Kia EV4 GT Line hatchback – Road Test

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Author:
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The Kia EV4 is a landmark model for the brand and possibly the UK car market, writes Robin Roberts (WheelsWithinWales).

The EV4 breaks new ground for Kia as the first zero emissions model made in their Slovakian factory and their first hatchback model to have an electric

powertrain.

Building on the success of the more utilitarian EV3 BEV, the new model is aimed at the markets for Hatchback and Fastback buyers and delivers a far more sporting drive as well.

Its careful pricing with initial finance contributions from UK Government and Kia finance build on its practical roomy and spacious package.

There is also a very impressive list of standard features across a range of almost a dozen derivatives. Essentially, something for every ev-buyer to pick over.

There’re Air, GT-Line, and GT-Line S trim levels with Hatchback styling and the Fastback comes in higher trims only with all prices rising from £33,245 to £46,345.

The EV4 Air entry-level model qualifies for the £1,500 UK Government grant and the upper models for Q1 2026 get a £3,000 Kia subsidy, all in a bid to boost registrations and reduce the likelihood of Kia having to pay fines for not reaching UK Government mandated zero-emissions levels.

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Apart from the styling and trim levels they share a common electric powertrain with 58.3 kWh battery or the 81.4 kWh pack in most, with only variations to the suspension being really significant mechanical differences.

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Our GT-Line had the more powerful motor and it packed a punch in a silk glove with five driving modes to optimise abilities selected via a button on the steering wheel, which also changed interior coloured emphasis lines.

Drivers can select the mode and deceleration with regeneration adjustments so it effectively becomes single pedal progress if desired or instantly switches to a sharper sporty persona if wanted. There is also a useful snow mode with much softer settings to reduce wheelslip.

Depending on the mode, acceleration is very good or very economical but it has a really practical top speed where conditions allow.

In give and take motoring over main roads the EV4 GT-Line easily and smoothly kept up with traffic and using Eco setting we saw it produce a 344 miles range. Mixing the modes brought it down to about 260 miles overall, so it shows you can have a practical long-range ev-friendly family car if you choose.

Power delivery was near silent and immediate, the steering quite well balanced to give assistance and feeling along with a good turning circle, while brakes were reassuring in action and assistance from any speed.

The auto-hold facility kept us safe on steep hills and was useful in crawling traffic.

Secondary controls mostly work from stalks on the column or through touch

buttons on the wheelspokes. The lights controls were grouped on the left hand side, the wipers front and rear to the right of the column. All needed a bit of familiarity to operate as intended because they were hidden behind the big spokes of the wheel, along with the slender levers to improve responses.

The spokes carried the driver assistance system one side and the infortainment and communications access on the other.

Directly infront of the driver were the displays for speed and motor performance, battery state etc., and these subtly changed with the chosen mode.

The large central display for infotainment, communications and maps was very clear and contained numerous sub-sections to scroll along.

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Heating and ventilation was really effective and easy to use, backed up with powered windows.

Oddments room was also very good for a family car with plenty of bins, trays and compartments throughout. Under the boot floor was a small compartment and the total loadspace was generous and useful with a sensible shape which quickly more than tripled as the rear seatbacks dropped.

Access to the boot was easy and slipping into the back seats was unrestricted. Once installed, there was a lot of room even in the rear three-

seater bench. Adjustment on the front pair was good and combined with a moveable column the driver should be able to precisely tailor a setting to their preference.

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Ride quality was generally good on main roads and motorways but once off the better surfaces it deteriorated a bit. It wasn't hard but it wasn't soft either and sometimes the cabin was jolted by bumps and potholes which could not be missed.

The tyre and suspension noise intruded and possibly seemed exaggerated in the absence of other mechanical sound but wind wuffle was virtually nil.

Visibility was good despite the intelligent headlights seemingly slow to adjust, the wipers cleared big slices of glass each end and the reversing camera and sensors were essential as over the shoulder sight-lines were almost non-existent. In traffic the mirrors and inbuilt radar detectors were incident savers.

The EV4 GT-Line stayed planted on the road irrespective of surface and it gripped very well although with a tendency to run wide on tighter turns, but instantly came back as the throttle eased or steering unwound.

VERDICT

The Kia EV4 GT-Line is the mid range model which is possibly the best in the line-up, delivering good performance, range potential and up to date

technology when lined up against rivals and also offering agreeable passenger space and comfort with very few shortcomings as described above.

For: Range and performance excellent, roomy, well equipped, very comfortable.

Against: Misses full Gov ev grant, tyre and road noise, poor rear visibility, slow auto-headlights.

FAST FACTS

Model: Kia EV4 GT-Line

Price: £39,445

Mechanical: 201 bhp 81.4 kWh battery, 2WD

Max Speed: 105 mph

0 – 62 mph: 7.9 secs

Range: 344 miles

Insurance Group: 35D

C02 emissions: Zero

Bik rating: 3%, £10FY, £195SR

Warranty: 7 years/ 100K mechanical 8 years battery

Size: L 4.45 m (14.60 ft), W 1.86 m (6.10 ft), H 1.49 m (4.89 ft)

Bootspace: 435 to 1,415 litres (15.36 to 49.97 cu.ft)

Kerbweight: 1,910 kg (4,211 lb)

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