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Your trunk may keep popping open due to a faulty latch mechanism or a misaligned striker plate. Are you constantly frustrated by your trunk unexpectedly opening while driving or parked?Understanding the potential causes of this issue can help you identify the problem and find a solution. Whether it's a malfunctioning latch or a damaged striker plate, knowing the reasons behind your trunk's behavior is crucial. We will delve into common reasons why trunks pop open intermittently and provide you with practical tips on how to address the issue effectively.Keep reading to learn how to troubleshoot and resolve this annoying problem once and for all.Faulty Trunk Latch: A malfunctioning latch can cause the trunk to unexpectedly open while driving.Key Fob Interference: Signal interference from other electronic devices can inadvertently trigger the trunk to pop open.Interior Trunk Release Button: Accidental pressing of the interior release button can lead to the trunk popping open unexpectedly.Dealing with a trunk that keeps popping open can be frustrating. To troubleshoot this issue, start by checking the trunk latch mechanism. Ensure that it is not damaged or obstructed by any objects, preventing it from properly closing. Inspect the key fob and remote sensors next, as faulty sensors or low battery power can cause the trunk to open unexpectedly. It's also crucial to examine the trunk release button for any signs of damage or malfunction. If necessary, clean or replace the button to restore its functionality. Regular maintenance and keeping the trunk area clear of debris can help prevent future opening issues. By following these steps, you can identify and address the root cause of your trunk popping open, providing a long-term solution to the problem.READ ALSO Find the Perfect Fit: Toyota Tacoma Lug Nut Socket SizeRegular preventive maintenance is key to keeping your trunk from popping open unexpectedly. One important maintenance tip is to regularly lubricate the latch to ensure smooth operation. Apply a small amount of lubricant, like silicone spray, to the latch mechanism and hinges to prevent them from sticking. Another common cause of trunk issues is a key fob with a low battery. When the battery is weak, it may not properly communicate with the car's locking system, leading to the trunk popping open at random times. Make sure to replace the battery regularly to avoid this problem. Additionally, some vehicles have an interior trunk monitoring system that alerts you if the trunk is opened while the car is locked. If this feature is present in your vehicle, ensure it is properly functioning to prevent any unwanted trunk openings. By following these preventive maintenance tips, you can keep your trunk securely closed and prevent any surprises on the road.If you find that your trunk keeps popping open unexpectedly, it may be time to seek professional help.If your trunk keeps popping open, seek a professional for help promptly.If the issue persists, it may indicate an electrical system malfunction.Trunk safety and security are essential for protecting valuables from damage and theft. Ensuring that your trunk stays closed and secure is crucial to prevent any unexpected popping open. There are several reasons why your trunk may keep opening, including a faulty latch mechanism, worn-out hinges, or a misaligned trunk lid. Regular inspection and maintenance of these components can help prevent trunk malfunctions. Additionally, it is important to secure your valuables within the trunk to prevent them from shifting or getting damaged. Using cargo nets, straps, or organizing bins can keep your items in place while driving. Moreover, parking your vehicle in well-lit areas and using a car alarm system can provide an extra layer of security to deter theft. By taking these precautions, you can ensure both the safety of valuable items in your trunk and the overall security of your vehicle.The future of trunk security is promising with advancements in smart trunk features. These features are designed to enhance the security of the trunk and provide convenience to users. Some of the smart trunk features include keyless entry, automatic closing, and anti-theft technology. Keyless entry allows users to unlock the trunk without using a physical key, making access easier and quicker. Automatic closing ensures that the trunk is securely closed without the need for manual intervention. Anti-theft technology adds an extra layer of protection against unauthorized access or theft. These advancements in trunk technology aim to provide users with peace of mind and improve overall security.Your trunk lid may keep popping open due to a faulty latch mechanism or weak struts. Consider repairing or replacing these components.The car's trunk sensor may be faulty, triggering the warning. Check and adjust the sensor or wiring to resolve the issue. If the problem persists, consult a professional mechanic for further diagnosis and repair.READ ALSO Unraveling the Mystery: What is a 350 Bored 30 Over Called?Your trunk may randomly open due to a faulty trunk release button or remote. Check these components for any malfunction. Also, check if the trunk wiring and connections are secure. If the issue persists, consult a professional technician for further diagnosis and repair.If your trunk doesn't open or has difficulty latching, your trunk actuator may be bad. It's best to have it checked by a professional technician for a proper diagnosis.If you're constantly dealing with a trunk that won't stay shut, several possible reasons could be causing this issue.If your trunk keeps popping open, check the latch or weather stripping for issues. Regular maintenance can prevent surprises. Stay safe on the road by addressing this common problem promptly. Don't let a malfunctioning trunk ruin your driving experience. With some care and attention, you can keep your trunk secure. 