GMC

2015

TRAILERING GUIDE

SIERRA DENALI CREW CAB IN ONYX BLACK shown with available equipment.

AT GMC, WE ENGINEER PROFESSIONAL GRADE TRUCKS, SUVs, CROSSOVERS AND VANS.

Our latest examples? The new 2015 Canyon showcases incredible thinking in the form of a truck. And the all-new 2015 Yukon elevates the SUV to a new level of refinement. The following pages detail the capabilities of the entire GMC lineup, including Canyon, Sierra, Sierra HD, Acadia, Terrain and Savana.

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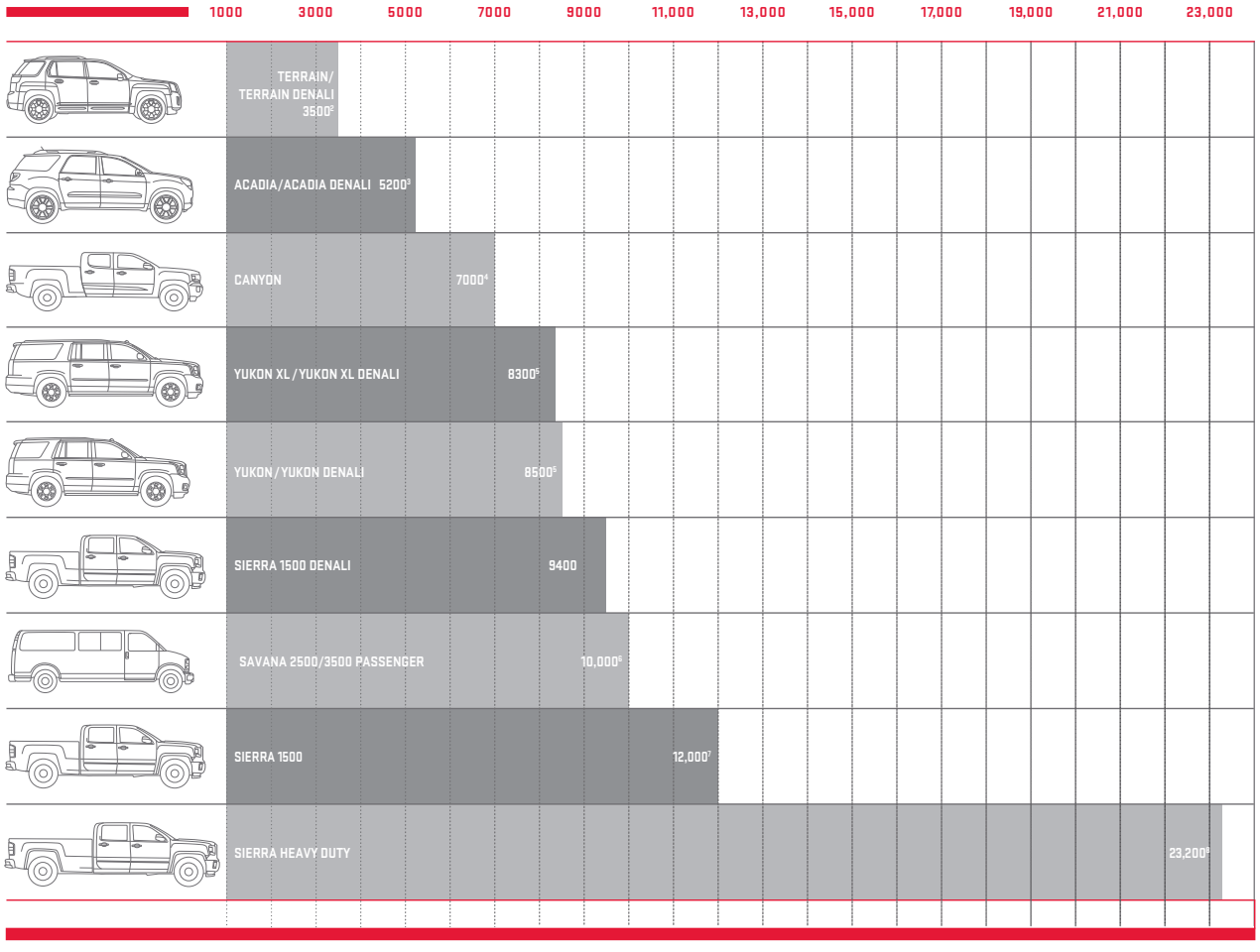
Every GMC truck, crossover, SUV and van is designed specifically for trailering, with power, handling and convenience features you can rely on for long hauls and heavy loads. This guide will help you select the GMC model that's right for your trailering needs and also contains helpful tips for loading, driving and parking with your trailer.

SIERRA DENALI CREW CAB IN ONYX BLACK shown with available equipment.

MAXIMUM TRAILER WEIGHT RATING (LBS)[1]

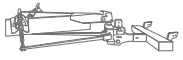
This chart gives you an idea of the maximum amount of weight you can confidently and safely trailer with different GMC model lines when your vehicle is properly equipped. When determining the total weight of trailer and cargo, include the weight of any additional passengers and optional equipment (driver weight and base equipment are already included). See pages 13-19 for maximum trailer weight ratings by specific model.



