

GMC 2018

TOW LIKE A PRO





SIERRA DENALI CREW CAB IN ONYX BLACK
shown with available equipment.

WE'VE GENERATED QUITE A FOLLOWING

Every GMC is a reminder that the same passion and purpose that drive you also drive us. We're setting our own standards and proving that Professional Grade isn't merely a label, it's a way of life. What follows are the capabilities of the entire GMC lineup—including the all-new 2018 Terrain—that make us all pros. We take a bold stance for what we believe in and pursue it like a pro.

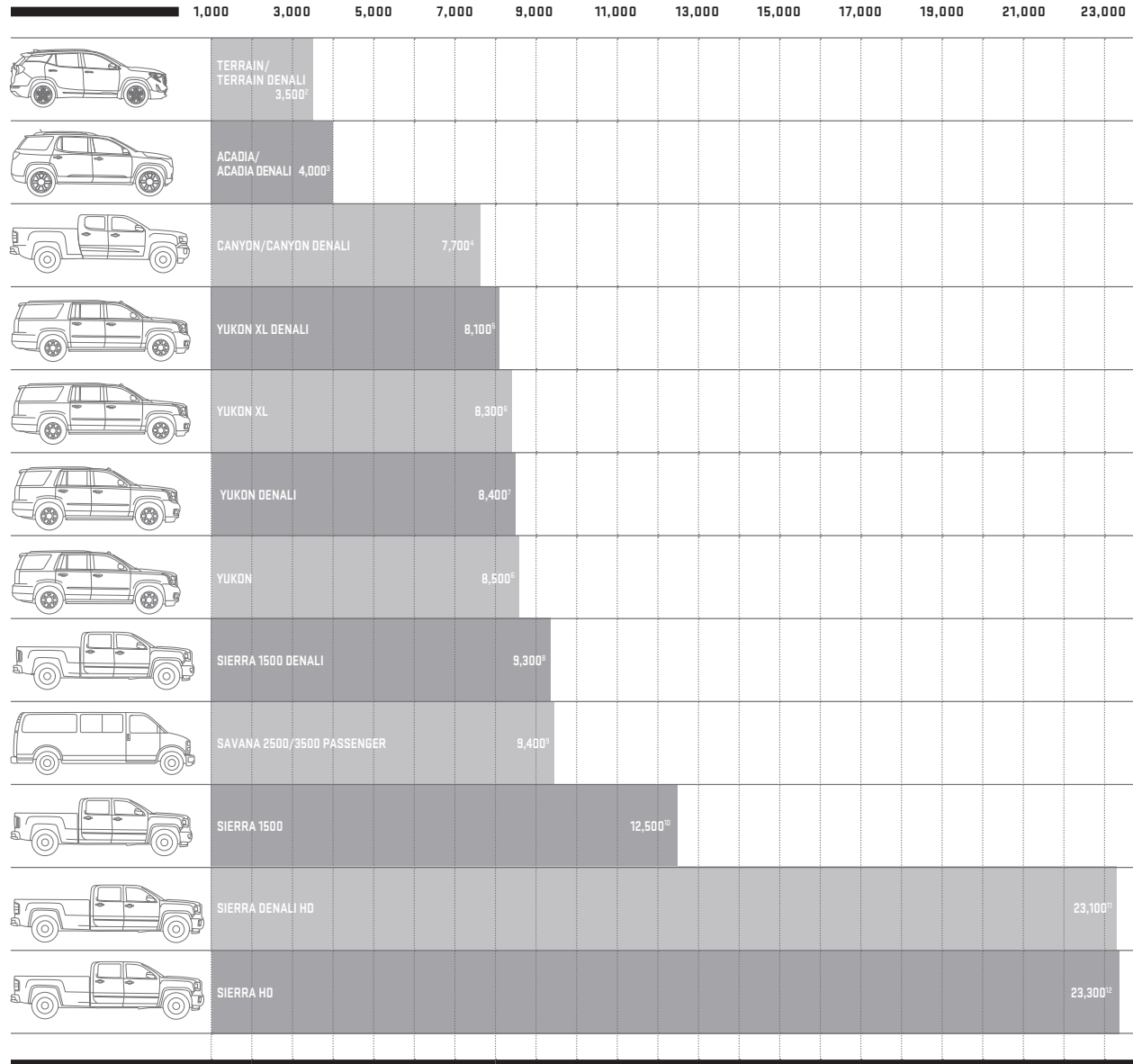
TABLE OF CONTENTS

3	SELECTING A VEHICLE
5	VEHICLES AND HITCHES
7	POWER AND PERFORMANCE
13	PROFESSIONAL GRADE EQUIPMENT AND TRAILERING TERMS
14	CLASSIFICATIONS
15	TRAILERING ON THE ROAD
16	DINGHY TOWING CAPABILITY
17	SIERRA TRAILER WEIGHT RATINGS
22	TERRAIN, CANYON AND YUKON TRAILER WEIGHT RATINGS
23	ACADIA AND SAVANA TRAILER WEIGHT RATINGS



