

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 pertains only to model-year 2012 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information, continued vehicle improvements and production-line changes could alter the information and render it out-of-date.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.** Towing surveys for prior years are available at www.FMCmagazine.com.



Hyundai Veloster



Dodge Challenger

One of the best things about motorhoming is that you can take all the comforts of home with you wherever you go. This includes additional transportation that can be used to run to the grocery store; enjoy a night out at a restaurant; or tour the area once the motorhome is parked, the awnings are extended, and the electric and water are hooked up. Some folks bring bicycles or a motorcycle as their secondary means of getting around, but most choose to tow an automobile.

While some motorhomers use a dolly or flatbed trailer to tow their vehicle, the majority prefer the simplicity of four-wheels-down towing. When towing in this manner, you don't have to worry about where to store the dolly or trailer upon arriving at your campsite or returning to your stationary residence. Plus, once the towing equipment is installed, hooking the towed vehicle to the motorhome by tow bar and preparing it to be towed should be a quick and safe procedure.

The list that appears on the following pages represents 2012-model-year cars, trucks, and sport-utility vehicles that manufacturers have indicated can be towed four wheels down behind a motorhome without significant modifications.

Several companies or vehicles included in previous towing guides are missing. Representatives from Kia indicated that the company no longer approves its vehicles to be towed four wheels down. And after considerable transmission-related problems last year, General Motors decided to remove Buick LaCrosse and Chevrolet Cruze vehicles equipped with automatic transmissions from its list of those approved for towing. You also will find that Chrysler has split its Dodge and Ram divisions, so there are separate listings for both.

New to the list this year is the Buick Regal with a 2.0-liter engine and manual transmission. Another addition from the General Motors family is the Chevrolet Sonic. Sonic vehicles with a 1.4-liter engine are towable only when equipped with a manual transmission, while Sonics with a 1.8-liter power plant can be flat towed regardless of whether they have an automatic or a manual

TOW

transmission. New to the Dodge listing this year are the Caliber equipped with a manual transmission; the Challenger with a manual transmission; and the all-wheel-drive Durango with an automatic transmission and two-speed transfer case.

From the Ford camp, EcoBoost I-4 versions of the Edge and Explorer front-wheel-drive vehicles with an automatic transmission can be towed four wheels down. New from Hyundai is the front-wheel-drive Veloster with a manual transmission. The Jeep list now includes both four-wheel-drive and front-wheel-drive versions of the Compass and the Patriot when equipped with a manual transmission. Lexus has come out with a convertible version of the IS 250 that is towable when equipped with a manual transmission. And the Suzuki Kizashi with a manual transmission has been approved for recreational towing.



Buick Regal



Chevrolet Sonic



Jeep Compass

ABLES FOR 2012

LET THE SEARCH BEGIN

Towing information may be difficult to obtain directly from the auto manufacturers, and oftentimes dealership salespeople don't understand the concept of recreational towing or 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 "Towables For 2012" guide 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.

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.

Next, and perhaps the most important step, is to request that you be shown a copy of the vehicle's owners manual. No vehicle should leave the lot without one, so insist upon seeing it. 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.) In this section you will find specific guidelines regarding towing procedures, necessary modifications, and safety issues pertaining to the vehicle. Many manufacturers have their owners manuals available online. If you have a particular vehicle in mind, visit the manufacturer's Web site and click on the "Owners" link to see whether the owners manual for that vehicle is available to download.

continued »

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. Also, ask the dealer rep whether any service bulletins have been released that relate to towing the vehicle behind a motorhome.

Finally, 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 following list includes 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 "Weigh Me!" February 2011, page 38). 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.

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. We've all heard stories about someone who forgot to connect the safety chains but was fortunate that nothing bad happened. Others were not so lucky, and they know that the personal and financial costs of a towing mishap can be enormous.

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 are not exhibiting 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.

A question that is often asked concerning supplemental brakes involves the legal ramifications of not using one. 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.

HOW TO MAKE A SMART TOWED VEHICLE PURCHASE

- 1** 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** Request that the salesperson show you a copy of the owners manual for that vehicle and find the section that addresses recreational towing.
- 3** Find out from the dealer, manufacturer, or owners manual how towing will affect the vehicle's warranty.

- 4** Ask the dealer rep whether any service bulletins have been released that relate to towing the vehicle behind a motorhome.
- 5** Finally, 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.



Buick Enclave



Cadillac SRX

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. 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; always refer to the particular vehicle's owners manual to be sure.

