



PRODUCT INFORMATION

2017 CADILLAC ATS-V: the smallest and lightest V-Series sedan and coupe ever receive technology enhancements and an available Carbon Black sport package

New for 2017

- AVAILABLE CARBON BLACK SPORT PACKAGE
- CADILLAC CUE ENHANCEMENTS INCLUDING TEEN DRIVER AND COLLECTION

The first-generation Cadillac ATS-V introduced class-leading twin-turbocharged performance and a comprehensive suite of design and performance systems to the lightest and smallest V-Series Sedans and Coupe models ever.

The 2017 Cadillac ATS-V adds a Carbon Black sport package and upgrades and enhancements for the Cadillac CUE infotainment system improving the ATS-V's superior connectivity. The enhanced Cadillac CUE includes new standard technologies such as the myCadillac Mobile App, Teen Driver and Cadillac Collection.

Since its inception in 2004, Cadillac's V-Series performance family has driven remarkable power and performance capability into the brand's growing luxury car range. Building on the strengths of the award-winning Cadillac ATS product line, V-Series adds impressive track capability to what was already the lightest and most agile-driving car in the luxury compact class. The result is a dual-purpose luxury performer – a car with true track capability right from the factory that is also a sophisticated luxury car on the road.

Key features include:

- The Cadillac Twin Turbo V-6 engine mated to a standard six-speed manual transmission or paddle-shift eight-speed automatic transmission
- Standard carbon fiber hood and available carbon fiber package, including carbon fiber splitter, hood vent and rear diffuser for greater aerodynamic performance
- Brembo high-performance brake system developed to provide durability, consistency and the capability for track-day performance straight from the factory
- Segment-best, third-generation Magnetic Ride Control delivering 40-percent faster damping response
- Driver-selectable vehicle modes for touring, sport, snow and track
- Segment-exclusive, racing-derived Performance Traction Management system with five additional modes allowing the driver to select the level of desired system assistance, matched for driver skill or road condition
- Michelin Pilot Super Sport summer-only tri-compound tires delivering excellent grip with extended tire wear



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- Available segment-exclusive Performance Data Recorder enabling drivers to record, view and analyze driving experiences by capturing real-time video, cabin audio and performance data
- An interior with high-performance seats and ergonomics offering a driver-focused interface with carbon fiber trim and sueded microfiber accents

Engine and transmissions – Twin-turbocharged power through a choice of two driver's transmissions

The Cadillac ATS-V is powered by the Cadillac Twin Turbo V-6 rated at an SAE-certified 464 horsepower (346 kW) and 445 lb-ft of torque (601 Nm). The combination of engine output and lightweight yet strong structure enables 0-60 performance in 3.8 seconds and a segment-best top speed of 189 mph.

The features for the Cadillac ATS-V version of the Twin Turbo, which is the twin sibling to the racing power plant in the [Cadillac ATS-V.R Coupe race car](#), are designed to create power faster and sustain it longer. Highlights include:

- Turbochargers with low-inertia titanium-aluminide turbines and vacuum-actuated wastegates for more responsive torque production
- Compressors matched for peak efficiency at peak power levels, for optimal track performance
- Patent-pending low-volume charge-cooling system that optimizes packaging efficiency and maximizes boost pressure
- Lightweight titanium connecting rods that reduce inertia of the rotating assembly, complementing the quick-spooling turbochargers
- A high-performance lubrication system designed to maintain optimal oil pressure and ventilation during high-lateral driving maneuvers typically encountered on a track.

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ATS-V driving experience – Stronger foundation and track-honed driving experience

The Cadillac ATS-V Sedan and Coupe track-honed design, chassis and suspension elements complement the twin-turbocharged powertrain, providing true track capability, performance and driver control without modifications or special procedures.



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With more than a decade of V-Series production models and the Cadillac Racing program experience, Cadillac has engineered the first-generation Cadillac ATS-V Sedan and Coupe to deliver an agile feel, while maintaining excellent ride quality. The ATS-V incorporates unique performance elements, components from world-class performance automotive suppliers and segment-leading, company-exclusive technology.

