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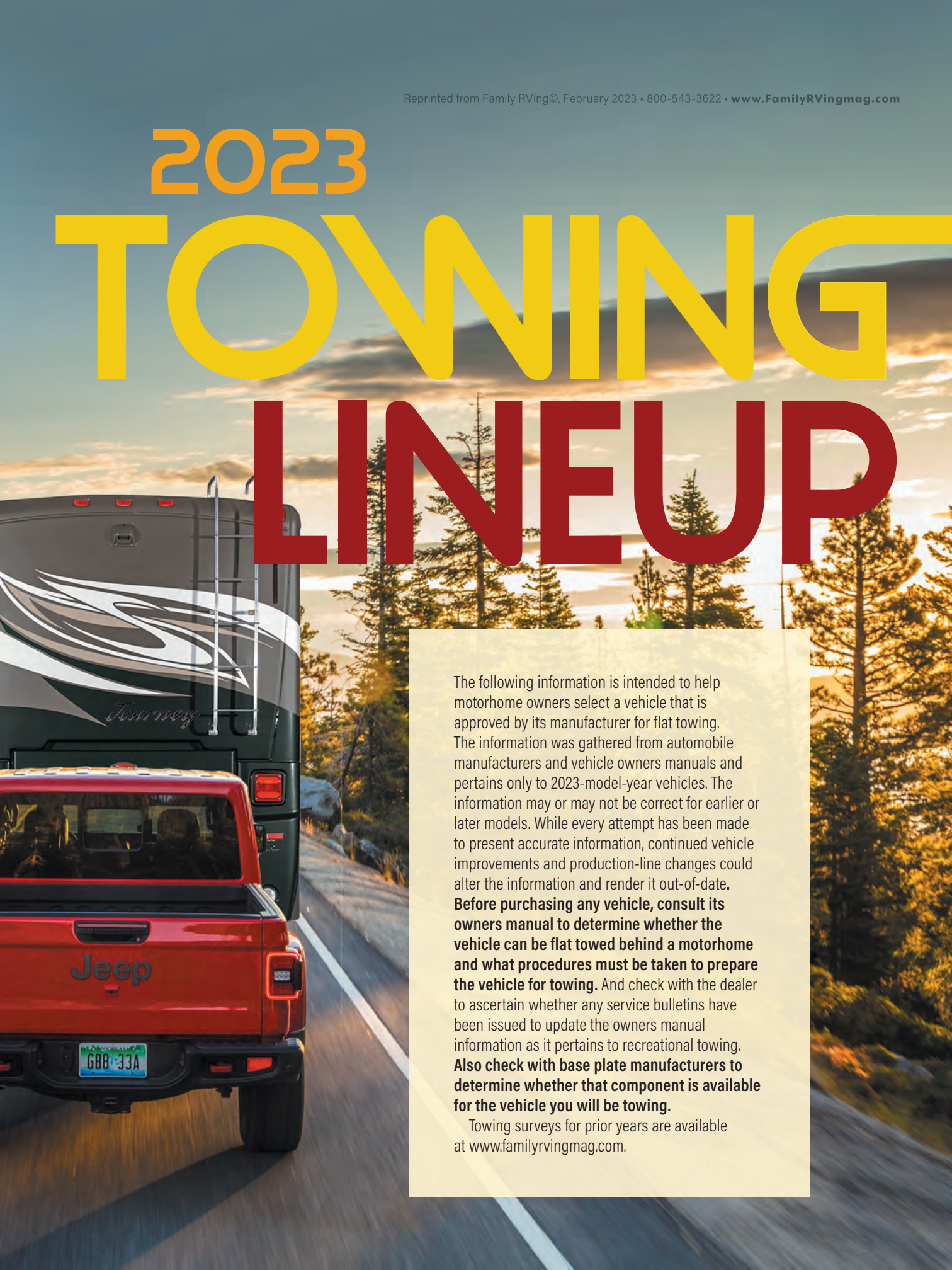
2023 TOWING LINEUP



The following information is intended to help motorhome owners select a vehicle that is approved by its manufacturer for flat towing. The information was gathered from automobile manufacturers and vehicle owners manuals and pertains only to 2023-model-year vehicles. The information may or may not be correct for earlier or later models. While every attempt has been made to present accurate information, continued vehicle improvements and production-line changes could alter the information and render it out-of-date. **Before purchasing any vehicle, consult its owners manual to determine whether the vehicle can be flat towed behind a motorhome and what procedures must be taken to prepare the vehicle for towing.** And check with the dealer to ascertain whether any service bulletins have been issued to update the owners manual information as it pertains to recreational towing. **Also check with base plate manufacturers to determine whether that component is available for the vehicle you will be towing.**

Towing surveys for prior years are available at www.familyrvingmag.com.

