

Review of the Kia EV3



By Fraser Lucas

LOOKS

Carrying on with the oddball, geometric angles of Kia's EV design (right down to the wheel choices), the EV3 makes for a distinctive proposition. Blurring the line

between small hatchback and upright crossover, it's a funky looking car, though in some ways it's strangely clinical as well. This does make it not as charming as other cars like it, though it remains extremely outlandish. You can't really lose something like this in a car park.

HANDLING AND PERFORMANCE

The EV3 keeps it straightforward. You can either have one version with 270 miles of charge or one with 375 miles of charge, with the same 201 BHP available. Despite the battery power, it's not going to run off like a stabbed rat, but you get plenty of grunt to get around. Driving around is a doddle as the soft ride allows for laid back handling, though this does sacrifice any fun, engaging feel to it. This is not the car for looping round B roads and tossing itself through corners.

PRACTICALITY

Like all the other battery-packed Kias, the EV3

has the same simple, clean, elegant cabin style that makes it seem so airy and welcoming. The touchscreen controls aren't sluggish and if you'd prefer physical controls, they're here too. You can wiggle about inside as well with those boxy proportions doing it loads of favours with interior space, even if seating lacks flexibility.

COST

Prices start at £32,995 for Air trim, which has automatic lights, heated front seats and keyless entry. Pay £35,995 and that gets you the same trim, but with the higher mileage battery. For £39,495, there's the GT-Line trim that throws in bigger wheels and a wireless phone charger, while the top line GT-Line S boasts an upgraded stereo system and a head-up display. However, that one will set you back £42,995. Stick to the cheaper end and the EV3 sits as an attractive non-bank breaker.

VERDICT

You could say the EV3 lacks passion, but that's made up for by it being a very comfy all-rounder sitting in that neat little Goldilocks zone. It's balanced in being refined, reasonably priced and equipped, as well as packing more range on the charge than most, if not all, like it. Kia has gotten very aggressive in its EV expansion and yet the EV3 shows no signs it's rushing out anything with sub-par quality.