
# 2010 GMC TRAILERING GUIDE

TRAILER WEIGHT RATINGS _ VEHICLE SELECTION _ HITCH SELECTION _ TRAILERING TIPS

## TRAILERING CAPABILITIES YOU CAN COUNT ON

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**GMC YUKON XL 3/4-TON SLT (ON COVER)** IN PURE SILVER METALLIC SHOWN WITH AVAILABLE EQUIPMENT

**GMC SIERRA 3500HD SLT DRW** IN PURE SILVER METALLIC SHOWN WITH AVAILABLE EQUIPMENT

## SELECTING A VEHICLE

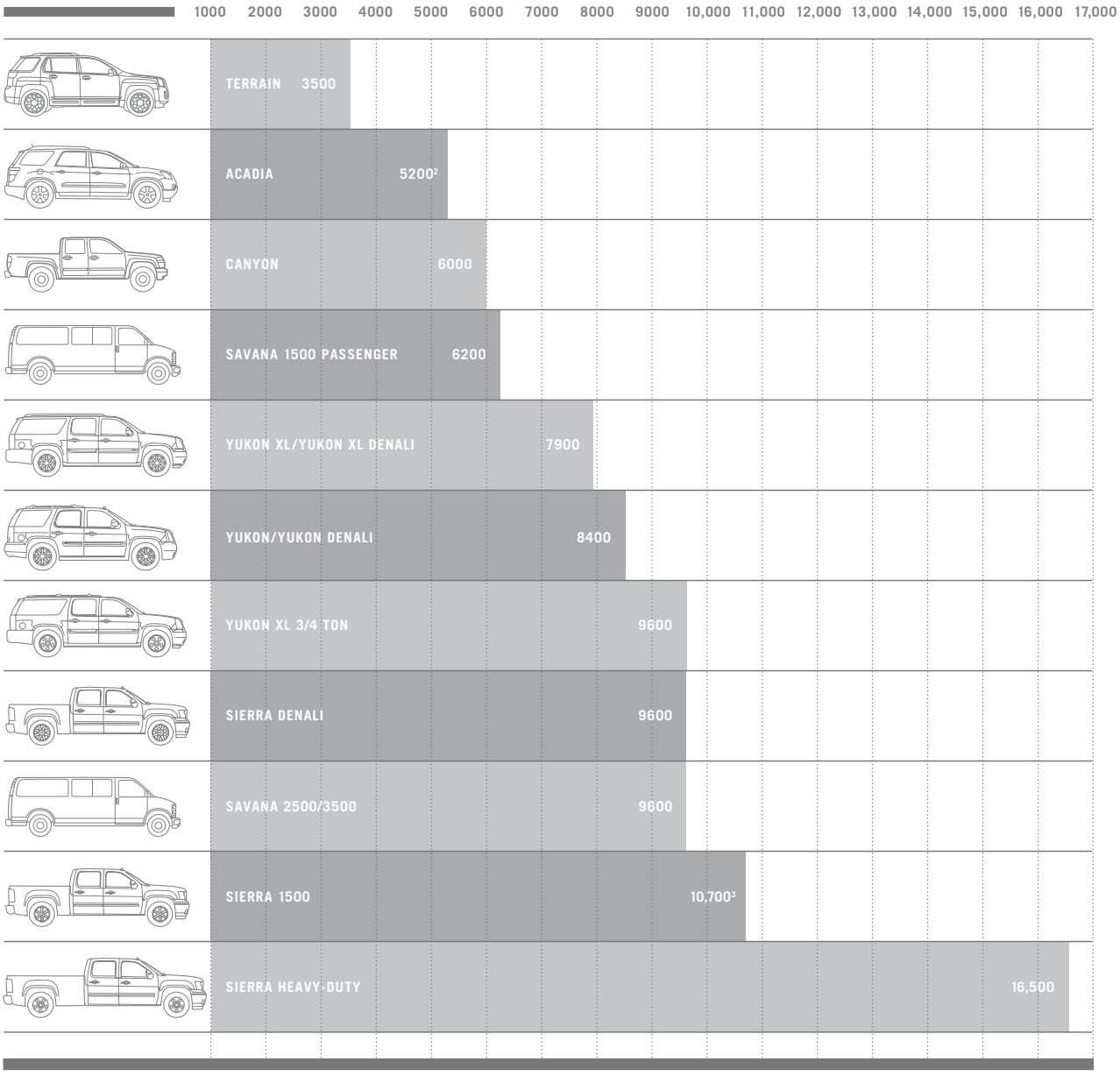
Every GMC truck, crossover, SUV and van is designed specifically for trailering, with power, handling and convenience features you can rely on for long hauls and heavy loads. This guide will help you select the GMC model that's right for your trailering needs, and also contains helpful tips for loading,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




**GMC CANYON CREW CAB SLT**
IN PURE SILVER METALLIC
SHOWN WITH AVAILABLE
EQUIPMENT

## MAXIMUM TRAILER WEIGHT RATING (LBS)[1]

The chart below 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 (driver weight and base equipment are already included). See pages 13-18 for maximum trailer weight ratings by specific model.

