### **TOW LIKE A PRO**



CAPABILITIES YOU CAN COUNT ON GMC TRAILERING GUIDE



#### WE'VE GENERATED QUITE A FOLLOWING

Every GMC is a reminder that the same passion and purpose that drive you also drive us. Together, we're setting our own standards and proving that Professional Grade isn't merely a label, it's a way of life. What follows are the capabilities of the entire GMC lineup—including the Next Generation 2019 Sierra—that make us all pros. We take a bold stance for what we believe in and pursue it like a pro.

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GMC TRAILERING GUIDE | SELECTING A VEHICLE GMC TRAILERING GUIDE



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

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	SIERRA 1500 LIMITED		4264 (9400) <sup>7</sup>										
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	SIERRA HD/SIERRA DENAL										10,47	78 (23,100) <sup>10</sup>	

This chart gives you an idea of the maximum amount of weight you can trailer with different GMC model lines when your vehicle is properly equipped. When determining the total weight of trailer and cargo, include the weight of any additional passengers and optional equipment. See pages 17-23 for maximum trailer weight ratings by specific model.

"Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. "Requires 2.0L engine and Trailering Package, which includes factory-installed Class III 57 mm (2") receiver hitch, increased cooling capacity and seven-wire connection. "Requires V6 engine and Trailering Package, which includes a factory-installed trailer hitch platform, seven-pin wiring harness, a heavy-duty cooling system and Hitch Guidance with Hitch View. "Requires 4x2 Crew Cab with available Duramax 2.8L 14 Turbo Diesel engine and available Trailering Package. "Requires 4x2 model with available Heavy-Duty Trailering Package.
"Savana 2500 or 3500 Regular Wheelbase with available Vortec 6.0L V8 engine. "4x2 model. "4x4 model with 5.3L V8 engine. "Double Cab 4x4 with available 6.2L V8 engine and Max Trailering Package. "Sierra 3500HD Crew Cab 4x2 DRW with available Duramax Diesel engine.

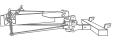
VEHICLES AND HITCHES GMC TRAILERING GUIDE



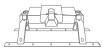
HITCH BALL ON STEP BUMPER



HITCH BALL ON DRAW BAR



WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH



**SELECTING THE RIGHT HITCH** Choosing the right hitch and making the proper electrical connections affect how your vehicle handles, corners and brakes, and allows you to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your GMC vehicle, which are detailed on pages 17-23.

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

WEIGHT-CARRYING HITCH This consists of a hitch ball mounted to a step bumper or draw bar, or a tow eye latched to a pintle hook. Hitch balls are available in a range of sizes. Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight rating!

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

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

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

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

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

TRAILER BRAKES The Owner's Manual specifies the maximum trailer weight the vehicle can tow without trailer brakes. Trailer brake requirements differ from province to province. Please check your province's requirements or see your local GMC dealer for more information. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

VEHICLES AND HITCHES GMC TRAILERING GUIDE

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

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

#### OUR MOST POWERFUL DURAMAX DIESEL-EVER

Sierra HD gets its heavy-duty power from a proven source, the available Duramax 6.6L V8 Turbo Diesel with 910 lb.-ft. of torque and 445 hp under your right foot.

- + Hood-Scoop Induction System Provides Cooler Induction Air
  Temperatures to Help Maximize Horsepower (6.6L V8 Duramax)
- + Large Radiator Capacity for Excellent Cooling Performance (6.6L V8 Duramax)
- + Allison® 1000 Series 6-Speed Automatic Transmission (6.6L V8 Duramax)

#### ALL-NEW DURAMAX 3.0L TURBO DIESEL

The Next Generation Sierra 1500 offers the 3.0L Duramax Turbo Diesel (available summer 2019) paired with the all-new 10-speed automatic transmission that not only provides a wider range of gearing to improve efficiency, but also incorporates enhancements designed to improve shift quality and help reduce noise and vibration in the driveline.



# **HORSEPOWER** lb-ft.of TORQUE DURAMAX

#### BIG POWER. EFFICIENT PACKAGE.

In Canyon and Savana Cargo and Passenger Vans, the available Duramax 2.8L I4 Turbo Diesel packs 181 hp at 3400 rpm and 369 lb.-ft. of torque at 2000 rpm. It's B20-biodiesel capable and mated to a 6-speed automatic transmission on Canyon models, featuring a Centrifugal Pendulum Vibration Absorber (CPVA) in the torque converter designed to help control vibration and noise. When this absorbing damper is energized, it helps to cancel out the Duramax Diesel's torsional vibrations. See your dealer for more availability details.

**DIRECT INJECTION (DI)** By injecting fuel directly into the combustion chamber at high pressure, fast and efficient combustion is achieved. DI enables higher torque and power and improved vehicle performance while improving efficiency.

**VARIABLE-GEOMETRY TURBOCHARGER** The variablegeometry turbocharger on the Duramax 2.8L I4 boasts power and efficiency and features exhaust braking capability to help slow the truck down.



