

The Latest Pickups Are Technology Driven

Electronic technology yields new features.

Pickup technology continues to evolve at a staggering pace, with electronic technologies offering features we couldn't have dreamed of a few years ago. We've compiled a list of available pickups and specs to fill your company's needs along with a list of some of the latest innovations.



GMC UNVEILS PREMIUM MIDSIZE TRUCK

New for 2016, the GMC Canyon offers a 2.8-liter Duramax turbo-diesel engine that provides a maximum trailering rating of 7,700 lbs. The standard engine remains a 2.5-liter four-cylinder rated at up to 27 mpg on the highway. An available 3.6-liter V6 offers up to 1,590 lbs. of payload and up to a 7,000-lb. maximum trailering rating.

Phone integration technology is also new for 2016. Designed to enhance connectivity and promote safer driving, smartphone users can use the technology to connect with applications such as navigation, hands-free text messaging, entertainment and news via the Canyon's next-generation IntelliLink system display screen.

The full-size Sierra 1500 rolls into 2016 with a fresh appearance. Advanced engineering is manifested in next-generation technologies such as Lane Keep Assist, which helps keep the truck in its lane with subtle steering enhancements, and IntelliBeam headlamp control, which automatically adjusts the high beams for oncoming traffic. Both are added to the Driver Alert Package available on SLT and Sierra Denali models. New power-articulating assist steps, designed to make entry and egress easier, are also available on the Sierra Denali.

The Active Steering Assist power steering on some GMC Sierra HD double cab and crew cab models (it's not available on WT or Regular Cab models) helps make hauling and trailering easier and more confident. Electronic controls enhance road holding and stability on the highway regardless of whether the truck is loaded. This feature also offers greater responsiveness and an improved steering feel.

A new Gooseneck/5th Wheel Trailering Prep Package makes Sierra HD models ready to tow larger trailers straight from the factory. Available in first-quarter 2016 for Duramax-equipped models, it features a frame-mounted hitch platform and tray that accommodate a gooseneck ball hitch or fifth-wheel hitch mounting brackets, and includes a cargo bed-mounted trailer harness. A Gooseneck Completion Kit will also be available from GMC dealers, featuring a 2 5/16-in. ball hitch and two chain tie-downs.

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CANYON			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
2.5-liter I4 gasoline	200 @ 6,300 rpm	191 lb.-ft. @ 4,400 rpm	Eaton N8D 6-speed manual/ Hydra-Matic 6L50 6-speed automatic
3.6-liter V6 gasoline	305 @ 6,800 rpm	269 lb.-ft. @ 4,000 rpm	Hydra-Matic 6L50 6-speed automatic
2.8-liter turbo-diesel	181 @ 3,400 rpm	369 lb.-ft. @ 2,000 rpm	Hydra-Matic 6L50 6-speed automatic

CAB CONFIGURATION	PICKUP BOX LENGTH
Extended Cab	6 ft. 2 in.
Crew Cab	5 ft. 2 in./6 ft. 2 in.

TRIM LEVELS	
Base, SLE, SLT	

MAXIMUM CONVENTIONAL TOWING	MAXIMUM PAYLOAD
7,700 lbs. (2WD, Crew Cab, 2.8-liter diesel)	1,620 lbs.

SIERRA 1500			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
EcoTec 4.3-liter V6 FlexFuel	Gasoline: 285 @ 5,300 rpm E85: 297 @ 5,300 rpm	305 lb.-ft. @ 3,900 rpm 330 lb.-ft. @ 3,900 rpm	Hydra-Matic 6L80 6-speed automatic
EcoTec 5.3-liter V8 FlexFuel	Gasoline: 355 @ 5,600 rpm E85: 380 @ 5,600 rpm	383 lb.-ft. @ 4,100 rpm 416 lb.-ft. @ 4,100 rpm	Hydra-Matic 8L90 8-speed automatic/ Hydra-Matic 6L80 6-speed automatic
EcoTec 6.2-liter V8 gasoline	420 @ 5,600 rpm	460 lb.-ft. @ 4,100 rpm	Hydra-Matic 8L90 8-speed automatic/ Hydra-Matic 6L80 6-speed automatic

CAB CONFIGURATION	PICKUP BOX LENGTH
Regular Cab	6 ft. 6 in./8 ft.
Double Cab	6 ft. 6 in.
Crew Cab	5 ft. 8 in./6 ft. 6 in.

