

Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

2023 Cadillac CT5

MSRP: \$38,195 (base) As Tested: \$50,680 (Premium Luxury, V-6, AWD)



Cadillac's best seller is one of its biggest SUV's – Escalade. That's not a surprise. SUV's and Crossovers dominate the automotive landscape. But, for generations, GM's luxury marque made its mark selling sedans. They maintain their commitment to this traditional body style with two product lines – CT4 and CT5. The latter is the larger of the two, and the subject of this week's test drive. The main, CT5 model range includes Luxury, Premium Luxury, and Sport trims. (MSRP: \$38,195 - \$47,290). A second tier of high performance versions (CT5-V, and V Blackwing) are also offered. While luxury sedans were traditionally all Rear Wheel Drive, time and technology now allow CT5 buyers to choose either RWD, or available AWD (\$2,000) on Luxury, Premium Luxury or Sport.

Standard under the hood in all three of the non-V models, is a 2.0L turbocharged, four cylinder engine. It's rated at 237 h.p. and 258 lb.-ft. of torque, and connected to a 10-speed automatic transmission. While I've not driven a CT5 so equipped, I see from the spec sheet that peak torque arrives at 1,500 rpm. That suggests a fairly lively engine off the dime, and a 0-60 time that I saw posted from a reputable source was 6.6 seconds. Sufficiently quick, I'd say, with decent fuel economy (23/33/27 (RWD), 22/30/25 (AWD), per EPA. Of course, luxury cars are about having more than you need, and that includes a comfortable excess of power. Accordingly, Premium Luxury buyers can also opt for an upgrade to the 3.0L V-6. The twin turbocharged motor (\$3,500), also paired with the 10-speed transmission, bumps your engine output up to 335 h.p. and 405 lb.-ft.



Photos courtesy of the manufacturer

of torque. My test car was so equipped, and I can vouch for the responsiveness. It's about a second quicker to 60 than the turbo four. Power rolls out smoothly and with a slight, understated growl. MPG predictions slip to 18/26/21 (AWD), though fuel economy isn't typically top of mind for buyers in this segment. CT5, in Premium Luxury trim, exhibits a refined blend of comfort and handling. The car's ride feels roadworthy for trips short or long, and it corners easily and confidently. V models figure to be all that and a bag of chips, in terms of both power and cornering, though likely with a tradeoff in terms of ride quality.

In Premium Luxury trim, the interior is understated and comfortable. I know I harp on it, but the trend for automakers to run most system controls through touchscreens and virtual buttons makes the process of adjusting things slower – and potentially distracting – for the driver. Thumbs up, therefore, for the layout of CT5 switchgear. While many systems are funneled through the center, 10" touchscreen (and the screen is slow to react to input from a winter-gloved hand), HVAC controls – the ones drivers use the most – are located in a band of buttons, at mid dash level, in easy reach. There's sufficient legroom front and back to suit six footers, though passengers that size may brush up against the headliner when seated in back. Cargo capacity measures 11.9 cubic-feet; small by class standards. Split rear seatbacks offer a pass-through for longer items in the trunk. Small side mirrors and a steeply slanted backlight conspire to hinder driver visibility, so drivers learn to lean on the standard, blind spot monitoring system. Speaking of seeing, the bird's-eye camera system (Surround Vision, to Cadillac) is a boon to backing and parking, and available on Premium Luxury and Sport levels, but not Luxury.



A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.