BUICK

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Enclave 3.6-liter V6* | Yes | N/A | All-wheel drive | 65 mph/None† | 4,985 lbs. | 201.5 in. |
| Enclave 3.6-liter V6* | Yes | N/A | Front-wheel drive | 65 mph/None† | 4,780 lbs. | 201.5 in. |
| Regal 2.0-liter Turbo | No | Yes | Front-wheel drive | 65 mph/None‡ | 3,671 lbs. | 190.2 in. |
| Regal 2.0-liter GS | No | Yes | Front-wheel drive | 65 mph/None‡ | 3,710 lbs. | 190.2 in. |

* To prevent the battery from draining while the vehicle is being towed, remove the 15-amp ECM fuse and the 50-amp BATT1 fuse from the underhood fuse block and store it in a safe location.

† The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes. The fuses must be reinstalled when starting the vehicle.

‡ When towing for an extended period of time, start the vehicle as often as possible to prevent battery drain.

CADILLAC

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Escalade Hybrid | Yes | N/A | Four-wheel drive | None | 6,120 lbs. | 202.5 in. |
| SRX | Yes | N/A | All-wheel drive | 65 mph/None* | 4,442 lbs. | 190.3 in. |
| SRX | Yes | N/A | Front-wheel drive | 65 mph/None* | 4,277 lbs. | 190.3 in. |

* When towing for an extended period of time, start the vehicle as often as possible to prevent battery drain.

CHEVROLET

continued on page 62 >>

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Avalanche* | Yes | N/A | Four-wheel drive | None | 5,602 lbs. | 221.3 in. |
| Colorado | Yes | Yes | Four-wheel drive | None | 3,684 lbs. | 192.4 in. |
| Cruze† | No | Yes | Front-wheel drive | 65 mph/None | 3,093 lbs. | 181.0 in. |



Chevrolet Avalanche



Dodge Caliber

CHEVROLET *continued*

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|----------------------------|--------------|--------|---------------------|--------------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Equinox [‡] | Yes | N/A | All-wheel drive | 65 mph/None | 3,777 lbs. | 187.8 in. |
| Equinox [‡] | Yes | N/A | Front-wheel drive | 65 mph/None [¶] | 3,777 lbs. | 187.8 in. |
| Malibu | Yes | N/A | Front-wheel drive | 65 mph/None [¶] | 3,421 lbs. | 191.8 in. |
| Silverado 1500 | Yes | N/A | Four-wheel drive | None | 4,686 lbs. | 205.6 in. |
| Silverado 2500 | Yes | N/A | Four-wheel drive | None | 5,920 lbs. | 225.0 in. |
| Silverado 3500 | Yes | N/A | Four-wheel drive | None | 6,135 lbs. | 225.0 in. |
| Silverado Hybrid | Yes | N/A | Four-wheel drive | None | 5,792 lbs. | 229.9 in. |
| Sonic Hatchback 1.4-liter | No | Yes | Front-wheel drive | 65 mph/None | 2,743 lbs. | 159.0 in. |
| Sonic Sedan 1.4-liter | No | Yes | Front-wheel drive | 65 mph/None | 2,862 lbs. | 173.1 in. |
| Sonic Hatchback 1.8-liter | Yes | Yes | Front-wheel drive | 65 mph/None [¶] | 2,684 lbs. | 159.0 in. |
| Sonic Sedan 1.8-liter | Yes | Yes | Front-wheel drive | 65 mph/None [¶] | 2,721 lbs. | 173.1 in. |
| Suburban 1500 [*] | Yes | N/A | Four-wheel drive | None | 5,824 lbs. | 222.4 in. |
| Suburban 2500 [*] | Yes | N/A | Four-wheel drive | None | 6,419 lbs. | 222.4 in. |
| Tahoe [*] | Yes | N/A | Four-wheel drive | None | 5,567 lbs. | 202.0 in. |
| Tahoe Hybrid | Yes | N/A | Four-wheel drive | None | 5,917 lbs. | 202.0 in. |
| Traverse [§] | Yes | N/A | All-wheel drive | 65 mph/None [¶] | 4,925 lbs. | 205.0 in. |
| Traverse [§] | Yes | N/A | Front-wheel drive | 65 mph/None [¶] | 4,720 lbs. | 205.0 in. |

* Only vehicles with a two-speed automatic transfer case can be towed four wheels down.

