

Towing

Towing Your Vehicle

Consult your dealer or a professional towing service if you need to have your disabled vehicle towed. See *Roadside Assistance Program on page 7-6*.

If you want to tow your vehicle behind another vehicle for recreational purposes (such as behind a motorhome), see “Recreational Vehicle Towing” following.

Recreational Vehicle Towing

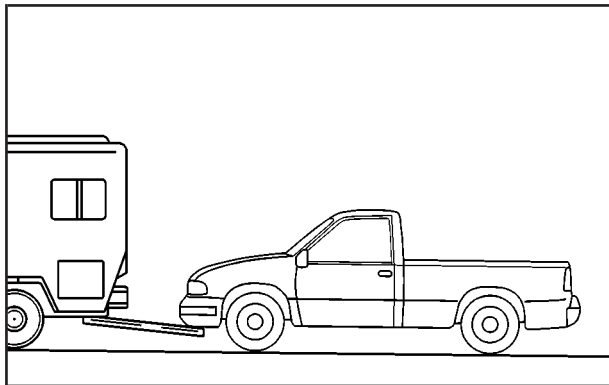
Recreational vehicle towing means towing your vehicle behind another vehicle – such as behind a motorhome. The two most common types of recreational vehicle towing are known as dinghy towing, towing your vehicle will all four wheels on the ground, and dolly towing, towing your vehicle with two wheels on the ground and two wheels up on a device known as a “dolly”.

With the proper preparation and equipment, many vehicles can be towed in these ways. See *Dinghy Towing* and *Dolly Towing* following.

Here are some important things to consider before you do recreational vehicle towing:

- What’s the towing capacity of the towing vehicle? Be sure you read the tow vehicle manufacturer’s recommendations.
- How far will you tow? Some vehicles have restrictions on how far and how long they can tow.
- Do you have the proper towing equipment? See your dealer or trailering professional for additional advice and equipment recommendations.
- Is your vehicle ready to be towed? Just as you would prepare your vehicle for a long trip, you’ll want to make sure your vehicle is prepared to be towed. See *Before Leaving on a Long Trip on page 4-42*.

Dinghy Towing



Two-Wheel-Drive Vehicles

Two-wheel-drive vehicles should not be towed with all four wheels on the ground. Two-wheel-drive transmissions have no provisions for internal lubrication while being towed.

Four-Wheel-Drive Vehicles Equipped with Transfer Case (NP1, NP2 and NP8) and All-Wheel-Drive Vehicles

If your vehicle is equipped with all-wheel-drive, and the Silverado SS package, your vehicle was not designed to be towed with any of its wheels on the ground. If your vehicle must be towed, see *Towing Your Vehicle* on page 4-53.

Notice: Towing an all-wheel-drive vehicle with all four wheels on the ground, or even with only two of its wheels on the ground, will damage drivetrain components. Do not tow an all-wheel-drive vehicle if any of its wheels will be on the ground.

For four-wheel-drive vehicles, use the following procedure to tow your vehicle:

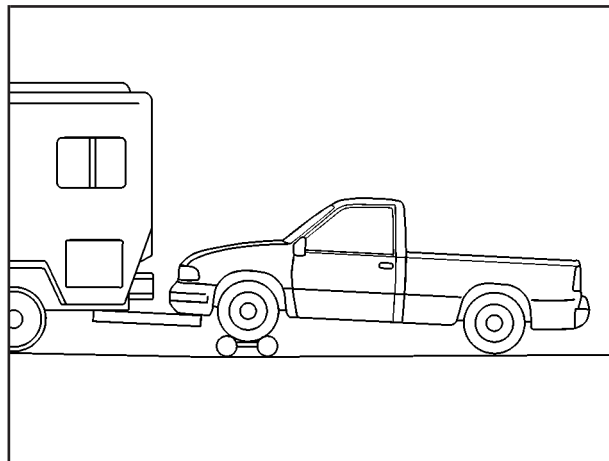
1. Shift an automatic transmission to PARK (P), or a manual transmission to FIRST (1).
2. Turn the engine off, but leave the ignition on.
3. Firmly set the parking brake.
4. Securely attach the vehicle being towed to the tow vehicle.

CAUTION:

Shifting a four-wheel-drive vehicle's transfer case into NEUTRAL can cause your vehicle to roll even if the transmission is in Park (P) for an automatic transmission, or if your vehicle is in gear, for a manual transmission. You or others could be injured. Make sure the parking brake is firmly set before you shift the transfer case to NEUTRAL.

5. Shift the transfer case to NEUTRAL. See *Four-Wheel Drive* on page 2-33 for the proper procedure to select the neutral position for your vehicle.
6. Release the parking brake only after the vehicle being towed is firmly attached to the towing vehicle.
7. Turn the ignition off and leave the steering column unlocked.

Dolly Towing



Two-Wheel-Drive Vehicles

Two-wheel-drive vehicles should not be towed with the rear wheels on the ground. Two-wheel-drive transmissions have no provisions for internal lubrication while being towed.

Two-wheel-drive vehicles can be dolly towed with the front wheels on the ground provided that the wheels are straight and the steering column has been locked.

Four-Wheel-Drive and All-Wheel-Drive Vehicles

If your vehicle is equipped with all-wheel-drive, and the Silverado SS package, your vehicle was not designed to be towed with any of its wheels on the ground. If your vehicle must be towed, see *Towing Your Vehicle on page 4-53*.

Notice: Towing an all-wheel-drive vehicle with all four wheels on the ground, or even with only two of its wheels on the ground, will damage drivetrain components. Do not tow an all-wheel-drive vehicle if any of its wheels will be on the ground.

For four-wheel-drive vehicles use the following procedure to tow your vehicle:

1. Drive the vehicle up onto the tow dolly.
2. Shift an automatic transmission to PARK (P), or a manual transmission to FIRST (1).
3. Turn the engine off, but leave the ignition on.
4. Firmly set the parking brake.
5. Securely attach the vehicle being towed to the tow dolly.

CAUTION:

Shifting a four-wheel-drive vehicle's transfer case into NEUTRAL can cause your vehicle to roll even if the transmission is in Park (P) for an automatic transmission, or if your vehicle is in gear, for a manual transmission. You or others could be injured. Make sure the parking brake is firmly set before you shift the transfer case to NEUTRAL.

6. Shift the transfer case to NEUTRAL. See *Four-Wheel Drive on page 2-33* for the proper procedure to select the neutral position for your vehicle.
7. Release the parking brake only after the vehicle being towed is firmly attached to the towing vehicle.
8. Turn the ignition off and lock the steering column.

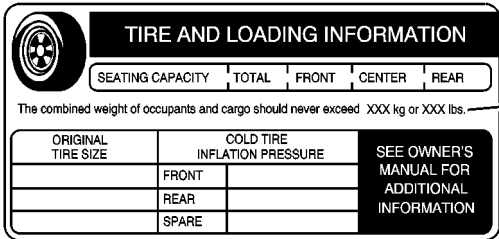
Loading Your Vehicle

It is very important to know how much weight your vehicle can carry. This weight is called the vehicle capacity weight and includes the weight of all occupants, cargo and all nonfactory-installed options. Two labels on your vehicle show how much weight it may properly carry, the Tire and Loading Information label and the Certification/Tire label.

CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, and it can change the way your vehicle handles. These could cause you to lose control and crash. Also, overloading can shorten the life of your vehicle.

Tire and Loading Information Label



The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs. A

ORIGINAL TIRE SIZE		COLD TIRE INFLATION PRESSURE		SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
	FRONT			
	REAR			
	SPARE			

The label features a tire icon on the left, a title bar, and a row of five buttons: SEATING CAPACITY, TOTAL, FRONT, CENTER, and REAR. Below these is a line for weight limits. The bottom section contains a table for tire information and a box for additional instructions.

A. Vehicle Capacity Weight

The Tire and Loading Information label is attached to the center pillar, near the driver's door latch. Vehicles without a center pillar will have the Tire and Loading Information label attached to the driver's door edge. This label lists the number of people that can be in your vehicle and the total weight it can carry. This weight is called the vehicle capacity weight.

The Tire and Loading Information label also tells you the size and recommended inflation pressure for the original equipment tires on your vehicle. For more information on tires and inflation see *Tires on page 5-73* and *Inflation - Tire Pressure on page 5-81*

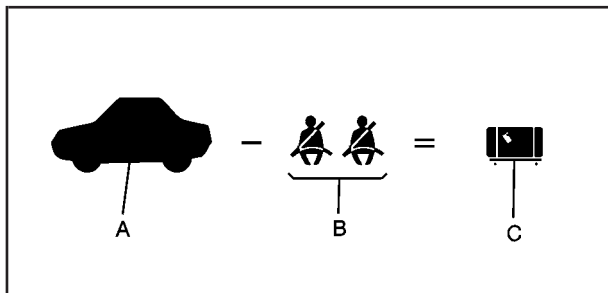
If your vehicle does not have the Tire and Loading Information label, the Certification/Tire label shows the tire size and recommended inflation pressures needed to obtain the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) for the front and rear axles. See “Certification/Tire Label” later in this section.

