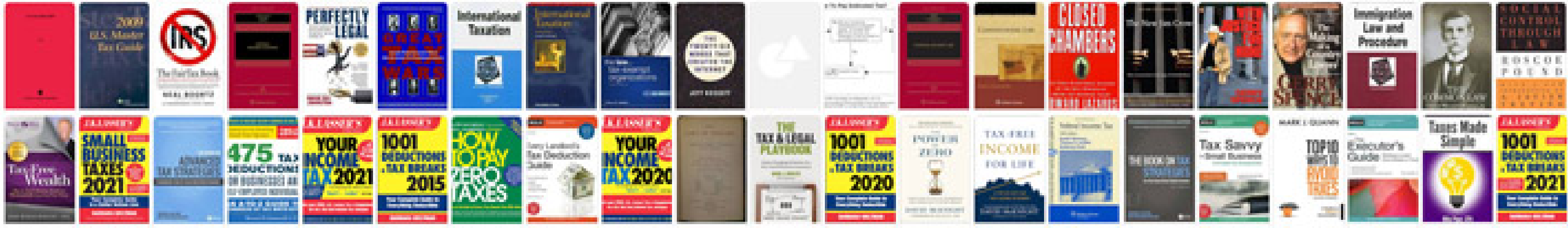

2013 cadillac ats performance

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Antenna, integral front and rear Seats, front bucket Leather seating surfaces Seat adjusters, driver and front passenger 8-way power, plus 2-way power lumbar plus 4-way adjustable head restraints Seats, performance includes AE8 seat adjusters content, plus driver and front passenger manual cushion length adjustment and driver power side bolster adjustment Seat, rear fixed seat-back with armrest and trunk pass-through access door Headrests, rear, outboard seats, adjustable 2-way Console, front with shifter Shift lever, center console mounted Armrest, front center Armrest, rear center with cupholders Floor mats, carpeted front and rear Steering wheel, leather-wrapped rim Steering wheel controls, mounted controls for audio, phone and cruise Steering column, rake and telescopic Steering wheel mounted Paddle Shift controls Engine oil indicator Instrument cluster, electroluminescent Driver Information Center, 5. Windows, power with front express-up and down, and rear express-down with passenger lockout feature Retained accessory power power windows, sunroof when equipped and audio system remain operational for 10 minutes after the ignition is switched off or until the driver's door is opened. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information. Always use safety belts and child restraints. Air bag, Passenger Sensing System Always use safety belts and child restraints. Visit onstar. I'm Interested. First Name. Is this vehicle still available? Would you be willing to take this amount for this vehicle? I would like to get pre-approved. I am trading in my vehicle. Visit our Store. Get Directions. I also wish to be contacted by the dealer about this vehicle. Terms: The recipient of this text message may incur charges depending on their wireless carrier. We turn our inventory daily, please check with the dealer to confirm vehicle availability. Color: Stock : VIN:. Your Friend's Information: Name:. Send me a copy. To my eye, the Cadillac ATS doesn't look like it would be particularly light on its feet. But turn hard into the first corner you come to and this entry-level luxury sedan feels considerably smaller than it really is. The Caddy turns in like The smallish-diameter wheel only serves to heighten the sensation. There's also fantastic grip from the tires. See full article and comment. The car hasn't changed other than more miles on its odometer, but I'm enjoying the ATS more this time around. Sound familiar? There's a wrinkle here. This Michigan car was equipped with the optional V6 as opposed to the 2. Our long-term Cadillac ATS saw quite a bit of action in August, adding nearly 3, miles to its odometer. After all those miles, lifetime fuel economy on our four-cylinder ATS stands at 22 mpg. This is, of course, 2 mpg short of the ATS 2. It's no secret that a hotter version of the Cadillac ATS is headed our way soon. We've seen prototypes lurking around Detroit for some time now and with the standard sedan firmly established in the marketplace it's getting time to generate a little new interest. The big question now is which engine it will get. We've been told that the engine bay in the ATS can accommodate one of GM's latest V8s, but now that there's a twin-turbo V6 in GM's parts bin, which form of motivation would you prefer? I love getting to know our long-term cars on the open road. One issue for me is the ride quality. You'll recall that choosing a rear-wheel-drive Premium model locks in summer tires and a sport-tuned suspension with adaptive dampers. The roads are smooth up here, especially U. It rides too harshly over worn sections of freeway. I've driven rival sedans with sport package upgrades over these same roads, and most of them offered more compliance. Sure it looks out of place at the trailhead, next to mud-caked Jeeps and dusty Subarus, but our Cadillac ATS handled the high country like a mountain goat. Of course, we're not talking about anything off the pavement. However, we did make the climb from Lone Pine to the Whitney Portal, elevation 8, feet. The paddle shifters helped hold the lower gears to keep our speed down without heating up the brakes. And then there was another feature we really enjoyed. Our long-term Cadillac ATS has this automatic braking system that, um, automatically engages the brakes in certain situations, namely ones that have the ingredients for crashing. No matter the manufacturer, these systems aren't perfect. They can't possibly assess every situation accurately. I say this not to excuse them, rather to recognize that this aspect is not unique to GM's system. With that said, over the weekend the ATS went to full ABS braking for a split second while the car was in no way in any kind of perilous situation whatsoever. The car dropped the anchors as hard as they would go, if only for an instant. I'd just made a left onto a street with a slight curve in it, and the system misinterpreted the cars in the opposing lane as an impending oncoming disaster, and acted accordingly. It was a good opportunity to see how the car's traits both good and bad affected me over a longer duration.