[†] To prevent the battery from draining while the vehicle is being towed, remove fuse 22 from the instrument panel fuse block.

[‡] To prevent the battery from draining while the vehicle is being towed, remove fuse 32, the Discrete Logic Ignition Switch fuse, from the instrument panel fuse block.

[§] To prevent the battery from draining while the vehicle is being towed, remove the 15-amp ECM fuse and the 50-amp BATT1 fuse from the underhood fuse block and store in a safe location.

[¶] The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes.

DODGE

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|---------------------------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Caliber | No | Yes | Front-wheel drive | None | 2,940 lbs. | 173.8 in. |
| Challenger R/T, R/T Plus, R/T Classic | No | Yes | Rear-wheel drive | 65 mph/None | 4,082 lbs. | 197.7 in. |
| Durango [*] | Yes | N/A | All-wheel drive | None | 4,913 lbs. | 199.8 in. |

* Only all-wheel-drive models equipped with the two-speed transfer case can be towed four wheels down. Refer to the towing instructions on pages 497-504 in the owners manual.



Ford Edge EcoBoost I-4



GMC Sierra Hybrid

FIAT

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|------------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| 500 Sedan, Convertible | No | Yes | Front-wheel drive | None | 2,363 lbs. | 139.6 in. |

FORD

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|--------------------------------------|--------------|--------|---------------------|--------------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Edge EcoBoost I-4 | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 3,998 lbs. | 184.2 in. |
| Edge V-6 | Yes | N/A | All-wheel drive | 65 mph/None [§] | 4,234 lbs. | 184.2 in. |
| Edge V-6 | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,056 lbs. | 184.2 in. |
| Escape Hybrid | Yes | N/A | Four-wheel drive | 75 mph/None | 3,810 lbs. | 174.7 in. |
| Escape Hybrid | Yes | N/A | Front-wheel drive | 75 mph/None | 3,651 lbs. | 174.7 in. |
| Explorer EcoBoost 1-4 | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,503 lbs. | 197.1 in. |
| Explorer V-6 | Yes | N/A | All-wheel drive | 65 mph/None [§] | 4,731 lbs. | 197.1 in. |
| Explorer V-6 | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,557 lbs. | 197.1 in. |
| F-150 4x4 | Yes | N/A | Four-wheel drive | None | 4,925 lbs. | 213.2 in. |
| F-250/350/450 4x4 [†] | Yes | N/A | Four-wheel drive | None | 6,395 lbs. | 227.6 in. |
| Fiesta 4-door Sedan [‡] | Yes | Yes | Front-wheel drive | 70 mph/None | 2,578 lbs. | 173.6 in. |
| Fiesta 5-door Hatchback [‡] | Yes | Yes | Front-wheel drive | 70 mph/None | 2,537 lbs. | 160.1 in. |
| Flex | Yes | N/A | All-wheel drive | 65 mph/None [§] | 4,617 lbs. | 201.8 in. |
| Flex | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,448 lbs. | 201.8 in. |
| Focus 4-door Sedan [‡] | Yes | Yes | Front-wheel drive | 70 mph/None | 2,907 lbs. | 178.5 in. |
| Focus 5-door Hatchback [‡] | Yes | Yes | Front-wheel drive | 70 mph/None | 2,920 lbs. | 171.6 in. |
| Fusion Hybrid | Yes | N/A | Front-wheel drive | 75 mph/None | 3,720 lbs. | 190.6 in. |
| Taurus | Yes | N/A | All-wheel drive | 65 mph/None [§] | 4,224 lbs. | 202.9 in. |
| Taurus | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,015 lbs. | 202.9 in. |

^{*} Vehicles equipped with automatic transmissions should not exceed 65 mph; vehicles equipped with manual transmissions should not exceed 70 mph.

[†] Only vehicles with manual-shift transfer case, not electronic shift-on-the-fly or 4x2 vehicles. Manual transfer case shifted into "neutral."

[‡] On vehicles equipped with an automatic transmission, remove the negative (black) cable from the battery before towing. When finished towing, start the engine within 15 minutes of reconnecting the battery cable.

[§] If the vehicle is equipped with an automatic transmission, start the engine and allow it to run for five minutes at the beginning of each day and every six hours thereafter.