## 420 **HORSEPOWER** lb-ft.of TORQUE

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

SIERRA ENGINE TECHNOLOGIES It's all about giving you the power you need, when and where you need it. Sierra's next-generation powertrain lineup offers robust power and efficiency choices. The engines integrate on-demand force—the available 6.2L V8's 420 hp and 460 lb.-ft. of torque are the most for a gas V8 in its class —paired with the all-new 10-speed automatic transmission. And the available 5.3L paired with the 8-speed automatic transmission and 6.2L V8 engines feature all-new Dynamic Fuel Management that enables the engine to operate in 17 different patterns between two and eight cylinders, depending on demand, to help optimize power and efficiency.

**TURBOCHARGED ENGINES** For 2019, the Next Generation Sierra offers an all-new 2.7L Turbo engine that generates compelling power and efficiency. It produces 348 lb.-ft. of torque for strong acceleration and pulling power, giving you up to 3130 kg (6900 lb.) max trailering capacity when properly equipped.<sup>3</sup> Terrain offers three turbocharged engines that generate compelling combinations of power and efficiency. The 2.0 turbocharged gas engine produces 260 lb.-ft. of torque, giving you up to 1588 kg (3500 lb.) max trailering capacity when properly equipped.<sup>3</sup>

ACADIA ENGINE TECHNOLOGIES Acadia offers a 310-hp 3.6L 6-cylinder engine producing Professional Grade trailering capability. This available engine incorporates continuously Variable Valve Timing and Active Fuel Management, so it's smart enough to efficiently switch to four cylinders when less power is needed, such as at cruising speeds. Standard on Acadia is the 193-hp 2.5L 4-cylinder direct-injected engine that utilizes Stop/Start technology.

VORTEC ENGINE TECHNOLOGY On Savana, Vortec performance starts with a unique cylinder head design: By developing an effective airflow velocity and path, just as a tornado twists a column of air, the Vortec cylinder head improves the air/fuel mix for better performance and efficiency.

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

VARIABLE VALVE TIMING (VVT) For responsiveness in low-speed city driving and bold power for open-road passing or trailering, all gas Canyon, Terrain. Sierra and Yukon engines feature continuously VVT.

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<sup>1</sup>Late-availability engines include: 3.0L Diesel 16, 4.3L EcoTec3 V6 and 5.3L EcoTec3 V8 with 6-speed automatic transmission.
<sup>2</sup>Comparison based on wardsauto.com 2018 Large Light-Duty Pickup segment and latest competitive information available at the time of printing. Excludes other GM vehicles.

<sup>3</sup>Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

#### PROGRADE TRAILERING PULLS IT ALL TOGETHER

**5534 KG (12,200-LB.) MAX TRAILERING CAPABILITY** The Next Generation Sierra with the available 6.2L V8 and Max Trailering Package confidently trailers up to 5534 kg (12,200 lb.)¹ with the Double Cab and 5489 kg (12,100 lb.)¹ with the Crew Cab. Sierra's all-new available ProGrade™ Trailering System also turns trailering into a seamlessly integrated, transparent and confident experience.

MAX TRAILERING PACKAGE Increased trailering capability is achieved when Sierra is equipped with this available package. It includes a 9.76" rear axle, 3.42 axle ratio, enhanced cooling radiator, revised shock tuning for increased control, heavier-duty rear springs, increased Rear Gross Axle Weight Rating (RGAWR) and a 220-amp alternator.

HITCH GUIDANCE WITH HITCH VIEW Included with the ProGrade Trailering System, it adds a dynamic backing grid line to the Rear Vision Camera display to help you line up your hitch. Hitch View allows you to zoom the camera for a precise top-down view of the hitch, making it easier to hook up your trailer without additional human guidance. Available Hitch Area Lighting adds a pin light to direct light downward to assist with nighttime hitching.

**AUTO ELECTRIC PARKING BRAKE ASSIST** While in Hitch View and when reversing toward the trailer, the industry-first Auto Electric Parking Brake Assist automatically helps hold Sierra in place when you shift into Park. This helps prevent the truck from rolling and shifting, which can cause the truck to misalign with the hitch.







**IN-VEHICLE TRAILERING APP<sup>2</sup>** Located on the home screen of the GMC Infotainment System, this available innovation offers customized trailer profiles to track and monitor predeparture checklists, trailer electrical diagnostics (designed to detect shorts in the trailer brake wiring, for example), trailer tire pressure and temperature status (if equipped), Trailer Light Sequence Test, maintenance reminders and more.

myGMC APP WITH TRAILERING This industry-first mobile app<sup>5</sup> includes predeparture checklists, a glossary of trailering terms and more.

HIGH-RESOLUTION INTEGRATED CAMERAS To help increase your sense of control during trailering, several camera options are available. To give you a bird's-eye view around Sierra, High Definition Surround Vision can help you make visually enhanced trailering manouevres. Or choose the Trailer Camera Package that uses two rear-facing cameras integrated into the side mirrors, providing a side view of Sierra and your trailer during lane changes or when backing up. Also available with the Trailer Camera Package is an accessory camera<sup>6</sup> mounted on the rear of the trailer that displays the area behind the trailer on the centre screen.

Safety or driver-assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information.

