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TOW

A guide to 2013-model-year vehicles that manufacturers have indicated can be recreationally towed behind a motorhome without significant modifications.


Ford Fusion Energi


Subaru XV Crosstrek

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 2013 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information, continued vehicle improvements and production-line changes could alter the information and render it out-of-date.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.

One of the great things about motorhoming is that you can take all the comforts of home with you. In reality, you are at home; only you can drive this residence anywhere you desire. The only drawback is that once you park the motorhome, extend the levelers, and hook up to the utilities, it becomes more "home" and less "motor," making it difficult to break camp in the middle of a stay because you need something that's not available at the camping location. That's why most motorhomers bring along additional transportation that can be used to run errands, tour the surrounding area, or go to dinner at a restaurant.

Some motorhomers choose to use a dolly or flatbed trailer to tow their vehicle. But the majority prefer the simplicity of four-wheels-down towing. When towing in this manner, you don't have to be concerned about where to store the dolly or trailer upon arriving at your campsite or returning home. Plus, once the towing equipment — base plate, tow bar, and lights — are installed, hooking up the towed vehicle to the motorhome and preparing it to be towed should be a quick and safe procedure.

The list that appears on the following pages represents 2013-model-year cars, trucks, and sport-utility vehicles that manufacturers have indicated can be towed four wheels down behind a motorhome without significant modifications.

Two companies included in previous towing guides are missing from this year's list, namely Cadillac and Lexus. In addition, several vehicles from last year's chart have been discontinued or deemed not towable and will not be found on the 2013 list. However, many new vehicles have been added to take their place. Chevrolet has introduced the Spark, the company's first mini car built for the United States and Canada. This front-wheel-drive car has a curb weight of 2,237 pounds and is just 144.7 inches long. Dodge has added a pair of vehicles to its lineup, the Dart and the Viper. Fiat now offers the 500 in both sedan and convertible models. Ford recently introduced the C-Max Hybrid, C-Max Energi, and Fusion Energi to its 2013 lineup, and all three vehicles can be towed four wheels down, while Lincoln now includes the MKZ front-wheel-drive and four-wheel-drive vehicles when equipped with a 3.7-liter

Fiat 500c

Dodge Viper

Chevrolet Spark

ABLES FOR 2013

engine. Scion has added the FR-S compact, while Subaru's lineup now includes the XV Crosstrek 2.0i Premium all-wheel-drive model.

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 2013" 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.

continued »

Buick Regal GS

Chevrolet Equinox

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.

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.

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.

Dodge Dart

Fiat 500 Abarth

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.

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 Auto	Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Enclave[1]	Yes	N/A	All-wheel drive	65 mph/None[2]	4,922 lbs.	201.9 in.
Enclave[1]	Yes	N/A	Front-wheel drive	65 mph/None[2]	4,724 lbs.	201.9 in.
Regal 2.0-liter Turbo	No	Yes	Front-wheel drive	65 mph/None[3]	3,671 lbs.	190.2 in.
Regal 2.0-liter GS	No	Yes	Front-wheel drive	65 mph/None[3]	3,710 lbs.	190.2 in.

[1] Remove the 20-amp ECM1 fuse in the underhood bussed electrical center (UBEC). To prevent the battery from draining while the vehicle is being towed, remove the 50-amp BATT1 fuse in the UBEC.
[2] The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes. Reinstall the fuses to start the vehicle.
[3] When towing for extended periods of time, start the vehicle as often as possible to prevent battery drain.