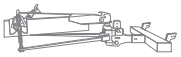





[1]Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details. [2]Requires Trailering Package (V92), which includes a factory-installed trailer hitch platform, seven-pin electrical plug and a Heavy-Duty Cooling Package. [3]Sierra 1500 Extended Cab 2WD with standard box and Max Trailering Package.

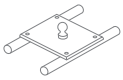

HITCH BALL
ON STEP BUMPER

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 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 GMC vehicle, which are detailed on pages 13-18.

>> **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, commonly used for trailering 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 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.[1]

>> **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 Heavy-Duty Trailering Equipment Package is available for a wide variety of GMC models (and is standard on some Sierra and Yukon models). The Z82 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. Select Sierra models and 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.

>> **INTEGRATED BRAKE CONTROLLER** This is optional on Sierra pickups. 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** These are required above 2000-lb trailer weight on Sierra and Yukon, and above 1000-lb trailer weight on all other models. 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.



[1]See pages 13-18 for ratings. [2]See page 14 for ratings.


>> **SERIES** In general, a higher series number indicates a greater load-carrying capacity.[1] 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;[1] and closed-cargo (Acadia, Yukon, Terrain, 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.

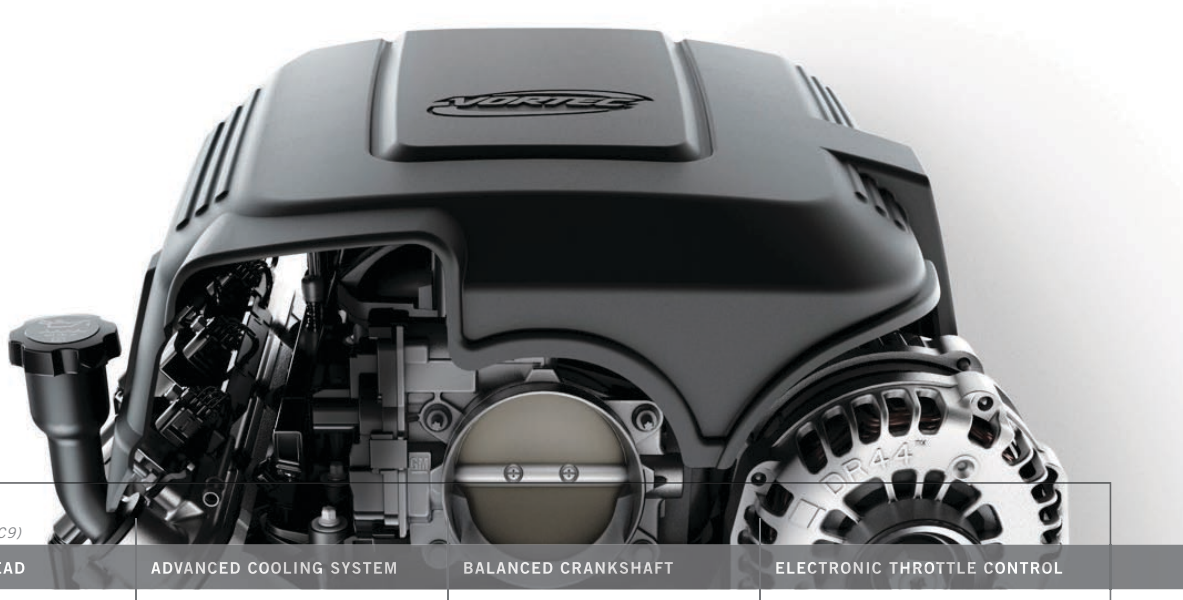


**GMC SIERRA 1500 SLT**
IN FIRE RED
SHOWN WITH AVAILABLE
EQUIPMENT

[1]Cargo and load capacity limited by weight and distribution.

## POWER AND PERFORMANCE

The 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.