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Technology and Connectivity – technology upgrades for an enhanced, more connected ride

Cadillac CUE – the centerpiece of the Cadillac ATS-V's comprehensive collection of technologies – includes Apple CarPlay and Android Auto advanced smartphone integration and available 4G LTE Wi-Fi hotspot. New standard technologies have been added, including the myCadillac Mobile App, Teen Driver and Cadillac Collection.

Bose Premium audio with Active Noise Cancellation technology is standard. The available Bose® Surround Sound system features Centerpoint 2.0® surround technology, enabling listeners to enjoy an immersive sound experience from nearly any stereo source. This includes Active Noise Cancellation and electronic sound enhancement that amplifies the car's authentic powertrain sounds, as opposed to other manufacturers' systems that pipe in manufactured engine noises. The premium sound system also includes Bose Audio Pilot, which continuously monitors ambient sounds and adjusts the music volume and program content to optimize the listening experience.

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Exterior design - functional form on an optimized platform

Almost every exterior panel on the Cadillac ATS-V is unique, from the fascias and front fenders, to the hood, rear spoiler and rocker moldings – and every one was designed to support the car's capability, contributing to lift reduction, enhanced cooling, and improved aero management. Like the Cadillac CTS-V super sedan, the ATS-V sedan and coupe sport an athletic stance, wide body and low height, but the unique ATS dimensions contribute to even-greater, scalpel-like driving dynamics.

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Interior design – a performance-focused cabin with handcrafted execution

The Cadillac ATS-V's track-inspired precision carries over to the interior, where the design and relationship of key components are aimed squarely at performance-driving ergonomics. All of the contact points – the steering wheel, seats, shifter and pedals – are designed to make performance driving experiences direct and intuitive.

Available 16-way-adjustable RECARO performance front seats are the lynchpins for the driving experience, with aggressive, adjustable bolsters that help hold the driver and front passenger in place during high-load cornering. They also have a luxury-performance feel, trimmed in Mulan leather with sueded microfiber inserts and seatbacks. Eighteen-way-adjustable, leather-trimmed seats with sueded microfiber inserts are standard.

Read more

FOR MORE INFORMATION, please contact Steve Martin at 646-532-9985 or Stephen.martin@cadillac.com.

Appendix

Engine and transmissions – Twin-turbocharged power through a choice of two driver's transmissions

The Cadillac ATS-V is powered by the Cadillac Twin Turbo V-6 rated at an SAE-certified 464 horsepower (346 kW) and 445 lb-ft of torque (601 Nm). The combination of engine output and lightweight yet strong structure enables 0-60 performance in 3.8 seconds and a segment-best top speed of 189 mph.

The features for the Cadillac ATS-V version of the Cadillac Twin Turbo, which is the twin sibling to the racing power plant in the [Cadillac ATS-V.R Coupe race car](#), are designed to create power faster and sustain it longer. Highlights include:

- Turbochargers with low-inertia titanium-aluminide turbines and vacuum-actuated wastegates for more responsive torque production
- Compressors matched for peak efficiency at peak power levels, for optimal track performance
- Patent-pending low-volume charge-cooling system that optimizes packaging efficiency and maximizes boost pressure



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- Lightweight titanium connecting rods that reduce inertia of the rotating assembly, complementing the quick-spooling turbochargers
- A high-performance lubrication system designed to maintain optimal oil pressure and ventilation during high-lateral driving maneuvers typically encountered on a track.

The twin, low-inertia turbochargers' featherweight titanium-aluminide turbines are used with vacuum-actuated wastegate control for precise, responsive torque production. In fact, the titanium-aluminide turbines reduce rotating inertial load by 51 percent, compared to conventional Inconel turbine wheels. That means less exhaust energy – which spins the turbines – is wasted in stored inertial loads.

In practical terms, that means the relatively small size of the turbochargers and their lightweight turbines foster more immediate “spooling,” which virtually eliminates lag, for an immediate feeling of power delivery. They produce up to 18 pounds of boost (125 kPa).

Unique vacuum-actuated wastegates – one per turbocharger – are used with the Cadillac Twin Turbo for better management of the engine's boost pressure and subsequent torque response for smoother, more consistent performance. They are independently controlled on each engine bank to balance the compressors' output to achieve more precise boost pressure response.