Ford C-MAX Hybrid

GMC Acadia

CHEVROLET

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Avalanche[1]	Yes	N/A	Four-wheel drive	None	5,803 lbs.	221.3 in.
Cruze[2]	No	Yes	Front-wheel drive	65 mph/None	3,093 lbs.	181.0 in.
Equinox[3 & 7]	Yes	N/A	All-wheel drive	65 mph/None	3,777 lbs.	187.8 in.
Equinox[3 & 7]	Yes	N/A	Front-wheel drive	65 mph/None	3,777 lbs.	187.8 in.
Silverado 1500	Yes	N/A	Four-wheel drive	None	4,850 lbs.	205.6 in.
Silverado 2500	Yes	N/A	Four-wheel drive	None	5,962 lbs.	225.0 in.
Silverado 3500	Yes	N/A	Four-wheel drive	None	6,092 lbs.	225.0 in.
Silverado Hybrid	Yes	N/A	Four-wheel drive	None	5,791 lbs.	229.9 in.
Sonic Hatchback[4, 5, 7]	Yes	Yes	Front-wheel drive	65 mph/None	2,690 lbs.	159.0 in.
Sonic Sedan[4, 5, 7]	Yes	Yes	Front-wheel drive	65 mph/None	2,727 lbs.	173.1 in.
Spark	No	Yes	Front-wheel drive	55 mph/None	2,237 lbs.	144.7 in.
Suburban 1500[1]	Yes	N/A	Four-wheel drive	None	5,824 lbs.	222.4 in.
Suburban 2500[1]	Yes	N/A	Four-wheel drive	None	6,419 lbs.	222.4 in.
Tahoe[1]	Yes	N/A	Four-wheel drive	None	5,567 lbs.	202.0 in.
Tahoe Hybrid	Yes	N/A	Four-wheel drive	None	5,956 lbs.	202.0 in.
Traverse[6 & 7]	Yes	N/A	All-wheel drive	65 mph/None	4,956 lbs.	203.7 in.
Traverse[6 & 7]	Yes	N/A	Front-wheel drive	65 mph/None	4,713 lbs.	203.7 in.

[1] Only vehicles with a two-speed automatic transfer case can be towed four wheels down.
[2] To prevent the battery from draining while the vehicle is being towed, remove fuses 22, 23, 24, and 25 from the instrument panel fuse block.
[3] Remove fuse 32 from the instrument panel fuse block. However, if instability (a wobble) occurs when flat towing, follow the revised flat-towing procedure in GM service bulletin 17-NA-348..
[4] To prevent the battery from draining while the vehicle is being towed, remove the Discrete Logic Ignition Switch fuse from the instrument panel fuse block.
[5] The Sonic RS with automatic transmission CANNOT be towed four wheels down.
[6] Remove the 20-amp ECM1 fuse in the underhood bussed electrical center (UBEC). To prevent the battery from draining while the vehicle is being towed, remove the 50-amp BATT1 fuse in the UBEC.
[7] The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes. Reinstall the fuses to start the vehicle.

Honda Fit

Hyundai Tucson

DODGE

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Challenger R/T, R/T Plus, R/T Classic	No	Yes	Rear-wheel drive	65 mph/None	4,082 lbs.	197.7 in.
Dart	No	Yes	Front-wheel drive	None	3,186 lbs.	183.9 in.
Durango[1]	Yes	N/A	All-wheel drive	None	4,913 lbs.	199.8 in.
Viper	No	Yes	Rear-wheel drive	65 mph/None	3,297 lbs.	175.7 in.

[1] 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 563-572 in the owners manual.

FIAT

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
500 Abarth	N/A	Yes	Front-wheel drive	None	2,512 lbs.	144.4 in.
500 Sedan, Convertible	No	Yes	Front-wheel drive	None	2,363 lbs.	139.6 in.
500 Turbo	No	Yes	Front-wheel drive	None	2,477 lbs.	144.4 in.

