

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 with 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:

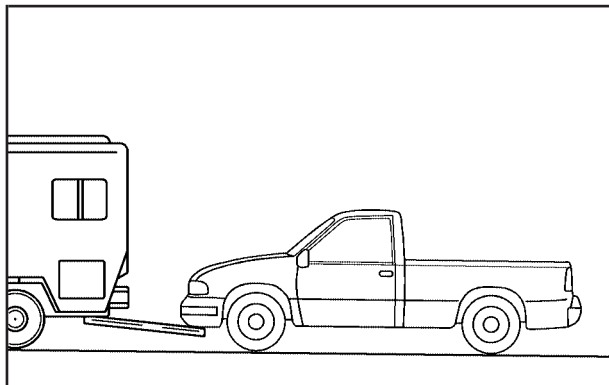
- What's the towing capacity of the towing vehicle?
Be sure you read the tow vehicle manufacturer's recommendations.
- How far will you tow? Some vehicles have restrictions on how far and how long they can tow.
- Do you have the proper towing equipment?
See your dealer or trailering professional for 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 4-39*.

Dinghy Towing Two-Wheel-Drive Vehicles

Notice: If you tow your vehicle with all four wheels on the ground, the drivetrain components could be damaged. The repairs would not be covered by your warranty. Do not tow your vehicle with all four wheels on the ground.

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



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.
5. Shift the transfer case to NEUTRAL. See *Four-Wheel Drive* on page 2-36 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.

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.

Dolly Towing

Front Towing (Front Wheels Off the Ground)

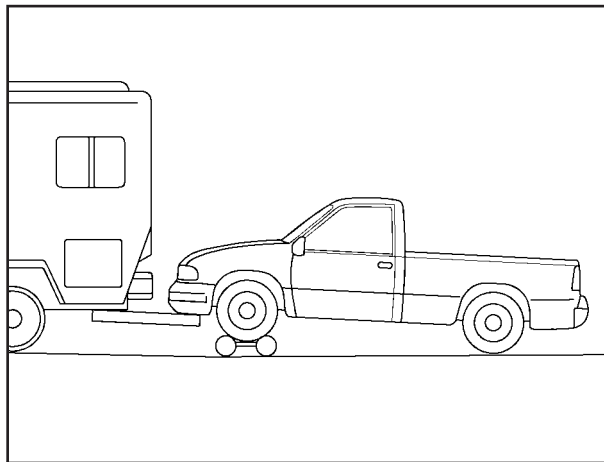
Two-Wheel-Drive Vehicles

Notice: If you tow a two-wheel-drive vehicle with the rear wheels on the ground, the transmission could be damaged. The repairs would not be covered by your warranty. Never tow your vehicle with the rear wheels on the ground.

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.

To dolly tow a two-wheel-drive vehicle, you must tow the vehicle with the rear wheels on the dolly. See “Rear Towing (Rear Wheels Off the Ground)” later in this section for more information.

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 2-36* 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.

Rear Towing (Rear Wheels Off the Ground)

Two-Wheel-Drive Vehicles

Use the following procedure to tow your vehicle from the rear:

1. Drive the vehicle onto the dolly.
2. Firmly set the parking brake. See *Parking Brake on page 2-49*
3. Put an automatic transmission in PARK (P) or a manual transmission in FIRST (1).
4. Follow the dolly manufacturer's instructions to attach and secure the vehicle being towed to the dolly and then the loaded dolly to the tow vehicle. Make sure the wheels are straight before towing.

For manual transmission vehicles, make sure the wheels are straight before proceeding to the next steps. On automatic transmission vehicles, use an adequate clamping device to ensure that the front wheels are locked into the straight position.
5. Release the parking brake only after the vehicle being towed is firmly attached to the tow vehicle.
6. Turn the ignition to LOCK.

Four-Wheel-Drive Vehicles

Use the following procedure to tow your vehicle from the rear:

1. Drive the vehicle onto the dolly.
2. Firmly set the parking brake. See *Parking Brake on page 2-49*
3. Put an automatic transmission in PARK (P) or a manual transmission in FIRST (1).
4. Follow the dolly manufacturer's instructions to attach and secure the vehicle being towed to the dolly and then the loaded dolly to the tow vehicle.

