

Off-Road Capability

	transfer case/ center-diff type	rear-diff type/axle ratio:1	minimum ground clearance, inches	approach angle, degrees	departure angle, degrees
CHEVROLET SUBURBAN LT K2500	part-time 2-speed and full-time with automatic front- axle engagement/ none	limited slip/ 3.73*	8.8	25.4	17.3
FORD EXCURSION LIMITED	part-time 2-speed/ none	open/ 3.73	8.5	26.5	20.0
FORD EXPEDITION XLT	part-time 2-speed and full-time with automatic front- axle engagement/ none	limited slip/ 3.55	7.5	30.0	17.2
GMC YUKON SLT K1500	part-time 2-speed and full-time with automatic front- axle engagement/ none	limited slip/ 3.73	8.4	26.9	19.5

*The car we performance-tested in Michigan had the 3.73:1 axle ratio, but our Arizona-driving-impressions vehicle had the 4.10:1 axle. Both had limited slip.