采用一体式设计，6K超高分辨率和10亿种色彩呈现，带来细腻逼真的视觉体验。车规级旗舰高通骁龙8155芯片，体积更小、带宽更大、功耗更低、性能更强，CPU算力高达105K DMIPS，操作体验如行云流水。靠近车时可自动解锁车门，支持8部手机与车辆绑定，实现无感上下车和手机控制车辆，提升了用车的便捷性和安全性。三线圈智能无线充电，配合无线Apple CarPlay，边用边充操作便利。同时配备高效率快速降温系统，保护手机全程不易进入热保护状态。如使用手机般，可以轻松、安全地拨打电话、听音乐、收发信息、使用导航等。可支持多达37项功能指令，涉及导航、音乐、空调、座椅等板块。用户可以打开iBuick APP，选择功能进行自由组合，同时设定对应的语音指令和应答语，完成设置后一键下发到车机。一个语音指令最多可包含20项功能指令，大大增加了用车的便捷性和趣味性。 Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Having your trunk open on its own can be frustrating, and allow others access to your car even if it is locked. With so many moving parts, it can be difficult to know where to start. However, there are a few primary reasons that your trunk is opening by itself. Your car trunk may be opening by itself because the emergency release is stuck, the latch is bent, or there is a problem with the body control module (BCM) or relay. It is also possible that accidentally pressing the key fob or driver's side release is causing the unwanted opening. Read on to learn more about five reasons why the trunk of your car may be opening by itself. Since 2002, car manufacturers have been required to place an emergency release button in the trunk of every car. The release is a safety feature that prevents people from becoming stuck in the trunk. Older cars may have a release cord, which is less likely to become stuck. Emergency release buttons are easier to depress accidentally if an object is sitting against them. In addition, the button could get depressed once, and become physically stuck in that position even after the pressure is gone. The emergency release mechanism is generally in the back of the trunk and is easy to spot because it is glow-in-the-dark. If you don't have access to your car's manual, you can take a look at night or in a dark area. Once you find the button or cord, simply see if they are activated. The trunk of a car is secured with a latch, which involves two pieces. On the trunk door, there is a stationary piece of metal called a striker. Opposite the lock on the car, there is a latch. When you close the trunk, the latch catches the striker and holds it until you open the trunk again. If there is a problem with the latch, it will not hold the striker securely. This can cause the trunk to seemingly open by itself. You can check the striker piece to make sure it is not bent, although the striker is rarely the problem. Likely, part of your latch has become bent. In order to hold the striker, the latch piece should be vertical. You can use almost any type of tool you have available to slowly bend the latch back into place. Here is a video to show you what that adjustment looks like: After straightening the latch piece, you should hear a clicking sound when you close the trunk. This confirms that the two pieces have connected. The Body Control Module, or BCM, is one of the main control units in your car. The BCM acts as a hub to control many of the mechanisms in your car, including the trunk. If the problem with your trunk is caused by the BCM, there will often be malfunctions with other electronic devices. The BCM controls things like: dash lights headlights horn power windows radio windshield wipers If any of these other systems are affected in addition to the trunk, the BCM is likely the problem. Sometimes the check engine light will also come on to indicate a problem with the BCM. Once you confirm the module is the source of your problem, your best option is to replace it entirely. BCM units have become less expensive in recent years, although the exact price is determined by your vehicle. If you are not experiencing any other mechanical problems, the BCM may not be to blame. Instead, you should look at the relay. The relay connects the trunk latch to the BCM. It takes the signals from the trunk latch and turns them into 'on' and 'off' signals. If there is a disruption that causes the signal from the latch to weaken or stop, the relay will send inaccurate messages to the BCM. Here is the easiest way to test your relay without any tools or gadgets: Locate the relays. Relays look like little boxes and are typically grey or black. Often, the relays in your car will be located in the fuse box. If you cannot find them, check your manual. Identify the trunk latch relay. The box the relays are in should have a diagram explaining where each relay is located. This information can also be found in the car manual. Swap out the relay. The relays should each have a number on the top. Relays with the same number are identical. To determine whether the relay is a problem, swap the relay with another of the same number (for a mechanism you know is working properly). Check the trunk function. If the trunk latch is functioning properly with a new relay, you can be confident that the relay is the problem. This is also true if the mechanism you swapped it with stops working suddenly. For example, if you switched the horn and trunk relays and the horn stops working, you can identify the problem without waiting to see if the trunk stays shut. If the relay is the problem, you will need to replace it. The easiest way to