

# BRANDED

BY  
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## SPECIFICATIONS

ENGINE / DRIVETRAIN .....	5.3L V8 EcoTec3 / 4WD
HORSEPOWER/TORQUE.....	355 hp / 383 lb-ft
TRANSMISSION .....	8-speed automatic
SUSPENSION .....	F: independent coil-over-shock, twin-tube shocks; R: solid axle w/ semi-elliptic variable rate 2-stage multileaf springs, splayed shocks, twin-tube shocks
STEERING .....	Electric power-assist rack and pinion
BRAKES .....	Power 4-wheel disc, 4-wheel ABS, Duralife vented rotors front 13.0 and rear 13.6
GROUND CLEARANCE.....	9.1 in
WEIGHT / GVWR .....	5490 lb / 7600 lb
TURNING CIRCLE .....	46.9 ft
FUEL (FLEXFUEL) .....	Regular unleaded or E85
MPG .....	15/21/17 city/hwy/comb

BASE PRICE .....	<b>\$46,970</b>
<b>ALL-TERRAIN PACKAGE:</b> 18" bright machined aluminum wheels, Z71 off-road suspension w/ mono-tube Rancho shocks, spray-on bedliner, carpeted floor mats, body-color bumpers, Bose audio, full leather bucket seats, center floor console w/ USB and wireless charging .....	
.....	1965
<b>ALL-TERRAIN SLT CREW CAB PREMIUM PACKAGE:</b> chrome assist steps, 20" ultra bright machined aluminum wheels w/ paint accents, front/rear park assist, heated steering wheel, power sliding rear window .....	
.....	2450
POWER SUNROOF.....	995
HIGH PERFORMANCE LED HEADLAMPS.....	500
<b>GMC INTELLILINK AUDIO SYSTEM:</b> 8-inch color touchscreen, nav, Apple CarPlay capability.....	
.....	495
TRAILER BRAKE CONTROLLER .....	275
DESTINATION CHARGE: .....	1195
<b>ALL TERRAIN SLT CREW PREMIUM DISCOUNT .....</b> (1000)	
<b>TOTAL .....</b>	<b>\$53,845</b>

It has always seemed sort of self-sacrificial to us that GM splits its pickup sales between Chevrolet and GMC, ensuring that Ford's F-Series always takes the number one sales spot in this segment. Presumably this gives them exponentially more opportunity for two flavors of brand loyalty. And it lets them position the GMC lineup as Professional Grade, a slogan backed up by its burly and capable work image, in turn backed up by a successfully burly and capable job by the GMC styling and features departments.

Add to this a range from base to Denali premium and from 1500 to 3500HD, and you can buy into a full-size GMC pickup from \$27,715 to \$54,575 (almost precisely twice as much) before options and packages.

The truck we have here starts at that low end but moves to just above the middle when set up with the full crew cab and short box,

4WD and a 5.3L EcoTec3 V8, some of which is interdependent. At this point, we've hit \$37,425. The SLT top trim level brings us heated leather seating with memory, some chrome details, 4.2-inch binnacle display plus 8-inch touchscreen and a soft-touch instrument panel, expanded electronics inside and out, the highly desirable EZ Lift & Lower tailgate (with remote locking), rear camera, upgraded wheels and upgraded trailering. Add an All-Terrain Package with Z71 off-road upfitting, the rest largely about style and creature features, and we're within \$2000 of a Denali 1500 with same body and engine.

If you find the Denali badge and luxury irresistible, you're at about the same price. If you find the rougher, tougher looks, features and off-roading edge of this upfitted SLT more to your taste, it is tough as nails, yet comes with a pretty much Denali level of premium features included. ■

