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Cadillac cts wagon manual

Bring a trailer If you were to combine every car trope enthusiast into one car, it would be a fast, V-8, hand wagon with a limited differential. In other words, it would be a handmade Cadillac CTS-V station wagon like this one for sale right now. Welcome to You Must Buy, our daily look at the cars you really should be buying instead of this boring commuter sidan. The appeal of a fast wagon is hard to argue with. It's the ultimate all-in-one vehicle, big enough for the family, but without the center of gravity crossover punishment. Sporty sedan is forceful and nimble, but with a cavernous cargo area. V-8 horsepower with soft leather seats. Road trips or track days, the CTS-V Wagon handled it. In the real world, however, a laboratory science experiment to cater to a vocal but tiny crowd of super-enthusiasts hasn't been much of a hit. Station wagon CTS-B is a rare place; Although GM did not disclose specific production numbers, they were a share of CTS sales. among those still less came with an additional six-volume instruction. Here's how you know this hand-held CTS-V wagon will go for big bucks on Bring a Trailer. It has only gained 56,000 miles, comes with service records, and is in attractive, crowd-friendly colour. It may not be quite as modern or technical as the modern Mercedes-AMG E63 S Wagon, but no one else will sell you a wagon with a super-blown 6.2-liter V-8 and a number of your own gearbox. Disclaimer: Bring the trailer also owned by road & parent company Track, Hearst Autos. This content is created and supported by a third party and imported into this page to help users provide their email addresses. You can find more information about this and similar content at piano.io Cadillac CTSSecond generation Cadillac CTSOverviewManufacturerGeneral MotorsProduction2002–2019Model years2003–2019Body and chassisClassClass-size luxury car/executive car (E [1][2][3]RelatedCadillac CTS-VChronologyPredecessorCadillac CateraSuccessorCadillac CT5 Cadillac CTS is an executive vehicle manufactured and manufactured by General Motors from 2003 to 2019 for three generations. Historically, it has been priced similar to cars on a compact luxury spectrum; but he was always a size close to his midsize rivals. The third generation competes directly with medium-sized luxury cars. Originally only available as a four-door sedan on GM's Sigma platform, GM offered second-generation CTS in three body styles: a four-door sedan, a two-door coupe and a 5-door sports wagon also using the Sigma platform - and the third generation was offered only as a sedan using a stretched version of GM Alpha's platform. The indirect successor to the third generation CTS is the smaller CT5, which, like the first- and second-generation CTS, takes over the BMW 3 Series and C-Class, while maintaining its size 5 Series / E-Class. Wayne Cherry and Kip Wayenko developed the first-generation CTS exterior, which marked the production debut of the design language (and Science), first spotted on the Evoq concept car. Bob Boniface and Robin Creagh developed the third-generation exterior of the CTS. CTS-V Cadillac CTS-V is a highly emoicable version of the Cadillac CTS.[4] The CTS-V series includes three body styles, all of which feature a pushrod OHV V-8 engine and a sport suspension. The four-door CTS-V seat was introduced in 2004, and the CTS-V sports wagon and coupe were introduced in 2010 for the 2011 model year. The sedan competes in North American consumer markets against other highly efficient luxury sedans and echoes their quality, but is a more affordable option than competitors such as the Audi RS6, BMW M5 and Mercedes E63 AMG. [5] The second-generation sedan, coupe and wagon were sold until 2014 in sum with a standard third-generation sedan until the third generation CTS-V was ready. [8] The car was discontinued and replaced by the CT5-V in 2019. First generation (2003–2007) First generationOverviewProduction2002–June 2007Model years2003–2007Dessmbling states: Lansing, Michigan (Lansing Grand River Assembly)China: Shanghai (Shanghai GM)Taiwan: GyoliRussia: Kaliningrad, Kaliningrad (Autotor)[9][10] DesignerWayne