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

MAXIMUM TRAILER WEIGHT RATING (LBS)¹

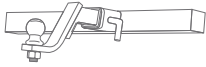


This chart gives you an idea of the maximum amount of weight you can confidently and safely trailer with different GMC model lines when your vehicle is properly equipped. When determining the total weight of trailer and cargo, include the weight of any additional passengers and optional equipment. See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

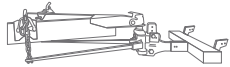
¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires 2.0L engine and Trailing Package (V92), which includes factory-installed Class III 2" receiver hitch, increased cooling capacity and seven-wire connection. ³Requires V-6 engine and Trailing Package (V92), which includes a factory-installed trailer hitch platform, seven-pin wiring harness and a heavy-duty cooling system. ⁴Requires 2WD Crew Cab with available Duramax 2.8L I-4 Turbo Diesel engine and available Trailing Package. ⁵Yukon XL Denali 2WD model. ⁶Requires 2WD model with available Heavy-Duty Trailering Package (NHT). ⁷Yukon Denali 2WD model. ⁸Sierra Denali 2WD model. ⁹Savana 3500 RWD with Vortec 6.0L V-8 (L96). ¹⁰Sierra 1500 Double or Crew Cab Short Box 2WD with available 6.2L V-8 and Max Trailering Package. ¹¹Sierra 3500 Denali HD Crew Cab 2WD DRW with Duramax Diesel (L5P). ¹²Sierra 3500HD Regular Cab 4WD DRW with Duramax Diesel engine (L5P).



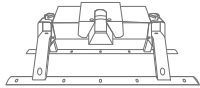
HITCH BALL ON STEP BUMPER



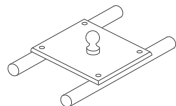
HITCH BALL ON DRAW BAR



WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH



GOOSENECK HITCH

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

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

WEIGHT-CARRYING HITCH This consists of a hitch ball mounted to a step bumper or draw bar, or a tow eye latched to a pintle hook. Hitch balls are available in a range of sizes. Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight rating.¹

WEIGHT-DISTRIBUTING HITCH This is most often used for heavier trailering. This hitch type more evenly distributes the trailer load by using spring bars to shift some of the hitch weight forward onto the tow vehicle's front axle, and rearward to the trailer's axles.²

FIFTH-WHEEL HITCH AND GOOSENECK HITCH These are designed for heavy trailering. Located in the bed of the truck, these hitches position the trailer's kingpin weight over or slightly in front of the truck's rear axle. Fifth-wheel and gooseneck hitches are most frequently used with travel trailers, horse trailers and other large trailers.²

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

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

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

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

¹See pages 17-23 for ratings. ²See page 18 for ratings.



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

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

445
HORSEPOWER
910
lb-ft of
TORQUE
DURAMAX

OUR MOST POWERFUL DURAMAX DIESEL—EVER

Sierra HD gets its heavy-duty power from a proven source, the available Duramax 6.6L V-8 Turbo Diesel with 910 lb-ft of torque and 445 hp under your right foot. Prefer your power gasoline-fueled? Sierra HD comes standard with the force and efficiency of our 360-hp Vortec 6.0L V-8.

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



181
HORSEPOWER
369
lb-ft of
TORQUE

DURAMAX

BIG POWER. EFFICIENT PACKAGE.

In Canyon, the available Duramax 2.8L I-4 Turbo Diesel packs 181 hp at 3,400 rpm and 369 lb-ft of torque at 2,000 rpm. It's B20-biodiesel capable and mated to a 6-speed automatic transmission on Canyon models, featuring a Centrifugal Pendulum Vibration Absorber (CPVA) in the torque converter designed to control vibration and noise. When this absorbing damper is energized, it helps to cancel out the Duramax Diesel's torsional vibrations. This same engine is available in Savana cargo and passenger vans. See your dealer for more availability details.

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

VARIABLE-GEOMETRY TURBOCHARGER The variable-geometry turbocharger on the Duramax 2.8L I-4 boasts power and efficiency and features exhaust braking capability to help slow the truck down.



420
HORSEPOWER
460
lb-ft of
TORQUE

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

ECOTEC3 Sierra 1500, Yukon and Yukon XL engines feature DI and continuously VVT as well as AFM to deliver power and efficiency. In fact, the 5.3L V-8 (available on Sierra, standard on Yukon) offers 355 hp while the 6.2L V-8 (available on Sierra, standard on Yukon Denali) offers 420 hp.

ALL-NEW TERRAIN TURBOCHARGED ENGINES For 2018, Terrain offers three turbocharged engines that generate compelling combinations of power and efficiency. The 2.0L turbocharged gas engine produces 260 lb-ft of torque for strong acceleration and pulling power, giving you up to 3,500 lbs max trailering capacity when properly equipped.¹

ACADIA ENGINE TECHNOLOGIES For 2018, Acadia offers a 310-hp 3.6L 6-cylinder engine producing Professional Grade trailering capability. This available engine incorporates continuously VVT and AFM, so it's smart enough to efficiently switch to four cylinders when less power is needed, such as at cruising speeds. Standard on Acadia is the 193-hp 2.5L 4-cylinder direct-injected engine that utilizes new Start/Stop technology.

