

2008 TRAILERING GUIDE

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



GMC

WE ARE PROFESSIONAL GRADE.®

TRAILERING CAPABILITIES YOU CAN COUNT ON.

Every GMC truck, 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, to help you take to the open road with confidence and control, the 2008 Trailering Guide also contains helpful tips for loading, driving and parking with your trailer.

SELECTING A VEHICLE To select the GMC truck, van or SUV that's right for you, consider the weight of the trailer and cargo you intend to pull. 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 10–13 for maximum trailer weight ratings by specific model.

		MAXIMUM TRAILER WEIGHT RATING (LBS) ¹														
		1000	2000	3000	4000	5000	6000	7000	8000	9000	10,000	11,000	12,000	13,000	14,000	15,000
	CANYON						6000 ²									
	ACADIA				4500											
	ENVOY/ENVOY DENALI						6600									
	SAVANA															7800
	YUKON/YUKON DENALI															8200
	YUKON XL/YUKON XL DENALI															8200
	YUKON XL 3/4-TON															9700
	SIERRA 1500															10,500
	SIERRA DENALI															8600
	SIERRA HEAVY-DUTY															16,500

¹When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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. ²With V-8 Engine, available early 2008.

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VEHICLES & HITCHES

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 10–13.

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 transmission cooling and extendable trailering mirrors are available. See your GMC dealer for more information on the model you're interested in.

THE WEIGHT-CARRYING HITCH 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

THE WEIGHT-DISTRIBUTING HITCH is most often used for heavier trailering. This hitch type more evenly distributes the trailer load by using spring bars to shift some of the hitch weight forward onto the tow vehicle's front axle, and rearward to the trailer's axles.¹

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

TRAILERING PACKAGE An optional Heavy-Duty Trailering Equipment Package available for a wide variety of GMC models (and standard on some Sierra, Yukon and Envoy models) lets you bring more along when you travel. The Z82 package includes a trailer hitch platform.

THE WIRING HARNESS allows you to connect the electrical components of your trailer, such as signal and brake lights, to the trailering vehicle. Sierra and all Yukon models feature a 7-pin wiring harness to streamline hookup of trailer lighting and brakes, and a bussed electrical center makes it easier to connect an electrical trailer brake controller.

INTEGRATED BRAKE CONTROLLER is optional on Sierra pickups. It's 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.

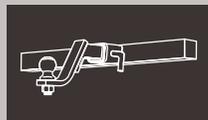
TRAILER BRAKES are required above 2000-lb trailer weight on Sierra and Yukon, above 1500-lb trailer weight on Envoy and above 1000-lb trailer weight on all other models. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration and while the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

SERIES In general, a higher series number indicates a greater load-carrying capacity.³ For example, a 3500HD Series Sierra will have more load-carrying capability than a 1500 Series when both are outfitted with standard equipment. In addition, a vehicle with a higher series number typically has a stronger frame, more rigid chassis, and higher-capacity brakes, increasing the vehicle's ability to trailer heavy loads.

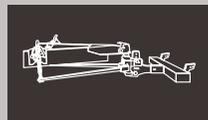
OPEN-CARGO, CLOSED-CARGO VEHICLES Basically, there are two types of GMC vehicles: open-cargo, designed primarily for carrying lots of cargo;³ and closed-cargo, for carrying both cargo and passengers. Our open-cargo models include Sierra and Canyon. The multipurpose capabilities of our full range of closed-cargo vehicles—Acadia, Yukon, Envoy and Savana—make them good choices for drivers with broad driving requirements.



HITCH BALL ON STEP BUMPER



HITCH BALL ON DRAW BAR



WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH



GOOSENECK HITCH

¹See pages 10–13 for ratings. ²See page 11 for ratings. ³Cargo and load capacity limited by weight and distribution.



VORTEC® POWER AND PERFORMANCE

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

VORTEC CYLINDER HEAD

Every Vortec Engine uses a unique cylinder head design that effectively mixes the intake charge, improving the air/fuel mixture to enhance performance.