Honda CR-V EX-L



Hyundai Genesis Coupe

GMC

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------------------|--------------|--------|---------------------|--------------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Acadia* | Yes | N/A | All-wheel drive | 65 mph/None [§] | 4,925 lbs. | 201.1 in. |
| Acadia* | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 4,720 lbs. | 201.1 in. |
| Canyon | Yes | Yes | Four-wheel drive | None | 3,684 lbs. | 192.4 in. |
| Sierra 1500 | Yes | N/A | Four-wheel drive | None | 4,850 lbs. | 205.6 in. |
| Sierra Hybrid | Yes | N/A | Four-wheel drive | None | 5,791 lbs. | 229.9 in. |
| Terrain [†] | Yes | N/A | All-wheel drive | 65 mph/None [§] | 3,798 lbs. | 185.3 in. |
| Terrain [†] | Yes | N/A | Front-wheel drive | 65 mph/None [§] | 3,798 lbs. | 185.3 in. |
| Yukon [‡] | Yes | N/A | Four-wheel drive | None | 5,448 lbs. | 202.0 in. |
| Yukon XL [‡] | Yes | N/A | Four-wheel drive | None | 5,672 lbs. | 222.4 in. |
| Yukon Hybrid | Yes | N/A | Four-wheel drive | None | 5,917 lbs. | 202.0 in. |

* To prevent the battery from draining while the vehicle is being towed, remove the 15-amp ECM fuse and the 50-amp BATT1 fuse from the underhood fuse block and store in a safe location.

[†] To prevent the battery from draining while the vehicle is being towed, remove fuse 32, the Discrete Logic Ignition Switch fuse, from the instrument panel fuse block.

[‡] Only vehicles with a two-speed automatic transfer case can be towed four wheels down.

[§] The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes.

HONDA

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| CR-V LX, EX, EX-L | Yes | N/A | Four-wheel drive | 65 mph/None* | 3,426 lbs. | 178.3 in. |
| CR-V LX, EX, EX-L | Yes | N/A | Front-wheel drive | 65 mph/None* | 3,305 lbs. | 178.3 in. |
| Fit | Yes | Yes | Front-wheel drive | 65 mph/None* | 2,496 lbs. | 161.6 in. |

* Special procedure required for every 8 hours of towing to avoid severe transmission damage. Please refer to the owners manual for full details.



Infiniti G37 Sedan



Jeep Patriot

HYUNDAI

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Accent 4-door | No | Yes | Front-wheel drive | None | 2,396 lbs. | 172.0 in. |
| Accent 5-door | No | Yes | Front-wheel drive | None | 2,430 lbs. | 162.0 in. |
| Elantra | No | Yes | Front-wheel drive | None | 2,661 lbs. | 178.3 in. |
| Elantra Touring | No | Yes | Front-wheel drive | None | 2,937 lbs. | 176.6 in. |
| Genesis Coupe | No | Yes | Rear-wheel drive | None | 3,294 lbs. | 182.3 in. |
| Sonata | No | Yes | Front-wheel drive | None | 3,161 lbs. | 189.8 in. |
| Tucson | No | Yes | Front-wheel drive | None | 3,179 lbs. | 173.2 in. |
| Veloster | No | Yes | Front-wheel drive | None | 2,584 lbs. | 166.1 in. |

INFINITI

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| G37 Convertible Sport | No | Yes | Rear-wheel drive | 70 mph/500 mi.* | 4,149 lbs. | 183.3 in. |
| G37 Coupe Sport | No | Yes | Rear-wheel drive | 70 mph/500 mi.* | 3,708 lbs. | 183.7 in. |
| G37 Sedan Sport | No | Yes | Rear-wheel drive | 70 mph/500 mi.* | 3,709 lbs. | 187.9 in. |

* Idle the engine in "neutral" for two minutes after every 500 miles of towing.

JEEP

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|--------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Compass | No | Yes | Four-wheel drive | None | 3,247 lbs. | 175.1 in. |
| Compass | No | Yes | Front-wheel drive | None | 3,107 lbs. | 175.1 in. |
| Grand Cherokee* | Yes | N/A | Four-wheel drive | None | 4,660 lbs. | 189.8 in. |
| Liberty | Yes | N/A | Four-wheel drive | None | 4,290 lbs. | 176.9 in. |
| Patriot | No | Yes | Four-wheel drive | None | 3,273 lbs. | 173.8 in. |
| Patriot | No | Yes | Front-wheel drive | None | 3,111 lbs. | 173.8 in. |
| Wrangler | Yes | Yes | Four-wheel drive | None | 3,760 lbs. | 152.8 in. |
| Wrangler Unlimited | Yes | Yes | Four-wheel drive | None | 4,075 lbs. | 173.4 in. |

* Only vehicles equipped with the Quadra-Trac II/ Quadra-Drive II systems can be towed four wheels down.