Steps for Determining Correct Load Limit

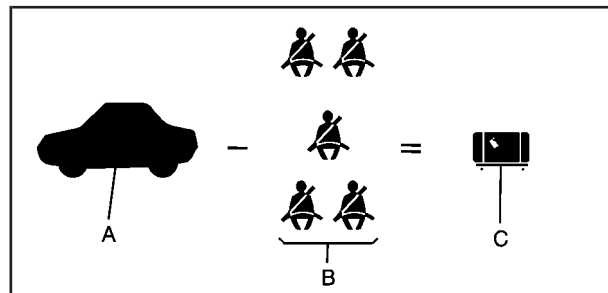
1. Locate the statement “The combined weight of occupants and cargo should never exceed XXX pounds” on your vehicle placard.
2. Determine the combined weight of the driver and passengers that will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.

4. The resulting figure equals the available amount of cargo and luggage load capacity. For example, if the “XXX” amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs. (1400 – 750 (5 x 150) = 650 lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.
6. If your vehicle will be towing a trailer, the load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle.

See *Towing a Trailer on page 4-71* for more information on towing a trailer, towing safety rules and trailering tips.



Example 1



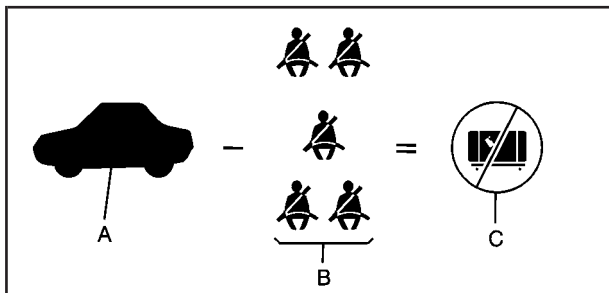
Example 2

Loading Your Vehicle

Item	Description	Total
A	Vehicle Capacity Weight for Example 1=	1,000 lbs (453 kg)
B	Subtract Occupant Weight 150 lbs (68 kg) × 2 =	300 lbs (136 kg)
C	Available Occupant and Cargo Weight =	700 lbs. (317 kg)

Loading Your Vehicle

Item	Description	Total
A	Vehicle Capacity Weight for Example 2 =	1,000 lbs (453 kg)
B	Subtract Occupant Weight 150 lbs (68 kg) × 5 =	750 lbs (340 kg)
C	Available Cargo Weight =	250 lbs. (113 kg)



Example 3
Loading Your Vehicle

Item	Description	Total
A	Vehicle Capacity Weight for Example 3 =	1,000 lbs (453 kg)
B	Subtract Occupant Weight 200 lbs (91 kg) x 5 =	1,000 lbs (453 kg)
C	Available Cargo Weight =	0 lbs. (0 kg)

Refer to your vehicle's tire and loading information label for specific information about your vehicle's capacity weight and seating positions. The combined weight of the driver, passengers and cargo should never exceed your vehicle's capacity weight.

Certification/Tire Label

The image shows a certification/tire label form with several fields. At the top, there are three boxes labeled 'GVWR', 'GAWR FRT', and 'GAWR RR'. Below these are three more boxes. A large, diagonal watermark reading 'EXAMPLE' is overlaid across the center of the form. Below the watermark, there are fields for 'MODEL:', 'RIM', and 'COLD TIRE PRESSURE'. At the bottom, there is a field labeled 'SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION'.

The Certification/Tire label is found on the rear edge of the driver's door.

The label shows the size of your original tires and the inflation pressures needed to obtain the gross weight capacity of your vehicle. This is called the GVWR (Gross Vehicle Weight Rating). The GVWR includes the weight of the vehicle, all occupants, fuel and cargo.

The Certification/Tire label also tells you the maximum weights for the front and rear axles, called Gross Axle Weight Rating (GAWR). To find out the actual loads on your front and rear axles, you need to go to a weigh station and weigh your vehicle. Your dealer can help you with this. Be sure to spread out your load equally on both sides of the centerline.

Never exceed the GVWR for your vehicle, or the GAWR for either the front or rear axle.

The Certification/Tire label also contains important information about your Front Axle Reserve Capacity. See “Front Axle Reserve Capacity” later in this section.

And, if you do have a heavy load, you should spread it out.

 **CAUTION:**

In the case of a sudden stop or collision, things carried in the bed of your truck could shift forward and come into the passenger area, injuring you and others. If you put things in the bed of your truck, you should make sure they are properly secured.

 **CAUTION:**

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, and it can change the way your vehicle handles. These could cause you to lose control and crash. Also, overloading can shorten the life of your vehicle.

***Notice:* Overloading your vehicle may cause damage. Repairs would not be covered by your warranty. Do not overload your vehicle.**

This will help you decide how much cargo and installed equipment your truck can carry.

Using heavier suspension components to get added durability might not change your weight ratings. Ask your dealer to help you load your vehicle the right way.

If you put things inside your vehicle – like suitcases, tools, packages, or anything else – they go as fast as the vehicle goes. If you have to stop or turn quickly, or if there is a crash, they'll keep going.

CAUTION:

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- **Put things in the cargo area of your vehicle. Try to spread the weight evenly.**
- **Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.**
- **Do not leave an unsecured child restraint in your vehicle.**
- **When you carry something inside the vehicle, secure it whenever you can.**
- **Do not leave a seat folded down unless you need to.**

There's also important loading information for off-road driving in this manual. See "Loading Your Vehicle for Off-Road Driving" under *Off-Road Driving on page 4-20*.

Payload

Payload capacity is the maximum load capacity that your vehicle can carry. Be sure to include the weight of the occupants as part of your load. If you added any accessories or equipment after your vehicle left the factory, remember to subtract the weight of these things from the payload. Your dealer can help you with this.

Remember not to exceed the Gross Axle Weight Rating (GAWR) of the front or rear axle.

Two-Tiered Loading

By positioning four 2" x 6" wooden planks across the width of the pickup box, you can create an upper load platform. The planks must be inserted in the pickup box depressions. The length of the planks must allow for at least a 3/4 inch (2 cm) bearing surface on each end of the plank.

When using this upper load platform, be sure the load is securely tied down to prevent it from shifting. The load's center of gravity should be positioned in a zone over the rear axle. The zone is located in the area between the front of each wheel well and the rear of each wheel well. The center of gravity height must not extend above the top of the pickup box flareboard.

Any load that extends beyond the vehicle's taillamp area must be properly marked according to local laws and regulations.

Remember not to exceed the Gross Axle Weight Rating (GAWR) of the front or rear axle.

Add-On Equipment

When you carry removable items, you may need to put a limit on how many people you carry inside your vehicle. Be sure to weigh your vehicle before you buy and install the new equipment.

Notice: Overloading your vehicle may cause damage. Repairs would not be covered by your warranty. Do not overload your vehicle.

Remember not to exceed the Gross Axle Weight Rating (GAWR) of the front or rear axle.

*Equipment	Maximum Weight
Ladder Rack and Cargo	750 lbs. (340 kg)
Cross Toolbox and Cargo	400 lbs. (181 kg)
Side Boxes and Cargo	250 lbs. per side (113 kg per side)
*The combined weight for all rail-mounted equipment should not exceed 1,000 lbs. (454 kg) excludes 1500 crew cab models (with 5'8" box length.) A reinforcement kit for rail-mounted add-on equipment is recommended. See your dealer. Ladder racks are not recommended for 1500 crew cab models (with 5'8" pick-up box length.) Maximum recommended cross mounted toolbox and cargo weight is 300 lbs. (136 kg) for the 1500 crew cab (with 5'8" pick-up box length.)	

Adding a Snow Plow or Similar Equipment

Before installing a snow plow on your vehicle, here are some things you will need to know:

Notice: If your vehicle does not have the snow plow prep package, adding a plow can damage your vehicle, and the repairs would not be covered by warranty. Unless your vehicle was built to carry a snow plow, do not add one to your vehicle. If your vehicle has the snow plow option called RPO VYU (snow plow prep package), then the payload your vehicle can carry will be reduced when a snow plow is installed. Your vehicle can be damaged if either the front or rear axle ratings, or the GVW, are exceeded.

Q: How do I know if my vehicle can handle a snow plow?

A: Some vehicles are built with a special package, called RPO VYU (snow plow prep package). If your vehicle has this option, you can add a plow to it, provided certain weights, such as the weights on the vehicle's axles and the GVW, are not exceeded.

Q: How heavy can a snow plow safely be?

A: The plow your vehicle can carry depends on many things, such as:

- The options your vehicle came with, and the weight of those options,
- The weight and number of passengers you intend to carry,
- The weight of items you have added to your vehicle, like a tool box or truck cap,
- The total weight of any additional cargo you intend to carry.

