



For nearly a century, GMC has focused on designing professional grade trucks with capabilities that exceed the requirements of our drivers. And we know that those requirements have included towing everything from fishing boats to fully loaded fifth-wheel trailers. Every model in the GMC line is specifically designed for towing, with the power, handling and convenience features you can rely on for long hauls and heavy loads. This guide will help you select the GMC vehicle that's right for your towing needs. It also contains helpful information on trailering, to help you take to the open road with confidence and control.

T R A I L E R I N G

For more information on GMC visit our website www.gmc.com



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WORKSHEET

When selecting your GMC vehicle, it's important to make informed decisions if you plan to trailer.

We've provided this worksheet so you can make your choice based on hard facts and with a full understanding of exactly how much pickup, sport utility or van you need to meet your specific trailering demands. Your GMC sales professional is another valuable source of information—he or she is available to make vehicle recommendations based on your answers to the following questions.

1. What is your trailer's weight? _____ lbs.
2. In addition to the trailer, how much weight will you carry?
 _____ # of passengers _____ lbs. of cargo
3. Will your towing and/or payload needs increase in the future?
 Yes No
4. How much time will be spent towing?
 None About 25% About 50%
 About 75% Always
5. Will you tow over short or long distances?
 Short Long
6. Which of the following conditions are you likely to frequently encounter?
 Steep grades High altitudes
 Extreme temperatures
7. What special conditions requiring added traction are you likely to encounter?
 Boat ramps Snow-covered roads
 Unfinished roads Off-roads
8. What is the height and width of your trailer?
 _____ Height _____ Width
9. What type of hitch does your trailer require (See page 10 for references)?
 Weight-carrying Weight-distributing
 Fifth wheel Gooseneck
10. Is your trailer equipped with trailer brakes?
 Yes No
11. What type of electrical connection does your trailer require?
 4-wire 6-wire 7-wire 8-wire
 Other _____

Note: Different vehicles may require additional equipment (e.g., transmission and/or engine oil cooler, off-road package, heavy duty shock absorbers) to achieve the maximum trailering capacity. See your GMC sales professional for more details.

TRAILERING RIGHT BEGINS WITH THE RIGHT VEHICLE

Every GMC vehicle is designed to tow a trailer. This section will help you match your unique requirements with the strengths and capabilities of a specific GMC pickup, van or utility vehicle. Your GMC sales professional is there to help you select the right trailering capabilities for the right vehicle.



NEW 2000 SIERRA



CLASSIC SIERRA



SONOMA



YUKON DENALI



YUKON XL



YUKON



ENVOY



JIMMY



SAVANA



SAFARI

1 MODELS AND SERIES

Whether you'll be trailering just one weekend a year or every hour of the working day, there's a GMC that can handle the load. To select the GMC vehicle that's right for you, you'll first need a feel for your towing requirements. The worksheet at the front of this guide is good place to get started. Fill it out and you're on your way. The first, and most important, consideration is the weight of the

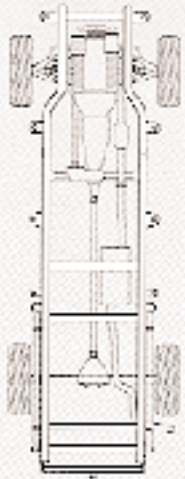
trailer and cargo you intend to tow. The chart on the following page will give you an idea of the amount of weight you can confidently and safely tow with each GMC vehicle. When determining the total weight of trailer and cargo, be certain to include the weight of any additional passengers and optional equipment (the weight of driver and base equipment are already included in the ratings).

MODELS Basically, there are two types of GMC vehicles: open cargo, designed primarily for carrying lots of cargo; and closed cargo, for carrying both cargo and passengers. Our open cargo models include the entire family of GMC pickup trucks—Sonoma, classic Sierra and the new 2000 Sierra. The multipurpose character and capabilities of our full range of closed cargo vehicles—the Yukon, Yukon XL, Envoy, Jimmy, Savana and Safari—make them good choices for drivers with broad driving requirements.

SERIES In general, a higher series number indicates a greater towing capacity. For example, a 3500 Series Savana will have more towing capability than a 1500 when both are outfitted with standard equipment. In addition, a vehicle with a higher series number typically has a stronger frame, more rigid chassis, and higher capacity brakes, increasing the vehicle's ability to tow heavy loads.

STRENGTH The frame is a vehicle's foundation: To haul loads and take on rough roads with control, every section of the vehicle's frame has to be engineered from the strongest available materials. The side rails and crossmembers of GMC vehicle frames are made

THE FOUNDATION



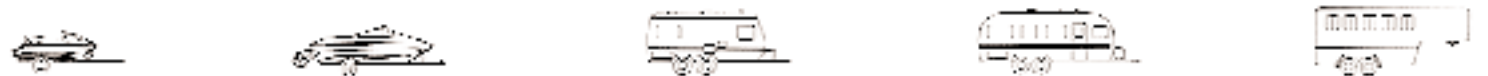
Engineers have designed frame elements that are lightweight, for greater fuel economy, yet possess the integrity and strength needed for towing heavy loads.

from high-grade carbon steel possessing an impressive yield strength of 36,000 to 39,000 pounds per square inch. Additionally, the remarkable strength of the front frame rails in the new 2000 Sierra and all-new Yukon and Yukon XL was achieved through hydroforming, a process pioneered by our engineers. With hydroforming, fluid under intense pressure is used to shape steel, resulting in more consistent steel wall thickness, increased rigidity and strength. In fact, the frame of our new 2000 Sierra is 22 percent more rigid than that of its predecessor.

SUSPENSION How well your vehicle rides and responds to the road has a lot to do with its suspension system. Using information you provided on your worksheet, your GMC sales professional will recommend the suspension package that best matches your trailering requirements. Many suspension packages offer heavy duty shocks and springs for added comfort and capability when you tow. The Z85 suspension, available on the new 2000 Sierra, Jimmy and Envoy, provides better damping when trailering. The New Yukon and Yukon XL 1500 Series include a self-leveling ZW7 premium smooth ride suspension. For increased control over suspension characteristics, the ZX3 Manual Selectable Suspension (available only with the new 2000 Sierra) lets you adjust the suspension at the press of a button: firm for hauling or trailering, smooth for driving without a trailer.

WHEELBASE The distance between the front axle and the rear axle is called the wheelbase. As a general rule, the greater the distance between the front and rear axles, the more stable handling the vehicle is, and the more opportunity the vehicle's suspension and frame have to completely absorb bumps and jolts. That typically is a key component of a smooth ride, helping to give you more control over your vehicle, and more confidence as you drive, even on the rough roads.

