

Kia Sedona

Featuring 2.5 V6 SX



THE FIRST THING TO SAY ABOUT THE Sedona is that it offers a lot of motor for your money. It's a fully-fledged, bigger-than-average seven seater (even in its cheapest guise) and all versions come with a 2.5 V6 petrol engine or a 2.9 four-cylinder diesel under their bonnets – at no extra charge for either. But the big question is: does it have qualities that can match the quantity?

Well, there's no doubt that, forecourt visits apart, the V6 is a real asset. A close relation to the Rover KV6 unit found in the 75, it endows the Sedona with well mannered ways, relaxed cruising and sufficient punch to contend with a heavy payload.

In truth, the diesel may be more adept at lower speed acceleration in the gears (the V6 has to be revved to produce respectable overtaking ability), but it sounds and feels much more uncouth.

Of course, the £850 extra automatic will add further to this V6's fuel bills (almost certainly more than the official figures suggest), but we have to admit that the manual gearchange isn't particularly slick and the 15kg clutch is particularly heavy-going, by contemporary standards.

Indeed, when you go for your first drive, these and the weighty steering, with an underlying sense of directional uncertainty over the bumps, make this MPV feel more Transit than Galaxy in its department.

In fact, most people find that familiarity breeds content, because you learn not to rush it. The accelerator is mercifully light of action, but its "gearing" is too abrupt, making smooth take-offs from rest difficult to achieve, what's more, there's that irritating momentary rise in revs as you lift off to change gear (done deliberately to contend with emissions rules).

So, it's no V6 sports car – but what about comfort and practicality? We soon discovered, with our tape measure, that the Sedona is second only to the Chrysler Voyager in terms of external bulk, but it makes good capital out of this in terms of interior space.

What it doesn't offer is the dubious advantage of rear seat removal – instead, all three rows slide on generous and effortless runners, as well as reclining fully. In addition, the rearmost bench can be folded up snugly behind the centre pair, which results in a massive 30 cubic feet load area, up to the top of the seats.

Continued on page 3

PERFORMANCE

Acceleration time in seconds

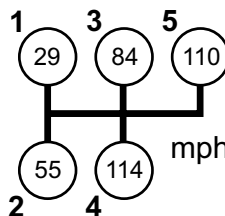
mph	30	40	50	60	70
THROUGH THE GEARS		2.2	4.5	7.6	11.5
IN 5TH GEAR		8.2	16.4	24.7	35.0
IN 4TH GEAR		5.6	11.1	17.2	23.7

20 mph	30	40	50	60	70
5TH/4TH SPEED RANGES		16.8/11.5	16.5/11.6		
			16.4/11.1	18.6/12.6	

Maximum speeds

REVS PER MINUTE	1st	2nd	3rd	4th	5th
		6250*		6150	4725

* for best acceleration



FUEL CONSUMPTION

Fuel grade: unleaded petrol, 95 octane	
Type of use - air conditioning off*	mpg
In the city - heavy traffic	16
In the country - quiet driving	28
Typical mpg overall	25
Realistic tank range	74 litres/400 miles

(based on fuel gauge/warning lamp and filling station experience - not nominal tank capacity)

*with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer

FOR THE TECHNICAL

ENGINE

Type 90 degree transverse V6 with alloy block and alloy heads; four main bearings

Size 80.0 x 82.8mm = 2497cc

Power 162bhp at 6500rpm

Torque 164 lb ft at 4100rpm

Valves belt-driven quad-cam with four valves per cylinder

Fuel/ignition electronic multi-point injection, with integrated spark timing via coil and HT leads. 75 litre fuel tank, with low-level warning lamp

TRANSMISSION

Type five-speed manual, front-wheel drive (four-speed automatic optional extra)

Mph per 1000rpm 23.3 in 5th; 18.5 in 4th

CHASSIS

Suspension front: independent damper/struts with integral coil springs.

Rear: coil-sprung torsion beam (dead) axle with five locating links. Telescopic dampers and anti-roll bars all round

Steering rack and pinion with hydraulic power assistance; 3.6 turns between full locks. Turning circle diameter averages 12.95m between kerbs, with 22.5m for one turn of the wheel

Wheels 6J alloy with 215/65 R15H tyres (Hankook on test car)

Brakes ventilated discs front, drums rear with vacuum servo and electronic anti-lock control (on all except S versions)

SAFETY AND SECURITY FEATURES

Assessed on their effectiveness and convenience (the more black blobs the better)

Seatbelts

front ●●●●○ rear ●●●●○

Door locking

central locking? ☒

remote control? ☒

auto window closure? ☒

deadlocks? ☒

Head restraints

front ●●●●○ rear ●●●●○

Interior

safety padding ●●●●○

driver's airbag? ☒

other airbags? ☒

side impact protection ●●●●○

Luggage

secure from interior/hidden from view ●●●●○

Alarm

engine immobilised? ☒

Fuel anti-spillage

●●●●○

☒ standard on test car

☐ factory fitted option

☒ not available

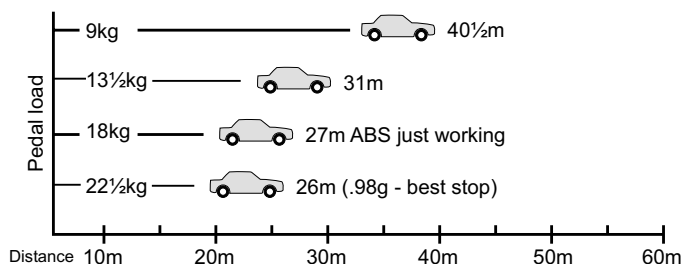
Euro NCAP crash test results - not available

