2025 GUIDE TO TOWABLE VEHI

BY CHRIS HEMER

Ford Ranger

A **MOTOR VEHICLE** ISN'T A TRAILER.

That may seem like an obvious statement from the outset, but it's helpful to remember when looking for a vehicle to tow behind your motorhome. Travel trailers, whether the conventional or fifth-wheel variety, were designed and equipped to be towed behind another vehicle, whereas the car, truck, or SUV you may be considering was not. So, choosing the right vehicle — as well as the correct equipment — requires some research on your part to ensure a safe and reliable towing experience. The good news is, we're here to help.

The first step, of course, is to make sure the vehicle you're considering is approved for four-wheels-down towing — also known as dinghy towing — by the vehicle manufacturer. The accompanying guide lists all the 2025 vehicles we've been able to find that fit this criterion. Towing a vehicle that is approved is important, because the warranty applies to mechanical issues that may surface from doing so. Towing a vehicle that is not approved by the manufacturer means you'll likely be on your own in the event of mechanical failure — and that's a costly proposition.

Whether the vehicle in question is new or used, make sure you consult the owners manual and look

CLES

Knowing which vehicles are approved by their manufacturers for four-wheels-down towing, as well as what equipment is required, will give you a head start for this year's travel season.

for "Towing" on the index. Manufacturers organize this information in a variety of ways; sometimes you'll find "dinghy" or "recreational" as a subheading, along with "emergency," for example. Other times, it will be listed on its own as "Recreational Towing." You get the idea. Make sure that the section discusses recreational or dinghy towing specifically, because what applies to emergency towing may not be suitable for towing long distances at freeway speeds.

Once you've determined that the vehicle is approved for dinghy towing, the next step is to see what procedures will be required every time you tow. For example, some vehicles only need to have the steering wheel unlocked and the transmission shifted into neutral, while certain newer vehicles may require removing fuses and/or disconnecting the battery's negative cable.

It may not seem like a big deal now, but when you're traveling, you'll want to be able to hook up and tow as quickly as possible, avoiding any unnecessary steps.

Now, let's get into the equipment you'll need for towing, in logical order.

BASE PLATE

A key component is a base plate. Once again using trailers as an example: The base plate serves as the "hitch" that allows the vehicle to be attached to your motorhome with the help of a tow bar (we'll get into those next). In reality, a base plate isn't a "plate" at all; rather, it is a carefully engineered steel structure that bolts to the towed vehicle's frame and/or bumper brackets to distribute towing/braking loads evenly. But unlike a hitch, which can be used on a multitude of applications, a base plate is designed *specifically* for the vehicle you plan to tow.

So, the first step should be to find out whether a base plate is available for the vehicle that interests you — and this can be a challenge if it is a new model. The leading manufacturers of dinghy towing equipment (Blue Ox, Demco, and Roadmaster) all offer "fit lists" for their base plates and other equipment online, allowing you to simply enter the make, model, and year of the vehicle to find out whether a base plate is available for it. **Pro Tip:** Find out if a base plate is available for your vehicle *before* you buy it. The company links are as follows:

Blue Ox: blueox.com/find-a-baseplate
Demco Products: demco-products.com/rv-towing/baseplates
Roadmaster: fitmaster.roadmasterinc.com

TOWABLE VEHICLES

Buick Envista

In addition to listing all available applications, each company offers free downloads of their installation instructions, so you can get a clearer picture of what's involved. It's important that you read these as well, because while some base plates require only a few small brackets and fasteners that attach to the existing bumper brackets, others consist of a complex structure that may necessitate the removal of the vehicle's front fascia — along with trimming plastic, modifying air vents, etc. The difference in labor costs could be significant. You also should consider who might be doing the work for you. Is it an experienced RV shop with a great reputation, or the local mechanic who may have never done this sort of work before? Experienced, skilled technicians can make all the difference.

Finally, if you can't find a base plate for your vehicle, call the base plate manufacturer(s). It may be on their list of new products but not available quite yet.

TOW BAR

While the concept of a tow bar may seem simple, these products have come a long way since their advent in the 1970s and today are available in a multitude of designs that make dinghy towing easier than ever. Choice is a good thing, but it's important to make sure you're purchasing the best possible tow bar for your needs and budget.