*VORTEC 5.3L V-8 VVT (LC9)*

| VORTEC CYLINDER HEAD | ADVANCED COOLING SYSTEM | BALCANED CRANKSHAFT | ELECTRONIC THROTTLE CONTROL |
|---|---|---|---|
| The Vortec engine's unique cylinder head design effectively mixes the intake charge to improve the air/fuel mixture for enhanced performance. | The Vortec's cooling system distributes equal amounts of coolant to the cylinder case for more efficient cooling. | An internally balanced crankshaft reduces stress for enhanced durability. | An Electronic Throttle Control system optimizes drivability and fuel economy as well as reduces emissions. |

>> **DURAMAX DIESEL V-8 AND ALLISON 6-SPEED AUTOMATIC TRANSMISSION** Sierra heavy-duty models are available with the Duramax Diesel 6.6L V-8 engine and the Allison 6-speed automatic transmission. The Allison transmission's target lifespan of 200,000 miles is made possible through the use of larger, heavier components than normally found in 1-ton pickups. With an extraordinary 660 lb-ft of torque, the Duramax Diesel 6.6L Turbo V-8 makes the 3500HD the most powerful V-8 1-ton.

>> **VORTEC ENGINE TECHNOLOGY** Mile after mile, our Vortec engines reassert their reputation for stand-up performance and innovative, breakthrough engineering. This performance all starts with a unique cylinder head design: By developing an effective air flow 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. In addition, the coil-near-plug ignition produces a reliable spark, and a stiff engine block provides superior vibration damping.

>> **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 the differential engages, both rear wheels rotate at the same speed, providing more of the driveline's torque to the tire with better traction.

For trailering, GMC recommends an automatic transmission for convenience and improved performance. Sierra heavy-duty trucks equipped with a Duramax engine are available with an Allison 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. The 6-speed automatic transmission that comes standard on Yukon Denali and Yukon XL Denali, and is available with Sierra, Yukon and Yukon XL, includes Tow/Haul mode. It includes a passive shift stabilization feature that helps eliminate overactive shifting, a shift schedule to contribute to the solid shift feel, improved transmission life and overall trailering capability.

## SELECTED HORSEPOWER AND TORQUE RATINGS

| ENGINE HP@RPM TORQUE LB-FT@RPM | CANYON | SIERRA 1500 | SIERRA DENALI | SIERRA HEAVY-DUTY | ACADIA | TERRAIN | YUKON | YUKON XL | YUKON DENALI | YUKON XL DENALI | SAVANA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4L I-4 VVT DI (LAF) | | | | | | 182@6700<br>172@4900 | | | | | |
| 2.9L I-4 VVT (LLV) | 185@5600<br>190@2800 | | | | | | | | | | |
| 3.0L V-6 VVT DI (LF1) | | | | | | 264@6950<br>222@5100 | | | | | |
| 3.6L V-6 VVT DI (LLT) | | | | | 288@6300<br>270@3400 | | | | | | |
| 3.7L I-5 VVT (LLR) | 242@5600<br>242@4600 | | | | | | | | | | |
| 4.3L V-6 (LU3) | | 195@4600<br>260@2800 | | | | | | | | | |
| 4.8L V-8 (L20) | | 302@5600<br>305@4600 | | | | | | | | | |
| 5.3L V-8 (LMG) GAS | | 315@5200<br>335@4000 | | | | | 320@5400<br>335@4000 | 320@5400<br>335@4000 | | | |
| 5.3L V-8 (LMG) E85 | | 326@5300<br>348@4400 | | | | | 326@5300<br>348@4400 | 326@5300<br>348@4400 | | | |
| 5.3L V-8 (LH9) | 300@5200<br>320@3600 | | | | | | | | | | |
| 5.3L V-8 (LMF) | | | | | | | | | | | 310@5200<br>334@4500 |
| 5.3L V-8 (LC9) GAS | | 315@5200<br>335@4000 | | | | | 320@5400<br>335@4000 | 320@5400<br>335@4000 | | | |
| 5.3L V-8 (LC9) E85 | | 326@5300<br>348@4400 | | | | | 326@5300<br>348@4400 | 326@5300<br>348@4400 | | | |
| 6.0L V-8 VVT (L96) | | | | 360@5400[1]/<br>322@5400[2]<br><br>380@4200 | | | | 352@5400[3]<br><br>382@4200[3] | | | 323@4600<br><br>373@4400 |
| 6.0L V-8 VVT (LZ1) HYBRID | | 332@5100<br>367@4100 | | | | | 332@5100<br>367@4100 | | 332@5100<br>367@4100 | | |
| 6.2L V-8 VVT (L9H) | | 403@5700<br>417@4300 | 403@5700<br>417@4300 | | | | | 395@5600<br>417@4300 | | | |
| 6.2L V-8 VVT (L94) | | | | | | | | | 403@5700<br>417@4300 | 403@5700<br>417@4300 | |
| 6.6L V-8 TURBO DIESEL (LMM) | | | | 365@3200[4]<br>660@1600[4] | | | | | | | |

[1]Horsepower for vehicles less than 10,000 lbs GVWR. [2]Horsepower for vehicles greater than 10,000 lbs GVWR. [3]Standard and only available on Yukon XL ¾-ton models. [4]With available Allison 1000 Series automatic transmission.

