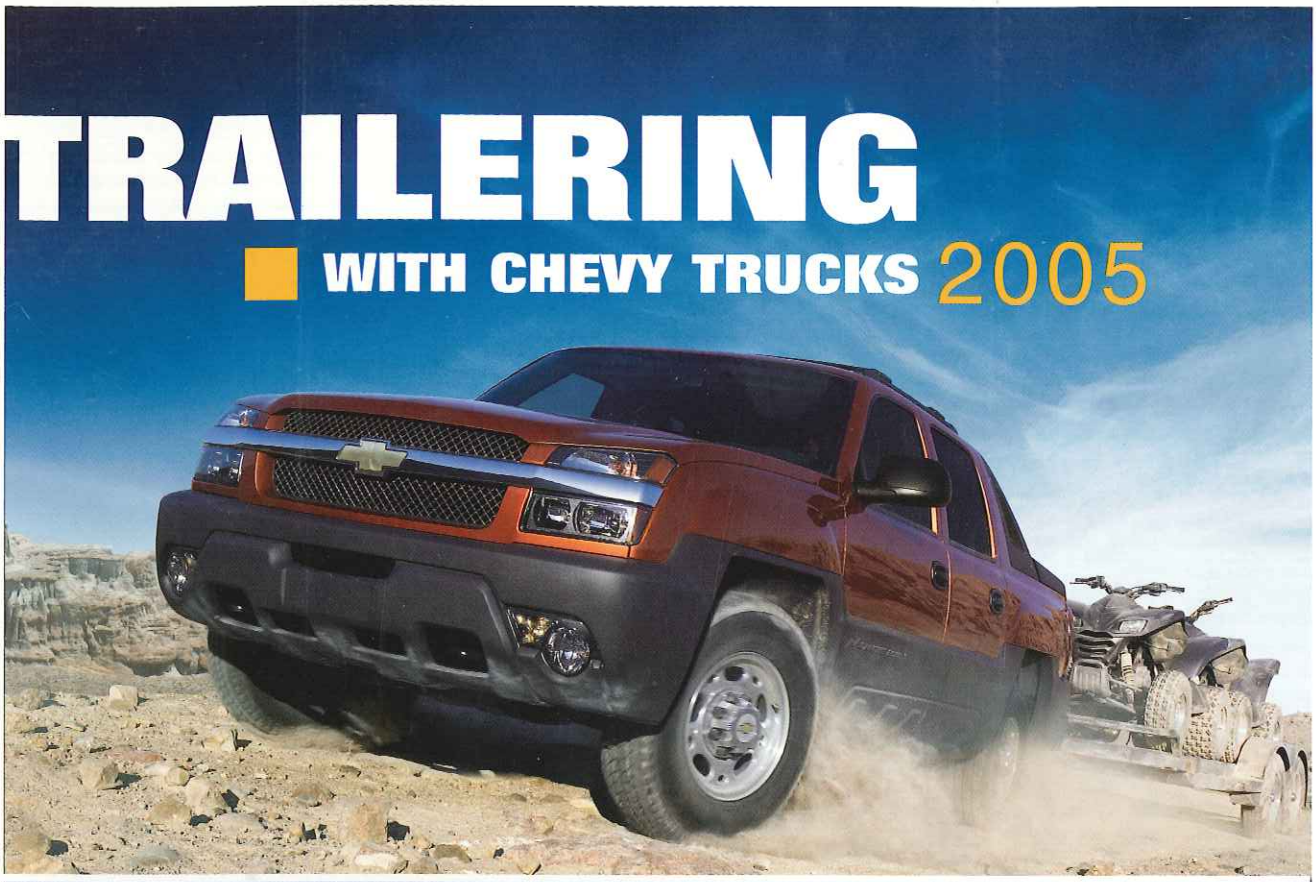
TRAILERING

WITH CHEVY TRUCKS 2005



CHEVROLET

The Selection Process

THE RIGHT TRAILERING SOLUTION BEGINS WITH THE RIGHT TRUCK.

Matching a vehicle with a specific trailering requirement isn't necessarily a simple job. 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.

When choosing the right truck for towing, you should begin by looking for many of the same characteristics that most truck owners demand – namely power, strength and ruggedness. These are the qualities that Chevy trucks are known for. And with Chevy, you are assured that every vehicle is engineered and manufactured with trailering in mind. That's what makes Chevy trucks such a popular choice for trailering. And with the wide range of Chevy trucks shown in this brochure, you can be sure there is one that can be built to 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 Chevy trucks are built rock solid, 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's 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 instructions 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.

*Silverados, Tahoes, Avalanches and Suburbans can handle loaded trailer weights up to 907 kg (2000 lb.) where local regulations permit.

ENGINE AVAILABILITY

Engines	Horsepower @ RPM	Torque lb.-ft. @ RPM	Colorado	Blazer	TrailBlazer/ TrailBlazer EXT	Silverado 1500/ 1500HD	Silverado 2500HD/ 3500	Tahoe	Suburban	Avalanche	Uplander	Astro Cargo/ Passenger	Express Cargo	Express Passenger
Vortec (Gas)														
2800 I-4	175 @ 5600	185 @ 2800	S**											
3500 V6	200 @ 5400	220 @ 4400									S			
3500 I-5	220 @ 5600	225 @ 2800	O**											
4200 I-6	275 @ 6000	275 @ 3600			S**									
4300 V6	190 @ 4400	250 @ 2800		S								S		
4300 V6	195 @ 4600	260 @ 2800				S*							S (1500-2500)	S (1500)
4800 V8	275 @ 5200	290 @ 4000											S (3500)	
4800 V8	285 @ 5600	295 @ 4000				O*		S						
5300 V8	285 @ 5200	325 @ 4000											O (1500-2500)	O (1500)
5300 V8	300 @ 5200	325 @ 4000			O**									
5300 V8	295 @ 5200	335 @ 4000				O*		O	S (1500)	S (1500)				
5300 V8	310 @ 5200	335 @ 4000				O**								
6000 V8	300 @ 4400	360 @ 4000				S (1500HD)	S						O (2500-3500)	S (2500-3500)
6000 V8	325 @ 5200	365 @ 4000							S (2500)					
6000 V8	345 @ 5200	380 @ 4000				S***								
8100 V8	320 @ 4200	440 @ 3200							O (2500)	S (2500)				
8100 V8	330 @ 4200	450 @ 3200					O							
DURAMAX (Diesel)														
6600 V8	300 @ 3100	520 @ 1800					O†							
6600 V8	310 @ 3000	605 @ 1600					O††							

S = Standard O = Optional *Availability varies with model selected. **Aluminum block ***Silverado SS only. †With manual transmission ††With Automatic transmission

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.