The Cadillac Twin Turbo's patent-pending, manifold-integrated water-to-air charge cooling system also contributes to more immediate torque response, because the compressors blow through very short pipes up to the intercooler. With no circuitous heat-exchanger tubing, there is essentially no lag with the response of the turbochargers. In fact, airflow routing volume is reduced by 60 percent (less air to move) when compared with a conventional design that features a remotely mounted heat exchanger.

Additionally, unique cylinder heads feature a high-tumble intake port design that enhances the motion of the air charge for a more efficient burn when it is mixed with the direct-injected fuel and ignited in the combustion chamber. The topology of the pistons, which feature centrally located dishes to direct the fuel spray from the injectors, is an integral design element of the chamber design, as the piston heads become part of the combustion chamber with direct injection.

Large, 38.3-mm intake valves and 30.6-mm sodium-filled exhaust valves enable the engine to process tremendous airflow. In some conditions, the continuously variable valve timing system enables overlap conditions – when the intake and exhaust valves in a combustion chamber are briefly open at the same time – to promote airflow scavenging that helps spool the turbochargers quicker for faster boost production.



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Hardened AR20 valve seat material on the exhaust side is used for its temperature robustness, while the heads are sealed to the block with multilayer-steel gaskets designed for the pressure of the turbocharging system.

The heads also feature integral exhaust manifolds with upper and lower water jackets that provide uniform temperature distribution and optimal heat rejection.

The engine is backed by a choice of six-speed manual – with Active Rev Match, no-lift shifting and Launch Control – or a paddle-shift eight-speed automatic transmission featuring Launch Control and Performance Algorithm Shifting.

The standard TREMEC TR6060 six-speed manual transmission has a strong track record proven in previous generations of the supercharged CTS-V series. It is updated for ATS-V with selectable technologies that enhance driver control to help produce optimized shifts that can lead to faster lap times:

- Active Rev Match – anticipates the next gear selection and electronically “blips” the throttle to match engine speed for a seamless gear change
- No-lift shifting – Part of the Performance Traction Management system, it allows gear changes without the need for the driver to take his or her foot off the gas pedal, keeping the engine at full boost and maximum power
- Launch control – Also part of the Performance Traction Management system, it enables maximum off-the-line acceleration

The six-speed manual transmission is used with a dual-mass flywheel and dual-disc clutch, which deliver greater shift quality and feel through lower inertia.

The paddle-shift eight-speed automatic, which offers full manual control via steering wheel paddles, is tuned for world-class shift-response times. Smaller steps between gears keep the engine within the sweet spot of the rpm band, making the most of the output of the twin-turbocharged engine for exhilarating performance and greater efficiency.

Performance Algorithm Shifting delivers shift performance that rivals the dual-clutch/semi-automatic transmissions found in many luxury performance sedans but with the smoothness and refinement that come with a conventional automatic fitted with a torque converter. During spirited driving, it also ensures that the proper gear is held in turns to improve speed through and out of the turn.



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ATS-V driving experience – Stronger foundation and track-honed driving experience

The Cadillac ATS-V Sedan and Coupe track-honed design, chassis and suspension elements complement the twin-turbocharged powertrain, providing true track capability, performance and driver control without modifications or special procedures.

With more than a decade of V-Series production models and the Cadillac Racing program experience, Cadillac has engineered the first-generation Cadillac ATS-V Sedan and Coupe to deliver an agile feel, while maintaining excellent ride quality. The ATS-V incorporates unique performance elements, components from world-class performance automotive suppliers and segment-leading, company-exclusive technology.

The Cadillac ATS-V models share the same 109.3-inch (2,775 mm) wheelbase as other ATS coupe and sedan models, but feature wider front and rear footprints that enhance grip, reduce body motion in turns and contribute to more direct-feeling steering. The ZF Steering Systems electric power steering features greater system stiffness for a feeling of precision and greater driver feedback.

Eighteen-inch wheels wrapped with specially developed Michelin Pilot Super Sport summer-only tires give the Cadillac ATS-V its footprint and enable nearly 1g in lateral acceleration. The lightweight, forged alloy wheels – measuring 9 inches wide in the front and 9.5 inches wide in the rear – are constructed of a low-mass forging that helps reduce un-sprung weight for greater agility and a more direct feel to steering inputs.