Let's start with the basics. In the interest of safety, all tow bars have weight ratings — the maximum amount of weight they are designed to manage. So, the first step is to determine how much your towed vehicle weighs when it is full of fuel and cargo. While all tow bars on the market today are rated for at least 5,000 pounds — which covers just about every passenger car and small/midsize SUV on the market — many RVers load camping gear and other supplies in the cargo area, which can add several hundred pounds to the vehicle's curb weight. You can easily find out the weight of your vehicle online and then perform a rough calculation of the weight you carry, or, better yet, take the vehicle to a public scale when it is full of fuel and supplies to find out for sure. If no scale is available locally, use the vehicle's stated gross vehicle weight rating (GVWR) as your benchmark. In any case, it's not a bad idea to go big and purchase a tow bar with more than enough capacity.

Not surprisingly, each tow bar manufacturer offers its own unique features and benefits, so shop carefully and determine what's important to you. For example, the bar's weight is a big consideration. Depending on the design, material(s), and rated capacity, tow bars can weigh 50 pounds or more, which is a lot to handle while bent over a hitch receiver. While it is true that the bar will spend most of its time mounted to either the towed vehicle or the motorhome, there will be those instances when you'll have to remove it (for storage, theft prevention, etc.), so you'll probably want the lightest model possible.

Next, determine how the tow bar is stowed — on the towed vehicle (older designs) or on the motorhome — and whether the bar is a traditional or a "nonbinding" design. Traditional tow bars may be less expensive, but they are more difficult to connect and can be nearly impossible to disconnect if you find yourself on uneven ground. Newer, nonbinding tow bars offer legs that move independently of one another, so the dinghy doesn't have to be perfectly aligned with the motorhome when connecting. They also have latches that can be released to facilitate connecting/disconnecting.

Another benefit of nonbinding designs is that they don't use an old-fashioned ball-and-coupler (trailer hitch) configuration; the tow bar's shank goes into the motorhome's hitch receiver and stays there. When you're not using the tow bar, it simply folds up out of the way and stows on the motorhome. A bag is usually included to keep the tow bar assembly clean and dry.

Some tow bars offer integrated channel guides for the power cord and safety cables, which looks neater and prevents these critical components from dragging on the road. Always find out what is included with your tow bar, and what else may be required. For example, some companies offer complete kits that come with everything you need to tow, while others offer a variety of kits and individual components.

Finally, keep in mind that each equipment manufacturer engineers its products to work with other products in the same family. They aren't necessarily designed to work with a competitor's products, so mixing and matching may not be a good idea. However, if the need arises, most manufacturers provide details on mounting considerations and available solutions. For example, Blue Ox, Demco, and Roadmaster all offer adapters that make it possible to connect their tow bar to a competitor's base plate; you'll typically find these in the tow bar section of each company's website. When in doubt, always call and ask.

Lincoln Corsair

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GMC Sierra 1500

Jeep Wrangler

SUPPLEMENTAL BRAKING SYSTEM

The vehicle you plan to tow obviously has its own brakes, but these aren't designed to apply without a driver behind the wheel. When towing a vehicle like a trailer, it needs to function like one, with brakes that activate in concert with those on the motorhome. A supplemental braking system is the solution, and they come in two different categories: portable and permanent.

Portable systems are less expensive than permanent ones and require only minutes to install. They're a good option if you tow more than one vehicle, or if you may be considering another dinghy vehicle soon and therefore don't want to commit to a permanently installed system. A portable system is installed between the driver's seat of the towed vehicle and the brake pedal, and it typically incorporates an arm and pedal clamp that depresses the brake pedal when the motorhome's brakes are applied.

Features vary greatly in portables, but proportional braking is one benefit that may influence which system you choose. "Proportional braking" means that the system in your dinghy is designed to mirror the brake application in the motorhome, both in timing and in the amount of force; as you brake harder, so does the dinghy brake system. Other (typically less expensive) systems use "on/off" braking, which can cause a perceptible jerking sensation when the brakes are applied.

Blue Ox, Brake Buddy, Demco, Roadmaster, and RVi all offer portable supplemental braking systems.

Permanent systems are a good option if you tow only one vehicle, and you plan to keep it a long time. These systems usually have a price tag that is comparable to some portable units, but because they require substantial labor to install, the initial investment likely will be greater. The upside is that once installed, permanent systems remain in the vehicle and require very little preparation before towing — just plug in a power cord and/or quick disconnect and the system is operational.