Sierra's 5534 kg [12,200-lb.] rating requires Sierra SLT Double Cab 4x4 model with available 6.2L V8 engine and Max Trailering Package. Sierra's 5489 kg [12,100-lb.] rating requires Sierra SLT Crew Cab Short Box 4x4 model with available 6.2L V8 engine and Max Trailering Package. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or a cacessories may reduce the amount you can tow. \*Device data connection required. Available on select Apple® and Android™ devices. Some features require connected vehicle services trial or active plan and working electrical system. Service availability, features and functionality vary by vehicle. See onstar.ca for details and limitations. \*Jull functionality requires compatible Bluetooth® and smartphone, and USB connectivity for some devices. Data plan rates may apply. \*Must be installed by the customer or a third-party service centre. Requires available Trailer Tire Pressure Monitoring System. \*Savailable on select Apple® and Android devices. Service availability, features and functionality are subject to limitations and vary by vehicle, device and the plan in which you are enrolled. Device data connection required. Visit onstar.ca for more details. \*Must be installed by the customer or a third-party service centre. Requires available Trailer Camera Package.

#### OUR REPUTATION FOLLOWS US

We believe that it's not just how much you tow, it's how well you tow that matters. That's why Sierra HD's available Duramax Diesel combined with seamlessly integrated trailering technologies generate the confidence to control heavy loads, especially in challenging situations. Because we're not only building Professional Grade trailering machines, we're building confidence in those who drive them.

**GOOSENECK/FIFTH-WHEEL PREP PACKAGE** Available on all cab and box types, this package includes a box-mounted seven-pin trailer harness and hitch platform to fit a gooseneck or fifth-wheel hitch for factory-installed durability.

PREMIUM TRAILERING MIRRORS The available heated, power-adjustable trailering mirrors include segment-first¹ LED rear guidance lamps. The lamps are integrated into each mirror to enhance trailer visibility when backing up. Also included are amber auxiliary clearance lamps. When equipped on All Terrain, SLT and Denali models, the mirrors include driver memory and can also power-fold to help in car washes and other tight places.

DIESEL EXHAUST BRAKE SYSTEM The available switch-activated Diesel Exhaust Brake System offers exhaust braking capability at low engine speeds. It's combined with the Allison 1000 transmission's Tow/Haul mode and Automatic Grade Braking features to reduce the amount of conventional braking needed while trailering or travelling downhill.

TRAILERING CAMERA SYSTEM This available dealer-installed accessory system³ produced by EchoMaster® provides several vantage points for confident trailering. Integrated into Sierra's centre screen, the system offers multiple simultaneous views around Sierra. See your dealer for complete details.



**TRAILER BRAKE CONTROLLER** For control and easy monitoring of your trailer brakes, Sierra HD offers an available integrated trailer brake controller. It's located high and in easy reach of the steering wheel for quick adjustments and is included on SLE, SLT, Denali and 3500HD models.

**REAR VISION CAMERA**<sup>2</sup> The centre screen serves as your monitor for the Rear Vision Camera. Its dynamic grid lines help when backing up or hitching a trailer.

**TRAILER SWAY CONTROL** Helps keep both Sierra HD and your trailer heading in the same direction, automatically. Sensors help detect a swaying trailer, and the system helps bring it back in line by applying both the truck's and the trailer's brakes (when properly equipped).

**TOW/HAUL MODE** To accelerate when trailering or hauling heavy loads, Tow/Haul mode raises transmission upshift points. It also raises downshift points using engine compression to help slow your Sierra HD instead of merely braking.

HILL START ASSIST<sup>2</sup> To give you extra time to switch from the brake pedal to the accelerator on a 5 percent grade or more, Hill Start Assist holds the brakes momentarily to help prevent rolling back.

**TRANSMISSION TEMPERATURE GAUGE** Located in the Driver Information Centre (DIC), it allows you to monitor the transmission fluid operating temperature in real time.

\*Comparison based on wardsauto.com 2018 Large Pickup segment and latest competitive information available at the time of printing. Excludes other GM vehicles. \*Safety or driver-assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information. \*Most GMC parts and accessories sold and installed on a GMC vehicle by a GMC dealer or a GMC-approved Accessory Distributor/Installer [ADI] before delivery to the customer are covered by the applicable limited warranty. If GMC accessories are installed after vehicle delivery, or are replaced under the New-Vehicle Limited Warranty, they will be covered, parts and labour, for the longer of the following: a) 12 months/20,000 km (whichever comes first), or b) the balance of the applicable portion of the New-Vehicle Limited Warranty. GMC parts sold over the counter, or those not requiring installation, will continue to receive the standard GM Dealer Parts Limited Warranty of 12 months from the date of purchase, parts only, regardless of kilometres. GMC warranties do not apply to Associated Accessories. See your dealer for details.