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

LOCKING REAR DIFFERENTIAL Many GMC models are available with an Eaton® automatic locking rear differential, designed to improve low-speed traction of your 2WD or 4WD vehicle. The differential engages when the speed difference between the rear tires reaches approximately 100 rpm. Once it engages, both rear wheels rotate at the same speed, providing more of the driveline's torque to the tire with better traction.

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

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

ACTIVE FUEL MANAGEMENT (AFM) By sensing load and demand, AFM improves fuel efficiency by activating or deactivating cylinders (two on the V-6 and four on the V-8). It's standard on all Sierra 1500 and Yukon models and available on the 2018 Acadia and Canyon.



EcoTec3 6.2L V-8

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

IT'S NOT JUST HOW MUCH YOU TOW. IT'S HOW WELL YOU TOW.

Not only does Sierra equipped with the available 6.2L V-8 and Max Trailering Package trailer up to 12,500 lbs,¹ but it helps keep you firmly in command. Sierra's power and seamlessly integrated available trailering technologies trailer and control heavy loads, even in challenging situations.

NHT MAX TRAILERING PACKAGE (AVAILABLE) Increased trailering capacity results when Sierra is equipped with this available package. It includes a 9.76" ring gear, 3.73 (6-speed) or 3.42 (8-speed) axle ratio with the available 5.3L V-8 (3.42 with 6.2L V-8), trailer brake controller, enhanced cooling radiator, revised shock tuning and heavier-duty rear springs.

PREMIUM TRAILERING MIRRORS The mirrors are heated and power-adjustable and are required and only available with the Max Trailering Package. A power-folding feature and driver memory are also included on SLT. You'll appreciate the segment-first LED rear guidance lamps that enhance visibility when backing up.

HILL START ASSIST Sensors automatically detect when Sierra is on a 5 percent grade or more. The system holds the brakes momentarily or until the accelerator is pressed, preventing rollback.

TOW/HAUL MODE To give you even more power to accelerate when trailering or hauling heavy loads, Tow/Haul mode raises transmission upshift points.

REAR VISION CAMERA SYSTEM The center screen serves as your monitor for the camera. Its dynamic grid lines help when hitching a trailer.



TRAILERING CAMERA SYSTEM This available dealer-installed accessory system,² produced by EchoMaster,[®] provides several vantage points for confident trailering. Integrated into Sierra's center screen, the system offers multiple simultaneous views around Sierra. See your dealer for complete details.

TRAILER SWAY CONTROL This technology keeps both you and your trailer heading in the same direction, automatically. It detects a swaying trailer and applies both the vehicle's and the trailer's brakes (if properly equipped) to help bring it back in line.

TRAILER BRAKE CONTROLLER For fingertip control and easy monitoring of your trailer brakes, Sierra offers an available integrated trailer brake controller. It displays the level of brake force or "gain" in the Driver Information Center (DIC).

AUTO GRADE BRAKING It automatically senses when you want to slow your Sierra and engages a Grade Braking shift pattern to help maintain your desired speed.

TAPSHIFT For full command over Sierra's shifting, TapShift controls on the gear lever use a precise algorithm that improves shifting response time.

TRANSMISSION TEMPERATURE GAUGE Located in the DIC, it allows you to monitor the transmission fluid operating temperature in real time.

¹Sierra's 7,600-lb rating requires Sierra Regular Cab Standard Box 4WD with 4.3L EcoTec3 V-6 engine. Sierra's 12,500-lb rating requires Sierra Double Cab or Crew Cab Short Box 2WD with 6.2L EcoTec3 V-8 engine and Max Trailering Package. Sierra's 11,100-lb rating requires Sierra Double Cab 2WD with 5.3L EcoTec3 V-8 engine and Max Trailering Package. Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²The IntelliHaul Trailering Camera System is an Associated Accessory sourced from EchoMaster, an independent supplier, and is not warranted by GM or its dealers. GM is not responsible for the safety or quality of third-party supplier alterations. EchoMaster provides a 3-year/36,000-mile manufacturer's warranty. For details on the warranty provided by EchoMaster (Power Brand of AAMP Global), please call 1-866-766-2267.

OUR REPUTATION FOLLOWS US

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

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

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

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

TRAILERING CAMERA SYSTEM This available dealer-installed accessory system¹ produced by EchoMaster[®] provides several vantage points for confident trailering. Integrated into Sierra's center screen, the system offers multiple simultaneous views around Sierra. See your dealer for complete details.



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

REAR VISION CAMERA SYSTEM The center screen serves as your monitor for the Rear Vision Camera System. Its dynamic grid lines help when backing up or hitching a trailer.

