

Sedona 2.5 V6 automatic



A great package for mom to cart the kids around in, but

The Kia Sedona left us with very mixed feelings. As a multi-purpose vehicle it has all the bells and whistles to really put a smile on your face. Items such as leather seats with electrical adjustment on the drivers seat, sliding passenger doors on both sides of the vehicle (that slide ever so quietly), full instrumentation and a full, handy roof rack for tying down a tomato crate full of live chickens (we are in Africa!). Okay then - surfboards, fishing rods or bicycles!

It also comes in what feels like a nice size of MPV, it's not too big and not too small and it looks and feels like a package that's easy to drive and park.

What is disappointing though, is the engine performance. Perhaps this has something to do with the vehicles licence or tare mass of 1 903 kg. It's a heavy car for its size, or is it an optical illusion?

There are two engine models to choose from, a 2.5-litre V6 or a 2.9 diesel, with options of manual or

automatic transmission.

The 2.5 petrol develops 110 kW at 5 600 rpm and 224 Nm of pulling power at 4 000 rpm, although all arguably at a high rpm.

Our test car had the four-speed automatic transmission which also has a "Hold" button feature. This feature is useful as it locks the transmission in a selected gear so as to provide braking under engine compression, handy for when travelling downhill.

First impression of the 2.5-litre V6 is that it is silky smooth and quiet, lovely for puttering around town in, but with a caravan weighing 1 300 kg in tow it was sluggish, with acceleration from zero to 100 km/h taking 24.7 seconds. Top speed was not bad though, 125 km/h and it felt really stable towing the Xcape caravan.

On our standard hill climb the combination took 2 minutes and 17 seconds to reach the summit, enough to make us decide that if we were in the market to buy an MPV for towing we would look elsewhere.

BUT, and this is a big BUT, if you already have this model Sedona and intend towing close to home for a once-a-month caravan rally without encountering many hills, then it can be done. Just sit back and have patience, loads of patience!

The handbook states that this vehicle

can tow a braked trailer up to 2 000 kg, and we must compliment Kia on the section regarding towing in their handbook, which they cover in detail. Perhaps the diesel version would be the model to consider for towing.

Price for this model is R299 000

Basic Tow Data



Tail drop with 80 kg:	35 mm
No drop plate required	
Acceleration	
0-60 km/h:	9.4 sec
0 to 100 km/h:	24.7 sec
Overtaking	
60 - 80 km/h:	7.2 sec
80 - 100 km/h:	5.6 sec
100 - 120 km/h:	10.9 sec
Top towing speed:	125 km/h
Braking	
60 - 0 km/h:	1.86 sec
80 - 0 km/h:	2.54
100 - 0 km/h:	3.64
Hill climb: 2 minutes 17 seconds for an incline of 44 m over 2 km	
Fuel consumption while towing:	16.7l/100 km