12 HORSEPOWER AND TORQUE RATINGS

ENGINE HP @ RPM TORQUE LBFT. @ RPM	CANYON/ CANYON DENALI	SIERRA 1500 LIMITED	NEXT GENERATION SIERRA/ SIERRA DENALI	SIERRA HD/ SIERRA DENALI HD	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	YUKON/ YUKON DENALI	YUKON XL/ YUKON XL DENALI	SAVANA PASSENGER/ CARGO VAN
1.5L I4 TURBOCHARGED (LYX)						170 @ 5600 203 @ 2000-4000			
1.6L   4 TURBO DIESEL (LH7)						137 @ 3750 240 @ 2000			
2.0L  4 TURBOCHARGED (LTG)						252 @ 5500 260 @ 2500-4500			
2.5L   4 VVT D  (LCV)	200 @ 6300 191 @ 4400				193 @ 6300 188 @ 4400				
2.7L TURBO 14 (L3B)			310 @ 5600 348 @ 1500						
2.8L I4 TURBO DIESEL (LWN)	181 @ 3400 369 @ 2000								181 @ 3400 369 @ 2000
3.0L DURAMAX DIESEL (LM2)			RATING NOT YET AVAILABLE						
3.6L V6 VVT DI (LGZ)	308 @ 6800 275 @ 4000								
3.6L V6 VVT DI (LGX)					310 @ 6600 271 @ 5000				
4.3L V6 (LV3)			285 @ 5300 305 @ 3900						
4.3L V6 VVT DI (LV1)									276 @ 5200 298 @ 3900
5.3L V8 (L83)		355 @ 5600 383 @ 4100					355 @ 5600 383 @ 4100	355 @ 5600 383 @ 4100	
5.3L V8 (L82)			355 @ 5600 383 @ 4100						
5.3L V8 (L84)			355 @ 5600 383 @ 4100						
6.2L V8 (L87)			420 @ 5600 460 @ 4100						
6.0L V8 VVT (L96)				360 @ 5400 380 @ 4200					341 @ 5400 373 @ 4200
6.0L V8 GASEOUS (LC8)				360 @ 5400 380 @ 4200					341 @ 5400 373 @ 4200
6.2L V8 VVT DI (L86)							420 @ 5600 460 @ 4100	420 @ 5600 460 @ 4100	
6.6L V8 TURBO DIESEL (L5P)				445 @ 2800 910 @ 1600					

To enhance your trailering experience, GMC transmissions are engineered for convenience and improved performance. Sierra Heavy Duty trucks equipped with the available Duramax Diesel engine include the Allison 1000 Series 6-speed automatic transmission with Tow/ Haul mode, which raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using engine braking. On select Next Generation Sierra Light Duty and Canyon models, an 8-speed automatic transmission provides smooth and precise shifting. The Next Generation Sierra and Yukon and Yukon XL models also offer a 10-speed automatic transmission.



DRIVER SHIFT CONTROL

TRANSMISSIONS Acadia models feature a 6-speed automatic transmission with overdrive. Yukon, Yukon XL, Sierra 1500 and Heavy Duty models and select Savana models feature an electronically controlled 6-speed automatic transmission with overdrive and Tow/Haul mode. Select Sierra 1500, Sierra Denali, Canyon V6 and Savana models offer an 8-speed automatic. Sierra Heavy Duty models with the Duramax 6.6L V8 Turbo Diesel use an Allison 1000 Series 6-speed transmission with engine grade braking and Tow/Haul mode. The Terrain features a 9-speed automatic transmission on the 1.5L and 2.0L gas engines and a 6-speed automatic transmission on the 1.6L Turbo Diesel. And the Next Generation Sierra and Yukon and Yukon XL models with the available 6.2L V8 are paired with a 10-speed automatic transmission.

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

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

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



INTEGRATED TRAILER BRAKE CONTROLLER

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

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

HILL START ASSIST<sup>1</sup> Sensors automatically detect when your GMC vehicle is on a 5 percent grade or more. It holds the brakes momentarily, preventing rollback. It's most effective when trailering, providing time to switch from the brake to the accelerator without rolling. This peace of mind is standard on many GMC models.

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

REAR VISION CAMERA¹ Make it easier to back up to a trailer or negotiate a tight space. New for 2019, Hitch Guidance with Hitch View,¹ available on the Next Generation Sierra's Rear Vision Camera,¹ adds a dynamic backing grid line to help you line up your hitch. Hitch View allows you to zoom the camera for a precise top-down view of the hitch, making it easier to hitch your trailer without additional human guidance. Available Hitch Area Lighting adds a pin light to direct light downward to assist with nighttime hitching.

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



TRAILERING MIRRORS

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

**GROSS TRAILER WEIGHT** The weight of a loaded trailer.

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

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

PROGRADE TRAILERING SYSTEM The Next Generation Sierra's available ProGrade Trailering System includes advanced technologies for increased visibility and confidence. It helps when hooking up your trailer, while on the road and when backing your trailer into place.

AUTO ELECTRIC PARKING BRAKE ASSIST While in Hitch View<sup>1</sup> and when reversing toward the trailer, the industry-first Auto Electric Parking Brake Assist automatically holds the Next Generation Sierra in place when you shift into Park. This helps prevent the truck from rolling and shifting, which can cause the truck to misalign with the hitch. This feature is included with the ProGrade Trailering System.

'Safety or driver-assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information.