find a match is to bring the old relay in to an auto parts store and have an associate help you find the correct replacement. Having an easily accessible trunk release can be very handy, but it also comes with the increased risk that you accidentally trigger it. Both the key fob and driver's dash have convenient trunk releases that are prone to accidental opening. The trunk button on your key fob is easy to press accidentally. If you keep your car key in your back pocket, sitting down may be enough to trigger the trunk. Additionally, key chain accessories can press the button when in your hand. The good news is that there is often a way to disable the trunk button on your fob. You can find instructions for doing this in your car's manual. Often you need to have the key physically in the trunk lock to change the settings. There is also a trunk release located left of the steering wheel. The release is a button or lever near the driver's door that can typically be found on the lower portion of the dash. Oftentimes, drivers will unintentionally hit this button with their knee when getting in or out of the car, or adjusting the seat. This is especially true for taller drivers, whose longer legs put their knees in the perfect position to pop the trunk. The ability to deactivate the driver's side trunk release is different across car brands, so you should check your manual for your car's respective instructions. There are several reasons that your car trunk may be opening by itself. Luckily, there are just as many solutions. Your car trunk may be opening by itself because of a: stuck emergency release bent latch bad BCM dead relay accidental key fob or driver's side release pressure You can fix an unpredictable trunk by: releasing the emergency release button or cord repairing a bent trunk latch replacing the BCM replacing the relay disabling the key fob button disabling the driver's side release If you get stuck, your car's manual and local professionals are great sources of information. Mid-size sedan Motor vehicle Buick LaCrosseOverviewManufacturerBuick (General Motors)Also calledBuick Allure (Canada, 2005–2010)Alpheon (South Korea, 2010–2015)ProductionSeptember 7, 2004 – February 15, 2019 (US)February 2006–present (China)Model years2005–2019 (US)2006–present (China)Body and chassisClassMid-size car[1][2][3][4]Body style4-door sedanLayoutFront-engine, front-wheel driveFront-engine, four-wheel drive (2010–present)ChronologyPredecessorBuick Century (for 2005)Buick Regal (for 2005)Buick Lucerne (for 2012)[5][6] The Buick LaCrosse is a four-door, front-wheel-drive sedan manufactured by Buick since model year 2005, and marketed variously across four generations for the North American and Chinese markets. The first-generation LaCrosse replaced the Century and Regal in North America beginning for model year 2005 as a five- or six-passenger, four-door, front-wheel-drive, V6-powered sedan using GM's mid-size W platform—and marketed in Canada as the Buick Allure. Notably, the first generation was also offered with a V8 engine, as a high-performance sub-model marketed as the LaCrosse Super (2008–2009). LaCrosse production and marketing began for China with model year 2006. The second-generation LaCrosse was introduced for 2010 as a larger premium sedan for North American and Chinese markets[7][8] using a long-wheelbase (LWB) variant of the Epsilon II platform shared with the Cadillac XTS—and available solely as a five-passenger sedan with a range of four- and six-cylinder engines. The third generation was introduced for North America and China for model year 2017 using the GM Epsilon platform shared with the Chevrolet Impala, notably offering a mild hybrid powertrain combining 20-kilowatt (27 hp) electric and 2.5-liter Ecotec gasoline engine. North American production ended with the third generation, with model year 2019; however, it continued to be offered in China, with a 2019 facelift. The fourth-generation LaCrosse, launched in 2023, is currently manufactured and marketed solely in China. It is powered by a turbocharged 1.5-liter or 2.0-liter four-cylinder engine.[9] In 2000, Buick showcased a LaCrosse concept featuring styling features that referred to Buicks of the late 1940s including a descending swage line (featured on Buicks starting in 1940 and sporadically until the 1970s) and front fender port holes. Unique features included a removable rear roof and trunk panel (converting the trunk into a truck bed) and voice recognition instead of traditional switches for basic interior functions. The Buick LaCrosse concept was based on the GM G body shared with the Buick Park Avenue.[10] As the Buick nameplate, the term lacrosse refers to the sport. Out of caution, GM chose to market the model in Canada as the Allure because the words "faire la crosse (make the cross)" are a slang Québecoise phrase meaning "to masturbate"—even though the words la crosse themselves translate as "the cross" in French and are not generally problematic.