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## All-New 2015 GMC Canyon Elevates Midsize Truck Segment *Segment-redefining capabilities, refinement and tech in smart-sized package*

DETROIT – GMC revealed the 2015 Canyon today, an all-new midsize truck that redefines the segment and raises the bar for everything from horsepower and efficiency to quietness and refinement.

When it goes on sale this year, the all-new Canyon will give GMC one of the only three-truck lineups in the industry. It is expected to deliver class-leading capabilities with the brand's signature refinement – all in an efficiently sized, maneuverable package for customers who want the cargo-hauling and trailering versatility of a truck without the size of a full-size pickup.

"The all-new 2015 Canyon completes GMC's three-truck family, which started with the redesigned 2014 Sierra 1500 and 2015 Sierra HD," said Tony DiSalle, vice president of GMC Marketing. "It rounds out a lineup that offers the broadest range of capabilities in the industry, giving truck customers more choices to find the vehicle that meets their professional, personal and lifestyle needs."

Based on a proven global architecture and engineered for the unique demands and driving conditions of North American drivers, the new Canyon is expected to deliver:

- The segment's best horsepower – an estimated 193 horsepower (146 kW) from a standard 2.5L I-4 and an estimated 302 horsepower (224 kW) from an available 3.6L V-6
- The segment's best payload of at least 1,450 pounds (657 kg)
- The segment's best maximum trailering rating (when properly equipped) of at least 6,700 pounds (3,039 kg)
- Even greater capability with a powerful and efficient Duramax 2.8L turbodiesel engine coming in 2016

"Not everyone needs full-size capability, but they still deserve strength and true-truck attributes that come in larger models. The Canyon will offer all the capability with confidence – and GMC's signature refinement that complements active lifestyles," said DiSalle. "It also delivers the technology customers want with more standard features."

Canyon's customer-focused technologies include available OnStar 4G LTE connectivity with a built-in Wi-Fi hotspot and expected segment-first available driver alert features such as forward collision alert, lane departure warning and a standard rear-vision camera.

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Additionally, RemoteLink Key Fob Services allow owners to lock and unlock their vehicle, flash the lights and honk the horn, and, on equipped models, even remotely start the engine using the RemoteLink smartphone app. The service is free for five years. Additional OnStar services and data plans will be available with a paid subscription.

GMC's ProGrade protection program for two years/24,000 miles – whichever comes first – of scheduled maintenance, is standard and covers four oil changes, tire rotations and 27-point inspections. It complements the three-year/36,000-mile – whichever comes first – bumper-to-bumper limited vehicle warranty and five-year/100,000-mile – whichever comes first – powertrain limited warranty.

Designed for capability, comfort and refinement

Inside and out, the 2015 Canyon is pure GMC, with a quiet, refined interior distinguished by premium materials and a commanding exterior presence that emulates the technology-infused design aesthetic introduced on the 2014 Sierra 1500 and 2015 Sierra HD models.

Bold front-end styling incorporates the segment's only standard projector beam headlamps and GMC's signature C-shaped LED daytime running lamps on all models. Three body configurations are offered: An extended cab model with a six-foot bed, a crew cab with a five-foot bed and a crew cab with a six-foot bed. With the tailgate down, the six-foot bed allows eight-foot-long items to be hauled within the vehicle.

Canyon is offered in base, SLE and SLT models, in 2WD and 4WD models, and with an aggressively styled All-Terrain package offered on SLE models. It includes 17-inch painted aluminum wheels covered by all-terrain tires, a body-color grille surround with horizontal chrome bars and specific suspension tuning.

From a refinement standpoint, the Canyon features triple-sealed doors inlaid in the body sides, like the 2014 Sierra, for improved aerodynamic performance and a quieter interior. And to help keep overall mass down and improve the front-to-rear weight balance, the Canyon features an all-new aluminum hood.

It also features the segment's only active aero grille shutters, which close at certain highway speeds to enhance efficiency through improved aerodynamics.