Lexus IS 250C



Lincoln MKZ Hybrid

LEXUS

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|---------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| IS 250 | No | Yes | Rear-wheel drive | None * | 3,455 lbs. | 180.3 in. |
| IS 250C | No | Yes | Rear-wheel drive | None * | 3,836 lbs. | 182.5 in. |

*After towing, let the engine idle for at least 3 minutes before driving the vehicle.

LINCOLN

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| MKS | Yes | N/A | All-wheel drive | 65 mph/None* | 4,276 lbs. | 204.1 in. |
| MKS | Yes | N/A | Front-wheel drive | 65 mph/None* | 4,127 lbs. | 204.1 in. |
| MKT | Yes | N/A | All-wheel drive | 65 mph/None* | 4,882 lbs. | 207.6 in. |
| MKT | Yes | N/A | Front-wheel drive | 65 mph/None* | 4,695 lbs. | 207.6 in. |
| MKX | Yes | N/A | All-wheel drive | 65 mph/None* | 4,413 lbs. | 186.7 in. |
| MKX | Yes | N/A | Front-wheel drive | 65 mph/None* | 4,236 lbs. | 186.7 in. |
| MKZ Hybrid | Yes | N/A | Front-wheel drive | 75 mph/None | 3,756 lbs. | 189.8 in. |

* When towing, start the engine and allow it to run for five minutes at the beginning of each day and at each fuel stop.

IF YOU'RE GOING TO TOW, ALWAYS . . .

- . . . follow the towing instructions provided in the towed vehicle's owners manual exactly as written.
- . . . make sure no one is standing between the towed vehicle and the motorhome when the towed vehicle is being positioned to be hooked up.
- . . . adhere to the motorhome's gross combination weight rating when towing another vehicle.
- . . . check the towing equipment — receiver, tow bar, base plate, safety chains, electrical wiring — for damage or wear.
- . . . check the towed vehicle's tires for proper inflation and condition.

- . . . give your undivided attention while hooking up the towed vehicle. Complete the entire process before moving on to something else.
- . . . make sure the connections — tow bar, safety chains, electrical — are secure.
- . . . check the towed vehicle's brake lights, taillights, and turn signals to make sure they are operational once the vehicle is hooked up.
- . . . release the towed vehicle's parking brake and make sure the steering wheel is unlocked, if necessary, before towing.



Nissan Sentra



Ram 1500

NISSAN

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|---------------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| 370Z Coupe | No | Yes | Rear-wheel drive | 70 mph/500 mi.* | 3,245 lbs. | 167.2 in. |
| 370Z Roadster Touring | No | Yes | Rear-wheel drive | 70 mph/500 mi.* | 3,479 lbs. | 167.2 in. |
| Altima Coupe 2.5 S | No | Yes | Front-wheel drive | None/500 mi.* | 3,080 lbs. | 180.9 in. |
| Altima Coupe 3.5 SR | No | Yes | Front-wheel drive | None/500 mi.* | 3,294 lbs. | 180.9 in. |
| Cube | No | Yes | Front-wheel drive | 70 mph/500 mi.* | 2,789 lbs. | 156.7 in. |
| Frontier Crew Cab 4x4 | No | Yes | Four-wheel drive | None/500 mi.* | 4,415 lbs. | 205.5 in. |
| Frontier Crew Cab 4x2 | No | Yes | Rear-wheel drive | None/500 mi.* | 4,233 lbs. | 205.5 in. |
| Frontier King Cab 4x4 | No | Yes | Four-wheel drive | None/500 mi.* | 4,235 lbs. | 205.5 in. |
| Frontier King Cab I-4 4x2 | No | Yes | Rear-wheel drive | None/500 mi.* | 3,690 lbs. | 205.5 in. |
| Frontier King Cab V-6 4x2 | No | Yes | Rear-wheel drive | None/500 mi.* | 4,166 lbs. | 205.5 in. |
| JUKE | No | Yes | Front-wheel drive | 70 mph/500 mi.* | 2,912 lbs. | 162.4 in. |
| Sentra 2.0 | No | Yes | Front-wheel drive | None/500 mi.* | 2,906 lbs. | 179.8 in. |
| Versa Sedan S | No | Yes | Front-wheel drive | None/500 mi.* | 2,350 lbs. | 175.4 in. |
| Versa Hatchback 1.8 S | No | Yes | Front-wheel drive | None/500 mi.* | 2,693 lbs. | 169.1 in. |
| Xterra 4x4 | No | Yes | Four-wheel drive | None/500 mi.* | 4,390 lbs. | 178.7 in. |

* All Nissan vehicles: After towing 500 miles, idle the engine in "neutral" for two minutes to circulate the fluids.