Cherry (1998)Kip Wasenko (1998)Body and ChassisBody style4-door sedanLayoutFront engine, rear-wheel drivePlatformGM Sigma platformPowertrainEngine2.6 L LY9 V6 (gasoline)2.8 L LP1 V6 (petrol)3.2 L LA3 V6 (petrol)3.6 L LY7 V6 (petrol)5.7 LS6 V8 (petrol)6.0 l LS2 V8 (petrol)Transmission5-speed 5L40-E automatic 5-speed Getrag 260 manual 6-speed Aisin AY-6 Manual6-Speed Tremec T-56 GuideDimensionsWheelbase113.4 inches (2,880 mm)Length190.0 1 inch (4,829 mm)[11]Width70.6 inches (1,793 mm)Height In early 2002, a new rear-wheel drive Sigma and a fully independent suspension were built as a CTS model. It was the first Cadillac to be offered with a manual gearbox since 1988 by Cimarron. CTS was developed as a replacement for Opel-based Catera. Wayne Cherry and Kip Wayenko developed the first-generation CTS exterior and this vehicle was marked by the production debut of the Art and Science design language, first spotted on the Evoq concept car. [12] CTS cars are built at GM's Lansing Grand River Assembly in Lansing, Michigan. Originally a powerful 3.2 L LA3 V6 with a capacity of 220 hp (164 kW), the CTS received an updated 3.6 L DOHC V6 with variable valve timings as an option in 2004, producing 255 hp (190 kW) and 252 lb ft (342 Nm) The 3.2-liter engine went out of production in 2005, When the new version of the 2.8 L DOHC V6 debuted in the entry-level version of the CTS. In Europe, 2.8 liters replaced the previous entry-level engine with a volume of 2.6 liters. Getrag was replaced by the Aisin AY-6 in 2005 model year In 2004, GM introduced the CTS-V, a highly effective version of the CTS designed to compete with luxury sedans such as the BMW M3/M5, Audi S4/S6, and Mercedes-Benz C and E-class AMGs. 2004 and 2005 CTS-Vs were equipped with 5.7L LS6 V-8 (400 hp (298 kW) at 6000 rpm, 536 Nm at 4800rpm), 6-speed tremec T56 manual gearbox, 14+ rotors and 4-piston drying fuss front and back, suspension upgrades (higher spring ponds, tighter anti-roll bars, two available damper packets) and subtle external changes. Since the LS6 was phased in, the 2006 and 2007 CTS-Vs received a 6.0L LS2 V-8 that carried the same HP ratings and moment (with the peak point approaching 400rpm earlier). The prototype of the first-generation CTS station wagon was made, but it was never put into production. Japanese CTS Interior Chinese CTS-V (2004–2007) First-generation Cadillac CTS-V First generation CTS-V is based on the same rear GM Sigma platform as the base model of the CTS. Using the V8 engine required a unique engine cradle other than the base CTS V6. Bigger anti-metal bars and bigger aftershocks have also been added. The spring rate was significantly increased. The 2006-2007 update also included a stronger rear shed and half-wallaby design. Unique front and rear procedures also included mesh grilles over the front holes, a track-ready suspension and 18×8.5-inch wheels inside the P245/45R18 Z-rated Goodyear Eagle F1 Supercar tyres. The brakes were 13.97 inches (355 mm) rotors in front, with rotors 14.37 inches (365 mm) in the rear - each with four Brembo piston piston dresses on the front and rear wheels. In addition, GM icons were added to the 2006 model. For performance enthusiasts, the high-screen suspension package (RPO FG2) was available as an option installed by the dealer. The CTS sedan engine is improved with GM performance details such as the C5-generation GM LS V8 engine, the Chevrolet Corvette Z06, as well as six-fold transmission ratios from the Tremec Corvette Z06 manual gearbox. From 2004 to 2005, the CTS-V went with a 5.7 LS6 OHV LS6 engine with 400 hp (298 kW) at 6,000 rpm and 395 lb−ft (536 N·m) of the moment at 4,800 rpm. The 5 lb-ft (7 Nm) reduction in cts-V vs. LS6 used in the C5 Z06 was due to the exhaust collector to be used on the CTS-B. From 2006 to 2007, the previous LS6 engine was powered by a new 6.0 L OHV LS2 engine used in the 2005 Chevrolet Corvette base. The new LS2 engine was priced at the same 400 hp (298 kW) at 6,000rpm with a peak point of 395 lb-ft (536 Nm) at 4,400rpm. While both engines offer the same specs of HP and the moment, the advantage of the LS2 was the wider band of the moment, due to the higher speed it