TRIM LEVELS	
Base, SLE, Elevation Edition, SLT, All Terrain, Denali	

MAXIMUM CONVENTIONAL TOWING	MAXIMUM PAYLOAD
12,000 lbs. (Double Cab, Crew Cab, Max Trailer Package)	2,260 lbs. (Double Cab, Max Trailer Package, 5.3-liter engine)

SIERRA 2500HD/3500HD			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
Vortec 6.0L V8 gasoline	360 @ 5,400 rpm CNG: 301 @ 5,000 rpm	380 lb.-ft. @ 4,200 rpm 333 lb.-ft. @ 4,200 rpm	Hydra-Matic 6L90 6-speed automatic
Duramax 6.6L V8 turbo-diesel	397 @ 3,000 rpm	765 lb.-ft. @ 1,600 rpm	Allison 1000 6-speed automatic

CAB CONFIGURATION	PICKUP BOX LENGTH
Regular Cab	8 ft.
Double Cab	6 ft. 6 in./8 ft.
Crew Cab	6 ft. 6 in./8 ft.

TRIM LEVELS	
Base, SLE, SLT, Denali	

2500 HD		
MAXIMUM CONVENTIONAL TOWING	MAXIMUM TOWING	MAXIMUM PAYLOAD
14,500 lbs.	18,000 lbs. (fifth wheel or gooseneck)	4,043 lbs. (Regular Cab, 2WD, Dual Rear Wheels)

3500 HD		
MAXIMUM CONVENTIONAL TOWING	MAXIMUM TOWING	MAXIMUM PAYLOAD
20,000 lbs. (Dual Wheel Drive)	23,200 lbs. (fifth wheel or gooseneck)	7,153 lbs. (Regular Cab, 2WD, Dual Rear Wheels)



FORD EXPANDS ALUMINUM BODY TECHNOLOGY

The big news from Ford is the 2017 F-Series Super Duty pickup truck with a military grade, aluminum alloy body, which Ford claims is more ding and dent resistant than steel. The combination of alloys helps reduce weight by up to 350 lbs.

A fully boxed frame is comprised of more than 95% high-strength steel that is up to 24 times stiffer than the previous frame, enabling the most towing and hauling capability ever delivered by a Super Duty. The new trucks feature heavier duty four-wheel-drive components, driveline, axles and towing hardware.



Up to seven cameras help customers see more angles and monitor conditions surrounding the vehicle. Advanced coaching and camera technology makes conventional and gooseneck/fifth-wheel towing easier and more efficient. A center high-mounted stop lamp camera provides visibility into the cargo box for hook-up of gooseneck/fifth-wheel trailers. A 360° camera system uses four digital, high-definition cameras to provide a bird's-eye view surrounding the Super Duty. Trailer reverse guidance provides visual cues and tips to help ease backing of a trailer. In addition, a factory available trailer camera can be attached to improve visibility when backing.

Adaptive steering reduces the amount of steering input needed to change direction at low speed, while reducing sensitivity to steering input at higher speeds.

Ford's 2016 F-150 features new technology, as well, with an all-new Pro Trailer Backup Assist that makes it easier for drivers of all skill levels to back a trailer. Customers steer a trailer instinctively by turning a knob on the dashboard in the direction they want the trailer to go. The driver indicates direction; the truck controls steering and limits vehicle speed.

The F-150 with 5.0-liter V8 engine will offer a gaseous-fuel prep option — unique in the light-duty pickup market — that will enable the truck to run natural gas or propane.

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F-150			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
3.5-liter V6 gasoline	282 @ 6,250 rpm	253 lb.-ft. @ 4,250 rpm	Automatic six-speed
2.7-liter EcoBoost V6 gasoline	325 @ 5,750 rpm	375 lb.-ft. @ 3,000 rpm	Select Shift six-speed automatic
5.0-liter V8 Gasoline	385 @ 5,750 rpm	387 lb.-ft. @ 3,850 rpm	Select Shift six-speed automatic
3.5-liter EcoBoost V6 gasoline	365 @ 5,000 rpm	420 lb.-ft. @ 2,500 rpm	Select Shift six-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	6.5 ft./8 ft.		
SuperCab	6.5 ft./8 ft.		
Crew Cab	5.5 ft./6.5 ft.		

