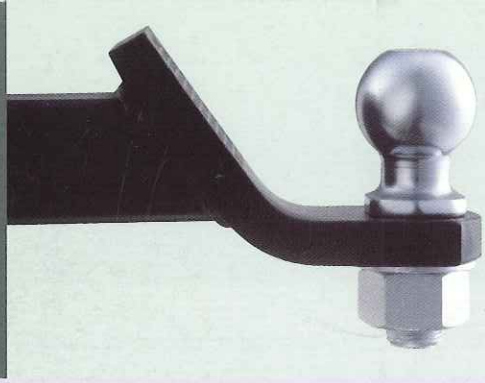
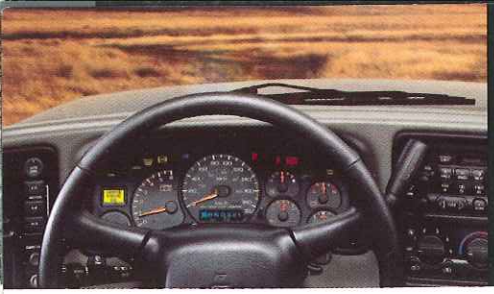


TRAILERING WITH 2002 GMC TRUCKS

GMC



THE SELECTION PROCESS

YOU NEED THE RIGHT RIG TO GET THE JOB DONE RIGHT.

It takes the right combination of truck and trailer to give you the specific trailering capabilities you need. A number of factors must be taken into account – everything from the weight of the load to driving conditions. The purpose of this brochure is to assist you in selecting the vehicle, powertrain and other equipment that best suit your particular application.

You should look for the same qualities in a tow vehicle that you do in any truck – you need it to be strong and powerful, as well as comfortable and accommodating. That's what makes GMC trucks such a smart choice for trailering. After building nothing but trucks for nearly 100 years, today's generation of professional-grade GMC trucks have what it takes for serious towing. Every truck shown in this brochure was engineered and manufactured with trailering in mind. And with the extensive lineup of GMC trucks shown in this brochure, you can be sure there is one that is built to meet your trailering specifications.

SAFE TRAILERING

When towing a trailer, there are many things to keep in mind. Safe trailering isn't just a matter of hitching up and driving off – it places demands on all the major systems of your truck, including powertrain, steering, suspension and brake systems. Safe trailering also places the onus on you to meet regional legal requirements, follow break-in and maintenance schedules, use proper vehicle and trailer loading guidelines and employ safe driving techniques. See the "Trailering Tips" section on page 6 of this brochure and your Owner's Manual for more information.

Above all, safe and easy trailering requires a properly equipped vehicle. While all GMC trucks are built to pull their weight, it is important to ensure that a vehicle is built to handle your specific trailering requirements. This brochure will help you choose the right truck for the job.

CAUTION

If you don't use the correct equipment and drive properly, you can lose control of your vehicle when you pull a trailer. For example, if the trailer is too heavy, your vehicle brakes may not work well – if at all. Your vehicle passengers and you could also be seriously injured. Pull a trailer only after you have taken the following precautions.

Trailer Brakes – If your trailer weighs more than 454 kg (1000 lb.)* loaded, then it must have its own adequate brakes. Be sure to read and follow the instruction for the trailer brake controller so that it is installed, adjusted and maintained properly.

Hitches – It's important to have the correct hitch equipment. Crosswinds, large trucks going by and rough roads are just a few of the reasons why you'll need the right hitch. Be sure to use a frame-mounted, weight-distributing hitch and sway control of the proper size if the loaded trailer will weigh more than the limit shown for a weight-carrying hitch on page 3 and in the specific vehicle notes. This equipment is very important for proper vehicle loading and good handling when you're driving.

Note: These safety steps are by no means the only precautions to be taken when trailering. See your vehicle Owner's Manual for additional information.

*Sierras, Yukons and Yukon XLs can handle loaded trailer weights up to 907 kg (2000 lb.) where local regulations permit.

ENGINE AVAILABILITY

Engines	Horsepower @ RPM	Torque lb.-ft. @ RPM	Sonoma	Jimmy	Envoy	Sierra 1500	Sierra 1500HD 2500	Sierra 2500HD/ 3500	Yukon	Yukon XL	Aztek/ Montana/ Rendezvous	Safari	Savana Cargo	Savana Passenger
Vortec (Gas)														
2200 L4	120 @ 5000	140 @ 3600	S (2WD)											
3400 V6	185 @ 5200	210 @ 4000									S			
4200 I-6	270 @ 6000	275 @ 3600			S									
4300 V6	180 @ 4400	245 @ 2800	O (2WD)											
4300 V6	190 @ 4400	250 @ 2800	S (4x4)	S								S		
4300 V6	200 @ 4600	260 @ 2800				S*								
4300 V6	200 @ 4600	250 @ 2800											S (1500/2500)	S (1500)
4800 V8	270 @ 5200	285 @ 4000				O*								
4800 V8	275 @ 5200	290 @ 4000							S					
5000 V8	220 @ 4600	280 @ 2800											O (1500/2500)	O (1500)
5300 V8	285 @ 5200	325 @ 4000				O			O	S (1500)				
5700 V8	255 @ 4600	330 @ 2800											O (1500/2500) S (3500)	O (1500) S (2500/3500)
6000 V8	300 @ 4400	360 @ 4000					S	S						
6000 V8	320 @ 5000	360 @ 4000								S (2500)				
6000 V8	320 @ 5000	365 @ 4000							S (Denali)	S (Denali)				
6000 V8	325 @ 5000	370 @ 4000				S (Denali)								
8100 V8	340 @ 4200	455 @ 3200						O		O (2500)			O (3500)	O (3500)
Diesel														
6.5L Turbo V8	195 @ 3400	430 @ 1800											O (2500/3500)	O (2500/3500)
Duramax 6600	300 @ 3100	520 @ 1800						O						

*Availability varies with model selected.

When it comes to trailer towing, all vehicles are not created equal. It's important to select the right vehicle with the proper equipment for the job.

Before you can select the right tow vehicle, you need to define your trailering requirements, including the trailer type, its loaded weight and the way it will be used. Pick your trailer first.

Even if you plan to tow a trailer for only one or two trips a year, your tow vehicle must be strong and stable enough to be safe under the most extreme towing situations it is likely to face. Will towing include trips in mountainous areas with long, steep grades and high altitudes? Will you be driving it in extreme temperatures? Will road conditions, winter operation or slippery boat ramps dictate the need for four-wheel drive? Each of these factors has an impact on your choice of a towing vehicle. If you plan to use a vehicle primarily for towing, you should optimize its trailering equipment. If instead, you are going to use a vehicle primarily for personal transportation with only occasional towing, your need for specialized equipment may be less. But the vehicle still needs to be capable of towing the trailer you have selected – even the most basic trailering requires some special equipment.

Obviously, trailer weight is critical in vehicle selection. In making this calculation, don't forget to include your estimate of the weight of passengers, cargo and other equipment in the tow vehicle.

Once you have established your trailering requirements, you are ready to determine specifications for the tow vehicle. Properly selected components provide the added durability needed by your vehicle to support, move and stop the extra weight of a trailer.

LOCKING REAR AXLE

A locking-type differential is available on most GMC trucks and is standard in 2002 Jimmys, Envoys, 4x4 Yukons and Yukon XLs. It permits normal differential action, which helps prevent tire scuffing when turning. If the differential senses an excessive difference in speed between the rear driving wheels, it forces power to the wheel with the best traction. This advantage is most evident on slippery surfaces where traction is at a premium, such as on boat ramps or ice- and snow-covered roads.

MAXIMUM TRAILER TOWING CAPACITIES WHEN PROPERLY EQUIPPED

TOW/HAUL MODE

Most GMC trucks equipped with an automatic transmission feature a Tow/Haul mode,* which helps minimize wear and tear on the transmission by reducing the frequency of transmission shifting when pulling a heavy trailer. It also improves performance and control of your vehicle's speed, for smoother operation.

Pressing the Tow/Haul mode selector switch located on the end of the gearshift lever produces a more aggressive transmission shift pattern, which lengthens the shift intervals and produces firmer upshifts. Take note: this is not the overdrive lockout used by most competitors. In fact, Tow/Haul mode, combined with Passive Shift Stabilization, permits towing in overdrive for optimum fuel economy in most situations. The Passive Shift Stabilization feature detects and reduces a condition referred to as "shift busyness."

*Except Sonoma, Jimmy, Envoy and Savana.

POWERTRAIN SELECTION

The greater your towing requirements, the greater the demand you place on your vehicle's powertrain. That's why it is so important to carefully select all your powertrain components in response to your trailering needs. Below are some key guidelines.