Because permanent units tie into the air or hydraulic brake system in the motorhome and/or its electrical system (brake signal) to activate the brakes in the towed vehicle, they are proportional by nature and provide virtually seamless braking action. Finally, permanent systems are designed to be practically invisible, typically consisting of a small control unit that mounts underneath the hood or out of view in the passenger compartment.

Brake Buddy, Demco, Roadmaster, and RVi offer permanently installed braking systems, as does M&G Brake Systems.

Another option is the ReadyBrake towed vehicle system from NSA Products, which is a hitch-mounted surge brake that is designed to provide proportional braking and will fit in any 2-inch hitch receiver.

A supplemental braking system, portable or permanent, will reduce braking distances, provide greater control when descending steep grades, and keep you compliant with towing laws in both the U.S. and Canada.

ELECTRICAL

Because your dinghy vehicle qualifies as a trailer in the eyes of the law, it must have running lights, brake lights, and turn signals that operate in concert with the motorhome's lights. Years ago, one had to entrust this kind of work to a mechanic who would slice and dice wiring systems and fabricate a harness that would plug

Nissan Z

Ram 2500

into the back of the motorhome to supply power — sometimes with mixed results. Today, ready-made kits enable an electrical connection to the motorhome in just a few hours. These can be divided into three basic types: prefabricated, application-specific harnesses that plug and/or splice into the dinghy's electrical system; universal towed car wiring kits; and so-called bulb-and-socket systems.

Clearly, a prefabricated harness would be the easiest way to go — if one is available for your vehicle. Companies such as Blue Ox, Demco, and Hopkins Towing Solutions offer prefabricated kits, and their fit lists can help you find what's available.

If no prefabbed kits are offered for your vehicle, don't despair. A universal wiring kit can be made to fit almost any vehicle by splicing into the existing electrical system. Less common today are bulb-and-socket systems that bypass the vehicle's factory electrical system altogether with a dedicated wiring harness and separate bulb/socket assemblies that mount inside the existing taillight housings. Note that universal kits are typically less expensive to purchase initially, but they may require more labor to install, depending on the vehicle.

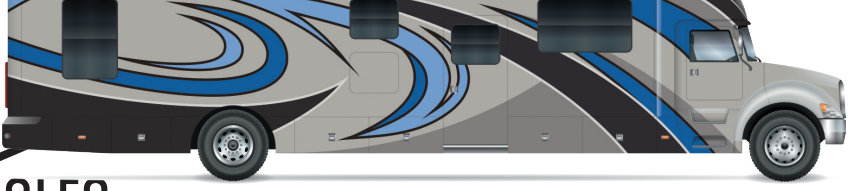
All systems will include a wiring harness that is routed to a socket located at the front of the towed vehicle, where it can be plugged into the motorhome's power receptacle when you're ready to tow.

In some applications, wiring kits that utilize the towed vehicle's electrical system may also include one-way diodes to prevent electrical "back flow" from the motorhome's electrical system to the dinghy (and vice versa), as that could damage both vehicle systems. Companies such as Blue Ox, Demco, Hopkins Towing Solutions, and Roadmaster all offer viable choices and can help you find what you need for your specific vehicle.

Another, simpler solution is to purchase an auxiliary light bar that attaches temporarily to the vehicle using suction cups or magnets — similar to what towing companies employ if they need to transport your vehicle. These may be an option if wiring kits for your vehicle are difficult to find and/or you don't want to modify the vehicle's electrical system. They may also be preferable if you tow your vehicle only occasionally, or if you tow several different vehicles from time to time. These kits incorporate a power cord that is routed across the towed vehicle to the connector at the motorhome's receiver — simply attach the assembly, plug it in, and go.

As newer vehicles come equipped with more sophisticated wiring systems, you may encounter electrical challenges that are difficult to solve, and/or make towing very inconvenient. In these instances, some specialized equipment may be required. As you peruse the accompanying dinghy guide, note that some manufacturers require that the negative battery cable be disconnected before towing and then reconnected afterward. This is not only a time-consuming hassle, but you'll also have to reset items such as the vehicle's clock and radio presets each time you tow. Roadmaster is one company that offers a battery disconnect kit that cuts power to the towed vehicle's battery with the flip of a switch (usually located in the passenger compartment) yet still provides positive current to the emergency breakaway system or other accessories that must be connected to battery power.