For manual transmission vehicles, make sure the wheels are straight before proceeding to the next steps. On automatic transmission vehicles, use an adequate clamping device to ensure that the front wheels are locked into the straight position.

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 2-36*
6. Release the parking brake only after the vehicle being towed is firmly attached to the tow vehicle.
7. Turn the ignition to LOCK.

Towing a Trailer

Do not tow a trailer during break-in. See *New Vehicle Break-In* on page 2-20 for more information.

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.

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

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

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 trailer with a vehicle that is equipped with the SS trim package could damage the vehicle. Do not pull a fifth-wheel trailer 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 3-49*.

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. See *Tow/Haul Mode on page 2-30* for more information.

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. It can also depend on any special equipment that you have on your vehicle, and the amount of tongue weight the vehicle can carry. See "Weight of the Trailer Tongue" later in this section for more information.

Maximum trailer weight is calculated assuming only the driver is 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 two-wheel drive 1500 series models and the handling/trailering or off-road suspension is required on four-wheel drive 1500 series models.

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

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Regular Cab Short Box (2WD)*			
4300 V6 (Auto)	3.23	5,000 lbs (2 268 kg)	9,500 lbs (4 309 kg)
4300 V6 (Manual)	3.23	4,000 lbs (1 814 kg)	8,500 lbs (3 855 kg)
4800 V8 (Auto)	3.23	6,400 lbs (2 903 kg)	11,000 lbs (4 994 kg)
	3.73	7,400 lbs (3 357 kg)	12,000 lbs (5 443 kg)
4800 V8 (Manual)	3.23	4,400 lbs (1 996 kg)	9,000 lbs (4 082 kg)
	3.73	5,400 lbs (2 449 kg)	10,000 lbs (4 535 kg)
5300 V8	3.23	7,400 lbs (3 357 kg)	12,000 lbs (5 443 kg)
	3.73	8,400 lbs (3 810 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)	3.23	4,600 lbs (2 087 kg)	9,500 lbs (4 309 kg)
	3.73	5,100 lbs (2 313 kg)	10,000 lbs (4 536 kg)
4300 V6 (Manual)	3.23	3,600 lbs (1 633 kg)	8,500 lbs (3 859 kg)
4800 V8 (Auto)	3.23	5,900 lbs (2 676 kg)	11,000 lbs (4 990 kg)
	3.73	6,900 lbs (3 130 kg)	12,000 lbs (5 443 kg)
4800 V8 (Manual)	3.23	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	3.23	6,900 lbs (3 130 kg)	12,000 lbs (5 443 kg)
	3.73	7,900 lbs (3 583 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.			
**Maximum 8,000 lbs (3 628 kg) for fifth-wheel or gooseneck.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 HD (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)
* 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	3.23	6,700 lbs (3 039 kg)	12,000 lbs (5 443 kg)
	3.73	7,700 lbs (3 493 kg)	13,000 lbs (5 897 kg)
6000 V8	3.73	10,100 lbs (4 581 kg)	15,500 lbs (7 031 kg)
*Fifth-wheel or gooseneck trailering is neither designed nor intended for this vehicle			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-1500 Regular Cab Long Box (2WD)*			
4300 V6 (Auto)	3.23	4,800 lbs (2 177 kg)	9,500 lbs (4 313 kg)
4300 V6 (Manual)	3.23	3,800 lbs (1 724 kg)	8,500 lbs (3 859 kg)
4800 V8 (Auto)	3.23	6,200 lbs (2 812 kg)	11,000 lbs (4 994 kg)
	3.73	7,200 lbs (3 266 kg)	12,000 lbs (5 448 kg)
4800 V8 (Manual)	3.23	4,200 lbs (1 905 kg)	9,000 lbs (4 086 kg)
	3.73	5,200 lbs (2 359 kg)	10,000 lbs (4 540 kg)