MAXIMUM TRAILERING WEIGHT RATING (lbs)¹

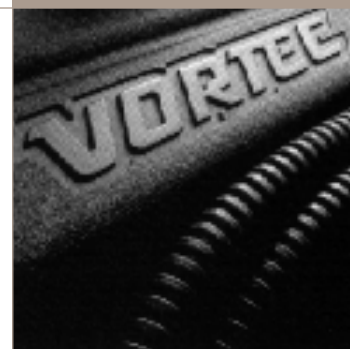


GMC MODEL LINE	1500	2500	3500	4500	5500	6500	7500	8500	9500	10,500	11,500	12,500	13,500
New 2000 Sierra													
Classic Sierra													
Sonoma													
Yukon Denali													
Yukon XL													
Yukon													
Envoy													
Jimmy													
Savana													
Safari													

¹Maximum trailer ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight. For specific weight ratings and hitch requirements, please refer to the charts on pages 9 to 13.

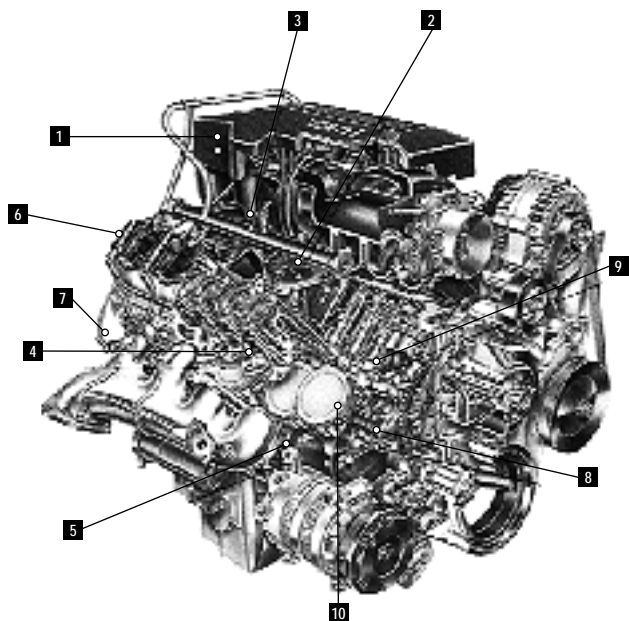
No matter what you intend to tow—from a light-weight aluminum boat to a heavy horse trailer—the more power you have under the hood, the more confidence you'll have behind the wheel. The engines in GMC vehicles are specifically designed to provide the power and excellent performance needed to handle light, medium or heavy loads

over the long haul. Basically, an engine's strength is measured in two ways: the force to get you going in the first place (torque) and the power to keep you going (horsepower). The engines in GMC vehicles provide the high torque ratings needed to pull heavy loads and the horsepower to keep you moving down the road with confidence and control.



VORTEC™ ENGINES You'll find a powerful Vortec or diesel engine in every GMC vehicle. At GMC, we understand the unique demands placed on a truck, and we offer no fewer than 9 engine configurations to handle those demands. Of course, the proof is in performance. Mile after mile, our Vortec engines reassert their reputation for stand-up performance and innovative, breakthrough engineering. It all starts with the unique cylinder head design: By swirling and tumbling air, much as a tornado twists a column of air, the Vortec cylinder head improves the air-fuel mix for better performance and fuel efficiency. The coil-over-plug ignition produces a reliable, efficient spark. Cast-aluminum cylinder heads on the 4.8-liter and 5.3-liter engines reduce engine weight and provide better heat dissipation. A stiff engine block provides superior vibration damping. It all adds up to a family of high-performance engines, each generating the kind of power you need in a hard-working truck.

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- 1) **INTAKE MANIFOLD:** The intake manifolds in Vortec engines are precision-tuned to flow the right amount of air to the ports, no matter what rpm you're running. And the use of advanced composite materials helps keep the air cool and dense, improving combustion and more raw power.
- 2) **PORTS:** The ports in Vortec engines serve as a passageway to ensure that the precise mix of air and fuel flow into each cylinder. By starting the combustion process with the right air/fuel balance.
- 3) **FUEL INJECTION:** The computer-controlled sequential fuel injection (SFI) delivers the exact amount of fuel to the cylinder at the precise moment. So, whether it's in the Vortec 2200, the 4300 or any of the six V8s, SFI ensures optimum fuel delivery to the cylinder for reliable power on the road.
- 4) **VALVES:** The more air a valve can handle, the more torque an engine can generate. These valves allow the flow of large volumes of air, resulting in the torque your truck needs for hauling loads and climbing steep grades with ease.
- 5) **BLOCK:** The new Vortec engines use a cast-iron block for strength and durability, as well as less vibration and noise.
- 6) **CYLINDER HEAD:** The cylinder head houses the intake and exhaust ports and the valves, and caps the combustion chamber. The strategic use of materials—lightweight

aluminum for 4800 and 5300 engines and cast iron for all others—allows Vortec cylinder heads to take in large volumes of air for reliable, robust power.

7) **SPARK PLUGS:** An ignition system that produces consistent spark gives you confidence that your truck can handle the long haul. High energy, coil-over-plug ignition, platinum-tipped spark plugs and long-life ignition wires in every Vortec engine help produce reliable spark for up to 100,000 miles before the first scheduled tune-up.¹

8) **CRANKSHAFT:** It takes a strong crankshaft to bear a load yet operate quietly. The crankshaft in your GMC truck has the iron to let you tackle rough roads, steep grades and other demanding conditions from a position of strength—the driver's seat.

9) **CAMSHAFT:** The camshafts are designed for excellent valve control and vibration damping. Our cams, engineered with a sophisticated precision-profile design, accurately time the valves for high torque ratings and flat torque curves.

10) **PISTONS:** Vortec pistons are designed for strength and long-lasting performance yet are lightweight so the engine can achieve high rpm with less effort, resulting in increased power and fuel efficiency.

¹ Maintenance needs vary with different uses and driving conditions. See the *Owner's Manual* for more information.

DIESEL ENGINE Some truck owners believe that when it comes to towing ability, there's nothing that can beat the flat-out muscle of a diesel engine. Our robust 6.5L turbo diesel V8 generates an impressive 195 horsepower at 3400 rpm and 430 lb-ft of torque at just 1800 rpm, letting it take on up to 10,000 pounds of allowable trailer weight.¹ It's also engineered with an array of features to boost power and fuel economy, including dual-coil glow plugs for reliable cold-weather starting, a large diameter oil cooler line and an increased-flow cooling system.