One thing that really stood out when we used our long-term Cadillac ATS in a three-way comparison test was the car's handling abilities. As author Mike Magrath wrote: "Whereas the [Lexus] IS turned in decent handling results and then got walked on the road, the Cadillac took everything we dared to throw at it regardless of the venue. The Caddy likely would've faced a few issues towing my father's boat. Here's something I've never experienced before: When manually toggling gears in our long-term Cadillac ATS there's distinctly different effort required for up- and downshifts. Downshifts, executed by pulling the lever back, require far more effort than upshifts. The paddle shifters in the Cadillac ATS are beautifully finished and stand in sharp contrast to the chintzy plastic things that reside in other luxury cars. However, I still wish there was more effort in their action to make you feel that pulling them actually engaged some sort of mechanism as opposed to just pressing a tiny electronic button beyond. Our Cadillac ATS 2. How'd it do? Head over to the comparison test to find out. Our long-term Cadillac ATS has a horsepower, turbocharged, 2. There aren't too many people that are comparing these two Caddys, but I enjoy looking at the stark contrast between two automobiles that share the same badge. In the Cadillac Fleetwood was 'downsized' and lost more than 12 inches of overall length, making it a scant inches from bumper to bumper. Even at this decreased size, it's 40 inches longer than our ATS and larger than every Cadillac sedan on the road today. I took my first drive ever in the Cadillac ATS this week, and this car put a smile on my face. I really like the way it rides. It's firm, controlled, even sporty, yet there's an underlying compliance to it. That's a good thing, of course, especially since our long-term ATS is priced in i territory. The steering is very good, too. It's precise with good feel. Again, like a 3 Series. I can totally see taking this sedan on a back road someday. But in that case, I'll definitely have to shift the six-speed automatic manually to make sure I stay in the power. Often during my commute, the engine rpm would fall enough that there wasn't much turbo boost to work with and the ATS felt slow. Usually, I'm all for getting the turbocharged engine, but in this instance, I'd probably get the 3. I badly wanted to like the ATS. I really did. And after a few days of getting to know it, I do. But I wanted to crush hard on this car. Cadillac promised the Merican challenge to the mighty 3 Series, the Wreath versus the Roundel. But the ATS just doesn't measure up. Others on staff can better articulate any of the ATS' dynamic deficiencies. To me, the 2. It doesn't sound that happy doing it, but it's not a braying donkey. The smoother, quieter BMW 3 Series turbo-four gets the advantage here. One nice feature of our long-term Cadillac ATS' automatic transmission is its ability to match revs when your command downshifts manually. Not a big deal to the average user who probably won't use manual mode after his or her first week of ownership, but for those like me that use it for engine braking or during brisk drives, it's a welcome trait. Our Cadillac ATS has a horsepower turbocharged four-cylinder driving the rear-wheels through a six-speed automatic transmission. It's that last part that's of particular interest with our long-termer. You see, we've already tested the Cadillac ATS 2. During that test we said , "Impossible to select a consistent engine speed for launch with wildly erratic electronic throttle calibration Shifter rejects quick gear changes at high engine speeds Still, that car managed to get from in 6. Help us keep it that way by turning off your ad blocker for our site. We can understand why it may frustrate you to receive this message. Please hear us out on this one. New Car Pricing. Used Cars for Sale. Car Reviews. My Account Saved Inventory. Saved Searches. My Trade-in Values. Favorite Models. More about the Cadillac ATS. See all Long-Term Road Tests. Here are my observations. Jason