Say, for example, you have a 700 lb. (318 kg) snow plow. The total weight of all occupants and cargo inside the cab should not exceed 300 lb. (135 kg). This means that you may only be able to carry one passenger. But, even this may be too much if you have got other equipment already adding to the weight of your vehicle.

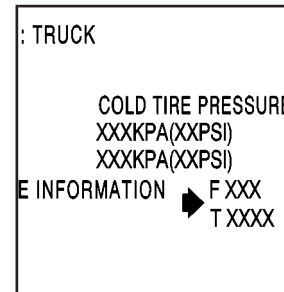
Here are some guidelines for safely carrying a snow plow on your vehicle:

- Make sure the weight on the front and rear axles does not exceed the axle rating for each.
- For the front axle, if more cargo or passengers must be carried, appropriate counter ballast must be installed rear of the rear axle. Counter ballast must be properly secured so it will not move during driving.
- Follow the snow plow manufacturer's recommendations regarding rear ballast. Rear ballast may be required to ensure a proper front and rear weight distribution ratio, even though the actual weight at the front axle may be less than the front axle rating.
- The snow plow manufacturer or installer can assist you in determining the amount of rear ballast required, to help make sure your snowplow/vehicle combination does not exceed the GVW rating, the front and rear axle ratings, and the front and rear weight distribution ratio.
- The total vehicle must not exceed the GVW rating.

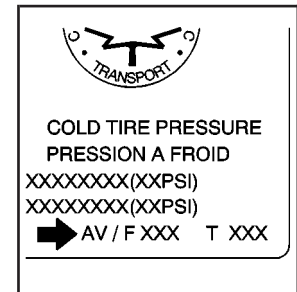
Q: What is front axle reserve capacity, and how do I calculate it?

A: Front axle reserve capacity is the difference between your front GAWR and the front axle weight of your truck with full fuel and passengers. Basically, it is the amount of weight you can add to your front axle before reaching your front GAWR.

The front axle reserve capacity for your vehicle can be found in the lower right corner of the Certification/Tire label, as shown.

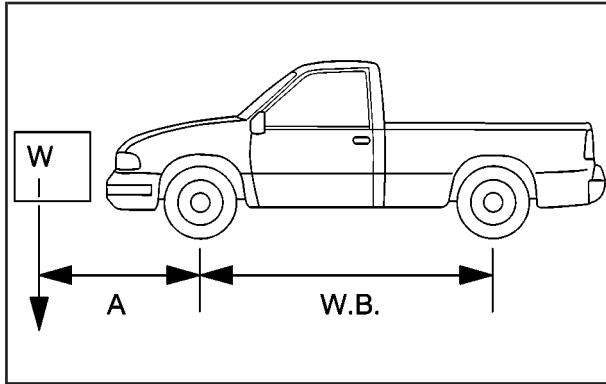


United States



Canada

In order to calculate the amount of weight any front accessory, such as a snow plow, is adding to the front axle, use the following formula:



$(W \times (A + W.B.)) / W.B. =$ Weight the accessory is adding to the front axle.

Where:

W = Weight of added accessory

A = Distance that the accessory is in front of the front axle

W.B. = Vehicle Wheelbase

For example, adding a 700 lb. (318 kg) snow plow actually adds more than 700 lb. (318 kg) to the front axle. Using the formula, if the snow plow is 4 ft. (122 cm) in front of the front axle and the wheel base is 10 ft. (305 cm), then:

W = 700 lb. (318 kg)

A = 4 ft. (122 cm)

W.B. = 10 ft. (305 cm)

$(W \times (A + W.B.)) / W.B. = (700 \times (4 + 10)) / 10 = 980 \text{ lb. (445 kg)}$

So, if your truck's front axle reserve capacity is more than 980 lb. (445 kg), you could add the snow plow without exceeding the front GAWR.

Q: What if I want to add heavier equipment to my vehicle?

A: You can add heavier equipment on the front of the vehicle if you compensate for it by carrying fewer passengers, less cargo, or by positioning cargo towards the rear. This has the effect of reducing the load on the front. However, the front GAWR, rear GAWR and the GVWR must never be exceeded.

 **CAUTION:**

On some vehicles equipped with certain front mounted equipment, such as a snow plow, it may be possible to load the front axle to the front GAWR but not have enough weight on the rear axle to have proper braking performance. If your brakes can not work properly, you could have a crash. To help your brakes work properly when a snow plow is installed, always follow the snow plow manufacturer or installer's recommendation for rear ballast to ensure a proper front and rear weight distribution ratio, even though the actual front weight may be less than the front GAWR, and the total vehicle weight is less than the GVWR. Maintaining a proper front and rear weight distribution ratio is necessary to provide proper braking performance.

Q: What is total vehicle reserve capacity?

A: This is the difference between your GVWR and the weight of your truck with full fuel and passengers. It is the amount of weight you can add to your vehicle before reaching your GVWR. Keep in mind that reserve capacity numbers are intended as a guide when selecting the amount of equipment or cargo your truck can carry. If you are unsure of your truck's front, rear or total weight, go to a weigh station and weigh your vehicle. Your dealer can also help you with this.

The total vehicle reserve capacity for your vehicle can be found in the lower right corner of the Certification/Tire label as shown previously.

See your dealer for additional advice and information about using a snow plow on your vehicle. Also, see *Loading Your Vehicle on page 4-57*.

Truck-Camper Loading Information

Notice: Installing a truck-camper to a vehicle that is equipped with the SS trim package could damage the vehicle. Do not install a truck-camper on a vehicle equipped with the SS trim package.

This label is inside the glove box. It will tell you if your vehicle can carry a slide-in camper, how much of a load your vehicle can carry, and how to correctly spread out the load. Also, it will help you match the right slide-in camper to your vehicle.

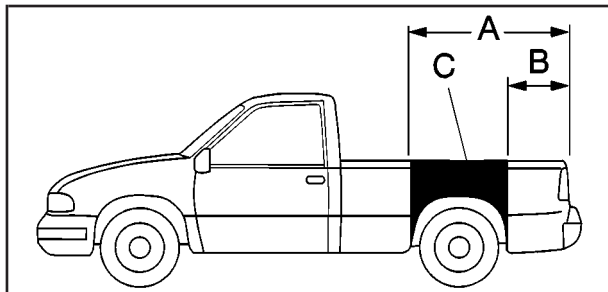
When you carry a slide-in camper, the total cargo load of your vehicle is the weight of the camper, plus the following:

- Everything else added to the camper after it left the factory
- Everything in the camper
- All the people inside

The Cargo Weight Rating (CWR) is the maximum weight of the load your vehicle can carry. It doesn't include the weight of the people inside. But, you can figure about 150 lbs. (68 kg) for each seat.

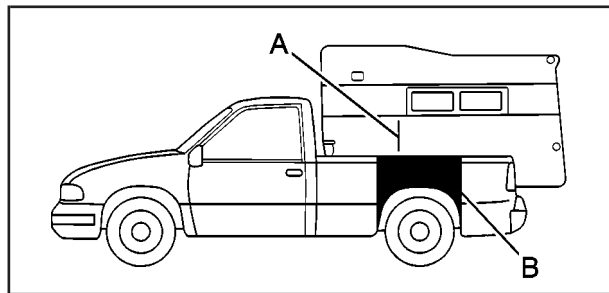
The total cargo load must not be more than your vehicle's CWR.

Refer to the Truck-Camper Loading Information label in glove box for dimensions A and B as shown in the following illustration.



Use the rear edge of the load floor for measurement purposes. The recommended location for the cargo center of gravity is at point C for the CWR. It is the point where the mass of a body is concentrated and, if suspended at that point, would balance the front and rear.

Here is an example of proper truck and camper match:



- A. Camper Center of Gravity
- B. Recommended Center of Gravity Location Zone

The camper's center of gravity should fall within the center of gravity zone for your vehicle's cargo load.

You must weigh any accessories or other equipment that you add to your vehicle. Then, subtract this extra weight from the CWR. This extra weight may shorten the center of gravity zone of your vehicle. Your dealer can help you with this.

If your slide-in camper and its load weighs less than the CWR, the center of gravity zone for your vehicle may be larger.

Your dealer can help you make a good vehicle-camper match and help you determine the CWR.

After you've loaded your vehicle and camper, drive to a weigh station and weigh the front and rear wheels separately. This will tell you the loads on the axles. The loads on the front and rear axles shouldn't be more than either of the GAWRs. The total of the axle loads should not be more than the GVWR.

Open the driver's door and look at the Certification/Tire label to find out your GAWR and GVWR.

If you've gone over the weight ratings, move or take out some things until all the weight falls below the ratings. Of course, you should always tie down any loose items when you load your vehicle or camper.

When you install and load your slide-in camper, check the manufacturer's instructions.

If you want more information on curb weights, cargo weights, Cargo Weight Rating and the correct center of gravity zone for your vehicle, your dealer can help you. Just ask for a copy of "Consumer Information, Truck-Camper Loading."