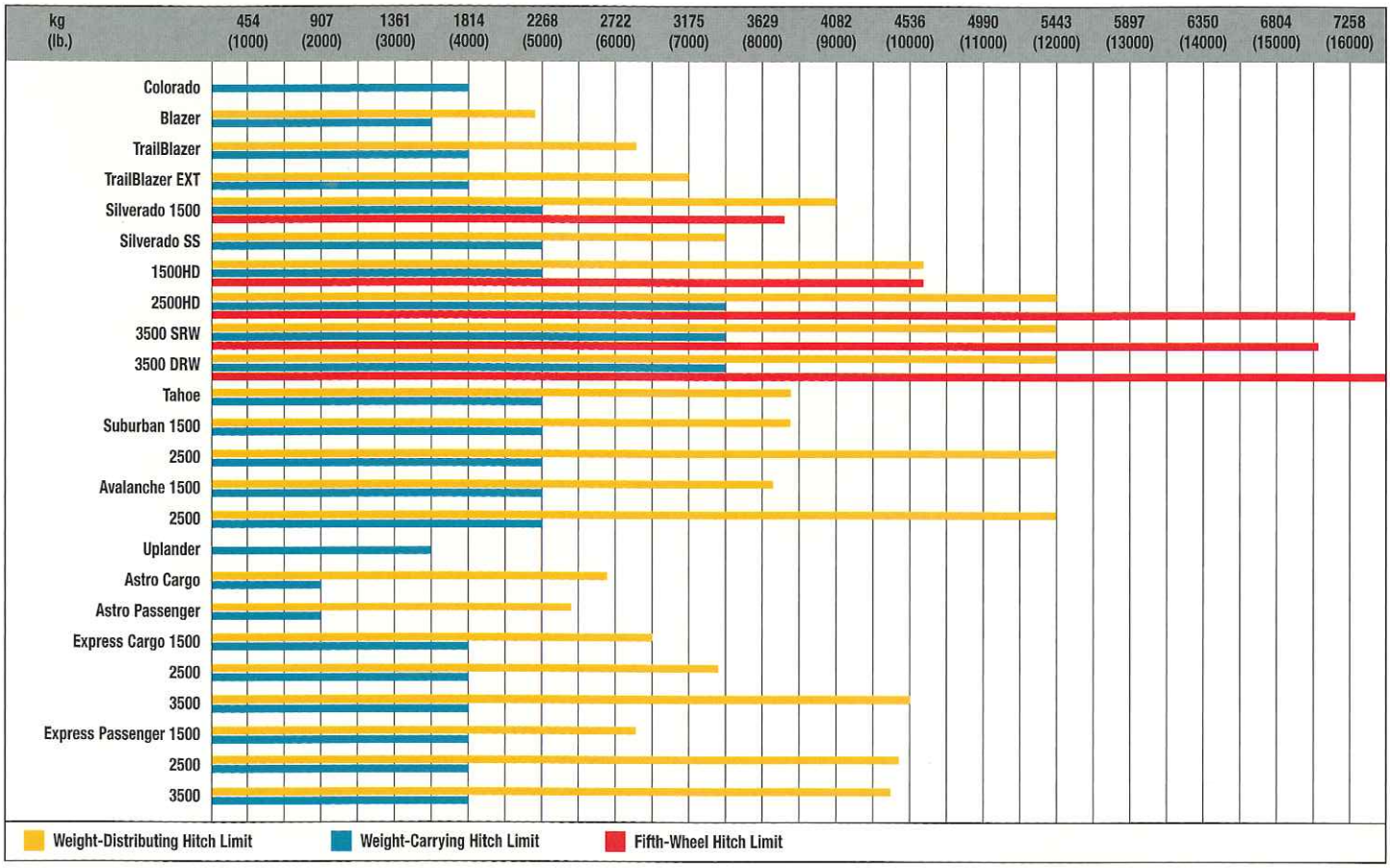
Obviously, trailer weight is critical in vehicle selection. In making this calculation, don't forget to include your estimate of the weight of passengers, cargo and other equipment in the tow vehicle.

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 in most Chevy trucks and is standard in 2004 Blazers, TrailBlazers, Tahoes and Suburbans. 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 and is more effective than the limited slip designs used by most competitors. This advantage is most evident on slippery surfaces where traction is at a premium, such as on boat ramps and ice- or snow-covered roads.

MAXIMUM TRAILER TOWING CAPACITIES WHEN PROPERLY EQUIPPED

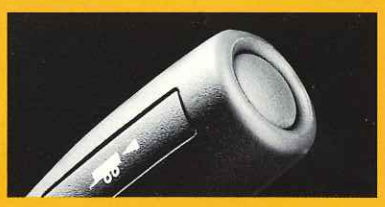


TOW/HAUL MODE

Most Chevy 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 (on the instrument panel in Express Vans) produces a more aggressive transmission shift pattern, which lengthens the shift intervals and produces firmer upshifts. Take note: this is not the overdrive lock-out 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 Colorado, Blazer, TrailBlazer and TrailBlazer EXT.



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. Chevy 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 encountered frequently
- 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 rpm relative to road speed. They also multiply the engine's torque to provide the pulling power needed to reach cruising speeds. All Chevy truck transmissions* feature an overdrive top gear that reduces engine speed when cruising, for improved fuel economy.

Many Chevy trucks offer a choice of manual or automatic transmission. Chevrolet 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 powertrain components. The increased twisting force from the torque converter is further multiplied by the transmission 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 Chevy 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.