[11][12] Motor vehicle First generation (North America)Pre-facelift Buick LaCrosseOverviewAlso calledBuick Allure (Canada)ProductionSeptember 7, 2004[13] – December 23, 2008Model years2005–20092007–2009 (China)AssemblyCanada: Oshawa, Ontario (Oshawa Car Assembly)China: Shanghai (Shanghai GM)Taiwan: Miaoli (Yulon GM)DesignerWayne Cherry (2001)James C. Shyr(2006 interior; 2007 exterior)Body and chassisClassMid-size[3][4]LayoutTransverse front-engine, front-wheel drivePlatformW-body/GMX365RelatedChevrolet ImpalaChevrolet Monte CarloPontiac Grand PrixPowertrainEngine2.4 L LE5 I4 (China)3.0 L LZD/LZC V6 (China)3.6 L LY7 V63.8 L L26 V65.3 L LS4 V8Transmission4-speed 4T65-E automatic4-speed 4T65E-HD automatic6-speed automatic (China)DimensionsWheelbase110.5 in (2,807 mm)Length198.1 in (5,032 mm)196.8 in (4,998 mm) (China)Width73.0 in (1,854 mm)72.9 in (1,851 mm) (China)Height57.4 in (1,458 mm)57.5 in (1,461 mm) (China) The first generation LaCrosse debuted in late 2004 as a 2005 model, replacing the Century and Regal—solely as a four-door, front-drive sedan. The nameplate was borrowed from the 2000 Buick concept of the same name. Using the MS2000 variant of GM's long-lived front-drive W-body platform, the LaCrosse was initially available with two powerplants and three trim levels: a 3.8 L 3800 Series III V6 available in CX and mid-level CXL, and a 3.6 L HFV6 V6 in the CXS model. The CXS was replaced by the LaCrosse Super sub-model in North American markets, with the CXS available partly through model year 2008.[14] Sales of the CXS continued in Canada until January 1, 2008.[15] Structurally, the engine cradle, previously steel, was replaced by a stiffer, stronger, and lighter extruded aluminum cradle, weighing 20 pounds less. The LaCrosse used more high-strength steel than its predecessors, as well as a magnesium cross-car beam behind the instrument panel, another cross-car beam behind the rear seats, steel reinforcements in the rocker panels, interlocking door latch system, high-strength steel door beams, and a double-thick Quiet Steel floor pan and firewalls. CX and CXL models used the 4T65-E automatic transmission and Super models used the 4T65-E HD variant. The LaCrosse, along with all other GM vehicles powered by the 3.8 L V6, became the first SULEV-compliant vehicles for 2006. All models were manufactured at GM Oshawa Assembly. Front driver and passenger airbags were standard, with optional side curtain airbags — which became standard for model year 2006. All LaCrosse models featured an acoustic package, marketed by Buick as QuietTuning, to reduce, block, and absorb cabin noise. Features of the system included acoustical windshield and front side laminated glass; steel laminate on the front-of-dash body area; expanded baffles in the roof pillars; melt-on sound deadeners throughout the entire lower body structure; and sound-absorbing material throughout the engine, passenger, and cargo compartments. Buick offered the LaCrosse as a five-passenger sedan, using front bucket seats and a console-mounted shifter, the console integrating with the upper instrument panel. At extra cost, a six-passenger configuration was available where the front seats shared a center flexible console that could fold up for a sixth passenger or fold out to provide a storage console, the transmission using a column-mounted shifter. Regarding its styling, noted automotive journalist Warren Brown described the Lacrosse as a "delightful rendition of the automobile as functional art."[16] The final first-generation LaCrosse was manufactured on December 23, 2008.[citation needed] North American sales reached roughly 290,000 for model years 2005–2009, and the 2009 model was the last GM car using the company's noted and long-lived 3800 V6 engine. 2008–2009 Buick LaCrosse The LaCrosse received a facelift for 2008 with the vehicle's revised front design based on the Buick Velite concept and later used by the first generation Chinese LaCrosse.[17] All trim levels received a chrome exterior appearance package, factory remote start feature, XM Satellite Radio, telescoping steering wheel column, redundant steering wheel and climate control as added standard equipment (audio only post-MY 2006). CX included a leather-wrapped steering wheel, theft-deterrent system, illuminated vanity mirrors, driver information center personalization, and hydraulic struts supporting both the engine hood and trunk lid.[18][19] For the 2009 model year, the last of the first generation, heated outside rearview mirrors became standard on all models; a 60/40 split folding rear seat added to Driver Confidence Package; navigation became available via OnStar; Bluetooth became available on all models with includes integrated steering wheel controls; 16-inch painted aluminum wheel were standard on CX models and 17-inch chrome-clad wheels became available on CX models. 2009 Buick LaCrosse Super To coincide its introduction with the first generation's MY 2008 facelift, Buick previewed the LaCrosse Super in March, 2006 in New York and again at the Buick Open in Grand Blanc, Michigan, in July 2006,[20] presenting it formally at the 2007 New York International Auto Show[21]—as a higher-content, higher-performance, and more exclusive LaCrosse sub-model. Resurrecting the Super nameplate from Buick's 1930s–1950s model, the model featured minor interior and exterior tweaks as well as a 5.3-liter, 300-hp V8 engine shared with the Pontiac Grand Prix GXP and Chevrolet Impala SS, and Monte Carlo SS—engineered under the direction of former Corvette engineer John Heinricy with the GM Performance Division.[22] Noting that the Super would share parts with Chevrolet and Pontiac variants, Heinricy said the LaCrosse aimed to balance performance and refinement for a smoother, quieter and more grown-up demeanor.