Kia Sorento 2.2 CRD (2025 model) – First Impressions

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Robin Roberts (WheelsWithinWales) samples the latest Sorento (2.2 diesel version).

Twenty-one years after Kia's original Sorento launch the latest variant of the seven seat SUV has been taking design cues from its new all-electric stablemate, the EV9.

Unlike the BEV, the Sorento is available in three grades in the UK: '2', '3' and '4' with the choice of 190 bhp 2.2-litre common-rail diesel, 212 bhp 1.6-litre turbocharged-petrol hybrid (HEV), or a 249 bhp 1.6-litre turbocharged-petrol plug-in hybrid (PHEV).

The HEV and PHEV Sorento variants are equipped with a 6-speed automatic transmission, while diesel models receive an 8-speed dual-clutch transmission.

New Sorento starts from £41,995 in the UK, £3,030 less than the outgoing model, and rises through the grades and nine available models to £55,995.

Four years after the last version was introduced, the new Sorento has been aligned with Kia's newer SUV models, fully embracing Kia's 'Opposites United' design philosophy.

The new Sorento remains one of the best-equipped models in its segment, benefitting from several new premium features, such as fingerprint recognition, dual curved 12.3-inch displays, ambient lighting, and a customisable head-up display. The new Kia Sorento also benefits from artificial leather and recycled PET cloth throughout the cabin and upholstery, a further implication of Kia's sustainability mission.

All Sorento models receive front centre airbags, side and curtain front airbags, all-round three-point seatbelts, impact-sensing auto door unlocking, 2nd row grab handle, ISOFIX child seat top tethers and anchor fixings in the 2nd and 3rd row, child lock, immobiliser, locking wheel nuts, a visible VIN and a Thatcham Category 1 alarm system.

The new Sorento are available with Kia's seven-year/100,000-mile warranty as standard.

First impressions

It’s a canny move by Kia to keep the Sorento diesel in their new range of family SUVs.

Kia has kept the diesel engine to meet the needs of high mileage business users and the enormous number of drivers who tow caravans, trailers and boats for leisure purposes, as well as Britain’s country dwellers.

The traditional diesel makers have withdrawn models from the UK and the new Labour Government said it will push ahead with a ban on new ones from 2030 but, of course, there will still be a lot of used diesel cars in the market by then and their prices might actually start to rise given their longer life and economy.

So buying the latest Kia Sorento diesel might actually be an investment and not just an expense and we wanted to see how it measures up in the £46,195 Sorento 3 specification. And the answer is there should be a lot of buyers for it.

It’s respectably brisk, satisfyingly smooth, not unduly noisy and we got close to the reported

average fuel consumption. Kia said the new Sorento has a 124 mph maximum, with a 0 – 62 mph time of 9.7 seconds and its overall fuel consumption averages 42.8 mpg.

The diesel engine's flexibility and 440 Nm (325 lb.ft) at 2750 rpm is good even if its absolute power of 190 bhp at 3,800 rpm is not outstanding. It easily kept up with traffic over a mixture of country, main roads and motorway on our short test route this week.

It has very comfortable seats with an absorbing ride quality, safe surefooted handling and pleasantly weighted steering with reassuringly strong brakes.

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The big infotainment and essential digital display sweeps across the driver's line of sight, is packed with data and it comes highly equipped for everyday and holiday needs.

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VERDICT

You’re not really giving away anything if you went for the Sorento diesel but in fact could be gaining more than you expect.

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