Additional exterior features include:

- Segment-first CornerStep rear bumper design, pioneered on the 2014 Sierra, is standard
- Available segment-first EZ Lift-and-Lower locking tailgate that uses an internal torsion bar to make raising the tailgate easier with one hand, and a damper for more-controlled lowering

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- Standard two-tier loading that allows a platform to effectively split the bed into upper and lower sections, making it easier to haul, store and conceal items such as tools
- Thirteen reconfigurable and four stationary tie-down locations throughout the bed for use with available, removable cargo tie-down rings
- Standard bed rail and tailgate protectors
- Available factory-installed spray-in bed liner
- Range of 16-, 17- and 18-inch aluminum wheels

A diverse collection of work- and lifestyle-supporting accessories will be offered including everything from a bed liner and innovative cargo management system to a custom tonneau cover, removable cargo rings, tool box and more.

## Comfortable and connected cabin

The interior of the 2015 Canyon is designed to be comfortable, heavily equipped and well connected. A bold, upright instrument panel with large instruments and a central driver information center is similar to Sierra. A center console-mounted shifter is similar to those found in midsize cars and crossovers.

The Canyon's cabin boasts exceptional attention to detail and premium appointments, including a sculpted headliner that enhances headroom, halo lighting on key controls for easier viewing and an open area at the front of the center console for easier phone charging.

Additional interior details include:

- Sculpted door panels that make it easier to enter and exit the vehicle
- Upper-instrument panel storage bin – when not equipped with the uplevel audio system – and large glove box volume
- Standard center console with room to store a tablet
- Rear under-seat storage

Canyon's seats are designed for long-haul comfort and wear, too. They use dual-firmness foam for greater comfort on long drives and high-wear, stain-resistant cloth seating trim. A power-adjustable driver's seat is standard, and heated leather seats are standard on SLT. The All-Terrain package features exclusive color and trim details, including embossed seatbacks and unique contrast stitching.

Comfort is enhanced with technologies, connectivity and other features that support owners' daily and recreational lives including a standard 4.2-inch-diagonal color driver information screen in the instrument cluster

Also available:

- Eight-inch-diagonal color touch screen and multiple USB ports
- OnStar 4G LTE with built-in Wi-Fi hot spot

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- Next-generation OnStar and IntelliLink enhancements with gesture recognition and natural language voice recognition
- Siri Eyes Free Mode for iPhone users
- Teen Driver feature
- GMC AppShop
- Navigation

Teen Driver is a new, configurable IntelliLink feature that allows parents to set a radio volume limit, establish a speed warning set between 40 and 70 mph, and set a speed limiter. It also automatically mutes the radio when the driver or front passenger safety belt is not fastened and a “report card” that records mileage, wide-open throttle events, ABS events, maximum speed and other data. The custom features are locked by a PIN, which is set by the parent.

Canyon models with an eight-inch IntelliLink screen will also feature a new in-car app marketplace: GMC AppShop. It allows customers to download apps directly to their IntelliLink system and organize, update or delete them throughout the life of the vehicle. Available apps will connect drivers to music, news, weather, travel information, vehicle data and more.

## Segment-best power and efficiency

GMC expects Canyon to be the most powerful and efficient truck in the segment, allowing owners to haul and tow more while being efficient. A 2.5L I-4 is standard, and a 3.6L V-6 is available. They are based on award-winning engine families and tuned to deliver the low-rpm torque customers depend on for hauling and towing.

The 2.5L four is estimated at 193 horsepower (146 kW) and 184 lb-ft of torque (253 Nm), with approximately 90 percent of the peak torque available from 2,000 rpm to 6,200 rpm. The 3.6L engine is estimated at 302 horsepower (224 kW) and 270 lb-ft of torque (366 Nm). SAE certification of the power ratings is pending.