TRIM LEVELS	
XL, XLT, Lariat, King Ranch, Platinum, Limited	

MAXIMUM CONVENTIONAL TOWING	MAXIMUM PAYLOAD
12,200 lbs.	3,300 lbs. (Regular Cab 4x2 with 5.0L V8, Heavy Duty Payload Pkg.)

SUPER DUTY			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
6.2L V8 gasoline	385 @ 5,500 rpm	405 lb.-ft. @ 4,500 rpm	Six-speed SelectShift Automatic
6.7L Power Stroke V8 diesel	440 @ 2,800 rpm	860 lb.-ft. @ 1,600 rpm	Six-speed SelectShift Automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	6.5 ft./8 ft.		
SuperCab	6.5 ft./8 ft.		
Crew Cab	5.5 ft./6.5 ft.		

TRIM LEVELS	
XL, XLT, Lariat, King Ranch, Platinum, Limited	

F-250		
MAXIMUM CONVENTIONAL TOWING	MAXIMUM TOWING	MAXIMUM PAYLOAD
14,000 lbs. (SuperCab, CrewCab, Power Stroke Diesel)	16,600 lbs.	4,040 lbs. (Regular Cab, 2WD)

F-350		
MAXIMUM CONVENTIONAL TOWING	MAXIMUM TOWING	MAXIMUM PAYLOAD
19,000 lbs. (Crew Cab Dual Wheel Drive)	26,500 lbs.	7,050 lbs. (Dual Rear Wheel, Regular Cab, 2WD)

F-450		
MAXIMUM CONVENTIONAL TOWING	MAXIMUM TOWING	MAXIMUM PAYLOAD
19,000 lbs. (Dual Wheel Drive, 4WD, Power Stroke Diesel)	31,200 lbs.	5,300 lbs.

RAM TRUCKS BOOST CAPABILITY

Ram Engineering and Cummins have developed a new fuel delivery and turbo-boost calibration for the 6.7-liter diesel used in 2016 2500 and 3500 heavy-duty pickups that delivers 383 hp and 900 lbs.-ft. of torque. A new 16-bolt rear-axle ring gear with the 11.8-in. axle boosts the 3500's towing capacity more than 1,200 lbs. to 31,210 lbs. And the 3500 with 6.4-liter engine carries a 7,390-lb. payload.

In addition, the 2016 Ram 2500 maintains 17,980 lbs. of towing capacity. It includes a five-link coil suspension that provides better articulation over obstacles than a leaf spring system. The 2500 also offers a rear air suspension system. An air bag replaces the coil spring.

The Ram 3500 continues to utilize the rear Hotchkiss leaf spring system, but now offers a supplemental air suspension system on single rear-wheel (SRW) and dual rear-wheel (DRW) applications. The addition of supplemental air bags in the rear suspension softens the leaf springs, allowing for more unladed suspension movement. When a high load capacity condition exists, the air suspension automatically fills the rear air bags to level the truck to improve stability and ride quality.



The 2016 model year brings a new Ram Laramie Limited design offering. It features premium materials such as all-black, full-leather seating, real wood interior components and unique badges.

The Limited's grille is the most prominent change of the exterior. The new billet port grille breaks from the long tradition of crosshair styling with "RAM" lettering. A new front park assist system, mounted in the bumper, gives audible warning of nearby objects.

The Ram 1500 continues to move forward with two mid-year 2015 offerings that carry into the 2016 model year — the 1500 Rebel and 1500 Laramie Limited. The

1500 Rebel brings an off-road design to the full-size truck segment. It drops right into a core segment of the truck market.

The Rebel features a new grille with a prominent billet silver "RAM" letter badge. The blacked-out grille tops a new black off-road front bumper design with a powder-coated surface. It also incorporates a powder-coated, billet silver skid plate, front tow hooks and a new 17-in. aluminum wheel.