Some vehicles may require that the ignition switch be left in the "accessory" position so that the steering wheel



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RESOURCES

Blue Ox
blueox.com
(800) 228-9289

Brake Buddy
brakebuddy.com
(800) 470-2287

Demco
demco-products.com
(800) 543-3626

Hopkins Towing Solutions
hopkinstowingsolutions.com
(800) 835-0129

M&G Brake Systems
mgbrakes.com
(903) 675-2812

NSA Products
nsarvproducts.com
(800) 933-3372

Roadmaster Inc.
roadmasterinc.com
(800) 669-9690

RVi
rvibrake.com
(800) 815-2159

remains unlocked, but this activates the vehicle's electrical system and may result in a dead battery when you arrive at your destination. A useful solution here is to purchase a so-called charge line kit, which uses power from the motorhome to keep your vehicle's battery charged for the duration of your journey. Blue Ox, Demco, Roadmaster, RVi, and others offer charge line kits, and they're typically designed for universal fit.

Other new vehicles require that a fuse (or fuses) be removed each time you tow, which is an even bigger ordeal. For these applications, Blue Ox has fuse bypass switches available, while Roadmaster offers its FuseMaster system — both solutions require only that you flip a switch to disconnect the fuse(s) in question.

Still other vehicles may have electrical systems that aren't compatible with the motorhome's for one reason or another, causing odd issues or a lack of function altogether. In most cases, an experienced RV repair center has already encountered these problems and will know what to do; failing that, contacting one of the reputable companies mentioned here will help you find a solution.

PROTECTION

Life on the road can be rough for a dinghy vehicle. There's no way to predict the condition of the roads you'll be traveling on, and debris like rocks and gravel thrown back by the motorhome's tires can cause damage such as chipped paint and cracked windshields.

Fortunately, various products are available to protect your towed vehicle while it is in transit, and they often can be combined to form two or more layers of defense.

ROCK GUARDS** ARE GENERALLY INEXPENSIVE, TOO, WITH MANY MODELS COSTING **$150 OR LESS.

The first step is to fit the motorhome with a rock guard, which typically attaches to the rear bumper of the coach and employs rubber or nylon strips that hang down just an inch or two from the road surface. The strips can be trimmed to achieve the correct fit and still allow some airflow to get back to the dinghy vehicle, which can be important (more on that in a minute). Rock guards are generally inexpensive, too, with many models costing $150 or less.

Regardless of its implied intention, however, a rock guard won't stop all rocks — only those small enough to be deflected by the rubber/nylon strips. To prevent larger rocks or other debris from causing damage, consider a rock shield of some kind. These are designed to cover the front of the vehicle and are made of polyethylene plastic, so they're lightweight yet tough. Blue Ox, Demco, and Roadmaster all offer their own designs, but check with the manufacturer of your choice to make sure the guard will fit with the equipment you already have. Rock shields typically mount to the base plate or tow bar and may not be interchangeable with all equipment brands.

It is important to note that these rock shields may not be suitable for all vehicles, even if they fit. Some models approved by their manufacturers for dinghy

towing have a special note in the owners manual that cautions against blocking airflow to the front of the vehicle. This is typically because these vehicles employ a transmission cooler that may not work effectively if it isn't exposed to a steady flow of air. Transmission overheating and damage could result. **Be sure to check the owners manual carefully for any cautionary notes about rock shields or other devices that may prevent adequate airflow.**

If your vehicle can't be fitted with a rock shield, there are still options. Roadmaster offers its Tow Defender, a vinyl-coated mesh screen that lays on top of the tow bar, preventing road debris from reaching the vehicle, yet leaving the grille uncovered. You might also consider 3M Scotchgard paint protection film, which must be professionally installed. It isn't cheap, but it can be used to cover all areas that may be subject to damage, including the hood and fenders. Learn more at bit.ly/3Mpaintprotection. Another option is Diamond Shield paint protection film (diamond-shield.com).

Preparing to tow your favorite vehicle behind your motorhome can be a complex endeavor, one that can take considerable time and money. However, once properly outfitted, you'll enjoy the benefits of towing and the convenience of a dinghy vehicle wherever your travels may take you.

Cadillac Escalade

BUICK

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Encore GX AWD	3,240 lbs.	70 mph/None	N/A	Yes	171.1 in.
Envista FWD	3,030 lbs.	70 mph/None	N/A	Yes	182.6 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Encore GX AWD: Automatic transmission in N (neutral). Disconnect negative battery terminal; cover post with a non-conductive material to prevent any contact with the negative battery terminal.

