

# Cadillac Lyriq review: the Cadillac of EVs

When something is referred to as “the Cadillac of” its particular category, it usually means it’s the best of the best. That’s because, for decades, Cadillac was the rare American brand willing to go toe-to-toe (wheel-to-wheel?) with the more dominant German brands in competition for luxury car shoppers. (Ask your grandparents, kids.) And while those brands have occasionally outsold Cadillac, the Detroit automaker has won the lexiconic battle by becoming synonymous with style, class, and excellence.

Which brings us to the Cadillac of electric vehicles, the Lyriq. (Pronounced like “lyric.”) Does the brand’s first EV merit the designation? Of course it does – because it’s a literal Cadillac. What a stupid question. But is it the best of the best?

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Perhaps a more important question to ask is whether it’s reasonable to expect a world-class EV from Cadillac right out of the gate. A brand’s first electric vehicle is supposed to set the stage for what’s to come. But it can also be a bit rough around the edges, serving as a mishmash of ideas and concepts that may not be fully fleshed out. (See: Leaf, Nissan.)

In that respect, the 2023 Cadillac Lyriq is a beguiling preview of the iconic brand’s future as an all-electric company. It’s comfortable and luxurious but never sporty. Availability remains a major obstacle – Cadillac has already announced that the 2023 model is sold out – but that’s the bitter truth for most EVs these days.

Overall, the Lyriq is a long-legged, compellingly priced,

sumptuously appointed EV draped with enough high-tech features to make any Tesla owner reconsider their life choices.

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[&a:hover]:shadow-underline-black dark:[&a]:shadow-  
underline-gray-63 dark:[&a:hover]:shadow-underline-  
gray-63">*The interior is clean and functional without leaning  
too far toward minimalism.*

### **Shine bright like a diamond**

Maybe you've noticed, but EV headlights can be super gimmicky: pixelated light squares, cheap plasticky light bars, whatever the hell Elon Musk was thinking with the Cybertruck. The front of the vehicle has become a weird new sandbox in which designers are throwing a lot of stuff around to see what sticks.

Cadillac is not immune to this trend, but here's the thing: it works. The diamond-cut pattern on the faux grille is unique and flattering, unlike so many Cadillac grilles that look like a sheer cliffside. The main lines, which descend from the angular headlights and meet in the middle of the grille, are meant to evoke a motorsport checkered flag (but I didn't really see it). Cadillac is reportedly working on other unique grille patterns to help differentiate various trim levels.

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The rear lights are equally impressive, reaching up and along the side of the vehicle until they are parallel with the C pillar. It's a nifty trick that also has the advantage of making the Lyriq more visible in profile. Locking or unlocking

the vehicle sends the red lights flowing across the rear of the vehicle to meet in the center.

At that center is a rather chunky-looking Cadillac logo. It took me a second of searching around the license plate trying to find the latch to open the trunk before I realized the logo was it. Pressing it makes the trunk open automatically. To quote Doug DeMuro, not a bad quirk and feature.

The Lyriq is basically the same size as the Cadillac XT5, with a long wheelbase and 22-inch wheels. It feels like a longer car thanks to its ample hood line. That said, there's no front storage space, which will be disappointing to all the frunk lovers out there.

Which brings me to the door handles. I can't really wrap my head around why Cadillac opted for these particular door handles. The paddles, which are flush against the vehicle, improve aerodynamics, sure. But the design makes opening the door a two-step process: push the paddle, and then pull the door open using an L-shaped part attached right below the window. It's a befuddling decision and clear evidence that automakers are overthinking some of their designs in the shift to electrification. There's no phone-based locking or unlocking mechanism, so you're stuck with the weird handle.

***This is about as close as you'll get to a Lyriq for a while.***

## **Should you?**

The Lyriq is a welcome addition to the luxury EV market. And

at a starting price of \$62,990 for the RWD version I tested (\$64,990 for the AWD version), it certainly makes a strong case for itself when compared to pricier offerings from BMW, Mercedes, and Tesla.

But will you actually be able to find a Lyriq for that price? Lol, of course not. Even the cheapest of EVs are selling for thousands of dollars above their asking price. Demand is skyrocketing and supply is scant, so it's best not to harbor any illusions about driving your brand-new sticker-price Lyriq off the lot in the near future.

That said, Cadillac is accepting reservations for the 2024 model. If you can't wait that long, then you might want to consider a BMW iX, a Genesis G80, or a Mercedes-Benz EQE. But if the Lyriq sounds like music to your ears, then it's time to get in line.

*Photography by Andrew J. Hawkins / The Verge*

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