Inside, the Rebel features high-durability technical grain vinyl seats finished in radar red and black with Sedoso fabric inserts embossed with the Toyo tire tread pattern, matching the Rebel's actual footprint.

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1500			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
3.6-liter Pentastar V6 gasoline	305 @ 6,400 rpm	269 lb.-ft. @ 4,175 rpm	Torqueflite B45RE 8-speed automatic
3.0-liter EcoDiesel V6	240 @ 3,600 rpm	420 lb.-ft. @ 2,000 rpm	ZF Torqueflite 8HP70 8-speed automatic
5.7-liter Hemi V8 gasoline	395 @ 5,600 rpm	410 lb.-ft. @ 3,950 rpm	65RFE 6-speed automatic/ ZF Torqueflite 8HP70 8-speed automatic

CAB CONFIGURATION	PICKUP BOX LENGTH
Regular Cab	6 ft. 4 in./8 ft.
Quad Cab	6 ft. 4 in.
Crew Cab	5 ft. 7 in./6 ft. 4 in.

TRIM LEVELS	
Tradesman, Express, Big Horn, Outdoorsman, Rebel, Sport, Express EcoDiesel HFE, Laramie, Laramie Longhorn, Limited, Tradesman EcoDiesel HFE	

MAXIMUM TOWING	MAXIMUM PAYLOAD
10,390 lbs. (Quad Cab, 5.7-liter Hemi V8, 2WD)	1,890 lbs. (2WD, Quad Cab, 3.6-liter engine)

2500 HD/3500 HD			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
5.7-liter Hemi V8 gasoline	383 @ 5,600 rpm	400 lb.-ft. @ 4,000 rpm	68RFE 6-speed automatic
6.4-liter Hemi V8 gasoline	410 @ 5,600 rpm	429 lb.-ft. @ 4,000 rpm	68RFE 6-speed automatic
6.7-liter Cummins turbo-diesel	350 @ 2,800 rpm	660 lb.-ft. @ 1,400 rpm	656 manual 6-speed overdrive
3500 Only	370 @ 2,800 rpm	800 lb.-ft. @ 1,600 rpm	68RFE automatic
	385 @ 2,800 rpm	900 lb.-ft. @ 1,700 rpm	AS69RC 6-speed automatic

CAB CONFIGURATION	PICKUP BOX LENGTH
Regular Cab	6 ft. 4 in./8 ft.
Crew Cab	6 ft. 4 in./8 ft.
Mega Cab	6 ft. 4 in.

TRIM LEVELS	
Tradesman, Tradesman Power Wagon, SLT, Big Horn/Lone Star, Outdoorsman, Power Wagon, Laramie Crew/Mega, Laramie Power Wagon, Laramie Longhorn, Laramie Limited	

2500	
MAXIMUM TOWING	MAXIMUM PAYLOAD
17,980 lbs. (6.7L Cummins Diesel, 2WD, Regular Cab)	3,990 lbs. (6.4L Hemi, 2WD, Regular Cab)

3500	
MAXIMUM TOWING	MAXIMUM PAYLOAD
31,210 lbs. (Dual Rear Wheel, Regular Cab, 2WD, 6.7L Cummins)	7,390 lbs. (Dual Rear Wheel, Regular Cab, 6.4L Hemi)



CHEVROLET TARGETS MIDSIZED DIESEL

Chevrolet made good on its promise to offer a diesel in the midsized Colorado pickup truck by offering the option for a 2.8L Duramax turbo-diesel in the 2016 LT and Z71 Crew Cab models with 2WD or 4WD.

Rated at 181 hp and 369 lbs.-ft. of torque, the 2.8-liter Duramax lifts the Colorado's maximum trailering capacity to 7,700 lbs. on 2WD models and 7,200 lbs. on 4WD models.

The Colorado's 2.8-liter Duramax is built on an iron block and aluminum DOHC cylinder head. The compression ratio is 16.5:1, and employs a common rail direct injection fuel system. A broad torque band makes it powerful at low rpm, while a variable geometry turbocharger helps deliver smooth horsepower on demand.