ADVANCED COOLING SYSTEM

The Vortec's cooling system distributes equal amounts of coolant to both banks of the cylinder case for more efficient cooling.

BALANCED CRANKSHAFT

An internally balanced crankshaft reduces stress for enhanced durability.

ELECTRONIC THROTTLE CONTROL

An Electronic Throttle Control system optimizes drivability and fuel economy and reduces emissions.



VORTEC 6.0L V-8 ENGINE

A ONE-OF-A-KIND POWERTRAIN: DURAMAX™ DIESEL V-8 AND ALLISON® 6-SPEED AUTOMATIC TRANSMISSION Sierra heavy-duty models are available with the Duramax Diesel V-8 and Allison 6-speed tap-shift automatic. During R&D, the Allison transmission proved to be rugged enough to transfer more torque than any previous Duramax Diesel had produced. Consequently—since the Allison could handle more power—our engineers were free to give the Duramax an incredible 365 hp and 660 lb-ft of torque—more available V-8 horsepower and more available torque than any competitor.

VORTEC ENGINE TECHNOLOGY At GMC, we understand the demands placed on a truck. Mile after mile, our Vortec Engines reassert their reputation for stand-up performance and innovative, breakthrough engineering, resulting in an impressive combination of power, fuel

efficiency and durability. This performance all starts with a unique cylinder head design: by developing an effective air flow velocity and path, 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. It is 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.



TRANSMISSIONS GMC transmissions transfer power to the drive wheels efficiently, whether you're trailering up a grade or cruising down the highway. 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 six-speed automatic. It's loaded with innovative features, including 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 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 over-active shifting, a shift schedule to contribute to the solid shift feel, improved transmission life, and overall trailering capability.

HORSEPOWER AND TORQUE RATINGS

HP@RPM TORQUE LB-FT@RPM	VORTEC 2.9L 1-4	VORTEC 3.6L V-6	VORTEC 3.7L 1-5	VORTEC 4.2L 1-6	VORTEC 4.3L V-6	VORTEC 4.8L V-8	VORTEC 5.3L V-8	VORTEC 5.3L V-8	VORTEC 6.0L V-8	VORTEC 6.2L V-8	DURAMAX DIESEL 6.6L V-8
CANYON	185@5600 190@2800		242@5600 242@4600								
SIERRA 1500					195@4600 260@2800	295@5600 305@4800		315@5200 338@4400	367@5500 375@4300		
SIERRA DENALI										403@5700 417@4300	
SIERRA HEAVY-DUTY									353@5400 ¹ 312@4400 ²		365@3200 ³ 660@1600 ³
ACADIA		275@6600 251@3200									
ENVOY				285@6000 276@4600							
ENVOY DENALI								300@5300 321@4000			
YUKON						295@5600 ⁴ 305@4800 ⁴	320@5200 340@4200	310@5200 335@4400	352@5400 ⁵ 383@4300 ⁵		
YUKON DENALI										380@5500 417@4400	
SAVANA							301@5300 325@4500		323@4600 373@4400		

¹Less than 10,000-lb GVW. ²Greater than 10,000-lb GVW. ³With available Allison 1000 Series automatic transmission. ⁴Available only on Yukon. ⁵Available only on 3/4-ton Yukon XL.

TRAILERING FUNDAMENTALS

SPECIAL GMC FEATURES

SIX-SPEED TRANSMISSION Sierra Denali and heavy-duty models with the Vortec 6.0L V-8 feature an electronically controlled six-speed transmission with overdrive and Tow/Haul mode. Sierra heavy-duty models with the Duramax Diesel 6.6L V-8 use an Allison six-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 For ease of operation and to facilitate all your driving, towing and hauling needs, a Range Selection Mode has been added to the column shift lever. 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 gives the driver the ability 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 are available for the driver's convenience.

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.

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.



HEADLAMP



TRAILERING MIRRORS



EASY TAP SHIFTING

TRAILERING TERMS

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

GROSS COMBINATION WEIGHT RATING (GCWR) is the maximum possible 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 the vehicle weight from the 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 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's hitch.

