

## Online Order Guide Trailering Specs

Consult the following chart to determine the suitability of a specific model for your towing needs. Hitch types must conform to the tongue weight and Gross Trailer Weight of your towing application. For full safety information, consult the Chevrolet or GMC Trailering Guide. Comprehensive trailering specifications by model are listed online at [gmfleet.com](http://gmfleet.com). To access the specs, select the “TOOLS” menu and click on “PRE-ORDER” and then “Online Order Guide” submenu item. Select a model year and choose “Cars/Light Trucks” or “Medium Duty Trucks” from the menu. Once inside the Online Order Guide, select a model and click on the “Trailering Specs” menu item for that model.

Note: Maximum trailer ratings are calculated assuming a properly equipped base vehicle, plus driver. See the Chevrolet or GMC Trailering Guide for details.

## Trailering Classifications

| Classification                | Typical Examples  | Weight Range   | Typical Hitch Type                                 | Typical Hitch (Tongue) Weight   |
|-------------------------------|---|--|--|---|
| <b>Light-Duty (I)</b>         | Folding camping trailers and snowmobile trailers                                    | Up to 2000 pound gross weight (trailer and cargo combined) | Weight-carrying hitch                              | 10%–15% of gross trailer weight (200 pound) maximum   |
| <b>Medium-Duty (II)</b>       | Single-axle trailers up to 18 feet long, open utility trailers and small speedboats | 2001–3500 pound gross trailer weight                       | Weight-carrying hitch                              | 10%–15% of gross trailer weight (350 pound) maximum   |
| <b>Heavy-Duty (III)</b>       | Dual- or single-axle trailers, larger boats and enclosed utility trailers           | 3501–5000 pound gross trailer weight                       | Weight-carrying hitch or weight-distributing hitch | 10%–15% of gross trailer weight (600 pound) maximum   |
| <b>Extra Heavy-Duty (IV)</b>  | Two-horse, travel and fifth-wheel recreational trailers                             | 5001–10,000 pound gross trailer weight                     | Weight-distributing hitch or fifth-wheel hitch     | 10%–15% of gross trailer weight (1200 pound) maximum  |
| <b>Maximum Heavy-Duty (V)</b> | Largest horse, travel and fifth-wheel recreational or commercial trailers           | 10,001 pound and above gross trailer weight                | Weight-distributing hitch or fifth-wheel hitch     | 10%–15% of gross trailer weight (1500-pound maximum for weight-distributing hitch)      15%–25% of gross trailer weight (3500-pound maximum for fifth-wheel or gooseneck hitch) |

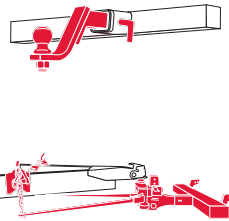
## Selecting the Right Hitch

Choosing the right hitch and making the proper electrical connections affects how your vehicle handles, corners and brakes, and allows you

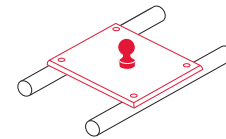
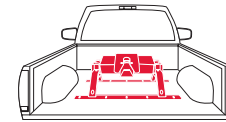
to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your vehicle.



**The Weight-Carrying (Deadweight) Hitch** consists of a hitch ball mounted to a step bumper or draw bar. It is the most common type of hitch used for trailering light and medium loads. Hitch balls are available in a range of sizes. Class I hitches use a 1-7/8-inch hitch ball, available as an accessory from GMSPO. Class II trailers use a dead-weight hitch and a 2-inch hitch ball. Class III hitches may be weight-carrying or weight-distributing, depending on application. Make sure that the hitch ball diameter matches the trailer coupler. Also check that the ball meets or exceeds the gross trailer weight requirements.



**The Weight-Distributing Hitch** is most often used for heavier trailering. This hitch type more evenly distributes the trailer load by using adjustable spring bars that pull upward on the hitch, to shift some of the hitch weight forward onto the tow vehicle's front axle, and rearward to the trailer's axles. Its effects are to improve steering sensitivity and feel, and to reduce trailer sway.



**Fifth-Wheel and Gooseneck Hitches** are specifically designed for heavy trailering with full-size pickup trucks like the Silverado and 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 with travel trailers, horse trailers and other large trailers.

**The Wiring Harness** allows you to connect the electrical components of your trailer, such as signal and brake lights, to the trailering vehicle. Silverado and Sierra feature a 7-pin wiring harness to streamline hookup of trailer lighting and brakes and a bussed electrical center makes it easier to connect an electrical trailer brake controller.

**Trailer Brakes** are required above 2000-pound trailer weight on Silverado and Sierra. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration and while the trailer coupler pushes on the hitch ball.

An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

Optional **Trailering Packages** are available for a wide variety of models, and many include a trailer hitch platform.

## Trailering Terms

**Gross Axle Weight Rating (GAWR)** is the weight in pounds each axle is capable of supporting. The load on each axle must not exceed its GAWR. The GAWR for each vehicle is displayed on the driver's door or door-lock pillar label.

**Gross Combination Weight Rating (GCWR)** is the maximum possible weight (in pounds) of the vehicle and trailer combination, including the weight of the driver, passengers, fuel, optional equipment and gear in the vehicle and trailer.

**Gross Trailer Weight (GTW)** is the weight of a loaded trailer.

**Maximum Trailer Rating** is determined by subtracting 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.

**Gross Vehicle Weight Rating (GVWR)** is the maximum number of pounds a tow vehicle may weigh. Everything that contributes to the weight of the tow vehicle is calculated in this rating, including the weight of the vehicle, driver and all passengers, fuel, payload, trailer tongue weight, hitch weight and all optional equipment. The GVWR is displayed on the driver's door or door-lock pillar label of your vehicle.

**Tongue (or Hitch) Weight** is the total number of pounds of trailer weight pressing down on the trailer hitch. Keep in mind that the way a trailer is loaded affects the overall tongue weight and will also affect the handling of the tow vehicle when trailering.