Trailer Recommendations

You must subtract your hitch loads from the CWR for your vehicle. Weigh your vehicle with the trailer attached, so that you won't go over the GVWR or GAWR. If you are using a weight-distributing hitch, weigh the vehicle without the spring bars in place.

You'll get the best performance if you spread out the weight of your load the right way, and if you choose the correct hitch and trailer brakes.

For more information, see *Towing a Trailer on page 4-71*.

Pickup Conversion to Chassis Cab

General Motors is aware that some vehicle owners may consider having the pickup box removed and a commercial or recreational body installed. Before you do so, first contact GM Customer Assistance for information on such conversions specific to this vehicle. Owners should be aware that, as manufactured, there are differences between a chassis cab and a pickup with the box removed which may affect vehicle safety.

The components necessary to adapt a pickup to permit its safe use with a specialized body should be installed by a body builder in accordance with the information available from GM Customer Assistance. See *Customer Assistance Offices on page 7-4*.

Towing a Trailer

CAUTION:

If you do not use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well — or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your dealer for advice and information about towing a trailer with your vehicle.

Notice: Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this part, and see your dealer for important information about towing a trailer with your vehicle.

To identify the vehicle trailering capacity of your vehicle, you should read the information in “Weight of the Trailer” that appears later in this section.

If yours was built with trailering options, as many are, it's ready for heavier trailers. But trailering is different than just driving your vehicle by itself. Trailering means changes in acceleration, braking, handling, durability and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this part. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

If You Do Decide To Pull A Trailer

Notice: Pulling a fifth-wheel camper with a vehicle that is equipped with the SS trim package could damage the vehicle. Do not pull a fifth-wheel camper with a vehicle equipped with the SS trim package.

If you do, here are some important points:

- There are many different laws, including speed limit restrictions, having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.
- Consider using a sway control. See "Hitches" later in this section.
- Don't tow a trailer at all during the first 500 miles (800 km) your new vehicle is driven. Your engine, axle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts at full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.

- If you have an automatic transmission, you can tow in DRIVE (D). You may want to shift the transmission to THIRD (3) or, if necessary, a lower gear selection if the transmission shifts too often, such as under heavy loads and/or hilly conditions. If you have a manual transmission and you are towing a trailer, it's better not to use the highest gear. See *Tow/Haul Mode Light on page 3-53*.

Three important considerations have to do with weight:

- The weight of the trailer
- The weight of the trailer tongue
- The weight on your vehicle's tires

Tow/Haul Mode

Tow/Haul is a feature on automatic transmission equipped vehicles that assists when pulling a heavy trailer or a large or heavy load. The purpose of the Tow/Haul mode is to:

- Reduce the frequency and improve the predictability of transmission shifts when pulling a heavy trailer or a large or heavy load.
- Provide the same solid shift feel when pulling a heavy trailer or a large or heavy load as when the vehicle is unloaded.
- Improve control of vehicle speed while requiring less throttle pedal activity when pulling a heavy trailer or a large or heavy load.

Automatic transmission equipped vehicles are provided with a button at the end of the shift lever which when pressed enables Tow/Haul. When the button is pressed, a light on the instrument panel will illuminate to indicate that Tow/Haul has been selected. Tow/Haul may be turned off by pressing the button again, at which time the indicator light on the instrument panel will turn off. The vehicle will automatically turn off Tow/Haul every time it is started.

Tow/Haul is designed to be most effective when the vehicle and trailer combined weight is at least 75% of the vehicle's Gross Combined Weight Rating (GCWR). See "Weight of the Trailer" later in the section.

Tow/Haul is most useful under the following driving conditions:

- When pulling a heavy trailer or a large or heavy load through rolling terrain.
- When pulling a heavy trailer or a large or heavy load in stop and go traffic.
- When pulling a heavy trailer or a large or heavy load in busy parking lots where improved low speed control of the vehicle is desired.

Operating the vehicle in Tow/Haul when lightly loaded or with no trailer at all will not cause damage. However, there is no benefit to the selection of tow/haul when the vehicle is unloaded. Such a selection when unloaded may result in unpleasant engine and transmission driving characteristics and reduced fuel economy. Tow/Haul is recommended only when pulling a heavy trailer or a large or heavy load.

Weight of the Trailer

How heavy can a trailer safely be?

It depends on how you plan to use your rig. For example, speed, altitude, road grades, outside temperature and how much your vehicle is used to pull a trailer are all important. And, it can also depend on any special equipment that you have on your vehicle.

Use one of the following charts to determine how much your vehicle can weigh, based upon your vehicle model and options.

Maximum trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all the required trailering equipment. The weight

of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the maximum trailer weight.

Above the 5,000 lbs. (2 268 kg) trailer rating, the handling/trailering suspension is required on C-1500 models and the handling/trailering or off-road suspension is required on K-1500 models.