*Except Equinox which uses a 5-speed automatic transmission with a 2.65:1 final drive ratio. Refer to the Equinox brochure and Owner's Manual for towing recommendations.

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 development 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 when lightly loaded and not towing.

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, engine 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 trailer 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 or kingpin that is carried on the hitch ball or fifth-wheel hitch, respectively. This is a critical measurement as it has an impact on vehicle handling. Too much Tongue/Kingpin Weight causes overloading of the rear axle, causing the front suspension to lift and reducing steering response. Too little Tongue/Kingpin 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

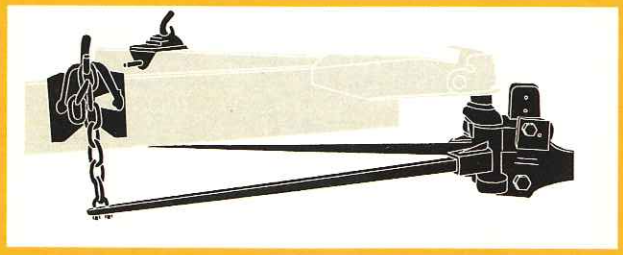
Once you have selected your vehicle, the next step is making sure you have the necessary equipment to help you trailer safely and confidently. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely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

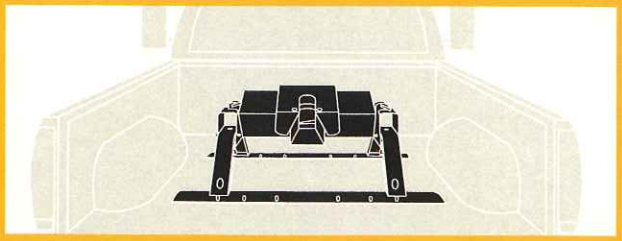
Draw bar type weight-carrying hitch.

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 weight 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.

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.

PASSING

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 recheck your hitch and lights at fuel and rest stops when trailering.

Power camper mirrors are available on selected full-size pickups and SUVs. They are heated, power adjustable, extendable and have in-glass turn signal indicators.

Silverado 1500HD 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.

Silverados, Tahoes, Suburbans and Avalanches 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.

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 excéed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The tongue load 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 should be 10-15% of the total loaded trailer weight. The kingpin weight of fifth-wheel trailers is typically 15-25% 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. Refer to the Owner's Manual for additional information.

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 Express 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 provide an under-dash connector for an Electronic Brake Controller (EBC) jumper harness. This special wiring harness, with a fuse and connector, is included with the Trailering Package. It 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 "breakaway" 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.

Silverado 1500 & 1500HD Pickups

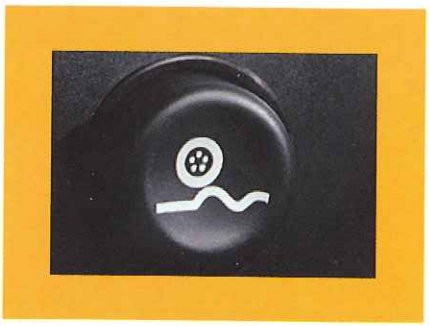
BALL HITCH TRAILERING WITH SILVERADO 1500 AND 1500HD – AUTOMATIC TRANSMISSION

ENGINE	VORTEC 4300 V6		VORTEC 4800 V8		VORTEC 5300 V8		VORTEC 6000 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
C15703 Regular Cab: Standard Box 2WD	2223 (4900)	3.23	2858 (6300)	3.23	3311 (7300)	3.23		
			3311 (7300)	3.73	3765 (8300)	3.73		
C15903 Regular Cab: Long Box 2WD	2177 (4800)	3.23	2812 (6200)	3.23	3266 (7200)	3.23		
			3266 (7200)	3.73	3720 (8200)	3.73		
C15753 Extended Cab: Standard Box 2WD	2087 (4600)	3.23	2722 (6000)	3.23	3175 (7000)	3.23		
	2313 (5100)	3.73	3175 (7000)	3.73	3629 (8000)	3.73		
C15753 Extended Cab: Standard Box 2WD (Hybrid)					3039 (6700)	3.23		
					3493 (7700)	3.73		
C15953 Extended Cab: Long Box 2WD			2631 (5800)	3.23	3084 (6800)	3.23		
			3084 (6800)	3.73	3538 (7800)	3.73		
C15543 Crew Cab: Short Box 2WD					3039 (6700)	3.23		
					3493 (7700)	3.73		
C15743 HD Crew Cab: Standard Box 2WD							3720 (8200)	3.73
							4627 (10,200)	4.10
C15743 HD Crew Cab: Standard Box 2WD (w/Quadrasteer)							3583 (7900)	3.73
							4491 (9900)	4.10
K15703 Regular Cab: Standard Box 4x4	2313 (5100)	3.73	3175 (7000)	3.42	3629 (8000)	3.42		
			3629 (8000)	4.10	4082 (9000)	4.10		
K15903 Regular Cab: Long Box 2WD 4x4	2268 (5000)	3.73	3130 (6900)	3.42	3583 (7900)	3.42		
			3583 (7900)	4.10	4037 (8900)	4.10		
K15753 Extended Cab: Standard Box 4x4			3039 (6700)	3.42	3493 (7700)	3.42		
			3493 (7700)	4.10	3946 (8700)	4.10		
K15753 Extended Cab: Standard Box 4x4 (w/Quadrasteer)					3311 (7300)	3.73		
					3765 (8300)	4.10		
K15753 Extended Cab: Standard Box 4x4 (Hybrid))					3357 (7400)	3.42		
K15753 Extended Cab: Standard Box AWD (Silverado SS)								
							3402 (7500)	4.10
K15953 Extended Cab: Long Box 4x4			2994 (6600)	3.42	3447 (7600)	3.42		
			3447 (7600)	4.10	3900 (8600)	4.10		
K15543 Crew Cab: Short Box 4x4					3357 (7400)	3.42		
					3810 (8400)	4.10		
K15743 HD Crew Cab: Standard Box 4x4							3583 (7900)	3.73
							4491 (9900)	4.10
K15743 HD Crew Cab: Standard Box 4x4 (w/Quadrasteer)							3447 (7600)	3.73
							4355 (9600)	4.10

