

2014 CADILLAC CTS VSPORT

SPECIFICATIONS

VEHICLE TYPE: front-engine, rear-wheel-drive, 5-passenger, 4-door sedan

PRICE AS TESTED \$59,995

BASE PRICE \$59,995

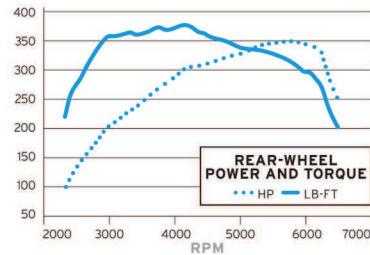
ENGINE TYPE: twin-turbocharged and intercooled DOHC 24-valve V-6, aluminum block and heads, direct fuel injection

DISPLACEMENT 217 cu in, 3564 cc

POWER 420 hp @ 5750 rpm

TORQUE 430 lb-ft @ 3500 rpm

TRANSMISSION 8-speed automatic with manual shifting mode



WHEELBASE 114.6 in
LENGTH 195.5 in
WIDTH 72.2 in
HEIGHT 57.2 in
CURB WEIGHT 3998 lb

WARRANTY

4 years/50,000 miles bumper to bumper
6 years/70,000 miles powertrain
4 years/50,000 miles corrosion protection
6 years/70,000 miles roadside assistance
4 years/50,000 miles scheduled maintenance

MODEL-YEAR CHANGES

2015: The wreath around Cadillac's crest disappears from the grille and trunklid. Inside, there's a new 4G LTE Wi-Fi hotspot and optional wireless phone charging.

C/D TEST RESULTS

PERFORMANCE

	NEW	40,000
ZERO TO 60 MPH	4.6 sec	4.6 sec
ZERO TO 100 MPH	11.0 sec	10.8 sec
ZERO TO 130 MPH	19.0 sec	18.8 sec
ROLLING START, 5-60 MPH	5.1 sec	5.1 sec
1/4-MILE	13.1 sec @ 110 mph	13.0 sec @ 110 mph

BRAKING, 70-0 MPH 155 ft 168 ft

ROADHOLDING,

300-FT-DIA SKIDPAD 0.95 g -

TOP SPEED (DRAG LIMITED) 171 mph

EPA FUEL ECONOMY, CITY/HWY 16/24 mpg

C/D-OBSERVED FUEL ECONOMY 21 mpg

UNSCHEDULED OIL ADDITIONS 0 qt

A2 WIND TUNNEL MEASUREMENTS

DRAG COEFFICIENT 0.30

FRONTAL AREA 24.4 sq ft

DRAG AREA (Cd x FRONTAL AREA) 7.3 sq ft

DRAG FORCE @ 70 MPH 91 lb

AERO POWER @ 70 MPH 17 hp

AERO POWER @ 100 MPH 50 hp

FRONT-AXLE LIFT @ 70 MPH 20 lb

REAR-AXLE LIFT @ 70 MPH 15 lb

OPERATING COSTS (FOR 40,000 MILES)

SERVICE (5 SCHEDULED, 3 UNSCHEDULED) \$0

NORMAL WEAR \$1455

GASOLINE (@ \$3.58 PER GALLON) \$6817

NONWARRANTY REPAIRS

ALIGNMENT \$90

DAMAGE AND DESTRUCTION

STRAIGHTEN AND BALANCE WHEEL \$140

REPAIR FRONT-END DAMAGE \$5971

REPLACE WINDSHIELD \$673

LIFE EXPECTANCIES (ESTIMATED FROM 40,000-MILE TEST)

FRONT TIRES 30,000 miles

REAR TIRES 20,000 miles

FRONT BRAKE PADS more than 100,000 miles

REAR BRAKE PADS more than 100,000 miles

WHAT BITS AND PIECES COST

HEADLAMP \$1250

ENGINE AIR FILTER \$77

OIL FILTER \$5

WHEEL \$495

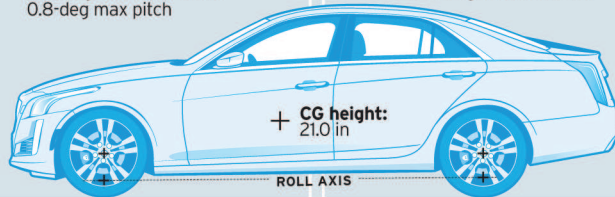
TIRES (FRONT/REAR) \$296/\$365

WIPER BLADES (LEFT/RIGHT) \$24/\$24

FRONT BRAKE PADS \$234

Braking: 38% anti-dive,
0.8-deg max pitch

Acceleration: 56% anti-lift
Braking: 148% anti-lift



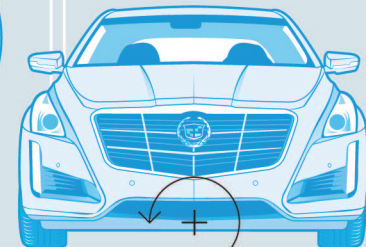
Roll-center height: 4.7 in
Suspension stiffness: 183 lb/in
Load: 2067 lb (51.7%)

Roll-center height: 5.6 in
Suspension stiffness: 224 lb/in
Load: 1931 lb (48.3%)



Steering ratio:
15.9:1 on-center
14.9:1 +/- 90 deg, average

Roll-stiffness distribution:
front 54%, rear 46%
Roll: 2.5 deg/g
Max roll angle: 2.4 deg



GLOSSARY

Anti-dive, -lift, -squat: Terms that describe how suspension geometry is configured to counter body movement during acceleration and braking.

Suspension stiffness: The force from acceleration, braking, cornering, or bumps required to deflect each wheel one inch.

Roll center: A hypothetical point around which the body rolls in corners.

Roll axis: A line connecting front- and rear-suspension roll centers.

Steering ratio: Degrees of steering-wheel movement required to change the front wheels' angle one degree.

Roll stiffness: A car body's resistance to roll in corners; suspension springs, anti-roll bars, and tire sidewalls all contribute to this metric. How this resistance is distributed between the front and rear axles is a major understeer determinant.