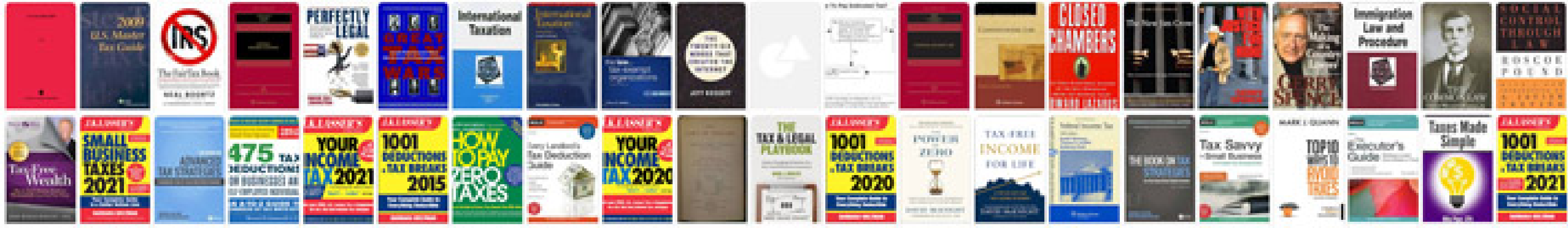

Cadillic cts

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The Cadillac CTS is an executive car that was manufactured and marketed by General Motors from to across three generations. Historically, it was priced similar to cars on the compact luxury spectrum; but it has always been sized closely to its mid-size rivals. The third generation competes directly with the mid-size luxury cars. Initially available only as a 4-door sedan on the GM Sigma platform , GM had offered the second generation CTS in three body styles: 4-door sedan, 2-door coupe, and 5-door sport wagon also using the Sigma platform â€" and the third generation was offered only as a sedan, using a stretched version of the GM Alpha platform. Wayne Cherry and Kip Wasenko designed the exterior of the first generation CTS, marking the production debut of a design language marketed as "Art and Science" first seen on the Evoq concept car. The second generation CTS-V sedan, coupe and station wagon was sold through , concurrent with the third generation standard sedan, until the third generation CTS-V was ready. Introduced in early as a model, the CTS sedan was built on GM's new rear-wheel drive Sigma platform and sported a fully independent suspension. It was the first Cadillac to be offered with a manual transmission since the Cimarron. Wayne Cherry and Kip Wasenko designed the exterior of the first generation CTS and this vehicle marked the production debut of the "Art and Science" design language first seen on the Evoq concept car. Originally powered by a 3. The 3. In Europe, the 2. For the model year, the Getrag was replaced with an Aisin AY-6 six-speed. The and CTS-Vs were equipped with the 5. Larger anti-roll bars and larger shocks were also added. The spring rate was significantly increased. The update also included a stronger rear differential and half shaft design. Brakes were In addition, GM badges were added on models. For performance enthusiasts, a high performance suspension package RPO FG2 was available as a dealer installed option. From and , the CTS-V came with the 5. From to , the previous LS6 engine was superseded by the new 6. While both engines offer the same HP and torque specifications, the LS2's benefit was a wider torque band, due to the higher displacement it offered. The only available transmission was the six-speed manual Tremec T The transmission used the skip-shift feature to conserve fuel during light loads by preventing drivers from using the second and third gears, and a dual mass flywheel to reduce "rattle" in no load conditions. The rear axle was a Getrag limited slip IRS unit with a 3. The â€" base model featured a 3. A second engine, a new 3. A 6-speed manual transmission was standard equipment on the second generation CTS and GM's 6-speed Hydra-matic 6L50 automatic transmission was available as an option on all variants. On-demand all-wheel drive was offered with both engines when equipped with an automatic transmission. The second generation CTS was wider and longer than the original, measuring Wheelbase remained unchanged at Other changes included a revamped exterior, with a new, larger grille, slimmer headlights and taillights, side air extractor vents located forward of the front doors, and new nine-spoke inch wheels, surrounding larger high-performance brake calipers and rotors. Available features on the second-gen CTS included a Bose 5. As a result, a small batch of cars which had already been shipped to Australia were transferred to New Zealand and sold via selected GM Holden dealers. Owing to their popularity, some dealers sourced further UK market spec models. During the model year, the GM badges were dropped, although early models still had GM badges. For the CTS, the front grille used higher quality materials to give a more vertical design, and the Cadillac logo was being subtly changed to give a more vibrant appearance. The biggest change was to the engine. Although kept the same 3. The coupe's unveiling surprised the media and public, stealing a great deal of attention away from the CTS-V. In November , the production version was unveiled in a press release. The coupe went into production in spring for sale in August as a model. The standard engine was a 3. Like the sedan, both six-speed manual and automatic transmissions, in either RWD or AWD configurations, were available. A CTS-V version was added for