ENGINES

Trailer towing requires an engine with enough muscle to get a load rolling, move it smoothly into traffic and blend with the flow at cruising speeds. The information presented in the charts in this brochure is intended to help you identify the right engine for your application. The data shows the results of extensive engine performance and durability testing. The charts show, by vehicle type and trailer weight, the minimum engine sizes and available axle ratios needed to provide good performance at legal highway speeds with no significant reduction in long-term durability.

Engine performance is measured in horsepower and torque. Horsepower is a measurement of the work an engine can produce and is a factor of both torque and engine speed. Torque is a twisting force normally expressed in pounds/feet (lb.-ft.). You need torque, and lots of it, to put a twisting force on the drive axles and to turn the wheels when you start a load moving. The engine's torque can be multiplied using transmission and drive axle gears. Higher numerical gear ratios increase the leverage (twisting force) on a rotating shaft. GMC truck engines are designed with a broad rpm range in which high torque can be produced and sustained.

A larger engine with greater torque and horsepower will provide a performance improvement while operating with less strain. For example, higher horsepower allows the engine to maintain highway speeds when pulling a heavy trailer uphill.

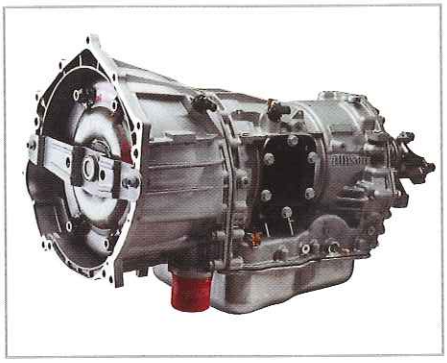
Under the following higher performance demands, it is advisable to choose an engine larger than the minimum recommendation, if one is available:

- if much of the towing will be at high altitudes, since a gasoline engine loses approximately 10% of its power for every 1000 metres of altitude
- if mountainous terrain involving long, steep grades will be frequently encountered
- if the trailer has a very large frontal area, which adds to air drag and therefore to pulling requirements.

TRANSMISSIONS

Transmissions provide various gear ratios that allow for higher engine rpms relative to road speed. They also multiply the engine's torque to provide the pulling power needed to reach cruising speeds. All GMC truck transmissions feature an overdrive top gear that reduces engine speed when cruising, for improved fuel economy.

Most GMC trucks offer a choice of manual or automatic transmission. GMC recommends automatic transmissions for trailering. Automatic transmissions utilize a torque converter (a type of fluid coupling) between the engine and transmission gears. The torque converter is capable of more than doubling the engine's torque when starting to move a heavy trailer, in addition to acting as a cushion to reduce shock loading of power-train components. The increased twisting force from the torque converter is further multiplied by the trans-mission gears to provide outstanding load starting capability – and there is no conventional clutch to slip and burn out.



Caution: The torque converter's operation causes heat to build up in the automatic transmission's oil, so all GMC automatic transmissions have an oil cooler. For heavy-duty applications such as trailering, your vehicle should be equipped with additional transmission oil cooling if not standard equipment.

REAR AXLE RATIOS

Another important consideration when determining an ideal trailering vehicle is the rear axle ratio. Higher axle ratios (4.10:1, for example) increase engine speed relative to road speed, resulting in increased horsepower and torque multiplication. This produces greater towing power, but with a possible reduction in fuel economy when lightly loaded. Overdrive transmissions help to reduce this negative.

Lower ratios (3.42:1, for example) translate into lower engine rpms, reducing the torque at the drive wheels. Some gains may be expected in fuel economy.

SELECT THE CORRECT AXLE RATIO FOR YOUR REQUIREMENTS

Lower Numerical Ratio such as 3.42:1	REAR AXLE RATIO	Higher Numerical Ratio such as 4.10:1
Lower	ENGINE SPEED (RPM)	Higher
Slower	ACCELERATION	Faster
Less	FUEL CONSUMPTION	More
Less	PERFORMANCE (Trailering or mountainous terrain)	Greater

Charts on pages 8 through 15 show the axle ratios required, with available engines, to provide the torque development for good performance with various loads.

KNOW YOUR WEIGHTS & HITCHES

Overloading of tow vehicles and trailers compromises safety and can result in vehicle failure. An understanding of the following terms will assist in proper vehicle selection and help prevent overloading.

DRY TRAILER WEIGHT

The weight of the empty trailer as manufactured. This weight, usually shown on a vehicle identification plate, is not usually used as a measure for the selection of a tow vehicle.

LOADED TRAILER WEIGHT

The weight of the trailer (Dry Weight) plus all equipment, fluids and cargo. Loaded Trailer Weight can be determined by putting the fully loaded vehicle on a commercial vehicle scale. If this is not practical, the trailer's Gross Vehicle Weight Rating (GVWR), as found in the trailer manufacturer's literature or brochures for the model selected, can be used when selecting a tow vehicle.

MAXIMUM TRAILER WEIGHT RATING

The most weight that a given vehicle can safely and reliably haul, as determined by the manufacturer. This rating usually requires optional equipment such as a specific axle ratio, suspension components, engines and/or transmission coolers and type of hitch. The rating assumes the tow vehicle is properly equipped with a driver allowance of 68 kg (150 lb.) and no cargo. The weight of additional options or equipment, passengers and cargo must be deducted from the weight rating.

GROSS VEHICLE WEIGHT RATING (GVWR)

The maximum allowable weight, as determined by the manufacturer, for any vehicle (or trailer) including the weight of the vehicle, fuel and other fluids, driver and passengers, cargo and equipment. Tongue Weight or Kingpin Weight (see below) is included when trailering.

CURB WEIGHT

The weight of the empty vehicle including a full tank of fuel. It does not include the driver, passengers or cargo – so it is similar to Dry Trailer Weight.

PAYLOAD WEIGHT

The weight carried by the vehicle, including the driver, passengers and cargo, plus options or aftermarket equipment such as boxliners, hitches or fifth wheels. It should not exceed the Gross Vehicle Weight Rating (GVWR) minus the Curb Weight.

GROSS AXLE WEIGHT RATING (GAWR)

The maximum allowable weight that can be carried on a vehicle's axle or individual suspension system, either front or rear. It includes the weight of the vehicle plus cargo and equipment supported by the axle and includes Tongue Weight or Kingpin Weight when trailering. These ratings are shown on the vehicle's Certification Label, usually located in the driver's door frame, and should not be exceeded, nor should the total load exceed the GVWR.

TONGUE WEIGHT/KINGPIN WEIGHT

The weight of the trailer tongue that is carried on the hitch ball or fifth-wheel hitch. This is a critical measurement as it has an impact on vehicle handling. Too much Tongue Weight causes overloading of the rear axle, causing the front suspension to lift and reducing steering response. Too little Tongue Weight can reduce rear-wheel traction and cause excessive swaying or jackknifing. Depending on the type of hitch being used, Tongue Weight is generally 10-15% of the Loaded Trailer Weight. Kingpin Weight is usually 15-25% of the trailer weight. Some adjustment to Tongue Weight or Kingpin Weight can be made by moving the cargo in the trailer.

GROSS COMBINATION WEIGHT RATING (GCWR)

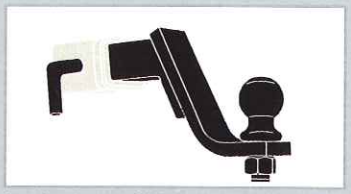
The maximum weight allowable, as established by the manufacturer, for the truck, the trailer, all equipment, total payload, fuel, fluids and occupants. This is the total loaded road-ready rig.

HITCHES

Once you have selected your vehicle, the next step is making sure you have the necessary equipment to help you trailer safely and confidently. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow the loaded trailer.

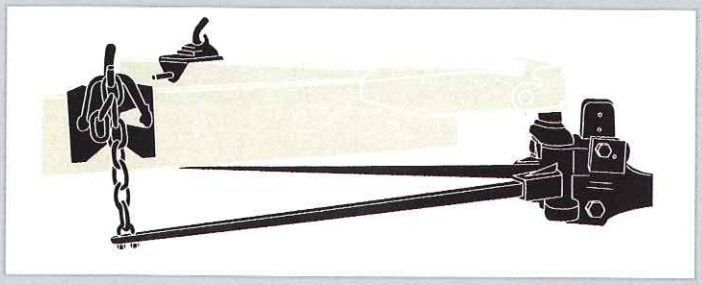
There are three categories of trailer hitches: weight-carrying, weight-distributing and fifth-wheel. Each is designed for specific types of trailering.

