

2010 CADILLAC SRX



The SRX has undergone a radical switch from rear- to front-wheel drive. An all-wheel-drive version is also available. The new generation is shorter (by 11.6 cm) and lower (by 5.3 cm), with 16 cm less wheelbase, but it is 6.6 cm wider. As for engines, the 3.6-litre V6 and the 4.6-litre V8 have been replaced by a 3.0-litre V6 and a 2.8-litre turbocharged V6.

Interior and cargo area

Access is easy, though some people may find the vehicle a bit high. Everyone has to watch out for the grime that collects on the wide doorsills. The front seats are very comfortable. Drivers easily obtain a good driving position thanks to the tilt-and-telescoping steering column and power pedal adjustment. The pedals can be adjusted when the vehicle is moving, which is not desirable from a safety standpoint. Headroom and legroom are relatively generous.

In the back, comfort is average because of the firmness of the seat. No more than two will want to share the seat, as the shape of the middle is uninviting. Legroom is good, but a tall person's head will touch the ceiling in a vehicle equipped with the sunroof. The 60/40-split seatback folds to form a floor that angles up slightly toward the front. There's a very small ski pass-through on the 60-side.

The cargo area is relatively spacious, with 96 cm behind the rear seatback when it's up, and 178 cm behind the front seats when they're adjusted for tall persons. Width is 112.5 cm and height, 73.5 cm. The liftgate opens high out of the way, but it can also be opened just three-quarters of the way up, which is practical in certain areas such as a garage.

Convenience and safety features

The cabin is very well finished in quality materials. Soundproofing could be improved to reduce road and suspension noise. There are good storage spaces, including two compartments in each door. The cup holder in the centre console is a bit too large to grip small containers.

Gauges and controls are well displayed, and all controls, and the glove compartment, are lighted at night. Like several European vehicles, the SRX comes with four anchor points for a vertical cargo net. The heating system is efficient though a bit slow to heat up. The automatic door-lock system cannot be cancelled, even though the driver should be able to choose when to use the system.

Safety equipment includes dual front, side and curtain airbags; four-wheel disc brakes with ABS; and stability control. Of the five head restraints, the three rear ones do not adjust high enough for tall people. Headlight range is lacking in the high-beam position. Outward visibility is good except on a three-quarter-rear and even a two-third-rear angle because of the width of the B- and C-pillars. It is hard to judge distances when backing up.

In U.S. government crash tests, the SRX rated five stars out of five for driver protection, and four stars for front-passenger protection, in case of a frontal impact. It earned five stars for all-occupant protection in a side impact, and four stars for rollover resistance. The Insurance Institute for Highway Safety awarded the SRX a Good rating, its highest, for driver protection in a frontal offset collision, and for side- and rear-impact protection of all occupants.

Engine and transmission

The direct-injected 3.0-litre V6 is a smaller version of the 3.6-litre that is considered one of the world's ten best engines. It develops 265 horsepower and 223 pound-feet of torque. In ordinary driving, acceleration and pickup are adequate. However, the engine comes up short whenever a bit more energy is required, perhaps because of the middling torque, delivered at a high 5100 rpm level. All of this probably also explains why we obtained a relatively high average fuel consumption of 14 L/100 km during our test.

The six-speed automatic transmission always functions very smoothly, and shifts are well spaced. It allows you to drive off in second gear and to tow the vehicle with all four wheels on the ground. In Sport mode, gearshifts occur at higher engine speeds.

The all-wheel drive system directs torque to the rear wheels on initial acceleration. At highway speed, the rear wheels receive between 5% and 10% of torque. The rear wheels can get as much as 50% of torque, up to 85% of which can be directed to a single wheel. The system works efficiently and discretely, without the driver having to intervene.

On the road

The four-wheel independent suspension delivers a generally comfortable ride but its harsh reaction on certain uneven surfaces reveals a lack of refinement. Vehicles equipped with the optional sport suspension deliver a less comfortable ride. Suspension sport mode requires that the transmission be placed in sport mode; it should be available independent of the transmission. This being said, road holding is good for the type of vehicle. On many occasions, the suspension is noisy.