The CTS Sport Wagon is available in either rear-wheel-drive or all-wheel-drive layouts, and is powered by either a 3. The car is made for primarily the European market, where in some countries, wagons are preferred to sedans. The suspension features coil springs front and rear. The front suspension is a control arm arrangement while the rear is an independent multi-link suspension. The front brakes were increased in size to The rear brakes are Steering is speed-sensing hydraulic-assist rack-and-pinion. The steering ratio is The LSA engine has a bore x stroke of 4. The crankshaft is forged steel using powdered-metal connecting rods. Pistons are high-silicon Hypereutectic Aluminium alloy replacing the forged aluminum used in the LS9 engine. The compression ratio is 9. The cylinder heads are based on the Corvette's LS3 head and are cast from type T6 Aluminum alloy. The exhaust manifolds are cast iron. The supercharger is a twin four-lobe screw compressor -type unit displacing 1. Intake air is cooled with a water-to-air intercooler built directly into the supercharger unit. There are manual and automatic transmission choices. The manual is a Tremec TR six-speed transmission with a short-throw shifter, twin disk clutch and dual-mass flywheel. The 6L90 automatic is a paddle shift conventional planetary gearing and torque converter -based automatic six-speed. Standard features include: leather seats, lateral acceleration gauge, inch aluminum alloy wheels, Michelin Pilot Sport PS2 tires, a built-in 40GB hard drive to store music, and LED flash tracers to tell the driver when to shift. Options include polished wheels, sunroof , navigation system and, for the first time, Cadillac offers way adjustable performance Recaro seats. According to Vince Muniga, a spokesman for GM, "All high-performance projects are on indefinite hold. The engineers are moving into different areas of the organization, and they will work on Cadillacs, Buicks, Chevrolets and Pontiacs. For the model year, GM badges were dropped from near the doors, although earlier models still had the badges. The CTS-V Coupe features unique centered twin exhausts, a larger grille for air intake, and an optional "saffron" interior trim color. The quarter mile time is reported to be The CTS-V sedan achieved a lap time of The record breaking vehicle was sold in at the Barrett-Jackson Palm Beach auction. The CTS uses the 2. The twin turbocharged engine is only available in the CTS Vsport, a new trim that serves as a step between the 3. Despite carrying the CTS name, the third generation model is actually closer in size and market position to the former STS. General Motors began assembling CTS sedans intended for sale to customers on September 16, Sales began in October As customary with award winners, the magazine acquired a CTS in Vsport trim for a long-term test. Its verdict lauded the car's driving dynamics and reliability but criticized its CUE multi-media interface. The article praised the handling of the CTS stating "[The CTS] is the only car in this group that didn't just put up with hard driving, it indeed goaded its driver to go faster. The article criticized the engine for being "coarse in the upper ranges", the acceleration times, the fuel economy and the CUE entertainment system. Sales concerns led Cadillac to offer rebates to the models and lower sticker prices on the models. All engines available in the CTS are constructed from cast aluminum blocks and heads and use direct injection and variable valve timing. For the model year, the 6-speed 6L45 automatic transmission was replaced by the new 8-speed 8L45 automatic transmission, with the 8L45 also taking over duties with the naturally aspirated 3. A new 3. The third generation CTS-V includes a 6. The success of the CTS has been attributed in part to the car's placement in the sci-fi action film The Matrix Reloaded. The producers of the film were seeking a car that would complement the film's atmosphere. The first generation CTS-V sedan competed from to , winning the manufacturer's championship in and From Wikipedia, the free encyclopedia. Motor vehicle. Wayne Cherry Kip Wasenko Front-engine, rear-wheel drive Front-engine, four-wheel drive. Total combined sales of all Cadillac CTS models by year. Calendar year United States Canada Global Manual Trans 37, 49, M35 [70] [71] 57, 61, [72] 54, 57, [73] 58, [74] 38, [75] 45, [76] 55, [77] 46, [78] 32, [79] 31, 1, [80] 34, [81] [82] 19, 23, [81] [83] 15, [84] 10, [85] 11, [86] 6, [87] CTS-V Production by model year 1st Gen CTS-V [88] Model Year Total U. Total Tech Times. February 6, Archived from the original on June 24, Retrieved June 8, Car and Driver. Archived from the original on May 11, Retrieved May 9, Archived from the original on December 23, GM Authority. 