offered. Gearbox The only available transmission was the six-speed Tremec T56 mechanical. The transmission used the skip-shift function to save fuel during light loads, preventing drivers of the second and third gears, as well as double mass reduce the rattle in load conditions. The rear axe was limited to the IRS Getrag unit with a 3.73:1 ratio. General Motors' performance states a time of 0-60 mph 4.6 seconds for the first-generation CTS-V, with a quarter-mile time estimated at 13.1 seconds at a speed of 109 mph (175 kph) and then up to a declared top speed of 163 mph (262 kph). Brakes with a diameter of 14 inches Brembo can slow the vehicle from 60 mph at 110 feet. The first generation CTS-V also posted a lap time of 8 minutes 19 seconds on Germany's famous Nürburgring Nordschleife, competitive with rivals such as the Mercedes-Benz E55 AMG, BMW M5 and Lexus IS-F. Second generation (2008–2013) Second generationOverviewProduction2007–2014Model years2008–2013 (sedan, 2014 for V only) 2010–2014 (wagon) 2011–2014 (coupe, 2015 for V only)AssemblyUnited States: Lansing, Michigan (Lansing Grand River Assembly)Russia: Kaliningrad, Kaliningrad Oblast (Avtotor)[9][10]DesignerJohn Manoogian II (2004)Eric Clough (2004)Body and chassisBody style2-door coupé (2011–2014)4-door sedan (2008–2013)5-door station wagon (2010–2014)LayoutFront-engine, rear-wheel driveFront-engine, four-wheel drivePlatformGM Sigma IIPowertrainEngine2.8 L LP1 V6 (gasoline)3.0 L LF1 V6 (gasoline)3.0 L LFW V6 (gasoline)3.6 L LY7 V6 (gasoline)3.6 L LLT V6 (gasoline)3.6 L LFX V6 (gasoline)6.2 L LSA V8 (supercharged gasoline)Transmission6-speed 6L50 automatic6-speed 6L90 automatic (CTS-V)6-speed Aisin AY-6 manual6-speed Tremec 6L95M manualDimensionsWheelbase113.4 in (2,880 mm)Length191.6 in (4,867 mm) (2008–2011 sedan) 191.3 in (4,859 mm) (2010–11 wagon) 188.5 in (4,788 mm) (coupe)192.0 in (4,877 mm) (2012–present wagon)Width72.5 in (1,841 mm) (sedan)72.6 in (1,844 mm) (wagon)74.1 (1882 mm (coupe)Height58 inches (1473 mm) (sedan)59.1 inch (1501 mm) (wagon)55.9 inches (1 4 20 mm) (coupe)Curb weight3860 lbs (1751 kg) (sedan) GM showed off the all-new 2008 CTS at the North American International Auto Show in January 2007. The base model of 2008-2009 had a 3.6 L LY7 V6 with a capacity of 263 hp (196 kW) and 343 Nm from the previous generation. A second engine, a new 3.6 L VVT engine with 3.6 L capacity of 304 hp (227 kW) and 370 Nm since the moment, was also proposed. [13] In 2010, the base engine changed to a 3.0 L variable valve time (VVT) V6 with a capacity of 270 hp (201 kW) and 304 Nm of 304 Nm of the torque. The 6-speed manual gearbox was standard equipment at the second-generation CCC, and gm's 6-speed hydra-matal automatic transmission was available as an option on all variants. All-wheel drive on demand was offered with both engines when equipped with an automatic transmission. Suspension, braking and steering from the previous generation CTS-V were developed into a new CTS standard.[the required citation] of the second generation CTS was wider and longer than the original, measuring 191.6 inches (4,867 mm) long, 72.5 inches (1,841 mm) wide and 58 inches (1,473 mm) tall. base remained unchanged at 113.4 in mm), but with a wider front/rear track of 61.8/62.0 inches (1575/1585 mm) donated by the larger STS. Other changes included a revamped exterior, with a new, larger grille, slimmer headlights and taillights, side vents positioned forward by the front door, and new nine-language 18-inch wheels surrounding larger high-resistant brake scissors and rotors. Available features at the second-generation CTS included the Bose 5.1 surround sound system, GM's ESC Stabilizer system, tyre pressure monitoring system, real-time traffic navigation system and weather data, a 40 GB integrated hard drive to store music, swinging headlights and remote launch. In 2008, General Motors selected the CTS to re-launch the Cadillac brand in Australia and New Zealand. However, in early 2009, amid the global financial crisis, a last-minute decision was made not to go ahead with the launch. As a result, a small batch of cars that have already been shipped to Australia have been transferred to New Zealand and sold