In fact, the wheels are 45-percent stiffer than previous generation Cadillac CTS-V wheels, while the Michelin tires feature a tri-compound tread that delivers excellent grip in performance driving situations, excellent ride quality characteristics and extended tread wear.

A Brembo brake system provides durability, consistency and the capability for track-day performance. The system includes 14.5-inch-diameter (370 mm) front rotors with staggered six-piston calipers and 13.3-inch-diameter (339 mm) rear rotors with four-piston calipers.

Segment-best, third-generation Magnetic Ride Control “reads” the road up to one thousand times per second, sending data to magneto-rheological fluid-filled dampers that can independently control the damping characteristics of all four dampers. Third-generation improvements enable 40-percent faster damping response. In fact, at 60 mph, the third-generation Magnetic Ride Control system calculates the optimal damping force for every inch of the road.



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Segment-exclusive Performance Traction Management (PTM) software was derived from the championship-winning Cadillac Racing program for the V-Series and implements appropriate measures of electronic assistance, matched for driver skill or road condition. Five driver-selectable modes specifically for the track – Wet, Dry, Sport 1, Sport 2 and Race – provide progressive levels of electronic assistance, adjusting traction and stability controls. The standard electronic limited-slip differential translates the PTM software to optimal traction and enables maximum corner exit acceleration. Automatically activated in all five PTM modes, Launch Control manages tire spin to optimize full-throttle acceleration from a standing start.

Cadillac ATS-V specific structural enhancements include:

- Unique shock tower-to-plenum brace
- Strengthened rocker bulkhead
- Stronger rear cradle-to-rocker braces
- A unique aluminum shear panel at the front of the chassis
- V-braces for the engine compartment

The result is 25-percent greater structural stiffness than non-V models, which contributes to more precise handling and more direct steering responsiveness.

A revised multi-link double-pivot MacPherson-strut front suspension delivers a quicker response and increased lateral control, incorporating new ride and handling links, where traditional elastomeric bushings are replaced with zero-compliance cross-axis ball joints, higher-rate springs and a stiffer stabilizer bar – for 50-percent greater roll stiffness.

Cadillac's five-link rear suspension features reduced roll center migration, stronger lateral control and effective anti-squat geometry, complementing the front suspension with greater body motion control. Contributing components include stiffer bushings, new cradle mounts, higher-rate springs and a stiffer stabilizer bar.

Larger prop shafts and greater half-shaft asymmetry (stiffer driver's side shaft) mitigate power hop during acceleration.

Technology and Connectivity – technology upgrades for an enhanced, more connected ride

Cadillac CUE – the centerpiece of the Cadillac ATS-V's comprehensive collection of technologies including Apple CarPlay and Android Auto advanced smartphone integration and available 4G LTE Wi-Fi hotspot – is now standard for all 2017 ATS-V Sedan and Coupe models. Additional



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upgrades and enhancements for Cadillac CUE include new standard technologies such as the myCadillac Mobile App, Teen Driver and Cadillac Collection.

Bose Premium audio with Active Noise Cancellation technology is standard. The available Bose® Surround Sound system features Centerpoint 2.0® surround technology, enabling listeners to enjoy an immersive sound experience from nearly any stereo source. This includes Active Noise Cancellation and electronic sound enhancement that amplifies the car's authentic powertrain sounds, as opposed to other manufacturers' systems that pipe in manufactured engine noises. The premium sound system also includes Bose Audio Pilot, which continuously monitors ambient sounds and adjusts the music volume and program content to optimize the listening experience.

The heart of Cadillac CUE is the eight-inch LCD multi-touch sensitive screen, integrated into the top of the central instrument panel. Cadillac CUE's vibrant LCD screen resembles a smartphone's screen, with large, easy-to-target icons to execute commands. Upgrades and enhancements for Cadillac CUE in 2017 include in-vehicle apps via Collection, partial name recognition, display of Advanced Park Assist, and Wi-Fi signal strength display.

Cadillac CUE connectivity and convenience features also include Text Message Alerts for smartphone users with Bluetooth profile (M.A.P.) and Siri Eyes Free for iPhone. Each enables voice-controlled connectivity, helping to keep phones stored and hands on the wheel. Wireless phone charging is standard.