4 CLASSIFICATIONS GMC TRAILERING GUIDE

TRAILER CLASSIFICATION	TYPICAL EXAMPLES	WEIGHT RANGE	TYPICAL HITCH TYPE <sup>1</sup>	TYPICAL HITCH (TONGUE) WEIGHT
LIGHT-DUTY (I)	Folding camping trailer, snowmobiles and personal watercraft trailers (trailer and cargo combined)	Up to 907 kg (2000 lb.) gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (91 kg [200 lb.] maximum)
MEDIUM-DUTY (II)	Single-axle trailers up to 5.5 m (18 ft.), open utility trailers and small speedboats	908-1588 kg (2001-3500 lb.) gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (159 kg [350 lb.] maximum)
HEAVY-DUTY (III)	Dual- or single-axle trailers, larger boats and enclosed utility trailers	1589-2268 kg (3501-5000 lb.) gross trailer weight	Weight-carrying hitch or weight-distributing hitch	10%-15% of gross trailer weight (272 kg [600 lb.] maximum)
EXTRA HEAVY-DUTY (IV)	Two-horse, travel and fifth-wheel recreational trailers	2269-4536 kg (5001-10,000 lb.) gross trailer weight	Weight-distributing hitch or fifth-wheel hitch	10%-15% of gross trailer weight (544 kg [1200 lb.] maximum)
MAXIMUM HEAVY-DUTY (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	4537 kg (10,001 lb.) and above gross trailer weight	Weight-distributing hitch, fifth-wheel or gooseneck hitch	10%-15% of gross trailer weight (up to 907 kg [2000 lb.] or the maximum limit for the vehicle series with a weight-distributing hitch)  15%-25% of gross trailer weight (up to 2268 kg [5000 lb.] or the maximum limit for the vehicle series and hitch type on fifth-wheel or gooseneck hitches)

TWO-WHEEL DRIVE Rear-wheel-drive models are standard on Canyon, Sierra, Sierra HD, Yukon, Yukon XL and Savana vehicles. The addition of cargo increases weight on the rear, increasing traction. Rear-wheel-drive vehicles typically have lighter chassis weights, resulting in better fuel economy than All-Wheel-Drive and four-wheel-drive vehicles. The lighter chassis also allows you to dedicate more of the vehicle's load-carrying capacity to cargo weight. Front-Wheel-Drive models are standard on Acadia and Terrain.

ALL-WHEEL DRIVE (AWD) This is great if you'll be trailering over wet or snow-covered roads on a regular basis. The Acadia and Terrain offer available advanced AWD designs that distribute power to front and rear axles, allowing every wheel to provide driving power. Acadia and Terrain SLT and Denali models have AWD standard. Acadia All Terrain has an advanced twin-clutch All-Wheel-Drive system. Not only can this system send power to the rear wheels as needed, but it can detect if either one of the rear wheels is slipping, and actively send power to the wheel with the most traction.

FOUR-WHEEL DRIVE This gives you the option of enjoying outstanding traction on demand. All Yukon and Yukon XL and most Canyon and Sierra 1500 models are available with Autotrac—our automatic four-wheel-drive system. When set in Auto 4x4 mode, Autotrac detects wheel slippage and automatically transfers torque to the front wheels. When conditions warrant, the system automatically returns to two-wheel drive.

#### BEFORE YOU TRAILER

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

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

SAFETY CHECKLIST On the Next Generation 2019 Sierra, the available ProGrade Trailering System includes both an in-vehicle Trailering App¹ and a companion smartphone app that provide predeparture checklists. Before starting out on a trip, double-check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains and vehicle and trailer lights. Make sure that a sway-control device is installed, if required, and that the device is working properly (see charts on pages 17-23). Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly and adjust the trailer brake gain. Check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

#### WHILE TRAILERING

ACCELERATING/BRAKING Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a minimum following distance is to allow one vehicle and trailer length between you and the vehicle ahead for every 16 km/h (10 mph) of speed. When braking, use firm, steady pressure on the brake pedal.

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

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

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

TRAILERING ON THE ROAD GMC TRAILERING GUIDE

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

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

BACKING UP To back up a trailer, place one hand at the 6 o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly, and move the steering wheel in small increments to help maintain control. To assist in backing

up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

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

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

#### **LEAVING YOUR PARKING SPOT ON GRADES**

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

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

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

#### DINGHY TOWING CAPABILITY

This chart indicates which GMC vehicles are able to be towed behind another vehicle, such as a motor home, with all four wheels on the ground.

FLAT (DINGHY) TOWING CAPABILITY	ACADIA	ACADIA Denali	TERRAIN	TERRAIN Denali	SAVANA	CANYON	CANYON Denali	SIERRA 1500 Limited	SIERRA 1500/ SIERRA HD	SIERRA 1500 DENALI/SIERRA DENALI HD	YUKON/ YUKON XL	YUKON DENALI/ YUKON XL DENALI
4X2	YES (V6 ONLY)	-	NO	-	NO	NO	-	NO	NO	-	NO	-
4X4	-	-	-	-	-	YES	YES	YES	YES <sup>1</sup>	YES	YES <sup>1</sup>	YES
AWD	YES (V6 ONLY)	YES (V6 ONLY)	NO	NO	-	_	-	-	-	_	-	-

<sup>1</sup>Requires 2-speed transfer case.

**17** 

2019 SIERRA 1500 LIMITED AUTOMATIC TRANSMISSION RATINGS	EcoTec3 5.3L VB							
WITH BALL HITCH	AXLE RATIO	MAXTRAILER/TOWING CAPACITY <sup>1</sup>						
DOUBLE CAB STANDARD BOX 4X2	3.42	4264 [9400]						
DOUBLE CAB STANDARD BOX 4X4	3.42	4173 (9200)						

These charts specify the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch or fifth-wheel/ gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-263-3777.