NOTES:

- Any Silverado 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.
- Silverado 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, extra capacity transmission cooling, if not already equipped, a high capacity air cleaner, an electric brake control wiring harness 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 1500 models – 680 kg (1500 lb.) on 1500HD 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 – 1134 kg (2500 lb.) on 1500HD 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.
- Silverado 1500 models with a Vortec 4300 V6 engine are not rated to tow fifth-wheel trailers.
- Silverado 1500 models with a Vortec 4800 V8 engine require an automatic transmission to tow fifth-wheel trailers.
- 1500 Short Box Crew Cabs, Hybrid and SS models are neither designed or intended to tow 5th-wheel or gooseneck trailers.

Caution must be used when selecting a Silverado 1500 model to tow fifth-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. Silverado 1500 models can tow 5th-wheel trailers, within the limits shown on page 9, as long as the kingpin weight does not cause the vehicle to exceed the GVWR or GAWRs.



The Silverado 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 AND 1500HD 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)	7258 (16,000)
ENGINE	AXLE RATIO WITH AUTOMATIC TRANSMISSION								
Vortec 4300 V6			3.23	3.73					
Vortec 4800 V8					3.23	3.42/3.73	4.10		
Vortec 5300 V8						3.23	3.42/3.73	4.10	
Vortec 6000 V8								3.73	4.10*
ENGINE	AXLE RATIO WITH MANUAL TRANSMISSION								
Vortec 4300 V6	3.23	3.73							
Vortec 4800 V8		3.23		3.42/3.73	4.10				
Vortec 6000 V8								3.73	4.10

*5897 kg (13,000 lb.) for Silverado SS.

Silverado 1500 & 1500HD Pickups

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

BALL HITCH TRAILERING WITH SILVERADO 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: Standard Box 2WD	1769 (3900)	3.23	1950 (4300)	3.23
			2404 (5300)	3.73
C15903 Regular Cab: Long Box 2WD	1724 (3800)	3.23	1905 (4200)	3.23
			2359 (5200)	3.73
K15703 Regular Cab: Standard Box 4x4	1860 (4100)	3.73	2268 (5000)	3.42
			2721 (6000)	4.10
K15903 Regular Cab: Long Box 4x4	1814 (4000)	3.73	2223 (4900)	3.42
			2676 (5900)	4.10

A 1500HD Crew Cab, with Quadrasteer as shown, makes an ideal family tow vehicle. With a GVWR of 3900 kg (8600 lb.), a 2722 kg (6000 lb.) rear GAWR and a 300-hp Vortec 6000 V8 engine, it can handle most trailering duties with ease. Refer to the information on this page and page 8 for details.

FIFTH-WHEEL TRAILERING WITH SILVERADO 1500 AND 1500HD – AUTOMATIC TRANSMISSION

ENGINE	VORTEC 4800 V8		VORTEC 5300 V8		VORTEC 6000 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: Standard Box 2WD	2858 (6300)	3.23	3311 (7300)	3.23		
	3311 (7300)	3.73	3765 (8300)	3.73		
C15903 Regular Cab: Long Box 2WD	2812 (6200)	3.23	3266 (7200)	3.23		
	3266 (7200)	3.73	3720 (8200)	3.73		
C15753 Extended Cab: Standard Box 2WD	2722 (6000)	3.23	3175 (7000)	3.23		
	3175 (7000)	3.73	3357 (7400)	3.73		
C15953 Extended Cab: Long Box 2WD	2631 (5800)	3.23	3084 (6800)	3.23		
	3084 (6800)	3.73	3447 (7600)	3.73		
C15743 HD Crew Cab: Standard Box 2WD					3720 (8200)	3.73
					4627 (10,200)	4.10
K15703 Regular Cab: Standard Box 4x4	3175 (7000)	3.42	3220 (7100)	3.42		
	3220 (7100)	4.10	3220 (7100)	4.10		
K15903 Regular Cab: Long Box 4x4	3130 (6900)	3.42	3583 (7900)	3.42		
	3583 (7900)	4.10	3674 (8100)	4.10		
K15753 Extended Cab: Standard Box 4x4	3039 (6700)	3.42	3130 (6900)	3.42		
	3130 (6900)	4.10	3130 (6900)	4.10		
K15953 Extended Cab: Long Box 4x4	2767 (6100)	3.42	2767 (6100)	3.42		
	2767 (6100)	4.10	2767 (6100)	4.10		
K15743 HD Crew Cab: Standard Box 4x4					3583 (7900)	3.73
					4491 (9900)	4.10

*Vehicles equipped with Quadrasteer cannot be purchased with a fifth-wheel trailer wiring harness.

SILVERADO TRAILER-TOWING FEATURES:

- Automatic transmissions feature a Tow/Haul mode for improved performance when towing.
- Four-wheel anti-lock braking system (ABS) with Dynamic Rear Proportioning (DRP) adds a measure of safety when braking, especially on slippery surfaces.
- Rear axles use a synthetic lubricant for lower operating temperatures under heavy-load conditions.
- Large, cross-flow radiators with excellent airflow characteristics keep things cool in extreme conditions.
- The Driver Information Centre monitors both engine and transmission temperatures and alerts the operator of any problems before damage occurs. A dedicated transmission fluid temperature gauge is available on 2500HD and 3500 models that are equipped with an automatic transmission.
- Three-piece modular frame with a hydroformed front section provides exceptional strength without unnecessary weight.
- Independent front suspension is used on all pickup models, both two- and four-wheel drive, providing superior ride and handling. Suspension packages are available for trailering.
- The Trailering Special Equipment Package includes a weight-distributing hitch receiver, an electric brake control wiring harness, as well as a trailer wiring 7-pin connector. Engine and transmission coolers are included as required.