The majority of motorhome owners take along another vehicle that they use for transportation once they set up camp. Having a second vehicle eliminates the need to unhook the motorhome when it comes time to explore the local area, and it also provides flexibility for traveling to or parking in places not accessible to motorhomes.

Since 1999, this magazine has published an annual guide intended to assist members in selecting a vehicle to tow. Each guide is specific to one particular model year and focuses on the most popular method of towing a vehicle behind a motorhome — flat towing, or towing four wheels down (as opposed to using a dolly or trailer).

The list that appears on the following pages represents 2023-model-year cars, trucks, and sport-utility vehicles that manufacturers have indicated can be towed four wheels down behind an RV without significant modifications.

BRAND/MODEL UPDATES

Some vehicles from last year's chart have been discontinued, or the 2023 versions are not towable because of design changes. Discontinued models include the Chevrolet Spark.

Vehicles with modifications that render them no longer towable or that are otherwise absent from this year's list — some because information was not available from the manufacturers yet — include the Chevrolet Colorado and Malibu, Dodge Durango SRT, GMC Canyon, Jeep Cherokee, Kia Soul GT Turbo, and Nissan Versa Sedan.

Vehicles added to the flat towables list for 2023 include the Chevrolet Traverse.

Regarding electric vehicles, most of today's EVs are not able to be towed four wheels down behind a motorhome. However, one of Ford's patent applications, 218-0779 Battery Charging By Towed Regenerative Braking (U.S. Patent Application No. 17/133485), describes a way for EVs to charge while being towed behind a vehicle. This would allow the towed vehicle to be charged at all times or while braking or going downhill, potentially paving the way for EVs to charge while being flat towed by motorhomes in the future.

A guide to 2023-model-year vehicles that manufacturers have indicated can be flat towed behind a motorhome without significant modifications.

BEFORE YOU BUY

Towing information may be difficult to obtain directly from the auto manufacturers, and often dealership salespeople don't understand the concept of recreational towing or they have limited knowledge about which vehicles can be towed four wheels down.

That's why it's important to do your homework when it comes to selecting your next towed vehicle. Think of the "2023 Towing Lineup" as the first step in your discovery process. Also, you may want to check the "Technical Forums" at FMCA.com to see whether there have been reports about towing particular vehicles.

Following are some additional guidelines:

1 Before purchasing a vehicle, make sure the dealership representative with whom you are speaking understands that you are looking to tow the vehicle and not to use it to tow a trailer.

2 Next, and perhaps the most important step, is to request that you be shown a copy of the vehicle's owners manual. Once you have the manual in hand, find the section that addresses four-wheels-down towing — often under a heading such as "Recreational Towing." (Do not confuse this with "Emergency Towing," which may be possible four wheels down on a limited basis for emergency purposes only.) This section addresses specific guidelines regarding towing procedures, necessary modifications, and safety issues pertaining to the vehicle. Many manufacturers post owners manuals online, and sometimes, updated versions of the printed manuals become available. If you have a particular vehicle in mind, visit the manufacturer's website and click on the "Owners" link to see whether the manual for that vehicle is available to download.

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3 Once you are confident the vehicle is towable and you are comfortable with the towing setup procedures and guidelines, ask a few more questions before making the purchase. Find out from the dealer, manufacturer, or owners manual how towing will affect the vehicle's warranty. Manufacturers sometimes issue revised instructions for flat towing, so ask the dealer rep whether any service bulletins have been released that relate to towing the vehicle behind a motorhome.