Keep in mind that the way a trailer is loaded affects the overall tongue weight and will also affect the handling of the tow vehicle when trailering.

DRIVE TYPES

ALL-WHEEL DRIVE (AWD) 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 and selected Savana models all offer available advanced AWD designs that distribute power to front and rear axles, allowing every wheel to provide driving power. That gives your vehicle the traction, and you the confidence, to take on less-than-ideal road conditions.

REAR-WHEEL DRIVE is available on all GMC vehicles (except the front-wheel drive Acadia and the all-wheel-drive Yukon Denali, Yukon XL Denali 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 than all-wheel-drive and four-wheel-drive vehicles. The lighter chassis allows you to dedicate more of the vehicle's load-carrying capacity to cargo weight¹.

FOUR-WHEEL DRIVE gives you the option of enjoying outstanding traction on demand. Yukon, Yukon XL and Sierra are available with Autotrac™ (and standard Insta-Trac® on Canyon)—our exclusive automatic four-wheel-drive system². 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.

TRAILERING CLASSIFICATIONS

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) 15%–25% of gross trailer weight (3500 lbs maximum for fifth-wheel or gooseneck hitch)

¹Cargo and load capacity limited by weight and distribution. ²Exclusive to GM vehicles. ³Represents minimum recommended hitches. Please refer to your trailer's **Owner's Manual** or ask your GMC sales professional.

TRAILERING TIPS



ON THE ROAD

ACCELERATING/BRAKING The added weight of trailer and cargo will cause your engine to work harder when accelerating. Avoid overworking your engine by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. 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. Abrupt application (or “slamming”) of the brakes can cause the trailer to jackknife, resulting in loss of vehicle control.

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 a 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. Of course, the same commonsense rules regarding passing for normal driving apply when trailering: never pass on hills or around curves.

BACKING UP To successfully back up a trailer, place one hand at the 6 o'clock position on the steering wheel. To move the trailer

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 By loading your trailer properly, you can enjoy a safer, more comfortable driving experience. Load your trailer to attain a 10–15% tongue weight. A good rule of thumb is to distribute 60 percent of the load over the front half of the trailer 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 10–13). 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.

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 GMC vehicles have the power to handle most steep grades, even when trailering. Still, trailering on steep grades makes your vehicle work harder. Before going down a steep incline, reduce your speed and shift the transmission into a lower gear. This provides “engine braking” and 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.
- Examine your vehicle. 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

- 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.

GMC TRAILER WEIGHT RATINGS

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 11.) The maximum rating for a weight-carrying hitch is listed below the charts. Do not exceed the maximum weight rating. When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any option 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 pull. See your GMC dealer for additional details. Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum GVW rating 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

MODELS	VORTEC 4.3L V-6		VORTEC 4.8L V-8		VORTEC 5.3L V8		VORTEC 6.0L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
1500 2WD	3.23	4800	3.23	5200	3.42	7200	3.73	10,200 ²
	3.73	5300	3.73	7200	3.73	8200		
1500 4WD	3.73	5100	3.42	5900	3.73	7900	3.73	8500
			4.10	7900	4.10	8900		

SIERRA DENALI

MODELS	VORTEC 6.2L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹
DENALI 2WD	3.42	8600
DENALI AWD	3.42	8400

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 7-wire trailering harness is standard on 1500 Series models. Where available, Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. **WEIGHT-DISTRIBUTING HITCH NOTES** Trailer tongue weight should be 10%–15% of total loaded trailer weight. For 1500 Series models, 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) • Manual Selectable Ride (ZX3) • Off-Road (Z71). For automatic transmission models, an additional Transmission Oil Cooler (KNP) is available.