Features provided with or exclusive to Colorado diesel models include:

- ➔ Driver-selectable, smart diesel exhaust brake system that enhances vehicle control and reduces brake wear
- ➔ Standard Z82 trailering package with a hitch receiver and seven-pin connector
- ➔ Standard integrated trailer brake controller exclusive to diesel models
- ➔ Standard G80 automatic locking rear differential
- ➔ Standard 3.42 rear-axle ratio
- ➔ New electronically controlled, two-speed transfer case included on 4WD models
- ➔ Maximum trailering rating of 7,700 lbs. for 2WD models and 7,600 lbs. for 4WD

➔ GVWRs of 6,000 lbs. for 2WD and 6,200 lbs. for 4WD

For 2016, the full-size Silverado 1500 gets a new transmission option. Pickups with the 6.2-liter V8 engine will get an eight-speed automatic transmission. The transmission will also be standard on LTZ, LTZ/Z71 and High Country Silverados with the 5.3-liter V8.

The GM-developed Hydra-Matic 8L90 eight-speed is approximately the same size

and weight as the Hydra-Matic 6L80 six-speed automatic. Its 7.0 overall gear ratio spread is wider than GM's six-speed automatic, providing a numerically higher first gear ratio to help drivers start off more confidently with a heavy load or when trailering. The 8L90 also enables numerically lower rear axle ratios, which reduces engine rpm on the highway.

Some 2016 Chevrolet Silverado HD Crew Cab and Double Cab trucks feature new Digital Steering Assist power steering, which helps make hauling and trailering easier and more confident. Electronic controls enhance road holding and stability on the highway, particularly on crowned roads, regardless of whether the truck is loaded. Digital Steering Assist also offers greater responsiveness and an improved steering feel. It is not available on Work Truck or Regular Cab models.



A new Gooseneck/5th Wheel Trailering Prep Package with a spray-in bedliner makes Silverado HD models ready to tow larger trailers right from the factory. It will be available in the first quarter of 2016 for gas and diesel models, and features a frame-mounted hitch platform and tray that accommodate a gooseneck ball hitch or fifth-wheel hitch mounting brackets, as well as a cargo bed-mounted trailer harness. A Gooseneck Completion Kit will also be available from Chevrolet dealers, featuring a 2 5/16-in. ball hitch and two chain tie-downs.

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COLORADO			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
2.5-liter I4 gasoline	200 @ 6,300 rpm	191 lb.-ft. @ 4,400 rpm	Eaton N80 6-speed manual/ Hydra-Matic 6L50 6-speed automatic
3.6-liter V6 gasoline	305 @ 6,800 rpm	269 lb.-ft. @ 4,000 rpm	Hydra-Matic 6L50 6-speed automatic
2.8-liter turbo-diesel	181 @ 3,400 rpm	369 lb.-ft. @ 2,000 rpm	Hydra-Matic 6L50 6-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Extended Cab	6 ft. 2 in.		
Crew Cab	5 ft. 2 in./6 ft. 2 in.		
TRIM LEVELS			
Base, SLE, SLT			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM PAYLOAD	
7,700 lbs. (2WD, Crew Cab, 2.8-liter diesel)		1,590 lbs.	
SILVERADO 1500			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
EcoTec 4.3-liter V6 FlexFuel	Gasoline: 285 @ 5,300 rpm E85: 297 @ 5,300 rpm	305 lb.-ft. @ 3,900 rpm 330 lb.-ft. @ 3,900 rpm	Hydra-Matic 6L80 6-speed automatic
EcoTec 5.3-liter V8 FlexFuel	Gasoline: 355 @ 5,600 rpm E85: 380 @ 5,600 rpm	383 lb.-ft. @ 4,100 rpm 416 lb.-ft. @ 4,100 rpm	Hydra-Matic 8L90 8-speed automatic/ Hydra-Matic 6L80 6-speed automatic
EcoTec 6.2-liter V8 gasoline	420 @ 5,600 rpm	460 lb.-ft. @ 4,100 rpm	Hydra-Matic 8L90 8-speed automatic/ Hydra-Matic 6L80 6-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	6 ft. 6 in./8 ft.		
Double Cab	6 ft. 6 in.		
Crew Cab	5 ft. 8 in./6 ft. 6 in.		
TRIM LEVELS			
Work Truck (WT), LS, Custom, LT, LT Z71, LTZ Z71, High Country			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM PAYLOAD	
12,000 lbs. (Double Cab, Crew Cab, Max Trailer Package)		2,260 lbs. (Double Cab, Max Trailer Package, 5.3-liter engine)	
SILVERADO 2500HD/3500HD			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
Vortec 6.0Lr V8 gasoline	360 @ 5,400 rpm CNG: 301 @ 5,000 rpm	380 lb.-ft. @ 4,200 rpm 333 lb.-ft. @ 4,200 rpm	Hydra-Matic 6L90 6-speed automatic
Duramax 6.6L V8 turbo-diesel	397 @ 3,000 rpm	765 lb.-ft. @ 1,600 rpm	Allison 1000 6-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	8 ft.		
Double Cab	6 ft. 6 in./8 ft.		
Crew Cab	6 ft. 6 in./8 ft.		
TRIM LEVELS			
Work Truck (WT), LT, LTZ, High Country			
2500 HD			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM TOWING	MAXIMUM PAYLOAD
14,500 lbs.		18,000 lbs. (fifth wheel or gooseneck)	4,043 lbs. (Regular Cab, 2WD, Dual Rear Wheels)
3500 HD			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM TOWING	MAXIMUM PAYLOAD
20,000 lbs. (Dual Wheel Drive)		23,200 lbs. (fifth wheel or gooseneck)	7,153 lbs. (Regular Cab, 2WD, Dual Rear Wheels)