4 If possible, have the vehicle weighed. Your motorhome has been given a gross combination weight rating (GCWR), which is the maximum allowable combined weight of the motorhome and the attached towed vehicle. The accompanying charts include approximate curb weights as supplied by the manufacturers; however, optional equipment and accessories can increase the weight of the vehicle. So, make sure that its weight will not push the combined weight above the GCWR. It's also a good idea to weigh your motorhome (see "Weighty Matters," July 2020, page 34, and "Weighing Your RV," July 2014, page 40). Because of overloading issues, some motorhomes should not tow anything. In fact, certain motorhomes may need to have their loads lightened before being driven solo.

5 Check whether a base plate is available for the vehicle you plan to purchase. The base plate, which must be installed on the chassis of the towed vehicle, provides a secure point of attachment for the tow bar. The primary manufacturers of base plates are Demco (www.demco-products.com; 800-543-3626), Blue Ox (www.blueox.com; 800-228-9289), and Roadmaster (www.roadmasterinc.com; 800-669-9690).

TOWING EQUIPMENT

Once you've selected a vehicle for towing and determined that a vehicle-specific base plate is available, the next step is to purchase a tow bar and base plate. Several companies sell tow bars with varying convenience and safety features. The most important factor when selecting a towing package is to make sure it is rated to handle the weight of the towed vehicle. Have the initial installation done by qualified and experienced personnel. Once installed, check the equipment frequently and use it only in the manner for which it was designed. As with any mechanical gear, proper maintenance can increase the life of towing equipment. However, there comes a time when the equipment must be replaced to prevent a dangerous situation. Frequent inspections will alert you to the need.

When hooking up the towed vehicle, do not let yourself be distracted. Also, get in the habit of checking the towing equipment each time you stop for fuel or to take a break. Walk around the towed vehicle to make sure the tires are properly inflated and do not exhibit any unusual wear patterns. Perform these safety inspections each time you're stopped, and you will decrease the chances of a potential problem while on the road.

Safety is the most important issue for motorhomers when they operate their coaches. That's why, for safety's sake, every motorhome owner who tows a vehicle four wheels down should consider using an auxiliary braking system. Many motorhome, chassis, and automobile manufacturers recommend that supplemental brakes be used on any towed vehicle.

The most important factor when selecting a towing package is to make sure it is rated to handle the weight of the towed vehicle.

A question that is often asked about supplemental brakes involves the legal ramifications of not using them. Not all jurisdictions mandate supplemental brakes on towed vehicles, but when it comes to four-wheels-down towing, safety should be paramount. Your motorhome's brakes were designed to stop the weight of the coach. Add several thousand pounds of towed vehicle weight to the equation, and the motorhome's braking system is being asked to do more than it was intended. The extra weight can reduce the effectiveness of the brakes in emergency stopping situations, as well as lead to premature — and potentially costly — wear on the motorhome's braking system.

A supplemental brake provides stopping assistance to the tandem, allowing the towed vehicle's brakes to slow the vehicle and reduce the weight inertia that's pushing forward against the rear of the motorhome. Most of us have never heard anyone say that the brakes on their motorhome stop it too quickly. Nevertheless, many of us have seen what happens when brakes don't work quickly enough.

Although this guide focuses on vehicles that can be flat towed, there is no single best way to tow. Each vehicle and each method has its advantages and disadvantages. If a vehicle you already own or wish to purchase cannot be flat towed, it may be possible to tow it on a dolly or trailer, or have adaptations made to the vehicle to make it towable.

READING THE CHART

Based on questions we've received from readers in past years, here are some clarifications regarding information that appears on the accompanying towing chart. A "Yes" in the column under the type of transmission (auto or manual) means that when equipped with that type of transmission, the vehicle is towable; "No" means it is not towable. If the model is not available with a particular transmission, "N/A" appears in the column. The "Approximate Curb Weight" and "Total Length" figures are for a vehicle's base model. "TBD" means that as of press time that piece of information was still to be determined. Keep in mind also that although some vehicles are indicated as being towable, not all trim lines, engine configurations, etc. within that model line may be towable; to be sure, always refer to the particular vehicle's owners manual and check for any technical service bulletins.

