



NEWS

2018 Kia Stinger makes Canadian debut in Toronto

- **Performance and design front and centre with Kia's newest model and first-ever AWD sedan**
- **With an estimated 365 HP and 376 lb-ft torque, the powerful nod to the classic gran turismos of the past will redefine the Kia brand**
- **Designed in Frankfurt, developed on the Nurburgring and backed by Kia's industry-leading quality, the Stinger will be available in late 2017**
- **Visit KIAMEDIA.CA for more information and photos**

(MISSISSAUGA) February 16, 2017 – Today at the Canadian International Auto Show (CIAS) in Toronto, Kia demonstrated its commitment to design and quality with the Canadian debut of the all-new 2018 Kia Stinger. A five-passenger fastback sports sedan poised to redefine a segment currently populated by European automakers, the Stinger will be the company's first AWD sedan and highest-performance production vehicle ever – all backed by Kia Motors' industry-leading quality and reliability.

"Stinger is all about the journey – and as a nation that loves to explore and isn't afraid to drive large distances to do so, Canadians should be very excited about this vehicle" said Ted Lancaster, vice president & COO, Kia Canada Inc. "It was designed to channel the elegant and emotional soul of the classic gran turismos of the past. Stinger is unlike anything Kia has ever done and truly demonstrates the high level of design and quality that goes into our vehicles."

Instantly recognizable as a direct evolution of the GT concept that preceded it, the all-new 2018 Kia Stinger design was overseen by Peter Schreyer, Kia Motors' chief design officer, and his talented team of designers in Frankfurt. Ride and handling development was looked after by Albert Biermann, head of Kia's Vehicle Test and High Performance Development and his group of engineers in Korea and on the grueling Nurburgring racing circuit.

Offered with multiple engine configurations and luxurious accommodations, the 2018 Kia Stinger is planned to go on sale in Canada in late 2017. Pricing will be announced closer to the vehicle's launch date.

Design

Turning a concept into a production car is no small task and Schreyer looked no further than Kia's Frankfurt studio – the birthplace of the GT concept – to bring the Stinger to life. “A true *gran turismo*, a car for spirited long-distance driving, is not about outright power, hard-edged dynamics and brutal styling, all at the expense of luxury, comfort and grace,” notes Gregory Guillaume, chief designer, Kia Motors Europe. “The Stinger has nothing to do with being the first to arrive at the destination – this car is all about the journey. It's about passion.”

From its sleek front clip through its svelte flanks, and up to its powerful haunches, the Stinger exudes a muscular confidence. Key to its road presence are the rear-wheel-drive proportions, a long hood and short front overhang, an extended wheelbase to deliver a spacious cabin and a long rear overhang with strong shoulders. The Stinger's stance and visual balance are designed to lend the car an air of elegance and athleticism, rather than boy-racer aggression.

The wide front and rear track, along with the recessed contours along the doors, enhance the visual power of the Stinger's shoulder line as well as its fastback silhouette. Other purely functional elements of the exterior design – the front air curtains, wheel arch gills, smooth underbody, and integrated rear diffuser – aid its aerodynamic efficiency. The rear valance houses four oval exhaust pipes. Kia's signature 'tiger-nose' grille sits proudly between complex LED headlamps.

The low-slung cabin with its steeply raked windshield and backlight, sits toward the rear of vehicle, creating a fast silhouette. Inside is a space dedicated to the thrill of driving while cossetting the occupants in luxury. Available ultra-soft Nappa leather covers the deeply contoured seats and the driver's seat has available air-cell bladders in the seatback and bolsters for optimal support and comfort. A confident dashboard creates a strong horizontal plane for the driver to work. The centre console is intuitively split into two specific areas: the infotainment controls sit neatly below a large colour touchscreen, while the climate and ventilation controls nestle beneath. Front and centre of the driver is a thick, leather-wrapped steering wheel and a single instrument binnacle with a combination of analog and digital instrumentation. The large gauges are ringed in metal and accentuated with

sweeping red needles. A colour TFT screen between the gauges relays performance data such as cornering G-forces, lap times and engine-oil temperature, along with ancillary information such as the trip computer, driver settings, navigation and diagnostics. Aeronautically-inspired spoked circular vents are found front and rear and a tasteful satin chrome trim piece encircles the cabin. The effect is a feeling of cocooned intimacy. But the long wheelbase allows for generous front and rear leg room and the low seating position provides ample head room front and back.

Chassis

Joining the company from BMW in December, 2014, Albert Biermann's first look at the Stinger signaled to him a car that had to live up to its stunning design from behind the wheel. "I think for the Kia brand, the Stinger is like a special event," notes Biermann. "Because nobody expects such a car, not just the way it looks but also the way it drives. It's a whole different animal."

