

**SAE Power Certification
Form J2723 B**

J2723 Aug2007



Manufacturer Name	General Motors
Address:	777 Joslyn Rd
City:	Pontiac
State:	MI
Country:	USA
Postal Code	48340
Engine:	LGX - 60° V6
Model Year & Vehicle Application(s)	2017 E2XX Buick LaCrosse
Test Standard:	J1349:Sep2011
Test Location:	GM, Pontiac Dyno Lab Test Cell D231
Engine Serial Number:	N7GXY601
Test/Run Number:	2016-03-03-00001.90803

RESULTS:

The engine described herein was tested on May 3, 2016 according to the requirements prescribed in J1349:Sep2011, Engine Power Test Code in the presence of a qualified SAE Witness, and was determined to produce the following results:

Parameter	Rated Speed	Rated Output	Measured Speed	Measured* Output	% Difference
Power (hp/kW)	6800	310/231	6800	307/229	0.97%
Torque (ft-lbs/Nm)	5200	282/383	5200	280/380	0.71%

SAE Certified Witness Romain Limpach

Date May 3, 2016

APPROVALS:

General Motors declares that the engine tested for this report is representative of engines in series production. General Motors further declares that the performance of engines in series production will characteristically be at least 98% of the rated torque and power values indicated on this report.

Name:	S. Ann Heide
Title:	ASST. CHIEF ENGINEER
Date:	
Authorization Date:	8-2-16

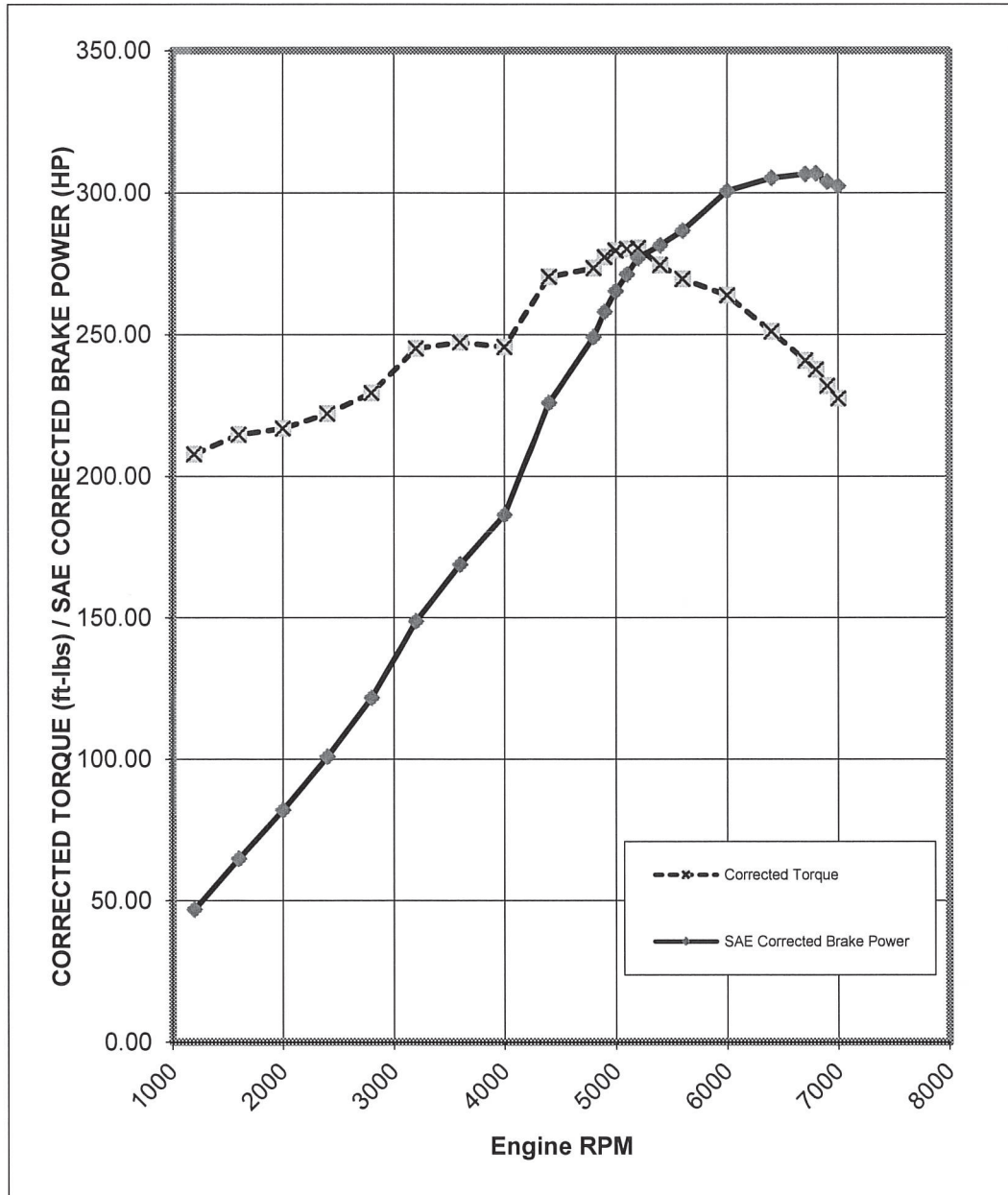
WOT Engine Power Plot

J2723 Aug2007

General Motors

3600 (cc) / DOHC / 60° V6

2017 E2XX



SAE J2723 AUG2007
SAE POWER CERTIFICATION FORM J2723 A
ENGINE DESCRIPTION (AS TESTED):

SAE Power Certification Form J2723 A		SAE J1349 Certified Power™
J2723		
ENGINE DESCRIPTION - Data Entry Form		
Description	Value (Enter Values)	Units
Displacement (cc)	3600	cc
Configuration/Number of Cylinders:	60° V6	
Valve Train:	DOHC	
Type:	Gasoline	
Combustion Cycle:	Four Stroke	
Pressure Charging:	Naturally Aspirated	
Charge Air Cooling:	None	
Bore (mm)	95	mm
Stroke (mm)	85.8	mm
Cylinder Numbering Convention	From front of crank nose rearward	
Firing Order:	1-2-3-4-5-6	
Compression Ratio:	11.5:1	
Fuel System:	Direct Injection	
Fuel System Pressure	20 Mpa	
Ignition System:	Electronic Spark Ignited Coil on Plug	
Knock Control:	Dual Knock Sensors	
Intake Manifold:	Passive plastic shell molding	
Exhaust Manifolds:	Integrated into cylinder head	
Cooling System:	Internal pump forced flow liquid cooling	
Coolant Liquid:	50% water and 50% DEX-COOL	
Thermostat:	Outlet side - blocked open	
Cooling Fan	Electric	
Lubricating Oil:	SAE Dexos1 5W30	
Fuel:	Regular Fuel (93 PON)	
Fuel Shut Off Speed:	7200	RPM
Notes:		