Envista FWD: Automatic transmission in N (neutral). Disconnect negative battery terminal; cover post with a non-conductive material to prevent any contact with the negative battery terminal.

CADILLAC

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Escalade/Escalade ESV 4WD	6,014 lbs./6,188 lbs.	None	N/A	Yes	211.9 in./227 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Cadillac Escalade/Escalade ESV 4WD: Only dinghy tow four-wheel drive vehicles with a two-speed transfer case that has an N (neutral) position and a 4L (four-wheel-drive low) setting. Shift the transfer case to neutral and transmission to P (park). Disconnect the negative battery cable and cover the post with non-conductive material to prevent any contact with the negative cable.

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CHEVROLET

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Blazer AWD/FWD	4,144 lbs./3,918 lbs.	65 mph	N/A	Yes	191.8 in.
Colorado 4WD	4,280 lbs.	None	N/A	Yes	213 in.
Silverado 1500 4WD	4,630 lbs.	None	N/A	Yes	210.9 in.
Silverado 2500/3500 HD 4WD	6,614 lbs./6,779 lbs.	None	N/A	Yes	235.5 in.
Suburban 4WD	5,873 lbs.	None	N/A	Yes	226.3 in.
Tahoe 4WD	5,705 lbs.	None	N/A	Yes	211.3 in.
Trailblazer AWD	3,252 lbs.	70 mph/None	N/A	Yes	173.5 in.
Trax	3,062 lbs.	70 mph/None	N/A	Yes	178.6 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Blazer AWD/FWD: Place transmission in the N (neutral) position. Shut the engine off (vehicle will remain in accessory mode). Disconnect the negative battery terminal. Vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes to ensure proper lubrication of transmission components.

Colorado 4WD: Only dinghy tow four-wheel drive vehicles with a two-speed transfer case that has a neutral position and a four wheel drive low setting. Negative battery cable must be disconnected.

Silverado 1500 4WD: Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that has an N (neutral) and a 4L (four-wheel-drive low) setting. Disconnect and secure the negative battery cable and cover the negative battery post and cable with a non-conductive material.

Silverado 2500/3500 HD 4WD: Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that has an N (neutral) and a 4L (four-wheel-drive low) setting. Disconnect and secure the negative battery cable and cover the negative battery post and cable with a non-conductive material.

Suburban 4WD: Only dinghy tow four-wheel-drive vehicles that have an N (neutral) and a 4L (four-wheel-drive low) setting. Shift the transfer case to N and the transmission to P (park). Disconnect the negative battery cable at the battery and secure the nut and bolt. Cover the negative battery post with a non-conductive material to prevent any contact with the negative battery terminal.

Tahoe 4WD: Only dinghy tow four-wheel-drive vehicles that have an N (neutral) and a 4L (four-wheel-drive low) setting. Shift the transfer case to N and the transmission to P (park). Disconnect the negative battery cable at the battery and secure the nut and bolt. Cover the negative battery post with a non-conductive material to prevent any contact with the negative battery terminal.

Trailblazer AWD: Shift transmission to N (neutral) and turn vehicle off. Disconnect the negative battery cable and cover the post with a non-conductive material to prevent contact with the negative battery terminal.

Trax: Shift transmission to N (neutral) and turn vehicle off. Disconnect the negative battery cable and cover the post with a non-conductive material to prevent contact with the negative battery terminal.

Chevrolet Trax

FORD

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Bronco	4,319 lbs.	None	Yes	Yes	173.7 in.
Escape Hybrid/Plug-In Hybrid	3,880 lbs.	70 mph	N/A	Yes	180.1 in.
Expedition/Expedition MAX 4WD	5,668 lbs./5,794 lbs.	None	N/A	Yes	210 in./221.9 in.
F-150 4WD	4,655 lbs.	None	N/A	Yes	209.4 in.
F-150 Raptor	5,863 lbs.	None	N/A	Yes	232.6 in.
F-250/F-350/ F-450 Super Duty 4WD	6,148 lbs./6,220 lbs./ 8,053 lbs.	None	N/A	Yes	231.8 in.
Maverick Hybrid FWD	3,674 lbs.	70 mph	N/A	Yes	199.8 in.
Ranger 4WD	4,408 lbs.	None	N/A	Yes	210.6 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Bronco: Do not disconnect the battery while towing. Transfer case in neutral. Switch vehicle to accessory mode. Press the 2H button on the four-wheel-drive mode control. Press and hold brake pedal and shift transmission to the neutral position (automatic) or leave the gearshift lever in the neutral position and fully press and hold both the clutch and the brake pedal (manual). Using the instrument cluster controls on the steering wheel, select Settings. Select Neutral Tow. See owners manual for additional information.