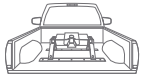
[1]Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. [2]Requires V-6 engine. [3]Requires Trailering Package (V92), which includes a factory-installed trailer hitch platform, seven-pin electrical plug and a Heavy-Duty Cooling Package. [4]Requires 3.6L V-6 engine and available Trailering Package. [5]Yukon SLE/SLT require Heavy-Duty Trailering Package (NHT). [6]Savana 3500 RWD with Duramax Diesel engine (LGH). [7]Sierra 1500 Double or Crew Cab Short Box 2WD with available 6.2L V-8 and Max Trailering Package. [8]Sierra 3500HD Regular Cab 4WD DRW with Duramax Diesel engine (LML).

HITCH BALL ON STEP BUMPER

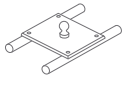
HITCH BALL ON DRAW BAR



WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH



GOOSENECK HITCH

SELECTING THE RIGHT HITCH Choosing the right hitch and making the proper electrical connections affects how your vehicle handles, corners and brakes, and allows you to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your GMC vehicle, which are detailed on pages 13-19.

SELECTING TRAILERING EQUIPMENT Every GMC vehicle features a variety of standard and available equipment for enhanced trailering performance. Aside from the equipment described below, features such as heavy-duty cooling and extendable trailering mirrors may be available. See your GMC dealer for more information on the model you're interested in.

WEIGHT-CARRYING HITCH This consists of a hitch ball mounted to a step bumper or draw bar, commonly used for trailering light and medium loads. Hitch balls are available in a range of sizes. Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight rating.[1]

WEIGHT-DISTRIBUTING HITCH This is most often used for heavier trailering. This hitch type more evenly distributes the trailer load by using spring bars to shift some of the hitch weight forward onto the tow vehicle's front axle, and rearward to the trailer's axles.[1]

FIFTH-WHEEL HITCH AND GOOSENECK HITCH These are designed for heavy trailering. Located in the bed of the truck, these hitches position the trailer's kingpin weight over or slightly in front of the truck's rear axle. Fifth-wheel and gooseneck hitches are most frequently used with travel trailers, horse trailers and other large trailers.[2]

TRAILERING PACKAGE An optional Trailering Equipment Package is available for a wide variety of GMC models (and is standard on some Sierra and Yukon models). The package includes a trailer hitch platform and may include other trailering equipment.

WIRING HARNESS This allows you to connect the electrical components of your trailer, such as signal and brake lights, to the trailering vehicle. All Yukon models feature a seven-pin wiring harness to streamline hookup of trailer lighting and brakes, and a bussed electrical center makes it easier to connect an electrical trailer brake controller if one was not factory installed. Sierra models can be equipped with a four-pin/seven-pin wiring harness.

INTEGRATED BRAKE CONTROLLER This is standard on all Sierra and Yukon Denali models and 3500HD, and optional on other Sierra pickups and Yukon models. Completely integrated within the electrical system and its antilock braking system, it allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

TRAILER BRAKES These are required above 2000-lb trailer weight on Sierra, Canyon and Yukon; above 1500-lb trailer weight on Savana and above 1000 lbs on all other models. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

[1]See pages 13-19 for ratings. [2]See page 14 for ratings.

YUKON SLT IN QUICKSILVER METALLIC shown with available equipment.

SERIES In general, a higher series number indicates a greater load-carrying capacity. In addition, a vehicle with a higher series number typically has a stronger frame, more rigid chassis and higher-capacity brakes, increasing the vehicle's ability to trailer heavy loads.

OPEN-CARGO, CLOSED-CARGO VEHICLES There are two types of GMC vehicles: open-cargo (Canyon, Sierra), designed primarily for carrying lots of cargo, and closed-cargo (Acadia, Yukon, Terrain and Savana), for carrying both cargo and passengers. The multipurpose capabilities of our full range of closed-cargo vehicles make them good choices for drivers with broad driving requirements.

The engines in GMC vehicles are specifically designed to provide the power and performance needed to handle light, medium or heavy loads over the long haul. They consistently deliver the high torque ratings needed to pull heavy loads and the horsepower needed to keep you moving down the road with confidence and control.

EcoTec3 5.3L V-8 Engine (shown)

DIRECT INJECTION (DI)

For precise fuel distribution and fast, efficient combustion, all Canyon, Sierra 1500, Yukon, Terrain and Acadia engines benefit from DI technology. The system moves the fuel closer to the combustion chamber—the ignition point in the engine.

ACTIVE FUEL MANAGEMENT (AFM)

By sensing load and demand, AFM improves fuel efficiency by activating or deactivating cylinders (two on the V-6 and four on the V-8). It's standard on all Sierra 1500 and Yukon models.

VARIABLE VALVE TIMING (VVT)

For responsiveness in low-speed city driving and bold power for open-road passing or trailering, all Canyon, Sierra and Yukon engines feature continuously VVT.

ECOTEC3 The EcoTec3 engine family (Sierra offers a 4.3L V-6, 5.3L V-8 and 6.2L V-8) features GMC's latest technologies to deliver the power and fuel economy[1] you need. For 2015, 6.2L V-8 models are equipped with a new Hydra-Matic 8-speed automatic. Yukon features the 5.3L and Yukon Denali includes the 6.2L.[2]

DURAMAX DIESEL V-8 AND ALLISON® 6-SPEED AUTOMATIC TRANSMISSION The Sierra Heavy Duty models are available with the Duramax 6.6L V-8 Turbo Diesel engine and the Allison 6-speed automatic transmission. The Allison transmission's target lifespan of up to 200,000 miles[3] is made possible through the use of larger, heavier components than normally found in 1-ton pickups. With an extraordinary 765 lb-ft of torque, the Duramax Diesel makes the 3500HD the most powerful Sierra HD ever.