TOYOTA UPDATES POWERTRAIN

The 2016 Tacoma will feature a new 3.5-liter Atkinson cycle V6 equipped with Toyota's D-4S technology, featuring both direct and port fuel injection. A 2.7-liter engine is also available.

Both engines will be paired to a new six-speed automatic transmission with electronic shift. The V6 can also be mated to a new six-speed manual transmission. The new powertrain makes the Tacoma more powerful and fuel efficient.

The frame has been redesigned with high-strength steel to enhance rigidity and overall strength. Ultra-high-strength steel was integrated into the body shell using a hot stamping process that reduces weight.

The suspension was fine tuned to help deliver a smoother on-road ride, while making it even more capable off road. A TRD Off-road package adds to that capability. A Multi-Terrain Select system allows the driver to choose between different types of terrain such as loose rock, mud and sand. Each input regulates wheel spin by adjusting throttle and brake pressure to provide maximum traction on almost any terrain.

Additional off-road technology includes Automatic Limited Slip and Locking Rear Differential, Hill Start Assist Control (HAC), Clutch Start Cancel (manual transmission only), Active Traction Control and Crawl Control. Engaging Crawl Control allows the driver to select a speed of 1 to 5 mph. The Crawl Control system takes over the acceleration and braking, allowing the driver to focus solely on steering.

For 2016, Toyota upgraded the Entune Multimedia units to 2.5 version status in all Tundra models. The base SR grade gets a standard Entune Audio system. The SR5 grade steps up to Entune Audio Plus with Connected Navigation App (Scout GPS Link App), which uses the customer's smartphone to provide navigation functionality through the head unit. The Limited and TRD Pro come with Entune Premium Audio with In-Vehicle Navigation and App Suite, while the Platinum and 1794 Edition feature standard Entune Premium JBL Audio with In-Vehicle Navigation and App Suite.

The premium multimedia units offer 85% faster functionality thanks to new dual core processors, and iPhone users can now charge their phone using the USB port while simultaneously using the Entune App Suite.

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TACOMA			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
2.7L inline 4-cylinder gasoline	159 @ 5,200 rpm	180 lb.-ft. @ 3,800 rpm	5-speed manual, 6-speed automatic
3.5L V6 gasoline	278 @ 6,000 rpm	265 lb.-ft. @ 4,600 rpm	6-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
Access Cab	73.7 in.		
Double Cab	60.5 in./73.7 in.		
TRIM LEVELS			
SR, SR5, TRD Sport, TRD Off Road, Limited			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM PAYLOAD	
6,800 lbs. (V6 with tow prep, 2WD, Access Cab)		1,620 lbs. (2WD, Access Cab, 2.7-liter engine)	