Weight-Carrying Hitch is the most basic and most common hitch for light and medium weights. A weight-carrying hitch uses a hitch ball mounted to a draw bar or a step-bumper and supports the trailer tongue weight just as though it were cargo located at the ball.



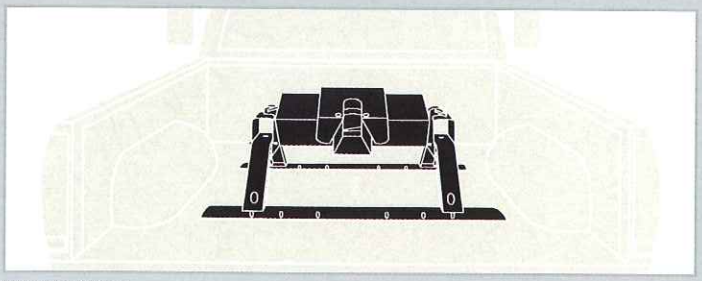
Draw bar type weight-carrying hitch.

Weight-Distributing Hitch is used for heavy trailering. This hitch, with its equalizing bars and snap-up brackets, applies leverage between the tow vehicle and the trailer to help distribute your trailer's tongue weight evenly to your vehicle and trailer instead of "carrying" the load mostly on the rear of the vehicle. The brackets and spring bars raise the hitch point parallel to the ground, equalizing the load onto all axles. This results in a more level ride, reduced stress on the rear suspension and provides improved steering and braking control.



Weight-distributing hitch.

Fifth-Wheel Hitch, or gooseneck hitch, is used for heavy trailering with a full-size pickup, and it must be attached to the truck's frame, usually just slightly ahead of the rear axle centreline. Make sure to follow the manufacturer's installation instructions, paying careful attention to the truck's payload capacity and rear axle weight ratings. These kingpin loads are generally higher than conventional trailer tongue loads and for most calculations becomes the payload in the truck box. The addition of kingpin weight must not cause the vehicle to exceed its GVWR or GAWRs.



Fifth-wheel hitch.

TRAILERING TIPS

Having a trailer attached to your vehicle will change the handling, fuel efficiency and performance of your truck. Here are some tips for driving and maintaining your new rig. Additional information can be found in your Owner's Manual.

PASSING

Passing is not recommended when towing. If you must pass, be certain you have enough time and distance to do so. The truck and trailer together create an unusually long rig and the extra weight of the trailer will hamper your truck's acceleration. When re-entering the driving lane, check to make sure the trailer will clear the vehicle you have passed.

PARKING ON HILLS

Avoid parking your rig on an incline if possible. If you must park on a grade, use these steps:

- Apply your brakes and shift into Neutral.
- Have someone place wheel blocks behind the trailer wheels on the downgrade side.
- Release the brakes until the blocks absorb the load.
- Apply the parking brake and shift into Park (or Reverse, if you are driving a manual transmission).

TIRES

The correct tire pressure is very important to ride and load capacity, stopping ability and fuel efficiency. Check it regularly. Refer to your Owner's Manual for further information.

MAINTENANCE

Because your vehicle is working harder when you pull a trailer, your truck will need more frequent service. Features such as the hitch coupler, safety chains, trailer wiring and lights also require regular attention. You should re-check your hitch and lights at fuel and rest stops when trailering.

BREAKING IN YOUR VEHICLE

For the first 800 km of your new vehicle's break-in period, towing a trailer is not recommended. For the next 800 km, avoid full throttle operation and speeds in excess of 80 km/h when towing. Refer to your Owner's Manual for additional information.

LOADING YOUR TRAILER

Positioning weight in your trailer is crucial to how your vehicle handles while towing. Balance the load side-to-side and secure it to prevent shifting. Front-to-rear loading influences the trailer's tongue weight and should be adjusted to provide the desired load of 10-15% of the trailer's weight for ball-hitch trailers. Don't overload your trailer beyond the trailer manufacturer's GVWR.

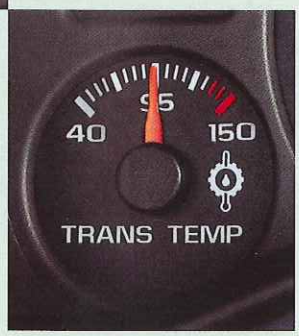
TURNING

The turning radius of a trailer is always smaller than that of the truck towing it. To avoid running onto the shoulder or over a curb, drive your vehicle past the normal turning point to allow the rig to make a wider turn.

BACKING UP

This can pose problems for an inexperienced driver and some practice in an empty parking lot is recommended. To back up a trailer, put one hand on the bottom of your steering wheel. To move the trailer left, move your hand to the left. Moving your hand to the right will move the trailer to the right.

Sierras, Yukons and Yukon XLs include an Electric Brake Controller (EBC) jumper harness connector with the Trailering Special Equipment Package so you don't have to cut into the vehicle's wiring to hook up your trailer brakes.



Sierra 2500 models equipped with the available Trailering Special Equipment Package include an automatic transmission temperature gauge, as do all 2500HD and 3500 models. It provides a temperature reading so you can monitor the heat level and avoid potential transmission damage.

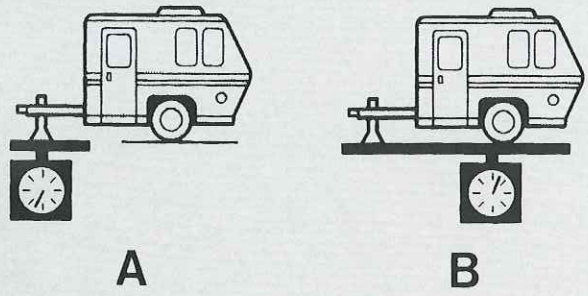
NOTES AND CONDITIONS

TRAILER LOADING

Maximum trailer ratings are calculated based on a properly equipped tow vehicle with a driver as its only occupant. The weight of additional equipment, passengers or cargo will reduce the trailer rating. **In addition to the weight of the trailer, maximum trailer weight includes the weight of passengers, equipment and cargo in the tow vehicle, plus any cargo on the trailer.**

The addition of the trailer's tongue weight (or fifth-wheel kingpin weight) must not cause the vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The tongue load (A) of any trailer is an important weight to measure because it affects the total or gross vehicle weight of your vehicle as well as the front and rear axle loads.

If a weight-carrying or a weight-distributing hitch is used, the trailer tongue weight (A) should be 10 to 15 percent of the total loaded trailer weight (B). The kingpin weight of fifth-wheel trailers is typically 15 to 25 percent of the loaded trailer weight. After you've loaded your trailer, weigh the trailer and then the tongue separately on a commercial scale to see if the weights are accurate. If they are not, some adjustment can be made by moving some cargo fore or aft in the trailer. **Do not exceed the maximum allowable tongue weight for your vehicle.** The weight of additional equipment, passengers or cargo in the tow vehicle will reduce the allowable tongue weight. A Certification/Tire label can be found on the rear edge of the vehicle's driver-side door. The label shows the size of the original tires and the inflation pressures needed to obtain the gross weight capacity of the vehicle. The GVWR (Gross Vehicle Weight Rating) and both front and rear GAWRs (Gross Axle Weight Ratings) are also indicated. Never exceed the GVWR, or the GAWR for either the front or rear axle.



TRAILER BRAKES

The towing vehicle's brake system is rated for safe operation at the GVWR and *not* the GCWR.

If the loaded trailer will weigh more than 450 kg (1000 lb.), it must have its own separate brakes when towing with a compact or mid-size truck, or the Savana Van. The GM full-size pickups, sport-utilities and chassis cabs can haul trailers weighing up to 907 kg (2000 lb.) without a separate trailer brake system, where local regulations permit. Trailer brakes come in three main types:

1. **Electric actuation brakes** typically utilize the tow vehicle's battery power and the brake light circuit to trigger their function. They provide both automatic and manual control of electric trailer brakes. Recent versions have attempted to use a sensor in the tow vehicle's hydraulic system in order to vary trailer brake pressure in concert with the driver's input. The GM full-size pickups and sport-utility vehicles, with the available Z82 Trailering Special Equipment Package provides an Electronic Brake Controller (EBC) jumper harness for attaching the electric trailer brake controller leads to a connector located conveniently under the dash. This allows the EBC to electronically adjust brake pressure to the trailer brakes.

2. **Hydraulic actuation brakes** tap into the tow vehicle's own brake system. Although brake modulation is very good, this method is restricted to large tow vehicles with high volume master cylinders and strongly assisted power brakes. Care must be taken to follow proper installation procedures or complete loss of braking may result. The trailer's brake parts must be able to withstand 3000 pounds-per-square-inch of pressure and not use more than 0.02 cubic inches of fluid from the tow vehicle's master cylinder.