VORTEC ENGINE TECHNOLOGY Mile after mile, our Vortec engines reassert their reputation for stand-up performance and innovative, breakthrough engineering. This performance all starts with a unique cylinder head design: By developing an effective airflow velocity and path, just as a tornado twists a column of air, the Vortec cylinder head improves the air/fuel mix for better performance and fuel efficiency. In addition, the coil-near-plug ignition produces a reliable spark, and a stiff engine block provides superior vibration damping.

LOCKING REAR DIFFERENTIAL Many GMC models are available with an Eaton® automatic locking rear differential, designed to improve low-speed traction of your 2WD or 4WD vehicle. The differential engages when the speed difference between the rear tires reaches approximately 100 rpm. Once the differential engages, both rear wheels rotate at the same speed, providing more of the driveline's torque to the tire with better traction.

[1]EPA-estimated mpg for Sierra 1500: 4.3L EcoTec3 engine: 18 city/24 hwy (2WD); 5.3L EcoTec3 engine: 16 city/23 hwy (2WD); 6.2L EcoTec3 engine: 15 city/21 hwy (2WD). [2]EPA-estimated mpg for Yukon: 5.3L EcoTec3 engine: 16 city/23 hwy (2WD); 6.2L EcoTec3 engine: 15 city/22 hwy (2WD). [3]Maintenance needs vary with different driving conditions.

For trailering, GMC recommends an automatic transmission for convenience and improved performance. Sierra Heavy Duty trucks equipped with the available Duramax Diesel engine include the Allison 6-speed automatic with Tow/Haul mode, which raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using engine braking. The 6-speed automatic transmission that comes standard on Sierra 1500, Yukon and Yukon XL includes Tow/Haul mode. It also includes a passive shift stabilization feature that helps eliminate overactive shifting, a shift schedule to contribute to the solid shift feel, improved transmission life and overall trailering capability.

ENGINE HP @ RPM TORQUE LB-FT @ RPM	CANYON	SIERRA 1500	SIERRA DENALI	SIERRA HEAVY DUTY	ACADIA	ACADIA DENALI	TERRAIN/ TERRAIN DENALI	YUKON / YUKON XL	YUKON DENALI	YUKON XL DENALI	SAVANA PASSENGER
2.4L I-4 VVT DI (LGA)							182 @ 6700 172 @ 4900				
2.5L I-4 VVT DI (LCV)	200 @ 6300 191 @ 4400										
3.6L V-6 VVT DI (LFX)	305 @ 6800 269 @ 4000						301 @ 6500 272 @ 4800				
3.6L V-6 VVT DI (LLT)					281 @ 6300 266 @ 3400	288 @ 6300 270 @ 3400					
4.3L V-6 (LV3)		285 @ 5300 305 @ 3900									
4.3L V-6 (LV3) E85		See dealer									
4.8L V-8 (L20)											285 @ 5400 295 @ 4600
5.3L V-8 (L83) GAS		355 @ 5600 383 @ 4100	355 @ 5600 383 @ 4100					355 @ 5600 383 @ 4100			
5.3L V-8 (L83) E85		380 @ 5600 416 @ 4100	380 @ 5600 416 @ 4100					See dealer			
6.0L V-8 VVT (L96)				360 @ 5400 380 @ 4200							342 @ 5400 373 @ 4400
6.0L V-8 (LC8) CNG				301 @ 5000[1] 333 @ 4200[1]							282 @ 4800 320 @ 4400
6.2L V-8 VVT (L86)		420 @ 5600 460 @ 4100	420 @ 5600 460 @ 4100						420 @ 5600 460 @ 4100	420 @ 5600 460 @ 4100	
6.6L V-8 TURBO DIESEL (LML)				397 @ 3000 765 @ 1600							
6.6L V-8 TURBO DIESEL (LGH)											260 @ 3100 525 @ 1600

[1]Bi-Fuel System: Running on gasoline, 360 hp @ 5400 rpm and 380 lb-ft of torque @ 4200 rpm.

DRIVER SHIFT CONTROL

TRANSMISSIONS Yukon, Sierra ½-ton and Heavy Duty models and select Savana models feature an electronically controlled 6-speed automatic transmission with overdrive and Tow/Haul mode. New for 2015, Sierra ½-ton models with the 6.2L V-8 and Yukon Denali feature a Hydra-Matic 8-speed automatic. Sierra Heavy Duty models with the Duramax 6.6L V-8 Turbo Diesel use an Allison 6-speed transmission with engine grade braking and Tow/Haul mode.

TOW/HAUL MODE An innovative Tow/Haul mode gives automatic transmissions on select models a dual-mode shift program. This feature raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using engine braking.

RANGE SELECTION MODE To enable this feature, move the column shift lever to the "M" position. The current range will appear next to the "M," indicating the highest attainable range with all lower gears accessible. For instance, when 4th gear is selected, 1st through 4th gears are available. By using the +/– button located on the column shift lever, the driver can select the range of gears desired for the current driving conditions. This feature also allows drivers to control engine and vehicle speed while going downhill by enabling the selection of the preferred range. While using the Range Selection feature, cruise control and Tow/Haul mode are available. This feature is standard on all Yukon, Sierra and Savana models.

TRAILER SWAY CONTROL Standard on many GMC models, this system works with StabiliTrak to minimize trailer sway by applying vehicle and/or trailer brakes.

HEADLAMPS

HIGH-QUALITY HEADLAMPS GMC vehicle headlamps are designed to provide the strong low- and high-beam output needed for confident driving at night and during inclement weather conditions.

TRAILERING MIRRORS Trailering presents a visual challenge; that's why GMC offers an array of specialized mirrors to assist the driver. See your dealer to learn about all of your options.