## SPECIAL GMC FEATURES

**6-SPEED TRANSMISSION** Select Yukon, Sierra ½-ton and heavy-duty models feature an electronically controlled 6-speed automatic transmission with overdrive and Tow/Haul mode. Sierra heavy-duty models with the Duramax Diesel 6.6L Turbo V-8 use an Allison 6-speed transmission with engine grade braking and Tow/Haul mode.

**TOW/HAUL MODE** An innovative Tow/Haul mode gives automatic transmissions on selected 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, move the column shift lever to the "M" position. The current range will appear next to the "M," 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.

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

## TRAILERING TERMS

**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** Manually extendable mirrors are available with Sierra. Heated, manually extendable, power-adjustable mirrors with turn signals in the glass are available for Sierra and Yukon XL ¾-ton.

**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.

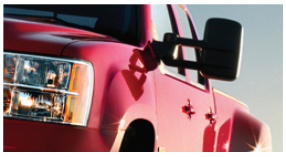
**TRAILER WEIGHT RATING** The trailer weight rating for any vehicle is determined by subtracting vehicle weight from GCWR. At the trailer weight rating for a properly equipped vehicle, you should be able to accelerate and merge with traffic, climb typical interstate grades at highway speeds, have control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



HEADLAMP


EASY TAPSHIFTING

TRAILERING MIRRORS



**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.

**TRAILERING TERMS**

**ALL-WHEEL DRIVE (AWD)** This is great if you'll be trailering over wet or snow-covered roads on a regular basis. The Yukon Denali and Yukon XL Denali, Sierra Denali, Acadia, Terrain and selected Savana models offer available advanced AWD designs that distribute power to front and rear axles, allowing every wheel to provide driving power.

**REAR-WHEEL DRIVE** This is available on all GMC vehicles (except the front-wheel-drive Acadia, Terrain and the all-wheel-drive Yukon Denali, Yukon XL and Sierra Denali). The addition of cargo increases weight on the rear, increasing traction. Rear-wheel-drive vehicles typically have lighter chassis weights, resulting in better fuel economy[1] 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.[2]

**FOUR-WHEEL DRIVE** This gives you the option of enjoying outstanding traction on demand. Yukon, Yukon XL and Sierra are available with Autotrac (Insta-Trac is standard on Canyon)—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.

**DRIVE TYPES**

| TRAILER CLASSIFICATION | TYPICAL EXAMPLES | WEIGHT RANGE | TYPICAL HITCH TYPE[3] | TYPICAL HITCH (TONGUE) WEIGHT |
|---|---|---|---|---|
| LIGHT-DUTY (I) | Folding camping trailer, snowmobiles and jet-ski trailers (trailer and cargo combined) | Up to 2000 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 | 2001-3500 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 | 3501-5000 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 | 5001-10,000 lbs gross trailer weight | Weight-distributing hitch or fifth-wheel hitch | 10%-15% of gross trailer weight (1200 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 (1500 lbs maximum for weight-distributing hitch)<br><br>15%-25% of gross trailer weight (3500 lbs maximum for fifth-wheel or gooseneck hitch) |

[1]EPA-estimated mpg: Canyon Crew Cab 2WD with 2.9L V-8 engine, 18 city/25 hwy.; Savana 1500 2WD with 5.3L V-8 engine, 13 city/17 hwy.; Sierra 1500 XFE with 5.3L V-8 engine, 15 city/21 hwy.; Yukon with 5.3L V-8 engine, 15 city/21 hwy. [2]Cargo and load capacity limited by weight and distribution. [3]Represents minimum recommended hitches. Please refer to your trailer's Owner's Manual or ask your GMC sales professional.

## 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** Load your trailer to attain a 10-15 percent tongue weight. 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 13-18). 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. 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

>> **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** 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 will likely 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 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 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 reentering 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.

>> **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.

>> **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 1500 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.