2019 SIERRA 1500 LIMITED AUTOMATIC TRANSMISSION RATINGS	EcoTec3 5.3L V8							
WITH FIFTH-WHEEL/GOOSENECK TRAILER	AXLE RATIO	MAXTRAILER/TOWING CAPACITY						
DOUBLE CAB STANDARD BOX 4X2	3.42	4264 (9400)						
DOUBLE CAB STANDARD BOX 4X4	3.42	4082 (9000)						

Trailer weight ratings are based on SAE J2807 performance requirements.

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

A weight-distributing hitch and sway control are required for trailer weights greater than 3175 kg (7000 lb.).

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Trailering Equipment Package provides a trailer hitch platform and a seven-pin/four-pin sealed connector at the rear bumper. The maximum trailer tongue weight rating for a conventional hitch is shown on the vehicle's Trailering Information Label.

FIFTH-WHEEL AND GOOSENECK HITCH NOTES: Trailer kingpin weight should be 15 percent to 25 percent of total loaded trailer weight. For 1500 Series models, the trailer kingpin weight should be up to 680 kg (1500 lb.). The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2019 NEXT GENERATION SIERRA 1500	4.3	L V6	2.7L 1	URBO	5.3L V	8 (L82)	5.3L V	B (LB4)	6.2	L VB
AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH	AXLE RATIO	MAXTRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAXTRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAXTRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>
CREW CAB SHORT BOX 4X2	3.42	3493 (7700)	3.42	3130 (6900)	3.42	4445 (9800)	3.23 3.42²	4355 (9600) 5171 (11,400)²		
CREW CAB SHORT BOX 4X4	3.42	3402 (7500)	3.42	2994 (6600)	3.42	4355 (9600)	3.23 3.42²	4264 (9400) 5080 (11,200)²	3.23 3.42²	4218 (9300) 5489 (12,100)²
CREW CAB STANDARD BOX 4X2	3.42	3447 (7600)	3.42	3084 (6800)	3.42	4445 (9800)	3.23 3.42²	4355 (9600) 5126 (11,300)²		
CREW CAB STANDARD BOX 4X4	3.42	3357 (7400)	3.42	2948 (6500)	3.42	4355 (9600)	3.23 3.42²	4264 (9400)³ 5035 (11,100)²	3.23 3.42²	4128 (9100) <sup>4</sup> 5443 (12,000) <sup>2</sup>
DOUBLE CAB STANDARD BOX 4X2	3.42	3493 (7700)	3.42	3130 (6900)	3.42	4491 (9900)	3.23 3.42²	4400 (9700) 5126 (11,300)²		
DDUBLE CAB STANDARD BOX 4X4	3.42	3402 (7500)	3.42	2994 (6600)	3.42	4400 (9700)	3.23 3.42²	4264 (9400) 5080 (11,200)²	3.23 3.42	4218 (9300) 5534 (12,200)²
REGULAR CAB LONG BOX 4X25	3.42	3583 (7900)			3.42	4536 (10,000)				
REGULAR CAB LONG BOX 4X45	3.42	3493 (7700)			3.42	4445 (9800)				

This chart specifies the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-263-3777.

Trailer weight ratings are based on SAE J2807 performance requirements

<sup>1</sup>Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. <sup>2</sup>Requires Max Trailering Package. <sup>3</sup>AT4 models are rated for a maximum trailering capacity of 4218 kg (9300 lb.). <sup>4</sup>AT4 models are rated for a maximum trailering capacity of 4773 kg (9200 lb.). <sup>5</sup>Late availability.

A weight-distributing hitch and sway control are required for trailer weights greater than 3175 kg (7000 lb.).

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Trailering Equipment Package provides a trailer hitch platform and a seven-pin/four-pin sealed connector at the rear bumper.

WEIGHT-DISTRIBUTING HITCH NOTES: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The maximum trailer tongue weight rating for a conventional hitch is shown on the Trailering Information Label.

2019 SIERRA 2500HD AUTOMATIC TRANSMISSION	VORTEC	6.0L V8	DURAMA TURBO	X 6.6L V8 DIESEL	2019 SIERRA 2500HD AUTOMATIC TRANSMISSION	VORTEC	6.0L V8		X 6.6L V8 Diesel
RATINGS WITH BALL HITCH	LL HITCH  MAX  AXLE  TRAILER/ RATIO  TOWING  CAPACITY'  MAX  AXLE  TRAILER/  RATIO  TOWING  CAPACITY'  RATIO  TOWING  CAPACITY'  RATIOS WITH FIFTH-WHEEL/  GOOSENECK TRAILER <sup>2</sup> TOWING  CAPACITY'		AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>			
CREW CAB STANDARD BOX 4X2	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX 4X2	4.10	6486 (14,300)	3.73	6985 (15,400)
CREW CAB STANDARD BOX 4X4	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX 4X4	4.10	6350 (14,000)	3.73	6123 (13,500)
CREW CAB LONG BOX 4X2	4.10	6486 (14,300)	3.73	6577 (14,500)	CREW CAB LONG BOX 4X2	4.10	6441 (14,200)	3.73	6713 (14,800)
CREW CAB LONG BOX 4X4	4.10	6305 (13,900)	3.73	6577 (14,500)	CREW CAB LONG BOX 4X4	4.10	6305 (13,900)	3.73	5625 (12,400)
DOUBLE CAB STANDARD BOX 4X4	4.10	5897 (13,000)			DOUBLE CAB STANDARD BOX 4X4	4.10	6441 (14,200)		
DOUBLE CAB LONG BOX 4X2	4.10	6532 (14,400)			DOUBLE CAB LONG BOX 4X2	4.10	6532 (14,400)		
DOUBLE CAB LONG BOX 4X4	4.10	6396 (14,100)			DOUBLE CAB LONG BOX 4X4	4.10	6396 (14,100)		
REGULAR CAB LONG BOX 4X4	4.10	6577 (14,500)			REGULAR CAB LONG BOX 4X4	4.10	6577 (14,500)		