"SMART" EXHAUST BRAKING POWER The diesel exhaust brake is an innovative standard feature for Duramax models. Unlike the traditional "on/off" diesel exhaust brakes, the driver-selectable "smart" brake varies negative torque needed based on the truck load and grade. This helps reduce brake fade, extends brake life and gives drivers plenty of confidence when hauling heavy loads downhill.

HILL START ASSIST Sensors automatically detect when your GMC vehicle is on a 5 percent grade or more. It holds the brakes momentarily or until the accelerator is pressed, preventing rollback. It's most effective when trailering, providing time to switch from the brake to the accelerator without rolling. This peace of mind is standard on many GMC models.

INTEGRATED BRAKE CONTROLLER Select Sierra pickups and Yukon models offer an optional trailer brake controller. It's completely integrated within the vehicle's electrical system and its antilock braking system. It allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

REAR VISION CAMERA SYSTEM Make it easier to back up to a trailer or negotiate a tight space. This standard system (available on Sierra and Savana) displays a view of the area behind the vehicle to help when hitching a trailer. The Rear Vision Camera System does not replace driver vision. Please use proper care when backing up.

TRAILERING MIRRORS

GROSS AXLE WEIGHT RATING (GAWR) This is the weight in pounds each axle is capable of supporting. The load on each axle must not exceed its GAWR. The GAWR for each GMC vehicle is displayed on the driver's door or door-lock pillar label.

GROSS COMBINATION WEIGHT RATING (GCWR) This is the maximum allowable weight, expressed in pounds, of the vehicle and trailer combination, including the weight of the driver, passengers, fuel, optional equipment and gear in the vehicle.

GROSS TRAILER WEIGHT The weight of a loaded trailer.

TRAILER WEIGHT RATING The trailer weight rating for any vehicle is determined by subtracting vehicle weight from GCWR. At the trailer weight rating for a properly equipped vehicle, you should be able to accelerate and merge with traffic, climb typical interstate grades at highway speeds, have control on varying road surfaces and stop adequately within a reasonable distance.

GROSS VEHICLE WEIGHT RATING (GVWR) This number, in pounds, is the maximum amount a tow vehicle may weigh. Everything that contributes to the weight of the tow vehicle is featured in this rating, including the weight of the vehicle, driver and all passengers, fuel, payload, tongue load of the trailer, weight of hitch and all optional equipment. The GVWR is displayed on the driver's door or door-lock pillar label of your GMC vehicle.

TONGUE (OR HITCH) WEIGHT The tongue weight is the total amount of trailer weight that is pressing down on the trailer hitch. Keep in mind that the way a trailer is loaded affects the overall tongue weight and will also affect the handling of the tow vehicle when trailering.

TRAILER CLASSIFICATION	TYPICAL EXAMPLES	WEIGHT RANGE	TYPICAL HITCH TYPE[1]	TYPICAL HITCH (TONGUE) WEIGHT
LIGHT-DUTY (I)	Folding camping trailer, snowmobiles and personal watercraft trailers (trailer and cargo combined)	Up to 2000 lbs gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (200 lbs maximum)
MEDIUM-DUTY (II)	Single-axle trailers up to 18 ft., open utility trailers and small speedboats	2001-3500 lbs gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (350 lbs maximum)
HEAVY-DUTY (III)	Dual- or single-axle trailers, larger boats and enclosed utility trailers	3501-5000 lbs gross trailer weight	Weight-carrying hitch or weight-distributing hitch	10%-15% of gross trailer weight (600 lbs maximum)
EXTRA HEAVY-DUTY (IV)	Two-horse, travel and fifth-wheel recreational trailers	5001-10,000 lbs gross trailer weight	Weight-distributing hitch or fifth-wheel hitch	10%-15% of gross trailer weight (1200 lbs maximum)
MAXIMUM HEAVY-DUTY (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	10,001 lbs and above gross trailer weight	Weight-distributing hitch, fifth-wheel or gooseneck hitch	10%-15% of gross trailer weight (1500 lbs maximum for weight-distributing hitch) 15%-25% of gross trailer weight (3500 lbs maximum for fifth-wheel or gooseneck hitch)

ALL-WHEEL DRIVE (AWD) This is great if you'll be trailering over wet or snow-covered roads on a regular basis. The Acadia, Acadia Denali, Terrain and Terrain Denali offer available advanced AWD designs that distribute power to front and rear axles, allowing every wheel to provide driving power.

REAR-WHEEL DRIVE Rear-wheel-drive models are standard on Canyon, Sierra, Sierra HD, Yukon, Yukon Denali and Savana vehicles. The addition of cargo increases weight on the rear, increasing traction. Rear-wheel-drive vehicles typically have lighter chassis weights, resulting in better fuel economy[2] than all-wheel-drive and four-wheel-drive vehicles. The lighter chassis also allows you to dedicate more of the vehicle's load-carrying capacity to cargo weight.[3]

FOUR-WHEEL DRIVE This gives you the option of enjoying outstanding traction on demand. All Yukon and most Canyon and Sierra ½-ton models are available with AutoTrac—our automatic four-wheel-drive system. When set in Auto 4WD mode, AutoTrac detects wheel slippage and automatically transfers torque to the front wheels. When conditions warrant, the system automatically returns to two-wheel drive.

