

# Super cruiser By Joe Sage

It's not unusual to have a compact car boasting the cabin space of a midsize, or a midsize boasting the cabin of a full-size—smaller cars aspiring to feel bigger on the inside. Putting the shoe on the other foot, though, Cadillac boasts that the full-size CT6 sedan has the “driving dynamics and efficiency of a midsize sport sedan”—a bigger car aspiring to feel smaller on the outside, when in motion.

A 40-foot turning circle on the base model suggests a large car (between Escalade and Escalade ESV), though an active chassis package on this top Platinum trim includes active rear steering, which shaves fully three feet off that turn (now close to a Mini Cooper Countryman). The base model is a relative lightweight for a big sedan, at 3657 pounds (with rear-wheel drive). Our Platinum with a smaller 3.0L twin-turbo (but all-wheel drive and other add-ons) comes in above two tons, 159 pounds heavier than the middle trims' 3.6L naturally-aspirated models (both with all-wheel drive)—though you can also get Platinum with the 3.6L.

A wide range of variables is underscored by prices from a base \$54,490 to our car's \$88,295. In between are Luxury and Premium Luxury trims, with varying availability of the two engines. Premium Luxury starts at \$65,295 with the 3.6L, a noticeably lighter price bracket than Platinum. But if you don't mind additional weight, cost and complexity, that's not the only difference (see sidebar). From 20-inch wheels to 20-way massage seats to 34-speaker Bose audio, CT6 Platinum earns its keep, but the Platinum feature Cadillac is proudest

of is its Super Cruise system.

Super Cruise adds an advanced level of autonomy (purposely unstated, but falling about where Levels 2 and 3 overlap)—a freeway or divided highway feature, not for use around town—combining adaptive cruise and advanced lane-keeping. You first turn on adaptive cruise, then carefully center your CT6 in a well-marked lane, then take your hands off the wheel while the car handles those basics. You must of course still pay full attention—and if you don't, the car will hand control back over to you and make you pay attention, the old-fashioned way. Thus it's really kind of a novelty, as you have to be fully engaged mentally, while hovering your hands and feet nearby to where they can be instantly useful, anyway. One neat feature of the system is a green arc that lights up across the top of the steering wheel, rather than just an indicator in the binnacle. GM has recently announced Super Cruise will expand to all products by model year 2020, i.e. in about a year or sooner.

Robo-cruising aside, the CT6 has attractive controls overall, with a stylish but fairly conventional shifter and a nice-sized control screen atop the dash, though there is a high degree of reliance on its screen and other controls in that area (even opening the glovebox is controlled up there), much of it via a flat touch controller on the console that is more likely to be taken as smartphone space. As is the case with so many, this remote touchpad-screen interface, as well as touchbars below the screen for audio volume, requires more attention and jumpy precision than a driver should divert. You will spend a lot of time perfecting your own

## SPECIFICATIONS

<b>ENGINE</b> .....	Twin-turbo 3.0L V6 dir inj DOHC w VVT
<b>DRIVETRAIN</b> .....	AWD
<b>HP/TORQUE</b> .....	404 hp / 400 lb-ft
<b>TRANSMISSION</b> .....	Hydra-Matic 8L90 8-spd auto/paddles
<b>SUSPENSION</b> .....	<b>F:</b> high-arm multilink SLA w direct-act stblzr bar & coil-over twin-tube shocks; <b>R:</b> five-link indep w fully-isolated subframe and hydraulic mounts, coil-over twin-tube shocks
<b>STEERING</b> .....	rack-mount elec power var assist, var ratio
<b>BRAKES</b> .....	<b>F:</b> 13.6" four-piston alum Brembo; <b>R:</b> 12.4" single-piston cast iron sliding caliper; ferritic nitro carburized rotors; four-channel ABS/TCS & DRP
<b>WHEELS/TIRES</b> .....	20x8.5 alum / P245/40R20 all-season
<b>LENGTH / WHEELBASE</b> .....	204.0 / 122.4 in
<b>TURNING CIRCLE</b> .....	standard 40.0 ft Platinum w Super Cruise w active rear steering 37.0 ft
<b>LEGROOM (F/R)</b> .....	42.3 / 40.4 in
<b>CARGO CAPACITY</b> .....	15.3 cu.ft
<b>WEIGHT</b> .....	4085 lb
<b>FUEL CAPACITY</b> .....	19.5 gal
<b>MPG</b> .....	18/26/21 (city/hwy/comb)

## BASE PRICE **\$88,295**

**PLATINUM INCLUDES:** All features of Standard, Luxury and Premium Luxury trims including Cadillac user experience with 10.2" diagonal display, rear camera mirror, UltraView power sunroof, surround vision recorder, heads-up display—plus active chassis package with active rear steering and magnetic ride control, Bose Panaray 34-speaker audio, rear seat infotainment, 20-way adjustable heated-ventilated-massage seats, exclusive 20-in 5-split-spoke aluminum wheels w Manoaigan Silver premium paint finish and 5 chrome inserts—plus Super Cruise™ package including driver attention system, adaptive cruise, night vision, forward/reverse automatic braking ..... *all incl*

## DESTINATION CHARGE .....995

## TOTAL .....**\$89,290**

mastery of these details, as well as in the manual, though if prior Cadillacs are a guide, you should end up well rewarded for your time spent.

There are also a CT6 plug-in hybrid and a CT6 V Sport, as Cadillac hedges its bets in this model toward top performance or maximum virtue, both. ■