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January Motor Trend. January Retrieved February 15, November December CNN Money. Cable News Network. Archived from the original on November 8, Retrieved November 7, Archived from the original on November 7, And it has. Archived from the original on December 12, GM has achieved a rare numerical feat: two cars on our 10Best list. News Best Cars". Archived from the original on April 8, August Cadillac believes appearance is everything and the deft product placement in this summer's slickest sci-fi extravaganza may grant the luxury brand more youth appeal than Led Zeppelin's entire back catalog could accomplish. MSN Autos. Archived from the original Web video on June 6, R Sedan". October 6, Archived from the original on June 13, Retrieved January 6, January 3, Archived from the original on June 21, Archived from the original on February 21, Retrieved January 4, Sales up 5 percent in December". Retrieved January 3, Deliveries for December " PDF. Retrieved January 8, November 20, Retrieved April 8, Retail Sales and Share Gains for ". January 4, Crossover Sales Topped 1 million in ". Industry in Fourth Quarter and Calendar Year". GM Corporate Newsroom. Retrieved January 9, Cadillac vehicles. Established in , a General Motors division since Category Commons. Cadillac V-Series. Cadillac CT6-V. Hidden categories: CS1 Russian-language sources ru All articles with dead external links Articles with dead external links from January Articles with dead external links from October Articles with permanently dead external links Webarchive template wayback links Use mdy dates from October Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from December Articles with unsourced statements from September Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Second generation Cadillac CTS. Front-engine, rear-wheel drive. GM Alpha [42]. Fleetwood FWD. Sixty Special FWD. Fleetwood Brougham. Fleetwood RWD. Fleetwood Limousine. Series Personal luxury. Compact crossover. Mid-size crossover. Full-size SUV. Extended length SUV. Escalade ESV. Escalade EXT. Although a lot of car shoppers are gravitating more toward crossovers these days, luxury sedans remain essential vehicles for many manufacturers. The Cadillac CTS is indicative of that, and it features traits Cadillac wants to be known for: unmistakable design, sporty driving characteristics and modern in-car technology. It all comes together to create a compelling driver's vehicle that can compete with luxury sedans from overseas. Like the competition, the CTS is available with multiple engine options. You can prioritize fuel efficiency with the standard turbocharged four-cylinder engine or get smooth performance with a more powerful V6. Want even more? There are a few minor downsides to the CTS. While we like the CTS' sport-oriented handling, it can come at the cost of having an overly firm ride quality. This isn't a pillow-ride Caddy of old. Also, the CTS is one of the older designs in the midsize sedan class, so you might find its interior styling to be a little dated and the infotainment system's touch interface distracting to use. On the whole, though, we think there's a lot to like about the Cadillac CTS. The Cadillac CTS luxury sport sedan is available in five trims. Cadillac ensured even the base CTS comes well-equipped. But to get the 3. The base CTS trim comes with a turbocharged four-cylinder engine horsepower, pound-feet of torque , an eight-speed automatic transmission, inch wheels, Brembo front brakes, rear parking sensors, a rearview camera, keyless ignition and entry, dual-zone automatic climate control, power-adjustable front seats, driver-seat memory settings, simulated-leather upholstery, and fixed rear seats with a trunk pass-through. Technology features include OnStar telematics with 4G data connectivity and Wi-Fi capability , wireless smartphone charging, Bluetooth, the Cadillac User Experience CUE infotainment system without navigation , an 8-inch touchscreen interface, voice controls, three USB inputs, Apple