[1]Represents minimum recommended hitches. Please refer to your trailer Owner's Manual or ask your GMC sales professional. [2]EPA-estimated mpg: Canyon 2WD with 2.5L I-4 and automatic-transmission engine, 20 city/27 hwy; Savana 2500 Passenger with 4.8L V-8 engine, 11 city/17 hwy; Sierra 1500 2WD with 5.3L V-8 engine, 16 city/23 hwy; Yukon with 5.3L V-8 engine, 16 city/23 hwy. [3]Cargo and load capacity limited by weight and distribution.

BEFORE YOU TRAILER

SAFETY CHAINS Always attach safety chains between your vehicle and your trailer and cross them under the tongue of the trailer so that the tongue will be less likely to drop if the trailer should separate from the hitch. Leave enough slack in the chains so you can corner without the chains impeding the movement of the trailer. Do not allow safety chains to drag on the ground.

LOADING YOUR TRAILER Load your trailer to attain a 10-15 percent tongue weight. A good rule of thumb is to distribute 60 percent of the load over the front half of the trailer and evenly from side to side. Loads sitting either too far forward or too far back in the trailer can create unstable trailering conditions—such as trailer sway—at highway speeds and during heavy braking. Once the trailer has been loaded and the weight is distributed properly, all cargo should be secured to prevent the load from shifting.

SAFETY CHECKLIST Before starting out on a trip, double-check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains and vehicle and trailer lights. Make sure that a sway-control device is installed, if required, and that the device is working properly (see charts on pages 13-19). Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly. Check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

ON THE ROAD

ACCELERATING/BRAKING Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead for every 10 mph of speed. When braking, use firm, steady pressure on the brake pedal.

CONTROLLING TRAILER SWAY Most GMC vehicles feature Trailer Sway Control to help keep you and your trailer heading in the same direction. The system uses StabiliTrak sensors to detect a swaying trailer, applying both the vehicle's and trailer's brakes (if properly equipped) to bring it back in line. Sway refers to instability of the trailer relative to the trailer vehicle and often results from improper weight distribution, excessive speed or overloading. Other factors can cause sway: crosswinds, poor vehicle maintenance and road conditions. Trying to steer out of sway likely will make it worse. Speed is a major contributor to trailer sway, so you need to slow the vehicle—braking, however, could lead to a jackknife or other loss of control. To control sway:

- Hold the steering wheel as steady as possible.
- Release the accelerator but do not touch the brake pedal.
- Activate electric trailer brakes (if equipped) by hand, until the sway condition stops.
- Use the vehicle brakes to come to a complete stop.

You should then pull your vehicle to the side of the road and attempt to determine the cause of the instability. Check the cargo load for shifting and improper weight distribution. Check tire pressure on the tow vehicle and trailer, and the condition of the suspension and shocks. If the sway was caused by strong winds, wait for conditions to improve before continuing your trip. Finally, some trailers can be equipped with anti-sway devices. Contact the manufacturer of your trailer for availability.

CORNERING The turning radius of a trailer is typically much smaller than that of your vehicle; therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can also cause the trailer to strike against and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point and then firmly turn the steering wheel. By cornering at a wider angle, both vehicle and trailer should safely clear the inside of the turn.

PASSING When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and, when reentering the lane, make certain your trailer is clear of the vehicle you have passed. Never pass on hills or around curves.

BACKING UP To back up a trailer, place one hand at the 6 o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly, and move the steering wheel in small increments to help maintain control. To assist in backing up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

DRIVING ON GRADES Before going down a steep incline, reduce your speed and shift the transmission into a lower gear. This provides "engine braking" and reduces the need to brake for long periods. When driving up a steep grade, shift to a lower gear for more torque to maintain speed and avoid lugging. Lugging occurs when the vehicle's engine stutters because it needs to be in a lower gear. Crest the hill no faster than the speed at which you want to descend and in the gear you expect will require little braking. Pay attention to your temperature gauges for any signs of overheating.

PARKING ON GRADES Parking on steep grades with a trailer is not recommended. If you must, follow this procedure:

- Apply the brakes and shift into neutral.
- Have someone block the trailer's wheels on the downgrade side.
- Release the brakes until the blocks absorb the load.
- Apply the parking brake and shift into park.

LEAVING YOUR PARKING SPOT ON GRADES

- Hold the brake pedal down and start the engine.
- Shift into gear and release the parking brake.
- Release brake and drive uphill slightly until free from the blocks.
- Apply brakes and have someone retrieve the blocks.

OVERHEATING Prolonged driving with overheated fluids can cause damage to your vehicle. If temperature gauges register abnormally high, if there is a marked decrease in power or if you hear unusual engine noises, immediately take the following steps:

- Pull your vehicle to the side of the road. Once stopped, shift into park (automatic transmissions) or neutral (manual transmissions) and apply the parking brakes. Leave the engine running.
- Turn off air conditioning and other accessories to reduce load on the engine. Roll down the windows and turn the heater on to maximum and the fan to its highest setting. The heater core provides a second cooling surface that can help reduce engine temperatures.
- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1500 rpm) until the temperature gauge registers a normal reading.
- With the vehicle in park or neutral and the parking brake engaged and being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine. If you see either of these, shut the engine off and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled.

DINGHY TOWING CAPABILITY

FLAT (DINGHY) TOWING CAPABILITY	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	SAVANA	CANYON	SIERRA 1500	SIERRA HD	YUKON	YUKON XL	YUKON DENALI/ XL DENALI
2WD	YES	YES	NO	NO	NO	NO	NO	NO	NO
4WD	–	–	–	YES	YES	YES	YES[1]	YES[1]	YES
AWD	YES	YES	–	–	–	–	–	–	–

[1]Requires 2-speed transfer case.