>> **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.

| FLAT (DINGHY) TOWING CAPABILITY | ACADIA | CANYON | TERRAIN | SAVANA | SIERRA | YUKON | YUKON XL | YUKON DENALI/ XL DENALI |
|---|---|---|---|---|---|---|---|---|
| 2WD | NO | NO | YES | NO | NO | NO | NO | NO |
| 4WD | — | YES | — | — | YES | YES | YES | — |
| AWD | NO | — | YES | NO | NO | — | — | NO |

## GMC TRAILER WEIGHT RATINGS[1]

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 14.) The maximum rating for a weight-carrying hitch is listed below the charts. Do not exceed the maximum trailer weight rating. When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details. 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.

**SIERRA 1500**
**AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH**

| | VORTEC 4.3L V-6 | | VORTEC 4.8L V-8 FLEXFUEL | | VORTEC 5.3L V-8 FLEXFUEL | | VORTEC 6.0L V-8 HYBRID | | VORTEC 6.2L V-8 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| REG CAB STANDARD BOX 2WD[2] | 3.23[2]<br>3.73[3] | 4800<br>5400 | 3.23[3]<br>3.73 | 4700<br>7200 | 3.08<br>3.42 | 7400<br>9100 | | | | |
| REG CAB STANDARD BOX 4WD[2] | 3.73[2] | 5100 | 3.42[3] | 6000 | 3.08<br>3.42 | 7100<br>8900 | | | | |
| REG CAB LONG BOX 2WD[2] | 3.23[2]<br>3.73[2] | 4700<br>5200 | 3.23[3]<br>3.73 | 5100<br>7100 | 3.08<br>3.42 | 7200<br>10,000 | | | | |
| REG CAB LONG BOX 4WD | 3.73[2] | 4900 | 3.42[3] | 5800 | 3.08<br>3.42 | 7000<br>9800 | | | | |
| EXT. CAB STANDARD BOX 2WD | 3.23[3] | 4400 | 3.23[2]<br>3.73 | 4700<br>6700 | 3.08<br>3.42 | 6900<br>9700 | | | 3.42 | 9700 |
| EXT. CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 10,700 |
| EXT. CAB STANDARD BOX 4WD | | | 3.42[2] | 5500 | 3.08<br>3.42 | 6800<br>9600 | | | 3.42 | 9400 |
| EXT. CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 10,400 |
| EXT. CAB LONG BOX 2WD | | | | | 3.08<br>3.42 | 6700<br>9500 | | | | |
| EXT. CAB LONG BOX 4WD | | | | | 3.08[3]<br>3.42 | 6500<br>9200 | | | | |
| CREW CAB SHORT BOX 2WD[3] | | | 3.23<br>3.73 | 4700<br>6700 | 3.08<br>3.42 | 6800<br>9600 | 3.08 | 6100 | 3.42 | 9600 |
| CREW CAB SHORT BOX 2WD XFE[3] | | | | | 3.08 | 7000 | | | | |
| CREW CAB SHORT BOX 2WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 10,600 |
| CREW CAB SHORT BOX 4WD | | | 3.42 | 5500 | 3.08<br>3.42 | 6700<br>9500 | 3.08 | 5900 | 3.42 | 9300 |
| CREW CAB SHORT BOX 4WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 10,400 |
| SIERRA DENALI CREW CAB SHORT BOX 2WD[3] | | | | | | | | | 3.42 | 9600 |
| SIERRA DENALI CREW CAB SHORT BOX AWD[3] | | | | | | | | | 3.42 | 9300 |

[1]Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details. [2]Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 1500 lbs (680 kg) maximum. [3]This model is neither designed nor intended to tow fifth-wheel or gooseneck trailers.

These charts are for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5000 lbs and a 600-lb trailer tongue weight. A weight-distributing hitch-and-sway control is required for trailer weights greater than 5000 lbs.

**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 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 1000 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). **1500 SERIES MODEL NOTES:** To achieve a trailer weight rating greater than 5000 lbs, models must be equipped with an available optional suspension: • Handling/Trailering (Z85) • Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.