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

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

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

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

¹The IntelliHaul Trailering Camera System is an Associated Accessory sourced from EchoMaster, an independent supplier, and is not warranted by GM or its dealers. GM is not responsible for the safety or quality of third-party supplier alterations. EchoMaster provides a 3-year/36,000-mile manufacturer's warranty. For details on the warranty provided by EchoMaster (Power Brand of AAMP Global), please call 1-866-766-2267. ²Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

ENGINE HP @ RPM TORQUE LB-FT @ RPM										
	CANYON/ CANYON DENALI	SIERRA 1500	SIERRA DENALI	SIERRA HEAVY DUTY	ACADIA/ ACADIA DENALI	TERRAIN	TERRAIN DENALI	YUKON/ YUKON XL	YUKON DENALI/ YUKON XL DENALI	SAVANA PASSENGER/ CARGO
1.5L I-4 TURBOCHARGED (LYX)						170 @ 5,600 203 @ 2,000-4,000				
1.6L I-4 TURBO DIESEL (LH7)						137 @ 3,750 240 @ 2,000				
2.0L I-4 TURBOCHARGED (LTG)						252 @ 5,500 260 @ 2,500-4,500	252 @ 5,500 260 @ 2,500-4,500			
2.5L I-4 VVT DI (LCV)	200 @ 6,300 191 @ 4,400				193 @ 6,300 188 @ 4,400					
2.8L I-4 TURBO DIESEL (LWN)	181 @ 3,400 369 @ 2,000									181 @ 3,400 369 @ 2,000
3.6L V-6 VVT DI (LGZ)	308 @ 6,800 275 @ 4,000									
3.6L V-6 VVT DI (LGX)					310 @ 6,600 271 @ 5,000					
4.3L V-6 (LV3)		285 @ 5,300 305 @ 3,900								
4.3L V-6 (LV1)										276 @ 5,200 298 @ 3,900
5.3L V-8 (L83) GAS		355 @ 5,600 383 @ 4,100	355 @ 5,600 383 @ 4,100					355 @ 5,600 383 @ 4,100		
5.3L V-8 WITH E-ASSIST (L8B)		355 @ 5,600 383 @ 4,100								
6.0L V-8 VVT (L96)				360 @ 5,400 380 @ 4,200						341 @ 5,400 373 @ 4,200
6.0L V-8 GASEOUS (LC8)										341 @ 5,400 373 @ 4,200
6.2L V-8 VVT (L86)		420 @ 5,600 460 @ 4,100	420 @ 5,600 460 @ 4,100						420 @ 5,600 460 @ 4,100	
6.6L V-8 TURBO DIESEL (L5P)				445 @ 2,800 910 @ 1,600						

For trailering, GMC recommends an automatic transmission for convenience and improved performance. Sierra Heavy Duty trucks equipped with the available Duramax Diesel engine include the Allison 1000 Series 6-speed automatic with Tow/Haul mode, which raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using engine braking. On select Sierra Light Duty and Canyon models, an 8-speed automatic transmission provides smooth and precise shifting. And new for 2018, Yukon Denali and Yukon XL Denali models feature a 10-speed automatic transmission.



DRIVER SHIFT CONTROL

TRANSMISSIONS Yukon, Yukon XL, Sierra 1500 and Heavy Duty models and select Savana models feature an electronically controlled 6-speed automatic transmission with overdrive and Tow/Haul mode. Select Sierra 1500 SLT, Sierra Denali, Canyon V-6 and Savana models offer an 8-speed automatic. Sierra Heavy Duty models with the Duramax 6.6L V-8 Turbo Diesel use an Allison 1000 Series 6-speed transmission with engine grade braking and Tow/Haul mode. The all-new Terrain features 9-speed automatic transmissions on the 1.5L and 2.0L gas engines and a 6-speed automatic transmission on the 1.6L Turbo Diesel. And new for 2018, Yukon Denali and Yukon XL Denali models feature a 10-speed automatic transmission.

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

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

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



HEADLAMPS

HIGH-QUALITY HEADLAMPS GMC vehicle headlamps are designed to provide the strong low- and high-beam output needed for confident driving at night and during inclement weather conditions.

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

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

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

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

REAR VISION CAMERA SYSTEM Make it easier to back up to a trailer or negotiate a tight space. This standard system displays a view of the area behind the vehicle to help when hitching a trailer. The Rear Vision Camera System does not replace driver vision. Please use proper care when backing up.



TRAILERING MIRRORS

GROSS AXLE WEIGHT RATING (GAWR) This 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 GMC vehicle is displayed on the driver's door or door-lock pillar label.

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

GROSS TRAILER WEIGHT The weight of a loaded trailer.