CarPlay and Android Auto, and an speaker Bose surround-sound system with satellite radio. For this base CTS, buyers can add a Seating package that includes leather upholstery, heated and ventilated front seats, split-folding rear seatbacks, a power-adjustable and heated steering wheel, and LED interior ambient lighting. The Luxury offers the option of a 3. It also packs a variety of driver safety aids, including automatic wipers, lane departure warning and intervention, forward collision alert, blind-spot monitoring and rear cross-traffic alert. The optional seating package from the base CTS is included in the Luxury. An optional V-Sport package not to be confused with the V-Sport trim level bundles inch wheels, high-performance brakes and tires, and a sport-tuned suspension with adaptive dampers. The Premium Luxury fits the CTS with the adaptive suspension dampers, inch wheels, a self-parking system both parallel and perpendicular , three-zone automatic climate control, heated rear seats, a rear camera mirror, a head-up display, a top-down parking camera system, a power rear sunshade rear side-window shades are manual , and illuminated door handles and front doorsill plates. There's an optional Driver Assist package for the Premium Luxury trim that adds adaptive cruise control and a collision mitigation system with automatic braking. Other options include way-adjustable front sport seats and a configurable digital gauge cluster. The V-Sport adds the self-parking system, inch wheels with summer tires, upgraded brakes, a sport-tuned suspension and steering system, a driver-selectable Track mode for high-performance driving, an electronic limited-slip rear differential, and an upgraded cooling system. All-wheel drive is not available. At the top of the range is the CTS V-Sport Premium Luxury that adds just about all of the standard and optional features of the Premium Luxury trim, including the sunroof. Each vehicle typically comes in multiple versions that are fundamentally similar. NOTE: Since this test was conducted in , the current CTS has received some revisions, including minor revisions and renaming of trim levels. Our findings remain broadly applicable to this year's CTS, however. The is the last year for this car and the reason I went ahead and traded my in for the The hp twin turbo V-6 produces plenty of power. Road feel and handling are on par with my previous favorite the BMW 5 series. In regards to the infotainment system the updated CUE system since is one of the best especially when put together with Apple Car Play. It is much better than the I drive system in my wife's X-5 or the systems I have used in Audi's and Mercedes. I've not tried the system in a Lexus but why? Only people who don't enjoy driving and have no taste a grill only a mother could love drive Lexus. Too bad Cadillac didn't market this car better or price it more competitively new. The screen freezes when the inside of the car gets hot from parking outside. The Audio Favorites you have stored are also unavailable. Write a review. See all 4 reviews. They share some engines, and the visual resemblance is undeniable. The ATS' lower price is enticing, and it has even better handling. The XTS isn't as satisfying to drive as the CTS, but it does have a plusher ride that's excellent for highway cruising. All-wheel drive is available for those wanting extra traction in wet-weather driving. The CT6 is a thoroughly modern full-size luxury sedan. While it's larger than the CTS in every dimension, the CT6 is about the same weight, or even lighter depending on configuration. Rather, it combines a comfortable interior with just enough performance to keep things interesting. The Cadillac CTS is the brand's midsize sedan. The trims range from luxury to sporty, with starting prices similar to those of competitors. But the CTS has more features and distinctive styling both inside and out. There are two versions of the CTS, too. The CTS is powered by a turbocharged 2. All-wheel drive is an available option for those looking for additional traction. The standard wheels are 17 inches in diameter, although larger wheels are available as options. Other manufacturers tend to start their base vehicle without any luxury or technology equipment, relegating those features for more expensive trims. The CTS Luxury is equipped with an optional, larger 3. If ultimate car technology is your thing, the CTS Premium