SIERRA TRAILER WEIGHT RATINGS

SIERRA 1500 AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH	EcoTec3 4.3L V-6		EcoTec3 5.3L V-8		EcoTec3 6.2L V-8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
REG CAB STANDARD BOX 2WD	3.23	6100	3.08 3.42	7000 9000		
REG CAB STANDARD BOX 4WD	3.42	7600	3.08 3.42	6700 8700		
REG CAB LONG BOX 2WD	3.23	5900	3.08 3.42	6800 9800		
REG CAB LONG BOX 4WD	3.42	7400	3.08 3.42	6500 9500		
DOUBLE CAB STANDARD BOX 2WD	3.23	5600	3.08 3.42	6500 9500	3.23	9500
DOUBLE CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE			3.73	11,200	3.42	12,000
DOUBLE CAB STANDARD BOX 4WD	3.42	7200	3.08 3.42	6200 9200	3.23	9200
DOUBLE CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.73	11,000	3.42	11,900
CREW CAB SHORT BOX 2WD	3.23	5600	3.08 3.42	6400 9400	3.23	9400
CREW CAB SHORT BOX 4WD	3.42	7100	3.08 3.42	6200 9200	3.23	9200
CREW CAB SHORT BOX 2WD WITH MAX TRAILERING PACKAGE			3.73	11,100	3.42	12,000
CREW CAB SHORT BOX 4WD WITH MAX TRAILERING PACKAGE			3.73	10,900	3.42	11,800
CREW CAB STANDARD BOX 2WD	3.23	5500	3.08 3.42	6400 9400	3.23	9300
CREW CAB STANDARD BOX 4WD	3.42	7000	3.08 3.42	6100 9100	3.23	9100
CREW CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE			3.73	11,000	3.42	11,900
CREW CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.73	10,800	3.42	11,700
SIERRA DENALI CREW CAB SHORT BOX 2WD			3.08 3.42	6400 9400	3.23	9400
SIERRA DENALI CREW CAB SHORT BOX 4WD			3.08 3.42	6200 9200	3.23	9200
SIERRA DENALI CREW CAB STANDARD BOX 2WD			3.08 3.42	6400 9400	3.23	9300
SIERRA DENALI CREW CAB STANDARD BOX 4WD			3.08 3.42	6100 9100	3.23	9100

These charts specify the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch. (For fifth-wheel or gooseneck ratings, see page 14.) The maximum rating for a weight-carrying hitch is listed at left. Do not exceed the maximum trailer weight rating.[1] Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

[1]Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

A weight-distributing hitch and sway control are required for trailer weights greater than 7000 lbs.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin/four-pin sealed connector at the rear bumper. **WEIGHT-DISTRIBUTING HITCH NOTES:** Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. For 1500 Series models, trailer tongue weight should be up to 1200 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH[1]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500HD SERIES REGULAR CAB LONG BOX 2WD[2]	4.10	13,000	3.73	13,000
2500HD SERIES REGULAR CAB LONG BOX 4WD[2]	4.10	13,000	3.73	13,000
2500HD SERIES DOUBLE CAB STANDARD BOX 2WD	4.10	13,000	3.73	13,000
2500HD SERIES DOUBLE CAB STANDARD BOX 4WD	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB STANDARD BOX 2WD BI-FUEL	4.10	13,000		
2500HD SERIES CREW CAB STANDARD BOX 2WD[2]	4.10	13,000	3.73	13,000
2500 DENALI HD STANDARD BOX 2WD	4.10	13,000	3.73	13,000
2500 DENALI HD STANDARD BOX 4WD	4.10	13,000	3.73	13,000
2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	13,000	3.73	13,000
2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB LONG BOX 2WD BI-FUEL	4.10	13,000		
2500HD SERIES CREW CAB LONG BOX 2WD	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB STANDARD BOX 4WD BI-FUEL	4.10	13,000		
2500HD SERIES CREW CAB STANDARD BOX 4WD[2]	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB LONG BOX 4WD BI-FUEL	4.10	13,000		
2500HD SERIES CREW CAB LONG BOX 4WD[2]	4.10	13,000	3.73	14,500

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER[2]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500HD SERIES REGULAR CAB LONG BOX 2WD[2]	4.10	14,800	3.73	17,900
2500HD SERIES REGULAR CAB LONG BOX 4WD[2]	4.10	14,500	3.73	17,600
2500HD SERIES DOUBLE CAB STANDARD BOX 2WD[2]	4.10	14,500	3.73	17,600
2500HD SERIES DOUBLE CAB STANDARD BOX 4WD[2]	4.10	14,200	3.73	17,300
2500HD SERIES CREW CAB STANDARD BOX 2WD BI-FUEL				
2500HD SERIES CREW CAB STANDARD BOX 2WD	4.10	14,300	3.73	17,400
2500 DENALI HD STANDARD BOX 2WD	4.10	14,300	3.73	17,400
2500 DENALI HD STANDARD BOX 4WD	4.10	14,000	3.73	17,100
2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	14,400	3.73	17,500
2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	14,100	3.73	17,200
2500HD SERIES CREW CAB LONG BOX 2WD BI-FUEL				
2500HD SERIES CREW CAB LONG BOX 2WD	4.10	14,200	3.73	17,300
2500HD SERIES CREW CAB STANDARD BOX 4WD BI-FUEL				
2500HD SERIES CREW CAB STANDARD BOX 4WD	4.10	14,000	3.73	17,100
2500HD SERIES CREW CAB LONG BOX 4WD BI-FUEL				
2500HD SERIES CREW CAB LONG BOX 4WD	4.10	13,800	3.73	16,400

[1]Trailer rating limited to 13,000 lbs with weight-carrying or weight-distributing hitch (conventional) on select models. [2]Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 3000 lbs maximum.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Equipment Package (Z82). **AUTOMATIC-TRANSMISSION MODEL NOTE:** All automatic-transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP).