TRANSMISSION GMC transmissions are designed to transfer engine power to the drive wheels efficiently and smoothly, whether you're towing a trailer up a steep grade or cruising down the highway. For trailering, GMC recommends an automatic transmission for ease, convenience and improved performance. The automatic transmission, standard on Jimmy 4-door, Envoy, Yukon and Yukon XL, and available with the new 2000 Sierra, also comes with with tow/haul mode. It also includes a passive shift stabilization feature that eliminates shift busyness, a shift schedule to contribute to the solid shift feel, improved transmission life, and overall trailering capability.

REAR AXLE RATIO Another measure for determining how much vehicle you need for trailering is rear axle ratio. Essentially, a numerically higher ratio (4.10, for example) indicates more torque at the driving wheels and more power for trailering. That extra power is helpful for trailering heavy loads, when climbing steep grades or for getting your vehicle and trailer started up a boat ramp. A vehicle with a lower axle ratio, such as 3.08, can handle light to medium duty trailering with the added benefit of better fuel economy.

BUSSED ELECTRICAL CENTER A bussed electrical center (BEC) provides a single, central location for several of the most important electrical system functions—analogueous to a household electrical extension cord with plug-in connections along its entire length. It provides greater reliability because it has fewer connections. GMC's New Yukon and Yukon XL have nine splices in the BEC, compared to 104 in prior models and 162 in some of the competition's.

HORSEPOWER AND TORQUE RATINGS

ENGINE	NEW 2000 SIERRA		CLASSIC SIERRA		SONOMA		YUKON XL		YUKON DENALI		YUKON		ENVOY/JIMMY		SAVANA		SAFARI	
	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm	hp@rpm	Torque lb-ft@rpm
Vortec 7400 V8 (L29)			290@4000	410@3200											410@3200	290@4000		
Vortec 6000 V8 (LQ4)	300@4800	355@4000					300@4800	355@4000										
Vortec 5700 V8 (L31)			255@4600 250@4200	330@2800 330@2800 ²					255@4600	330@2800					255@4600 245@4600	330@2800 330@2800 ²		
Vortec 5300 V8 (LM7)	285@5200	325@4000					285@5200	325@4000			285@5200	325@4000						
Vortec 5000 V8 (L30)															220@4600	280@2800		
Vortec 4800 V8 (LR4)	270@5200	285@4000									275@5200	290@4000						
Vortec 4300 V6 (L35)	200@4600 250@2800	260@2800			190@4400 ³ 180@4400 ²	250@2800 ³ 245@2800 ⁴							190@4400	250@2800	200@4400	250@2800	190@4400	250@2800
Vortec 2200 (LN2)					120@5000 ⁴	140@3600 ⁴												
Turbo Diesel V8 (L65)			195@3400	430@1800 ⁵											190@3400	430@1800		

¹ Maximum trailer ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight. For specific weight ratings and hitch requirements, please refer to the charts on pages 9 to 13.

² >10,000 lbs GVWR. ³ 4WD models. ⁴ 2WD models. ⁵ 420 with manual transmission.

Steep grades, wet boat ramps, snow-covered roads—there are a lot of reasons why good traction is important. Having a good grip on the road is especially important when you've got a loaded trailer hitched to the back of your vehicle. We've designed every GMC vehicle to

provide good traction on varying road conditions. So whether you're towing a six-ton travel trailer up a steep, rutted dirt road or pulling a trailer down a busy, crowded six-lane interstate, you can always count on your GMC vehicle to keep you in firm control of the road.

BRAKES The braking system of every GMC vehicle is engineered to provide linear, straight-line stopping, with or without a trailer. We make four-wheel antilock brakes standard on every vehicle we offer. ABS helps you maintain steering control when applying maximum braking pressure, even in most wet or slippery conditions. The four-wheel disc antilock brakes, standard on the new 2000 Sierra, boast the largest disc pads in its class of fullsize pickups.¹ All disc brakes are ventilated to shed unwanted heat, and the Dynamic Brake Proportioning feature makes better use of the rear brakes by electronically modulating pressure for maximum effectiveness and braking performance.

DRIVE TYPES Select the drive type—rear-wheel, all-wheel or four-wheel—that best matches the type of road and driving conditions you're most likely to encounter when trailering.

All GMC vehicles are available with rear-wheel drive—a great choice for classic power and performance. The drive power is delivered to the rear, the addition of cargo increases weight on the rear, increasing traction. In addition, rear-wheel-drive vehicles typically have lighter chassis weights, resulting in better fuel economy than all-wheel-drive and four-wheel-drive vehicles. The lighter chassis also allows you to dedicate more of the vehicle's towing capacity to cargo weight. For an additional level of confidence, GMC offers a locking differential, standard on Envoy and Denali, and optional on all other GMC models.

If you'll be trailering over wet or snow-covered roads on a regular basis, consider choosing a vehicle equipped with all-wheel drive. AWD, available on GMC Safari, distributes power to front and rear axles, allowing every wheel to provide driving power. That gives your vehicle the traction, and you the confidence, to take on less-than-ideal road conditions.

Four-wheel drive gives you the option of enjoying outstanding traction on demand—a welcome feature if you'll be trailering over rugged, unfinished or muddy roads and wet boat ramps. Yukon, Yukon XL, Denali, Envoy, Jimmy and the new 2000 Sierra models are also available with Autotrac™ (and Insta-Trac™ on Sonoma)—our exclusive automatic four-wheel-drive system.¹ When set in Auto 4WD mode, the Autotrac™ system detects wheel slippage and automatically transfers torque to the front wheels for enhanced traction. When conditions warrant, the system automatically returns to two-wheel drive. Vehicles with Autotrac can also manually select 2Hi, 4Hi and 4Low for maximum flexibility.

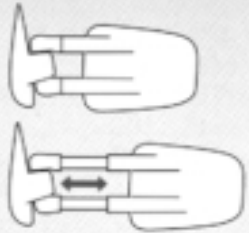


¹ Excludes other GM vehicles.

4 VISIBILITY AND AWARENESS



EXTENDABLE MIRROR



With our **extendable mirror**, available with the new 2000 Sierra, Yukon and Yukon XL, you **choose the best view**—extended when trailering for increased visibility, or retracted when driving without a trailer.

Hitching a trailer to the back of your GMC vehicle will change your view of the road. When trailering, it's especially important that you have a clear view of what's ahead and around you. This gives you more time to make

safe responses to sudden changes in road or traffic conditions. At GMC, we're committed to helping you trailer with added safety and control. That includes giving you a better view from the driver's seat.