BUICK

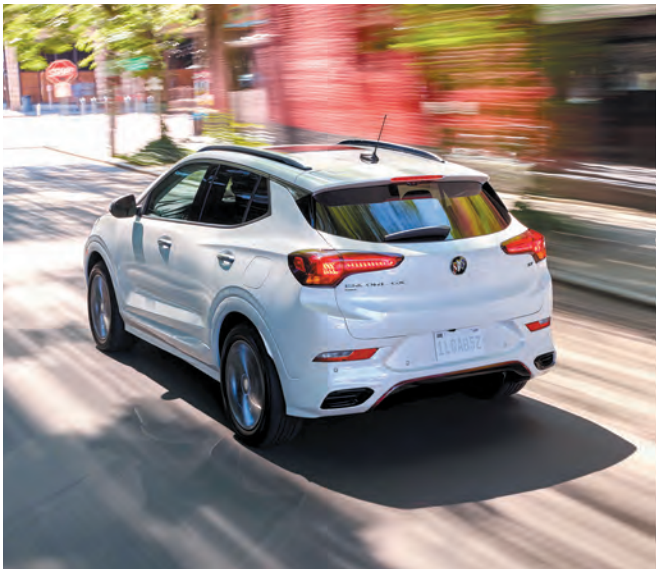
MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Encore GX [1]	Yes	N/A	All-Wheel Drive	70 mph	3,256 lbs.	171.4 in.

[1] Disconnect the negative battery terminal and secure the nut and bolt. Cover the negative battery post with nonconductive material to prevent any contact with the negative battery terminal. Use of a shield mounted in front of the vehicle grille could restrict airflow and damage the transmission.

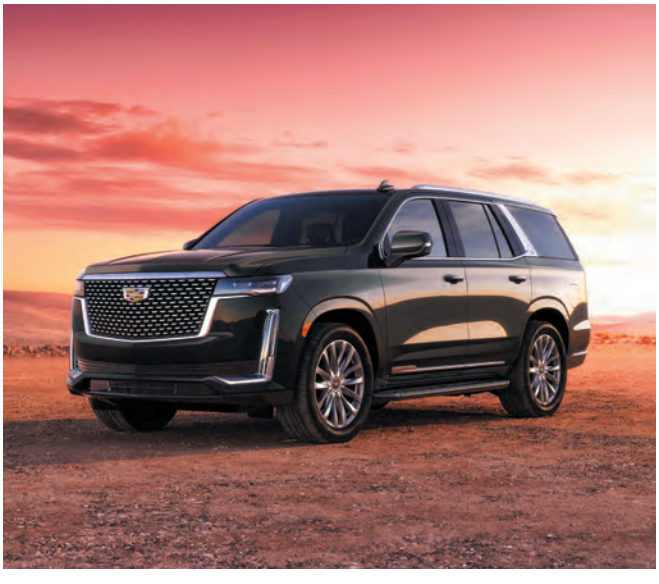
CADILLAC

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Escalade [1]	Yes	N/A	Four-Wheel Drive	None	5,823 lbs.	211.9 in.
Escalade ESV [1]	Yes	N/A	Four-Wheel Drive	None	5,993 lbs.	227.0 in.

[1] Disconnect the negative battery terminal and secure the nut and bolt. Cover the negative battery post with nonconductive material to prevent any contact with the negative battery terminal. Only four-wheel-drive vehicles with a two-speed transfer case that has a Neutral and four-wheel-drive low setting can be towed four wheels down. Use of a shield mounted in front of the vehicle grille could restrict airflow and damage the transmission.



