

FOUND FEELINGS

Kia Soul EV 100% electric

Original Spanish
text:
[Imprimir](#) [Enviar](#)



Ricardo Fraguas

Kia soul ev conversion is probably the best that exists in the market for a vehicle previously designed to be powered by an internal combustion engine.

Seamless integration of 27kW battery pack in a body that is free from vibration and engine noise polluting explosion for which it was designed. Instead it now houses a permanent magnet electric motor capable of delivering up to 110 horsepower, drawing more than 90% of the energy consumed by an engine type that leads invented more than 100 years. Now this propulsion system finally reaches the market for use and enjoyment of citizens in the new generation of 100% electric vehicles including the Kia Soul is ev. The century-old technology allows the Soul weight of 1410 kg with a lot of joy accelerate from 0 to 80 km / h with enough slack from 80 to 145 km / h. But perhaps most remarkable about the proposal Kia in zero emissions sympathetic soul version, is his strength when equip its first operations in the manufacture of clean vehicles pack more generous market batteries, utility segment below 40,000 euros. 27kW battery that keep the art car driving beyond the 200 km. That has been one of our tests. Try to exceed 210 km autonomy officially advertised in your body the vehicle has graciously given us Kia Motors Spain for this report. And we succeeded. Performing an extremely conservative but not use the air conditioner without driving, we managed to travel 219 km and we subtracted 2% of battery, according to the onboard computer. When we consume 80% of the energy storage capacity of the vehicle it draws our attention to the need to recharge and can set that we keep reminding each 2% or more consumed anymore.

With the remaining 5% in addition to the battery backup witnessed a baby turtle is supposed to limit power and speed turns, but the difference is negligible city power delivery. When the turtle starts blinking.

Of the 219 km, 55km have traveled the back roads, 42 street circuit and the rest by ring roads. In any case we have exceeded 100km / h. According to the Kia Soul EV system, we consume an average of 13,8Kw / ha 100km. 219,2km combined circuit paths at an average speed 44km / h. 100 km to 36th tours outside temperature and the rest between 30 and 22 degrees. With a total time of 4 hours and spent 52 minutes. The unevenness of the route was between 652 and 1032 meters in altitude, starting and ending at the 652 meters.

In no case was tedious driving because driving this vehicle is an absolute blast. The ride comfort is very pleasant and the cabin dle Soul is very comfortable and pleasant. The visibility is fantastic. The high driving position but with the center of gravity well below the battery housing can feel very well established on the road. Smooth, fast, quiet and fun. The interior without being given enormous feeling generous amplitude as if we were in an American "van" in an all terrain urbanite. I particularly love the concept vehicle, comfy accessible by a lift which also provides maximum enjoyment of the road and the environment. In addition, moreover, the onboard entertainment is almost inexhaustible, not only for the information you provide on computer screens sized enough, but because it is a car extraordinarily "teclero". I have come to count more than 55 buttons from the cockpit!

This drive allows two degrees of regeneration / retention and also the first part of the brake travel, the regeneration increases. I have come to see to 70kw. I would definitely prefer the lever position B which although less than the BMW i3, the foot off the accelerator pedal is not necessary to almost touch the brake retention.

The Soul remembers ev "concentrated" version of the Range Rover Evoque lines but not a road, or other.

It does not have four-wheel drive but I assure circulating on gravel which is great. In fact it is really enjoyable integrate with nature with this vehicle. Makes no noise, it does not pollute. Its magnificent seats, its ground clearance, its tolerant enough suspension absorbs bumps well own stones and dirt tracks of Soul ev make an ideal vehicle for the mountain raids.

With daily guarantee of success and enjoyment, also I recommend this car for frequent use in rural environments.

With the air conditioning running and making a careless driving, but always within the speed limits (120 km on the highway, 100 and 90 on highways and ring roads 50, 40, 30 and 20 in urban areas), it very complicated exceed 160 km of autonomy unless we increase greatly the city tour. Consumption above 80 km / h always penalize and reduce autonomy.

Price, current offers and technical data can see in <http://www.kia.com/es/modelos/soul-ev/> , or in any media that plays your data, which you will not find is information with much continuous comfortable sharing with you. A good friend after electronic and telephone contact several dealers have achieved this July 2015 in Madrid the Soul buy ev again, with the maximum finish, known as CHAdeMO version because this system also incorporates load, totaling EUR 24500 with batteries and property transfer taxes and including all manufacturer promotions, state aid and dealer discounts. After consulting several official outlets has found differences in excess of 4000 euros budgets.

The car we tested, is also the CHAdeMO finish. It is very well equipped. It was not missing anything except to those who like the boot opening and seat adjustment automatically. Otherwise is everything. Security systems already are imposing controls distances for walking and soon, very soon also autonomous driving will prevent many accidents in scope and roundabouts and withholdings will be generalized. The Kia Soul EV for now lacks such systems. What it incorporates is assisting with parking distance control and rear camera.

In the information systems I like something that is not common to see in the 100% electric vehicles to control consumption and a screen that informs us independently in three sections of: instantaneous consumption or input from the engine, air conditioning and the other electronics and vehicle systems. So we can see, for example, that the difference in consumption between the low beam and high beam is 250w / h.

My experience with the recharge is as follows. With the home charger I managed to carry a maximum of 9 amps (14 ha 1959w). With the SAE J1772 / IEC 62196 cable in 22kW charging points, the maximum has it been obtained of 6.09 kW (4h) and with a point system CHAdeMO charging REPSOL IBIL reached only 36.7 Kw until the 10th minute recharging post overheated and stopped charging. In theory, according to some reports the vehicle is capable of carrying up to 100 Kw reason / h with the CHAdeMO DC system even in the car manual only informed of the possibility of reaching 50 kw. If possible and there would 100Kw utilities of the Kia Soul ev could charge 80% in 13 minutes.

The entire range of electric vehicles on the market the Kia Soul EV proposes a combination of differentiating elements that have directly located at the top of the list. Considering the value and performance attributes, along with the Renault Zoe, leads the league table but how is it possible that in December 2014 was the last in the ranking of sales? There is only one answer, so far there has been no willingness to sell. It may indeed be an interesting test for KIA and other manufacturers check how many vehicles are sold by "spontaneous generation" in Spain. For the first 6 months of this year nothing more and nothing less than 27. Half the Renault ZOE but double that and VW GOLF !.

Found feelings.