Setting the manufacturing hard-points of the body-in-white would define Stinger and the engineers looked carefully across a landscape dotted with contenders. Stinger's wheelbase (2,905 mms / 114.4 in), length (4,830 mms / 190.2 in), width (1,870 mms / 73.6 in) and height (1,400 mms / 55.1 in) allow for spacious accommodations while its cargo area provides enough space for full-size luggage or golf bags - with an available power liftgate with Smart Trunk functionality.

Riding on a chassis comprised of 55 per cent advanced high-strength steel, the Stinger provides an ultra-stiff foundation for the ride-and-handling engineers to work with. This rigidity also contributes to reduced NVH and a quiet cabin. The MacPherson front and multi-link rear suspension has been tuned to provide optimal feedback to the driver. A Kia first, ride-damping and vehicle handling traits may be modified by the driver through an electronically adjustable suspension known as Dynamic Stability Damping Control. While always reacting predictably to the driver's inputs, depending on road conditions and driving style, the Stinger can be tuned to respond with more agility through corners as the system softens the front shocks and firms up the rear. Conversely, improved high-speed stability is achieved when the system stiffens the front shocks and softens the rear. The system is accessed through five drive modes (another Kia first): Personal, Eco, Sport, Comfort and Smart.

Standard variable ratio Rack-mounted Motor Driven Power Steering (R-MDPS) offers razor-sharp feedback through direct mounting of the electric motor on the steering rack, enhancing

steering response and reducing unwanted vibration from transmitting through the column. Steering boost is also adjustable through the five selectable drive modes.

Powertrain

If the chassis symbolizes the bones of a *gran turismo*, then surely the available powertrains represent its heart. Oriented longitudinally and set rearward beneath the long, sculpted hood, a choice of two turbocharged engines are available.

While both engines are still under development, the standard 2.0-litre turbocharged four-cylinder Theta II engine produces an estimated 255 horsepower at approximately 6,200 rpm. Max torque of 260 lb.-ft. is available from 1,400 – 4,000 rpm. Performance credentials are further enhanced through the available 3.3-litre twin-turbo V6 Lambda II engine, which is anticipated to produce 365 horsepower at an estimated 6,000 rpm and offer max torque of 376 lb.-ft. from 1,300 – 4,500 rpm. Kia is targeting 5.1 seconds from zero to 100 kms/hr and a top speed of 268 km/hr with the twin turbocharged V6.

The Stinger features a second-generation eight-speed rear-drive automatic transmission. First offered in the K900 luxury sedan, the gearbox has been designed in-house and rewards drivers with crisp shifts and maximized fuel efficiency. More typically found in aviation- and racing-engine applications, the transmission features Kia's first use of a Centrifugal Pendulum Absorber (CPA) torque converter to help reduce torsional vibrations through the drivetrain. Drivers can let the gearbox manage shifts on its own or may selectively run through the gears via paddle shifters mounted aft of the steering wheel. As with the suspension and steering, up to five different shift patterns may be selected through the vehicle's electronic drive-mode system. Throttle mapping is also adjusted accordingly.

Recognizing that passionate drivers may not always reside in optimal climes, the Stinger is Kia's first sedan with all-wheel drive. Rear-wheel biased for optimal control in the wet or dry, the AWD system features a new Dynamic Torque Vectoring Control system which monitors driver inputs and road conditions and automatically applies power and braking force to the appropriate wheels to maintain course in adverse conditions.

A choice of alloy wheels and tires are also offered. The 2.0-litre turbocharged 4-cylinder models ride on 225/45R-18 performance tires while the 3.3-litre V6 is shod with staggered ultra-high performance rubber; 225/40R-19 in front and 255/35R-19 at the rear. Vented Brembo^{®i} disc brakes are standard on the 3.3-litre twin turbo and feature quad-piston front calipers and dual-piston rear calipers.

Available Advanced Technology & Convenience

Offering luxurious amenities and unexpected features have become part of Kia's DNA and the Stinger continues that tradition. Multiple Advanced Driver Assistance Systems (ADAS) seamlessly work together to enhance the driving experience, including:

- **Driver Attention Alert (DAA)** is a Kia first and helps to combat distracted or drowsy driving. The system monitors a number of inputs from the vehicle and the driver and will sound a warning chime and display a graphic in the instrument binnacle that it's time to take a break from driving if it senses the driver's attention level has been significantly reduced.
- **Advanced Smart Cruise Control (ASCC)** maintains a pre-set distance between the Stinger and the vehicle in front and can bring the car to a full stop in congested traffic.
- **Lane Keep Assist (LKA)** actively monitors the vehicle's intended lane and will alert the driver with an audible warning along with providing steering input to help maintain the vehicle's position.
- **Rear Cross Traffic Alert (RCTA)** scans the area behind the vehicle when backing from a parking space and will alert the driver with an audible warning if cross traffic is detected.

Connectivity, entertainment and vehicle information can be as important as a dynamic driving experience and the Stinger comes to market with the latest infotainment systems. The height-adjustable colour Head-Up Display (HUD) enables the driver to see key driving information reflected on the windshield glass, including speed, turn-by-turn navigation, audio and cruise control settings and Blind Spot Detection information. Resting within the centre console is a wireless Smartphone charging pad and Bluetooth®ⁱⁱ hands-free operation is standard while many of the vehicle's subsystems may be accessed through the steering-wheel-mounted controls.