CHEVY SILVERADO SS

The Silverado SS continues Chevy's Super Sport heritage of superior power and aggressive styling without losing its work ethic. Silverado SS comfortably accommodates five people, its payload is in excess of its half-ton nominal rating and its standard full-time all-wheel drive system provides outstanding performance even on slippery road surfaces. The standard (and only) powertrain consists of a high-output 345 horsepower Vortec 6000 V8, a heavy-duty 4-speed automatic transmission with overdrive and axles with 4.10:1 ratios.

When properly equipped with the Trailering Special Equipment Package and a weight distribution hitch, the SS can handle maximum trailer weights up to 3402 kg (7500 lb.) with a Gross Combination Weight Rating (GCWR) of 5897 kg (13,000 lb.). Tongue weight should not exceed 454 kg (1,000 lb.) and in any case must not cause the rear axle load to exceed the rear GAWR of 1814 kg (4000 lb.). The Silverado SS is not intended for fifth-wheel trailering.

Silverado 2500HD & 3500 Pickups with Ball Hitch

The bigger the job, the more you'll appreciate the capabilities of these Silverado heavy-duty pickups. The 2500HD and 3500 pickups deliver all the power you need with the available 330-hp Vortec 8100 V8 and turbocharged 310-hp Duramax 6600 Diesel V8 engines. Coupled with the available Allison 1000 Series 5-speed automatic transmission, these powertrains offer the performance needed for even the most demanding trailering applications.

BALL HITCH TRAILERING WITH SILVERADO 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
2500HD – 4173 kg (9200 lb.) GVWR						
C25903 Regular Cab Long Box 2WD	4808 (10,600)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
C25753 Extended Cab Standard Box 2WD	4672 (10,300)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
C25953 Extended Cab Long Box 2WD	4581 (10,100)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
C25743 Crew Cab Standard Box 2WD	4581 (10,100)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
C25943 Crew Cab Long Box 2WD	4491 (9900)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
K25903 Regular Cab Long Box 4x4	4672 (10,300)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
K25753 Extended Cab Standard Box 4x4	4536 (10,000)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
K25953 Extended Cab Long Box 4x4	4491 (9900)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
K25743 Crew Cab Standard Box 4x4	4445 (9800)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
K25943 Crew Cab Long Box 4x4	4355 (9600)	4.10	5443 (12,000)	3.73	5443 (12,000)	3.73
			5443 (12,000)	4.10		
3500 – 4491 kg (9,900 lb.) GVWR with SRW*/5171 kg (11,400 lb.) GVWR with DRW*						
C35953 Extended Cab Long Box 2WD/DRW*	4400 (9700)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
C35943 Crew Cab Long Box 2WD/DRW*	4264 (9400)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35903 Regular Cab Long Box 4x4/SRW*	4536 (10,000)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35903 Regular Cab Long Box 4x4/DRW*	4445 (9800)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35953 Extended Cab Long Box 4x4/SRW*	4355 (9600)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35953 Extended Cab Long Box 4x4/DRW*	4264 (9400)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35943 Crew Cab Long Box 4x4/SRW*	4264 (9400)	4.10	5443 (12,000)	4.10	5443 (12,000)	3.73
K35943 Crew Cab Long Box 4x4/DRW*	4128 (9100)	4.10	5443 (12,000)	4.10		

*SRW = Single Rear Wheels. DRW = Dual Rear Wheels.

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.

SILVERADO 2500HD AND 3500 PICKUP GROSS COMBINATION WEIGHT RATINGS (GCWR)

GCWR kg (lb.)	7258 (16,000)	9072 (20,000)	9979 (22,000)	10,660 (23,500)
ENGINE	**AXLE RATIO REQUIRED WITH AUTOMATIC TRANSMISSION**			
Vortec 6000 V8*	4.10			
Vortec 8100 V8		3.73	4.10	
Duramax 6600 V8 Diesel			3.73	3.73**
ENGINE	**AXLE RATIO REQUIRED WITH MANUAL TRANSMISSION**			
Vortec 6000 V8	4.10			
Vortec 8100 V8			4.10	
Duramax 6600 V8 Diesel			3.73	

*Rating is reduced by 454 kg (1000 lb.) when engine modified to operate on alternate fuels (CNG).
**Rating for 3500 Series with Dual Rear Wheels (DRW).

Silverado 2500HD & 3500 Pickups 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 SILVERADO 2500HD AND 3500 PICKUPS