Kavanagh, Engineering Editor See full article and comment. Will the automatic fare any better? We take our long termer to the track to find out. Comment As Features and Specs Pricing. If you can't remember any small Cadillac sedans of the past, consider yourself lucky, as neither the Opel Omega-based Catera or Chevy Cavalier-based Cimarron offer particularly fond memories. Fortunately, all that matters now is the fact that the Cadillac ATS stands as an impressive entry in a class full of overachieving sport sedans. It's no secret that the Cadillac folks have aimed the rear-wheel-drive ATS squarely at the well-rounded BMW 3 Series, which has defined the segment for years. The ATS's exterior dimensions essentially mirror those of the 3 Series, and the ATS offers fine build quality, feisty performance and an involving drive along with a supple ride, just like the benchmark Bimmer. Cadillac's newest model also offers a logical electronic interface with which to work all the handy interior convenience gizmos, which is a crucial component in this segment of luxury cars. The Cadillac ATS stacks up well against its rival. On the road, it delivers excellent steering feel and an agile, well-balanced ride. Contributing to the sharp dynamics is the fact that this Caddy is the lightest car in its class by pounds, depending on trim. With a trio of engine choices available, the ATS's performance ranges from tepid to thrilling. The base 2. Meanwhile, the turbocharged 2. With hp, the energetic V6 offers a sweet soundtrack and is well-matched to a very responsive automatic transmission. There are a few minor issues with the ATS. Enthusiasts may wish for a manual gearbox with the top engine, while the rear seats and trunk are less roomy than what some rivals offer. Of course, this segment isn't exactly bereft of talent, either. The BMW 3 Series still takes top honors by virtue of its superior base powertrain and slightly even more engaging driving dynamics, but it's also typically more expensive. We're also quite fond of the similarly well-rounded Audi A4, the refined Mercedes-Benz C-Class and value-packed -- if not as polished -- Infiniti G sedan. But overall, the Cadillac ATS is a very strong contender in the very, very competitive segment of compact sport sedans. The Cadillac ATS is a five-passenger, luxury-oriented sport sedan that is offered in four trim levels: base, Luxury, Performance and Premium. The Performance trim not available with 2. Stepping up to the Premium trim not available with 2. An ATS Premium with rear-wheel drive also comes with summer tires, a sport-tuned suspension, adaptive suspension dampers and a limited-slip rear differential. Many of the features that are standard for the upper trim levels are available as options on the lower trims. A few other optional packages are also available. The Driver Assistance package includes the features from the Awareness package and adds adaptive cruise control, blind-spot monitoring, collision preparation with brake assist, and the color head-up display. The Cold Weather package includes heated front seats and a heated steering wheel. The Track Performance package adds an engine oil cooler and upgraded brake pads. Other options include different wheels, a sunroof and a trunk cargo organizer. The 2. The 3. All ATS engines come matched to a six-speed automatic transmission except the 2. Rear-wheel drive is standard across the board, with all-wheel drive optional for the 2. In Edmunds testing, a rear-drive ATS 2. A rear-drive ATS 3. Both times are average among similarly powered entry-level sport sedans. Standard safety features for the Cadillac ATS include antilock disc brakes, traction control, stability control, active front head restraints, front-seat side and knee airbags and full-length side curtain airbags. Also standard is OnStar, which includes automatic crash notification, on-demand roadside assistance, remote door unlocking, stolen vehicle assistance and turn-by-turn navigation. Optional are the aforementioned Driver Awareness and Driver Assistance packages. In Edmunds brake testing, an ATS 3. The Cadillac ATS is an impressive all-around performer, thanks to a poised ride, sure-footed cornering capability and excellent response from the steering and brakes. Opt for one of the other ATS engines, however, and you'll have no complaint, as they provide thrust more in keeping with this Cadillac's athletic personality. Although enthusiasts may lament the lack of a manual transmission for the V6, the six-speed automatic is hard to fault. Switched to Sport mode, this automatic knows just when to hold a gear and provides smooth, rev-matched