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Regular Cab Short Box (2WD)*			
4300 V6 (Auto)	3.08	4,600 lbs. (2 087kg)	9,000 lbs. (4 082 kg)
	3.42	5,100 lbs. (2 313kg)	9,500 lbs. (4 309 kg)
4300 V6 (Manual)	3.08	3,600 lbs. (1 633 kg)	8,000 lbs. (3 628 kg)
	3.42	4,100 lbs. (1 860 kg)	8,500 lbs. (3 855 kg)
4800 V8 (Auto)	3.42	6,500 lbs. (2 948 kg)	11,000 lbs. (4 994 kg)
	3.73	7,500 lbs. (3 401 kg)	12,000 lbs. (5 443 kg)
4800 V8 (Manual)	3.42	4,500 lbs. (2 041 kg)	9,000 lbs. (4 082 kg)
	3.73	5,500 lbs. (2 495 kg)	10,000 lbs. (4 535 kg)
5300 V8	3.42	7,500 lbs. (3 401 kg)	12,000 lbs. (5 443 kg)
	3.73	8,500 lbs. (3 855 kg)	13,000 lbs. (5 897 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Extended Cab Short Box (2WD)*			
4300 V6 (Auto)	3.42	4,700 lbs. (2 133 kg)	9,500 lbs. (4 309 kg)
	3.73	5,200 lbs. (2 360 kg)	10,000 lbs. (4 536 kg)
4300 V6 (Manual)	3.42	3,700 lbs. (1 678 kg)	8,500 lbs. (3 859 kg)
4800 V8 (Auto)	3.42	6,100 lbs. (2 769 kg)	11,000 lbs. (4 990 kg)
	3.73	7,100 lbs. (3 223 kg)	12,000 lbs. (5 443 kg)
4800 V8 (Manual)	3.42	4,100 lbs. (1 859 kg)	9,000 lbs. (4 086 kg)
	3.73	5,100 lbs. (2 313 kg)	10,000 lbs. (4 540 kg)
5300 V8	3.42	7,100 lbs. (3 223 kg)	12,000 lbs. (5 443 kg)
	3.73	8,100 lbs. (3 677 kg)**	13,000 lbs. (5 897 kg)
5300 V8 w/4WS	3.73	7,700 lbs. (3 493 kg)***	13 000 lbs. (5 897 kg)
	4.10	8,700 lbs. (3 946 kg)***	14 000 lbs. (6 350 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum. **Maximum 8,000 lbs. (3 628 kg) for fifth-wheel or gooseneck. ***Maximum 7,500 lbs. (3 401 kg) for fifth-wheel or gooseneck.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Crew Cab Short Box (2WD)*			
6000 V8	3.73	8,300 lbs. (3 765 kg)	14,000 lbs. (6 350 kg)
	4.10	10,300 lbs. (4 672 kg)	16,000 lbs. (7 257 kg)
6000 V8 w/4WS	3.73	8,000 lbs. (3 629 kg)	14,000 lbs. (6 350 kg)
	4.10	10,000 lbs. (4 536 kg)	16,000 lbs. (7 257 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Crew Cab (2WD)*			
5300 V8	3.42	6,800 lbs. (3 084 kg)	12,000 lbs. (5 443 kg)
	3.73	7,800 lbs. (3 538 kg)	13,000 lbs. (5 897 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Regular Cab Long Box (2WD)*			
4300 V6 (Auto)	3.08	4,400 lbs. (1 995 kg)	9,000 lbs. (4 086 kg)
	3.42	4,900 lbs. (2 222 kg)	9,500 lbs. (4 313 kg)
4300 V6 (Manual)	3.08	3,400 lbs. (1 542 kg)	8,000 lbs. (3 632 kg)
	3.42	3,900 lbs. (1 769 kg)	8,500 lbs. (3 859 kg)
4800 V8 (Auto)	3.42	6,300 lbs. (2 857 kg)	11,000 lbs. (4 994 kg)
	3.73	7,300 lbs. (3 311 kg)	12,000 lbs. (5 448 kg)
4800 V8 (Manual)	3.42	4,300 lbs. (1 950 kg)	9,000 lbs. (4 086 kg)
	3.73	5,300 lbs. (2 404 kg)	10,000 lbs. (4 540 kg)
5300 V8	3.42	7,300 lbs. (3 311 kg)	12,000 lbs. (5 448 kg)
	3.73	8,300 lbs. (3 764 kg)	13,000 lbs. (5 902 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Extended Cab Long Box (2WD)*			
4800 V8 (Auto)	3.42	5,900 lbs. (2 676 kg)	11,000 lbs. (4 994 kg)
	3.73	6,900 lbs. (3 129 kg)	12,000 lbs. (5 448 kg)
4800 V8 (Manual)	3.42	3,900 lbs. (1 769 kg)	9,000 lbs. (4 086 kg)
	3.73	4,900 lbs. (2 222 kg)	10,000 lbs. (4 540 kg)
5300 V8	3.42	6,900 lbs. (3 129 kg)	12,000 lbs. (5 448 kg)
	3.73	7,900 lbs. (3 583 kg)	13,000 lbs. (5 902 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Regular Cab Short Box (4WD)			
4300 V6 (Auto)	3.42	4,800 lbs. (2 177 kg)	9,500 lbs. (4 313 kg)
	3.73	5,300 lbs. (2 404 kg)	10,000 lbs. (4 540 kg)
4300 V6 (Manual)	3.42	3,800 lbs. (1 724 kg)	8,500 lbs. (3 859 kg)
	3.73	4,300 lbs. (1 950 kg)	9,000 lbs. (4 086 kg)
4800 V8 (Auto)	3.73	7,200 lbs. (3 265 kg)	12,000 lbs. (5 448 kg)
	4.10	8,200 lbs. (3 719 kg)**	13,000 lbs. (5 902 kg)
4800 V8 (Manual)	3.73	5,200 lbs. (2 359 kg)	10,000 lbs. (4 540 kg)
	4.10	6,200 lbs. (2 812 kg)	11,000 lbs. (4 994 kg)
5300 V8	3.73	8,200 lbs. (3 719 kg)	13,000 lbs. (5 902 kg)
	4.10	9,200 lbs. (4 173 kg)	14,000 lbs. (6 356 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Extended Cab Short Box (4WD)*			
4800 V8 (Auto)	3.73	6,800 lbs. (3 084 kg)	12,000 lbs. (5 443 kg)
	4.10	7,800 lbs. (3 538 kg)**	13,000 lbs. (5 897 kg)
4800 V8 (Manual)	3.73	4,800 lbs. (2 177 kg)	10,000 lbs. (4 535 kg)
	4.10	5,800 lbs. (2 630 kg)	11,000 lbs. (4 990 kg)
5300 V8	3.73	7,800 lbs. (3 538 kg)**	13,000 lbs. (5 897 kg)
	4.10	8,800 lbs. (3 991 kg)**	14,000 lbs. (6 350 kg)
5300 V8 w/4WS	3.73	7,400 lbs. (3 356 kg)	13,000 lbs.(5 897 kg)
	4.10	8,400 lbs. (3 810 kg)	14,000 lbs. (6 350 kg)
** Maximum weight 7,700 lbs. (3 492 kg) for fifth-wheel or gooseneck.			
K-1500 Crew Cab Short Box (4WD)*			
6000 V8	3.73	8,000 lbs. (3 629 kg)	14,000 lbs. (6 350 kg)
	4.10	10,000 lbs. (4 535 kg)	16,000 lbs. (7 257 kg)
6000 V8 w/4WS	3.73	7,700 lbs. (3 492 kg)	14,000 lbs. (6 356 kg)
	4.10	9,700 lbs. (4 399 kg)	16,000 lbs. (7 264 kg)
* Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Crew Cab (4WD)*			
5300 V8	3.73	7,500 lbs. (3 401 kg)	13,000 lbs. (5 897 kg)
	4.10	8,500 lbs. (3 855 kg)	14,000 lbs. (6 350 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Regular Cab Long Box (4WD)*			
4300 V6 (Auto)	3.42	4,600 lbs. (2 086 kg)	9,500 lbs. (4 309 kg)
	3.73	5,100 lbs. (2 313 kg)	10,000 lbs. (4 536 kg)
4300 V6 (Manual)	3.42	3,600 lbs. (1 632 kg)	8,500 lbs. (3 855 kg)
	3.73	4,100 lbs. (1 859 kg)	9,000 lbs. (4 082 kg)
4800 V8 (Auto)	3.73	7,000 lbs. (3 175 kg)	12,000 lbs. (5 443 kg)
	4.10	8,000 lbs. (3 628 kg)	13,000 lbs. (5 897 kg)
4800 V8 (Manual)	3.73	5,000 lbs. (2 267 kg)	10,000 lbs. (4 536 kg)
	4.10	6,000 lbs. (2 721 kg)	11,000 lbs. (4 990 kg)
5300 V8	3.73	8,000 lbs. (3 628 kg)	13,000 lbs. (5 897 kg)
	4.10	9,000 lbs. (4 082 kg)**	14,000 lbs. (6 350 kg)
*Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			
**Maximum weight 8,900 lbs. (4 036 kg) for fifth-wheel and gooseneck.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Extended Cab Long Box (4WD)*			
4800 V8	3.73	6,600 lbs. (2 993 kg)	12,000 lbs. (5 443 kg)
	4.10	7,600 lbs. (3 447 kg)**	13,000 lbs. (5 897 kg)
4800 V8 (Manual)	3.73	4,700 lbs. (2 133 kg).	10,000 lbs. (4 536 kg)
	4.10	5,700 lbs. (2 587 kg)	11,000 lbs. (4 990 kg)
5300 V8	3.73	7,600 lbs. (3 447 kg)**	13,000 lbs. (5 897 kg)
	4.10	8,600 lbs. (3 900 kg)**	14,000 lbs. (6 350 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 1,500 lbs. (680 kg) maximum.			
**Maximum weight 6,800 lbs (3 084 kg) for fifth-wheel and gooseneck.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
Silverado SS			
6000 V8	4.10	7,600 lbs. (3 447 kg)	13,000 lbs. (5 897 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 LD (2WD)*			
6000 V8	3.73	8,700 lbs. (3 946 kg)	14,000 lbs. (6 356 kg)
	4.10	10,700 lbs. (4 853 kg)	16,000 lbs. (7 264 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Regular Cab Long Box HD (2WD)*			
6000 V8	4.10	10,600 lbs. (4 808 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)**	22,000 lbs. (9 979 kg)
C-2500 Extended Cab Short Box HD (2WD)*			
6000 V8	4.10	10,300 lbs. (4 676 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)**	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Extended Cab Long Box HD (2WD)*			
6000 V8	4.10	10,200 lbs. (4 626 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)**	22,000 lbs. (9 979 kg)
C-2500 Crew Cab Short Box HD (2WD)**			
6000 V8	4.10	10,000 lbs. (4 536 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Crew Cab Long Box HD (2WD)			
6000 V8	4.10	10,000 lbs. (4 536 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)**	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 LD (4WD)*			
6000 V8	3.73	8,300 lbs. (3 765 kg)	14,000 lbs. (6 350 kg)
	4.10	10,300 lbs. (4 672 kg)	16,000 lbs. (7 257 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Regular Cab Long Box HD (4WD)*			
6000 V8	4.10	10,300 lbs. (4 672 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Extended Cab Short Box HD (4WD)*			
6000 V8	4.10	10,100 lbs. (4 581 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Extended Cab Long Box HD (4WD)**			
6000 V8	4.10	9,900 lbs. (4 490 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
K-2500 Crew Cab Short Box HD (4WD)*			
6000 V8	4.10	9,900 lbs. (4 490 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443 kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Crew Cab Long Box HD (4WD)			
6000 V8	4.10	9,700 lbs. (4 399 kg)	16,000 lbs. (7 257 kg)
8100 V8	3.73	12,000 lbs. (5 443kg)	20,000 lbs. (9 072 kg)
	4.10	12,000 lbs. (5 443kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	12,000 lbs. (5 443kg)	22,000 lbs. (9 979 kg)
* Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 2,500 lbs. (1 133 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-3500 Extended Cab (2WD)			
6000 V8	4.10	9,800 lbs. (4 445 kg)	16,000 lbs. (7 257 kg)
8100 V8	4.10	15,400 lbs. (6 985 kg)**	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	15,200 lbs. (6 894 kg)**	22,000 lbs. (9 979 kg)
C-3500 Crew Cab (2WD)*			
6000 V8	4.10	9,600 lbs. (4 354 kg)	16,000 lbs. (7 257 kg)
8100 V8	4.10	15,200 lbs. (6 894 kg)**	22,000 lbs. (9 979 kg)
6.6L V8 Diesel	3.73	15,000 lbs. (6 803 kg)**	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 3,500 lbs. (1 587 kg) maximum.			
** Limited to 12,000 lbs. (5 443 kg) with weight distributing hitch.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-3500 Regular Cab (4WD)			
6000 V8 Dual Rear Wheel	4.10	9,900 lbs. (4 490 kg)	16,000 lbs. (7 257 kg)
6000 V8 Single Rear Wheel	4.10	10,100 lbs. (4 581 kg)	16,000 lbs. (7 257 kg)
8100 V8 Dual Rear Wheel	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
8100 V8 Single Rear Wheel	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Dual Rear Wheel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Single Rear Wheel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-3500 Extended Cab (4WD)*			
6000 V8 Dual Rear Wheel	4.10	9,500 lbs. (4 309 kg)	16,000 lbs. (7 257 kg)
6000 V8 Single Rear Wheel	4.10	9,700 lbs. (4 399 kg)	16,000 lbs. (7 257 kg)
8100 V8 Dual Rear Wheel	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
8100 V8 Single Rear Wheel	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel Dual Rear Wheel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel Single Rear Wheel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
* Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 3,500 lbs. (1 587 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-3500 Crew Cab (4WD)*			
6000 V8 Dual Rear Wheel	4.10	9,300 lbs. (4 218 kg)	16,000 lbs. (7 264 kg)
6000 V8 Single Rear Wheel	4.10	9,500 lbs. (4 309 kg)	16,000 lbs. (7 264 kg)
8100 V8 Dual Rear Wheel	4.10	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
6.6L V8 Diesel Single Rear Wheel	3.73	12,000 lbs. (5 443 kg)	22,000 lbs. (9 979 kg)
*Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 3,500 lbs. (1 587 kg) maximum.			