TUNDRA			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
4.6L V8 gasoline	310 @ 5,600 rpm	327 lb.-ft. @ 3,400 rpm	6-speed automatic overdrive
5.7L V8 gasoline	381 @ 5,600 rpm	401 lb.-ft. @ 3,600 rpm	6-speed automatic overdrive
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	78.7 in./97.6 in.		
Double Cab	78.7 in./97.6 in.		
CrewMax	66.7 in.		
TRIM LEVELS			
SR, SR5, TRD Pro, Limited, Platinum, 1794 Edition			
MAXIMUM CONVENTIONAL TOWING		MAXIMUM PAYLOAD	
10,500 lbs. (2WD, Regular Cab)		2,060 lbs. (2WD, Regular Cab)	

NISSAN BLURS LINE BETWEEN LIGHT DUTY AND HEAVY DUTY

Nissan expects to blur the line between light-duty and heavy-duty pickups with its 2016 Titan XD crew cab by offering it with a Cummins 5.0-liter V8 turbo-diesel rated at 310 hp and 555 ft.-lbs. of torque. The goal is to combine the capability of a heavy-duty hauler with the driveability and affordability of a light-duty pickup. Nissan states the maximum towing capacity should be more than 12,000 lbs., and maximum payload is expected to be more than 2,000 lbs.

The Cummins diesel — designed specifically for light-duty use — is the heart of the Titan XD. A compacted graphite iron (CGI) engine block, aluminum heads and composite valve covers reduce weight. It's the first commercial application of Cummins' new M2 two-stage turbo system. Nissan chose to mate the engine to a heavy-duty six-speed Aisin automatic transmission. An electronic locking rear differential is available.

To take advantage of the XD powertrain, Nissan offers a frame-integrated gooseneck hitch in the bed in addition to the rear tow hitch. The XD's 151.6-in. wheelbase is about 20 in. longer than non-XD Titans.

Radiator cooling capacity has been increased more than 25% compared to the previous Titan model.

Titan gives away nothing to the competition in terms of available towing and driver aid technology. It includes an integrated trailer brake controller, Trailer Sway Control (TSC), tow/haul mode with downhill speed control and a trailer light-check system that allows one-person hookup operation, including checking turn signals, brake lights and running/clearance lights.

The Titan also includes a RearView Monitor with Trailer Guides, while the Around View Monitor (AVM) provides a "bird's-eye" view of the surrounding area from front, rear and side cameras to help with parking and navigating tight spaces. The system also includes Moving Object Detection (MOD), which helps the driver to detect vehicles or other large objects when backing out via an on-screen notification and warning chime.

The Titan XD Crew Cab is the first of three cab configurations, two frame sizes, three powertrain offerings and five grade levels to eventually be available in the Titan lineup.

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FRONTIER			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
4.0-liter V6 gasoline	261 @ 5,600 rpm	281 lb.-ft. @ 4,000 rpm	6-speed manual, 5-speed automatic
2.5-liter I4	152 @ 5,200 rpm	171 lb.-ft. @ 4,400 rpm	5-speed manual, 6-speed manual 5-speed automatic
CAB CONFIGURATION	PICKUP BOX LENGTH		
King Cab	73.3 in.		
Crew Cab	59.9 in./73.3 in.		
MAXIMUM CONVENTIONAL TOWING		MAXIMUM PAYLOAD	
6,500 lbs.		1,469 lbs.	

TITAN			
AVAILABLE ENGINES	HORSEPOWER	TORQUE	TRANSMISSION
Cummins 5.0-liter turbo-diesel	310 @ 3,200 rpm	555 lb.-ft. @ 1,600 rpm	Heavy-duty 6-speed Aisin automatic
V6 Gasoline	TBA	TBA	TBA
V8 Gasoline	TBA	TBA	TBA
CAB CONFIGURATION	PICKUP BOX LENGTH		
Regular Cab	TBA		
Double Cab	TBA		
Crew Cab	6.5 ft.		
TRIM LEVELS			
XD, TBA			
MAXIMUM TOWING		MAXIMUM PAYLOAD	
More than 12,000 lbs. (fifth wheel or gooseneck)		More than 2,000 lbs.	