downshifts right on time, every time. Even with its sporting calibration, the Cadillac ATS takes neglected city streets in stride, absorbing the shock of potholes and broken pavement without upsetting the car or its occupants. As a result, the compact Cadillac makes for a fine daily driver that can also provide plenty of entertainment on a Sunday morning drive. Inside its cabin, the Cadillac ATS boasts a variety of high-quality materials, including tasteful wood and metallic accents. The available CUE infotainment interface features large icons and operates like an iPhone or iPad, which is to say you operate it by tapping, flicking, swiping or spreading your fingers -- making it familiar for many users. Furthermore, "Haptic" feedback lets you know when you've pressed a virtual button by pulsing when you touch it. Up front, the seats do a nice job of holding one in place during spirited drives, and it's fairly easy to find a comfortable driving position. Oddly, the optional sport seats don't provide much more in the way of lateral support for the driver, despite their power-adjustable bolsters. Rear-seat headroom is good, but knee room is tight for taller folks. Despite a wide opening, the ATS's trunk offers just Cadillac isn't saying that its goal with the ATS sport sedan is the equivalent of kneeing BMW's 3 Series in the stomach, putting it in a headlock and wrestling it to the ground. But there's not a shred of doubt that Caddy's new baby is aimed squarely at the most competent compact sport sedan in the history of the world. That the small Bimmer served as the ATS's benchmark is unquestionable. Not just in Cadillac's statement: that the ATS will "challenge the world's best compact luxury cars. Corporate posturing and marketing hype aside, a Cadillac official later admitted to us, "Honestly, we'll just be happy to be considered in the same sentence as the 3 Series. Just to be sure, we hooked up our test equipment to a pre-production model while we were there. No More Cimarron Jokes Make no mistake, the Cadillac ATS is a completely brand-new, from-scratch rear-wheel-drive design all-wheel drive is optional. True, the three available direct-injected engines have been seen before in various iterations, and the fantastic CUE infotainment system debuted in the XTS. But as a whole, this is a brand-new Caddy. And it's light. There's lots of high-strength and ultrahigh-strength steel, and the chassis is scalloped out and utilizes lightening holes to shed pounds where possible. There's also an aluminum hood, magnesium engine mount brackets and aluminum front suspension arms. End result? The base model tips the scales at 3, pounds, while the 3. The last BMW i we tested, which utilizes a 2. It's quiet and smooth enough, and the six-speed automatic is a worthy companion with its silky operation but, no lie, we checked to see if the parking brake was on a couple of times. Even though it's not billed as the top engine, the 2. And we like forced induction. The numbers are there: hp at 5, rpm, lb-ft of torque from 1,. There is minimal turbo lag but midrange is plentiful. Remarkably, when paired with the automatic, Cadillac estimates although it's not yet official with the EPA identical fuel economy for this engine as it does for the 2. Reality, we suspect, will prove otherwise. Either way, it never stirred our soul â€" there's no real punch, and its completely nondescript whirring noise is uninspiring. Then there's the all-new Tremec six-speed manual, which has longish throws and is a bit clunky. Unlike the turbo-4, it does its best work up high, churning out hp at 6, rpm and lb-ft at 4, Cadillac says it will earn 19 city and 28 highway mpg, however, proving that you'll pay for the additional power. Even so, it makes genuinely sexy sounds at high revs, but it's Cadillac-quiet at low speed. The sole transmission is the six-speed auto with magnesium paddle shifters. This transmission is so "smart" that on the track we experimented with leaving it in Drive and it held revs perfectly when needed and automatically downshifted and blipped the throttle when we braked for corners. For reference, the last BMW i we tested, a sedan with a six-speed manual and a turbocharged inline-6, hit 60 in 5. The Mercedes-Benz C posted a time of 5. Magnetic Personality Cadillac factory racer Johnny O'Connell didn't mince words when he told journalists at the launch of the Cadillac ATS: "This is the best car I've driven around the proving grounds in my 12 years at General Motors. Say what? Perhaps he already forgot a certain famous sports car. You know, the Corvette? Or the CTS-V? O'Connell elaborated further while he gave