RAM

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Ram 1500* | Yes | N/A | Four-wheel drive | None | 4,867 lbs. | 209.0 in. |
| Ram 2500* | Yes | Yes | Four-wheel drive | None | 5,954 lbs. | 231.0 in. |
| Ram 3500* | Yes | Yes | Four-wheel drive | None | 7,096 lbs. | 231.0 in. |

* See detailed procedure in the 2012 Ram 1500/2500/3500 owners manual, pages 565-574.



Scion xB



Smart Fortwo Passion Coupe

SCION

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| tC | No | Yes | Front-wheel drive | None | 3,060 lbs. | 174.0 in. |
| xB | No | Yes | Front-wheel drive | None | 3,020 lbs. | 167.3 in. |
| xD | No | Yes | Front-wheel drive | None | 2,625 lbs. | 154.7 in. |

SMART

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|---------------------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Smart Fortwo Passion Coupe* | N/A | Yes† | Rear-wheel drive | None | 1,808 lbs. | 106.1 in. |
| Smart Fortwo Passion Cabriolet* | N/A | Yes† | Rear-wheel drive | None | 1,852 lbs. | 106.1 in. |

* The battery must be disconnected using the dealer-installed matching on/off switch on the battery terminal.

† The Smart Fortwo is equipped with an automated manual transmission that allows the driver to select either manual shifting or automatic shifting options.

SUBARU

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|--------------------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Forester | No | Yes | All-wheel drive | None | 3,250 lbs. | 179.5 in. |
| Impreza 4-door Sedan | No | Yes | All-wheel drive | None | 2,910 lbs. | 180.3 in. |
| Impreza 5-door Hatchback | No | Yes | All-wheel drive | None | 2,910 lbs. | 173.8 in. |
| Legacy | No | Yes | All-wheel drive | None | 3,270 lbs. | 186.4 in. |
| Outback | No | Yes | All-wheel drive | None | 3,386 lbs. | 188.2 in. |



Subaru Outback 2.5i



Toyota Yaris

SUZUKI

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|----------------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Grand Vitara * | Yes | No | Four-wheel drive | 55 mph/200 mi.† | 3,610 lbs. | 176.2 in. |
| Kizashi | No | Yes | Front-wheel drive | 55 mph/None | 3,241 lbs. | 183.1 in. |
| SX4 Crossover | No | Yes | All-wheel drive | 55 mph/None | 2,866 lbs. | 162.8 in. |
| SX4 Sedan | No | Yes | Front-wheel drive | 55 mph/None | 2,734 lbs. | 176.8 in. |
| SX4 Sport | No | Yes | Front-wheel drive | 55 mph/None | 2,734 lbs. | 177.6 in. |
| SX4 Sportback | No | Yes | Front-wheel drive | 55 mph/None | 2,734 lbs. | 162.0 in. |

* Only Grand Vitara models equipped with the 4-mode four-wheel-drive system can be towed four wheels down.

† Stop towing every 200 miles and follow the instructions in the owners manual to circulate the oil in the transfer case and/or transmission. Transfer case in neutral; automatic transmission lever in "D."

TOYOTA

| MODEL | TRANSMISSION | | DRIVE CONFIGURATION | SPEED/DISTANCE LIMITS | APPROXIMATE CURB WEIGHT | TOTAL LENGTH |
|-----------|--------------|--------|---------------------|-----------------------|-------------------------|--------------|
| | Auto | Manual | | | | |
| Corolla L | No | Yes | Front-wheel drive | None | 2,734 lbs. | 180.0 in. |
| Corolla S | No | Yes | Front-wheel drive | None | 2,767 lbs. | 179.3 in. |
| Matrix | No | Yes | Front-wheel drive | None | 2,844 lbs. | 171.9 in. |
| Matrix X | No | Yes | Front-wheel drive | None | 2,976 lbs. | 171.9 in. |
| Yaris | No | Yes | Front-wheel drive | None | 2,295 lbs. | 153.5 in. |

Suzuki Kizashi

