Kia announces high-performance EV9 GT with virtual shifting and native Tesla charging



Kia came to the LA Auto Show with not one but two revamped electric vehicles, a sign that the South Korean automaker is still feeling bullish about its momentum in the plug-in car market.

First off, the 2025 Kia EV9 GT is a performance version of its three-row SUV, which we first tested earlier this year. This one promises more power and a sportier feel than the version we drove, which bore the GT Line badge but wasn't specifically tuned for performance. The new GT trim comes with over 500 horsepower (compared to 379hp in the 2024 model) and a zero to 60mph acceleration of 4.3 seconds. Kia is calling it the "most powerful" three-row SUV it's ever created.

The dual-motor EV9 GT will also be the first Kia vehicle to feature electronically controlled suspension for extra smooth

handling, depending on your drive mode. Just press the bright green GT button on the steering wheel to access GT mode, dialing in shock damping to its stiffest setting.

And much like the Hyundai Ioniq 5N from Kia's sister company, the EV9 GT will feature virtual gear shifting that simulates the feel of a traditional step-shift automatic transmission – complete with fake engine noises. This provides noticeable "shifts" as the EV9 accelerates and can reduce acceleration when the rev limit is reached.

The EV9 GT will feature virtual gear shifting

You can also use the paddles located on either side of the steering wheel to manually shift through the gears. And Kia has something called the "Active Sound Design (e-ASD)" that works in concert with the fake gear system to replicate the sound of the gears shifting as the vehicle accelerates.

The EV9 has been incredibly popular for Kia, selling roughly 18,000 units in the US since it was first released last December. But the automaker recently said it would slow production of the SUV in response to a chillier policy environment.

There are some design differences between the original and refreshed versions of the EV9 GT, including 285/45R-21 high-performance Continental tires around exclusive 21-inch alloy wheels and neon green brake calipers first featured on the EV6 GT. And there are other GT-exclusive lighting accents and digital graphics on the infotainment to delight drivers about their big, powerful SUV.

But perhaps most importantly, the 2025 EV9 GT will be the first EV from Kia to come with a native Tesla / North American Charging System (NACS) port. That means that when it comes out sometime next year, it will have access to all 15,000 Supercharger stations without the need for an adapter. Hyundai already announced that its 2025 Ioniq 5 will also have

factory-installed Tesla charging, so it’s another sign that the two South Korean automakers are leapfrogging the rest of the industry in adopting the new charging standard.

In addition, Kia announced a refreshed 2025 EV6 crossover, also with the native NACS port. The model year 2025 version of Kia’s flagship EV is also getting a bigger battery for more capacity and longer range. And the charging port on the EV6 has been moved to the left rear fender to make it more compatible with Tesla Superchargers. (Kia is going to start providing adapters to current EV owners next year.)

The 2023 EV6 that we tested two years ago came standard with a 58kWh capacity battery pack, which translates into a range of 232 miles. Now, the 2025 EV6 will come with a 63kWh battery, along with an optional 84kWh pack that should get an estimated 319 miles of range in the rear-wheel drive configuration.

The 2025 EV6 will be built at Hyundai and Kia’s Metaplant in Georgia, which means it may qualify for the $7,500 tax credit while it still exists. (President-elect Donald Trump has vowed to eliminate the EV tax credit.) The EV9 GT, however, will be built in South Korea alongside the hot-blooded EV6 GT and is anticipated to arrive in late 2025. Pricing for both models is expected to be released closer to production time.

https://www.theverge.com/2024/11/21/24302336/kia-ev9-gt-specs-nacs-charge-ev6-battery-laas