Long-distance travel is a hallmark of the *gran turismo* ownership experience and there is a trio of high-performance audio systems designed to turn the interior into a dynamic concert hall as the miles blur by. The base audio system for the 2.0-litre turbo features nine speakers and a seven-inch haptic touchscreen with Kia Canada's new telematics service system, UVO SmartITself. The available premium Harman/Kardon®ⁱⁱⁱ audio system pumps out 720 watts through an external amplifier to provide crystal-clear music. With 15

speakers and Kia's first under-seat mounted subwoofers tucked beneath the driver and passenger seats, the system features Clari-Fi™^{iv}, a patented music restoration technology that rebuilds audio signals that are lost in the digital compression process. This technology returns a high-fidelity listening experience to any compressed digital source. The system also comes equipped with next-generation QuantumLogic™^v Surround Sound technology, which extracts signals from the original recording and redistributes them into an authentic, multidimensional soundstage for playback that is clear, refined and full of detail.

2018 Kia Stinger specs

Engine	Stinger	Stinger GT
Type/layout	2.0L Turbo Charged I4 Theta II	3.3L Twin Turbo V6 Lambda II
Horsepower (estimate)	255 hp @ 6,200 rpm	365 hp @ 6,000 rpm
Torque (estimate)	260 lb.-ft @ 1,400-4,000 rpm	376 lb.-ft @ 1,300-4,500 rpm
Block	Aluminum	Aluminum
Head	Aluminum	Aluminum
Valve System	DOHC D-CVVT 16V	DOHC D-CVVT 24V
Displacement (cc)	1,998 cc	3,342 cc
Bore x stroke (mm)	86 mm X 86 mm	92.0 mm x 83.8 mm
Compression Ratio	10.0 : 1	10.0:1
Fuel System	GDI (Gasoline Direct Injection)	GDI (Gasoline Direct Injection)
Required Fuel	Premium Recommended	Premium Recommended

Drivetrain	Stinger	Stinger GT
Transmission Gear Ratios: 8-speed automatic transmission	-	-
First	3.964	3.665
Second	2.468	2.396
Third	1.610	1.610
Fourth	1.176	1.190
Fifth	1.000	1.000
Sixth	0.832	0.826
Seventh	0.652	0.643
Eighth	0.565	0.556
Reverse	2.273	2.273
Final gear ratio	3.727	3.538
Layout/drive	Front Engine / AWD	Front Engine / AWD

Exterior Dimensions	Stinger	Stinger GT
Length (mm/in.)	4,830 / 190.2	
Width (mm/in.)	1,870 / 73.6	
Height (mm/in.)	1,400 / 55.1	
Wheelbase (mm/in.)	2,905 / 114.4	

Interior Dimensions	Stinger	Stinger GT
Seating capacity	5 passenger	
Front (in.)	974mm	
Rear (in.)	939mm	
Front (in.)	1083mm	
Rear (in.)	925mm	
Front (in.)	1433mm	
Rear (in.)	1391mm	

Chassis/Suspension	Stinger	Stinger GT
Front	MacPherson	
Rear	Multi Link (5-link)	
Construction	Steel Unibody	

Steering	Stinger	Stinger GT
Type / Power source	Rack and Pinion / Electric motor	
Variable Gear Ratio	Standard	
Turns, lock-to-lock	2.3	
Turning circle, curb-to-curb (ft.)	37.5	

Brakes	Stinger	Stinger GT
Front	Ventilated Disc	Brembo 4-Piston Caliper Ventilated Disc
Rear	Disc	Brembo 2-Piston Caliper Ventilated Disc
Size (in.) front/rear	12.6" / 12.4"	13.8" / 13.4"

Wheels/Tires	Stinger	Stinger GT
Wheel size (in.)	8.0J×18	8.0J×19 (front) / 9.0J×19 (rear)
Tire size	P225/45R18	P225/40R19 (Front) P255/35R19 (Rear)
Spare Tire	Compact Spare	Compact Spare

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Kia Canada Inc. (www.kia.ca – www.facebook.com/kiacanada), a maker of quality vehicles for the young-at-heart is a subsidiary of Kia Motors Corporation (KMC) which was founded in 1999 and sells and services high quality, class leading vehicles like the Soul, Forte, Optima and Sorento through a network of 189 dealers nationwide. Kia Canada Inc. employs 154 people in its Mississauga, Ontario headquarters and four regional offices across Canada, including a state-of-the-art facility in Montreal. Kia's brand slogan "The Power to Surprise" represents the company's global commitment to surprise the world by providing exciting & inspiring experiences that go beyond expectations.

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About Kia Motors Corporation

Kia Motors Corporation (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. Over 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\$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.

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