[23] The Super's LS4 5.3 L V8 engine made 300 hp (224 kW) and 323 lb·ft (438 N·m), used premium fuel, and featured variable displacement technology (marketed as Active Fuel Management),[24] capable of deactivating four of its eight cylinders to save fuel. It was noted for its factory top speed of 150 mph (240 km/h) and a 0–60 mph time of 5.7 seconds. The Super used the heavier duty 4T65-E HD four-speed automatic transmission, magnetically sensitive variable-effort power steering (marketed as Magnasteer), and a steering rack with closer-fitting gear teeth, tighter bushings, and a stiffer torsion rod controlling the variable-effort power assist.[23] Chassis tuning featured Bilstein mono-tube struts; larger rotors at all four disc brakes; full-range, powertrain- and brake-modulated traction control; revised suspension tuning with standard electronic stability control, marketed as Stabilitrak; dual exhaust with two 3.5-inch chrome tips; and 18-inch cast aluminum wheels with P235/50R18 all-season tires.[23] The exterior featured Buick's hallmark fender-mounted VentiPorts; a revised front fascia incorporating the larger and more pronounced 2008 upper grille (recalling Buick's Velite concept), lower grille chrome trim with chrome bezels for projector beam fog lights, revised side rocker moldings, a very small deck-mounted rear spoiler, and a revised rear fascia with integrated parking sensors. Exterior color choices were brown, black, red, and silver—marketed as Mocha Brown Metallic, Black Onyx, Red Jewel Tincoat, and Platinum Metallic. Interior features included a blue-faced instrument cluster with Super badging, dark faux chestnut wood trim, enhanced front seatback bolstering, split fold-down rear seats, redundant steering wheel–mounted radio and cruise controls, leather seating surfaces with inserts embossed to mimic woven leather (marketed as Dream Weave), heated front seats, remote start, premium sound system with nine speakers (marketed as Concert III), OnStar, and optional Bluetooth wireless technology. Upholstery colors were Platinum (light beige) and Mocha Brown (dark brown). The 2008 base price for the LaCrosse Super was $32,820 (equivalent to $49,770 in 2024), which rose to $33,805 for 2009. Assembled alongside other LaCrosse models at GM's Oshawa Car Assembly Plant 2, sales reached 2,277 for 2008 and 139 for 2009.[25] The LaCrosse received a Good overall score in the Insurance Institute for Highway Safety's frontal impact crash test and a Marginal overall rating in the side impact test.[26] Injury measurements for the side-impact crash test include a Poor mark for the driver's torso and a Marginal score for the driver's pelvis and leg. Side airbags are limited to the curtain type for both front and rear rows; the torso-type side airbag is unavailable.[27] 2007 models also earned one out of five stars in a National Highway Traffic Safety Administration side-impact crash test.[28] The IIHS also found that the 2006–08 model year LaCrosse had the second-highest fatality rate in the large four-door car class; only the Buick Lucerne fared worse.[29] Years Models Engine Displacement Horsepower Torque EPA Fuel Economy Ratings 2005–2009 CXCXL 3.8 L L26 V6 231 cu in (3791 cc) 200 hp (149 kW) @ 5200 rpm 230 lb·ft (312 N·m) @ 4000 rpm City: 17 mpg-US (14 L/100 km; 20 mpg-imp)Hwy: 28 mpg-US (8.4 L/100 km; 34 mpg-imp) 2005–2008 CXS 3.6 L LY7 V6 217 cu in (3564 cc) 240 hp (179 kW) @ 6000 rpm 225 lb·ft (305 N·m) @ 2000 rpm City: 17 mpg-US (14 L/100 km; 20 mpg-imp)Hwy: 25 mpg-US (9.4 L/100 km; 30 mpg-imp) 2008–2009 Super 5.3 L LS4 V8 325 cu in (5327 cc) 300 hp (224 kW) @ 5600 rpm 323 lb·ft (438 N·m) @ 4000 rpm City: 16 mpg-US (15 L/100 km; 19 mpg-imp)Hwy: 24 mpg-US (9.8 L/100 km; 29 mpg-imp) Source:[30] Shanghai GM introduced the Buick LaCrosse in February 2006, as a more upscale companion to its Buick Regal sedan.[31] Designed by Shanghai GM's Pan Asia Technical Automotive Center (PATAC), the Chinese LaCrosse is based on the same architecture as the North American model, with different exterior sheetmetal, interior design and available engines. The car is also manufactured in Taiwan by a joint Yulon–GM venture. 2006–2008 Buick LaCrosse front (China) 2006–2008 Buick LaCrosse rear (China) In 2008, Shanghai GM introduced a mild hybrid system on the LaCrosse. Using the Belt Alternator Starter system, it is the first hybrid vehicle in the Chinese market as well as the first hybrid in its segment.[32] 2008 Buick LaCrosse Hybrid front (China) 2008 Buick LaCrosse Hybrid rear (China) Motor vehicle Second generationOverviewAlso calledBuick Allure (Canada, 2010 only)Alpheon (South Korea, 2010–2015)ProductionJune 15, 2009–2016Model years2010–2016AssemblyUnited States: Fairfax Assembly, Kansas City, KansasChina: Shanghai (Shanghai GM)South Korea: Bupyeong (GM Korea)DesignerExterior: Michael Pevovar, Manager (2005–2008)Justin Thompson (2007), Richard Duff (2007)James C. Shyr (2010)Designers Interior: Jeff Nasca, ManagerJames C. Shyr (2011)Body and chassisClassMid-size[33][34]LayoutTransverse FF / F4 layoutPlatformGM Epsilon II LWB/GMX353RelatedBuick RegalCadillac XTSChevrolet ImpalaOpel InsigniaRoewe 950 (China, 2012–2022)Saab 9-5PowertrainEngine2.0 L LTG I4 (turbo gasoline) (China)2.4 L LAF I4 (gasoline)2.4 L LE5 I4 (turbo gasoline) (China)2.4 L LUK I4 (gasoline)3.0 L LF1 V6 (gasoline)3.6 L LLT V6 (gasoline)3.6 L LFX V6 (gasoline)Transmission6-speed GM 6T40 automatic6-speed GM 6T45 automatic6-speed GM 6T70 automaticDimensionsWheelbase111.7 in (2,837 mm)Length196.9 in (5,001 mm)Width73.1 in (1,857 mm)Height59.2 in (1,504 mm)Curb weight3,765–4,065 lb (1,708–1,844 kg) Launched at the 2009 North American International Auto Show in Detroit, Michigan,[35] the second-generation Buick LaCrosse was completely redesigned, becoming Buick's flagship sedan.