The enhancement to the Cadillac CUE system includes the introduction of in-vehicle apps available through Cadillac Collection. Similar to iTunes and Google Play Store, customers can access Collection and personalize their in-vehicle experience the same way they do with their smartphones. Apps downloaded from Collection are fully embedded in the infotainment system, enabling a true integrated user experience. Apps are not dependent on a phone and provide a deeper integration with the car's features and its performance.

The introduction of Collection serves as a framework that allows the vehicle and ownership experience to get better over time. Apps can be seamlessly and intuitively downloaded to the vehicle utilizing an embedded OnStar 4G LTE connection. These apps can be automatically updated as new versions become available. Apps designed to enhance the driving experience will be added or updated over time and include popular music services, weather, news, and more.

Complementing Cadillac CUE to enhance the Cadillac ATS-V's connectivity is OnStar 4G LTE connectivity with Wi-Fi hotspot. OnStar 4G LTE provides a mobile hub for drivers and passengers to stay connected. The hotspot is activated whenever the vehicle is on and comes with a three-month/three-gigabyte data trial. 4G LTE is the most current and fastest mobile



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data network – 10 times faster than 3G. Additionally, OnStar 4G LTE offers stronger, broader coverage than do smartphones on the same network.

At the time of purchase, six months OnStar Guidance includes all of OnStar's advisor-based safety and security features, including Automatic Crash Response and Stolen Vehicle Assistance, as well as Turn-by-Turn navigation.

Cadillac owners can also opt-in to keep their vehicle connected at no cost for five years through the OnStar Basic Plan, including:

- OnStar Vehicle Diagnostics, which runs monthly checks of a vehicle's engine, transmission, anti-lock brakes and more
- Dealer Maintenance Notification, which sends a diagnostic report directly to a preferred dealer, simplifying service scheduling
- OnStar Smart Driver, which monitors driving behaviors and offers the opportunity to save money on insurance
- AtYourService, which gives you access to a marketplace of localized money saving offers from nearby merchants

Cadillac's 2017 model year products will feature Apple CarPlay and Android Auto, the predominant new systems for in-car phone integration. Cadillac CUE provides owners a smart and simple way to access both Android Auto and Apple CarPlay. A "Projection" icon will appear on the Cadillac CUE screen to enable simpler, easier access to key smartphone functions, including navigation, contacts, hands-free text messaging and select applications supported by Apple or Google.

Apple CarPlay takes the iPhone features one would want to access while driving and puts them on the vehicle's display in a smart, simple manner. This allows drivers to make calls, send and receive messages and listen to music right from the touchscreen or by voice via Siri. Apple CarPlay supported apps include Phone, Messages, Maps, Music and compatible third party apps. A full list of those apps can be found at Apple.com/ios/carplay.

Android Auto is built around Google Maps, Google Now and the ability to talk to Google, as well as a growing audio and messaging app ecosystem that includes WhatsApp, Skype, Google Play Music, Spotify, and podcast players. A full list of supported apps is available at g.co/androidauto.

Many features can be controlled via voice commands through a steering wheel button, helping drivers spend more time with their eyes on the road and hands on the wheel.



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The all-new myCadillac Mobile App combines the services available through the former myCadillac and OnStar RemoteLink® apps to allow customers to easily manage their vehicle ownership experience. Features on the new myCadillac Mobile App include roadside assistance, parking reminders, owner manual content, and vehicle diagnostics. In addition, users will be able to remotely control vehicle features, including the OnStar Wi-Fi® hotspot, remote start/stop, and remote door lock/unlock. The app is included for free for five years and is available in the U.S. and Canada through the iTunes and Google Play Stores.

Exterior design - functional form on an optimized platform

Almost every exterior panel on the Cadillac ATS-V is unique, from the fascias and fenders, to the hood, rear spoiler and rocker moldings – and every one was designed to support the car's capability, contributing to lift reduction, enhanced cooling, and improved aero performance. Like the Cadillac CTS-V super sedan, the ATS-V sedan and coupe sport an athletic stance, wide body and low height, but the unique ATS dimensions contribute to even-greater, scalpel-like driving dynamics.