Luxury trim comes with the adjustable Magnetic Ride Control suspension, degree surround vision to aid in parking and other close-quarters driving, a color head-up display, and automatic parking assist, in which a rearview image is displayed on the rearview mirror. And there's more luxury content â€" it comes with the same amenities as the CTS Luxury but adds three-zone climate control, larger inch wheels, a power rear window sunshade, illuminated door handles and sills, and a volt power outlet. V-Sports are only available with rear-wheel drive, but they include performance features such as electronic limited-slip differential, the Magnetic Ride Control suspension equipped with a Track mode , and inch wheels wrapped in sticky Pirelli summer tires. Consumer ratings and reviews are also available for the Cadillac CTS and all its trim types. Overall, Edmunds users rate the CTS 3. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the CTS. Edmunds experts have compiled a robust series of ratings and reviews for the Cadillac CTS and all model years in our database. Our rich content includes expert reviews and recommendations for the CTS featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Cadillac CTS. Edmunds has deep data on over 6 million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Competitors Save. View Photos. Appraise this car. Other years. List Price Estimate. ZIP Code. See all for sale. Which CTS does Edmunds recommend? You won't go wrong with the CTS in Luxury trim. It has decent performance with the optional 3. But considering this is likely the last year of production for the CTS, we say go out with a bang and spring for a CTS V-Sport with its powerful twin-turbo V6 and upgraded brakes and suspension. It's almost a CTS-V, but for less money. Scorecard Overall 7. The result is a very cohesive, fast and confidence-inspiring driving experience. It puts the "sport" in sport sedan, yet it manages to be accessible and engaging. A willing horsepower, 3. There are no obvious flat spots in its powerband, even when accelerating from a standstill. It's fast yet undramatic. An acceptably firm pedal offers easy modulation and immediate response, which stays consistent even in moderately aggressive use. Our car was equipped with the optional performance brake linings. It turns in nicely, with good manners and a straight-ahead feel. It also avoids the bad habit of abruptly and artificially increasing steering effort when you pick up the pace. The steering wheel feedback lets you sense road texture. This standout handler with ample grip feels very planted, secure and precise. Even in spirited driving, the car doesn't wobble at the edge of its handling envelope. It's a confidence-inspiring car whether in fast sweepers or low-speed turns. The CTS is a very cooperative car that's easy to live with. Upshifts from the eight-speed automatic are almost imperceptible. In manual mode, the downshifts are noticeably delayed after requested from a paddle-pull. It's too tied-down and can feel stiff-legged, clomping audibly over bumps. Otherwise, the seats are quite comfortable, and the climate control system works exceptionally well. The heated and ventilated front seats strike a commendable balance of comfort and support. There's no discomfort even after three hours in the seat. The backseat backrest is on the upright side. The ride is very firm. It's not harsh, but it is a tick too intense, communicating tiny bumps even as it absorbs larger ones. The ride edges too closely to the sport side of the equation for a car of this disposition. The tires clomp audibly over bumps and hiss at speed, meaning road noise is a touch too prominent for this class. The engine note perks up under hard acceleration and sounds pretty impressive for a turbo V6. But it falls away almost completely while cruising. The automatic climate control is effective, holding steady to set temperatures and providing quick cooldowns. Fan noise is not excessively prominent. Rear passengers have their own vents and controls. Some concessions made to design affect overall usability. Touch-sensitive controls abound and simply don't work as well as knobs and hard keys, and the glossy interior trim is reflective and sometimes distracting. High points include a good driving position and decent room for entering and exiting. The steering wheel controls work well. The cabin is essentially devoid of knobs but has many