The power steering is well weighted, stable, precise and relatively fast. It provides a small degree of road sensation, and its turning radius is short. The brakes are a bit lacking in power—emergency stops are long—but they resist well to fade. The pedal is quite stiff.

Inspection

In an inspection at a CAA-Quebec technical inspection centre, we noted that the SRX's platform is sturdy but devoid of rust roofing. Only a few joints are sealed. The underside displays deficiencies that date back to GM products of the 1980s. Several wire connectors are poorly located and unprotected, there are holes in the rear fender liners, the driveshaft mounts are flimsy and the connectors for the front ABS wires are exposed to damage. Debris can get through the large openings under the front bumper and damage the air conditioner condenser and transmission cooler. In the engine compartment, the windshield washer fluid tank is placed over the left front wheel, which is unsafe for roadside fill-ups. The ball joints are part of the A-arms and probably expensive to replace. The 3.0-litre engine's overhead camshafts are chain-driven.

Conclusion

The new SRX is undeniably more modern, and better adapted to today's market, than its predecessor. High points include comfortable front seats, improved fit and finish, and a choice of engines and traction modes. Though GM has made commendable progress on several levels, they need to be more attentive to the design and execution of the many elements underneath the vehicle that often play a role in vehicle reliability.

PROS: comfortable front seating, smooth transmission, roominess, improved fit and finish, road holding, choice of engines and traction modes

CONS: visibility, road noise, lack of suspension refinement, braking, underside of vehicle needs work, large openings under front bumper

2010 CADILLAC SRX

Engine: 24-valve, 3.0-litre V6; 24-valve, 2.8-litre V6, turbo

Horsepower: 265 hp at 6,950 rpm; 300 hp at 5,500 rpm

Torque: 223 lb-ft at 5,100 rpm; 295 lb-ft at 2,000 rpm

Transmission: 6-speed automatic

Suspension: fully independent

Brakes: disc/disc

Wheelbase: 280.7 cm

Length: 483.4 cm

Width: 191 cm

Height: 166.9 cm (with roof rails)

Weight: 1,907 to 1,981 kg

Tires: P235/65R18; P235/55R20

Maximum towing capacity: 1,588 kg

Airbags: dual front, plus two side and two curtain airbags

Fuel consumption with 3.0-liter engine and AWD system:

Natural Resources Canada rating:

City: 12.2 L/100 km (23 mpg)

Highway: 8.8 L/100 km (32 mpg)

Test result: 14 L/100 km (20 mpg)

Test temperature: - 19°C to 5°C

CO₂ emissions: 4,922 kg/20,000 km

Fuel tank capacity: 79.5 litres

Fuel requirement: regular grade gasoline (2.8-litre engine: premium grade gasoline)

Acceleration with 3.0-liter engine and AWD system

0–100 km/h: 8.6 seconds

60–100 km/h: 6.3 seconds

Competition: Acura MDX and ZDX, Audi Q5, BMW X3 and X5, Infiniti FX35, Jeep Grand Cherokee, Lexus RX 350, Lincoln MKX, Mercedes-Benz GLK and ML, Volkswagen Touareg, Volvo XC60

Warranty:

- Full basic coverage: 4 years/80,000 km
- Powertrain: 5 years/160,000 km
- Surface corrosion: 4 years/80,000 km
- Perforation damage: 6 years/unlimited km
- Emissions control system: 4 years/80,000 km (full coverage); 8 years/130,000 km (catalytic converter, electronic control module).

Factory replacement parts:

- Rear bumper: \$1,689
- Front brake disc: \$181
- Brake pads: \$253
- Muffler: \$1,039
- Front fender: \$228

Price according to trim level:

- 4X2 : \$41,575
- 4X4 : \$44,875

Main options:

- Options packages: \$2,700 to \$17,895
- Entertainment system: \$2,205
- Navigation system: \$5,285

Price as tested: \$60,360

Freight and preparation: \$1,420

Dealers: Quebec: 31 Canada: 130

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