HEADLIGHTS The better you can see what's up ahead, the more time you have to take action. GMC vehicle headlights are designed to provide the strong, glare-free low- and high-beam output needed for confident driving at night and during inclement weather conditions. Our new High Intensity Discharge, or HID, headlights create a wider and larger beam. HIDs available with Envoy provide a unique blue-white beam which provides more light for more confidence while driving at night. The headlamps on the new 2000 Sierra, Yukon, and Yukon XL have been redesigned to achieve greater low- and high-beam output, giving you more time to react to changing driving conditions. It's also important that other drivers can see you, even when the sun is up. We've made ignition-activated Daytime Running Lamps standard on all models.

MIRRORS A well-designed mirror can help recover much of the view obstructed by a trailer. GMC vehicles offer four large, well-shaped mirror options, from our robust, 50-square-inch standard mirror to the classic West Coast mirror. Our extendable mirrors, available with the new 2000 Sierra, Yukon and Yukon XL, help you choose the best view. Extend the mirror away from the cab when trailering for increased visibility; when you're not towing a trailer, simply return the mirror to the standard position.

INSTRUMENTATION Because safe driving requires you to maintain complete concentration on the road, GMC vehicles include full instrumentation, featuring analog gauges that are designed to be easy to read, in every vehicle. The Driver's Message Center, for example, available with the new 2000 Sierra, Yukon and Yukon XL, monitors up to a total of 19 vital vehicle functions—including both engine and automatic transmission temperature—progressively alerting the driver to any changes in status.

5 HITCHES AND CONNECTIONS

When towing, a lot is riding on the quality of the connection between the tow vehicle and trailer. Choosing the right hitch and making the proper electrical connections will affect how your vehicle handles, corners, accelerates and brakes, and allow you to alert other drivers of your intentions. Whether you'll be towing light loads or heavy, it's important to choose the right hitch.

Before selecting a hitch or trailering package, you should be familiar with the weight ratings—the Gross Vehicle Weight Rating, Gross Combination Weight Rating, Gross Axle Weight Rating and Maximum Trailer Weight Rating—specific to your GMC vehicle. An explanation of these ratings can be found in the Trailering Terms section on page 17.

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

The **weight-carrying hitch** consists of a hitch ball mounted to a step bumper or draw bar. It is the most common type of hitch used for towing light and medium loads. Hitch balls are available in a range of sizes: Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight. Consult pages 11–15 of this guide for details on capacity limits for weight-carrying hitches.

The **weight-distributing hitch** is most often used for heavier trailering. This hitch type more evenly distributes the trailer load by using spring bars to shift some of the hitch weight forward onto the tow vehicle's front axle, and rearward to the trailer's axles. See pages 11–15 of this guide for ratings.

The **fifth-wheel hitch** or **gooseneck hitch** is specifically designed for heavy trailering with fullsize pickup trucks like the new 2000 Sierra and the classic Sierra. These hitches are located in the bed of the truck, and position the trailer's kingpin weight over or slightly in front of the truck's rear axle. Fifth-wheel and gooseneck hitches are most frequently used for towing travel trailers, horse trailers and other large trailers. See page 11 for ratings.

WIRING HARNESS The wiring harness allows you to connect the electrical components of your trailer, such as signal and brake lights, to the tow vehicle. On the new 2000 Sierra, and the all-new Yukon and Yukon XL, you'll find a 7-pin wiring harness to streamline hook-up of trailer lighting and brakes, and a bussed electrical center makes it easier to connect an electrical trailer brakes controller.

TRAILER BRAKES Larger trailers typically have brakes that contribute to more effective stopping. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer that is activated when the tow vehicle decelerates and the trailer coupler pushes on the hitch ball. Electric trailer brake systems use a brake control unit mounted inside the tow vehicle, which operates by sensing vehicle brakes, which then applies the trailer brakes.

TRAILERING PACKAGE An optional heavy-duty trailering equipment package available for a wide variety of GMC models lets you bring more along when you travel, even when you're trying to leave it all behind. The Z82 package includes a weight-distributing hitch platform. In addition, a firmer tuned suspension, pre-wired connectors, optional cooling and an electric trailer brake control jumper harness may also be included on select models.



WEIGHT-CARRYING HITCHES



Hitch Ball on Step Bumper

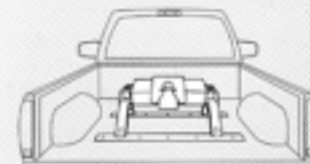


Hitch Ball on Draw Bar

WEIGHT-DISTRIBUTING HITCHES



FIFTH-WHEEL HITCH



GOOSENECK HITCH



These five pages detail information to help you select a vehicle that is just right for you. The charts specify the maximum trailer weight for your vehicle, assuming you are using a weight-distributing hitch and receiver. The maximum rating for a weight-carrying hitch can be found below each chart. Do not exceed the maximum weight rating for your GMC vehicle. Maximum trailer weight is calculated assuming the driver is in the tow vehicle and a standard equipped base vehicle. The weight of optional equipment, passengers, required trailering equipment and cargo in the tow vehicle must be subtracted from the

maximum trailer weight. Some models, when loaded with the driver, passenger, and maximum tongue load, may exceed the maximum GVW rating for that vehicle. These charts also give you important information about engines, models and rear axle ratios that you can use to select a GMC vehicle. For example, a new 2000 Sierra 1500 2WD with an automatic transmission and Vortec 4300 gas engine and a rear axle ratio of 3.08 can tow up to 4,900 lbs. The same vehicle with a rear axle ratio of 3.73 can tow up to 5,900 lbs. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

NEW 2000 SIERRA With Automatic Transmission

MODELS	VORTEC 4300 4.3L V6 (L35)		VORTEC 4800 4.8L V8 (LR4)		VORTEC 5300 5.3L V8 (LM7)		VORTEC 6000 6.0L V8 (LO4)	
	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
1500 2WD	3.08 3.42 3.73	4,900 5,400 5,900	3.42 3.73	6,800 7,800	3.42 3.73	7,800 8,800		
1500 4WD	3.42 3.73	5,100 5,600	3.73 4.10	7,500 8,500	3.73 4.10	8,500 9,500		
2500 2WD (7200 lb GVWR)					3.42 3.73 4.10	7,400 8,400 9,400	3.73 4.10	9,200 11,200
2500 2WD (8600 lb GVWR)							3.73 4.10	9,200 11,200
2500 4WD							3.73 4.10	8,800 10,800

NEW 2000 SIERRA With Manual Transmission

1500 2WD	3.08 3.42	3,900 4,400	3.42 3.73	4,800 5,800				
1500 4WD	3.42 3.73	4,100 4,600	3.73 4.10	5,500 6,500				
2500 2WD (7200 lb GVWR)								
2500 2WD (8600 lb GVWR)							3.73 4.10	9,200 11,200
2500 4WD							3.73 4.10	8,800 10,800

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs and a 600-lb trailer tongue weight. A weight-distributing hitch and sway control is required for trailer weights greater than 5,000 pounds.