## GMC TRAILER WEIGHT RATINGS (CONTINUED)

| SIERRA 1500 AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/FIFTH-WHEEL TRAILER | VORTEC 4.3L V-6 | | VORTEC 4.8L V-8 FLEXFUEL | | VORTEC 5.3L V-8 FLEXFUEL | | VORTEC 6.0L V-8 HYBRID | | VORTEC 6.2L V-8 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| REG CAB STANDARD BOX 2WD[1] | | | | | | | | | | |
| REG CAB STANDARD BOX 4WD[1] | | | | | 3.42 | 8100 | | | | |
| REG CAB LONG BOX 2WD[1] | | | | | 3.42 | 8800 | | | | |
| REG CAB LONG BOX 4WD[1] | | | | | 3.42 | 9700 | | | | |
| EXT. CAB STANDARD BOX 2WD[1] | | | | | 3.42 | 9200 | | | 3.42 | 9300 |
| EXT. CAB STANDARD BOX 2WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 10,200 |
| EXT. CAB STANDARD BOX 4WD[1] | | | | | 3.42 | 9600 | | | 3.42 | 8900 |
| EXT. CAB STANDARD BOX 4WD WITH MAX TRAILERING PACKAGE | | | | | | | | | 3.73 | 9900 |
| EXT. CAB LONG BOX 2WD[1] | | | | | 3.42 | 8900 | | | | |
| EXT. CAB LONG BOX 4WD[1] | | | | | 3.42 | 8000 | | | | |
| CREW CAB SHORT BOX 2WD[2] | | | | | | | | | | |
| CREW CAB SHORT BOX 4WD[2] | | | | | | | | | | |
| CREW CAB SHORT BOX 2WD WITH MAX TRAILERING PACKAGE | | | | | | | | | | |
| CREW CAB SHORT BOX 4WD[2] | | | | | | | | | | |
| CREW CAB SHORT BOX 4WD WITH MAX TRAILERING PACKAGE | | | | | | | | | | |



[1]Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 3000 lbs (1361 kg) maximum. [2]Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 3500 lbs (1587 kg) maximum.

This chart is for use with fifth-wheel or gooseneck hitches. Automatic transmission ratings with Vortec 6000 engine.

**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 sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Heavy-Duty Trailering Equipment Package (Z82). **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 1500 lbs. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). **1500 SERIES MODEL NOTES:** To pull fifth-wheel or gooseneck trailers, models must be equipped with an available optional suspension: • Handling/Trailering (Z85) • Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.

## GMC TRAILER WEIGHT RATINGS (CONTINUED)

| SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH[1] | VORTEC 6.0L V-8 | | DURAMAX 6.6L V-8 DIESEL | | SIERRA HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER[1] | VORTEC 6.0L V-8 | | DURAMAX 6.6L V-8 DIESEL | |
|---|---|---|---|---|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| 2500HD SERIES EXTENDED CAB STANDARD BOX 2WD[2] | 3.73<br>4.10 | 10,200<br>12,700 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,200<br>12,700 | 3.73 | 15,500 |
| 2500HD SERIES CREW CAB STANDARD BOX 2WD[2] | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 15,300 |
| 2500HD SERIES REGULAR CAB LONG BOX 2WD[2] | 3.73<br>4.10 | 10,500<br>13,000 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,500<br>13,000 | 3.73 | 15,800 |
| 2500HD SERIES EXTENDED CAB LONG BOX 2WD[2] | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 15,300 |
| 2500HD SERIES EXTENDED CAB STANDARD BOX 4WD[2] | 3.73<br>4.10 | 9900<br>12,400 | 3.73 | 13,000 | | 3.73<br>4.10 | 9900<br>12,400 | 3.73 | 14,500 |
| 2500HD SERIES CREW CAB STANDARD BOX 4WD[2] | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,000 | | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,900 |
| 2500HD SERIES REGULAR CAB LONG BOX 4WD[2] | 3.73<br>4.10 | 10,200<br>12,700 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,200<br>12,700 | 3.73 | 15,500 |
| 2500HD SERIES EXTENDED CAB LONG BOX 4WD[2] | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,000 | | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,800 |
| 2500HD SERIES CREW CAB STANDARD BOX 4WD[2] | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,000 | | 3.73<br>4.10 | 9800<br>12,300 | 3.73 | 13,900 |
| 3500HD SERIES EXTENDED CAB LONG BOX SRW 2WD[3] | 3.73<br>4.10 | 9900<br>12,400 | 3.73 | 13,000 | | 3.73<br>4.10 | 9900<br>12,400 | 3.73 | 15,400 |
| 3500HD SERIES EXTENDED CAB LONG BOX DRW 2WD[3] | 3.73<br>4.10 | 9500<br>12,000 | 3.73 | 13,000 | | 3.73<br>4.10 | 9500<br>12,000 | 3.73 | 16,300 |
| 3500HD SERIES CREW CAB LONG BOX SRW 2WD[3] | 3.73<br>4.10 | 9700<br>12,200 | 3.73 | 13,000 | | 3.73<br>4.10 | 9700<br>12,200 | 3.73 | 15,100 |
| 3500HD SERIES CREW CAB LONG BOX DRW 2WD[3] | 3.73<br>4.10 | 9300<br>11,800 | 3.73 | 13,000 | | 3.73<br>4.10 | 9300<br>11,800 | 3.73 | 16,200 |
| 3500HD SERIES REGULAR CAB LONG BOX SRW 4WD[3] | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 13,000 | | 3.73<br>4.10 | 10,000<br>12,500 | 3.73 | 15,400 |
| 3500HD SERIES REGULAR CAB LONG BOX DRW 4WD[3] | 3.73<br>4.10 | 9700<br>12,200 | 3.73 | 13,000 | | 3.73<br>4.10 | 9700<br>12,200 | 3.73 | 16,500 |
| 3500HD SERIES EXTENDED CAB LONG BOX SRW 4WD[3] | 3.73<br>4.10 | 9600<br>12,100 | 3.73 | 13,000 | | 3.73<br>4.10 | 9600<br>12,100 | 3.73 | 14,900 |
| 3500HD SERIES EXTENDED CAB LONG BOX DRW 4WD[3] | 3.73<br>4.10 | 9200<br>11,700 | 3.73 | 13,000 | | 3.73<br>4.10 | 9200<br>11,700 | 3.73 | 16,100 |
| 3500HD SERIES CREW CAB SRW 4WD[3] | 3.73<br>4.10 | 9400<br>11,900 | 3.73 | 13,000 | | 3.73<br>4.10 | 9400<br>11,900 | 3.73 | 14,800 |
| 3500HD SERIES CREW CAB DRW 4WD[3] | 3.73<br>4.10 | 9100<br>11,600 | 3.73 | 13,000 | | 3.73<br>4.10 | 9100<br>11,600 | 3.73 | 15,900 |