The Gross Combination Weight Rating (GCWR) is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and conversions. The GCWR for your vehicle should not be exceeded.

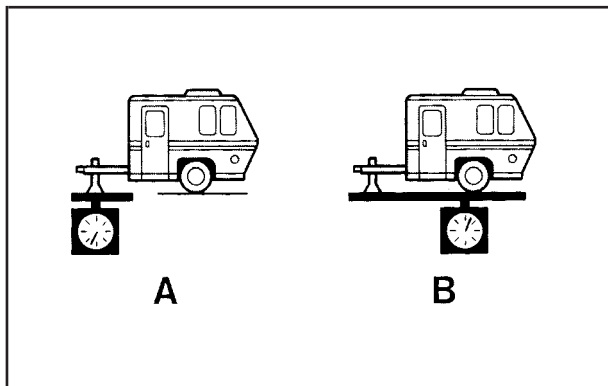
You can ask your dealer for our trailering information or advice, or you can write us at the address listed in your Warranty and Owner Assistance Information Booklet.

In Canada, write to:

General Motors of Canada Limited
Customer Communications Centre, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total or gross weight of your vehicle. The Gross Vehicle Weight (GVW) includes the curb weight of the vehicle, any cargo you may carry in it, and the people who will be riding in the vehicle. If you have a lot of options, equipment, passengers or cargo in your vehicle, it will reduce the tongue weight your vehicle can carry, which will also reduce the trailer weight your vehicle can tow. And if you will tow a trailer, you must add the tongue load to the GVW because your vehicle will be carrying that weight, too. See *Loading Your Vehicle on page 4-57* for more information about your vehicle's maximum load capacity.



The trailer tongue weight (A) should be 10 percent to 15 percent of the total loaded trailer weight, up to a maximum of 600 lbs. (272 kg) for the 1500 series, and up to a maximum of 600 lbs. (272 kg) for the 2500 series with a weight carrying hitch. The trailer tongue weight (A) should be 10 percent to 15 percent of the total loaded trailer weight, up to a maximum of 1,000 lbs. (453 kg) for the 1500 series and up to a maximum of 1,500 lbs. (680 kg) for the 2500 series with a weight distributing hitch.

Fifth wheel or gooseneck kingpin weight should be 15 to 25 percent of the trailer weight up to the maximum amount specified in the trailering chart for your vehicle. See “Weight of the Trailer”, and “Fifth-Wheel and Gooseneck Trailering” in this section.

Do not exceed the maximum allowable tongue weight for your vehicle. Choose the shortest hitch extension that will position the hitch ball closest to the vehicle. This will help reduce the effect of trailer tongue weight on the rear axle.

After you have loaded the trailer, weigh the trailer and then the tongue separately, to see if the weights are proper. If they are not, you may be able to get them right by moving some items around in the trailer.

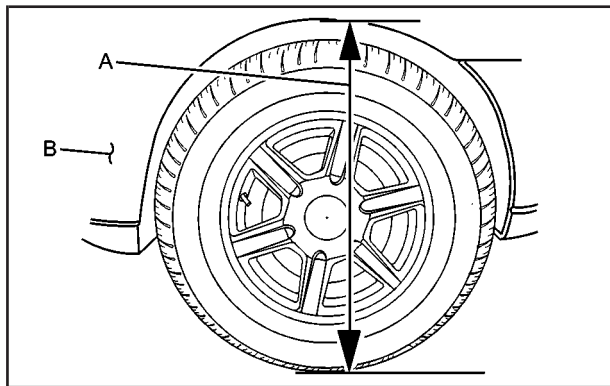
Total Weight on Your Vehicle's Tires

Be sure your vehicle's tires are inflated to the upper limit for cold tires. You'll find these numbers on the Certification label at the rear edge of the driver's door or see Loading Your Vehicle for more information. Then be sure you don't go over the GVW limit for your vehicle, or the GAWR, including the weight of the trailer tongue. If you use a weight distributing hitch, make sure you don't go over the rear axle limit before you apply the weight distribution spring bars.

Hitches

It's important to have the correct hitch equipment. Crosswinds, large trucks going by and rough roads are a few reasons why you'll need the right hitch.

Weight Distributing Hitches and Weight Carrying Hitches



A: Body to Ground Distance

B: Front of Vehicle

When using a weight-distributing hitch, the hitch must be adjusted so the distance (A) remains the same both before and after coupling the trailer to the tow vehicle.

If you use a step-bumper hitch, the bumper could be damaged in sharp turns. Make sure there is ample room when turning to avoid contact between the trailer and the bumper.

If you will be pulling a trailer that, when loaded, will weigh more than 5,000 lbs (2 270 kg) be sure to use a properly mounted weight-distributing hitch and sway control of the proper size. This equipment is very important for proper vehicle loading and good handling when driving. Always use a sway control if the trailer will weigh more than these limits. You can ask a hitch dealer about sway controls.

Fifth Wheel and Gooseneck Trailering

Fifth wheel and gooseneck trailers can be used with many pickup models. These trailers place a larger percentage of the weight (kingpin weight) on the tow vehicle than conventional trailers. Make sure this weight does not cause the vehicle to exceed GAWR or GVWR.

Fifth wheel or gooseneck kingpin weight should be 15 to 25 percent of the trailer weight up to the maximum amount specified in the trailering chart for your vehicle. See "Weight of the Trailer" in this section for more information.

The hitch should be located in the pickup bed so that its centerline is over or slightly in front of the rear axle. Take care that it is not so far forward that it will contact the back of the cab in sharp turns. This is especially important for short box pickups. Trailer pin box extensions and sliding fifth wheel hitch assemblies can help this condition. There should be at least six inches of clearance between the top of the pickup box and the bottom of the trailer shelf that extends over the box.

Make sure the hitch is attached to the tow vehicle frame rails. Do not use the pickup box for support.

Safety Chains

You should always attach chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer to help prevent the tongue from contacting the road if it becomes separated from the hitch. Instructions about safety chains may be provided by the hitch manufacturer or by the trailer manufacturer. If you are towing a trailer up to 5,000 lbs. (2 271 kg) with a factory-installed step bumper, you may attach the safety chains to the attaching points on the bumper. If you are towing a trailer up to your vehicle's trailer rating limit you may attach the safety chains to the attaching point on the hitch platform. If you

are towing with an aftermarket hitch follow the trailer or hitch manufacturer's recommendation for attaching safety chains. Always leave just enough slack so you can turn with your rig. Never allow safety chains to drag on the ground.

Trailer Brakes

If your trailer weighs more than 2,000 lbs. (900 kg) loaded, then it needs its own brakes – and they must be adequate. Be sure to read and follow the instructions for the trailer brakes so you'll be able to install, adjust and maintain them properly.

Your trailer brake system can tap into the vehicle's hydraulic brake system only if:

- The trailer parts can withstand 3,000 psi (20 650 kPa) of pressure.
- The trailer's brake system will use less than 0.02 cubic inch (0.3 cc) of fluid from your vehicle's master cylinder. Otherwise, both braking systems won't work well. You could even lose your brakes.

If everything checks out this far, make the brake tap at the port on the master cylinder that sends the fluid to the rear brakes. But don't use copper tubing for this. If you do, it will bend and finally break off. Use steel brake tubing.