[36][37] The exterior used faux vents and a falling swage line, marketed respectively as VentiPorts and Sweepspears—and making reference to styling elements Buick had incorporated in various forms since introducing them in 1949. The second-generation used a long-wheelbase (LWB) variant of the Epsilon II platform, shared with the Opel Insignia, 2010–2012 Saab 9-5, and the Cadillac XTS.[38] The design was based on 2008 Buick Invicta concept, and replaces both the Chinese and North American models. The final design work was carried out at the GM design center in Warren, Michigan.[39] The LaCrosse was marketed in Mexico starting in 2010, as the Buick brand returned to the country after 13 years.[40] Profile of a 2nd generation Buick LaCrosse, showing Buick's re-introduced, trademark sweep-spear design. Door panel in 2nd generation Buick LaCrosse with faux leather door cover. Revised Buick waterfall grille on 2nd generation LaCrosse. Front of a 2nd generation Buick LaCrosse, showing re-introduced VentiPorts. Rear view (pre-facelift) The 2.4L Ecotec four-cylinder replaced the 3.0L V6 as the standard engine on the CX model in the first quarter of 2010.[41] The 3.6L V6 continues to be an option on the CX and front-wheel-drive CXL and standard on the CXS and all-wheel-drive CXL.[42] Years Models Type Power Torque 2010 CX 2.4 L Ecotec I4 182 hp (136 kW) 172 lb·ft (233 N·m) CX, CXL 3.0 L LF1 V6 (2,994 cc (183 cu in)) 255 hp (190 kW) at 6,950 rpm 217 lb·ft (294 N·m) at 5,600 rpm CXS 3.6 L LLT V6 (3,564 cc (217 cu in)) 280 hp (209 kW) at 6,400 rpm 259 lb·ft (351 N·m) at 5,200 rpm 2011 CX, CXL (FWD) 2.4 L Ecotec I4 182 hp (136 kW) 172 lb·ft (233 N·m) CXL, CXS 3.6 L LLT V6 (3,564 cc (217 cu in)) 280 hp (209 kW) at 6,400 rpm 259 lb·ft (351 N·m) at 5,200 rpm 2012[43]–2016 FWD (Base–Premium 1) 2.4 L Ecotec I4 with eAssist 182 hp (136 kW) 172 lb·ft (233 N·m) FWD (except Base), AWD 3.6 L LFX V6 (3,564 cc (217 cu in)) 303 hp (226 kW) at 6,800 rpm 264 lb·ft (358 N·m) at 5,300 rpm All V6 models are equipped with the Hydra-Matic 6T70 6-speed automatic transmission. The New York Times said the new LaCrosse combined design elements from classic American cars of the 1930s and 1950s with traditional Chinese aesthetic elements:[44] U.S. News & World Report aggregated the following ratings based on numerous reviews of the models years, also for the 2016 model year. Results of the analysis were given on a scale of 1 to 10, where a higher number indicates positive reception. The overall result for the 2016 model year was 8.7, critics' rating 8.8, performance 8.1, interior 8.4, and safety 9.7.[45] Year Overall Critics' Rating Performance Interior Cost to Own Safety Pros Cons 2010 8.4 9.1 8.5 9.1 8.9 9.4 Luxurious interior; Strong acceleration, even with base engine; Great safety ratings Small trunk 2011 9.0 8.7 8.4 9.0 9.1 9.7 Luxurious interior rivals a Lexus; Excellent safety ratings Small trunk 2012 8.8 8.4 8.2 8.5 9.0 9.7 Good fuel economy with eAssist; Powerful available V6; First-rate, attractive cabin Small trunk; Poor rearward visibility 2013 8.9 8.8 8.2 8.2 8.9 9.7 eAssist model's great fuel economy; Comfortable ride; Handsome, well-built cabin Small trunk 2014 8.6 8.8 8.0 8.3 8.7 9.7 Luxurious interior; Comfortable, quiet ride; Good fuel economy in eAssist model Small trunk 2015 8.6 8.7 8.1 8.4 N/A 9.7 Upscale, quiet cabin; LaCrosse eAssist's excellent fuel economy; Comfortable, refined ride Limited trunk room; Numb steering; LaCrosse eAssist's poor acceleration 2016 8.7 8.8 8.1 8.4 N/A 9.7 Excellent infotainment system; Spacious, quiet interior; LaCrosse eAssist's good fuel economy; Comfortable, controlled ride Small trunk; Underpowered eAssist engine The 2010 Buick LaCrosse CXS was the first North American car to incorporate a front suspension design, marketed as HiPer Strut, designed to improve ride and handling while reducing torque steer.[46] The Buick LaCrosse CXS included a system marketed as Real Time Damping that adjusts the damping forces of the shocks and struts for improved ride and handling.[47] The 2010, 2012, and 2013 models lacked an interior trunk release mechanism. The trunk was only accessible using the key fob (remote keyless entry) or a touch sensor between the trunk lid and the license plate. The 2011 model added a remote release button at the left of the steering wheel on the instrument panel. The 2014 model refresh returned the trunk release button to LaCrosse but placed it on the driver door.[48][49] The 2012 LaCrosse features a new mild hybrid as its base model. Dubbed eAssist, the 2012 LaCrosse introduced GM's second-generation belted-alternator starter system. The non-hybrid 4-cylinder was no longer offered. The system consists of a 115-volt lithium-ion battery pack, a 15 kW electric motor capable of adding 15 horsepower of assist while accelerating, and the next-generation 6T40 GM Hydra-Matic transmission with reduced friction components over the previous generation. The eAssist LaCrosse delivers a class leading fuel economy of 25 mpg city and 36 mpg highway. In addition to providing additional power to the 182 hp 2.4L 4-cylinder, the BAS-II system allows for engine start/stop operation when the vehicle is not moving and allows for complete fuel cutoff to the engine during deceleration.[50] The second-generation LaCrosse debuted to the Canadian market at the 2009 Montreal International Auto Show as the Buick Allure,[51] and soon after production began, General Motors Canada renamed the Allure to LaCrosse, to correspond with the car's global marketing.