Lincoln MKZ 3.7-liter

Infiniti Coupe Sport

Jeep Grand Cherokee

FORD

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
C-MAX Hybrid[1]	Yes	N/A	Front-wheel drive	65 mph/None	3,607 lbs.	173.6 in.
C-MAX Energi[1]	Yes	N/A	Front-wheel drive	65 mph/None	3,859 lbs.	173.6 in.
Edge V-6[1&4]	Yes	N/A	All-wheel drive	65 mph/None	4,234 lbs.	184.2 in.
Edge V-6 [1&4]	Yes	N/A	Front-wheel drive	65 mph/None	4,056 lbs.	184.2 in.
Explorer V-6[1&4]	Yes	N/A	All-wheel drive	65 mph/None	4,697 lbs.	197.1 in.
Explorer V-6[1&4]	Yes	N/A	Front-wheel drive	65 mph/None	4,534 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[2]	Yes	N/A	Four-wheel drive	None	6,395 lbs.	227.6 in.
Fiesta 4-door Sedan[3]	Yes	Yes	Front-wheel drive	70 mph/None	2,578 lbs.	173.6 in.
Fiesta 5-door Hatchback[3]	Yes	Yes	Front-wheel drive	70 mph/None	2,537 lbs.	160.1 in.
Flex 3.5-liter V-6[1]	Yes	N/A	All-wheel drive	65 mph/None	4,643 lbs.	201.8 in.
Flex 3.5-liter V-6[1]	Yes	N/A	Front-wheel drive	65 mph/None	4,471 lbs.	201.8 in.
Flex 3.5-liter EcoBoost V-6[1]	Yes	N/A	All-wheel drive	65 mph/None	4,839 lbs.	201.8 in.
Focus 4-door Sedan[3]	Yes	Yes	Front-wheel drive	70 mph/None	2,907 lbs.	178.5 in.
Focus 5-door Hatchback[3]	Yes	Yes	Front-wheel drive	70 mph/None	2,920 lbs.	171.6 in.
Fusion Energi	Yes	N/A	Front-wheel drive	70 mph/None	3,913 lbs.	191.8 in.
Fusion Hybrid	Yes	N/A	Front-wheel drive	70 mph/None	3,615 lbs.	191.8 in.
Taurus 3.5-liter[3&4]	Yes	N/A	All-wheel drive	65 mph/None	4,196 lbs.	202.9 in.
Taurus 3.5-liter[3&4]	Yes	N/A	Front-wheel drive	65 mph/None	3,969 lbs.	202.9 in.

[1] Start the engine and allow it to run for five minutes at the beginning of each day and every six hours thereafter. With the engine running and your foot on the brake, shift into D (Drive) and then into R (Reverse) before shifting back into N (Neutral).

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

[3] 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.

[4] Edge, Explorer, and Taurus vehicles equipped with the 2.0-liter EcoBoost I-4 engine CANNOT be towed four wheels down.

Lincoln MKX

Nissan JUKE

GMC

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Acadia[1]	Yes	N/A	All-wheel drive	65 mph/None[2]	4,850 lbs.	200.8 in.
Acadia[1]	Yes	N/A	Front-wheel drive	65 mph/None[2]	4,656 lbs.	200.8 in.
Sierra 1500	Yes	N/A	Four-wheel drive	None	4,850 lbs.	205.6 in.
Terrain[3]	Yes	N/A	All-wheel drive	65 mph/None[2]	4,020 lbs.	187.8 in.
Terrain[3]	Yes	N/A	Front-wheel drive	65 mph/None[2]	3,853 lbs.	187.8 in.
Yukon[4]	Yes	N/A	Four-wheel drive	None	5,567 lbs.	202.0 in.
Yukon XL[4]	Yes	N/A	Four-wheel drive	None	5,824 lbs.	222.4 in.
Yukon Hybrid[5]	Yes	N/A	Four-wheel drive	None	5,917 lbs.	202.0 in.

[1] Remove the 20-amp ECM1 fuse in the underhood bussed electrical center (UBEC). To prevent the battery from draining while the vehicle is being towed, remove the 50-amp BATT1 fuse in the UBEC.
[2] The vehicle should be run at the beginning of each day and at each RV fuel stop for about five minutes. Reinstall the fuses to start the vehicle.
[3] Remove fuse 32 from the instrument panel fuse block. However, if instability (a wobble) occurs when flat towing, follow the revised flat-towing procedure in GM service bulletin 17-NA-348.
[4] Only vehicles with a two-speed automatic transfer case can be towed four wheels down.
[5] Yukon Denali Hybrid CANNOT be towed four wheels down.