NOTES ON NEW 2000 SIERRA

A six-wire trailering harness is standard on new 2000 Sierra models. Where available, a Heavy Duty Trailering Equipment Package (Z82) provides a weight-distributing hitch platform, an independently fused eight-wire trailering harness and a seven-pin sealed connector at the rear bumper.

1500 SERIES MODEL NOTES

To achieve trailer weight rating greater than 5,000 pounds, models must be equipped with an available increased capacity suspension: • Handling/Trailering (Z85) • Manual Selectable Ride (ZX3) • Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.

Maximum trailer weight ratings are based on regular cab models and are calculated assuming a standard equipped base vehicle plus driver. Trailer rating for extended cab models will be reduced. The weight of optional equipment, passengers, cargo and

WEIGHT-DISTRIBUTING HITCH NOTES

Trailer tongue weight should be 10%–15% of total loaded trailer weight. For 1500 Series models, up to 1,000 pounds. For 2500 Series models, up to 1,500 pounds. The addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2500 SERIES MODEL NOTES

Vortec 6000-equipped models require additional available equipment to achieve maximum trailer weight ratings above 5,000 pounds. Select either: • Engine oil cooler (KC4), or • Heavy Duty Trailering Equipment Package (Z82)

required trailering equipment also will reduce the maximum trailer weight your truck can tow.

CLASSIC SIERRA With Automatic Transmission

	VORTEC 5700 5.7L V8 (L31)		VORTEC 7400 7.4L V8 (L29)		TURBO DIESEL 6.5L V8 (L65)	
MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
2500 2WD	3.73 4.10	7,100 8,600	3.73 4.10	9,900 10,000	3.73 4.10	9,300 9,300
2500 4WD	3.73 4.10	6,800 8,300	3.73 4.10	9,500 10,000	3.73 4.10	9,000 9,000
3500 2WD	4.10 4.56	8,600 10,000	4.10 4.56	10,000 10,000	4.10	9,300
3500 4WD	4.10	8,300	4.10 4.56	10,000 10,000	4.10	9,000
3500 HD CHASSIS CAB			4.63 5.13	10,000 10,000	4.63 5.13	10,000 10,000

CLASSIC SIERRA With Manual Transmission

2500 2WD	3.73 4.10	7,100 8,600	3.73 4.10	9,900 10,000	3.73 4.10	9,300 9,300
2500 4WD	3.73 4.10	6,800 8,300	3.73 4.10	9,500 10,000	3.73 4.10	9,000 9,000
3500 2WD	4.10 4.56	8,600 10,000	4.10 4.56	10,000 10,000	4.10	9,300
3500 4WD	4.10	8,300	4.10 4.56	10,000 10,000	4.10	9,000
3500 HD CHASSIS CAB			4.63 5.13	10,000 10,000	4.63 5.13	10,000 10,000

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5,000 pounds and 500 pounds trailer tongue weight. A weight-distributing hitch and sway control is required for trailer weight greater than 5,000 pounds.

GENERAL TRAILERING NOTES

An eight-wire trailering harness is standard on classic Sierra models. Where available, a Heavy Duty Trailering Equipment Package (Z82) provides a weight-distributing hitch platform.

WEIGHT-DISTRIBUTING HITCH NOTES

Trailer tongue weight should be 10%–15% of total loaded trailer weight, up to 1,000 pounds. The addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

AUTOMATIC TRANSMISSION MODEL NOTES

All automatic transmission models are equipped with an engine oil cooler (KC4), an oil-to-air transmission oil cooler (KNP).

MANUAL TRANSMISSION MODEL NOTES

All manual transmission models are equipped with an engine oil cooler (KC4).

Maximum trailer weight ratings are based on regular cab models are calculated assuming a standard equipped base vehicle plus driver. Trailer rating for extended cab models will be reduced. The weight of optional equipment, passengers, cargo and required

trailering equipment also will reduce the maximum trailer weight your truck can tow. *Includes weight of passengers, equipment and cargo.

**CLASSIC SIERRA
SHORT BOX CREW CAB**

3500 2WD 1 ton in summit white and 2500 4WD SLE in pewter metallic, both shown with available equipment. Base payloads range from 3,082 to 8,516 lbs.¹ Towing capacity ranges from 6,800 to 11,200 lbs with a weight-distributing hitch, or up to 13,800 lbs with a fifth-wheel hitch. And all the while, you'll appreciate the security of standard four-wheel antilock brakes and daytime running lamps.



NEW 2000 SIERRA With Fifth-Wheel or Gooseneck Hitch

	VORTEC 4800 4.8L V8 (LR4)		VORTEC 5300 5.3L V8 (LM7)		VORTEC 6000 6.0L V8 (LQ4)	
MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
1500 2WD	3.42 3.73	6,800 7,800	3.42 3.73	7,800 8,800		
1500 4WD	3.73 4.10	7,500 8,500	3.73 4.10	8,500 9,500		
2500 2WD (7,200 lb GVWR)			3.42 3.73 4.10	7,400 8,400 9,400	3.73 4.10	9,200 11,200
2500 2WD (8,600 lb GVWR)					3.73 4.10	9,200 11,200
2500 4WD					3.73 4.10	8,800 10,800

The above chart is for use with fifth-wheel or gooseneck hitch. Automatic transmission ratings (both automatic and manual transmission ratings with Vortec 6000 engine).

GENERAL TRAILERING NOTES

A six-wire trailering harness is standard on new 2000 Sierra models. Where available, a Heavy Duty Trailering Equipment Package (Z82) provides a weight-distributing hitch platform, an independently fused eight-wire trailering harness and a seven-pin sealed connector at the rear bumper.

1500 SERIES MODEL NOTES

To achieve trailer weight rating greater than 5,000 pounds, models must be equipped with an available increased capacity suspension: • Handling/Trailering (Z85) • Manual Selectable Ride (ZX3) • Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.

Maximum trailer weight ratings are based on regular cab models are calculated assuming a standard equipped base vehicle plus driver. Trailer rating for extended cab models will be reduced. The weight of optional equipment, passengers, cargo and required

FIFTH-WHEEL & GOOSENECK HITCH NOTES

Trailer kingpin weight should be 15%–25% of total loaded trailer weight. For 1500 Series models, up to 1,500 pounds. For 2500 Series models at 7200# GVWR, up to 2,000 pounds. For 2500 Series models at 8600# GVWR, up to 2,500 pounds. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2500 SERIES MODEL NOTES

Vortec 6000-equipped models require additional available equipment to achieve maximum trailer weight ratings above 5,000 pounds. Select either: • Engine oil cooler (KC4), or • Heavy Duty Trailering Equipment Package (Z82)

trailer equipment also will reduce the maximum trailer weight your truck can tow.

