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TEST DRIVE

Downsized, Upgraded

2018 GMC Terrain AWD Denali

DAN LYONS | text and photos
Special to the Times Union

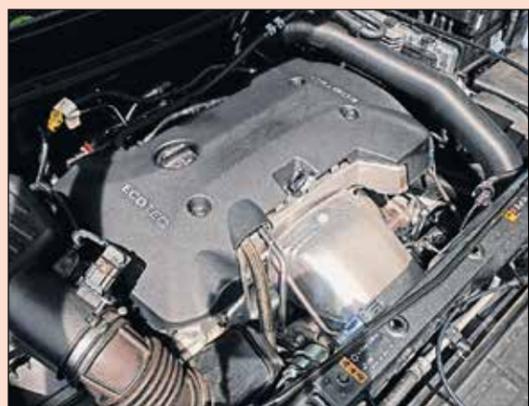
Terrain — GMC's midsize crossover — was introduced to the company lineup in the 2010 model year. The corporate cousin of the Chevy Equinox marks its second generation with the 2018 edition. Terrain 2.0 is shorter, lighter and slightly lower than its predecessor, with an updated menu of powertrain choices. Four trim levels are offered — SL, SLE, SLT and Denali. Prices range from \$25,990 for a front-wheel-drive SL, to \$40,295 for a Denali with AWD. My test driver was the latter, and with \$1,415 in options and a \$975 destination charge, it had a bottom line price of \$41,660.

Exterior styling cues on range-topping Denali's include a satin chrome grille, LED headlights, body-color fascias and lower trim, bright body-side moldings, roof rails, mirror caps and door handles and Denali-specific 19-inch machined aluminum wheels.



2018 GMC Terrain AWD Denali
MSRP: \$39,270 • As Tested: \$41,660

Three engine choices are available for Terrain. A 1.5-liter turbocharged four-cylinder (170 h.p., 203 lb.-ft. of torque) coupled to a nine-speed automatic transmission is standard on SL, SLE and SLT. The latter two trims can also opt for a larger turbo four (2.0L, 252 h.p., 260 lb.-ft. of torque), or a 1.6L four-cylinder diesel engine (137 h.p., 240 lb.-ft. of torque). The diesel



THE 2018 GMC TERRAIN AWD DENALI is GMC's midsize crossover, introduced in 2010 as a corporate cousin to the Chevy Equinox. The sole engine option for the Denali is the 2.0L four-cylinder, rated to tow up to 3,500 lb.

connects with a six-speed automatic while the 2.0L four employs the nine-speed automatic.

Unsurprisingly, EPA estimates predict the diesel to be the Mileage Meister of the trio (28/39/32 FWD; 28/38/32 AWD).

For the gas engines, the 1.5L checks in with 26/30/28 FWD; 24/28/26 AWD. The 2.0L rounds out the motor mileage measurements with estimates of 22/28/24 FWD and 21/26/23 AWD.

Though it's about 400 pounds lighter than previously, a fully dressed Denali tips the scales north of 3,800 lb. So, while I've not driven the 1.5L in Terrain, it figures to be underpowered in this application. I've also not sampled the diesel (neither engine is offered on Denali), however, the mpg estimates are attractive, and the 240

lb.-ft. of torque suggest some low end oomph. But, the maximum towing capability of 1,500 lb. for this engine (as well as the 1.5L) and the stout upcharge to get the diesel (+ \$2,900-\$3,800) argue against it.

The sole engine offering in Denali is the 2.0L gas four, and I can confirm that it's a good fit in this platform. Respectably quick (high six-second range from 0-60), it cruises easily and the cabin is quiet. The 2.0L is also rated to tow up to 3,500 lb., which is the same as the former 3.6L V-6, and considerably more than the other two, current motor choices in Terrain.

Here as in other segments, each manufacturer brings a different spin to the table. Mazda's CX-5 has a

Terrain 2.0 is shorter, lighter and slightly lower than its predecessor.

Continued on page 2



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