5300 V8	3.23	7,200 lbs (3 266 kg)	12,000 lbs (5 448 kg)
	3.73	8,200 lbs (3 719 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)	3.23	5,800 lbs (2 631 kg)	11,000 lbs (4 994 kg)
	3.73	6,800 lbs (3 084 kg)	12,000 lbs (5 448 kg)
4800 V8 (Manual)	3.23	3,800 lbs (1 724 kg)	9,000 lbs (4 086 kg)
	3.73	4,800 lbs (2 177 kg)	10,000 lbs (4 540 kg)
5300 V8	3.42	6,800 lbs (3 084 kg)	12,000 lbs (5 448 kg)
	3.73	7,800 lbs (3 538 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)	3.73	5,100 lbs (2 313 kg)	10,000 lbs (4 540 kg)
4300 V6 (Manual)	3.73	4,100 lbs (1 860 kg)	9,000 lbs (4 086 kg)
4800 V8 (Auto)	3.42	7,100 lbs (3 221 kg)	12,000 lbs (5 448 kg)
	3.73	7,100 lbs (3 221 kg)	12,000 lbs (5 448 kg)
	4.10	8,100 lbs (3 674 kg)	13,000 lbs (5 902 kg)
4800 V8 (Manual)	3.42	5,100 lbs (2 313 kg)	10,000 lbs (4 540 kg)
	3.73	5,100 lbs (2 313 kg)	10,000 lbs (4 540 kg)
	4.10	6,100 lbs (2 767 kg)	11,000 lbs (4 994 kg)
5300 V8	3.42	8,100 lbs (3 674 kg)	13,000 lbs (5 902 kg)
	3.73	8,000 lbs (3 674 kg)	13,000 lbs (5 902 kg)
	4.10	9,100 lbs (4 128 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)	3.42	6,700 lbs (3 039 kg)	12,000 lbs (5 443 kg)
	3.73	6,700 lbs (3 039 kg)	12,000 lbs (5 443 kg)
	4.10	7,700 lbs (3 493 kg)**	13,000 lbs (5 897 kg)
4800 V8 (Manual)	3.42	4,700 lbs (2 132 kg)	10,000 lbs (4 535 kg)
	3.73	4,700 lbs (2 132 kg)	10,000 lbs (4 535 kg)
	4.10	5,700 lbs (2 585 kg)	11,000 lbs (4 990 kg)
5300 V8	3.42	7,700 lbs (3 493 kg)**	13,000 lbs (5 897 kg)
	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)
** Maximum weight 7,700 lbs. (3 492 kg) for fifth-wheel or gooseneck.			
K-1500 HD (4WD)*			
6000 V8	3.73	7,900 lbs (3 583 kg)	14,000 lbs (6 350 kg)
	4.10	9,900 lbs (4 491 kg)	16,000 lbs (7 257 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Crew Cab (4WD)*			
5300 V8	3.42	7,400 lbs (3 357 kg)	13,000 lbs (5 897 kg)
	3.73	7,400 lbs (3 357 kg)	13,000 lbs (5 897 kg)
	4.10	8,400 lbs (3 810 kg)	14,000 lbs (6 350 kg)
6000 V8**	4.10	9,800 lbs (4 445 kg)	15,500 lbs (7 031 kg)
*Fifth-wheel or gooseneck trailering is neither designed nor intended for this vehicle.			
**Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight up to 1,200 lbs (544 kg) on models with NHT Enhanced Trailering Performance.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 Regular Cab Long Box (4WD)*			
4300 V6 (Auto)	3.73	5,000 lbs (2 268 kg)	10,000 lbs (4 536 kg)
4300 V6 (Manual)	3.73	4,000 lbs (1 814 kg)	9,000 lbs (4 082 kg)
4800 V8 (Auto)	3.42	6,900 lbs (3 130 kg)	12,000 lbs (5 443 kg)
	3.73	6,900 lbs (3 130 kg)	12,000 lbs (5 443 kg)
	4.10	7,900 lbs (3 583 kg)	13,000 lbs (5 897 kg)
4800 V8 (Manual)	3.42	4,900 lbs (2 223 kg)	10,000 lbs (4 536 kg)
	3.73	4,900 lbs (2 223 kg)	10,000 lbs (4 536 kg)
	4.10	5,900 lbs (2 676 kg)	11,000 lbs (4 990 kg)
5300 V8	3.42	7,900 lbs (3 583 kg)	13,000 lbs (5 897 kg)
	3.73	7,900 lbs (3 583 kg)	13,000 lbs (5 897 kg)
	4.10	8,900 lbs (4 037 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	3.42	6,500 lbs (2 948 kg)	12,000 lbs (5 443 kg)
	3.73	6,500 lbs (2 948 kg)	12,000 lbs (5 443 kg)
	4.10	7,500 lbs (3 402 kg)	13,000 lbs (5 897 kg)
4800 V8 (Manual)	3.42	4,500 lbs (2 041 kg)	10,000 lbs (4 536 kg)
	3.73	4,500 lbs (2 041 kg)	10,000 lbs (4 536 kg)
	4.10	5,500 lbs (2 495 kg)	11,000 lbs (4 990 kg)
5300 V8	3.42	7,500 lbs (3 402 kg)**	13,000 lbs (5 897 kg)
	3.73	7,500 lbs (3 402 kg)**	13,000 lbs (5 897 kg)
	4.10	8,500 lbs (3 856 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	3.73	7,800 lbs (3 538 kg)	13,000 lbs (5 897 kg)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Regular Cab Long Box HD (2WD)*			
6000 V8	4.10	10,500 lbs (4 763 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)