CLASSIC SIERRA With Fifth-Wheel or Gooseneck Hitch

	VORTEC 5700 5.7L V8 (L31)		VORTEC 7400 7.4L V8 (L29)		TURBO DIESEL 6.5L V8 (L65)	
MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
2500 2WD	3.73 4.10	7,100 8,600	3.73 4.10	9,900 11,900	3.73 4.10	9,300 9,300
2500 4WD	3.73 4.10	6,800 8,300	3.73 4.10	9,500 11,500	3.73 4.10	9,000 9,000
3500 2WD	4.10 4.56	8,600 10,000	4.10 4.56	11,800 13,800	4.10	9,300
3500 4WD	4.10	8,300	4.10 4.56	11,500 13,500	4.10	9,000
3500 HD CHASSIS CAB			4.63 5.13	13,000 13,000	4.63 5.13	11,000 11,000

The above chart is for use with a fifth-wheel or gooseneck weight-distributing hitch.

GENERAL TRAILERING NOTES

An eight-wire trailering harness is standard on classic Sierra models.

AUTOMATIC TRANSMISSION NOTES

All automatic transmission models are equipped with an engine oil cooler (KC4), a transmission oil cooler (KNP).

Maximum trailer weight ratings are based on regular cab models are calculated assuming a standard equipped base vehicle plus driver. Trailer rating for extended cab models will be reduced. The weight of optional equipment, passengers, cargo and required

FIFTH-WHEEL OR GOOSENECK HITCH NOTES

Trailer kingpin weight should be 15%–25% of total loaded trailer weight. Up to 2,500 pounds on single-rear-wheel (RO4) models. Up to 3,000 pounds on dual-rear-wheel (RO5) models. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

MANUAL TRANSMISSION NOTES

All manual transmission models are equipped with an engine oil cooler (KC4).

trailer equipment also will reduce the maximum trailer weight your truck can tow.

SONOMA

VORTEC 2200
2.2L L4 (LN2)

VORTEC 4300
4.3L V6 (L35)

MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
2WD AUTOMATIC	4.10	3,200	3.08	5,400
			3.42	6,400
4WD AUTOMATIC			3.08	4,900
			3.42	5,900
			3.73	5,900
2WD MANUAL	3.73 4.10	2,000 2,300	3.08	4,200
4WD MANUAL			3.08	3,900
			3.42	4,400
			3.73	4,900

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 3,500 lbs with a 350-lb tongue weight.

NOTES ON SONOMA

Maximum trailer weight ratings are based on regular cab models and calculated assuming a standard equipped base vehicle plus driver. Trailer ratings for extended cab models will be reduced. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight your truck can tow. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 750 lbs). Addition of trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWA) or Gross Vehicle Weight Rating (GVWR). Base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

YUKON XL

VORTEC 5300
5.3L V8 (LM7)

VORTEC 6000
6.0L V8 (LQ4)

MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
1/2 ton 2WD	3.73 4.10	8,000 9,000		
1/2 ton 4WD	3.73 4.10	7,800 8,800		
3/4 ton 2WD			3.73	8,500
			4.10	10,500
3/4 ton 4WD			3.73	8,100
			4.10	10,100

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs with a 500-lb tongue weight.

NOTES ON YUKON XL

Maximum trailer weight ratings are calculated assuming a standard base equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight your truck can tow. C/K25 models with 6.0L engine are limited to 5,000 lbs trailer rating unless equipped with Z82 Trailering Equipment and KC4 Engine Oil Cooler. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 1,000 lbs on C/K15 models and up to 1,500 lbs on C/K25 models). Addition of trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Z82 Heavy Duty Trailering Equipment Package includes trailer hitch platform, trailer electrical connector and trailer brake control harness. With 2WD models Z82 also includes NW7 traction control, K47 air cleaner and G80 locking differential.

YUKON DENALI

VORTEC 5700
5.7L V8 (L31)

YUKON

VORTEC 4800
4.8L V8 (LR4)

VORTEC 5300
5.3L V8 (LM7)

MODELS	Axle Ratio	Max. Trailer Weight (lbs)	MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
4WD AUTOMATIC	3.73	6,600	1/2 ton 2WD	3.42	6,100	3.42	7,100
				3.73	7,100	3.73	8,100
			1/2 ton 4WD	3.73	6,800	3.73	7,800
				4.10	7,800	4.10	8,800

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs with a 500-lb tongue weight.

NOTES ON YUKON DENALI AND YUKON

Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight your truck can tow. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 1,000 lbs). Addition of trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWA) or Gross Vehicle Weight Rating (GVWR). Transmission oil cooler is standard. Additional air-to-oil cooler (KNP) is standard on 25 series models and available on all other models. Above 2,000 lbs trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.42 axle ratio. Engine oil cooler is standard on all other models. 8-wire trailer wiring harness is standard on all models. Z82 Heavy Duty Trailering Equipment Package includes weight distributing hitch platform and engine oil cooler (where required).

ENVOY			JIMMY		
VORTEC 4300 4.3L V6 (L35)			VORTEC 4300 4.3L V6 (L35)		
MODELS	Axle Ratio	Max. Trailer Weight (lbs)	MODELS	Axle Ratio	Max. Trailer Weight (lbs)
4WD AUTOMATIC	3.42	5,600	2WD AUTOMATIC	3.08	4,900
	3.73	5,600		3.42	5,900
			4WD AUTOMATIC	3.08	4,600
				3.42	5,600
				3.73	5,600
			2WD MANUAL	3.42	4,400
				4WD MANUAL	3.42
			3.73		4,500

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 3,500 lbs with a 350-lb tongue weight.

NOTES ON ENVOY AND JIMMY

Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight your truck can tow. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 750 lbs). Addition of trailer tongue weight cannot cause vehicle weights to exceed

Rear Gross Axle Weight Rating (RGAWA) or Gross Vehicle Weight Rating (GVWR). Standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. Z82 Heavy Duty Trailering Equipment Package includes weight distributing hitch platform and 8-wire trailer wiring harness.