3. **Surge brakes** actuate hydraulic trailer brakes via a master cylinder mounted in the trailer coupler. As the vehicle slows, the trailer presses (or surges) against the hitch, operating the master cylinder and applying the brakes. Surge brakes are ideal for marine trailers where the wheels may be submerged. Surge brakes present problems when backing up, as they will lock on unless some manually actuated override is provided.

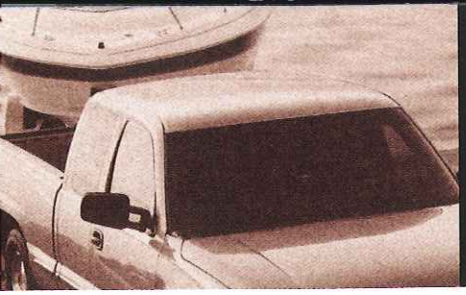
Be sure to read and follow the instructions for the trailer brake controller so that it is installed, adjusted and maintained properly. Many jurisdictions require a "break-away" device which activates the trailer brakes automatically in the event the trailer becomes detached.

TRAILERING AND THE LAW

Trailering laws vary from place to place around North America.

A set-up that's legal in one province may not be legal in another, or in an American state. In some locations, you may be required to have a commercial driver's licence. It pays to check ahead when planning a trip to ensure your trailering rig meets the local requirements in all provinces and/or states you will be visiting.

BE SURE AND READ THE TRAILERING INFORMATION FOUND IN YOUR VEHICLE'S OWNER'S MANUAL.



SIERRA 1500 PICKUP WITH AUTOMATIC TRANSMISSION

Sierra is the finest pickup in GMC's long history, built to unwavering production standards. It's the full-size pickup you can count on to perform in even the most demanding trailering applications, with all the strength and power you need. So hitch up your trailer to the truck that's the choice of professionals - the GMC Sierra.

BALL HITCH AND FIFTH-WHEEL TRAILERING WITH SIERRA 1500 - AUTOMATIC TRANSMISSION

ENGINE	VORTEC 4300 V6		VORTEC 4800 V8		VORTEC 5300 V8	
MODEL	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required
C15703 Regular Cab:	2313 (5100)	3.42	2948 (6500)	3.42	3402 (7500)	3.42
Short Box 2WD			3402 (7500)	3.73	3856 (8500)	3.73
C15753 Extended Cab:	2132 (4700)	3.42	2767 (6100)	3.42	3220 (7100)	3.42
Short Box 2WD	2359 (5200)	3.73	3220 (7100)	3.73	3674 (8100)	3.73
C15903 Regular Cab:	2268 (5000)	3.42	2903 (6400)	3.42	3357 (7400)	3.42
Long Box 2WD			3357 (7400)	3.73	3810 (8400)	3.73
C15953 Extended Cab:			2722 (6000)	3.42	3175 (7000)	3.42
Long Box 2WD			3175 (7000)	3.73	3629 (8000)	3.73
K15703 Regular Cab:	2404 (5300)	3.73	3266 (7200)	3.73	3720 (8200)	3.73
Short Box 4x4			3720 (8200)	4.10	4173 (9200)	4.10
K15753 Extended Cab:			3084 (6800)	3.73	3538 (7800)	3.73
Short Box 4x4			3538 (7800)	4.10	3992 (8800)	4.10
K15903 Regular Cab:	2359 (5200)	3.73	3220 (7100)	3.73	3674 (8100)	3.73
Long Box 4x4			3674 (8100)	4.10	4128 (9100)	4.10
K15953 Extended Cab:			3039 (6700)	3.73	3493 (7700)	3.73
Long Box 4x4			3493 (7700)	4.10	3946 (8700)	4.10

NOTES:

- Any Sierra pickup can tow a 907 kg (2000 lb.) trailer without special equipment.
- Weight-Carrying Hitch Limit: 2268 kg (5000 lb.) trailer with 272 kg (600 lb.) Tongue Weight.
- A Weight-Distributing Hitch and Sway Control is required over 2268 kg (5000 lb.) Trailer Weight.
- Sierra 1500 models are limited to 2268 kg (5000 lb.) trailer rating unless equipped with Heavy-Duty (Z85) or Ride Control (ZX3) or Off-road Suspension Package (Z71).
- Ball-hitch trailers over 2268 kg (5000 lb.) require optional Trailering Special Equipment (Z82), which includes a weight-distributing hitch platform and a heavy duty 8-lead wiring harness with a 7-pin connector.
- Trailer tongue weight should be 10-15% of the total loaded trailer weight (up to 454 kg (1000 lb.) on the 1500 models.
- Addition of trailer tongue or kingpin weight must not cause the vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).
- Trailer 5th-wheel kingpin weight should be 15-25% of the total loaded trailer weight (up to 680 kg (1500 lb.) on 1500 models. Fifth-wheel trailers have a greater percentage of their weight on the kingpin (tongue load) than a conventional trailer. Because of this, greater attention must be given to the maximum allowable payload and GVWR.
- Sierra 1500 models with a Vortec 4300 V6 engine are not rated to tow 5th-wheel trailers.
- Sierra 1500 models with a Vortec 4800 V8 engine require an automatic transmission and auxiliary transmission oil cooler to tow 5th-wheel trailers.

Caution must be used when selecting a Sierra 1500 model to tow 5th-wheel trailers due to limited payload and rear axle capacity to handle typical kingpin weights. Payload capacity is reduced by the added weight of additional optional equipment plus passengers and cargo in the tow vehicle. Sierra 1500 models can tow 5th-wheel trailers, within the above limits, as long as the kingpin weight does not cause the vehicle to exceed the GVWR or GAWRs.

The Sierra 1500's available ZX3 Ride Control suspension features electronically adjustable 46 mm shock absorbers. With the touch of a button on the instrument panel, you can adjust the amount of shock absorber damping for either smooth road or increased control for trailering.

GROSS COMBINATION WEIGHT RATINGS (GCWR) - 1500 SERIES

GCWR kg (lb.)	3856 (8500)	4082 (9000)	4309 (9500)	4536 (10,000)	4990 (11,000)	5443 (12,000)	5897 (13,000)	6350 (14,000)
ENGINE	AXLE RATIO WITH AUTOMATIC TRANSMISSION*							
Vortec 4300 V6			3.42	3.73				
Vortec 4800 V8					3.42	3.73	4.10	
Vortec 5300 V8						3.42	3.73	4.10
ENGINE	AXLE RATIO WITH MANUAL TRANSMISSION							
Vortec 4300 V6	3.42	3.73						
Vortec 4800 V8		3.42		3.73	4.10			

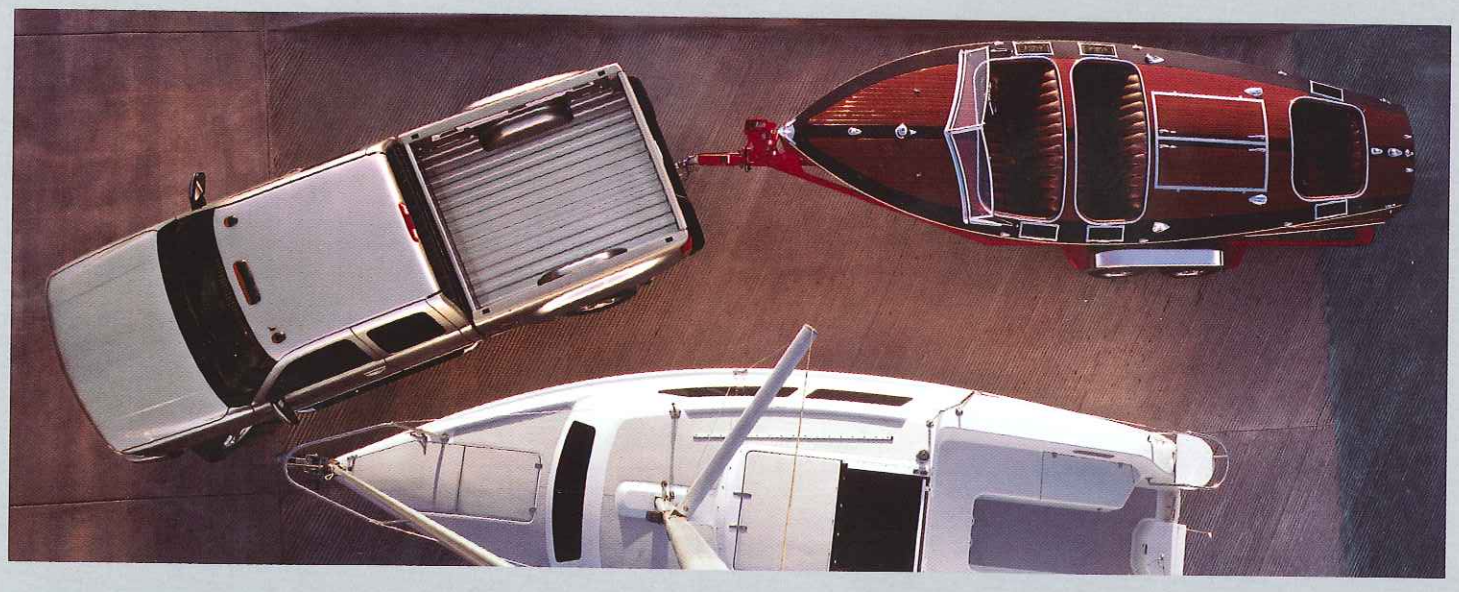
*To attain GCWR with an automatic transmission, Auxiliary Transmission Oil Cooler (KNP) is required.