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

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

TRAILER CLASSIFICATION	TYPICAL EXAMPLES	WEIGHT RANGE	TYPICAL HITCH TYPE ¹	TYPICAL HITCH (TONGUE) WEIGHT
LIGHT-DUTY (I)	Folding camping trailer, snowmobiles and personal watercraft trailers (trailer and cargo combined)	Up to 2,000 lbs gross trailer weight	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 and small speedboats	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 and 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)	Two-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 (up to 2,000 lbs or the maximum limit for the vehicle series with a weight-distributing hitch) 15%-25% of gross trailer weight (up to 5,000 lbs or the maximum limit for the vehicle series and hitch type on fifth-wheel or gooseneck hitches)

TWO-WHEEL DRIVE Rear-wheel-drive models are standard on Canyon, Sierra, Sierra HD, Yukon, Yukon XL and Savana vehicles. The addition of cargo increases weight on the rear, increasing traction. Rear-wheel-drive vehicles typically have lighter chassis weights, resulting in better fuel economy² than all-wheel-drive and four-wheel-drive vehicles. The lighter chassis also allows you to dedicate more of the vehicle's load-carrying capacity to cargo weight.³ Front-wheel-drive models are standard on Acadia and Terrain.

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

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

¹Represents minimum recommended hitches. Please refer to your trailer Owner's Manual or ask your GMC sales professional. ²EPA-estimated mpg: Sierra 1500 2WD with 4.3L V-6 engine, 18 city/24 hwy; Yukon and Yukon XL 2WD with 5.3L V-8 engine, 16 city/23 hwy; Canyon 2WD with 2.5L I-4 engine, 20 city/26 hwy. ³Cargo and load capacity limited by weight and distribution.

BEFORE YOU TRAILER

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

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

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

ACCELERATING/BRAKING Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a 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, steady pressure on the brake pedal.

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

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

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

WHILE TRAILERING

CORNERING The turning radius of a trailer is typically much smaller than that of your vehicle; therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can also cause the trailer to strike against and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point and then firmly turn the steering wheel. 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 re-entering the lane, make certain your trailer is clear of the vehicle you have passed. Never pass on hills or around curves.

BACKING UP To back up a trailer, place one hand at the 6 o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly, and move the steering wheel in small increments to help maintain control. To assist in backing up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

DINGHY TOWING CAPABILITY

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

FLAT (DINGHY) TOWING CAPABILITY	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	SAVANA	CANYON/ CANYON DENALI	SIERRA 1500/ SIERRA 1500 DENALI	SIERRA HD/ SIERRA DENALI HD	YUKON/ YUKON DENALI	YUKON XL/ YUKON DENALI XL
2WD	YES [V-6 ONLY]	NO	NO	NO	NO	NO	NO	NO
4WD	–	–	–	YES	YES	YES	YES ¹	YES ¹
AWD	YES [V-6 ONLY]	NO	–	–	–	–	–	–

¹Requires 2-speed transfer case on Yukon and Yukon XL models.

DRIVING ON GRADES Before going down a steep incline, reduce your speed and shift the transmission into a lower gear. This provides "engine braking" and reduces the need to brake for long periods. When driving up a steep grade, shift to a lower gear for more torque to maintain speed and avoid lugging. Lugging occurs when the 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 braking. Pay attention to your temperature gauges for any signs of overheating.

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

- 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.

LEAVING YOUR PARKING SPOT ON GRADES

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

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

- Pull your vehicle to the side of the road. Once stopped, shift into park (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 provides a second cooling surface that can help reduce engine temperatures.
- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1,500 rpm) until the temperature gauge registers a normal reading.
- With the vehicle in park or neutral and the parking brake engaged and being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine. If you see either of these, shut the engine off and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled.

2018 SIERRA 1500AUTOMATIC TRANSMISSION RATINGS
WITH BALL HITCH

	EcoTec3 4.3L V-6		EcoTec3 5.3L V-8		EcoTec3 6.2L V-8 with eAssist		EcoTec3 6.2L V-8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹
REGULAR CAB STANDARD BOX 2WD	3.23	6,000	3.08 3.42	6,900 8,900				
REGULAR CAB STANDARD BOX 4WD	3.42	7,600	3.08 3.42	6,600 8,600				
REGULAR CAB LONG BOX 2WD	3.23	5,900	3.08 3.42	6,800 9,800				
REGULAR CAB LONG BOX 4WD	3.42	7,400	3.08 3.42	6,500 9,500				
DOUBLE CAB STANDARD BOX 2WD	3.23	5,600	3.08 3.42	6,400 9,400			3.23	9,400
DOUBLE CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE			3.42 3.73	11,100 11,100			3.42	12,500
DOUBLE CAB STANDARD BOX 4WD	3.42	7,100	3.08 3.42	6,200 9,200			3.23	9,100
DOUBLE CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.42 3.73	10,800 10,800			3.42	11,800
CREW CAB SHORT BOX 2WD	3.23	5,500	3.08 3.42 3.42 ²	6,400 9,400 9,300	3.42	9,400	3.23	9,300
CREW CAB SHORT BOX 4WD	3.42	7,000	3.08 3.42	6,100 9,100	3.42	9,100	3.23	9,100
CREW CAB SHORT BOX 2WD WITH MAX TRAILERING PACKAGE			3.42 3.73	11,000 11,000			3.42	12,500
CREW CAB SHORT BOX 4WD WITH MAX TRAILERING PACKAGE			3.42 3.73	10,700 10,700			3.42	11,700
CREW CAB STANDARD BOX 4WD			3.08 3.42	6,100 9,100			3.23	9,000
CREW CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.42 3.73	10,700 10,700			3.42	11,700
SIERRA DENALI CREW CAB SHORT BOX 2WD			3.42	9,300			3.23	9,300
SIERRA DENALI CREW CAB SHORT BOX 4WD			3.42	9,100			3.23	9,100
SIERRA DENALI CREW CAB STANDARD BOX 4WD			3.42	9,100			3.23	9,000

These charts specify the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch. (For fifth-wheel or gooseneck ratings, see page 18.) The maximum rating for a weight-carrying hitch is listed at left. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires 8-speed automatic transmission.