Escape Hybrid/Plug-In Hybrid: Switch vehicle on in accessory mode. Select Neutral Tow from Settings in the information display main menu. Follow instructions on the information display. Start the engine and allow it to run for a few minutes at the beginning of each day and every six hours or fewer. Put climate control system in recirculated air mode to prevent exhaust fumes from entering the vehicle.

Expedition/Expedition Max 4WD: Do not disconnect negative battery cable while towing. Requires two-speed transfer case. Press the 2H button on the four-wheel-drive mode control. Place vehicle in temporary neutral mode. See owners manual for complete details. Put climate control system in recirculated air mode to prevent exhaust fumes from entering the vehicle.

F-150 4WD: Do not disconnect battery while towing. Start vehicle. Press the 2H button on the four-wheel-drive mode control. Place vehicle in temporary neutral mode. See owners manual for additional details.

F-150 Raptor: Do not disconnect battery while towing. Start vehicle. Press the 2H button on the four-wheel-drive mode control. Place vehicle in temporary neutral mode. See owners manual for additional details.

F-250/F-350/F-450 Super Duty 4WD: Do not disconnect the negative battery cable. Press the 2H button on the four-wheel-drive mode control. Select Neutral Tow. See owners manual for complete details. Put climate control system in recirculated air mode to prevent exhaust fumes from entering vehicle.

Maverick Hybrid FWD: Select Settings from the instrument display main menu. Select Neutral Tow. Follow instructions on instrument cluster display. Start vehicle at the beginning of each day, and every six hours or fewer. With vehicle on and foot on brake, shift into D (drive) and back into N (neutral). Before continuing to tow, switch neutral tow on and keep the vehicle on for three minutes. Put climate control system in recirculated air mode to prevent exhaust fumes from entering vehicle.

Ranger 4WD: Follow instructions in the owners manual to place the transfer case in the neutral tow position and engage the four-wheel-down towing feature. Put climate control system in recirculated air mode to prevent exhaust fumes from entering vehicle.

Ford Bronco

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GMC

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Canyon 4WD	4,530 lbs.	None	N/A	Yes	213.20 in.
Sierra/Sierra Denali 1500 4WD	4,630 lbs.	None	N/A	Yes	210.97 in.
Sierra/Sierra Denali 2500/ 3500 HD 4WD	6,845 lbs./6,979 lbs.	None	N/A	Yes	250.75 in.
Yukon/Yukon Denali, Yukon XL/ Yukon XL Denali 4WD	5,827 lbs.	None	N/A	Yes	210.1 in./ XL 225.2 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Canyon 4WD: Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that has an N (neutral) position and a 4L (four-wheel-drive low) setting. Shift the transfer case to N (neutral). Shift the transmission to P (park). Disconnect and secure the negative battery cable; cover the cable and the post with non-conductive material.

Sierra/Sierra Denali 1500 4WD: Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that has an N (neutral) position and a 4L (four-wheel-drive low) setting. Disconnect and secure the negative battery cable; cover the post and cable with non-conductive material.

Sierra/Sierra Denali 2500/3500 HD 4WD: Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that has an N (neutral) and a 4L (four-wheel-drive low) setting. Apply the parking brake and start the engine. Shift transfer case to N; transmission to D (drive). Turn vehicle off. Disregard the Shift to P (Park) DIC message. Disconnect and secure the negative battery cable; cover the post and cable with non-conductive material. Shift the transmission to P. Verify steering wheel is unlocked.

Yukon/Yukon Denali, Yukon XL/Yukon XL Denali 4WD: Only dinghy tow four-wheel-drive vehicles that have an N (neutral) and a 4L (four-wheel-drive low) setting. Shift the transfer case to N. Shift the transmission to P (park). Place the vehicle into accessory mode. Disconnect the negative battery cable and secure the nut and bolt. Cover the negative battery post with a non-conductive material to prevent any contact with the negative battery terminal.