Both engines feature direct injection and variable valve timing to make the most of power and efficiency. An aluminum block, forged-steel crankshaft, dual-overhead camshafts and jet-spray piston cooling are featured on both engines. The 2.5L incorporates a two-stage variable-displacement oil pump, for greater efficiency, as well as a balance shaft located in the oil pan, for greater refinement.

All models are matched with a six-speed automatic transmission that complements the truck-tuned engines with features that make hauling and trailering easier and more comfortable, including auto grade braking and a tow/haul mode. A six-speed manual transmission is also available with the 2.5L engine in base extended cab/2WD models.

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## Class-leading capabilities and superior ride quality

The Canyon delivers the capability expected of a GMC truck, including expected segment-leading payload and trailering. Like the full-size Sierra, Canyon is built on a fully boxed perimeter frame, which provides the strength to support its capabilities, and a ride expected to be smooth and quiet.

A coil-over-type front suspension features aluminum knuckles that are low in mass and high in strength contributing to a more responsive, immediate feel to driver inputs, as well as efficiency. The 2015 Canyon also features the segment's first application of electric power steering, which enhances efficiency because it is not driven by the engine.

Additionally, the Canyon has a tight turning radius of only about 41 feet (12.6 meters), making it easier to maneuver when parking or backing into tight spots, such as garages or campsites.

Four-wheel disc brakes, with four-piston front calipers, are standard and feature segment-exclusive Duralife™ brake rotors – also pioneered on the 2014 Sierra. They can offer up to double the service life, which can help lower ownership costs.

Canyon is available with an automatic locking rear differential known by its G80 option code. Introduced by General Motors more than 40 years ago, it gives drivers a traction advantage when needed and everyday comfort when it's not. It is available on SLE and SLT, and standard with the All-Terrain package.

AutoTrac automatic four-wheel drive is also a segment-first feature, which employs an electronically controlled transfer case that allows the driver to shift from 2WD to 4WD. The driver can select four modes, 2WD, Auto, 4WD HI, or 4WD Lo. By selecting 'Auto' mode, the transfer case will operate in 2WD and will automatically apply traction to the front wheels (4WD) when the vehicle senses wheel slippage.

## Safety features

With 360 degrees of available active and passive safety technologies, Canyon is designed to help keep occupants safe on the road, with standard features including:

- Six air bags, including head curtain side air bags that can also reduce the risk of occupant ejection
- Large rearview mirrors and rear-vision camera system for greater visibility
- StabiliTrak stability control system with rollover mitigation technology, trailer sway control, hill start assist and hill descent control (All Terrain).

Available safety features include:

- Segment-first forward collision alert
- Segment-first lane departure warning

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The Canyon will be assembled at GM's Wentzville, Mo., assembly plant. GMC will continue to work on and develop the Canyon until the start of production in fall 2014. The content of this release is based on current GM testing and is subject to change.

[GMC](#) has manufactured trucks since 1902, with innovation and engineering excellence built into all GMC vehicles. The brand is evolving to offer more [fuel-efficient trucks](#) and crossovers, including the Terrain small SUV and Acadia crossover. GMC's highest-volume vehicle, the Sierra pickup, is the most powerful light-duty pickup on the market, and the first full-size pickup to receive the highest-possible five-star Overall Vehicle Score for safety since the National Highway Traffic Safety Administration changed its New Car Assessment Program for the 2011 model year. Details on all GMC models are available at <http://www.gmc.com/>, on [Twitter at @thisisgmc](#) or at <http://www.facebook.com/gmc>.