[12] GM Canada has offered existing Allure owners the option to change nameplates to LaCrosse.[52] The Alpheon was a localized version of the Buick LaCrosse for the South Korean market. Alpheon was a standalone brand from GM Korea. The cars were additionally fitted with amenities such as controls in the rear armrest, mood lights and more. A version of the vehicle (with 3.0L V6 engine mated to a six-speed automatic transmission) was unveiled at the 2010 Busan International Motor Show.[53] Production began on August 9, 2010, at GM Daewoo's factory in Bupyeong, Incheon. Market launch began in September 2010. Early models included one with a 3.0-liter engine (from the 2010 Buick LaCrosse) in mid-September, followed by two models each with a 2.4-liter engine in October.[54][55] The Alpheon was discontinued in 2015, after monthly sales fell below 500 cars. GM Korea replaced it with the Chevrolet Impala.[56] 2010 Alpheon sedan 2010 Alpheon sedan interior Main article: Roewe 950 The Roewe 950 was a licensed restyled[citation needed] Chinese version of the Buick LaCrosse produced by Roewe of SAIC. It was sold alongside the Buick LaCrosse in China, and had a price range similar to that of the LaCrosse. The sheet metal, while similar in appearance, was unique to the Roewe. In late February 2012, the Chinese government removed the Buick LaCrosse (along with all other foreign vehicles) from the list of vehicles approved for government procurement.[57] Though popular among government officials, the LaCrosse also thrived via private purchases. Buick LaCrosse front (2014 facelift) Buick LaCrosse rear (2014 facelift) Buick unveiled a revised 2014 LaCrosse at the 2013 New York Auto Show. Redesigned front and rear fascias, new wheel designs, a reconfigurable eight-inch TFT LCD instrument cluster, semi-aniline leather seating, and radar- and camera-based safety features such as forward collision alert and side blind zone alert are among the most notable changes for this mid-cycle refresh. For 2016, the LaCrosse added a new Sport Touring Edition which included unique 18" aluminum black pocket wheels, and a rear lip spoiler. Production of North American models moved from Oshawa to the Fairfax Assembly plant in Kansas City, Kansas, where it ran down the same production line as the Chevrolet Malibu.[58] Delivery of 2010 models was delayed a few weeks in order to assure quality control.[59] Production for China started a month later. The 2010 model year LaCrosse was awarded "Top Safety Pick" by IIHS, as it received a Good rating in the crash test evaluations particularly in the roof strength test which it could withstand force of four times its vehicle weight.[60] IIHS scores (2010)[61] Moderate overlap front (original test) Good Side (original test) Good Roof strength Good Head restraints and seats Good Motor vehicle Third generation2018 Buick LaCrosse PremiumOverviewProduction2017–2023 (China)2016–2019 (North America)[62]Model years2017–2023 (China)2017–2019 (North America)AssemblyUnited States: Detroit/Hamtramck Assembly, Detroit, MichiganChina: Shanghai (Shanghai GM)DesignerHolt WareElizabeth Wetzel (interior)Body and chassisLayoutFF / F4PlatformP2XX platformRelatedBuick RegalOpel InsigniaPowertrainEngineNorth America Spec2.5 L LHN I4[63](HP5 20kW Hybrid gasoline/electric) (North America)3.6 L LGX DI V6 (gasoline)(North America)China Spec1.3 L L3T I3 (turbo gasoline)1.5 L LFV I4 (turbo gasoline)(20T China; 2016–2018; 552T 2021–2023)1.8 L LKN I4 (hybrid gasoline/electric) (30H China; 2016–2018)2.0 L LTG I4 (turbo gasoline)(28T China; 2016–2019)2.0 L LSY I4 (turbo gasoline)(652T China; 2020–2023)Electric motorpermanent-magnet synchronous AC motor54 kW (73 PS; 72 bhp)Transmission6-speed GM 6T40 (MNH) automatic (North America)CVT (30H China; 2016–2018)7-speed dual clutch(20T China; 2016–2018)8-speed Aisin (AF50-8) automatic (North America; 2017 only)9-speed 9T50 Hydramatic automatic(28T China; 2016–2019, 552T/652T 2020–2023)9-speed GM 9T60 (M3G) automatic (North America; 2018–2019)Hybrid drivetraineAssist MHEV (2.5L)FHEV (30H)Battery0.5-kWh lithium-ion battery pack (eAssist)1.5-kWh lithium-ion battery (30H)DimensionsWheelbase114.4 in (2,905 mm)Length197.5 in (5,017 mm)197.9 in (5,026 mm) (2019 facelift)Width73.5 in (1,866 mm)Height57.5 in (1,460 mm)57.6 in (1,462 mm) (2019 facelift)Curb weight3,329–3,560 lb (1,510–1,615 kg) (I4 Powertrain) The third-generation LaCrosse debuted at the 2015 LA Auto Show as a 2017 model[64] using the E2XX platform shared with the 2016–2020 Chevrolet Impala. The platform switch and use of high-strength steels reduced weight by about 300 pounds (140 kg), despite slightly growing in length and width. The car was powered by a GM Small Gasoline Engine and GM Ecotec engine in China for tax credit purposes and by a fourth-generation GM High Feature engine in North America. Since 2018, the LaCrosse came standard with an eAssist drivetrain, consisting of a mild hybrid 20-kilowatt (27 hp) electric and 2.5-liter Ecotec gasoline engine sending power to the front wheels through a 6-speed automatic transmission.