BRAKES

Pedal feel ●●●●○	Behaviour in an emergency ●●●●○	Handbrake ●●●●○
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Dry road stopping distance from 50mph (with standard ABS)

A good-to-average best stop is about 26m at 15-20kg pedal load



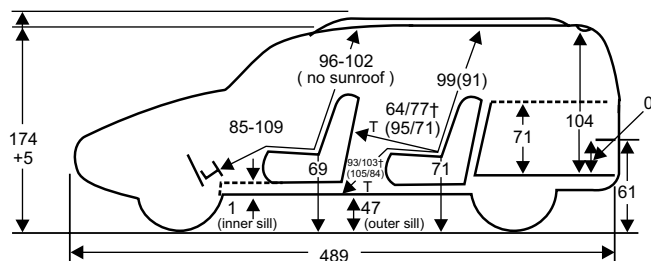
Fade test: pedal load required for a moderate (34m/.75g) stop:

11½kg at start of test, 14kg at end of test (Ideal brakes show no change)

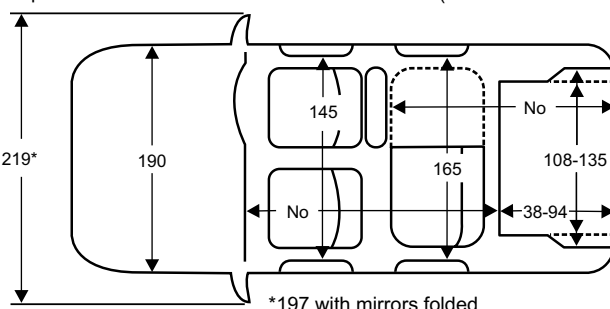
MEASUREMENTS

Centimetres

Multi-purpose 7 seater



T: typical back seat space behind medium-sized front occupants
† with middle row of seats forwards/rearwards (third row in brackets)



*197 with mirrors folded

Equally congenial, is the way the middle pair can be used as table tops, or swivelled through 180 degrees, so that passengers can travel 'with their backs to the engine' – a pair of extra lap belts ensuring safety.

The seats lack lateral support but all passengers are otherwise comfortable, thanks to ample legroom all round; it can be a bit of a struggle for those short in stature or flexibility (or both) to climb in and out, however. Nevertheless, moving around inside is made easier by the centre gangway – as with the Peugeot 806/Synergie, the gear lever doesn't intrude, either.

This is a wide car, but parking it is helped by its angular proportions and a lofty driving position. This makes the view over hedges that much better for all concerned, as well.

The Sedona SX and range-topping GSX enjoy the benefits of a good ABS braking system, with much more sensible pedal load progression than applies to the clutch and accelerator. The test car's parking brake had a long-gritty action, but proved very effective in practice.

The other SX advantages over the cheapest Sedona S

amount to air conditioning and alloy wheels, for which the price is hiked by £2000. As there's no sunroof on either model, the air con must become all the more desirable in mid-summer, although with independent rear heater controls, everyone will be happy without it the rest of the time.

VERDICT

As with so many rivals, the asking price of this MPV escalates rapidly as you progress up the range. However, unlike most, you do get the right engine, as well as all the proper seating for seven, in the cheapest S version.

It may look and feel ingenuous compared with the best of the bigger MPVs, but it's thousands of pounds cheaper, as well as being reasonably screwed together.

Go beyond the SX and it will be out of its depth, but if you need all that space, the Sedona S or SX will cope – and also leave that warm feeling of change in your pocket.

LIKES AND GRIPES

Good rear window wash/wipe system	...	but control switch out of view on the facia
Head restraints for six	...	but rear ones can impede the view
Key-operated central locking	...	but only operates from driver's door
Standard three-year warranty cover	...	but a few trim defects and a suspension clonk



HOW THE SEDONA COMPARES	Engine cap/power (cyl/cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes* best stop (m/kg)	Maximum legroom - front (cm)	Typical leg/kneerom - rear (cm)	Steering turns/ (p) circle (m)	Overall length (cm)
KIA SEDONA 2.5 V6	V6/2497/162	3010	11.5	35.0/23.7	25	26/22½	109	103/77	3.6/12.95	489
VW Sharan 2.8 VR6	V6/2792/174	3210	9.4	24.9/18.4	25	27½/18	108	104/84	3.3/11.3	462
Honda Shuttle (2.2 (Auto))	4/2156/150	2950	12.2	NA	24½	27½/13½	109	105/72	3.2/12.0	475
Vauxhall Zafira 1.6	4/1598/100	3630	13.1	27.0/18.8	35½	24½/18	103	102/75	3.2/11.0	432
						* all with ABS	(p) all power assisted			