection

Transmissions

	2.0 MPI	2.4 GDI	2.0 CRDi
Manual (MT)	6-sp	---	6-sp
Automatic (AT)	6-sp	6-sp	6-sp

Drivetrains

	2.0 MPI	2.4 GDI	2.0 CRDi
MT	FWD / AWD	---	FWD / AWD

AT	FWD / AWD	AWD	FWD / AWD
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Gear ratios, FWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
1	3.769 / 4.400	--- / ---	3.615 / →
2	2.080 / 2.726	--- / ---	1.862 / →
3	1.387 / 1.834	--- / ---	1.542 / →
4	1.079 / 1.392	--- / ---	1.207 / →
5	0.884 / 1.000	--- / ---	0.921 / →
6	0.744 / 0.774	--- / ---	0.732 / →
Reverse	3.077 / 3.440	--- / ---	3.416 / →
Final Drive 1	4.533 / 3.612	--- / ---	3.250 / →

Gear ratios, AWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
1	3.769 / 4.162	--- / 4.212	4.252 / →
2	2.080 / 2.575	--- / 2.637	2.654 / →
3	1.387 / 1.772	--- / 1.800	1.804 / →
4	1.079 / 1.369	--- / 1.386	1.386 / →
5	0.884 / 1.000	--- / 1.000	1.000 / →
6	0.744 / 0.778	--- / 0.772	0.772 / →
Reverse	3.077 / 3.500	--- / 3.385	3.393 / →
Final Drive 1	4.533 / 3.648	--- / 3.195	3.041 / →

Suspension and damping

Front	Fully-independent by subframe-mounted MacPherson struts, coil springs and gas-filled shock absorbers, with anti-roll stabilizer bar
Rear	Fully-independent by subframe-mounted multi-link, coil springs and gas-filled shock absorbers, with anti-roll stabilizer bar

Steering

Gearing	14.4:1
Turns, lock-to-lock	2.71
Turning circle	5.3 meters
Type	Rack-and-pinion, electric motor-driven power steering

Brakes

Front	305 mm ventilated discs
Rear	302 mm solid discs

Wheels and tires

Standard	Alloy 17-inch, 225/60 R17 tires
Optional	Alloy 18-inch, 225/55 R18 tires Alloy 19-inch, 245/45 R19 tires
Spare, standard	Temporary spare wheel, 135/90 D17
Spare, optional	Full-size spare wheel

Dimensions (mm)

Exterior			
Overall length	4,480	Overall width*	1,855
Overall height	1,645	Wheelbase	2,670
Front track	1,613	Rear track	1,625
Front overhang	910	Rear overhang	900
Approach angle	17.5deg	Departure angle	24.6deg

Ground clearance	172	Break-over angle	19.5deg
<i>*excluding door mirrors</i>			

Interior

	1 st row	2 nd row
Head room	997	993
Leg room	1,129	970
Shoulder room	1,450	1,400
Hip room	1,380	1,300

Capacities (liters)

Fuel tank	62	
Luggage	To 2 nd row	To 1 st row
VDA	491 (Temp Size Tire)	1,480 (Temp Size Tire)
	466 (Full Size Tire)	1,455 (Full Size Tire)
SAE	868 (Low Floor)	1,703 (Low Floor)
	798 (High Floor)	1,565 (High Floor)

Weights (kg), FWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Curb weight	1,435 / 1,452	--- / ---	1,564 / 1,593
Gross weight	2,010 / 2,020	--- / ---	2,140 / 2,170
Tow capacity, braked	N/A	N/A	N/A
Tow capacity, unbraked	N/A	N/A	N/A

Weights (kg), AWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Curb weight	1,504 / 1,525	--- / 1,560	1,627 / 1,643
Gross weight	2,080 / 2,100	--- / 2,140	2,200 / 2,230
Tow capacity, braked	N/A	N/A	N/A
Tow capacity, unbraked	N/A	N/A	N/A

Performance, FWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Top speed (kph)	186 / 181	--- / ---	201 / 201
0-100 kph (secs)	10.5 / 11.1	--- / ---	9.3 / 9.3

Performance, AWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Top speed (kph)	184 / 180	192	201 / 201
0-100 kph (secs)	11.1 / 11.6	9.2	9.5 / 9.5

Economy (liters / 100 km)*, FWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Combined	7.9 / 8.0	--- / ---	5.5 / 6.3
Extra-urban	6.3 / 6.3	--- / ---	4.8 / 5.3
Urban	10.7 / 11.0	--- / ---	6.8 / 7.9
CO ₂ (g/km)	184 / 186	--- / ---	145 / 135

**quoted figures are homologated on 17-inch wheels for 2.0 MPI and 19-inch wheels for 2.0 CRDi, homologated under Euro 5 & 6 emissions standards*

Economy (liters / 100 km)*, AWD (MT / AT)

	2.0 MPI	2.4 GDI	2.0 CRDi
Combined	8.2 / 8.3	--- / 8.5	5.9 / 6.5

Extra-urban	6.6 / 6.7	--- / 6.7	5.2 / 5.6
Urban	10.9 / 11.2	--- / 11.8	7.1 / 8.0
CO ₂ (g/km)	190 / 194	--- / 199	154 / 170

**quoted figures are homologated on 17-inch wheels for 2.0 MPI and 2.4 GDI, and 19-inch wheels for 2.0 CRDi, homologated under Euro 5 & 6 emissions standards*

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