The unique elements include:

- A lightweight carbon fiber hood features an air-extracting vent that not only pulls hot air out of the engine compartment, but helps reduce lift at speed by channeling air pulled through the radiator out and over the top of car rather than allowing trapped air to exit under the car
- Unique front and rear fascias provide optimal aero performance, with larger grille openings in the front fascia to feed more air to the new twin-turbocharged engine. Even the mesh pattern of the signature grille openings is enlarged to allow more air into the radiator and multiple heat exchangers
- A front splitter enhances handling by forcing air to push down on the front of the car rather than flow under it, where it can cause lift
- Wider front fenders to accommodate 18-inch wheels that are wrapped with Michelin Pilot Super Sport tires
- The alloy wheels, unique to the V-Series, are constructed of a low-mass forging that helps reduce un-sprung weight for greater agility and a more direct feel to steering inputs
- The rocker moldings and rear spoiler are aero-optimized.

An available, all-carbon fiber package takes aero performance and mass optimization to higher levels. It includes a more aggressive front splitter, hood vent trim, and rear diffuser, along with composite rocker extension panels and a taller, body-color rear spoiler. The exposed carbon fiber components are book-matched on the centerline for a precise, tailored appearance.



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An available track package includes the components of the Carbon Fiber package, plus the Performance Data Recorder and a low-mass battery. It also deletes the standard floor mats and tire inflator kit to save weight.

Colors offered for 2017 include Velocity Red, Vector Blue Metallic, Black Raven, Red Obsession Tintcoat, Phantom Gray Metallic, Crystal White Tricoat and Radiant Silver Metallic.

The 18-inch lightweight, forged alloy wheels come in three finishes: premium painted, polished with Midnight Silver painted pockets and full, After Midnight premium painted.

Available Red or Dark Gold Brembo brake calipers accent the ATS-V's performance capability with style.

Interior design – a performance-focused cabin with handcrafted execution

The Cadillac ATS-V's track-inspired precision carries over to the interior, where the design and relationship of key components are aimed squarely at performance-driving ergonomics. All of the contact points – the steering wheel, seats, shifter and pedals – are designed to make performance driving experiences direct and intuitive.

Available 16-way-adjustable RECARO performance front seats are the lynchpins for the driving experience, with aggressive, adjustable bolsters that help hold the driver and front passenger in place during high-load cornering. They also have a luxury-performance feel, trimmed in Mulan leather with sueded microfiber inserts and front seatbacks. Eighteen-way-adjustable, leather-trimmed seats with sueded microfiber inserts and front seatbacks are standard.

An available sueded steering wheel and shift knob complement the seating. Three interior color combinations are offered: Jet Black, Jet Black with Saffron accents and Light Platinum with Jet Black accents.

The Cadillac ATS-V also features a unique version of the 5.7-inch, three-window instrument panel cluster display, with V-Series graphics and distinctive gauge readouts.

The available Performance Data Recorder (PDR) enables drivers to record, view and analyze driving experiences by capturing real-time video, cabin audio and performance data. The system – which features an HD camera and performance data acquisition hardware – is controlled via Cadillac CUE's color touch screen. Recordings can be reviewed on the screen when the vehicle is parked or saved to an SD card to view or share from another device. PDR data can be analyzed



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using Cosworth Toolbox, a free suite of analysis software developed from racing analysis software and designed for use with the PDR in the Cadillac ATS-V Coupe and Sedan and the Cadillac CTS-V super sedan. V-Series owners can use Cosworth Toolbox to review laps to quickly improve performance such as braking points, accelerating points, driving lines and corner speeds.

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FOR MORE INFORMATION, please contact Steve Martin at 646-532-9985 or Stephen.martin@cadillac.com.