Buick Encore GX



Cadillac Escalade

2023 TOWING LINEUP

CHEVROLET

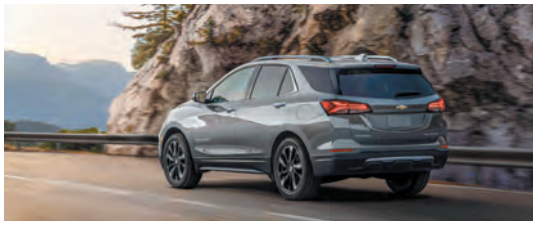
MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Blazer [1, 2, 3]	Yes	N/A	All-Wheel Drive	65 mph	4,144 lbs.	191.8 in.
Blazer [1, 2, 3]	Yes	N/A	Front-Wheel Drive	65 mph	3,918 lbs.	191.8 in.
Equinox [1, 3, 6]	Yes	N/A	All-Wheel Drive	65 mph	3,465 lbs.	183.1 in.
Equinox [1, 3, 6]	Yes	N/A	Front-Wheel Drive	65 mph	3,274 lbs.	183.1 in.
Silverado 1500 HD [1, 4, 5]	Yes	N/A	Four-Wheel Drive	None	4,960 lbs.	210.9 in.
Silverado 2500/3500 HD [1, 4, 5]	Yes	N/A	Four-Wheel Drive	None	6,528 lbs.	235.5 in.
Suburban [1, 4, 5]	Yes	N/A	Four-Wheel Drive	None	5,824 lbs.	225.7 in.
Tahoe [1, 4, 5]	Yes	N/A	Four-Wheel Drive	None	5,661 lbs.	210.7 in.
Trailblazer [1, 5]	Yes	No	All-Wheel Drive	70 mph	TBD	173.5 in.
Traverse [1, 2, 3]	Yes	No	All-Wheel Drive	65 mph	TBD	205.9 in.
Traverse [1, 2, 3]	Yes	No	Front-Wheel Drive	65 mph	TBD	205.9 in.

[1] Use of a shield mounted in front of the vehicle grille could restrict airflow and cause damage to the transmission.
[2] Be sure the transmission fluid is at the proper level before flat towing.
[3] Run the vehicle at the beginning of each day and at each RV fuel stop for about five minutes.
[4] Only four-wheel-drive vehicles with a two-speed transfer case that has a Neutral and four-wheel-drive low setting can be towed four wheels down.
[5] Disconnect the negative battery terminal and secure the nut and bolt. Cover the negative battery post with nonconductive material to prevent any contact with the negative battery terminal.
[6] It is required to charge the battery during recreational vehicle towing.

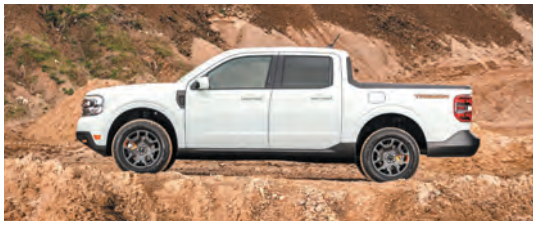
FORD

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Bronco [1, 2]	Yes	Yes	Four-Wheel Drive	None	4,286 lbs.	173.7 in.
Edge ST 2.7-liter Ecoboost [3, 4]	Yes	N/A	All-Wheel Drive	65 mph	4,515 lbs.	188.8 in.
Escape Full Hybrid [3, 4, 5]	Yes	N/A	Front-Wheel Drive	70 mph	3,534 lbs.	180.1 in.
Escape Plug-In Hybrid [3, 4, 5]	Yes	N/A	All-Wheel Drive	70 mph	3,870 lbs.	180.1 in.
Expedition 4x4 [1, 2, 6]	Yes	N/A	Four-Wheel Drive	None	5,623 lbs.	210.0 in.
Expedition Max 4x4 [1, 2, 6]	Yes	N/A	Four-Wheel Drive	None	5,794 lbs.	221.9 in.
F-150 Pickup 4x4 [1, 2]	Yes	N/A	Four-Wheel Drive	None	4,275 lbs.	209.1 in.
F-150 Raptor Pickup [1, 2]	Yes	N/A	Four-Wheel Drive	None	5,740 lbs.	232.6 in.
F-250/350/450/550/600 Super Duty 4x4 [2]	Yes	N/A	Four-Wheel Drive	TBD	TBD	231.8 in.
Maverick HEV [4, 5]	CVT	N/A	Front-Wheel Drive	70 mph	3,674 lbs.	199.7 in.
Ranger 4x4 [1, 2]	Yes	No	Four-Wheel Drive	None	4,354 lbs.	210.8 in.