ENGINE TRANSMISSION	Vortec 6000 V8 Manual or Automatic		Vortec 8100 V8 Manual or Automatic		Duramax 6600 V8 Diesel Manual 6-speed Transmission		Duramax 6600 V8 Diesel Allison 5-speed Automatic	
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
2500HD – 4173 kg (9,200 lb.) GVWR								
C25903 – Regular Cab Long Box 2WD	4808 (10,600)	4.10	6441 (14,200) 7348 (16,200)	3.73 4.10	7258 (16,000)	3.73	7258 (16,000)	3.73
C25753 – Extended Cab Standard Box 2WD	4672 (10,300)	4.10	6305 (13,900) 7212 (15,900)	3.73 4.10	7122 (15,700)	3.73	7122 (15,700)	3.73
C25953 – Extended Cab Long Box 2WD	4581 (10,100)	4.10	6214 (13,700) 7122 (15,700)	3.73 4.10	7076 (15,600)	3.73	7076 (15,600)	3.73
C25743 – Crew Cab Standard Box 2WD	4581 (10,100)	4.10	6169 (13,600) 7076 (15,600)	3.73 4.10	6985 (15,400)	3.73	6985 (15,400)	3.73
C25943 – Crew Cab Long Box 2WD	4491 (9900)	4.10	6124 (13,500) 7031 (15,500)	3.73 4.10	6940 (15,300)	3.73	6940 (15,300)	3.73
K25903 – Regular Cab Long Box 4x4	4672 (10,300)	4.10	6260 (13,800) 7167 (15,800)	3.73 4.10	7076 (15,600)	3.73	7076 (15,600)	3.73
K25753 – Extended Cab Standard Box 4x4	4536 (10,000)	4.10	6169 (13,600) 7076 (15,600)	3.73 4.10	7031 (15,500)	3.73	7031 (15,500)	3.73
K25953 – Extended Cab Long Box 4x4	4491 (9900)	4.10	6078 (13,400) 6985 (15,400)	3.73 4.10	6804 (15,000)	3.73	6804 (15,000)	3.73
K25743 – Crew Cab Standard Box 4x4	4445 (9800)	4.10	6033 (13,300) 6940 (15,300)	3.73 4.10	6441 (14,200)	3.73	6441 (14,200)	3.73
K25943 – Crew Cab Long Box 4x4	4355 (9600)	4.10	5988 (13,200) 6532 (14,400)	3.73 4.10	6078 (13,400)	3.73	6078 (13,400)	3.73
3500 – 4491 kg (9,900 lb.) GVWR with SRW*/4171 (11,400 lb.) GVWR with DRW*								
C35953 – Extended Cab Long Box 2WD/DRW*	4400 (9700)	4.10	6940 (15,300)	4.10	6849 (15,100)	3.73	7530 (16,600)	3.73
C35943 – Crew Cab Long Box 2WD/DRW*	4264 (9400)	4.10	6849 (15,100)	4.10	6759 (14,900)	3.73	7439 (16,400)	3.73
K35903 – Regular Cab Long Box 4x4/SRW*	4536 (10,000)	4.10	7076 (15,600)	4.10	6985 (15,400)	3.73	6985 (15,400)	3.73
K35903 – Regular Cab Long Box 4x4/DRW*	4445 (9800)	4.10	6985 (15,400)	4.10	6895 (15,200)	3.73	7575 (16,700)	3.73
K35953 – Extended Cab Long Box 4x4/SRW*	4355 (9600)	4.10	6895 (15,200)	4.10	6804 (15,000)	3.73	6804 (15,000)	3.73
K35953 – Extended Cab Long Box 4x4/DRW*	4264 (9400)	4.10	6804 (15,000)	4.10	6713 (14,800)	3.73	7394 (16,300)	3.73
K35943 – Crew Cab Long Box 4x4/SRW*	4264 (9400)	4.10	6804 (15,000)	4.10	6713 (14,800)	3.73	6713 (14,800)	3.73
K35943 – Crew Cab Long Box 4x4/DRW*	4128 (9100)	4.10	6713 (14,800)	4.10	6577 (14,500)	3.73	7303 (16,100)	3.73

SRW = Single Rear Wheels DRW = Dual Rear Wheels

Silverado 3500 models with dual rear wheels provide an extra measure of stability, traction and braking – important attributes when towing heavy fifth-wheel trailers.

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

NOTES:

- 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.
- Trailer kingpin weight should be 15-25% of total loaded trailer weight.
- Trailering capacity may be limited by the tow vehicle's ability to carry the trailer kingpin weight without exceeding the GVWR or Rear GAWR.

Provision for an overdrive lock-out, in addition to Tow/Haul mode, on vehicles equipped with the Allison automatic transmission permits operation in direct drive for improved performance and control when towing heavy trailers.

Tahoe, Suburban & Avalanche

Ever since Chevy invented the SUV with the introduction of the Suburban 68 years ago, it has earned a reputation for superior trailering capabilities. The new generations of Tahoe, Suburban and Avalanche have taken trailering capacities and functionality to an even higher level. Among the enhancements are more powerful Vortec engines, an automatic transmission with Tow/Haul mode, as well as improvements to the braking, steering, handling, suspensions and electrical systems. The result is not just a better full-size SUV, but an even better tow vehicle.

BALL HITCH TRAILERING WITH TAHOE, SUBURBAN AND AVALANCHE

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
Tahoe 2WD C15706	2586 (5700) 3039 (6700)	3.23 3.73	3039 (6700) 3493 (7700)	3.23 3.73				
Tahoe 4x4 K15706	2948 (6500) 3402 (7500)	3.42 4.10	3402 (7500) 3538 (7800)	3.42 4.10				
Tahoe 4x4 with Z71 K15706 + BPH	2858 (6300) 3311 (7300)	3.42 4.10	3311 (7300) 3765 (8300)	3.42 4.10				
Tahoe 4x4 with 3rd seat K15706 + AS3	2903 (6400) 3357 (7400)	3.42 4.10	3357 (7400) 3810 (8400)	3.42 4.10				
Suburban 1500 2WD C15906			3357 (7400) 3810 (8400)	3.42 4.10				
Suburban 1500 4x4 K15906			3266 (7200) 3720 (8200)	3.42 4.10				
Suburban 1500 4x4 with Z71 K15906 + BPH			3175 (7000) 3629 (8000)	3.42 4.10				
Suburban 2500 2WD C25906					3583 (7900) 4491 (9900)	3.73 4.10	4808 (10,600) 5443 (12,000)	3.73 4.10
Suburban 2500 2WD w/Quadrasteer C25906 + NYS					3493 (7700) 4400 (9700)	3.73 4.10		
Suburban 2500 4x4 K25906					3447 (7600) 4355 (9600)	3.73 4.10	4672 (10,300) 5443 (12,000)	3.73 4.10
Suburban 2500 4x4 w/Quadrasteer K25906 + NYS					3357 (7400) 4264 (9400)	3.73 4.10		
Avalanche 1500 2WD C15936			3311 (7300) 3720 (8200)	3.42 4.10				
Avalanche 1500 4x4 K15936			3221 (7100) 3629 (8000)	3.42 4.10				
Avalanche 2500 4x4 K25936							4581 (10,100) 5443 (12,000)	3.73 4.10

NOTES:

- Weight-Carrying Hitch Limit: 2268 kg (5000 lb.) trailer with 272 kg (600 lb.) Tongue Weight.
- Trailers over 2268 kg (5000 lb.) require optional Special Trailering Equipment (Z82) which includes a weight-distributing hitch receiver and a heavy-duty 8-lead wiring harness with a 7-pin connector and 4-pin adaptor. A high-capacity air cleaner and auxillary transmission oil cooler are also included if not standard equipment.
- The addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Trailering capacity may be limited by the tow vehicle's ability to carry the trailer 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).
- Avalanche models are not intended to tow 5th wheel or gooseneck trailers.