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## 2015 GMC CANYON PRELIMINARY SPECIFICATIONS

### Overview

Models:	Canyon base, SLE and SLT, 2WD and 4WD
Body styles	extended and crew cab
Manufacturing location:	Wentzville, Mo.
Key competitors:	Toyota Tacoma, Nissan Frontier

### Engines

Type:	2.5L DOHC I-4	3.6L V-6 VVT DI
Displacement (cu in / cc):	150 / 2457	217 / 3564
Block material:	cast aluminum	aluminum
Cylinder head material:	cast aluminum	cast aluminum
Valvetrain:	DOHC with four valves per cylinder; continuously variable valve timing	DOHC with four valves per cylinder; continuously variable valve timing
Fuel delivery:	high-pressure direct injection and electronic throttle control	high-pressure direct injection and electronic throttle control
Compression ratio:	11.3:1	11.5:1
Horsepower (hp / kW @ rpm):	193 / 146 @ 6400 (est.)	302 / 224 @ 6950 (est.)
Torque (lb.-ft. / Nm @ rpm):	184 / 253 @ 4400 (est.)	270 / 366 @ 4000 (est.)
Recommended fuel:	regular unleaded	regular unleaded

## Transmissions

Type:	six-speed manual	six-speed automatic
Availability:	avail. with 2.5L (base extended cab/2WD)	avail. with 2.5L on base extended cab/2WD, std. on all other models
Final drive ratio:	TBD	2.92
Tow/Haul Mode:	No	Yes (V-6 only)
Auto Grade Braking:	No	Yes

## Chassis / Suspension / Brakes

Front suspension:	2WD and 4WD: independent coil-over-shock; twin-tube shocks
Rear suspension:	solid axle with semi-elliptic two-stage multi-leaf springs; twin-tube shocks
Locking axle:	G80 automatic-locking axle std. on All Terrain, avail. on SLE and SLT
Wheel sizes:	16 x 7-in., 17 x 8-in and 18 x 8.5-in.
Tire sizes:	265/70R16, 255/65R17 and 265/60R18
Steering type:	electrically-assisted power rack-and-pinion steering with variable assist
Stability control:	standard StabiliTrak electronic stability control including hill start assist
Brakes:	power-assisted four-wheel disc brakes with Duralife™ long-life brake rotors; standard ABS; hill descent control available

## Dimensions

	Extended Cab (6'2" box)	Crew Cab (5'2" box)	Crew Cab (6'2" box)
Wheelbase (in / mm):	128.3 / 3258	128.3 / 3258	140.5 / 3568
Length (in / mm):	212.4 / 5395	212.4 / 5395	224.6 / 5705
Height (in / mm):	78.7 / 1998 (2WD incl. antenna) 78.9 / 2005 (4WD incl. antenna)	78.7 / 1998 (2WD incl. antenna) 78.9 / 2005 (4WD incl. antenna)	78.7 / 1998 (2WD incl. antenna) 78.9 / 2005 (4WD incl. antenna)
Width (in / mm):	74.3 / 1886	74.3 / 1886	74.3 / 1886
Front track (in / mm)	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)
Rear track (in / mm):	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)	61.8 / 1570 (2WD) 62.4 / 1586 (4WD)
Front headroom (in / mm):	40 / 1016	40 / 1016	40 / 1016
Rear headroom (in / mm):	36.7 / 932	38.3 / 973	38.3 / 973
Front legroom (in / mm):	41.7 / 1059	41.7 / 1059	41.7 / 1059
Rear legroom (in / mm):	28.6 / 726	35.8 / 909	35.8 / 909
Front hip room (in / mm):	55 / 1397	55 / 1397	55 / 1397
Rear hip room (in / mm):	52.2 / 1326	53.3 / 1354	53.3 / 1354

## Capacities

	Extended Cab (6'2" box)	Crew Cab (5'2" box)	Crew Cab (6'2" box)
Base curb weight (lb / kg):	3944 / 1789 (2WD w/ 2.5L)	4037 / 1831 (2WD w/ 2.5L)	4266 / 1935 (2WD w/ 3.6L)
Max. GVWR (lb / kg):	5600 / 2540	6000 / 2721	6000 / 2721
Max. payload (lb / kg):	1450 / 657	1400 / 635	1400 / 635
Max. towing (lb / kg):	6700 / 3039	6700 / 3039	6700 / 3039

Note: Information shown is current at time of publication. Please visit <http://media.gm.com> for updates.