[65] In order to make room for an upcoming new product in the Kansas City facility, the production of the LaCrosse was moved from GM Fairfax Assembly to Detroit/Hamtramck Assembly. The main difference between the North American and Chinese model LaCrosse was the drive system. Models sold in the Chinese market were front-wheel drive vehicles only, compared to their American counterparts which were available in front-wheel drive or all-wheel drive. Rear view Third-generation features included: Automatic parking assist (front ultrasonic parking assist is now present). Apple CarPlay and Android Auto for the Buick IntelliLink infotainment system. An all-new 3.6-liter direct-injection VVT V6 engine (LGX 310 hp / 282 lb-ft), with stop-start and cylinder deactivation. Externally-sourced 8-speed Aisin (AWF8F35)[66] automatic transmission (2017 only). Starting in 2018, an all-new 9-speed GM 9T60 (M3G) automatic transmission with the optional V6. The 2017 LaCrosse received a Top Safety Pick in the Insurance Institute for Highway Safety's Crashworthiness test and a Poor rating for headlights, which prevented a Top Safety Pick Plus.[67] The LaCrosse came standard with ten airbags: front air bags, roof rail–mounted head-curtain air bags, seat-mounted side-impact air bags for both front and rear outboard seat passengers, and knee air bags for front seat passengers. Additional standard safety features included ultrasonic rear parking sensors and a backup camera. Optional safety features included a following distance indicator, forward collision alert, forward collision braking, front pedestrian detection, blind spot detection, lane keeping assist, and rear-cross traffic alert.[68] IIHS scores (2017)[69] Small overlap front (driver) Good Moderate overlap front (original test) Good Side (original test) Good Roof strength Good Head restraints and seats Good Headlights Poor Front crash prevention: vehicle-to-pedestrian Superior Basic Child seat anchors (LATCH) ease of use Marginal Car and Driver's said the LaCrosse had an "elegant exterior, much-improved interior materials, impressive ride and handling with up level suspension,"[70] while U.S. News & World Report listed the 2017 LaCrosse as a Finalist for Best Large Car for Families.[71] Motor Trend said "the car drops about 300 pounds and rides on a new platform, which contributes to a better driving experience and a much quieter ride. Buick also separates the LaCrosse from most competitors by offering all-wheel drive on the highest trim level," and listed the Kia Cadenza, Nissan Maxima, Chrysler 300, and Lexus ES as competitors.[72] Consumer Reports was critical of the gear selector, saying "our biggest gripe about the controls is the new electronic gear selector. Drivers used to a traditional PRNDL configuration—in other words, those drivers who kept the lights on for Buick for many years—will be puzzled, if not angered."[73] In addition, reviewers were critical of the sticker price on top-trim, heavily optioned models with Bloomberg saying "by the time you spend the $48,395 it costs to get the LaCrosse to this level, you're creeping into Audi/BMW/Mercedes territory."[74] The Buick LaCrosse was one of six vehicles GM discontinued after the 2019 model year amid a global restructuring effort. The discontinuation of the LaCrosse affected the North American market[75][76] and Buick will continue to manufacture the LaCrosse in China, where the sedan remains a best seller.[77] Production of the Buick LaCrosse for North America ceased on February 15, 2019.[62] 2019 Buick LaCrosse facelift (China) A facelift was introduced for the 2019 model year in the Chinese market, with the facelifted LaCrosse featuring a new 2.0-liter turbo engine to the powertrain options. The new 2.0-liter turbo engine is one of GM's eighth-generation Ecotec engines and delivers a maximum output of 237 hp and 350 N-m (258 lb-ft) of torque. The 2019 LaCrosse was available with a nine-speed Hydra-Matic automatic transmission with an average fuel consumption of 6.9 liters per 100 kilometers (34 miles per gallon).[78] Trim levels for the New LaCrosse model are known as the 652T Elite, 652T Luxury and 652T Distinguished.[79] From 2021 to 2023, the 552T trim level was available where a 1.5 liter turbocharged engine was also introduced as standard. Motor vehicle Fourth generation2023 Buick LaCrosse AvenirOverviewProduction2023–presentAssemblyChina: Shanghai (Shanghai GM)Body and chassisLayoutFFPlatformVSS-F platform (P2XX-2)[80]PowertrainEngine1.5 L LAX I4 (turbo gasoline)2.0 L LXH I4 (turbo gasoline)Transmission9-speed 9T50 Hydramatic automaticDimensionsWheelbase2,905 mm (114.4 in)Length4,996 mm (196.7 in)Width1,866 mm (73.5 in)Height1,469–1,472 mm (57.8–58.0 in)Curb weight1,560–1,609 kg (3,439–3,547 lb) In 2023, Buick unveiled the fourth-generation LaCrosse, adopting Buick's new Pure Design philosophy first seen on the Buick GL8 Century minivan, as well as Buick's new corporate emblem. The fourth-generation LaCrosse is available in four trims: Beyond, Enjoy, Premium, and Avenir.[9] The LaCrosse was only offered with a turbo 2.0-liter four-cylinder engine at launch; a 1.5-liter four-cylinder for the base model will be available later in 2023. This generation Lacrosse is the first of its kind to have the gear selector in the style of a column shifter compared to previous generations which used the floor shifter based gear selector. 2023 Buick LaCrosse Avenir rear 2023 Buick LaCrosse Avenir interior Calendar year United States China 2004 10,995[81] 2005 94,631 2006 71,072[82] 52,021 2007 47,747 71,500 2008 36,873[83] 32,892 2009 27,818[84] 43,429[85] 2010 61,178[86] 104,378 2011 58,474[87] 103,366[88] 2012 57,076 86,101 2013 48,798[89] 89,279 2014 51,468[90] 83,858 2015 42,035[91] 85,005 2016 27,582[92] 80,966 2017 20,161[93] 99,609 2018 15,527[94] 69,709 2019 7,241[95] 39,937 2020 230[96] 54,975 Total 664,906 1,097,025

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