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH[1]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
3500HD SERIES REGULAR CAB LONG BOX SRW 2WD	4.10	13,000		
3500HD SERIES REGULAR CAB LONG BOX SRW 2WD BI-FUEL	4.10	13,000		
3500HD SERIES REGULAR CAB LONG BOX DRW 2WD	4.10	14,200		
3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD	4.10	13,000	3.73	13,000
3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD BI-FUEL	4.10	13,000		
3500HD SERIES DOUBLE CAB LONG BOX DRW 2WD	4.10	13,800	3.73	16,500
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD	4.10	13,000	3.73	13,000
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD BI-FUEL	4.10	13,000		
3500 DENALI HD CREW CAB STANDARD BOX SRW 2WD	4.10	13,000	3.73	13,000
3500HD SERIES CREW CAB LONG BOX SRW 2WD	4.10	13,000	3.73	13,000
3500HD DENALI HD CREW CAB LONG BOX SRW 2WD	4.10	13,000	3.73	13,000
3500HD SERIES CREW CAB LONG BOX DRW 2WD	4.10	13,500	3.73	16,500
3500 DENALI HD CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	16,500

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER[2]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
3500HD SERIES REGULAR CAB LONG BOX SRW 2WD	4.10	14,600		
3500HD SERIES REGULAR CAB LONG BOX SRW 2WD BI-FUEL				
3500HD SERIES REGULAR CAB LONG BOX DRW 2WD	4.10	14,200		
3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD	4.10	14,200	3.73	17,500
3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD BI-FUEL				
3500HD SERIES DOUBLE CAB LONG BOX DRW 2WD	4.10	13,800	3.73	23,000
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD[2]	4.10	14,100	3.73	17,400
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD BI-FUEL				
3500 DENALI HD CREW CAB STANDARD BOX SRW 2WD	4.10	14,100	3.73	17,400
3500HD SERIES CREW CAB LONG BOX SRW 2WD[2]	4.10	14,000	3.73	17,300
3500HD DENALI HD CREW CAB LONG BOX SRW 2WD	4.10	14,000	3.73	17,300
3500HD SERIES CREW CAB LONG BOX DRW 2WD[2]	4.10	13,500	3.73	22,800
3500 DENALI HD CREW CAB LONG BOX DRW 2WD[2]	4.10	13,700	3.73	22,900

[1]Trailer rating limited to 13,000 lbs with weight-carrying or weight-distributing hitch (conventional) on select models. [2]Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 4000 lbs on 3500HD SRW models and 5500 lbs on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Equipment Package (Z82). **AUTOMATIC-TRANSMISSION MODEL NOTE:** All automatic-transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP).

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH[1]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
3500HD SERIES REGULAR CAB LONG BOX SRW 4WD	4.10	13,000	3.73	13,000
3500HD SERIES REGULAR CAB LONG BOX SRW 4WD BI-FUEL	4.10	13,000		
3500HD SERIES REGULAR CAB LONG BOX DRW 4WD	4.10	13,900	3.73	16,000
3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD	4.10	13,000	3.73	13,000
3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD BI-FUEL	4.10	13,000		
3500HD SERIES DOUBLE CAB LONG BOX DRW 4WD	4.10	13,500	3.73	18,000
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD	4.10	13,000	3.73	13,000
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD BI-FUEL	4.10	13,000		
3500 DENALI HD CREW CAB STANDARD BOX SRW 4WD	4.10	13,000	3.73	13,000
3500HD CREW CAB LONG BOX SRW 4WD	4.10	13,000	3.73	15,000
3500 DENALI HD CREW CAB LONG BOX SRW 4WD	4.10	13,000	3.73	15,000
3500HD SERIES CREW CAB LONG BOX SRW 4WD BI-FUEL	4.10	13,000		
3500HD SERIES CREW CAB LONG BOX DRW 4WD	4.10	13,300	3.73	19,600
3500 DENALI HD CREW CAB LONG BOX DRW 4WD	4.10	13,300	3.73	19,600

2015 SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER[2]	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
3500HD SERIES REGULAR CAB LONG BOX SRW 4WD[2]	4.10	14,300	3.73	17,500
3500HD SERIES REGULAR CAB LONG BOX SRW 4WD BI-FUEL				
3500HD SERIES REGULAR CAB LONG BOX DRW 4WD[2]	4.10	13,900	3.73	23,200
3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD	4.10	13,900	3.73	17,200
3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD BI-FUEL				
3500HD SERIES DOUBLE CAB LONG BOX DRW 4WD	4.10	13,500	3.73	22,800
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD[2]	4.10	13,900	3.73	17,100
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD BI-FUEL				
3500 DENALI HD CREW CAB STANDARD BOX SRW 4WD[2]	4.10	13,900	3.73	17,100
3500HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	16,900
3500 DENALI HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	16,900
3500HD SERIES CREW CAB LONG BOX SRW 4WD BI-FUEL				
3500HD SERIES CREW CAB LONG BOX DRW 4WD[2]	4.10	13,300	3.73	22,600
3500 DENALI HD CREW CAB LONG BOX DRW 4WD[2]	4.10	13,300	3.73	22,600

[1]Trailer rating limited to 13,000 lbs with weight-distributing hitch (conventional) on select models. [2]Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 4000 lbs on 3500HD SRW models and 5500 lbs on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Equipment Package (Z82). **AUTOMATIC-TRANSMISSION MODEL NOTE:** All automatic-transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP). **FIFTH-WHEEL AND GOOSENECK HITCH NOTES:** Trailer kingpin weight should be 15 percent to 25 percent of total loaded trailer, up to 2500 lbs on single-rear-wheel (R04) models or up to 3500 lbs on dual-rear-wheel (R05) models. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

TERRAIN/ TERRAIN DENALI

	2.4L I-4		3.6L V-6	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
TERRAIN FWD	3.23	1500	2.77	3500
TERRAIN AWD	3.53	1500	3.39	3500

Weight-distributing hitch and sway control not required.