Driving with a Trailer

CAUTION:

If you have a rear-most window open and you pull a trailer with your vehicle, carbon monoxide (CO) could come into your vehicle. You can not see or smell CO. It can cause unconsciousness or death. See *Engine Exhaust on page 2-51*. To maximize your safety when towing a trailer:

- Have your exhaust system inspected for leaks, and make necessary repairs before starting on your trip.
- Keep the rear-most windows closed.
- If exhaust does come into your vehicle through a window in the rear or another opening, drive with your front, main heating or cooling system on and with the fan on any speed. This will bring fresh, outside air into your vehicle. Do not use the climate control setting for maximum air because it only recirculates the air inside your vehicle. See *Climate Control System on page 3-20*.

Towing a trailer requires a certain amount of experience. Before setting out for the open road, you'll want to get to know your rig. Acquaint yourself with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now a good deal longer and not nearly as responsive as your vehicle is by itself.

Before you start, check all trailer hitch parts and attachments, safety chains, electrical connector, lamps, tires and mirror adjustment. If the trailer has electric brakes, start your vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This lets you check your electrical connection at the same time.

During your trip, check occasionally to be sure that the load is secure, and that the lamps and any trailer brakes are still working.

While towing a trailer or when exposed to long periods of sunshine, the floor of the truck bed may become very warm. Avoid putting items in the truck bed that might be affected by high ambient temperatures.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving your vehicle without a trailer. This can help you avoid situations that require heavy braking and sudden turns.

Passing

You'll need more passing distance up ahead when you're towing a trailer. And, because you're a good deal longer, you'll need to go much farther beyond the passed vehicle before you can return to your lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, just move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

Notice: Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. Your vehicle could be damaged. Avoid making very sharp turns while trailering.

When you're turning with a trailer, make wider turns than normal. Do this so your trailer won't strike soft shoulders, curbs, road signs, trees or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

The arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lamps will also flash, telling other drivers you're about to turn, change lanes or stop.

When towing a trailer, the arrows on your instrument panel will flash for turns even if the bulbs on the trailer are burned out. Thus, you may think drivers behind you are seeing your signal when they are not. It's important to check occasionally to be sure the trailer bulbs are still working.

Driving On Grades

Reduce speed and shift to a lower gear *before* you start down a long or steep downgrade. If you don't shift down, you might have to use your brakes so much that they would get hot and no longer work well.

If you have an automatic transmission, you can tow in DRIVE (D). You may want to shift the transmission to lower gear selection if the transmission shifts too often (e.g., under heavy loads and/or hilly conditions).

You may also want to activate the tow/haul mode if the transmission shifts too often. See *Tow/Haul Mode Light on page 3-53*.

If you have a 5-speed manual transmission and you are towing a trailer, it's better not to use FIFTH (5) gear. Just drive in FOURTH (4) gear (or, as you need to, a lower gear).

If you have a 6-speed manual transmission and you are towing a trailer, it's better not to use SIXTH (6) gear. Drive in FIFTH (5) gear (or, as you need to, a lower gear).

When towing at high altitude on steep uphill grades, consider the following: Engine coolant will boil at a lower temperature than at normal altitudes. If you turn your engine off immediately after towing at high altitude on steep uphill grades, your vehicle may show signs similar to engine overheating. To avoid this, let the engine run while parked, preferably on level ground, with the automatic transmission in PARK (P) for a few minutes before turning the engine off. For manual transmissions, let the engine run while parked, preferably on level ground, with the transmission out of gear and the parking brake applied, for a few minutes before turning the engine off. If you do get the overheat warning, see *Engine Overheating on page 5-35*.

Parking on Hills

CAUTION:

You really should not park your vehicle, with a trailer attached, on a hill. If something goes wrong, your rig could start to move. People can be injured, and both your vehicle and the trailer can be damaged.

But if you ever have to park your rig on a hill, here's how to do it:

1. Apply your regular brakes, but don't shift into PARK (P) yet for an automatic transmission, or into gear for a manual transmission.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Reapply the regular brakes. Then apply your parking brake and shift into PARK (P) for an automatic transmission, or REVERSE (R) for a manual transmission.

5. If you have a four-wheel-drive vehicle, be sure the transfer case is in a drive gear and not in NEUTRAL.
6. Release the regular brakes.

 **CAUTION:**

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll.

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle will not move, even when you are on fairly level ground, use the steps that follow.

Always put the shift lever fully in PARK (P) with the parking brake firmly set.

If the transfer case on four-wheel-drive vehicles is in NEUTRAL, your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear — not in NEUTRAL.

When You Are Ready to Leave After Parking on a Hill

1. Apply your regular brakes and hold the pedal down while you:
 - Start your engine
 - Shift into a gear
 - Release the parking brake
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance When Trailer Towing

Your vehicle will need service more often when you're pulling a trailer. See *Scheduled Maintenance on page 6-4* for more information. Things that are especially important in trailer operation are automatic transmission fluid (don't overfill), engine oil, axle lubricant, belt, cooling system and brake system. Each of these is covered in this manual, and the Index will help you find them quickly. If you're trailering, it's a good idea to review these sections before you start your trip.

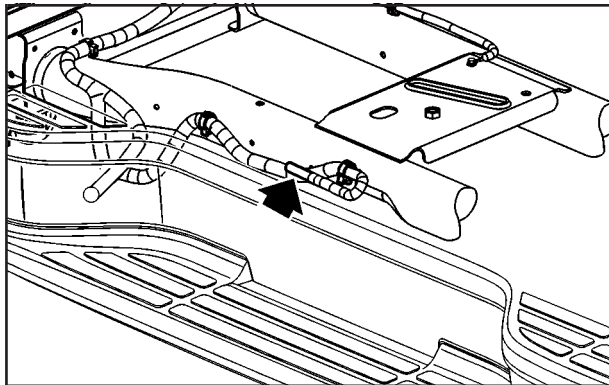
Check periodically to see that all hitch nuts and bolts are tight.

Trailer Wiring Harness

Your vehicle is equipped with one of the following wiring harnesses for towing a trailer or hauling a slide-in camper.

Basic Trailer Wiring

All regular, extended cab crew cab pickups have a six-wire trailer towing harness.



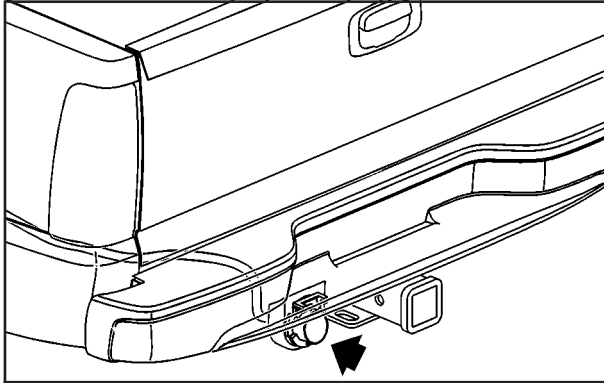
The six-wire harness is located at the rear of the vehicle and is tied to the vehicle's frame. The harness requires the installation of a trailer-wiring harness connector, which is available through your dealer.

The six-wire harness contains the following trailer circuits:

- Yellow: Left Stop/Turn Signal
- Dark Green: Right Stop/Turn Signal
- Brown: Taillamps
- White: Ground
- Light Green: Back-up Lamps
- Light Blue: Center High-Mounted Stoplamp (CHMSL)

If you need to upgrade your trailer wiring harness, an additional 2-wire harness and 7 pin universal trailer connector are available from your dealer.

Heavy-Duty Trailer Wiring Harness Package



Your pickup may be equipped with the eight-wire trailer towing harness. This harness with a seven-pin universal trailer connector is attached to a bracket on the hitch platform.

* The Center High-Mounted Stoplamp (CHMSL) wire is tied next to the trailer wiring harness for use with a trailer, slide-in camper or cap.

The eight-wire harness contains the following trailer circuits:

- Yellow: Left Stop/Turn Signal
- Dark Green: Right Stop/Turn Signal
- Brown: Taillamps
- White: Ground
- Light Green: Back-up Lamps
- Light Blue: CHMSL
- Red: Battery Feed
- Dark Blue: Trailer Brake

If your trailer is equipped with electric brakes, you can get a jumper harness (electric trailer brake control) with a trailer battery feed fuse from your dealer.

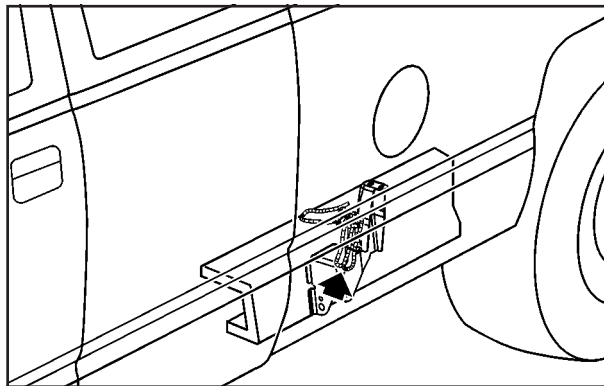
If you need to tow a light-duty trailer with a standard four-way round pin connector you can also get an adapter from your dealer.