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Extended Cab Short Box HD (2WD)*			
6000 V8	4.10	10,200 lbs (4 627 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 tongue weight should be 15 percent to 25 percent of trailer weight up to 3,000 lbs (1 361 kg) maximum. Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 2500 HD models is 23,200 lbs (10 523 kg).			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-2500 Extended Cab Long Box HD (2WD)*			
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)
C-2500 Crew Cab Short Box HD (2WD)			
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 3,000 lbs (1 361 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 3,000 lbs (1 361 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-1500 HD (4WD)*			
6000 V8	3.73	7,900 lbs (3 583 kg)	14,000 lbs (6 350 kg)
	4.10	9,900 lbs (4 491 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 3,000 lbs (1 361 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 3,000 lbs (1 361 kg) maximum.			
Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 2500 HD models is 23,200 lbs (10 523 kg).			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Extended Cab Short Box HD (4WD)*			
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 3,000 lbs (1 361 kg) maximum. Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 2500 HD models is 23,200 lbs (10 523 kg).			

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	9,800 lbs (4 445 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 3,300 lbs (1 361 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-2500 Crew Cab Long Box HD (4WD)			
6000 V8	4.10	9,700 lbs (4 400 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 3,000 lbs (1 361 kg) maximum.			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
C-3500 Extended Cab (2WD)			
6000 V8	4.10	9,700 lbs (4 400 kg)	16,000 lbs (7 257 kg)
8100 V8	4.10	12,000 lbs (5 543 kg)**	22,000 lbs (9 979 kg)
6.6L V8 Diesel (Manual)	3.73	12,000 lbs (5 543 kg)**	23,500 lbs (10 659 kg)
6.6L V8 Diesel (Auto)	3.73	12,000 lbs (5 443 kg)	23,500 lbs (10 659 kg)
C-3500 Crew Cab (2WD)*			
6000 V8	4.10	9,500 lbs (4 309 kg)	16,000 lbs (7 257 kg)
8100 V8	4.10	12,000 lbs (5 443 kg)**	22,000 lbs (9 979 kg)
6.6L V8 Diesel (Manual)	3.73	12,000 lbs (5 443 kg)**	23,500 lbs (10 659 kg)
6.6L V8 Diesel (Auto)	3.73	12,000 lbs (5 443 kg)	23,500 lbs (10 659 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. Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 3500 SRW models is 23,200 lbs (10 523 kg).			
** 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	9,800 lbs (4 445 kg)	16,000 lbs (7 257 kg)
6000 V8 Single Rear Wheel	4.10	10,000 lbs (4 536 kg)	16,000 lbs (7 257 kg)
8100 V8 Dual Rear Wheel	4.10	15,400 lbs (6 985 kg)	22,000 lbs (9 979 kg)
8100 V8 Single Rear Wheel	4.10	15,600 lbs (7 067 kg)	22,000 lbs (9 979 kg)
6.6L V8 Dual Rear Wheel (Auto)	3.73	16,700 lbs (7 575 kg)	23,500 lbs (10 659 kg)
6.6L V8 Dual Rear Wheel (Manual)	3.73	16,700 lbs (7 575 kg)	23,500 lbs (10 659 kg)
6.6L V8 Single Rear Wheel	3.73	15,400 lbs (6 985 kg)	22,000 lbs (9 979 kg)
K-3500 Extended Cab (4WD)*			
6000 V8 Dual Rear Wheel	4.10	9,400 lbs (4 264 kg)	16,000 lbs (7 257 kg)
6000 V8 Single Rear Wheel	4.10	9,600 lbs (4 354 kg)	16,000 lbs (7 257 kg)
8100 V8 Dual Rear Wheel	4.10	15,000 lbs (6 804 kg)	22,000 lbs (9 979 kg)
8100 V8 Single Rear Wheel	4.10	15,000 lbs (6 804 kg)	22,000 lbs (9 979 kg)
6.6L V8 Diesel Dual Rear Wheel (Manual)	3.73	16,300 lbs (7 394 kg)	23,500 lbs (10 659 kg)
6.6L V8 Diesel Dual Rear Wheel (Auto)	3.73	16,300 lbs (7 394 kg)	23,500 lbs (10 659 kg)
6.6L V8 Diesel Single Rear Wheel	3.73	15,000 lbs (6 804 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. Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 3500 SRW models is 23,200 lbs (10 523 kg).			