A weight-distributing hitch and sway control are required for trailer weights greater than 7,000 lbs.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin/four-pin sealed connector at the rear bumper.

WEIGHT-DISTRIBUTING HITCH NOTES: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. For 1500 Series models, trailer tongue weight should be up to 1,200 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2018 SIERRA 1500AUTOMATIC TRANSMISSION RATINGS
WITH FIFTH-WHEEL/GOOSENECK TRAILER

	EcoTec3 4.3L V-6		EcoTec3 5.3L V-8		EcoTec3 5.3L V-8 with eAssist		EcoTec3 6.2L V-8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹
REGULAR CAB STANDARD BOX 2WD	3.23	6,000	3.08 3.42	6,900 8,900				
REGULAR CAB STANDARD BOX 4WD	3.42	7,500	3.08 3.42	6,600 8,600				
REGULAR CAB LONG BOX 2WD	3.23	5,900	3.08 3.42	6,700 9,700				
REGULAR CAB LONG BOX 4WD	3.42	7,400	3.08 3.42	6,500 9,500				
DOUBLE CAB STANDARD BOX 2WD	3.23	5,600	3.08 3.42	6,400 9,400			3.23	9,000
DOUBLE CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE			3.42 3.73	11,000 11,000			3.42	11,600
DOUBLE CAB STANDARD BOX 4WD	3.42	7,000	3.08 3.42 3.42 ²	6,200 9,000 9,000			3.23	8,600
DOUBLE CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.42 3.73	10,800 10,800			3.42	11,000
CREW CAB SHORT BOX 2WD								
CREW CAB SHORT BOX 4WD								
CREW CAB SHORT BOX 2WD WITH MAX TRAILERING PACKAGE								
CREW CAB SHORT BOX 4WD WITH MAX TRAILERING PACKAGE								
CREW CAB STANDARD BOX 4WD			3.08 3.42 3.42 ²	6,000 8,100 8,100			3.23	8,000
CREW CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE			3.42 3.73	10,200 10,300			3.42	10,200
SIERRA DENALI CREW CAB SHORT BOX 2WD								
SIERRA DENALI CREW CAB SHORT BOX 4WD								
SIERRA DENALI CREW CAB STANDARD BOX 4WD			3.42	8,100			3.23	8,000

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires 8-speed automatic transmission.

A weight-distributing hitch and sway control are required for trailer weights greater than 7,000 lbs.

This chart is for use with fifth-wheel or gooseneck hitches.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin/four-pin sealed connector at the rear bumper.

FIFTH-WHEEL AND GOOSENECK HITCH NOTES: Trailer kingpin weight should be 15 percent to 25 percent of total loaded trailer weight. For 1500 Series models, the trailer kingpin weight should be up to 1,500 lbs. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

2018 SIERRA 2500HD
 AUTOMATIC TRANSMISSION
 RATINGS WITH BALL HITCH

	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL		2018 SIERRA 2500HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹		AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹
2500HD SERIES REGULAR CAB LONG BOX 2WD	4.10	14,500	3.73	14,500	2500HD SERIES REGULAR CAB LONG BOX 2WD	4.10	14,800	3.73	18,100
2500HD SERIES REGULAR CAB LONG BOX 4WD	4.10	14,500	3.73	14,500	2500HD SERIES REGULAR CAB LONG BOX 4WD	4.10	14,500	3.73	15,900
2500HD SERIES DOUBLE CAB STANDARD BOX 2WD	4.10	13,000	3.73	13,000	2500HD SERIES DOUBLE CAB STANDARD BOX 2WD	4.10	14,500	3.73	16,400
2500HD SERIES DOUBLE CAB STANDARD BOX 4WD	4.10	13,000	3.73	13,000	2500HD SERIES DOUBLE CAB STANDARD BOX 4WD	4.10	14,200	3.73	14,400
2500HD SERIES CREW CAB STANDARD BOX 2WD	4.10	13,000	3.73	13,000	2500HD SERIES CREW CAB STANDARD BOX 2WD	4.10	14,300	3.73	15,400
2500 DENALI HD STANDARD BOX 2WD	4.10	13,000	3.73	13,000	2500 DENALI HD STANDARD BOX 2WD	4.10	14,300	3.73	15,400
2500 DENALI HD STANDARD BOX 4WD	4.10	13,000	3.73	13,000	2500 DENALI HD STANDARD BOX 4WD	4.10	14,000	3.73	13,500
2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	14,400	3.73	14,500	2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	14,400	3.73	15,700
2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	14,100	3.73	14,500	2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	14,100	3.73	13,700
2500HD SERIES CREW CAB LONG BOX 2WD	4.10	14,300	3.73	14,500	2500HD SERIES CREW CAB LONG BOX 2WD	4.10	14,200	3.73	14,800
2500HD SERIES CREW CAB STANDARD BOX 4WD	4.10	13,000	3.73	13,000	2500HD SERIES CREW CAB STANDARD BOX 4WD	4.10	14,000	3.73	13,500
2500HD SERIES CREW CAB LONG BOX 4WD	4.10	13,900	3.73	14,500	2500HD SERIES CREW CAB LONG BOX 4WD	4.10	13,900	3.73	12,400