HONDA

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
CR-V LX, EX, EX-L	Yes	N/A	Four-wheel drive	65 mph/None[1]	3,426 lbs.	178.3 in.
CR-V LX, EX, EX-L	Yes	N/A	Front-wheel drive	65 mph/None[1]	3,305 lbs.	178.3 in.
Fit	Yes	Yes	Front-wheel drive	65 mph/None[1]	2,496 lbs.	161.6 in.

[1] Special procedure required for every 8 hours of towing to avoid severe transmission damage. Refer to the owners manual for full details.

Ram 3500

Scion tC

HYUNDAI

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Accent GS, SE	No	Yes	Front-wheel drive	None	2,430 lbs.	162.0 in.
Accent GLS	No	Yes	Front-wheel drive	None	2,396 lbs.	172.0 in.
Elantra	No	Yes	Front-wheel drive	None	2,661 lbs.	178.3 in.
Elantra Coupe	No	Yes	Front-wheel drive	None	2,687 lbs.	178.7 in.
Elantra GT	No	Yes	Front-wheel drive	None	2,745 lbs.	169.3 in.
Genesis Coupe	No	Yes	Rear-wheel drive	None	3,362 lbs.	182.3 in.
Tucson	No	Yes	Front-wheel drive	None	3,139 lbs.	173.2 in.
Veloster	No	Yes	Front-wheel drive	None	2,584 lbs.	166.1 in.
Veloster Turbo	No	Yes	Front-wheel drive	None	2,800 lbs.	167.3 in.

INFINITI

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
G37 Convertible Sport	No	Yes	Rear-wheel drive	70 mph/500 mi.[1]	4,149 lbs.	184.0 in.
G37 Coupe Sport	No	Yes	Rear-wheel drive	70 mph/500 mi.[1]	3,708 lbs.	183.7 in.
G37 Sedan Sport	No	Yes	Rear-wheel drive	70 mph/500 mi.[1]	3,709 lbs.	187.9 in.

[1] After towing 500 miles, start and idle the engine with the transmission in Neutral for two minutes.

JEEP

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Compass	No	Yes	Four-wheel drive	None	3,261 lbs.	175.1 in.
Compass	No	Yes	Front-wheel drive	None	3,101 lbs.	175.1 in.
Grand Cherokee[1]	Yes	N/A	Four-wheel drive	None	4,632 lbs.	189.8 in.
Patriot	No	Yes	Four-wheel drive	None	3,263 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.

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

Smart Fortwo Passion Cabriolet

Subaru WRX STI

LINCOLN

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
MKS[1]	Yes	N/A	All-wheel drive	65 mph/None	4,391 lbs.	205.6 in.
MKS[1]	Yes	N/A	Front-wheel drive	65 mph/None	4,204 lbs.	205.6 in.
MKT[1]	Yes	N/A	All-wheel drive	65 mph/None	4,942 lbs.	207.6 in.
MKT[1]	Yes	N/A	Front-wheel drive	65 mph/None	4,702 lbs.	207.6 in.
MKX[1]	Yes	N/A	All-wheel drive	65 mph/None	4,413 lbs.	186.7 in.
MKX[1]	Yes	N/A	Front-wheel drive	65 mph/None	4,236 lbs.	186.7 in.
MKZ 3.7-liter[2]	Yes	N/A	All-wheel drive	65 mph/None	4,002 lbs.	194.1 in.
MKZ 3.7-liter[2]	Yes	N/A	Front-wheel drive	65 mph/None	3,829 lbs.	194.1 in.
MKZ Hybrid[3]	Yes	N/A	Front-wheel drive	70 mph/None	3,828 lbs.	194.1 in.

[1] Start the engine and allow it to run for five minutes at the beginning of each day and every six hours thereafter. With the engine running and your foot on the brake, shift into D (Drive) and then into R (Reverse) before shifting back into N (Neutral).

[2] Start the engine and allow it to run for five minutes at the beginning of each day and every six hours (or fewer). Shut the engine off and verify that "Neutral tow engaged" appears in the display before continuing to tow.

[3] Start the engine and allow it to run for one minute at the beginning of each day. With the engine running and your foot on the brake, shift into position D (Drive) and then into position R (Reverse) before shifting back into position N (Neutral).