Vehicle*	Axle Ratio	Maximum Trailer Weight	GCWR
K-3500 Crew Cab (4WD)*			
6000 V8 Dual Rear Wheel	4.10	9,200 lbs (4 173 kg)	16,000 lbs (7 264 kg)
6000 V8 Single Rear Wheel	4.10	9,400 lbs (4 264 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)
8100 V8 Single Rear Wheel	4.10	12,000 lbs (5 443kg)	22,000 lbs (9 979 kg)
6.6L V8 Diesel Single Rear Wheel (Auto)	3.73	12,000 lbs (5 443 kg)	22,000 lbs (9 979 kg)
6.6L V8 Diesel Single Rear Wheel (Manual)	3.73	12,000 lbs (5 443 kg)	22,000 lbs (9 979 kg)
6.6L V8 Diesel Dual Rear Wheel (Auto)	3.73	12,000 lbs (5 443 kg)	23,500 lbs (10 659 kg)
6.6L V8 Diesel Dual Rear Wheel (Manual)	3.73	12,000 lbs (5 443 kg)	23,500 lbs (10 659 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. Fifth-wheel or gooseneck GCWR for 6.6L V8 Diesel 3500 SRW models is 23,200 lbs (10 523 kg).			

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.

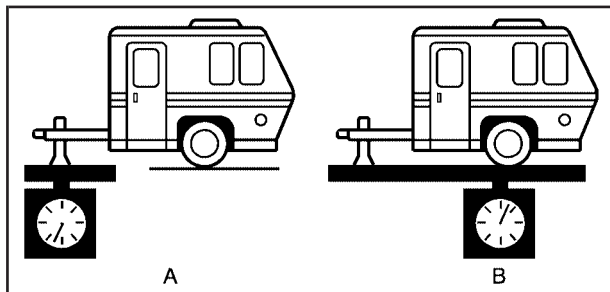
You can ask your dealer for our trailering information or advice, or you can write us at the address listed in your Warranty and Owner Assistance Information Booklet.

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 4-48* 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 or 2500 series, and up to a maximum of 750 lbs (340 kg) for the 2500 HD or 3500 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, 2500 HD or 3500 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.

Trailer weight may be limited by the vehicle's ability to carry tongue weight. Tongue weight cannot cause the vehicle to exceed the GVWR (Gross Vehicle Weight Rating) or the RGAWR (Rear Gross Axle Weight Rating). The effect of additional weight may reduce your trailering capacity more than the total of the additional weight.

Consider the following example:

A vehicle model base weight is 5,500 lbs (2 495 kg); 2,800 lbs (1 270 kg) at the front axle and 2,700 lbs (1 225 kg) at the rear axle. It has a GVWR of 7,200 lbs (3 266 kg), a RGAWR of 4,000 lbs (1 814 kg) and a GCWR (Gross Combination Weight Rating) of 14,000 lbs (6 350 kg). The trailer rating should be:

14,000 lbs (6350 kg)	GCWR
<u>-5,500 lbs (2495 kg)</u>	Vehicle Weight
8,500 lbs (3855 kg)	Trailer Rating

You can expect tongue weight to be at least 10 percent of trailer weight (850 lbs (386 kg)) and because the weight is applied well behind the rear axle, the effect on the rear axle will be greater than just the weight itself, as much as 1.5 times as much. The weight at the rear axle could be 850 lbs (386 kg) X 1.5 = 1,275 lbs (578 kg).