These charts specify the maximum trailer weight for your vehicle, assuming use of a conventional ball hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-263-3777.

Trailer weight ratings are based on SAE J2807 performance requirements.

<sup>1</sup>Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. <sup>2</sup>Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 1361 kg (3000 lb.) maximum.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness is also available and requires the Trailering Equipment Package.

AUTOMATIC-TRANSMISSION MODEL NOTE: All automatic-transmission models are equipped with an engine oil cooler and an oil-to-air transmission oil cooler.

#### FIFTH-WHEEL AND GOOSENECK HITCH NOTES:

The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

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2019 SIERRA 3500HD AUTOMATIC TRANSMISSION	VORTEC 6.0L VB		DURAMA TURBO	X 6.6L V8 DIESEL	2019 SIERRA 3500HD AUTOMATIC TRANSMISSION	VORTEC	6.0L V8	DURAMAX 6.6L VB TURBO DIESEL	
RATINGS WITH BALL HITCH	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	RATINGS WITH FIFTH-WHEEL/ GOOSENECK TRAILER?	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>
CREW CAB STANDARD BOX SRW 4X2	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX SRW 4X2	4.10	6486 (14,300)	3.73	7938 (17,500)
CREW CAB LONG BOX SRW 4X2	4.10	6441 (14,200)	3.73	6577 (14,500)	CREW CAB LONG BOX SRW 4X2	4.10	6441 (14,200)	3.73	7893 (17,400)
CREW CAB LONG BOX DRW 4X2	4.10	6214 (13,700)	3.73	9072 (20,000)	CREW CAB LONG BOX DRW 4X2	4.10	6214 (13,700)	3.73	10,478 (23,100)

These charts specify the maximum trailer weight for your vehicle, assuming use of a conventional ball hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-263-3777.

Trailer weight ratings are based on SAE J2807 performance requirements.

<sup>1</sup>Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. <sup>2</sup>Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 1814 kg (4000 lb.) on 3500HD SRW models and 2268 kg (5000 lb.) on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eightwire camper/fifth-wheel wiring harness is also available and requires the Trailering Equipment Package.

AUTOMATIC-TRANSMISSION MODEL NOTE: All automatic-transmission models are equipped with an engine oil cooler and an oil-to-air transmission oil cooler.

#### FIFTH-WHEEL AND GOOSENECK HITCH NOTES:

The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating [RGAWR] or Gross Vehicle Weight Rating [GVWR].

21 SIERRA TRAILER WEIGHT RATINGS KG (LB.)

2019 SIERRA 3500HD AUTOMATIC TRANSMISSION	VORTEC 6.0L V8		DURAMA Turbo	X 6.6L V8 DIESEL	2019 SIERRA 3500HD AUTOMATIC TRANSMISSION	VORTEC	6.0L V8	DURAMAX 6.6L V8 Turbo diesel		
RATINGS WITH BALL HITCH	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	RATINGS WITH FIFTH-WHEEL/ GOOSENECK TRAILER <sup>2</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY <sup>1</sup>	
CREW CAB STANDARD BOX SRW 4X4	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX SRW 4X4	4.10	6350 (14,000)	3.73	7802 (17,200)	
CREW CAB LONG BOX SRW 4X4	4.10	6214 (13,700)	3.73	6804 (15,000)	CREW CAB LONG BOX SRW 4X4	4.10	6214 (13,700)	3.73	7711 (17,000)	
CREW CAB LONG BOX DRW 4X4	4.10	6078 (13,400)	3.73	9072 (20,000)	CREW CAB LONG BOX DRW 4X4	4.10	6033 (13,300)	3.73	10,297 (22,700)	

These charts specify the maximum trailer weight for your vehicle, assuming use of a conventional ball hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-263-3777.

Trailer weight ratings are based on SAE J2807 performance requirements.

<sup>1</sup>Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. <sup>2</sup>Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 1814 kg (4000 lb.) on 3500HD SRW models and 2268 kg (5000 lb.) on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eightwire camper/fifth-wheel wiring harness is also available and requires the Trailering Equipment Package.

**AUTOMATIC-TRANSMISSION MODEL NOTE:** All automatic-transmission models are equipped with an engine oil cooler and an oil-to-air transmission oil cooler.