SIERRA 1500 PICKUP
WITH MANUAL TRANSMISSION

GMC recommends that you specify a 4-speed automatic transmission with overdrive for your 1500 Series Sierra if you plan to tow with it. Trailer ratings for vehicles equipped with a manual transmission are generally reduced as shown below and the GCWR chart on page 8. Note that the optional Vortec 5300 V8 is only available with an automatic transmission.

BALL HITCH AND FIFTH-WHEEL TRAILERING WITH SIERRA 1500 - MANUAL TRANSMISSION

ENGINE	VORTEC 4300 V6		VORTEC 4800 V8	
MODEL	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required
C15703 Regular Cab:	1860 (4100)	3.42	2041 (4500)	3.42
Short Box 2WD			2495 (5500)	3.73
C15753 Extended Cab:	1678 (3700)	3.42	1905 (4200)	3.42
Short Box 2WD			2359 (5200)	3.73
C15903 Regular Cab:	1814 (4000)	3.42	1996 (4400)	3.42
Long Box 2WD			2449 (5400)	3.73
C15953 Extended Cab:			1814 (4000)	3.42
Long Box 2WD			2268 (5000)	3.73
K15703 Regular Cab:	1724 (3800)	3.42	2359 (5200)	3.73
Short Box 4x4	1950 (4300)	3.73	2812 (6200)	4.10
K15753 Extended Cab:			2177 (4800)	3.73
Short Box 4x4			2631 (5800)	4.10
K15903 Regular Cab:	1678 (3700)	3.42	2313 (5100)	3.73
Long Box 4x4	1905 (4200)	3.73	2767 (6100)	4.10
K15953 Extended Cab:			2132 (4700)	3.73
Long Box 4x4			2586 (5700)	4.10



SIERRA DENALI

The Sierra Denali packs more power, more technology, more luxury and more sheer character than any other half-ton pickup in GMC's history. A host of premium features set Denali above other trucks for trailer towing – such as a 325 horsepower Vortec 6000 V8, a heavy-duty four-speed automatic transmission, full-time all-wheel drive and Quadrasteer four-wheel steering.

The Sierra Denali is the first pickup in the world with Quadrasteer, a revolutionary 4-wheel steering system that enhances both low-speed manoeuvrability and high-speed stability.

At low speeds, Quadrasteer turns the rear wheel in the opposite direction from the front wheels resulting in a turning circle comparable to a mid-size sedan. At moderate speeds the rear wheels remain pointed straight ahead. At highway speeds, the rear wheels turn in the same direction as the front wheels contributing to improved stability. Quadrasteer includes a 4WS Tow mode that maximizes stability when towing a trailer.

The Sierra Denali's standard powertrain, 4.10 axle ratios and trailering equipment permits maximum trailer weights up to 4536 kg (10,000 lb.).

SIERRA 1500HD/2500/2500HD/3500 PICKUP WITH BALL HITCH

Massive payloads and trailering capacities demand enormous power. You can depend on GMC's most powerful pickups ever - the Sierra 2500HD and 3500 pickups. Their lineup of V8 engines include the new available 340 hp Vortec 8100 V8 and the turbocharged 300 hp Duramax 6600 Diesel V8. Both these engines are complemented by the available Allison 1000 Series 5-speed automatic transmission. With their impressive power, these heavy-duty pickups deliver the best-in-class payload and trailering ratings.

BALL HITCH TRAILERING WITH SIERRA 1500HD/2500/2500HD AND 3500 PICKUPS

ENGINE	VORTEC 6000 V8		VORTEC 8100 V8		DURAMAX 6600 V8 DIESEL	
Model	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required
1500HD - 3900 kg (8600 lb.) GVWR						
C15743 Crew Cab Short Box 2WD	3765 (8300)	3.73	-	-	-	-
	4672 (10,300)	4.10	-	-	-	-
K15743 Crew Cab Short Box 4x4	3629 (8000)	3.73	-	-	-	-
	4536 (10,000)	4.10	-	-	-	-
2500 - 3900 kg (8600 lb.) GVWR						
C25903 Regular Cab Long Box 2WD	3992 (8800)	3.73	-	-	-	-
	4899 (10,800)	4.10	-	-	-	-
K25753 Extended Cab Short Box 4x4	3765 (8300)	3.73	-	-	-	-
	4672 (10,300)	4.10	-	-	-	-
2500HD - 4173 kg (9200 lb.) GVWR						
C25903 Regular Cab Long Box 2WD			5443 (12,000)	3.73	5443 (12,000)	3.73
	4763 (10,500)	4.10	5443 (12,000)	4.10		
C25753 Extended Cab Short Box 2WD			5443 (12,000)	3.73	5443 (12,000)	3.73
	4672 (10,300)	4.10	5443 (12,000)	4.10		
C25953 Extended Cab Long Box 2WD			5443 (12,000)	3.73	5443 (12,000)	3.73
	4627 (10,200)	4.10	5443 (12,000)	4.10		
C25743 Crew Cab Short Box 2WD			5443 (12,000)	3.73	5443 (12,000)	3.73
	4581 (10,100)	4.10	5443 (12,000)	4.10		
C25943 Crew Cab Long Box 2WD			5443 (12,000)	3.73	5443 (12,000)	3.73
	4536 (10,000)	4.10	5443 (12,000)	4.10		
K25903 Regular Cab Long Box 4x4			5443 (12,000)	3.73	5443 (12,000)	3.73
	4627 (10,200)	4.10	5443 (12,000)	4.10		
K25753 Extended Cab Short Box 4x4			5443 (12,000)	3.73	5443 (12,000)	3.73
	4627 (10,200)	4.10	5443 (12,000)	4.10		
K25953 Extended Cab Long Box 4x4			5443 (12,000)	3.73	5443 (12,000)	3.73
	4491 (9900)	4.10	5443 (12,000)	4.10		
K25743 Crew Cab Short Box 4x4			5443 (12,000)	3.73	5443 (12,000)	3.73
	4445 (9800)	4.10	5443 (12,000)	4.10		
K25943 Crew Cab Long Box 4x4			5443 (12,000)	3.73	5443 (12,000)	3.73
	4400 (9700)	4.10	5443 (12,000)	4.10		
3500 - 5171 kg (11,400 lb.) GVWR						
C35953 Extended Cab Long Box 2WD					5443 (12,000)	3.73
	4445 (9800)	4.10	5443 (12,000)	4.10		
C35943 Crew Cab Long Box 2WD					5443 (12,000)	3.73
	4355 (9600)	4.10	5443 (12,000)	4.10		
K35903 Regular Cab Long Box 4x4					5443 (12,000)	3.73
	4491 (9900)	4.10	5443 (12,000)	4.10		
K35953 Extended Cab Long Box 4x4					5443 (12,000)	3.73
	4309 (9500)	4.10	5443 (12,000)	4.10		
K35943 Crew Cab Long Box 4x4					5443 (12,000)	3.73
	4218 (9300)	4.10	5443 (12,000)	4.10		

The chart below shows the maximum allowable Gross Combination Weight Ratings (GCWR) based on the available engines and axle ratios with automatic or manual transmissions. The GCWR includes the total loaded weight of both the truck and the trailer. Any available engine may be used for trailering if the GCWR shown is not exceeded.