through selected GM Holden dealers. Due to its popularity, some dealers source further models of UK market specifications. [16] During the 2010 model year, GM badges were dropped, although in early 2010 the models still had GM badges. the 2012 Cadillac CTS sedan for the 2012 CTS, the front grille used higher quality materials to give a more vertical design, and the Cadillac logo was finely changed to give a brighter look. The biggest change was in the engine. Despite maintaining the same 3.6-litre offset, the V6 was able to produce 323 hp (241 kW) when weight loss thanks to some modified internal engines. In 2012, GM also offered some new technology and option packages with cadillac CTS.[17] The European Cadillac CTS CTS Cadillac CTS Interior Coupe 2011 Cadillac CTS coupe at the 2008 North American International Auto Show in Detroit General Motors unveiled a concept version of the CTS coupe, along with the new cts-V publication of the coupe surprised the media and the public by stealing a lot of attention away from the CTS-B. In November 2009, the production version was introduced in a press release. The coupe was in production in the spring of 2010 for sale in August 2010 as a 2011 model. [18] The design of the production model is very similar to the concept, with the B-pillars still being removed. The standard engine was a 3.6l straight squirted V6 with a 304 hp rating, as was the sedan, both six-speed manual and automatic gearboxes were available, in RWD or AWD configurations. The CTS-V Coupe was unveiled, first shown at the North American International Auto Show in Detroit in 2010. [19] The CTS Coupe was the first Cadillac coupe since Eldorado was discontinued in 2002. The CTS Coupe was discontinued after the 2014 model year, and the CTS-V Coupe was discontinued after the 2015 model year. Sports Wagon 2010 Cadillac CTS Wagon 2008 Beach Concours d'Elegance, Cadillac - 2010 CTS Sport Sport Universal became available in late 2009 as a model in 2010. The CTS-V version was added in 2011. The CTS Sport wagon is available either in the rear drive or in all-wheel drive layouts, and is powered by a 3.0-litre DOHC V6 engine or a 3.6-litre V6 with variable valve timings. The 3.0-liter engine produces 270 hp (201 kW), and the 3.6-liter engine produces 304 hp (227 kW). The car is made primarily for the European market, where in some countries wagons prefer sedans. [citation required] From the third generation Cadillac stopped production of the CTS station wagon. In 2008, Motor Trend named the car of the year CTS. CTS-V (2008–2014) Cadillac CTS-V (second generation) The second generation CTS-V is based on the new GM Sigma II platform. The rear-wheel drive platform is the basis for 2008 to introduce the cadillac CTS base model with which the CTS-V shares most of the bodywork. The suspension has a reel of springs front and back. The front suspension is the location of the control arm, and the rear is an independent multilayer suspension. To improve handling and comfort, the 2009 CTS-V uses MagneRide BWI Group technology. Dampers filled with magnetoreological fluid are regulated based on sensor readings that occur at intervals of 1 ms. [22] Sedan has four-wheeled disc brakes similar to the first generation. The front brakes were increased in size to 14,567 inches (370.0 mm) ventilated discs with six brembo piston fixed pimps. The rear brakes are 14.37 inches (365 mm) ventilated rotors with four piston fusses. Steering is high-speed sensing of hydraulic rack and pinion. The steering coefficient is 16.1:1. The tyre dimensions are 255/40ZR19 front and 285/35ZR19 rear at 19×9.0 inches and 19×9.5 inch wheels front and back. The 2009 CTS-V was added to the list of cars and driver of the top 10 cars. [23] The power stand engine in the 2009 CTS-V is a supersound 6,162 pt (6.2 L) LSA V-8 based on the LS9 V-8 from the Chevrolet Corvette C6 ZR1. It produces 556 hp (415 kW) and 747 Nm of the moment. [24] [25] Pushrod Engine Use Choice (OHV) is unique in the luxury characteristics market, where competitors typically use dual overhead shaft engines (DOHC). The engine is manufactured at GM's Silao plant, Guanajuato, Mexico. The LSA engine has a stroke of x 4,065 × 