[1]Trailer rating limited to 13,000 lbs with weight distributing hitch (conventional). [2]Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 3000 lbs (1361 kg) maximum. [3]Fifth-wheel or gooseneck kingpin weight 15 percent to 25 percent of trailer weight up to 3500 lbs (1587 kg) maximum.

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

**GENERAL TRAILERING NOTES:** A seven-wire trailering harness is standard on Sierra Heavy-Duty models. Where available, the Heavy-Duty 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 Heavy-Duty 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). **FIFTH-WHEEL AND GOOSENECK HITCH NOTES:** Trailer kingpin weight should be 15 percent to 25 percent of total loaded trailer, up to 2500 lbs on single-rear-wheel (RO4) models or up to 3500 lbs 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).

## GMC TRAILER WEIGHT RATINGS (CONTINUED)

| YUKON<br>YUKON<br>YUKON XL<br>YUKON HYBRID<br>YUKON DENALI<br>YUKON XL DENALI<br>YUKON DENALI HYBRID | VORTEC 5.3L V-8 | | VORTEC 6.0L V-8 VVT | | VORTEC 6.0L V-8 HYBRID | | VORTEC 6.2L V-8 | |
|---|---|---|---|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| YUKON 1500 2WD | 3.08<br>3.42 | 5400<br>8400[1] | | | 3.08 | 6200 | | |
| YUKON 1500 4WD | 3.08<br>3.42 | 5200<br>8200[1] | | | 3.08 | 6000 | | |
| YUKON XL 1500 2WD | 3.08<br>3.42 | 5100<br>8100[1] | | | | | 3.42 | 8100 |
| YUKON XL 1500 4WD | 3.42 | 7900[1] | | | | | 3.42 | 7900 |
| YUKON XL 2500 2WD | | | 3.73 | 9600 | | | | |
| YUKON XL 2500 4WD | | | 3.73 | 9300 | | | | |
| YUKON DENALI 2WD | | | | | 3.08 | 6000 | 3.42 | 8300 |
| YUKON DENALI AWD | | | | | 3.08 | 5700 | 3.42 | 8100 |
| YUKON XL DENALI 2WD | | | | | | | 3.42 | 7600 |
| YUKON XL DENALI AWD | | | | | | | 3.42 | 7900 |

[1]Requires Heavy-Duty Cooling Package (K5L).

