



News

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Cadillac CTS: All-New Model Features Technology, Design and Hand-Crafted Interior

- **New gasoline direct-injected 3.6L V-6 engine, 2.8L V-6 engine standard**
- **Rear- and all-wheel drive available**
- **Dramatic exterior design and sophisticated, hand-crafted interior**

GENEVA – The all-new Cadillac CTS luxury sedan arrived recently in Cadillac showrooms across Europe. Just as its predecessor helped change the perception of the brand when it made its debut in 2002, the new model is set to write a new chapter for the Cadillac name, bringing enhanced engines and transmissions as well as exciting new styling, inside and out.

CTS performance

More power while maintaining fuel economy and lowering emissions is a daunting engineering challenge, and the CTS delivers via direct-injection technology. The top-level power option of the CTS is Cadillac's new, 3.6L direct-injection V-6 engine with variable valve timing (VVT). It delivers 311 hp (229 kW), 374 Nm of torque and is designed to operate with regular unleaded gasoline. The standard engine is a 2.8L V-6 VVT, with a preliminary rating of 211 hp (155 kW).

The direct injection technology allows fuel to be delivered directly to the combustion chamber, creating a more complete burn of the air/fuel mixture. The application of direct-injection technology on the 3.6L VVT engine contributes greatly to a 15-percent increase in power; an 8-percent increase in torque and a 3-percent improvement in brake-specific fuel consumption. Additionally, the application of direct injection reduces cold-start hydrocarbon emissions by 25 percent.

A state-of-the-art, direct-injected turbo-diesel engine will be available in Europe in calendar year 2009.

For the first time, the Cadillac CTS will be available in both rear- and all-wheel drive configurations. The transmission lineup offers exclusively six-speed units, with an Aisin six-speed manual or a new Hydra-Matic 6L50 six-speed automatic – a first for CTS.

The suspension, braking and steering systems feature extensive changes to increase responsiveness, premium “feel” and performance in spirited driving conditions. The front suspension features a new tower-to-tower brace that adds cross-car stiffness and enhances the overall steering feel. This innovation, transferred from the high-performance CTS-V model, has been applied for use in all new CTS models. The suspension on the 3.6L rear-wheel drive versions is more performance tuned and has an automatic rear load leveling system.

Exterior design

The new CTS has a more athletic form that reflects a combination of luxury and sport. Sculpted fenders emphasize the car’s wider track and enhanced chassis dynamics. The front fenders feature side air extractors that recall a styling element from Cadillac’s Sixteen concept that also appear on the STS and Escalade. This CTS has a “faster” and nearly coupe-like profile, owing to both its increased performance potential and more evolved styling theme. A “double” sunroof borrows a page from Cadillac’s SRX crossover, giving both front and rear passengers a sky view.

Aiming for the quietness and appearance of the finest prestige sedans, engineers lavished attention on sights and sounds of the body construction. An innovative laser brazing technique affixes the roof panels more crisply. The windshield glass is free from visible rubber seals and joints, and the hood and door panels have improved sealing for improved noise control.

The new CTS measures 4,860 mm in length, 1,842 mm in width and 1,464 mm in height. The wheelbase is 2,880 mm, with a front/rear track of 1,569/1,575 mm. The track is approximately five centimeters wider than the outgoing model, giving a more planted, well-grounded appearance, in addition to accommodating the optional all-wheel drive configuration. The wider stance also enables more tumblehome, with the vehicle sides sculpted inwards to give a more dynamic appearance and a lower roof line, without compromising headroom or the spacious interior.

Nine-spoke, 18-inch wheels highlight larger high-performance brake calipers and rotors. These alloy wheels with 235/50R18 tires are offered with a premium multicoat or high-polish finish.

Craftsmanship interior

The CTS interior represents a different, new design theme for Cadillac interiors. Advances in surface development, technology, materials and construction combine to emphasize technical

precision with elegant, hand-crafted details, precise tailoring and luxurious character. For example, the upper instrument panel and door trim surfaces are hand-cut, sewn and wrapped by expert craftsmen.

Two grades are available. The Elegance trim level can be combined with the 2.8L V-6 engine and rear-wheel drive. The Sport Luxury is available with both V-6 engines and rear- and all-wheel drive.

“Cadillac has engineered an historic renaissance, with a completely new product portfolio, driven in large part by the original CTS,” said general manager Jim Taylor. “The CTS has built a strong record of success on many levels. It exceeded our goals for sales volume, set new design trends, won championships in racing, and earned awards for quality and customer satisfaction. The next chapter promises to be even more dramatic.”

“The all-new Cadillac CTS embodies a contemporary revival of two of the brand’s great traditions: innovative technology and precise craftsmanship,” said Taylor. “In the CTS they come wrapped in a new overall shape that gives an edgy and contemporary character, with an injection of elegance.”

Safety

The CTS is designed to enhance Cadillac’s reputation for providing safe occupant environments in luxury vehicles. Details include:

- Pedestrian Protection
- Dual-stage driver’s front air bag
- Segment-first dual-depth front passenger air bag
- Driver and front passenger side seat-mounted pelvic/thorax side air bags
- Roof-rail side curtain air bags, covers front and rear seating rows
- Front safety belt pretensioners
- Tire pressure monitoring system
- Body structure with strategically placed high-strength steel

The CTS also includes a Pedestrian Protection system for models that will be sold in Europe. When the system senses a collision with a pedestrian along the front bumper, it activates a pyrotechnic hood mechanism that lifts the hood to create additional clearance to the engine compartment and reduce the impact to the pedestrian’s head. The vehicle system complies with all European Union

safety regulations and is designed to sense and discriminate collisions with a pedestrian at vehicle speeds ranging from 27km/h to 45 km/h.

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