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 3,000 lbs maximum.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Equipment Package (Z82).

AUTOMATIC-TRANSMISSION MODEL NOTE: All automatic-transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP).

2018 SIERRA 3500HD 2WDAUTOMATIC TRANSMISSION
RATINGS WITH BALL HITCH

	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL		2018 SIERRA 3500HD 2WD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹		AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹
3500HD SERIES REGULAR CAB LONG BOX SRW 2WD	4.10	14,500			3500HD SERIES REGULAR CAB LONG BOX SRW 2WD	4.10	14,600		
3500HD SERIES REGULAR CAB LONG BOX DRW 2WD	4.10	14,300			3500HD SERIES REGULAR CAB LONG BOX DRW 2WD	4.10	14,300		
3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD	4.10	14,200	3.73	14,500	3500HD SERIES DOUBLE CAB LONG BOX SRW 2WD	4.10	14,200	3.73	17,500
3500HD SERIES DOUBLE CAB LONG BOX DRW 2WD	4.10	13,800	3.73	20,000	3500HD SERIES DOUBLE CAB LONG BOX DRW 2WD	4.10	13,800	3.73	23,200
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD	4.10	13,000	3.73	13,000	3500HD SERIES CREW CAB STANDARD BOX SRW 2WD	4.10	14,200	3.73	17,500
3500 DENALI HD CREW CAB STANDARD BOX SRW 2WD	4.10	13,000	3.73	13,000	3500 DENALI HD CREW CAB STANDARD BOX SRW 2WD	4.10	14,200	3.73	17,500
3500HD SERIES CREW CAB LONG BOX SRW 2WD	4.10	14,100	3.73	14,500	3500HD SERIES CREW CAB LONG BOX SRW 2WD	4.10	14,000	3.73	17,400
3500 DENALI HD CREW CAB LONG BOX SRW 2WD	4.10	14,100	3.73	14,500	3500 DENALI HD CREW CAB LONG BOX SRW 2WD	4.10	14,000	3.73	17,400
3500HD SERIES CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	20,000	3500HD SERIES CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	23,100
3500 DENALI HD CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	20,000	3500 DENALI HD CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	23,100

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 4,000 lbs on 3500HD SRW models and 5,000 lbs on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package [ZB2] provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness [JY2] is also available and requires the Trailering Equipment Package [ZB2].

AUTOMATIC-TRANSMISSION MODEL NOTE: All automatic-transmission models are equipped with an engine oil cooler [KC4] and an oil-to-air transmission oil cooler [KNP].

2018 SIERRA 3500HD 4WDAUTOMATIC TRANSMISSION
RATINGS WITH BALL HITCH

	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL		2018 SIERRA 3500HD 4WD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V-8		DURAMAX 6.6L V-8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹		AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹
3500HD SERIES REGULAR CAB LONG BOX SRW 4WD	4.10	14,300	3.73	14,500	3500HD SERIES REGULAR CAB LONG BOX SRW 4WD	4.10	14,300	3.73	17,600
3500HD SERIES REGULAR CAB LONG BOX DRW 4WD	4.10	14,000	3.73	20,000	3500HD SERIES REGULAR CAB LONG BOX DRW 4WD	4.10	13,900	3.73	23,300
3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD	4.10	13,900	3.73	14,500	3500HD SERIES DOUBLE CAB LONG BOX SRW 4WD	4.10	13,900	3.73	17,200
3500HD SERIES DOUBLE CAB LONG BOX DRW 4WD	4.10	13,600	3.73	20,000	3500HD SERIES DOUBLE CAB LONG BOX DRW 4WD	4.10	13,500	3.73	22,900
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD	4.10	13,000	3.73	13,000	3500HD SERIES CREW CAB STANDARD BOX SRW 4WD	4.10	13,900	3.73	17,200
3500 DENALI HD CREW CAB STANDARD BOX SRW 4WD	4.10	13,000	3.73	13,000	3500 DENALI HD CREW CAB STANDARD BOX SRW 4WD	4.10	13,900	3.73	17,200
3500HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	15,000	3500HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	17,000
3500 DENALI HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	15,000	3500 DENALI HD CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	17,000
3500HD SERIES CREW CAB LONG BOX DRW 4WD	4.10	13,400	3.73	20,000	3500HD SERIES CREW CAB LONG BOX DRW 4WD	4.10	13,300	3.73	22,700
3500 DENALI HD CREW CAB LONG BOX DRW 4WD	4.10	13,400	3.73	20,000	3500 DENALI HD CREW CAB LONG BOX DRW 4WD	4.10	13,300	3.73	22,700

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Fifth-wheel or gooseneck kingpin weight should be 15 percent to 25 percent of trailer weight up to 4,000 lbs on 3500HD SRW models and 5,000 lbs on 3500HD DRW models.