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. 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	3.23	3.42/3.73	4.10				
Vortec 5300 V8		3.23	3.42/3.73	4.10			
Vortec 6000 V8				3.73	4.10		
Vortec 8100 V8						3.73	4.10

The ride in Tahoe, Suburban and Avalanche 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. 2500 Series Suburban and Avalanche have a 2-stage multi-leaf rear suspension that provides a good ride when lightly loaded and the strength to support the tongue weight of heavy trailers.

Colorado Pickup & Blazer SUV

Colorados are designed for people who want a purposeful, mid-size pickup providing efficiency, driving and parking ease in a vehicle that meets their work and recreational needs. Colorado is a true pickup truck, with body-on-frame construction, Regular, Extended and Crew Cab models, manual or automatic transmissions, rear- or four-wheel drive, and ample power from two engines derived from the highly-acclaimed Vortec 4200 in-line six-cylinder powerplant. Colorados provide outstanding performance, payload and towing capacity.

BALL HITCH TRAILERING WITH COLORADO PICKUPS

ENGINE TRANSMISSION	Vortec 2800 I-4 Automatic Transmission		Vortec 2800 I-4 5-Speed Manual		Vortec 3500 I-5 Automatic Transmission		Vortec 3500 I-5 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
S15403 – Regular Cab, 2WD	– 1542 (3400)	– 3.73	862 (1900) 1089 (2400)	3.42 3.73	1814 (4000) 1814 (4000)	3.42 3.73	1497 (3300) 1724 (3800)	3.42 3.73
S15653 – Extended Cab, 2WD	– 1452 (3200)	– 3.73	771 (1700) 998 (2200)	3.42 3.73	1814 (4000) 1814 (4000)	3.42 3.73	1452 (3200) 1678 (3700)	3.42 3.73
S15643 – Crew Cab, 2WD	– 1361 (3000)	– 3.73	680 (1500) 907 (2000)	3.42 3.73	1814 (4000) 1814 (4000)	3.42 3.73		– –
T15403 – Regular Cab, 4x4	1406 (3100) 1406 (3100)	3.73 4.10	953 (2100) 953 (2100)	3.73 4.10	1814 (4000) 1814 (4000) 1814 (4000)	3.42 3.73 4.10	1361 (3000) 1588 (3500) 1588 (3500)	3.42 3.73 4.10
T15653 – Extended Cab, 4x4	1315 (2900) 1315 (2900)	3.73 4.10	862 (1900)	4.10	1814 (4000) 1814 (4000) 1814 (4000)	3.42 3.73 4.10	1315 (2900) 1542 (3400) 1542 (3400)	3.42 3.73 4.10
T15643 – Crew Cab, 4x4	1225 (2700) 1225 (2700)	3.73 4.10	771 (1700)	4.10	1814 (4000) 1814 (4000) 1814 (4000)	3.42 3.73 4.10		

NOTES:

- Maximum limits for a weight-carrying trailer hitch are 1814 kg (4000 lb.) for the trailer and 227 kg (500 lb.) of tongue weight.
- Trailer tongue weight should be 10-15% of the total loaded trailer weight, up to a maximum of 227 kg (500 lb.).
- Tongue weight should not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).
- Trailer hitch platform and 4-lead trailer wiring harness are available.

BALL HITCH TRAILERING WITH BLAZER SUV

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
T10516 2-DOOR, 4x4	2223 (4900) 2223 (4900)	3.42 3.73	1769 (3900)	3.42
WIDE STANCE SPORT PACKAGE (ZR2)	1950 (4300)	3.73	1905 (4200)	3.73

NOTES:

- Any Blazer 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.).
- Blazers 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 Blazer 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 Colorado or Blazer. 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 powertrain may be used for trailering if the GCWR shown is not exceeded.

GCWR kg (lb.)	2495 5500	2722 6000	3175 7000	3402 7500	3629 8000	3856 8500	4082 9000	4309 9500
ENGINE	Axle Ratio with Automatic Transmission							
Vortec 2800 I-4 – Colorado			3.73/4.10					
Vortec 3500 I-5 – Colorado						3.42	3.73/4.10	
Vortec 4300 V6 – Blazer								3.42/3.73*
ENGINE	Axle Ratio with Manual Transmission							
Vortec 2800 I-4 – Colorado	3.42	3.73/4.10						
Vortec 3500 I-5 – Colorado			3.42	3.73/4.10				
Vortec 4300 V6 – Blazer					3.42	3.73		

*GCWR limited to 4082 kg (9000 lb.) with Wide Stance Sport Performance Package (ZR2).

TrailBlazer/TrailBlazer EXT

With a 275-horsepower Vortec 4200 engine, these SUVs can really haul. They have just the kind of torque required for trailering, achieving 90 percent of peak torque from only 1600 up to 5600 rpm. The Vortec 5300 V8, available in TrailBlazer EXT models, adds an extra measure of performance when hauling heavier trailers.

BALL HITCH TRAILERING WITH TRAILBLAZER AND TRAILBLAZER EXT

ENGINE	VORTEC 4200 IN-LINE 6		VORTEC 5300 V8	
MODEL	Max. Trailer Weight kg (lb.)	Axle Ratio Required	Max. Trailer Weight kg (lb.)	Axle Ratio Required
TRAILBLAZER – 2WD S15506	2404 (5300) 2631 (5800) 2858 (6300)	3.42 3.73 4.10		
TRAILBLAZER – 4x4 T15506	2313 (5100) 2540 (5600) 2767 (6100)	3.42 3.73 4.10		
TRAILBLAZER EXT – 2WD S15806	2268 (5000) 2495 (5500) 2722 (6000)	3.42 3.73 4.10	2676 (5900) 3175 (7000)	3.42 3.73
TRAILBLAZER EXT – 4x4 T15806	2177 (4800) 2404 (5300) 2631 (5800)	3.42 3.73 4.10	2586 (5700) 2948 (6500)	3.42 3.73

NOTES:

- All TrailBlazer and TrailBlazer EXT 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.) on TrailBlazer, 408 kg (900 lb.) on TrailBlazer Ext.
- Weight-carrying hitch limit is a 1814 kg (4000 lb.) trailer with 181 kg (400 lb.) tongue weight.
- Weight-Distributing Hitch and Sway Control is required over 1814 kg (4000 lb.) trailer weight.