3,622 inches (103.25 mm × 92 mm). [24] The engine unit cast aluminum alloy 319-T5 with cast iron cylinder liners. Knee shaft wred steel using powdered metal connecting rods. Pistons are a highly silicon hyperetectic aluminum alloy that replaces the wredged aluminum used in the LS9 engine. The compression rate is 9.1:1. The cylinder heads are based on the LS3 Corvette head and are cast from the type 356-T6 aluminum alloy. Exhaust collectors cast iron. The supercharger is a four-share screw compressor unit that displaces 1.9 L. This twin Vortices Eaton (TVS) series generates a maximum pulse of 9.0 psi (62.1 kPa). the air cooled cooled intercooller with water to air, built directly into the supercharger. Gearboxes There is a choice of mechanical and automatic gearboxes. The guide is the six-speed Tremec TR-6060 transmission with a short throw offset, two-disc clutch and a two-series flywheel. The automatic 6L90 is a routine paddle transition (planetary gear and torque-based converter) of automatic six-topid. [26] Production of the SEDAN CTS-V began in the summer of 2008 at the Lansing, Michigan GM. Total production of CTS-V for the 2009 model year was approximately 3,500 of the approximately 59,716 CCC model production. [27] The 2009 CTS-V has a base price of $59,995 and was available for purchase as of November 1, 2008. Standard features include: leather seats, a side acceleration sensor, 19-inch aluminum wheels, Michelin Pilot Sport PS2 tyres, a built-in 40GB hard drive to store music, and LED flash trackers to tell the driver when to shift. Options include polished wheels, sunscreen, navigation system and, for the first time, Cadillac offers 14-times adjustable Recaro seats. The official time of 0-60 mph (97 kph) for the second-generation CTS-V is 3.9 seconds and a quarter of a mile is 12.0 seconds at a speed of 118 mph (190 kph). [28] These numbers were duplicated by Road and Track magazine (0-60 mph in 3.9 seconds for automatic and 4.1 seconds for guidance). Matching the release of General Motors' Viability Plan, the automaker has disbanded its highly western vehicle operations team, the crew responsible for the V-Series Cadillacs, Chevrolet Cobalt SS, HHR SS and V8 version of Colorado. According to Vince Munig, GM spokesman, all high-emotional projects are on indefinite disposition. Engineers are moving to different areas of the organization and they will work for Cadillacs, Buicks, Chevrolets and Pontiacs . Muniga went on to say that there are no plans for high-effusive versions of future plans, but once GM is in a better financial position, the team can be reinstated. [29] For the 2010 model year, GM badges were dropped from near the door, although previously the models still had badges. [30] The CTS-V Cadillac CTS-V coupe coupe The CTS-V Coupe debuted at the North American International Auto Show in Detroit in 2010 and entered production in the summer of 2010 as a 2011 model. [31] It has the same 556 hp (415 kW) engine and a transmission selection as the sedan CTS-V. The CTS-V Coupe has unique central double exhausts, a larger radiator grille for air intake and an extra saffron interior finish. Like the CTS-V sedan, it comes as standard with 19-inch aluminum wheels, Brembo brakes and magnetic ride control. [32] CTS-V Sports Wagon Cadillac CTS-V Sportwagon Cadillac CTS-V at the 2012 Paris Motor Show When asked in 2009 about the possibility CTS-V, GM vice chairman at the time Bob Lutz replied: ... sufficient demand materializes, there is no reason why we make a V-Series wagon and I'd be standing in line for one, just ahead of you. On March 29, 2010, GM decided to move forward by introducing a five-door sports wagon on the CTS-V vehicle line at the New York International Auto Show. The CTS-V wagon shares a 556 hp (415 kW) engine and a 6-speed manual or automatic gearbox, Magnetic Ride Control, Brembo brakes, 19-inch aluminum wheels and performance tires, and a dual-air-flow grille that is also used in the CTS-V sedan and coupe. The U.S. Environmental Protection Agency lists the 2014 CTS-V Sport Wagon as the least fuel-efficient small station wagon on sale in the United States with a combined EPA fuel efficiency rating of 14 mpg-US (17 