Since the rear axle already weighs 2,700 lbs (1 225 kg), adding 1,275 lbs (578 kg) brings the total to 3,975 lbs (1 803 kg). This is very close to, but within the limit for RGAWR as well. The vehicle is set to trailer up to 8,500 lbs (3 856 kg).

But let's say your specific vehicle is equipped with some of the latest options and you have a front seat passenger and two rear seat passengers with some luggage and gear in the vehicle as well. You may add 300 lbs (136 kg) to the front axle weight and 400 lbs (181 kg) to the rear axle weight. Your vehicle now weighs:

2,800 lbs (1270 kg)	+	300 lbs (136 kg)	Front
<u>2,700 lbs (1225 kg)</u>	+	<u>400 lbs (181 kg)</u>	Rear
6,200 lbs (2812 kg)			Total

Weight is still below 7,200 lbs (3 266 kg) and you may think that you should subtract 700 additional pounds (318 kg) from your trailering capacity to stay within GCWR limits. Your maximum trailer would only be 7,800 lbs (3 538 kg). You may go further and think you must limit tongue weight to less than 1,000 lbs (454 kg) to avoid exceeding GVWR. But, you must still consider the effect on the rear axle. Because your rear axle now weighs 3,100 lbs (1 406 kg), you can only put 900 lbs (408 kg) on the rear axle without exceeding RGAWR.

The effect of tongue weight is about 1.5 times the actual weight. Dividing the 900 lbs (408 kg) by 1.5 leaves you with being able to handle only 600 lbs (272 kg) of tongue weight. Since tongue weight is usually at least 10 percent of total loaded trailer weight, you can expect that the largest trailer your vehicle can properly handle is 6,000 lbs (2 721 kg).

It is important that you make sure your vehicle does not exceed any of its ratings — GCWR, GVWR, RGAWR, Maximum Trailer Rating or Tongue Weight. The only way to be sure you are not exceeding any of these ratings is to weigh your vehicle and trailer.

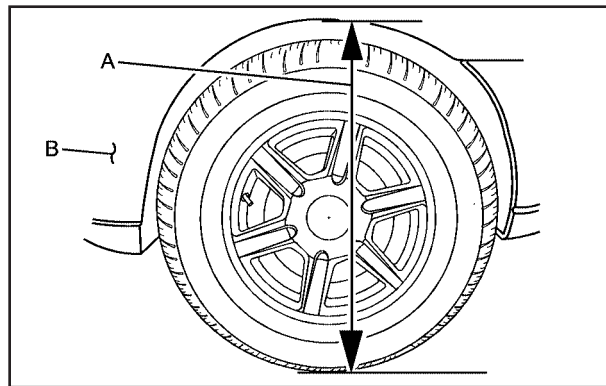
Total Weight on Your Vehicle's Tires

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

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

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 it’s 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 cannot see or smell CO. It can cause unconsciousness or death. See *Engine Exhaust on page 2-54*. 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 3-49*.

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 at or near sea level will boil at a lower temperature than at higher 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 5-37*.

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 automatic transmission 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 automatic transmission shift lever fully in PARK (P) with the parking brake firmly set. If you have a manual transmission, turn the engine off and firmly set the parking brake.

If the transfer case on four-wheel-drive vehicles is in NEUTRAL, your vehicle will be free to roll, even if your automatic transmission 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 (Gasoline Engine)* 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.

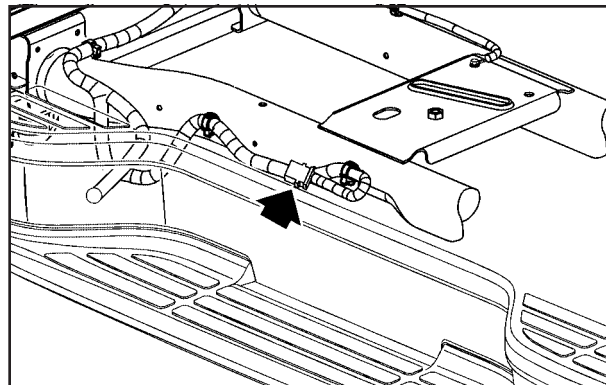
Check periodically to see that all hitch nuts and bolts are tight.