Camper/Fifth-Wheel Trailer Wiring Package

The eight-wire camper harness is located under the front edge of the pickup box on the driver's side of the vehicle, attached to the frame bracket. A connector will have to be added to the wiring harness which connects to the camper.

The eight-wire harness contains the following camper/trailer circuits:

- Yellow: Left Stop/Turn Signal
- Dark Green: Right Stop/Turn Signal
- Brown: Taillamps
- White: Ground
- Light Green: Back-up Lamps
- Light Blue: Center High-Mounted Stoplamp (CHMSL)
- Red: Battery Feed
- Dark Blue: Trailer Brake



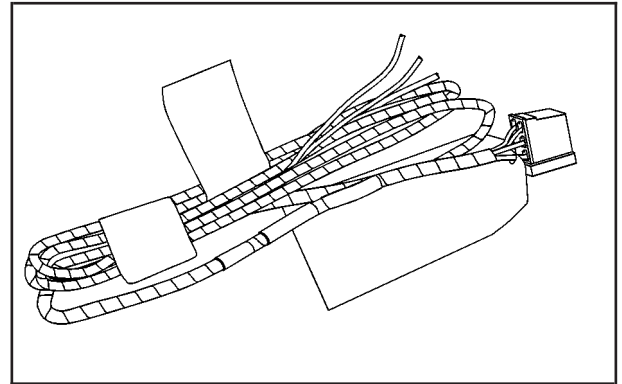
If your vehicle is equipped with the “Heavy-Duty Trailing” option, please refer to *Heavy-Duty Trailer Wiring Package*, earlier in this section.

When the camper-wiring harness is ordered without the heavy-duty trailing package, an eight-wire harness with a seven-pin connector and separate CHMSL connector are located at the rear of the vehicle and are tied to the vehicle's frame.

Instrument Panel Jumper Wiring Harness

CAUTION:

Be sure to use only the correct trailer brake harness, the one intended for use on your vehicle. If you use some other trailer brake harness, even if it seems to fit, your trailer brakes may not work at all. You could have a crash in which you or others could be injured. Use only the trailer brake harness intended for your vehicle. If it is no longer available to you, be sure to get a proper replacement from your dealer.



This harness is included with your vehicle as part of the heavy-duty trailer wiring package.

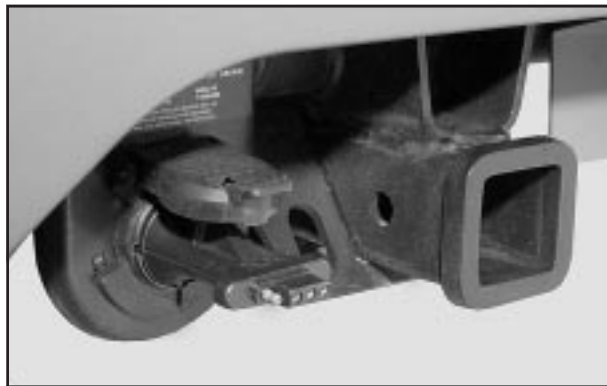
This harness is for an electric brake controller and includes a trailer battery feed fuse. It should be installed by your dealer or a qualified service center.

Four-Wire Harness Adapter



This adapter is included with your vehicle as part of the heavy-duty trailer wiring package.

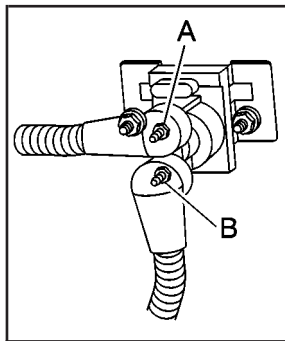
Use this adapter to connect a standard four-way round pin connector to the seven-wire harness on your vehicle.



Connect the adapter with the tab pointing up (see arrow). The flip cap on the vehicle's seven-wire harness will lock onto the tab and help hold the adapter in place. Plug the four-way round pin connector onto the adapter.

Auxiliary Battery

The auxiliary battery provision can be used to supply electrical power to additional equipment that you may choose to add, such as a slide-in camper.



If your vehicle has this provision, this relay will be located on the passenger's side of the vehicle, next to the auxiliary battery.

When using this provision, connection should only be made to the upper stud (A) of the relay. Do not make connections to the lower stud (B) of the relay.

The auxiliary battery circuit is protected by a megafuse located behind the auxiliary battery.

Be sure to follow the proper installation instructions that are included with any electrical equipment that you install.

Notice: Leaving electrical equipment on for extended periods will drain the battery. Always turn off electrical equipment when not in use and do not use equipment that exceeds the maximum amperage rating for the auxiliary battery provision.

Power Winches

If you wish to use a power winch on your vehicle, only use it when your vehicle is stationary or anchored.

Power Take-Off (PTO)

Before using a PTO, if equipped, refer to the manufacturer's or installer's instructions.

To engage a PTO on a vehicle with a manual transmission do the following:

1. Hold the clutch pedal down.
2. Set the parking brake.
3. Shift the transmission into NEUTRAL (N).
4. Engage the PTO. Refer to the manufacturer's or installer's for instructions on electrically engaged PTOs.
5. For mobile operations, shift the transmission into the gear you want, apply the regular brakes and release the parking brake. For stationary operations, leave the parking brake applied.

6. Release the clutch and regular brakes as you normally would. When the clutch is released, the PTO will start.
7. Turn the PTO rotary switch to ON.

To engage a PTO on a vehicle with an automatic transmission do the following:

1. For stationary use shift the transmission into PARK (P).
2. Turn the PTO rotary switch ON.
3. If the engine speed is below the PTO engage speed limit, the PTO will start. The blinking LED on the PTO control switch indicates PTO engage is requested. When PTO engages the LED will switch from blinking to a steady light.

To use PTO speed control in Preset Mode (Factory Setting) do the following:

1. Engage the PTO
2. Select PARK (P) or NEUTRAL (N) range. Apply the parking brake if NEUTRAL (N) is selected. Torque Converter Clutch (TCC) is not available in NEUTRAL (N) and is available only in PARK (P) when engine speed is above 1,100 rpm.

3. Make sure your foot is off the brake pedal (and off the clutch on vehicles equipped with a manual transmission).
4. Select the desired engine speed for PTO operation. Read the following preset mode information regarding operation.

Preset Mode: PTO speed control mode is used for stationary applications. (PTO will remain engaged while mobile in the preset mode, however PTO set and resume speed controls will be inoperative). This mode provides a default standby speed of 800 or 850 rpm (depending on the engine/transmission combination) and two default PTO control speeds which follow:

1. PTO Set Speed of 1,250 rpm, or
2. PTO Resume Speed of 1,700 rpm.

Please note that the standby speed (800/850 rpm) is not to be used as a PTO control speed. Vehicles not equipped with cruise control will not have the resume speed capability.

To use PTO speed control in variable mode (while mobile) do the following:

1. Engage the PTO.
2. Vehicle speed must be greater than 5 mph.
3. Make sure your foot is off the brake pedal (and off the clutch for vehicles equipped with a manual transmission).
4. Select the desired engine speed by using the foot pedal, and select SET on the PTO switch or the cruise control.

To use PTO speed control in variable mode (while stationary) do the following:

1. Engage the PTO.
2. Vehicle speed must be less than 5 mph.
3. Make sure your foot is off the brake pedal (and off the clutch for vehicles equipped with a manual transmission).
4. Select the desired engine speed by using the foot pedal, and select SET on the PTO switch or the cruise control.

Variable Mode: PTO speed control mode can be used for both stationary and mobile applications. This mode allows PTO to be controlled in a fashion similar to how cruise control sets vehicle speed. The operator can set to an rpm (between 800 and 2,200) with the cruise control feature or with the SET position on the PTO switch. The operator is then able to increase rpm in increments of 100, or "tap up" with the resume position on the cruise control. Or, the operator can decrease rpm in increments of 100 with the SET switch on the PTO or the cruise control. **Vehicles not equipped with cruise control will not have the "tap up" capability.**

All engine speed values listed above are factory preset values. With the exception of the TCC lockup speed (1,100 rpm) and the "tap" increment (100 rpm), all of these values are programmable and can be adjusted by your dealer or body upfitter. If the PTO software settings do not match the settings shown here, then they may have already been altered in order to satisfy the requirements of the installed PTO system and body equipment.

When the PTO switch is turned on, the engine is limited to 2200 rpms. If there are no accessories installed on the vehicle, make sure the PTO switch is turned off.

Step-Bumper Pad

Your vehicle has a rear step bumper with a rear step pad at the center of the bumper.



If you will be using the bumper to tow a trailer, and your step-bumper has three cutout circles, you must push out the center cutout circle to install the trailer ball.

If your step-bumper has only one cutout circle, you will have to cut out the circle, then remove it to install the trailer ball.