SIERRA 1500HD/2500/2500HD & 3500 PICKUP GROSS COMBINATION WEIGHT RATINGS (GCWR)

GCWR kg (lb.)	6350 (14,000)	7258 (16,000)	9072 (20,000)	9979 (22,000)
ENGINE	**AXLE RATIO REQUIRED WITH AUTOMATIC TRANSMISSION**			
Vortec 6000 V8	3.73	4.10		
Vortec 8100 V8			3.73	4.10
Duramax 6600 V8 Diesel				3.73
ENGINE	**AXLE RATIO REQUIRED WITH MANUAL TRANSMISSION**			
Vortec 6000 V8	3.73	4.10		
Vortec 8100 V8				4.10
Duramax 6600 V8 Diesel				3.73

SIERRA 1500HD/2500/2500HD/3500 PICKUP WITH FIFTH-WHEEL HITCH

Often used with the heaviest trailers, fifth-wheel (or gooseneck) hitches are mounted in a pickup's box and bolted through the frame with the trailer's kingpin weight located slightly in front of the tow vehicle's rear axle. Fifth-wheel trailer kingpin loads are higher than ball hitch trailer tongue loads, so careful attention must be given to the truck's payload capacity and rear-axle weight ratings (GAWR). Subtract the tow vehicle's weight plus passenger and cargo weights from the GVWR to determine the available payload and/or kingpin weight allowance.

FIFTH-WHEEL TRAILERING WITH SIERRA 1500HD/2500/2500HD AND 3500 PICKUPS

ENGINE	VORTEC 6000 V8		VORTEC 8100 V8		DURAMAX 6600 V8 DIESEL	
Model	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required	Max. Trailer Weight, kg (lb.)	Axle Ratio Required
1500HD - 3900 kg (8600 lb.) GVWR						
C15743 Crew Cab Short Box 2WD	3765 (8300)	3.73	-	-	-	-
	4672 (10,300)	4.10	-	-	-	-
K15743 Crew Cab Short Box 4x4	3629 (8000)	3.73	-	-	-	-
	4536 (10,000)	4.10	-	-	-	-
2500 - 3900 kg (8600 lb.) GVWR						
C25903 Regular Cab Long Box 2WD	3992 (8800)	3.73	-	-	-	-
	4899 (10,800)	4.10	-	-	-	-
K25753 Extended Cab Short Box 4x4	3765 (8300)	3.73	-	-	-	-
	4672 (10,300)	4.10	-	-	-	-
2500HD - 4173 kg (9200 lb.) GVWR						
C25903 Regular Cab Long Box 2WD			6486 (14,300)	3.73	7348 (16,200)	3.73
	4763 (10,500)	4.10	7394 (16,300)	4.10		
C25753 Extended Cab Short Box 2WD			6305 (13,900)	3.73	7167 (15,800)	3.73
	4672 (10,300)	4.10	7212 (15,900)	4.10		
C25953 Extended Cab Long Box 2WD			6260 (13,800)	3.73	7122 (15,700)	3.73
	4627 (10,200)	4.10	7167 (15,800)	4.10		
C25743 Crew Cab Short Box 2WD			6214 (13,700)	3.73	7076 (15,600)	3.73
	4581 (10,100)	4.10	7122 (15,700)	4.10		
C25943 Crew Cab Long Box 2WD			6124 (13,500)	3.73	6985 (15,400)	3.73
	4536 (10,000)	4.10	7031 (15,500)	4.10		
K25903 Regular Cab Long Box 4x4			6260 (13,800)	3.73	7122 (15,700)	3.73
	4627 (10,200)	4.10	7167 (15,800)	4.10		
K25753 Extended Cab Short Box 4x4			6169 (13,600)	3.73	7031 (15,500)	3.73
	4627 (10,200)	4.10	7076 (15,600)	4.10		
K25953 Extended Cab Long Box 4x4			6260 (13,800)	3.73	7031 (15,500)	3.73
	4491 (9900)	4.10	7167 (15,800)	4.10		
K25743 Crew Cab Short Box 4x4			6078 (13,400)	3.73	6940 (15,300)	3.73
	4445 (9800)	4.10	6985 (15,400)	4.10		
K25943 Crew Cab Long Box 4x4			5988 (13,200)	3.73	6849 (15,100)	3.73
	4400 (9700)	4.10	6895 (15,200)	4.10		
3500 - 5171 kg (11,400 lb.) GVWR						
C35953 Extended Cab Long Box 2WD					6940 (15,300)	3.73
	4445 (9800)	4.10	6985 (15,400)	4.10		
C35943 Crew Cab Long Box 2WD					6849 (15,100)	3.73
	4355 (9600)	4.10	6940 (15,300)	4.10		
K35903 Regular Cab Long Box 4x4					6985 (15,400)	3.73
	4491 (9900)	4.10	7031 (15,500)	4.10		
K35953 Extended Cab Long Box 4x4					6804 (15,000)	3.73
	4309 (9500)	4.10	6849 (15,100)	4.10		
K35943 Crew Cab Long Box 4x4					6713 (14,800)	3.73
	4218 (9300)	4.10	6759 (14,900)	4.10		

Refer to the Gross Combination Weight Ratings shown on page 10 for allowable GCWRs.

Notes: • 1500HD and 2500 models require a weight-distributing hitch with trailer weights over 2268 kg (5000 lb.)
• 2500HD and 3500 models have a weight-carrying hitch limit of 3402 kg (7500 lb.) and require a weight-distributing hitch with trailer weights in excess of this limit.

All Sierra 3500 models have dual rear wheels that provide an extra measure of stability, traction and braking - important attributes when towing heavy 5th-wheel trailers.

YUKON & YUKON XL/ YUKON DENALI & YUKON XL DENALI

They represent the latest evolution of the full-size SUV: the Yukon and Yukon XL. Strong and powerful, these SUVs offer high capacity trailering capability. And it isn't just the power of the Vortec V8 engines that make the Yukon and Yukon XL such trailering workhorses. A Tow/Haul automatic transmission mode, as well as improvements to the braking, steering, handling, suspensions and electrical system all help transform these SUVs into superior tow vehicles. The Denalis add luxurious amenities, even more powerful engines and All-Wheel Drive traction.

BALL HITCH TRAILERING WITH YUKON & YUKON XL/YUKON DENALI & YUKON XL DENALI

ENGINE	VORTEC 4800 V8		VORTEC 5300 V8		VORTEC 6000 V8		VORTEC 8100 V8	
MODEL	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
Yukon 2WD	2631 (5800) 3084 (6800)	3.42 3.73	3084 (6800) 3538 (7800)	3.42 3.73				
Yukon 4x4	2994 (6600) 3447 (7600)	3.73 4.10	3447 (7600) 3720 (8200)	3.73 4.10				
Yukon Denali AWD					3720 (8200)	3.73		
Yukon XL 1500 2WD			3493 (7700) 3946 (8700)	3.73 4.10				
Yukon XL 1500 4x4			3402 (7500) 3856 (8500)	3.73 4.10				
Yukon XL Denali AWD					3629 (8000)	3.73		
Yukon XL 2500 2WD					3720 (8200) 4627 (10,200)	3.73 4.10	4763 (10,500) 5443 (12,000)	3.73 4.10
Yukon XL 2500 4x4					3583 (7900) 4491 (9900)	3.73 4.10	4581 (10,100) 5443 (12,000)	3.73 4.10

NOTES:

- Trailering Special Equipment including a weight-distributing hitch receiver and a heavy-duty 8-lead wiring harness with a 7-pin connector and trailer brake control harness is standard on all 2002 Yukon and Yukon XLs.
- Weight-Carrying Hitch Limit: 2268 kg (5000 lb.) trailer with 272 kg (600 lb.) Tongue Weight.
- A Weight-Distributing Hitch and Sway Control is required over 2268 kg (5000 lb.) Trailer Weight.
- Trailer tongue weight should be 10-15% of the total loaded trailer weight (up to 454 kg (1000 lb.) on the 1500 models and up to 680 kg (1500 lb.) on 2500 models).

GROSS COMBINATION WEIGHT RATINGS (GCWR)

You may prefer to use Gross Combination Weight Ratings (GCWR) to determine the engine and rear axle ratios you will require to tow a specific trailer with your Yukon or Yukon XL. This chart shows you the maximum allowable GCWR based on all the available engines and rear axle ratios with an automatic transmission. The GCWR includes the total loaded weight of both the truck and the trailer. Any available powertrain may be used for trailering if the GCWR shown is not exceeded.

GCWR kg (lb.)	4990 (11,000)	5443 (12,000)	5897 (13,000)	6350 (14,000)	7258 (16,000)	7711 (17,000)	8618 (19,000)
ENGINES/AXLE RATIOS							
Vortec 4800 V8	3.42	3.73	4.10				
Vortec 5300 V8		3.42	3.73	4.10			
Vortec 6000 V8				3.73	4.10		
Vortec 8100 V8						3.73	4.10

The ride in Yukon and Yukon XL 1500 is smooth and quiet due in part to a standard five-link rear suspension design that includes a stabilizer bar to control body roll.