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2017 CADILLAC ATS-V SPECIFICATIONS

Overview

Model:	Cadillac ATS-V coupe and sedan
Body style / driveline:	2-door luxury sport luxury coupe (RWD) or 4-door sport luxury sedan (RWD)
Construction:	unitized welded steel body with direct-mounted front cradle and rubber-isolated, multi-link independent rear suspension
GM vehicle class:	compact luxury car

Engines

	3.6L V-6 Twin-Turbocharged DI VVT
Displacement (cu in / cc):	217 / 3564
Bore & stroke (in / mm):	3.7 x 3.37 / 94 x 85.6
Block material:	cast aluminum
Cylinder head material:	cast aluminum
Valvetrain:	DOHC, four valves per cylinder, continuously variable valve timing
Fuel delivery:	direct high-pressure fuel injection
Compression ratio:	10.2:1
Horsepower (hp / kW @ rpm):	464 / 346 @ 5850 (SAE certified)
Torque (lb-ft / Nm @ rpm):	445 / 603 @ 3500 (SAE certified)
Recommended fuel:	premium
Max engine speed (rpm):	6500
EPA-estimated fuel economy (city / hwy):	16 / 24 (automatic) 17 / 23 (manual)

Transmissions

	TREMEC TR6060	Hydra-Matic 8L90
Type:	fully synchronized six-speed manual with double overdrive; active rev matching and no-lift shifting features	paddle-shift eight-speed, electronically controlled, automatic overdrive with torque converter clutch
Gear ratios (:1):		
First:	3.01	4.56
Second:	2.07	2.97
Third:	1.43	2.08
Fourth:	1.00	1.69
Fifth:	0.84	1.27
Sixth:	0.57	1.00
Seventh:	--	0.85
Eighth:	--	0.65
Reverse:	3.28	3.82
Final drive ratio:	3.73	2.85



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Chassis / Suspension

Configuration:	rear-wheel drive
Differential:	electronic limited-slip
Front suspension:	MacPherson-type with dual lower ball joints and direct-acting stabilizer bar; magnetic ride control with monotube inverted struts
Rear suspension:	independent five-link with magnetic ride control
Steering type:	ZF rack-mounted electric, power-assisted and variable assist
Steering ratio:	15.54 (on center) to 11.1 (full lock)
Steering turns, lock to lock:	2.35
Turn circle (ft / m):	38.38 / 11.7
Chassis control:	four-channel StabiliTrak w/ brake assist and traction control; Performance Traction Management

Wheels and Tires

Wheel size and type:	18 x 9-inch front / 18 x 9.5-inch rear alloy
Tire size:	front: 255/35ZR18 Michelin Pilot Super Sport rear: 275/35ZR18 Michelin Pilot Super Sport

Brakes

Type:	four-wheel disc; four-channel ABS/TCS w/ DRP; Brembo brakes with staggered six-piston calipers (front) and four-piston calipers (rear)
Rotor type and thickness (in / mm):	front: 14.5 x 1.34 (370 x 34) vented, with Ferritic Nitro Carburized process for corrosion resistance rear: 13.3 x 1.02 (339 x 26) vented, with Ferritic Nitro Carburized process for corrosion resistance

Dimensions

Exterior

Wheelbase (in / mm):	109.3 / 2775
Length (in / mm):	184.7 / 4691 – Coupe 184 / 4673 – Sedan
Height (in / mm):	54.5 / 1384 – Coupe 55.7 / 1415 – Sedan
Width (in / mm):	72.5 / 1841 – Coupe 71.3 / 1811 – Sedan
Track (in / mm):	front: 60.5 / 1538 – Coupe front: 60.5 / 1538 – Sedan rear: 61.4 / 1559 – Coupe rear: 60.4 / 1536 – Sedan
Curb weight (lb / kg):	3803 / 1725 – Coupe 3812 / 1729 – Sedan
Weight distribution (% front / rear):	51 / 49



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Interior

Legroom (in / mm):	front: 42.3 / 1074 rear: 33.5 / 850
Headroom (in / mm):	front: 37.6 / 954 rear: 35.1 / 891
Shoulder room (in / mm):	front: 54.1 / 1375 rear: 51.1 / 1298
Hip room (in / mm):	front: 54.1 / 1374 rear: 44.5 / 1131

Capacities

Seating capacity (front / rear):	2 / 2 – Coupe 2 / 3 – Sedan
EPA passenger volume (cu ft / L):	83.9 / 2377
EPA trunk volume (cu ft / L):	10.4 / 295
Fuel tank (gal / L):	16 / 60.5
Engine oil (qt / L):	TBD
Cooling system (qt / L):	TBD

Note: Information shown is current at time of publication. Please visit <http://media.gm.com> for updates.