**NOTES ON YUKON, YUKON XL AND YUKON DENALI:** Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details. Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 1000 lbs). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and trailer electrical connector. With 2WD models, Z82 also includes traction control (NW7), air cleaner (K47) and locking differential (G80).

| TERRAIN | VORTEC 2.4L I-4 | | VORTEC 3.0L V-6 DI | |
|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| TERRAIN FWD | 3.32 | 1500 | 2.77 | 3500 |
| TERRAIN AWD | 3.32 | 1500 | 2.77 | 3500 |

Weight-distributing hitch and sway control not required.

**NOTES ON TERRAIN:** Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 350 lbs). 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.




**GMC TERRAIN SLT-2**
IN CARBON BLACK METALLIC
SHOWN WITH AVAILABLE
EQUIPMENT

## CANYON

| | VORTEC 2.9L I-4 VVT | | VORTEC 3.7L I-5 VVT | | VORTEC 5.3L V-8 | |
|---|---|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| REGULAR CAB 2WD | 3.73 | 3400 | 3.73 | 4000 | | |
| REGULAR CAB 4WD | 3.73 | 3100 | 3.73 | 4000 | | |
| EXTENDED CAB 2WD | 3.73 | 3200 | 3.73 | 5500 | 3.42<br>3.73 | 6000<br>6000 |
| EXTENDED CAB 4WD | 3.73 | 2900 | 3.73 | 5500 | 3.42<br>4.10 | 6000<br>6000 |
| CREW CAB 2WD | 3.73 | 3000 | 3.73 | 5500 | 3.42<br>3.73 | 6000<br>6000 |
| CREW CAB 4WD | | | 3.73 | 5500 | 3.42<br>4.10 | 6000<br>6000 |

Weight-distributing hitch-and-sway control not required.

**NOTES ON CANYON:** Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 500 lbs). 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.

## ACADIA

| | GM 3.6L V-6 VVT DI | |
|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| ACADIA 2WD | 3.16 | 5200 |
| ACADIA 4WD | 3.16 | 5200 |

Weight-distributing hitch-and-sway control not required.

**NOTES ON ACADIA:** Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 500 lbs). Addition of trailer tongue weight must not 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.

## SAVANA

| | VORTEC 5.3L V-8 | | VORTEC 6.0L V-8 | |
|---|---|---|---|---|
| | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY | AXLE RATIO | MAX TRAILER/ TOWING CAPACITY |
| 1500 2WD/AWD | 3.73 | 6200/6000 | | |
| 2500 | | | 3.42 | 9600 |
| 3500 (135WB/155WB) | | | 3.42 | 9600/8900 |

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 4000 lbs with a 400-lb tongue weight. A weight-distributing hitch-and-sway control is required for trailer weights greater than 4000 lbs.

**NOTES ON SAVANA:** Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight (up to 1000 lbs). 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 Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and seven-wire trailer wiring harness.


**GMC CANYON EXTENDED CAB SLT**
IN PURE SILVER METALLIC
SHOWN WITH AVAILABLE
EQUIPMENT



**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 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. 

WE ENGINEER PRACTICAL WISDOM AND REMARKABLE CAPABILITY INTO EVERYTHING WE DO—FROM OUR RENOWNED LINE OF SIERRA PICKUPS AND THE ACADIA, OUR PREMIUM MIDSIZE CROSSOVER, TO OUR FAMILY OF FULL-SIZE HYBRID SUVS AND PICKUPS NO COMPETITOR CAN OFFER: SIERRA HYBRID, YUKON HYBRID AND YUKON DENALI HYBRID.

ADD OUR POWERFUL AND FUEL-EFFICIENT[1] ENGINES, COMPREHENSIVE SAFETY FEATURES AND THOUGHTFUL INNOVATIONS, AND YOU GET A COMBINATION OF PERFORMANCE, TECHNOLOGY AND CONVENIENCE YOU MIGHT NOT EXPECT IN ANY SINGLE VEHICLE. ADD TO THAT THE ALL-NEW GMC TERRAIN, COMBINING THE BENEFITS OF A CROSSOVER WITH THE STYLE AND FUNCTIONALITY OF AN SUV THAT HAS A BEST-IN-CLASS 32 EPA-ESTIMATED HIGHWAY MPG.[2]

THAT'S WHAT HAPPENS WHEN YOUR ENGINEERS NEVER SAY NEVER. THAT'S GMC. WE ARE PROFESSIONAL GRADE.

GMC

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[1]EPA-estimated mileage: Acadia FWD 17 city/24 hwy.; Sierra Hybrid, Yukon Hybrid, Yukon Denali Hybrid 2WD 21 city/22 hwy.
[2]Based on Terrain FWD with 2.4L I-4 DI engine and 2009 GM Compact SUV-Crossover segment. Excludes other GM vehicles.