GROSS COMBINATION WEIGHT RATING (GCWR)

GCWRs include the total loaded weight of the tow vehicle 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)	5670 (12,500)
Vortec 4200 I-6/Axle Ratio	3.42	3.73	4.10	
Vortec 5300 V8/Axle Ratio			3.42	3.73

Uplander

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

BALL HITCH TRAILERING

ENGINE/TRANSMISSION	3400 V6/AUTOMATIC
EQUIPMENT	Maximum Trailer Weight kg (lb.)
Uplander with standard equipment	907 (2000)*
Uplander 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. **Available on Extended Wheelbase models.

Trailering Package includes:

- 125-amp alternator
- P225/60R17 All Season tires
- Trailer wiring harness
- Heavy-duty turn signal flasher
- 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. A trailer hitch is an available option.

Astro Cargo & Passenger Vans

What does the presence of the largest engine in its class* do for Astro? The standard 190-hp Vortec 4300 V6 engine helps Chevy Astro provide the best towing capacity in the mid-size class. The fact is, Astro out-tows some front-wheel-drive minivans by a full ton or more.** *Excludes other GM products. **When properly equipped.

BALL HITCH TRAILERING WITH ASTRO

ENGINE/TRANSMISSION	VORTEC 4300 V6/AUTOMATIC	
MODEL	Axle Ratio	Maximum Trailer Weight kg (lb.)
Astro Cargo – RWD, M11005	3.42 3.73	2404 (5300) 2631 (5800)
Astro Cargo – AWD, L11005	3.42 3.73	2268 (5000) 2495 (5500)
Astro Passenger – RWD, M11006	3.42 3.73	2223 (4900) 2449 (5400)
Astro Passenger – AWD, L11006	3.42 3.73	2132 (4700) 2359 (5200)

NOTES:

- Any Astro 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 Astro 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.), Astros 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 Chevy Astro. GCWRs include the total loaded weight of the Astro and the trailer combined. The chart shows you maximum allowable GCWRs based on Astro'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

Express Cargo & Passenger Vans

As the largest and most capable van in Chevy's long and illustrious history, the full-size Express is an ideal tow vehicle. Along with massive capacity and rock-solid strength, Express has all the power you need for accelerating and merging with a trailer in tow. With the 300 horsepower Vortec 6000 V8, Express can tow up to 4536 kg (10,000 lb.) when properly equipped. The more you have to haul, the more reasons you have for choosing an Express.

BALL HITCH TRAILERING WITH EXPRESS CARGO MODELS

ENGINE	Vortec 4300 V6		Vortec 4800 V8		Vortec 5300 V8		Vortec 6000 V8	
Series/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
1500 – RWB – RWD G13405	1951 (4300)	3.42			2676 (5900) 2676 (5900)	3.42 3.73		
1500 – RWB – AWD H13405					2948 (6500) 2948 (6500)	3.42 3.73		
2500 – RWB – RWD G23405	2132 (4700)	3.73	2903 (6400) 3357 (7400)	3.73 4.10	2948 (6500)	3.73	3810 (8400) 4536 (10,000)	3.73 4.10
2500 – RWB – AWD H23405					2903 (6400)	3.73		
2500 – LWB – RWD G23705	2041 (4500)	3.73	2812 (6200) 3266 (7200)	3.73 4.10	2903 (6400)	3.73	3720 (8200) 4536 (10,000)	3.73 4.10
3500 – RWB – RWD G33405			2812 (6200) 3266 (7200)	3.73 4.10			3720 (8200) 4536 (10,000)	3.73 4.10
3500 – LWB – RWD G33705			2721 (6000) 3175 (7000)	3.73 4.10			3629 (8000) 4536 (10,000)	3.73 4.10

BALL HITCH TRAILERING WITH EXPRESS PASSENGER MODELS

ENGINE	Vortec 4300 V6		Vortec 5300 V8		Vortec 6000 V8	
Series/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
1500 – RWB – RWD G13406	1769 (3900)	3.42	2858 (6300) 2858 (6300)	3.42 3.73		
1500 – RWB – AWD H13406			2767 (6100) 2767 (6100)	3.42 3.73		
2500 – RWB – RWD G23406					3538 (7800) 4445 (9800)	3.73 4.10
3500 – RWB – RWD G33406					3493 (7700)	3.73
3500 – LWB – RWD G33706					3357 (7400)	3.73

*RWB – Regular wheelbase. LWB – Long wheelbase. RWD – Rear-wheel Drive. AWD – All-wheel Drive.

NOTES:

- Express 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 Chevy Express 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.
- Express 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 7-wire trailer wiring harness.
- The base cooling system for vans with a GVWR under 3900 kg (8600 lb.) includes all that is required to attain the maximum trailer rating. An auxiliary transmission oil cooler is required on vans with a GVWR of 3900 kg (8600 lb.), or higher, equipped with a Vortec 6000 V8 when the trailer weight exceeds 1814 kg (4000 lb.).
- Trailer ratings are reduced by 635 kg (1400 lb.) for Express vans converted to operate on an alternate fuel.

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 Chevy Express. 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)	5443 (12,000)	5897 (13,000)	6350 (14,000)	7258 (16,000)
ENGINE	Axle Ratio With Automatic Transmission					
Vortec 4300 V6	3.42	3.73				
Vortec 4800 V8			3.73	4.10		
Vortec 5300 V8			3.42/3.73			
Vortec 6000 V8					3.73	4.10

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

Worksheet

The answers to these 12 questions provide you with helpful information required for selecting the Chevy truck to meet your needs. For additional helpful information, visit our Web site 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 is 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 (Bumper Hitch)
   - ☐ 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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