SUSPENSIONS

GMC Yukon and Yukon XL 1500:

- Premium Ride – rear self-levelling feature helps maintain the rear suspension at an even level with the front during heavy-trailering conditions. Standard.
- Auto Ride – automatically varies the amount of shock damping on a real-time basis and under any circumstances – by sensing different road surfaces, speed, steering, load and wheel height conditions. Available on Yukon and Yukon XL 1500, standard on Denalis.

The rear suspension on **Yukon XL 2500 models** features 2-stage multi-leaf springs providing the support needed for heavy-duty trailer towing. Two suspensions are available:

- Firm Ride – a firm suspension to improve handling and trailering is standard on all models.
- Auto Ride – provides fully automatic damping. Available on Yukon XL 2500.

Now you don't have to cut into the vehicle's wiring to hook up your trailer's lights, since all models come with a standard trailer wiring harness and the Trailering Special Equipment Package which includes a weight-distributing platform hitch receiver providing a strong, sturdy mount. Also included is an auxiliary transmission oil cooler plus a 7-pin sealed wiring connector harness that make hookup quick and easy.

Not every compact pickup or sport-utility is built with the kind of uncompromised truck capabilities that GMC is known for. That helps separate the GMC Sonoma and Jimmy from the pack - they are built to handle substantial towing and hauling duties. Any V6-equipped Sonoma or Jimmy can tow a 1588 kg (3500 lb.) trailer with a 159 kg (350 lb.) Tongue Weight without special equipment. Both vehicles, when equipped with the Vortec 4300 V6 engine, include an engine cooler and heavy-duty automatic transmission oil cooler. So you can feel confident hitching up a trailer to either a Sonoma or Jimmy.

BALL HITCH TRAILERING WITH SONOMA

ENGINE/TRANSMISSION	Vortec 2200 L4/Automatic		Vortec 2200 L4/ 5-Speed Manual		Vortec 4300 V6/Automatic		Vortec 4300 V6/ 5-Speed Manual	
MODEL	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
Regular Cab: Short Box 2WD	1452 (3200)	4.10	771 (1700)	3.73	2268 (5000) 2722 (6000)	3.08 3.42	1814 (4000)	3.08
Extended Cab: Short Box 2WD	1361 (3000)	4.10	907 (2000)	4.10	2177 (4800) 2631 (5800)	3.08 3.42	1724 (3800)	3.08
Extended Cab: Short Box 4x4					2495 (5500) 2495 (5500)	3.42 3.73	1814 (4000)	3.42
Extended Cab: Short Box 4x4 with ZR2					2132 (4700)	3.73	1905 (4200)	3.73
Crew Cab: Short Box 4x4					2359 (5200) 2359 (5200)	3.42 3.73		

NOTES:

- Maximum limits for a weight-carrying trailer hitch are 1588 kg (3500 lb.) for the trailer and 159 kg (350 lb.) of Tongue Weight.
- For trailer weights over 1588 kg (3500 lb.), a weight-distributing hitch and sway control are required.
- Trailer Tongue Weight should be 10-15% of the total loaded trailer weight, up to a maximum of 159 kg (350 lb.).

The Jimmy's Vortec 4300 V6 has what it takes to provide excellent towing performance. It's the largest displacement V6 engine in any sport-utility vehicle. But the beauty of this engine isn't simply its ability to develop 250 lb.-ft. of torque at a low 2800 rpm, it's the fact that the engine will continue to see you through with legendary GMC dependability with a lengthy list of features that reduce the need for routine maintenance.

BALL HITCH TRAILERING WITH JIMMY

ENGINE/TRANSMISSION	4300 Vortec V6/Automatic		4300 Vortec V6/Manual (2-Door only)	
MODEL	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
2-DOOR MODELS	2449 (5400) 2449 (5400)	3.42 3.73	1769 (3900)	3.42
4-DOOR MODELS	2314 (5100) 2314 (5100)	3.42 3.73		

NOTES:

- Any Jimmy can tow a 1588 kg (3500 lb.) trailer with a 159 kg (350 lb.) tongue weight without special equipment.
- Trailer tongue weight should be 10-15% of total loaded trailer weight up to 340 kg (750 lb.).
- Jimmys towing trailers over 1588 kg (3500 lb.) require optional Special Trailering Equipment (Z82), which includes a weight-distributing hitch platform and an 8-wire trailer wiring harness.
- The standard Jimmy cooling system includes engine and transmission oil coolers required to attain maximum trailer ratings. No optional cooling equipment is available.

GROSS COMBINATION WEIGHT RATINGS (GCWR)

You may prefer to use Gross Combination Weight Ratings (GCWRs) to determine the engine and rear axle ratio you will require to tow a specific trailer with your GMC Sonoma or Jimmy. The chart below shows you the maximum allowable GCWR based on all the available engines and axle ratios for both automatic and manual transmission equipped vehicles. The GCWR includes the total loaded weight of both the tow vehicle and the trailer. Any available power train may be used for trailering if the GCWR shown is not exceeded.

GCWR kg (lb.)	2268 (5000)	2495 (5500)	2948 (6500)	3402 (7500)	3629 (8000)	3856 (8500)	4309 (9500)	4309* (9500)
ENGINE	Axle Ratio with Automatic Transmission							
Vortec 2200 L4			4.10					
Vortec 4300 V6						3.08	3.42	3.73
ENGINE	Axle Ratio with Manual Transmission							
Vortec 2200 L4	3.73	4.10						
Vortec 4300 V6				3.08	3.42	3.73		

*GCWR limited to 4082 kg (9000 lb.) with Sonoma Highrider Off-Road Performance Package (ZR2).

ENVOY
PONTIAC AZTEK & MONTANA
BUICK RENDEZVOUS
SAFARI

ENVOY

With a 270-horsepower engine this SUV can really haul. It has just the kind of low-revving torque required for trailering, achieving 90 percent of peak torque at low revs – from only 1600 up to 5600 rpm.

BALL HITCH TRAILERING WITH ENVOY

ENGINE/TRANSMISSION	VORTEC 4200 IN-LINE 6/AUTOMATIC	
MODEL	Axle Ratio	Maximum Trailer Weight kg (lb.)
Envoy – 2WD	3.42 3.73 4.10	2449 (5400) 2676 (5900) 2903 (6400)
Envoy – 4x4	3.42 3.73 4.10	2359 (5200) 2586 (5700) 2812 (6200)

NOTES:

- All Envoys include, as standard equipment, an integrated platform hitch receiver on the rear bumper and a 7-pin wiring harness connector. The cooling system includes all content required to attain the maximum trailer ratings.
- The trailer tongue weight should be 10-15% of the loaded trailer weight, up to 340 kg (750 lb.).
- Weight-carrying hitch limit is a 1814 (4000 lb.) trailer with 181 kg (400 lb.) tongue weight.

GROSS COMBINATION WEIGHT RATING (GCWR)

GCWRs include the total loaded weight of the Envoy and the trailer combined. The chart at right shows you maximum allowable GCWRs with specific axle ratios.

GCWR kg (lb.)	4536 (10,000)	4763 (10,500)	4990 (11,000)
Vortec 4200 I-6/Axle Ratio	3.42	3.73	4.10

PONTIAC AZTEK, MONTANA & BUICK RENDEZVOUS

These front-wheel drive vehicles combine excellent fuel economy, passenger comfort and road manners with trailer towing capability.

BALL HITCH TRAILERING

ENGINE/TRANSMISSION/AXLE RATIO	3400 V6/AUTOMATIC/3.29
EQUIPMENT	Maximum Trailer Weight kg (lb.)
Aztek/Montana/Rendezvous with standard equipment	907 (2000)*
Aztek/Montana/Rendezvous with trailering package	1588 (3500)*

*Capacities based on up to two occupants and no cargo. The weight of additional passengers, cargo or equipment must be subtracted from these ratings.

Trailering Package Includes:

- 125-amp alternator
- Trailer wiring harness
- Heavy-duty turn signal flasher
- Extra capacity engine oil cooler
- Heavy-duty radiator and transmission oil cooler

NOTE: Some of the above equipment may be included in the specific model selected and/or additional equipment must be specified. Does not include a trailer hitch.

