

# GMC CANYON TAPS INTO TRADITIONAL TRUCK RUGGEDNESS

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There is no better place to watch a Despicable Me movie than nestled on a mattress under some blankets in the six-foot bed of the 2017 GMC Canyon 4WD SLT Crew Cab Long Box pickup truck.

Just ask my two daughters, who insisted we give the vehicle a thorough review by taking it to the Point Drive-In over the Fourth of July weekend for a double feature of Despicable Me 3 and Wonder Woman.

“This is so cool,” said my youngest. “It was like this truck was built for drive-in movies.”

Of course, the Canyon was built for quite a bit more. Depending on configuration, it can tow up to 7,700 pounds, can come with an off-road suspension package and checks all the boxes in terms of a masculine ride that is practical in all sorts of truck-like situations.

Some online reviewers have knocked the truck’s interior comfort — but how many truck buyers truly purchase such a vehicle expecting a complete luxury experience? If you plan to purchase a Canyon while expecting a Cadillac-like ride, you will likely be disappointed.

However, the Canyon we reviewed was just as comfortable as any other mid-sized pickup I’ve driven. It comes standard with leather-appointed heated power lumbar front seats, and while the leg space for those in the back seat was limited, it was what you’d expect from any truck of its size.

My review truck came with an optional

2.8-liter Duramax Turbo Diesel engine that hummed along the back Valley roads with authority and efficiency. The vehicle averages upwards of 28 miles per gallon on the highway with a 23 mpg rating in combined highway and city driving.

Electronically, there was plenty to play with — from its standard XM radio and 4G LTE WiFi hotspot capabilities to an optional Bose audio system that held up impressively well with both the explosive action scenes of Wonder Woman and the lovable gibberish of Gru’s minions.

I especially enjoyed a built-in weather app that displayed the forecast and even a live view of the local weather map — something that came in handy numerous times while camping during the holiday weekend. There is also the ability to project your cell phone’s display onto the eight-inch dash screen, allowing the driver to interact with an iPhone or smartphone safely and with style.

My wife particularly enjoyed the Canyon’s Lane Keep Assist with Lane Departure Warning. According to a video from the GMC website, the feature offers “gentle steering wheel input and alerts to prevent you from unintentionally drifting out of your lane.”

I’m a driver who occasionally drifts but

doesn’t like to admit it — and she reveled in the validation of each beep we’d hear any time I’d near one of the painted roadway lines. In that sense, the feature can help someone become a better driver — or at least more aware of some less-than-stellar driving tendencies.

Overall, the Canyon comes in five trim levels (SL, the base Canyon, SLE, SLT and the top-of-the-line Denali), two bed lengths and in either two- or four-seat extended-cab and five-seat crew-cab body styles.

The Duramax diesel is louder than its gas-consuming cousin, but it wasn’t as noticeable as other diesel-based engines can be.

Pricing for the Canyon varies widely based on trim and options. The truck I reviewed topped out at \$47,150, but if you strip away some of the optional features, including the Duramax diesel engine, enhanced grille, trailer brake controller and other extras, the standard SLT price tag dropped to \$38,450.

Ultimately, the Canyon offers traditional truck ruggedness laced with numerous cool modern electronic features and gadgets — a combination ironically obvious and fitting while watching a double-feature of Wonder Woman and Despicable Me.



The 2017 GMC Canyon offered a stylish ride to the Point Drive-Ins during the Fourth of July Weekend.

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