touch-sensitive controls, suggesting style won out over function. The CUE infotainment system is responsive but not the most intuitive in its layout. Overall, no big issues. The front roof pillar intrudes a bit too much due to its steep rake, and there's a relatively narrow gap between the dash and seat. Stepping over the sill is easy. The roofline drops a bit in the rear, complicating backseat access somewhat. The driving position is very good. Seat travel is plentiful, and the tidy steering wheel size and angle harmonize with the pedals. There is also sufficient adjustment in the telescoping steering column for a variety of drivers, and all main controls fall readily to hand. Rear toe room is snug, while kneeroom is good. Rear headroom is limited and not great for taller individuals. Visibility out the front and side windows is average. The over-the-shoulder view has to contend with a fairly wide rear roof pillar and a cabin that slims to the rear. The glossy-black panel and steering wheel brightwork can dazzle to a fault. The car incorporates a good variety of solid materials. The use of glossy and reflective design elements is unfortunate, and the carpet looks somewhat cheap. But there's nice leather and high-quality paint and exterior design elements. The CTS isn't a standout for storage space, but it doesn't lag far behind its competition in this regard. Its cabin has several areas in which to stash items, all on the smaller side. Its trunk has a wide opening, and total volume is about average. The center console bin is modest, and there's a little cellphone shelf trapezoidal,

oddly. The glovebox is not especially large, the door bins are average size, and rear storage is limited to smallish door pockets save for the flip-down console with two cupholders. The trunk space is adequate, and the liftover height is reasonable, if a touch higher than average. The trunk has a wide opening and is fairly deep. Our loaded test car only offers manual closing no power close. Standard inclusion of Apple CarPlay and Android Auto is a plus, but using the touchscreen interface for all native audio and navigation can be frustrating. Voice controls had limited success recognizing our navigation test case, but the voice interface is fairly nonrigid. The screen flow can be finicky thanks to the touch-only interface. Swiping to scroll through presets doesn't work well. Connectivity includes Bluetooth, two USB ports and an auxiliary jack. You can set the adaptive cruise control's following distance to be pretty close to the car ahead of you, if that's what you like. The pre-collision warning sounded prematurely a few times, which is typical, and its sensitivity is fixed. Blind-spot monitoring, rear cross-traffic alert, lane keeping assist and a degree-view camera are included. It took four attempts to hear a street address correctly. Voice controls can access phone, audio, navigation, the OnStar system and weather information. Sponsored cars related to the CTS. Trending topics in reviews interior driving experience technology infotainment system transmission engine value. Most helpful consumer reviews 5 out of 5 stars, One of the best sport sedans available. Following Distance Indicator Helps the driver maintain a safe following distance behind the car ahead through the use of radar. Teen Driver Lets parents set certain vehicle parameters and limits to ensure their young drivers maximize attention t

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o driving. Side Impact Test Good. Cadillac CTS vs. People who viewed this also viewed 5 average Rating out of 1 reviews. The Edmunds experts tested the CTS both on the road and at the track, giving it a 7. What about cargo capacity? When you're thinking about carrying stuff in your new car, keep in mind that the CTS has And then there's safety and reliability. Learn more. To determine whether the Cadillac CTS is reliable, read Edmunds' authentic consumer reviews, which come from real owners and reveal what it's like to live with the CTS. Look for specific complaints that keep popping up in the reviews, and be sure to compare the CTS's average consumer rating to that of competing vehicles. There's a lot to consider if you're wondering whether the Cadillac CTS is a good car. Edmunds' expert testing team reviewed the CTS and gave it a 7. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the CTS is a good car for you. Sign Up.