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on Sierra Heavy Duty models. Where available, the Trailering Equipment Package [ZB2] provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness [UY2] is also available and requires the Trailering Equipment Package [ZB2].

AUTOMATIC-TRANSMISSION MODEL NOTE: All automatic-transmission models are equipped with an engine oil cooler [KC4] and an oil-to-air transmission oil cooler [KNP].

FIFTH-WHEEL AND GOOSENECK HITCH NOTES: The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

**2018 TERRAIN/
TERRAIN DENALI**

	1.5L TURBO I-4		1.6L TURBO DIESEL I-4		2.0L TURBO I-4	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
TERRAIN FWD/AWD	3.47	1,500	2.89	1,500	3.17	3,500
TERRAIN DENALI FWD/AWD					3.17	3,500

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

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

2018 CANYON

	2.5L I-4		3.6L V-6		DURAMAX 2.8L I-4	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
CANYON EXTENDED CAB 2WD	4.10	3,500	3.42	7,000	–	–
CANYON CREW CAB 2WD (SHORT BOX/LONG BOX)	4.10/–	3,500/–	3.42/3.42	7,000 ¹ /7,000 ¹	3.42/3.42	7,700 ¹ /7,700 ¹
CANYON EXTENDED CAB 4WD	4.10	3,500	3.42	7,000 ¹	–	–
CANYON CREW CAB 4WD (SHORT BOX/LONG BOX)	–/–	–/–	3.42/3.42	7,000 ¹ /7,000 ¹	3.42/3.42	7,600/7,550

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

¹Requires Trailering Package (Z82).

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

2018 YUKON

	EcoTec3 5.3L V-8		EcoTec3 6.2L V-8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY
YUKON/YUKON XL/ YUKON DENALI/ YUKON XL DENALI				
YUKON 2WD	3.08	6,500		
YUKON 2WD WITH HD TRAILERING PACKAGE	3.42	8,500		
YUKON 4WD	3.08	6,300		
YUKON 4WD WITH HD TRAILERING PACKAGE	3.42	8,200		
YUKON XL 2WD	3.08	6,300		
YUKON XL 2WD WITH HD TRAILERING PACKAGE	3.42	8,300		
YUKON XL 4WD	3.08	6,000		
YUKON XL 4WD WITH HD TRAILERING PACKAGE	3.42	8,000		
YUKON DENALI 2WD			3.23	8,400
YUKON DENALI 4WD			3.23	8,100
YUKON XL DENALI 2WD			3.23	8,100
YUKON XL DENALI AWD			3.23	7,900

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

NOTES ON YUKON: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The Trailering Equipment Package (Z82) includes trailer hitch platform and seven-way sealed electrical connector.

2018 ACADIA/
ACADIA DENALI

	2.5L I-4		3.6L V-6	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY
2WD	3.87	1,000	3.16	4,000 ¹
AWD	3.87	1,000	3.16	4,000 ¹

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

¹Requires [V92] Trailering Package. V-6 engine limited to 1,000 lbs without V92 Package.

NOTES ON ACADIA: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum towing capacity when ordered with available [V92] Trailering Package.

2018 SAVANA
PASSENGER

	4.3L V-6 VVT		VORTEC 6.0L V-8/ 6.0L V-8 GASEOUS		DURAMAX 2.8L I-4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY
2500	3.42	6,500	3.42	9,400	3.42	6,100
3500 [135" WB/155" WB]	3.42	6,500/6,100	3.42	9,400/9,000	3.42	6,000/5,700

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

NOTES ON SAVANA PASSENGER: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight, up to 400 lbs with a weight-carrying hitch and up to 1,000 lbs with a weight-distributing hitch. Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package [ZB2] includes trailer hitch platform and seven-wire trailer wiring harness.

2018 SAVANA CARGO

	4.3L V-6 VVT		VORTEC 6.0L V-8/ 6.0L V-8 GASEOUS		DURAMAX 2.8L I-4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY
2500 2WD	3.42	7,200	3.42	10,000	3.42	6,800
2500 2WD LWB	3.42	6,900	3.42	9,800	3.42	6,500
3500 2WD	3.42	7,200	3.42	10,000	3.42	6,800
3500 2WD LWB	3.42	7,000	3.42	9,900	3.42	6,500

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

NOTES ON SAVANA CARGO: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight, up to 400 lbs with a weight-carrying hitch and up to 1,000 lbs with a weight-distributing hitch. Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Trailering Equipment Package [ZB2] includes trailer hitch platform and seven-wire trailer wiring harness.

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

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

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