

by Dan Lyons • *Special to The Daily Gazette*

## 2023 Chevrolet Suburban

MSRP Range: \$56,900 - \$77,100



Large Utes are specialty vehicles, built to tow heavy and carry plenty. Suburban is Chevy's biggest entry in this class, and carries the oldest nameplate in all of autodrom (dating back to 1935). Now two years into its twelfth generation, Chevy's Uber Ute is offered in six trim levels: LS, LT, RST, Z71, Premier and High Country. The main change for the 2023 model year is the availability of Super Cruise - Chevy's

hand's-free driver assistance technology.

Powering Suburban are a trio of available engines, all of which are matched with a 10-speed automatic transmission. The (standard equipment) 5.3L V-8 (355 h.p., 383 lb.-ft. of torque, EPA: 15/20/17 (RWD) 15/19/16 (AWD); the 3.0L Inline-6 turbo-diesel (277 h.p., 460 lb.-ft. of torque, EPA 21/27/23 (RWD) 20/26/22 (AWD); and the 6.2L V-8 (420 h.p., 460 lb.-ft. of torque, EPA 14/20/16 (RWD) 14/18/16 (AWD). The 6.2L V-8 which I test drove furnished impressive muscle for the massive Ute. I've seen a posted 0-60 time of 6.1 seconds, which is surprisingly quick for its size. The 5.3L V-8 was a step behind (7.6 seconds), and the 3.0L turbo diesel I-6 clocked 8.5 seconds. That's the go. As for the tow, the 5.3L tops the towing capacity (8,300 lb. (4x2), 8,100 lb. (4x4), followed by the 6.2L (8,200/7,900) and the 3.0L turbo diesel(8,100/7,800). These ratings assume the addition of the \$465 Max Trailering Package (extra capacity cooling system and trailer side blind zone alert). Suburban's fuel economy is sobering, especially when filling the 28 gallon tank (I averaged 13 mpg's with the 6.2L). But, you can't have that much muscle without feeding it.



*Photos courtesy of the manufacturer*



The interior is impressively spacious, and can be configured as needed to accommodate any combination of adults, kids and cargo. Capacity for the latter ranges from 41.5-144.7 cu.-ft., (loading height in back is comfortable) and Suburban seats up to nine. System controls for HVAC are situated low on the center stack, and the use of physical buttons and knobs makes adjustments faster. Sound system switchgear is split between buttons and knobs at mid-dash and the 10.2" touchscreen. It takes more steps to get there, but it works, and drivers can use redundant controls on the steering wheel as a shortcut for some functions. The push button gear selector isn't a bad design, but it isn't placed in a good location.

Suburban's sheer size puts a premium on visibility aids. A number of options make navigating the stately Sport Ute more manageable from the driver's seat. Blind spot monitoring (standard on Premier and High Country trims) is available in the Driver Alert Package, and should be considered a mandatory option. Surround Vision and Rear Camera Mirror (both standard on High Country) merit careful consideration. Optional adaptive suspension and magnetic ride control tighten handling, and polish ride quality. The ability to raise/lower vehicle height eases entry/exit. If you tow frequently, the Max Trailering Package mentioned above also includes Hitch Guidance with Hitch View, Trailer Brake Controller and a smart trailer integration indicator. For those who travel with young-uns aboard, the rear seat media system (\$1,995) just might pay for itself in your first, long distance trip. And if said trip has your nerves frazzled, try some alone time with the available, Bose 10-speaker surround sound system.

*A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.*