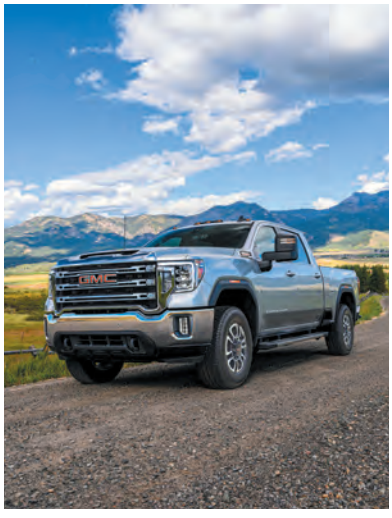
[1] Do not disconnect the battery while recreationally towing. This prevents the transfer case from shifting properly and could cause the vehicle to roll even if the transmission is in Park.
[2] Place the transfer case in the Neutral position by engaging the recreational tow feature.
[3] Use Manual park brake release procedure outlined in the owners manual.
[4] Start the engine and allow it to run for a few minutes at the beginning of each day, and every six hours thereafter.
[5] Select Neutral Tow mode.
[6] Requires two-speed transfer case.



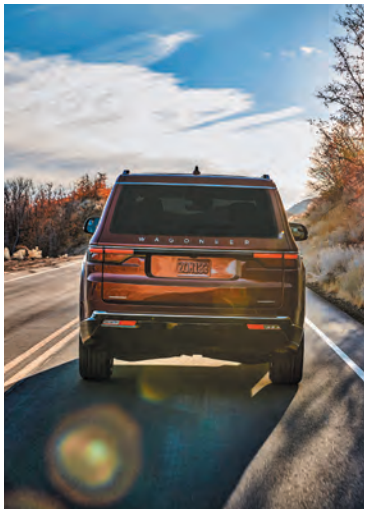
Chevrolet Equinox



Ford Maverick



GMC Sierra 2500



Jeep Wagoneer

GMC

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Sierra 1500 [1,2,3]	Yes	N/A	Four-Wheel Drive	None	4,980 lbs.	210.9 in.
Sierra 2500/3500 HD [1,2,3]	Yes	N/A	Four-Wheel Drive	None	6,418 lbs.	235.5 in.
Yukon [1,2,3]	Yes	N/A	Four-Wheel Drive	None	5,677 lbs.	210.0 in.
Yukon XL [1,2,3]	Yes	N/A	Four-Wheel Drive	None	5,841 lbs.	225.2 in.

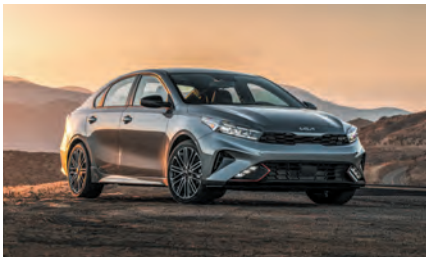
[1] Use of a shield mounted in front of the vehicle grille could restrict airflow and cause damage to the transmission.
[2] Only four-wheel-drive vehicles with a two-speed transfer case that has a Neutral and four-wheel-drive low setting can be towed four wheels down.
[3] Disconnect the negative battery cable at the battery and secure the nut and bolt. Cover the negative battery post with nonconductive material to prevent contact with the negative battery terminal.

JEEP

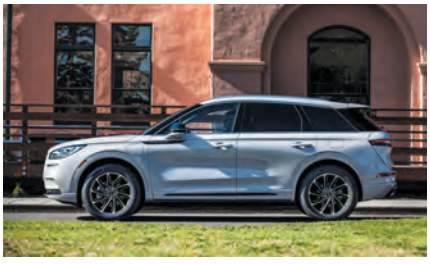
MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Gladiator [1]	Yes	Yes	Four-Wheel Drive	None	4,650 lbs.	218.0 in.
Grand Cherokee [2]	Yes	N/A	Four-Wheel Drive	None	4,365 lbs.	193.5 in.
Grand Cherokee L [2]	Yes	N/A	Four-Wheel Drive	None	4,658 lbs.	204.9 in.
Grand Wagoneer 4x4 [3]	Yes	N/A	Four-Wheel Drive	None	6,340 lbs.	214.7 in.
Wagoneer [3]	Yes	N/A	Four-Wheel Drive	None	6,190 lbs.	214.7 in.
Wrangler [1]	Yes	Yes	Four-Wheel Drive	None	3,919 lbs.	166.8 in.
Wrangler 4-door [1]	Yes	Yes	Four-Wheel Drive	None	5,000 lbs.	188.4 in.