SAVANA										
VORTEC 4300 4.3L V6 (L35)		VORTEC 5000 5.0L V8 (L30)		VORTEC 5700 5.7L V8 (L31)		VORTEC 7400 7.4L V8 (L29)		TURBO DIESEL 6.5L V8 (L65)		
MODELS	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)	Axle Ratio	Max. Trailer Weight (lbs)
1500	3.42	4,900	3.42	5,800	3.42	6,300				
	3.73	5,400			3.73	7,300				
2500	3.42	4,700	3.42	5,600	3.42	6,100			3.73	8,900
	4.10	5,400			3.73	7,100				
					4.10	8,300				
3500					3.73	6,600	3.42	7,900	3.73	8,800
					4.10	8,100				
							4.10	10,000	4.10	8,800

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 4,000 lbs with a 400-lb tongue weight.

NOTES ON SAVANA

Maximum trailer weight ratings are based on regular wheelbase models are calculated assuming a standard equipped base vehicle plus driver. Trailer ratings for extended wheelbase models will be reduced. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 1,000 lbs). Addition of trailer tongue weight cannot cause

vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWA) or Gross Vehicle Weight Rating (GVWR). Standard base cooling system for each powertrain includes all content required to attain maximum trailer rating. No optional cooling equipment available. Z82 Heavy Duty Trailering Equipment Package includes weight distributing hitch platform and 8-wire trailer wiring harness.

SAFARI		
VORTEC 4300 4.3L V6 (L35)		
MODELS	Axle Ratio	Max. Trailer Weight (lbs)
2WD AUTOMATIC	3.23	5,100
	3.42	5,600
	3.73	6,000
AWD AUTOMATIC	3.42	5,300
	3.73	5,800

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 2,000 lbs with a 200-lb tongue weight.

NOTES ON SAFARI

Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment will reduce the maximum trailer weight your truck can tow. Trailer tongue weight should be 10 to 15% of total loaded trailer weight (up to 750 lbs). Addition of trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWA) or Gross Vehicle Weight Rating (GVWR). Standard base cooling system includes all content

required to attain maximum trailer rating. No optional cooling equipment available. Z82 Heavy Duty Trailering Equipment Package includes weight distributing hitch platform and 8-wire trailer wiring harness.

TRAILERING TIPS AND TECHNIQUES

Selecting the right GMC vehicle is the first step toward safe and enjoyable trailering. It is important to keep in mind, however, that hitching a loaded trailer to your vehicle will change how it typically handles and performs. Review and use these trailering tips every time you get ready to take to the road.

A TRAILERING TIPS

In general, trailering will cause acceleration to take longer—and braking distances to increase. Your view of the road and traffic around you will be affected. You'll need to take corners wider than normal, and extra time

and care when backing up. Review and use the following tips and safety guidelines each time you plan to trailer. Remember to obey all traffic laws and any regulations governing trailering in each state where you plan to travel.

BEFORE YOU TOW

BREAKING IN YOUR VEHICLE Every new GMC vehicle requires a 500-mile “break-in” period to ensure that engine, axle and brake components wear evenly. For that reason, do not attempt to tow a trailer with your GMC vehicle during these critical 500 miles. After this break-in period and for the next 500 miles, you may tow a trailer with your vehicle, but do not exceed 50 mph and do not accelerate at full throttle. Consult your vehicle's Owner's Manual for additional information about break-in periods for your GMC.

GENERAL MAINTENANCE Trailering makes your truck work harder, which means it will require service more often. Your vehicle's Owner's Manual provides detailed information on maintaining your GMC vehicle. In addition, check the following items frequently to ensure your vehicle performs at optimum levels:

- Transmission fluid
- Engine oil
- Cooling system
- Tire pressure
- Axle lubrication
- Brakes
- Hitch nuts and bolts
- Air cleaner
- Wiring harness
- Lug nuts
- Belt condition and tension

LOADING YOUR TRAILER By loading your trailer properly, you can enjoy a safer, more comfortable driving experience. Load your trailer to attain a 10-15%

tongue weight. A good rule of thumb is to distribute 60 percent of the load over the front half of the trailer. Also, make sure that the weight is distributed evenly from side to side. Loads sitting either too far forward or too far back in the trailer can create unstable trailering conditions—such as trailer sway— particularly on rough roads, at highway speeds and during heavy braking. Once the trailer has been loaded and the weight is distributed properly, all cargo should be secured to prevent the load from shifting.

RENTAL TRAILERS In some instances, you may need to rent a trailer. If you do rent, make certain you lease your trailer from a reputable company that specializes in towing and trailering equipment. The driving and safety procedures covered in this guide also apply to rental trailers: For the safety of you and your passengers, make sure you're completely satisfied with the condition of your rental trailer before leaving the rental office.

SAFETY CHAINS Always attach safety chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if the trailer should become separated from the hitch. Always leave enough slack in the chains so you can corner without the chains impeding the movement of the trailer. Do not allow safety chains to drag on the ground.

SAFETY CHECKLIST Before starting out on a trip, double-check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains, and

vehicle and trailer lights. Make sure that a sway-control device is installed if required, and that the device is working properly (see charts on pages 9-13 for specific limits). Check the pressure of tires on both the tow vehicle and the trailer—inflate tires to the recommended pressure. If your trailer has electric brakes, test the brakes by manually engaging the brake controller while the vehicle is moving slowly. Also, check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

ON THE ROAD

Trailer can affect your ability to respond to sudden changes in road and traffic conditions. To help ensure a safer ride, maintain a speed at which you have comfortable control over your vehicle and trailer. Remember the added length of your trailer: Always check that you are safely clear of other vehicles before passing or changing lanes. Make the safety of you and your passengers your primary concern.

ACCELERATING The added weight of trailer and cargo will cause your engine to work harder when accelerating. When leaving a parking spot, avoid overworking your engine by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways.

BACKING Of all the maneuvers drivers must perform when trailering, backing up the trailer seems to cause the most difficulty. It doesn't have to be hard. In fact, there are a few simple tips that can help you learn to back up smoothly and confidently each and every time. To successfully back up a trailer, place one hand at the 6 o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly, and move the steering wheel in small increments to maintain control. To assist in backing up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

BRAKING Extra distance is required for braking when towing a trailer. Do not follow traffic too closely, and allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead for every 10 mph of speed. When braking, use firm and steady pressure on the brake pedal. Abrupt, hard application (or "slamming") of the brakes can cause the trailer to jackknife, resulting in loss of vehicle control.

CONTROLLING SWAY The term "sway" refers to a sudden instability in the handling of tow vehicle and trailer. There are a number of factors that can cause sway, including improper weight distribution, excessive speed and overloading.

Other factors that can cause unsafe trailering conditions include crosswinds, poor vehicle maintenance and road conditions. If you encounter sway, trying to steer out of it will most likely make it worse. Speed is a major contributor to trailer sway, so you will need to slow the vehicle—braking, however, could lead to a jackknife or other loss of control. The best approach to controlling sway is:

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

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

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

PASSING When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and, when reentering the lane, make certain your trailer is clear of the vehicle you have passed. Of course, the same common-sense rules regarding passing for normal driving apply when trailering: Never pass on hills or around curves.