SAFARI CARGO & PASSENGER VANS

In a world of me-too minivans, the capabilities of the mid-size Safari van really stand out. The standard 190-hp Vortec 4300 V6 engine helps Safari provide the best-in-mid-size-class* towing capacity. The fact is, Safari out-tows some front-wheel drive minivans by a full ton or more. *When properly equipped.

BALL HITCH TRAILERING WITH SAFARI

ENGINE/TRANSMISSION	VORTEC 4300 V6/AUTOMATIC	
MODEL	Axle Ratio	Maximum Trailer Weight kg (lb.)
Safari Cargo – RWD	3.42 3.73	2404 (5300) 2631 (5800)
Safari Cargo – AWD	3.42 3.73	2313 (5100) 2540 (5600)
Safari Passenger – RWD	3.42 3.73	2223 (4900) 2449 (5400)
Safari Passenger – AWD	3.42 3.73	2132 (4700) 2359 (5200)

NOTES:

- Any Safari can tow a 907 kg (2000 lb.) trailer without special equipment.
- The weight-carrying hitch limit is a 907 kg (2000 lb.) trailer with a 91 kg (200 lb.) tongue weight.
- A heavy-duty transmission oil cooler and engine oil cooler are standard on all Safari models.
- The trailer tongue weight should be 10-15 % of the total loaded trailer weight, up to 340 kg (750 lb.).
- When towing a trailer rated at over 907 kg (2000 lb.), Safaris require the optional Z82 Trailering Special Equipment Package which includes a weight-distribution hitch platform and an 8-wire trailer wiring harness.

GROSS COMBINATION WEIGHT RATING (GCWR)

Gross Combination Weight Ratings (GCWRs) help you determine the engine and rear axle ratio you need to tow a specific trailer with your Safari. GCWRs include the total loaded weight of the Safari and the trailer combined. The chart shows you maximum allowable GCWRs based on Safari's engine with automatic transmission and specific rear axle ratios.

GCWR kg (lb.)	4309 (9500)	4536 (10,000)
Rear Axle Ratio	3.42	3.73

SAVANA CARGO & PASSENGER VANS

Savana is a full-size van that is known for its awesome capacities. Its strength is the product of a full-length box-frame. The lineup of engines includes the most powerful gas engine in any van - the available 340-hp Vortec 8100 V8. It enables Savana to tow up to 4536 kg (10,000 lb.) when properly equipped. And Savana's family of engines generate their power smoothly, efficiently and reliably. So give your most demanding trailering jobs to the van that is up to the challenge: the GMC Savana.

BALL HITCH TRAILERING WITH SAVANA CARGO MODELS

ENGINE	Vortec 4300 V6		Vortec 5000 V8		Vortec 5700 V8		Vortec 8100 V8		6.5L Turbo Diesel V8	
Series	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
1500 - SWB	2132 (4700)	3.42	2540 (5600)	3.42	2767 (6100)	3.42				
2500 - SWB	2041 (4500)	3.42	2449 (5400)	3.42	2676 (5900)	3.42				
	2359 (5200)	4.10			2994 (6600)	3.73			3900 (8600)	3.73
					3674 (8100)	4.10			3900 (8600)	4.10
2500 - LWB	1950 (4300)	3.42	2359 (5200)	3.42	2586 (5700)	3.42				
	2268 (5000)	4.10			2903 (6400)	3.73			3810 (8400)	3.73
					3583 (7900)	4.10			3810 (8400)	4.10
3500 - SWB					2903 (6400)	3.73	4128 (9100)	3.73	3900 (8600)	3.73
					3583 (7900)	4.10	4536 (10,000)	4.10	3900 (8600)	4.10
3500 - LWB					2812 (6200)	3.73	4037 (8900)	3.73	3810 (8400)	3.73
					3493 (7700)	4.10	4536 (10,000)	4.10	3810 (8400)	4.10

BALL HITCH TRAILERING WITH SAVANA PASSENGER MODELS

ENGINE	Vortec 4300 V6		Vortec 5000 V8		Vortec 5700 V8		Vortec 8100 V8		6.5L Turbo Diesel V8	
Series	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
1500 - SWB	1905 (4200)	3.42	2313 (5100)	3.42	2540 (5600)	3.42				
	2132 (4700)	3.73			2994 (6600)	3.73				
2500 - SWB					2722 (6000)	3.73			3629 (8000)	3.73
					3402 (7500)	4.10			3629 (8000)	4.10
2500 - LWB					2631 (5800)	3.73				
					3311 (7300)	4.10				
3500 - SWB					2631 (5800)	3.73	3856 (8500)	3.73	3629 (8000)	3.73
					3311 (7300)	4.10	4536 (10,000)	4.10	3629 (8000)	4.10
3500 - LWB					2540 (5600)	3.73	3765 (8300)	3.73	3538 (7800)	3.73
					3220 (7100)	4.10	4536 (10,000)	4.10	3538 (7800)	4.10

SWB - Short Wheelbase Models/LWB - Long Wheelbase Models

NOTES:

- Savana Vans are not equipped or recommended for trailering with a bumper-mounted ball hitch. If you'll be towing a trailer, be sure to use a frame-mounted hitch of the proper size.
- Any GMC Savana can tow a 907 kg (2000 lb.) trailer without special equipment, except for the appropriate hitch and wiring.
- The weight-carrying hitch limit is a 1814 kg (4000 lb.) trailer with a 181 kg (400 lb.) tongue weight.
- Savana Vans towing trailers weighing over 1814 kg (4000 lb.) require a weight-distributing hitch platform, which is included with optional Z82 Trailering Special Equipment Package.
- The trailering tongue weight should be 10-15% of total loaded trailer weight, up to 454 kg (1000 lb.).
- The Z82 Trailering Special Equipment Package includes a weight-distributing hitch platform and an 8-wire trailer wiring harness.
- The base cooling system for each powertrain includes all that is required to attain the maximum trailer rating. No optional cooling equipment is needed.

GROSS COMBINATION WEIGHT RATINGS (GCWR)

You may prefer to use Gross Combination Weight Ratings (GCWR) to determine the engine and rear axle ratio you will require to tow a specific trailer with your GMC Savana. The chart below shows you the maximum allowable GCWR based on all the available engines and rear axle ratios. The GCWR includes the total loaded weight of both the truck and the trailer. Any available engine may be used for trailering if the GCWR shown is not exceeded.

GCWR kg (lb.)	4309 (9500)	4536 (10,000)	4723 (10,500)	4990 (11,000)	5443 (12,000)	6124 (13,500)	6577 (14,500)	6804 (15,000)	7711 (17,000)
ENGINE	Axle Ratio With Automatic Transmission								
Vortec 4300 V6	3.42	3.73	4.10						
Vortec 5000 V8			3.42						
Vortec 5700 V8				3.42	3.73	4.10			
Vortec 8100 V8						3.42		3.73	4.10
6.5L Turbo Diesel V8							3.73/4.10		

NOTE: Model availability of the above driveline combinations must be verified by your GMC dealer. Savana Special Cutaway models are incomplete vehicles and trailer ratings are not assigned; use this GCWR chart to determine powertrain requirements and combination weight limits.

WORKSHEET

The answers to these 12 questions provide you with helpful information required for selecting the GMC truck to meet your needs. For additional helpful information, visit our website at www.pickups.gmcanada.com. Fill out this worksheet and review it with your sales consultant as you spec your new vehicle.

1. What is the weight of your boat and/or trailer (including all cargo)? _____

2. Maximum towing ratings include a weight allowance for only the driver.
   How many additional passengers will be in the vehicle when you are towing? _____

3. What is the weight of other equipment and cargo in the tow vehicle? _____

4. How much of the vehicle's driving time will be spent towing?
   - ☐ 0-25%
   - ☐ 25-50%
   - ☐ 50-75%
   - ☐ 75-100%

5. What special conditions requiring the added traction of a locking differential and/or 4-wheel drive will you encounter while towing?
   - ☐ Off-road
   - ☐ Unfinished roads
   - ☐ Snow-covered roads
   - ☐ Boat ramps

6. What are the height and width of your boat or trailer? _____

7. Will you be towing over short or long distances?
   - ☐ Short
   - ☐ Long

8. When trailering, which of the following special conditions will you encounter?
   - ☐ Steep grades
   - ☐ Mountains
   - ☐ High altitudes
   - ☐ Extreme temperatures

9. What type of hitch does your trailer require?
   - ☐ Weight-carrying
   - ☐ Weight-distributing
   - ☐ Fifth-wheel

10. Is your trailer equipped with trailer brakes?
    - ☐ Yes Type _____
    - ☐ No

11. What type of electrical connection does your trailer require? _____

12. Will your towing needs increase in the future?
    - ☐ Yes
    - ☐ No

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