NOTES ON TERRAIN: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 350 lbs). Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

CANYON

	2.5L I-4		3.6L V-6	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
CANYON 2WD	4.10	3500	3.42	7000[1]
CANYON 4WD	4.10	3500	3.42	7000[1]

[1]Requires Trailering Package (Z82).

NOTES ON CANYON: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 900 lbs). Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2015 YUKON

YUKON
YUKON XL
YUKON DENALI
YUKON XL DENALI

	ECOTEC3 5.3L V-8		ECOTEC3 6.2L V-8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
YUKON 1500 2WD	3.08 3.42	6500 8500[1]		
YUKON 1500 4WD	3.08 3.42	6300 8200[1]		
YUKON XL 1500 2WD	3.08 3.42	6300 8300[1]		
YUKON XL 1500 4WD	3.08 3.42	6000 8000[1]		
YUKON DENALI 2WD			3.23	8400
YUKON DENALI 4WD			3.23	8100
YUKON XL DENALI 2WD			3.23	8100
YUKON XL DENALI AWD			3.23	7900

[1]Requires Heavy-DutyTrailering Package (NHT).

NOTES ON YUKON: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 1000 lbs). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The Trailering Equipment Package (Z82) includes trailer hitch platform and seven-way sealed electrical connector.

TERRAIN SLT-2 IN CARBON BLACK METALLIC shown with available equipment.

ACADIA/ ACADIA DENALI

	GM 3.6L V-6 VVT DI	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2WD	3.16	5200
AWD	3.16	5200

Weight-distributing hitch and sway control not required.

NOTES ON ACADIA: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 600 lbs). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum towing capacity when ordered with available (V92) Trailering Package.

SAVANA PASSENGER

	VORTEC 4.8L V-8		VORTEC 6.0L V-8		VORTEC 6.0L V-8 GASEOUS		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500	3.42	6700	3.42	9800	3.73	9500[1]		
3500 (135" WB/155" WB)	3.42	6700/6400	3.42	9700/9300	3.42	–/9000[1]	3.54	10,000/9700

[1]3-tank system.

A weight-distributing hitch and sway control are required for trailer weights greater than 8000 lbs.

NOTES ON SAVANA PASSENGER: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 1000 lbs). Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package (Z82) includes trailer hitch platform and seven-wire trailer wiring harness.

SAVANA CARGO

	VORTEC 4.8L V-8 VVT		VORTEC 6.0L V-8 VVT		VORTEC 6.0L V-8 GASEOUS		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500 2WD	3.42	7400	3.42	10,000	3.42	9900[1]	3.54	10,000
2500 2WD LWB	3.42	7200	3.42	10,000	3.42	9700[1]	3.54	10,000
3500 2WD	3.42	7400	3.42	10,000	3.42	9800[1]	3.54	10,000
3500 2WD LWB	3.42	7100	3.42	10,000	3.42	9600[1]	3.54	10,000

[1]3-tank system.

A weight-distributing hitch and sway control are required for trailer weights greater than 8000 lbs.

NOTES ON SAVANA CARGO: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 1000 lbs). Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package (Z82) includes trailer hitch platform and seven-wire trailer wiring harness.

SAVANA IN QUICKSILVER METALLIC
shown with available equipment.

TRAILERING WITH YOUR GMC: GMC vehicles are built strong and durable to handle the demands of trailering. Certain equipment that prepares a GMC vehicle for trailering is standard: a large fuel tank, a high-capacity alternator and a front stabilizer bar. For other available trailering-related equipment, talk to your dealer. You'll need a hitch, of course, and a wide selection of hitch types is available, either as factory equipment or from your dealer. In addition, if you plan to tow frequently, you should equip your GMC vehicle with the available Trailering Package. This package includes a weight-distributing hitch platform and an electrical harness. Also required with this package are a hitch ball, a mounting head and weight-distributing and anti-sway assemblies; these are available through aftermarket sources. Please carefully review your GMC Owner's Manual for important safety information about trailering with your vehicle.

A WORD ABOUT THIS GUIDE: We have tried to make this guide comprehensive and factual. We reserve the right, however, to make changes at any time and without notice, in prices, colors, materials, equipment, specifications, models and availability. Information may have been updated since the time of publication. Please check with your GMC sales professional for complete details. GMC reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times. GMC vehicles are equipped with engines produced by different operating units of General Motors, its subsidiaries or suppliers to General Motors worldwide. All competitive claims are based on the latest information available at the time of printing. ©2014 General Motors. All rights reserved. GM, the GM logo, GMC, and the slogans, emblems, vehicle model names, vehicle body designs and other marks appearing in this guide are the trademarks and/or service marks of General Motors, its subsidiaries, affiliates and licensors. Eaton is a trademark of Eaton Corporation.