us hot laps in an ATS: "Oh sure, the Corvette has higher limits," he explained, "but the ATS is more forgiving when it reaches the limit. Even by us average folk. The quick and precise electric steering offers adjustable weight and has high effort in Sport mode. As a result, the ATS proved a more-than-willing dance partner on Georgia's twisty back roads. It's very tied down, with minimal body roll and minimal understeer at the limit. Premium models, like our test car, come with the FE3 sport suspension and magnetorheological dampers. Not only is the ride quality driver-controlled, but these high-tech dampers constantly adjust to the road Summer tires helped, too. Power-on oversteer isn't easy to achieve, even with the V6, but when it happens it's extremely controllable. Brembo brakes come standard on all ATS models above the base car. Fade was nonexistent, although pedal feel out on the road was a bit soft. It can pair data for up to 10 Bluetooth-enabled mobile devices. Perhaps most important is that CUE's interface operates like an iPhone or iPad â€" by tapping, flicking, swiping or spreading, which gives it a welcome familiarity for many users. There's a learning curve with CUE, of course, but the capability of the system is quite amazing. The front seats do a nice job of holding you in place and it's easy to find a comfortable position. Optional sport seats don't provide the needed lateral support, but the bolsters are electrically adjustable. Rear-seat headroom is actually pretty decent, but knee room is tight. Despite a wide aperture, the ATS's Better Than the 3 Series? Taking on the established German and Japanese players in one of the most difficult-to-infiltrate segments in the country takes guts. And it shows even bigger cojones for Cadillac to come right out and say the ATS is capable of challenging the world's best compact sedans. But the ATS has a lot going for it. Most specifically is its genuinely capable handling. And the CUE infotainment system shows real progress in an area that's hugely significant to many buyers. But does it knock the BMW 3 Series off its comfy perch? Not yet. Not with these powertrains. Still, the Cadillac ATS, which will begin shipping to dealers August 1, is an exciting rear-drive alternative to the compact sport sedan establishment. That it's as good as it is, and that it's American-made, should be enough to bring new, young buyers into Cadillac dealers. Even better, Cadillac officials did everything other than confirm that an ATS-V performance model is on the way. Give it a real engine, and maybe, just maybe, it can take on the M3. Available styles include Standard 4dr Sedan 2. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Cadillac ATS. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Lackluster base engine performance smallish backseat and trunk. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. Read more. Write a review See all 48 reviews. Cadillac ATS 3. I have owned two M3s and an S4 among other cars. But after test-driving the 3. For handling, ride comfort, and braking, ATS beats the others. Yeah, M3 is quicker by. Mileage: 19mpg city, 29 highway! This car is a pleasure to drive with its great handling, and it feels good to have finally cut the cord to those overpriced Germans. CUE is not perfect but is far from a deal-breaker. Overall: this car is a winner and I have NO regrets with this purchase. Read less. This is a great car, period. Is it a great value? Compared to a similarly equipped 3 series, absolutely. CUE, like your first smart phone or new computer operating system, needs understanding. The ATS is fun to drive, the sound system is outstanding, cabin noise is non-existent and it handles like a dream--better than a 3 series. A small trunk, tight rear seat and stiff ride are justified minor complaints. Additionally, I had a hard time telling the 3 from the 5 series, and interiors were blah! After reading several reviews of the ATS, I decided that a test drive wouldn't hurt, my expectations not being high, I was pleasantly surprised, and, frankly, somewhat stunned how well the ATS drove! After several more test drives 2. I have the full tilt 3. Had it nearly two months now and have no regrets! Car handles and drives amazing and still rides well. Cadillac did a good job overall! Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. See full safety scores. People who viewed this also viewed 3. The manufacturer provided Edmunds this vehicle for the purposes of evaluation. Sponsored cars related to the ATS. Sign Up. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. 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