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PAGE 2



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PAGE 3



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PAGE 2



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PAGE 2

**TEST DRIVE**

## Titan 2.0

### 2017 Nissan Titan Pro-4X 4WD Crew Cab

DAN LYONS | text and photos  
Special to the Times Union

**N**issan follows last year's XD pickup trucks with a second series for 2017. Both share the same Titan name, but each is designed for a different segment. The XD trucks target the traditional work market, with options to handle heavy duty towing and payloads.



Titan (minus the XD) is geared more towards mainstream, half-ton pickup buyers. Trucks in this class may be used for hauling, towing and working, but they're just as likely to be daily drivers that just happen to have a box in back.

Titan rolls out with Crew Cab and Single Cab body styles. The former are offered with S, SV, Pro-4X, SL and Platinum trim levels. Single Cabs are available in S, SV and Pro-4X grades. The duo will become a trio this spring, when a King Cab version is added, in S, SV

**2017 Nissan Titan Pro-4X 4WD Crew Cab**  
MSRP: \$29,580 (base, 4x2) · As Tested: \$52,305

and Pro-4X trims. All body configurations are available as a 4x4 or 4x2. My test truck was a Pro-4X Crew Cab. Like all Pro-4X models it was equipped with four-wheel-drive, and with three option packages and a \$1,195 destination charge, it had an as-tested price of \$52,305.

Though the styling and the cabs are similar, Titan and XD are distinctly different with respect to chassis, suspension and steering systems. Titan is 14.7 inches shorter than XD, and its wheelbase is roughly a foot shorter.



**THE NISSAN TITAN PRO-4X** is Titan's mid-level trim. This class may be used for hauling, towing and working, but they're just as likely to be daily drivers that just happen to have a box in back.

Pickups typically offer a variety of powertrain possibilities, to suit the varied needs of their customers. While XD models have a choice of V-8 or diesel power, Titan initially fields only a V-8. A six-cylinder motor will follow at a later date. The eight under hood displaces 5.6 liters, and makes 390 horsepower @ 5,800 rpm and 390 lb.-ft. of torque @ 4,000 rpm. Linked to seven-speed automatic transmission, it is a suitably beefy engine, and feels responsive any time you tip into the throttle.

If you tow, you'll want to know that Titan can be equipped to pull up to 9,390 lb. (4x2) and 9,230 (4x4). That lags competitors like F-150, Ram 1500 and Silverado by a significant (1,000 - 1,400 lb.) margin.

Fuel economy is estimated by EPA to be 15 mpg's city, 20 highway and 17 combined. I logged 16 overall.

Pro-4X is Titan's mid-level trim. This model builds on SV's content with onboard upgrades and a double handful of off-road content.

**Titan (minus the XD) is geared more towards mainstream, half-ton pickup buyers.**

The former includes bucket seats (with eight-way power and lumbar support on the driver's side), leather-wrapped steering wheel, 7-inch touchscreen with navigation system, mobile apps, voice controls and Siri Eyes Free, a 110v outlet, floor mats, automatic headlights, rain-sensing wipers, dual zone climate control, keyless entry/ignition, rear air vents, rearview camera, blind spot monitoring with rear cross-traffic alert, fog lights, a receiver hitch and model-specific cloth upholstery

*Continued on page 2*

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