[1] The transfer case must be in Neutral; the automatic transmission must be in Park; and the manual transmission must be in gear (not Neutral) for towing.
[2] Only four-wheel-drive vehicles equipped with a Quadra-Trac II (two-speed transfer case with four-wheel-drive low) can be flat towed. The transfer case must be in Neutral and the transmission must be in Park for flat towing.
[3] Only four-wheel-drive vehicles equipped with a Quadra-Trac II/Quadra-Drive II (two-speed transfer case) can be flat towed. The transfer case must be in Neutral and the transmission must be in Park for flat towing.

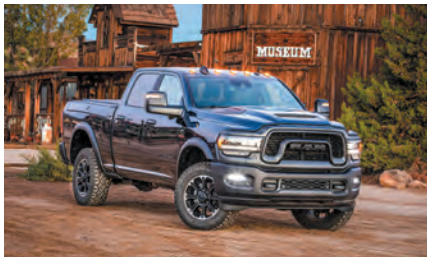
2023 TOWING LINEUP



Kia Forte



Lincoln Corsair Grand Touring



Ram 2500

KIA

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Forte GT [1]	DCT	Yes	Front-Wheel Drive	None	2,989 lbs.	182.7 in.
Forte GT MT [1]	DCT	Yes	Front-Wheel Drive	None	3,012 lbs.	182.7 in.

[1] According to Kia Technical Services Bulletin number 018 (Rev. 8, 01/31/2022), front-wheel-drive Kia vehicles equipped with a dual-clutch transmission (DCT) or a manual transaxle can be towed four wheels down. For four-wheel-down towing, these conditions must be met: DCT/transaxle oil is at the recommended level; DCT/transaxle is in correct working order; parking brake is released; gear shift is in Neutral; steering wheel is unlocked with the key in the ignition and in the "ACC" position; when key is in the "ACC" position, ensure all accessories are turned off to prevent battery drain, and/or provide 12-volt backup to support battery power; front tires are the same size; tire pressures are equal and inflated to recommended pressure; vehicle is towed from the front.

LINCOLN

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Corsair Grand Touring (PHEV) [1, 2, 3]	eCVT	N/A	All-Wheel Drive	70 mph	3,836 lbs.	181.4 in.
Corsair Grand Touring (PHEV) [1, 2, 3]	eCVT	N/A	Front-Wheel Drive	70 mph	3,685 lbs.	181.4 in.
Nautilus Twin-Turbocharged 2.7L [1, 2, 4, 5]	Yes	N/A	All-Wheel Drive	65 mph	4,545 lbs.	190.0 in.
Navigator 4x4 [4, 6, 7]	Yes	N/A	Four-Wheel Drive	None	5,855 lbs.	210.0 in.
Navigator L 4x4 [4, 6, 7]	Yes	N/A	Four-Wheel Drive	None	6,056 lbs.	221.9 in.

[1] Start the engine and allow it to run for a few minutes at the beginning of each day and every six hours thereafter.
[2] Must be in Stay In Neutral mode; tow only in the forward direction; release the parking brake; switch off the welcome lighting.
[3] Enter Neutral Tow mode.
[4] Do not disconnect the battery when recreationally towing your vehicle. This prevents the transfer case from shifting properly and could cause the vehicle to roll, even if in Park (P).
[5] Use the manual park release procedure outlined in the owners manual.
[6] Vehicle equipped with optional Heavy-Duty Trailer Towing Package and two-speed transfer case.
[7] Shift the transfer case to Neutral; refer to owners manual.

RAM

MODEL	TRANSMISSION AUTO	TRANSMISSION MANUAL	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROX CURB WEIGHT	TOTAL LENGTH
Ram 1500 [1]	Yes	N/A	Four-Wheel Drive	None	4,765 lbs.	228.9 in.
Ram 1500 TRX [1]	Yes	N/A	Four-Wheel Drive	None	4,765 lbs.	232.9 in.
Ram 2500 [1]	Yes	N/A	Four-Wheel Drive	None	6,001 lbs.	232.0 in.
Ram 3500 [1]	Yes	N/A	Four-Wheel Drive	None	6,056 lbs.	232.0 in.

[1] For recreational towing, transfer case must be shifted into Neutral; transmission must be shifted into Park; must be towed in the forward direction.