



Media Contact:
Michael Choo,
General Manager, Overseas PR Team
Tel: +82-2-3464-5663 E-mail: mjc@kia.com

NEWS

2018 Kia Stinger makes world debut at North American International Auto Show

- **Powerful all-new fastback sport sedan redefines the Kia brand**
- **Kia Motors follows through on the promise of a production model of the GT concept**
- **Designed in Frankfurt, developed on the Nurburgring, industry-leading quality by Kia**

(SEOUL) January 9, 2017 – At an event typically dominated by introductions from American auto companies, Kia Motors America (KMA) today stole the spotlight with the world debut of the all-new 2018 Kia Stinger (hereafter Stinger) at the North American International Auto Show. A five-passenger fastback sports sedan poised to redefine a segment currently populated by European automakers, the Stinger promises to be the highest-performance production vehicle in the company’s history and is backed by Kia Motors’ industry-leading quality and reliability. Offered with multiple engine and drivetrain configurations and luxurious accommodations, the Stinger is planned to go on sale in the U.S. late this year. Pricing will be announced closer to the vehicle’s launch date.

“Unlike any Kia that has come before it, the Stinger really is a dream car for us, and here today in Detroit, that dream is now a reality after years of commitment and hard work from a passionate group of designers, engineers and executives around the world,” said Orth Hedrick, vice president, product planning, Kia Motors America. “From its GT concept-car origins to the years of tuning and refining on the legendary Nurburgring circuit, no detail was too small to be obsessed over, and the result is simply stunning.”

Instantly recognizable as a direct evolution of the 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.

But what makes a true *gran turismo*? This question was the foundation for a years-long journey that began when the GT concept was first unveiled at the 2011 Frankfurt Motor Show. Although every Kia design study has a purpose, the GT concept was something considered by many outside the company as little more than a dream for a brand known for producing mass-market transportation rooted in value. But the GT ignited embers of passion that sparked a fire within the organization and over the next five years that fire would grow beyond fantasy and morph into reality.

Once the Stinger was green lighted, that *gran turismo* question became a mantra as development commenced. Coming from Kia, the design had to be bold. And it was. But it also had to be nimble and fast while also luxurious and quiet. It had to achieve the perfect balance of ride and handling and seat five comfortably with room for luggage. It had to be a lot of things, but most of all, it had to be an authentic *gran turismo*. And it is.

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 center console is intuitively split into two specific areas: the infotainment controls sit neatly below a large color touchscreen, while the climate and ventilation controls nestle beneath. Front and center 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 color 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. At 114.4 inches, the Stinger's wheelbase is longer than the Audi A4, Infiniti Q50, Lexus IS, BMW 4 Gran Coupe and even the Lexus GS and Mercedes CLSⁱ. It's also longer overall (190.2 inches) and wider (73.6 inches) than the others in the segment, allowing for spacious accommodations. The Stinger's cargo area is also larger than many in its class, with enough space for full-size luggage or golf bags and a power liftgate with Smart Trunk functionality is available.

Riding on a chassis comprised of 55 percent 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-liter 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-liter 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 to 62 mph and a top speed of 167 mph 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 available with rear- or 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. Rear-drive vehicles get the benefit of a mechanical limited slip differential to help evenly distribute power through the rear wheels.

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

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.

In the United States, The National Highway Traffic Safety Administration conservatively estimates that 100,000 police-reported crashes are the direct result of driver fatigue each yearⁱⁱⁱ. This results in an estimated 1,550 deaths, and 71,000 injuries annually. A Kia first is the new Driver Attention Alert (DAA)^{iv} system to help 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.

Forward Collision Assistance (FCA)³ with integrated Autonomous Emergency Braking (AEB)³ with pedestrian detection can detect a potential collision with another vehicle or pedestrian and help bring the car to a halt. Advanced Smart Cruise Control (ASCC)³ 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)³ 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)³ 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 color Head-Up Display (HUD)^v display 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 center console is a wireless Smartphone charging pad and Bluetooth^{®vi} 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-liter turbo features six-speakers and a seven-inch haptic touchscreen with the latest version of UVO, Kia's award-winning telematics systems. The standard system found in the 3.3-liter twin turbo ups the speaker count to nine and includes an external amplifier. The available premium Harman/Kardon^{®vii} 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^{™viii}, 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^{™ix} 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 (US Model Specifications)

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/ Rear or All Wheel Drive	Front Engine/ Rear or All Wheel Drive

Exterior Dimensions	Stinger	Stinger GT
Length (in.)	190.2 in.	190.2 in.
Width (in.)	73.6 in.	73.6 in.
Height (in.)	55.1 in.	55.1 in.
Wheelbase (in.)	114.4 in.	114.4 in.
Track, front/rear (in.)		
Overhang, front/rear (in.)	32.7 in. / 43.1 in.	32.7 in. / 43.1 in.

Interior Dimensions	Stinger	Stinger GT
Seating capacity	5 passenger	5 passenger
Head room	-	-
Front (in.)	39.4 in.	39.4 in.
Rear (in.)	37.0 in.	37.0 in.
Leg room	-	-
Front (in.)	42.6 in.	42.6 in.
Rear (in.)	36.4 in.	36.4 in.
Shoulder room	-	-
Front (in.)	56.4 in.	56.4 in.
Rear (in.)	54.8 in.	54.8 in.

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

Steering	Stinger	Stinger GT
Type / Power source	Rack and Pinion / Electric motor	Rack and Pinion / Electric motor
Variable Gear Ratio	Standard	Standard
Turns, lock-to-lock	2.4 (2WD), 2.3 (AWD)	2.4 (2WD), 2.3 (AWD)
Turning circle, curb-to-curb (ft.)	36.9 (2WD), 37.5 (AWD)	36.9 (2WD), 37.5 (AWD)

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

Editor's note: All product specifications and standard/optional features pertain to Kia Stinger vehicles to be marketed in the United States and may differ with vehicles sold in other regions.

###

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 Kia 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 50,000 employees worldwide and annual revenues of nearly US\$44 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.

ⁱ Comparisons based on current model year vehicles

ⁱⁱ Brembo is a registered trademark of Brembo S.p.A

ⁱⁱⁱ National Highway Transportation Safety Administration (NHTSA) Drowsy Driving Research and Program Plan; March 2016

^{iv} These systems are not substitutes for proper and safe driving, parking, and/or backing-up procedures. Always drive safely and use caution.

^v Failure to pay attention to travel conditions and vehicle operation could result in loss of vehicle control. Always drive safely and use caution.

^{vi} The Bluetooth® wordmark and logos are registered trademarks owned by Bluetooth SIG Inc., and any use of such marks by Kia is pursuant to license. A Bluetooth® enabled cell phone is required to use Bluetooth® wireless technology.

^{vii} Harmon/Kardon is a registered trademark of Harman International Industries, Inc.

^{viii} Clari-Fi is a registered trademark of Harman International Industries, Inc.

^{ix} QuantumLogic is a registered trademark of Harman International Industries, Inc.