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 and crew cab pickups have an eight-wire trailer towing harness.

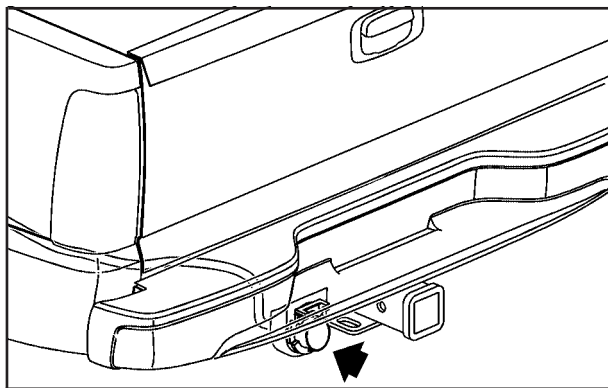


For vehicles not equipped with heavy duty trailering, the harness is clipped to the vehicle's frame behind the spare tire mount. The harness requires the installation of a trailer connector, which is available through your dealer.

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.

Heavy-Duty Trailer Wiring Harness Package



For vehicles equipped with heavy duty trailering, the harness is connected to the trailer mounted to the hitch platform. 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

*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.

**If you are charging a remote (non-vehicle) battery, turn on the headlamps to boost the vehicle system voltage and properly charge the battery.

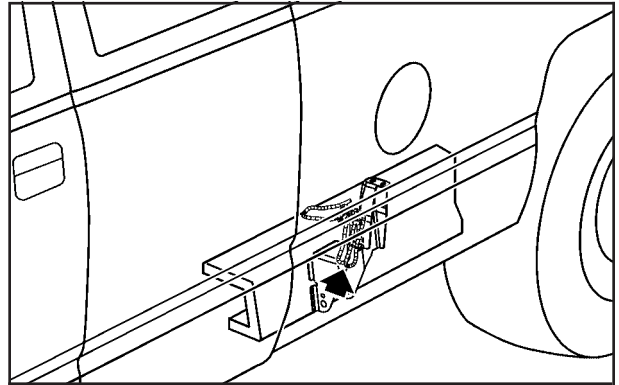
Camper/Fifth-Wheel Trailer Wiring Package

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



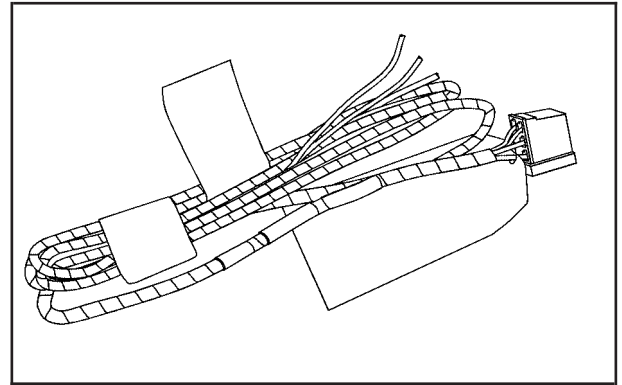
If your vehicle is equipped with the “Heavy-Duty Trailing” option, please refer to “Heavy-Duty Trailer Wiring Package” earlier in this section.

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.

Electric Brake Control Jumper

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.

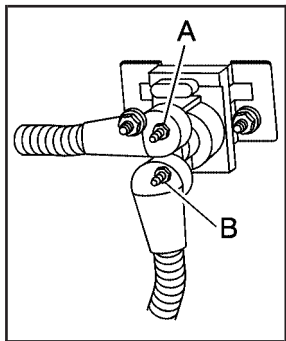


This harness is included with your vehicle as part of the heavy-duty trailer wiring package.

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.

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.

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 4-67.

Power Take-Off (PTO)

Before using a Power Take-Off (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.

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. The operator can also 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 2,200 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.