JEEP

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Gladiator 4WD	4,662 lbs.	None	N/A	Yes	218 in.
Grand Cherokee 4WD	4,365 lbs.	None	N/A	Yes	193.5 in.
Grand Wagoneer 4WD	6,340 lbs.	None	N/A	Yes	214.7 in.
Wagoneer 4WD	6,190 lbs.	None	N/A	Yes	214.7 in.
Wrangler 2 door/4 door	4,044 lbs./ 4,296 lbs.	None	Yes	Yes	166.8 in./188.4 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Gladiator 4WD: The transfer case must be shifted into N (neutral), automatic transmission must be in P (park), and manual transmission must be in gear (NOT in neutral) for recreational towing.

Grand Cherokee 4WD: Only tow four-wheel-drive models with Quadra-Trac II with 4WD Low Range. Shift the transfer case to neutral and the transmission to P (park) for recreational towing. Ensure vehicle is set to Normal Ride Height, if equipped.

Grand Wagoneer 4WD: Only Quadra-Trac II/Quadra-Drive II four-wheel-drive models with 4WD Low Range can be towed. The transfer case must be shifted into N (neutral) and the transmission must be in P (park) for recreational towing.

Wagoneer 4WD: Only Quadra-Trac II/Quadra-Drive II four-wheel-drive models with 4WD Low Range can be towed. The transfer case must be shifted into N (neutral) and the transmission must be in P (park) for recreational towing.

Wrangler 2 door/4 door: The transfer case must be shifted into N (neutral), automatic transmission must be in P (park), and manual transmission must be in gear (NOT in neutral) for recreational towing.

LINCOLN

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Corsair Grand Touring PHEV	4,493 lbs.	70 mph	N/A	Yes	181.4 in.
Nautilus Hybrid	4,349 lbs.	70 mph/None	N/A	Yes	193.2 in.
Navigator/Navigator L AWD	5,936 lbs./6,051 lbs.	None	N/A	Yes	210 in./221.9 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Corsair Grand Touring PHEV: Start the engine and allow it to run for a few minutes at the beginning of each day, and every six hours or fewer. With the engine running and your foot on the brake, shift into D (drive) and then into R (reverse) before shifting back to N (neutral) again. Before continuing to tow, switch Neutral Tow on. Switch your climate control system to recirculated air mode to prevent exhaust fumes from entering your vehicle.

Nautilus Hybrid: Switch your vehicle on in accessory mode. Select Neutral Tow mode from the settings menu on the touchscreen and follow instructions. Start the engine and allow it to run for a few minutes at the beginning of each day, and every six hours or fewer. With the engine running and your foot on the brake, shift into D (drive) and then into R (reverse) before shifting back to N (neutral) again. Before continuing to tow, switch Neutral Tow on. Switch your climate control system to recirculated air mode to prevent exhaust fumes from entering your vehicle.

Navigator/Navigator L AWD: Vehicle equipped with optional Heavy-Duty Trailer Towing Package and two-speed transfer case. Place the transfer case in its neutral position. See owners manual for additional details. Put climate control system in recirculated air mode to prevent exhaust fumes from entering the vehicle.

NISSAN

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
Z RWD	3,486 lbs.	70 mph/ 500 miles	Yes	No	172.4 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Nissan Z: After towing 500 miles, start and idle the engine with the transmission in N (neutral) for two minutes. Failure to idle the engine after every 500 miles of towing may cause damage to internal transmission parts.

RAM

MAKE/MODEL	BASE CURB WEIGHT (POUNDS)	SPEED AND DISTANCE LIMITS	TOWABLE WITH MANUAL TRANSMISSION?	TOWABLE WITH AUTOMATIC TRANSMISSION?	OVERALL LENGTH (INCHES)
1500 4WD	4,838 lbs.	None	N/A	Yes	228.9 in.
2500 4WD	TBD	None	N/A	Yes	232 in.
3500 4WD	TBD	None	N/A	Yes	232 in.

MANUFACTURER'S INSTRUCTIONS (SEE OWNERS MANUAL FOR DETAILS)

Ram 1500 4WD: The transfer case must be shifted into N (neutral), using the instructions in the owners manual, and the transmission into P (park) for recreational towing. Tow in a forward direction.

Ram 2500 4WD: The transfer case must be shifted into N (neutral), using the instructions in the owners manual, and the transmission into P (park) for recreational towing. Tow in a forward direction.

Ram 3500 4WD: The transfer case must be shifted into N (neutral), using the instructions in the owners manual, and the transmission into P (park) for recreational towing. Tow in a forward direction.