#### FIFTH-WHEEL AND GOOSENECK HITCH NOTES:

The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

#### TERRAIN, CANYON AND YUKON TRAILER WEIGHT RATINGS KG (LB.)

2019 TERRAIN	1.5L TURBO 14		1.6L TURBO DIESEL 14		2.OL TURBO 14	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
TERRAIN FWD	3.47	680 (1500)	2.89	680 (1500)		
TERRAIN AWD	3.47	680 (1500)	2.89	680 (1500)	3.17	1588 (3500)
TERRAIN DENALI AWD					3.17	1588 (3500)

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

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

2019 CANYON	2.5L 14		3.6L V6		DURAMAX 2.8L 14	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
CANYON CREW CAB 4X2 [SHORT BOX/LONG BOX]	4.10/-	1588/– (3500/–)	3.42/3.42	31751/31751 (70001/70001)	3.42/3.42	3493¹/3493¹ (7700¹/7700¹)
CANYON CREW CAB 4X4 [SHORT BOX/LONG BOX]	-/-	-/-	3.42/3.42	31751/31751 (70001/70001)	3.42/3.42	3447/3425 (7600/7550)
CANYON EXTENDED CAB 4X2	4.10	1588 (3500)	3.42	3175 (7000)	-	-
CANYON EXTENDED CAB 4X4	4.10	1588 (3500)	3.42	3175 (7000)	-	-

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

<sup>1</sup>Requires Trailering Package.

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

2019 YUKON	EcoTec	3 5.3L VB	EcoTec3 6.2L V8		
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	
YUKON 4x2	3.08	2948 (6500)	3.23	3810¹ (8400¹)	
YUKON 4x2 WITH HD TRAILERING PACKAGE	3.42	3856 (8500)			
YUKON 4X4	3.08	2858 (6300)	3.23	3674¹ (8100¹)	
YUKON 4x4 WITH HD TRAILERING PACKAGE	3.42	3720 (8200)			
YUKON XL 4X2	3.08	2858 (6300)	3.23	3674¹ (8100¹)	
YUKON XL 4X2 WITH HD TRAILERING PACKAGE	3.42	3765 (8300)			
YUKON XL 4X4	3.08	2722 (6000)	3.23	3583¹ (7900¹)	
YUKON XL 4X4 WITH HD TRAILERING PACKAGE	3.42	3629 (8000)			
YUKON DENALI 4X4			3.23	3674 (8100)	
YUKON XL DENALI 4X4			3.23	3538 (7800)	

¹Requires available Graphite Performance Edition Package.

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

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

2010 CAVANA

2019 ACADIA	2.5	L 14	3.6L V6		
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	
ACADIA FWD	3.87	454 (1000)	3.16	1814¹ (4000¹)	
ACADIA AWD	3.87	454 (1000)	3.16	1814¹ (4000¹)	
ACADIA DENAIL AWD			3.16	1814¹ (4000¹)	

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

<sup>1</sup>Requires Trailering Package. V6 engine limited to 454 kg (1000 lb.) without Trailering Package.

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

2019 SAVANA PASSENGER VAN	4.3L V6 VVT		VORTEC 6.0L V8 (	6.OL V8/ GASEOUS	DURAMAX 2.8L 14	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500	3.42	3039 (6700)	3.42	4355 (9600)	3.42	2858 (6300)
3500 3429 mm (135") WB	3.42	3039 (6700)	3.42	4355 (9600)	3.42	2586 (5700)
3500 3937 mm (155") WB	3.42	2858 (6300)	3.42	4173 (9200)	3.42	2404 (5300)

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Dwner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

NOTES ON SAVANA PASSENGER VAN: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight, up to 181 kg (400 lb.) with a weight-carrying hitch and up to 454 kg (1000 lb.) with a weight-distributing hitch. Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package includes trailer hitch platform and seven-wire trailer wiring harness.

CARGO VAN	4.3L V			6.0L V8/ GASEOUS	DURAMAX 2.8L 14	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
2500	3.42	3357 (7400)	3.42	4536 (10,000)	3.42	3175 (7000)
2500 LWB	3.42	3221 (7100)	3.42	4536 (10,000)	3.42	2767 (6100)
3500	3.42	3357 (7400)	3.42	4536 (10,000)	3.42	2812 (6200)
3500 LWB	3.42	3266 (7200)	3.42	4536 (10,000)	3.42	2722 (6000)

Maximum trailer weight ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

NOTES ON SAVANA CARGO VAN: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight, up to 181 kg (400 lb.) with a weight-carrying hitch and up to 454 kg (1000 lb.) with a weight-distributing hitch. Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package includes trailer hitch platform and seven-wire trailer wiring harness.

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

A WORD ABOUT THIS GUIDE: We have tried to make this guide comprehensive and factual. We reserve the right, however, to make changes at any time and without notice, in prices, colours, materials, equipment, specifications, models and availability. Information may have been updated since the time of publication. Please check with your GMC sales professional for complete details. GMC reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times. GMC vehicles are equipped with engines produced by different operating units of General Motors, its subsidiaries or suppliers to General Motors worldwide. All competitive claims are based on the latest information available at the time of printing.

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