

2009 GM 3.6L V-6 VVT DI (LLT)		060608
Type:	3.6L V-6	
Displacement:	3564cc (217 ci)	
Engine Orientation: L= Longitudinal T=Transverse	L	
Compression ratio:	11.3:1	
Valve configuration:	dual overhead camshafts	
Valves per cylinder:	4	
Assembly site/s:	St. Catharines, Ontario Flint Engine South, Flint Mi. Ramos Arizpe, Mexico Melbourne, Australia	
Valve lifters:	roller follower with hydraulic lash adjusters	
Firing order:	1-2-3-4-5-6	
Bore x stroke:	94 x 85.6 mm	
Bore Center (mm)	103	
Fuel system:	DI	
Fuel Type:	Regular Unleaded	
Applications:	Horsepower: hp (kw)	
Cadillac CTS	304 hp (227 kw) @ 6400 rpm SAE CERTIFIED	
Cadillac STS	302 hp (225 kw) @ 6300 rpm SAE CERTIFIED	
Saturn Outlook (with dual exhaust)	288 hp (215 kW) @ 6300 rpm SAE CERTIFIED	
Saturn Outlook (with single exhaust)	281 hp (210 kW) @ 6300 rpm SAE CERTIFIED	
GMC Acadia (with dual exhaust)	288 hp (215 kW) @ 6300 rpm SAE CERTIFIED	
Buick Enclave (with dual exhaust)	288 hp (215 kW) @ 6300 rpm SAE CERTIFIED	
Chevrolet Traverse (with dual exhaust)	288 hp (215 kW) @ 6300 rpm SAE CERTIFIED	
Chevrolet Traverse (with single exhaust)	281 hp (210 kW) @ 6300 rpm SAE CERTIFIED	
Applications:	Torque: lb-ft. (Nm)	
Cadillac CTS	273 lb-ft (370 Nm) @ 5200 rpm SAE CERTIFIED	
Cadillac STS	272 lb-ft (369 Nm) @ 5200 rpm SAE CERTIFIED	
Saturn Outlook (with dual exhaust)	270 lb-ft (366 Nm) @ 3400 rpm SAE CERTIFIED	
Saturn Outlook (with single exhaust)	266 lb-ft (361 Nm) @ 3400 rpm SAE CERTIFIED	
GMC Acadia (with dual exhaust)	270 lb-ft (366 Nm) @ 3400 rpm SAE CERTIFIED	
Buick Enclave (with dual exhaust)	270 lb-ft (366 Nm) @ 3400 rpm SAE CERTIFIED	
Chevrolet Traverse (with dual exhaust)	270 lb-ft (366 Nm) @ 3400 rpm SAE CERTIFIED	
Chevrolet Traverse (with single exhaust)	266 lb-ft (361 Nm) @ 3400 rpm SAE CERTIFIED	
Fuel shut off:	6950 rpm	
Engine Mass (kg/lbs) engine plant as shipped weight	172 / 380 (estimate) automatic CTS and STS 194 / 428 (estimate) manual CTS and STS 164 / 361 (estimate) Outlook, Acadia, Enclave, Traverse	
Emissions controls:	evaporative system dual catalytic converters positive crankcase ventilation	
MATERIALS		
Block:	sand cast aluminum (319) with cast in iron bore liners	
Cylinder head:	cast aluminum (319 semi permanent mold)	
Intake manifold:	aluminum (319 Upper, and Lower)	
Exhaust manifold:	high-silicon moly cast iron	
Main bearing caps:	sintered steel (CU infiltrated)	
Crankshaft:	forged steel (1038 V)	
Camshaft:	cast nodular iron	
Connecting rods:	sinter forged steel	
Additional features:	Four-cam continuously variable cam phasing Internal exhaust gas recirculation (EGR) Pressure-actuated piston cooling jets Torque-based engine management system Secondary throat cut inlet ports Direct injection fuel system High-pressure, engine-driven fuel pump with stainless steel fuel rails Internal front cover damper plates Cartridge style oil filter Extended life spark plugs Extended life coolant Extended life accessory drive belts 7.7mm IT chain system for all HFV6 applications Coil-on-plug ignition Structural cast-aluminum oil pan with steel baffles 5W30 GF4 Mineral Oil Synthetic Oil for Cadillac applications	