l/100 km; 17 mpg-imp). [35] Performance General Motors claims a time of 0-60 mph (97 kph) of 3.9 seconds for the CTS-V Sedan and 4.0 seconds for the CTS-V Coupe and Wagon. The quarter-mile time is reported to be 11.97 seconds at a speed of 116.9 mph with a 60-footer by 1.76 seconds. [36] The Sedan CTS-V reached a lap time of 7:59.32 in the Nürburgring Nordschleife, which was the fastest documented time for serial sled on factory tyres until the Porsche Panamera Turbo clocked a time of 7:56 in July 2009. [37] John Heinricki drove the vehicle during the attempt. The record-breaking car was sold in 2009 at the Barrett-Jackson Palm Beach auction. [39] Third generation (2014–2019) Third generationOverviewProduction2013–2019Model years2014–2019AssemblyUnited States: Lansing, Michigan (Lansing Grand River Assembly)DesignerExterior: Bob Boniface and Robin Krieg[40]Interior: Eric Clough[41]Body and chassisBody style4-door sedanLayoutFront-engine, rear-wheel driveFront-engine, four-wheel drivePlatformGM Alpha[42]PowertrainEngine2.0 L LTG Ecotec I4 (turbocharged gasoline)3.6 L LFX V6 (gasoline)3.6 L LGX V6 (gasoline)3.6 L LF3 V6 (Twin-turbocharged gasoline)6.2 L LT4 V8 (supercharged gasoline)[43]Transmission6-speed GM 6L45 automatic8-speed Aisin TL-80SN automatic[43]8-speed GM 8L45 automaticDimensionsWheelbase114.6 in (2,911 mm)Length195.5 in (4,966 mm)Width72.2 in (1,834 mm)Height57.2 in (1,453 mm)Curb weight3,615–3,976 lb (1,640–1,803 kg)ChronologyPredecessorCadillac STS Cadillac CTS 2.0 Turbo Luxury sedan (Germany) Interior On March 26, 2013, Cadillac unveiled the third generation of the CTS. 2014 CTS використовує 2.0L з турбонаддувом I4 і 3.6L V6 від ATS , and also offers a fully new Twin turbocharged V6 with a capacity of 420 hp (313 kW) and 430 lb-ft (583 Nm) of the moment. The twin-turbocharged engine is only available in the CTS Vsport, a new finish that serves as a step between a 3.6L V6 and a high-pitched CTS-V. [40] Despite the CTS name, the third-generation model is actually closer in size and market position to former STS. Design's Bob Boniface and Robin Creagh's developed third-generation CTS exterior.[40] Eric Clough designed the interior. [41] General Motors production began 2014 slime intended for sale 16-Sep-2013 Sales began in October 2013. [45] Reception Motor Trend named the third generation CTS as its 2014 car of the year. As is customary with the prize winners, the magazine acquired CTS (in vsport trim) for a long-term test. His verdict praised the dynamics and reliability of driving the car, but criticized his multimedia CUE interface. In the four-time comparison in December 2013, the release of cars and driver 2014 CTS 3.6 placed second overall. The paper praised the handling of the CTS, saying that [CTS] is the only car in this group that hasn't just put up with hard driving, it's really gone its driver to drive faster. The article criticized the engine for being rough in the upper ranges, acceleration time, fuel economy and CUE entertainment system. [47] Sales led cadillac to offer discounts on 2014 models and lower sticker prices on 2015 models. [48] Powertrains All engines available in the 2014 CTS are built from cast aluminum units and heads and use direct squirting time and replaceable valve. [49] For the 2016 model year, the 6L45 automatic transmission speed was replaced by the new 8-speed 8L45 automatic transmission, and the 8L45 also took over duties with a naturally aspirated 3.6L V6 from the 8-fast Aisin TL-80SN automatic transmission. V-Sport models will continue to use the 8-speed Aisin TL-80SN. The new 3.6L V6, LGX, replaced the 3.6L V6 LFX. 2014 Cadillac CTS Powertrains Displacement Fuel GM Type Configuration Aspiration Power Torque Layouts Transmissions Model Years 2.0 L(1,998 cc) Gasoline LTG I-4 Turbocharged 272 hp (203 kW) at 5,500 rpm 295 lb·ft (400 N·m) at 1,700–5,500 rpm FR, F4 (optional) 6-speed automatic 2014– 3.6 L(3,564 cc) Gasoline LFX V6 Natural 321 hp (239 kW) at 6,800 rpm 274 lb·ft (371 N·m) at 4,800 rpm FR, F4 (optional) 6-speed automatic,8-speed automatic (optional – RWD only) 2014–2015 3.6 L(3,649 cc) Gasoline LGX V6 Natural 335 hp (250 kW) at 6,800 rpm 285 lb·ft (386 N·m) at 5,300 rpm FR, F4 (optional) 8-speed automatic 2016– 3.6 L(3,564 cc) Gasoline LF3 V6 Twin turbocharged 420 hp (313 kW) at 5,750 rpm 430 lb·ft (583 N·m) at 3,500–4,500 rpm FR 8-speed automatic 2014– 6.2 L (6,162 cc) Gasoline LT4 V8 Supercharged 640 hp (477 kW) at 6,400 rpm 630 lb·ft (854 N·m) at 3600 rpm FR 8-speed automatic 2016– CTS-B (2016–2019) Cadillac CTS-V (third generation) The third generation CTS-V includes 6.2 liters; 376.0 cubic meters (6,162 cubic meters) 640 hp (649 hp; 477 kW) at 6,400 rpm and 630 lb-ft (854 Nm) of the moment at 3,600rpm LT4 super-blown V8 petrol engine as the most powerful Cadillac ever produced to date. The third generation CTS-V is sometimes referred to as the four-door Corvette, due to its supersound V8 from the Corvette C7 Z06 with 10 smaller horsepower and a top speed of 200 mph (322 kph). It weighs 1880 kg. The new Cadillac CTS-V 2016 model is equipped with an 8-x-hop machine was tested outside with the best test time of 0-60 mph (97 kph) 3.6 seconds. [50] Cadillac CTS-V Glacier Metallic Edition at the 2018 North American International Auto Show The CTS and CTS-V were discontinued after the 2019 model year; The new model, the CT5, built on the Alpha 2 platform, was supposed to replace the CTS, and will also include the CT5 V series. Production ended in early 2019. [52] The first year of CTS production was nominated for the 2002 North American Car of the Year Award. [11] In 2008 and 2009, 2009 and 2009, MotorWeek's Driver's Choice Awards were awarded for Best Sports Sedan. In 2008, CTS won the 2008 Motor Trend Car of the Year award and was selected as one of Car and Driver's 10Best cars. [54] In 2009, the second-generation CTS and CTS-V were selected for the 10Best list, making the CTS the first Cadillac to be selected twice in a row. In 2010, the second-generation CTS and CTS-V returned to the list of cars and driver 10Best under the heading Possibly the best American car ever made. In 2011 and 2012 2012 10th 2012 10's 10's 10's 10's 10's 10's 10's 199 1990s[58] In 2014, CTS won the 2014 Motor Trend Car of the Year award and was named in the 2014 Car and Driver 10Best list. [60] [61] In addition, in 2014, the CTS took the top spot among upscale Midsize Cars according to U.S. News & World Report. [63] Marketing The success of CTS was partly due to the placement of a car in the 2003 sci-fi action film The Matrix Reloaded. The film's producers were looking for a car that would complement the atmosphere of the film. [64] General Motors offered unrelets to CTS directors who accepted; Ten prototypes damaged to different degrees were used to represent the film's hero car, the silver CTS.[65] Motorsports The CTS-V in 2011 at Road Atlanta. CTS-V raced in the SCCA World Challenge series. The first-generation CTS-V Sedan competed from 2004 to 2007, winning the manufacturer's championship in 2005 and 2007. [66] Since 2011, the second generation V has competed as coupes, winning cadillac championships in 2012 and 2013. [68] The 2011 coupe race car was built by Pratt & Miller. In the 2015 season, CTS-B was replaced by cadillac ATS-V. Production and sales Total combined sales of all Cadillac CTS models by year. Calendar Year United States of Canada Global Guide Trans 2002 37,976 2003 49,392,3119 (M35)[70] 2004[71] 57,211,2005 61,512,2006[72] 54,846 2,57 [73] 58,774,2009[74] 38,817,2010[75] 45,656,2011[76] 55,042,2012[77] 46 9,320,320,343,2014 79] 31,115 1,076[80] 34,230[81] 15,911,2017[84] 10,344,2018[85] 11,219,2019[86] 6,965CTS-V 2004 2461 2005 3508 2006 3052 2007 1176 Total 10197 2nd Gen CTS-V[88]Model Year Sedan Coupe Total 2009 3035 n/a д 3035 3035 1745 1 n/a 1746 2011 1000 3224 395 4619 2012 2012 2286 575 4873 2013 1133 1519 416 3068 2014 36 2 998 753 2113 Total 9287 8028 2139 19454 3rd gen CTS-V[88]Model Year Sedan 2016 1887 2017 1519 1297 Last 19 pieces of European model. Total 4703 Links ^ Mamiit, Aaron (August 3, 2015). 2016 Cadillac CTS-V: First expert drives. Technical time. 2019 Cadillac CTS-V essentials: American hot rod sedan. Autoview. February 6, 2019. Nile, Dan. Marketwatch. In 2008, 2008, 2008, archived from the original on 24 June 2013. Retrieved June 8, 2013. 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