NISSAN

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
370Z Coupe	No	Yes	Rear-wheel drive	70 mph/500 mi.[1]	3,272 lbs.	167.2 in.
370Z Roadster Touring	No	Yes	Rear-wheel drive	70 mph/500 mi.[1]	3,488 lbs.	167.2 in.
Cube 1.8, 1.8 S	No	Yes	Front-wheel drive	60 mph/500 mi.[1]	2,789 lbs.	156.7 in.
Frontier Crew Cab S, SV V6, Pro X-4	No	Yes	Four-wheel drive	None/500 mi.[1]	4,415 lbs.	205.5 in.
Frontier Crew Cab S, SV V6	No	Yes	Rear-wheel drive	None/500 mi.[1]	4,232 lbs.	205.5 in.
Frontier King Cab SV V6, Pro X-4	No	Yes	Four-wheel drive	None/500 mi.[1]	4,302 lbs.	205.5 in.
Frontier King Cab S, SV 4-cylinder, SV V6	No	Yes	Rear-wheel drive	None/500 mi.[1]	3,686 lbs.	205.5 in.
JUKE	No	Yes	Front-wheel drive	70 mph/500 mi.[1]	2,912 lbs.	162.4 in.
Sentra S	No	Yes	Front-wheel drive	None/500 mi.[1]	2,822 lbs.	182.1 in.
Versa Sedan 1.6 S	No	Yes	Front-wheel drive	None/500 mi.[1]	2,354 lbs.	175.4 in.
Xterra S, Pro X-4	No	Yes	Four-wheel drive	None/500 mi.[1]	4,341 lbs.	178.7 in.

[1] After towing 500 miles, start and idle the engine with the transmission in Neutral for two minutes.

Suzuki Grand Vitara

Toyota Corolla

RAM

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Ram 1500[1]	Yes	N/A	Four-wheel drive	None	4,718 lbs.	209.0 in.
Ram 2500[1]	Yes	Yes	Four-wheel drive	None	5,954 lbs.[2]	231.0 in.
Ram 3500[1]	Yes	Yes	Four-wheel drive	None	7,160 lbs.[2]	231.0 in.

[1] See detailed procedure in the 2013 Ram 1500/2500/3500 owners manual, pages 545-552.
[2] Approximate curb weights are for 2012 models. Approximate curb weights for 2013 models will not be released until after January 1, 2013.

SCION

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
FR-S	No	Yes	Front-wheel drive	None	2,758 lbs.	166.7 in.
tC	No	Yes	Front-wheel drive	None	3,070 lbs.	174.0 in.
xB	No	Yes	Front-wheel drive	None	3,027 lbs.	167.3 in.
xD	No	Yes	Front-wheel drive	None	2,625 lbs.	154.7 in.

SMART

MODEL	TRANSMISSION Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Smart Fortwo Passion Coupe[1]	N/A	Yes[2]	Rear-wheel drive	None	1,830 lbs.	105.6 in.
Smart Fortwo Passion Cabriolet[1]	N/A	Yes[2]	Rear-wheel drive	None	1,885 lbs.	105.6 in.

[1] The battery must be disconnected using the dealer-installed matching on/off switch on the battery terminal.
[2] 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 Auto	TRANSMISSION Manual	DRIVE CONFIGURATION	SPEED/DISTANCE LIMITS	APPROXIMATE CURB WEIGHT	TOTAL LENGTH
Forester 2.5 X, Premium	No	Yes	All-wheel drive	None	3,250 lbs.	179.5 in.
Impreza 2.0i 4-door	No	Yes	All-wheel drive	None	2,911 lbs.	180.3 in.
Impreza 2.0i 5-door	No	Yes	All-wheel drive	None	2,911 lbs.	173.8 in.
Legacy 2.5i	No	Yes	All-wheel drive	None	3,315 lbs.	187.2 in.
Outback 2.5i, Premium	No	Yes	All-wheel drive	None	3,423 lbs.	189.0 in.
STI Premium, Limited[1]	N/A	Yes	All-wheel drive	None	3,384 lbs.	173.8 in.