DRIVING ON GRADES GMC vehicles have the power to handle steep grades, even when trailering. Your GMC vehicle may be equipped with tow/haul mode and passive shift stabilization features for solid shift performance when driving on varied terrain. Still, trailering on steep grades makes your vehicle work harder. Before going down a steep incline, reduce your speed and shift the transmission into a lower gear. This provides "engine braking" and will reduce the need to brake for long periods of time. When driving up a long, steep grade, shift to a lower gear for more torque to maintain speed and to avoid lugging.

Lugging occurs when the tow vehicle's engine stutters because it needs to be in a lower gear. Crest the hill no faster than the speed at which you want to descend, and in the gear you expect will require little or no braking. Pay attention to your temperature gauges for any signs of overheating. If your vehicle should overheat, follow the procedures on overheating in this section.

HIGH-ALTITUDE PERFORMANCE Driving at higher altitudes can affect your vehicle's performance. For every 1000 feet above sea level, your engine loses about 4 percent of its performance. For example, if you're driving at Denver's Mile High Stadium, your engine has already lost about 20 percent of its performance. Also, engine fluids boil at lower temperatures in high altitudes. While trailering up and down steep grades in high altitudes, pay close attention to your temperature gauges.

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

- Pull your vehicle to the side of the road. Once stopped, shift into park (automatic transmissions) or neutral (manual transmissions) and apply the parking brakes. Leave the engine running.
- Turn off air conditioning and other accessories to reduce load on the engine. Roll down the windows and turn the heater on to maximum and the fan to its highest setting. The heater core serves as a small radiator, providing a second cooling surface that can help reduce engine temperatures.

- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1500 rpm) until the temperature gauge registers a normal reading.
- Examine your vehicle. Make sure that the vehicle is in park or neutral and that the parking brake is engaged. Being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine. If you see either of these, immediately shut the engine off and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled.

PARKING ON GRADES Parking on steep grades with a trailer is not recommended; if you must park on a slope, however, follow this procedure after pulling into your parking spot:

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

To leave your parking spot:

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

B TRAILERING CLASSIFICATIONS

Every trailer, whether recreational, commercial, agricultural or horse, adds weight to your vehicle; therefore, it's important to know the weight of the trailer and cargo you intend to tow

and to select a GMC vehicle that can comfortably handle the added load. Consult the chart below to see the weight and towing ratings for each of the five trailer classifications.

CLASSIFICATION	TYPICAL EXAMPLES	WEIGHT RANGE	TYPICAL HITCH TYPE ¹	TYPICAL HITCH (TONGUE) WEIGHT
LIGHT DUTY (I)	Folding camping trailer, snow mobiles and jet-ski trailers	Up to 2,000 lbs gross weight (trailer and cargo combined)	Weight-carrying hitch	10%–15% of gross trailer weight (200 lbs maximum)
MEDIUM DUTY (II)	Single-axle trailers up to 18 ft, open utility trailers & small speed boats	2,001–3,500 lbs gross trailer weight	Weight-carrying hitch	10%–15% of gross trailer weight (350 lbs maximum)
HEAVY DUTY (III)	Dual- or single-axle trailers, larger boats & enclosed utility trailers	3,501–5,000 lbs gross trailer weight	Weight-carrying hitch or Weight distributing hitch	10%–15% of gross trailer weight (600 lbs maximum)
EXTRA HEAVY DUTY (IV)	2 horse, travel and fifth-wheel recreational trailers	5,001–10,000 lbs gross trailer weight	Weight distributing hitch or fifth-wheel hitch	10%–15% of gross trailer weight (1,200 lbs maximum)
MAXIMUM HEAVY DUTY (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	10,001 lbs and above gross trailer weight	Weight distributing hitch, fifth-wheel or gooseneck hitch	10%–15% of gross trailer weight (1,500 lbs maximum for weight distributing hitch) 15%–25% of gross trailer weight (3,000 lbs maximum for fifth wheel or gooseneck)

¹ Represents minimum recommended hitches. Please refer to your trailer's User's Manual or ask your GMC sales professional.

BRAKE FADE A condition that occurs when heat, generated by prolonged periods of braking, builds up and affects the braking system.

BREAKAWAY SWITCH A safety device mounted between the tow vehicle and the trailer. If the trailer should accidentally become separated from the tow vehicle, the breakaway switch will automatically engage the trailer's brake system.

ELECTRIC TRAILER BRAKE CONTROLLER An electronic device that activates the trailer's brakes by transmitting a signal to the electric trailer brakes.

ENGINE BRAKING A means of decreasing vehicle speed when driving down a steep grade, accomplished by shifting to a lower gear.

FIFTH-WHEEL TRAILER HITCH A hitch that connects the trailer through the pickup truck bed to the frame slightly ahead of the rear axle. The hitch features a mounting plate and a locking mechanism designed to accept a standard kingpin.

FRONTAL AREA Frontal area is the front-facing profile of the trailer and its cargo. A trailer's frontal area creates drag, which can impact fuel economy and handling. As a rule of thumb, 1 hp of engine power is required to move a single square foot of frontal area at highway speeds.

GOOSENECK TRAILER HITCH Similar to a fifth-wheel hitch except the hitch ball is in the tow vehicle bed and connects to the trailer via a tube with a ball socket, the "gooseneck."

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



GROSS COMBINATION WEIGHT RATING (GCWR) The maximum possible weight, expressed in pounds, of the vehicle and trailer combination. The GCWR includes the weight of the driver, passengers, fuel, optional equipment and gear/supplies carried in the vehicle.



GROSS TRAILER WEIGHT The weight of a loaded trailer, ready to tow.

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



KINGPIN WEIGHT The downward force applied by the fifth-wheel or gooseneck trailer at the coupling point in the bed of the truck. This force, when expressed in pounds, typically ranges from 15 percent to 25 percent of total trailer weight.

LUGGING Refers to the sluggish stuttering of the tow vehicle's engine when it needs to be in a lower gear. To correct this condition, downshift.

MAXIMUM TRAILER RATING The maximum trailer rating for any vehicle is determined by subtracting the vehicle weight from the GCWR. At the maximum trailer rating for a properly equipped vehicle, you should be able to accelerate and merge with traffic, climb typical interstate grades at highway speeds, have control on varying road surfaces and stop adequately within a reasonable distance.



SWAY CONTROL A device that reacts across the trailer hitch coupling to reduce trailer sway and help you maintain control.

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



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