SIERRA 1500 SERIES With Fifth-Wheel or Gooseneck Hitch

MODELS	VORTEC 4.8L V-8		VORTEC 5.3L V-8		VORTEC 6.0L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
1500 2WD	3.73	7200	3.42	7200	3.73	10,100 ²
			3.73	8200		
1500 4WD	4.10	7800	3.73	7800	3.73	8500
			4.10	8800		

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

GENERAL TRAILERING NOTES A 7-wire trailering harness is standard on 1500 Series models. Where available, Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. An 8-wire camper/fifth-wheel wiring harness (UY2) is also available and requires Heavy-Duty Trailering Package (Z82). **FIFTH-WHEEL & GOOSENECK HITCH NOTES** Trailer kingpin weight should be 15%–25% of total loaded trailer weight. For 1500 Series models, 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) • Manual Selectable Ride (ZX3) • Off-Road (Z71). For automatic transmission models, additional Transmission Oil Cooler (KNP) is available.

¹When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any option 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 pull. ²Requires Enhanced Trailering Performance Package (NHT).

SIERRA 2500HD/3500HD SERIES

MODELS	VORTEC 6.0L V-8		DURAMAX TURBO DIESEL V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
2500HD 2WD	3.73	10,400	3.73	13,000
	4.10	12,900		
2500HD 4WD	3.73	10,200	3.73	13,000
	4.10	12,700		
3500HD 2WD	3.73	10,100	3.73	13,000
	4.10	12,600		
3500HD 4WD	3.73	9900	3.73	13,000
	4.10	12,400		

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 7500 lbs and a 1000-lb trailer tongue weight. A weight-distributing hitch-and-sway control is required for trailer weight greater than 7500 lbs.

GENERAL TRAILERING NOTES A 7-wire trailering harness is standard on 2500HD/3500HD Series models. Where available, Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. **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). **WEIGHT-DISTRIBUTING HITCH NOTES** Trailer tongue weight should be 10%–15% of total loaded trailer weight, up to 1500 lbs. The addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

SIERRA 2500HD/3500HD SERIES With Fifth-Wheel or Gooseneck Hitch

MODELS	VORTEC 6.0L V-8		DURAMAX TURBO DIESEL V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
2500HD 2WD	4.10	12,900	3.73	15,800
2500HD 4WD	4.10	12,700	3.73	15,500
3500HD 2WD	4.10	12,600	3.73	16,300
3500HD 4WD	4.10	12,400	3.73	16,500

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

GENERAL TRAILERING NOTES A 7-wire trailering harness is standard on Sierra Heavy Duty models. Where available, Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. An 8-wire camper/fifth-wheel wiring harness (UY2) is also available and requires Heavy-Duty Trailering 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 & GOOSENECK HITCH NOTES** Trailer kingpin weight should be 15%–25% of total loaded trailer up to 2500 lbs on single-rear-wheel (R04) models or up to 3500 lbs on dual-rear-wheel (R05) models. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).



YUKON XL

MODELS	VORTEC 5.3L V-8		VORTEC 6.0L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
1500 2WD	3.73	7100	4.10	8200
	4.10	8100		
1500 4WD	3.73	7000	4.10	8000
	4.10	8000		
2500 2WD			3.73	9700
2500 4WD			3.73	9300

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

NOTES ON YUKON XL Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% 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). 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).

YUKON

MODELS	VORTEC 4.8L V-8		VORTEC 5.3L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
1500 2WD	3.23	4500	3.42	6500
	3.73	4800	3.73	7500
1500 4WD			3.73	7200
			4.10	8200

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

NOTES ON YUKON AND YUKON DENALI Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% 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). 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).

¹When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any option 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 pull.

YUKON DENALI & YUKON XL DENALI

MODELS	VORTEC 6.2L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹
DENALI AWD	3.42	7900

ENVOY / ENVOY DENALI

MODELS	VORTEC 4.2L I-6		VORTEC 5.3L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
2WD	3.42	5300		
	3.73	5800		
4WD	3.42	5200		
	3.73	5700		
DENALI 2WD/4WD			3.42	6100/6000
			3.73	6600/6500

These charts are 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 ENVOY AND ENVOY DENALI Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% of total loaded trailer weight (up to 750 lbs). Addition of trailer tongue weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

SAVANA PASSENGER VAN

MODELS	VORTEC 5.3L V-8		VORTEC 6.0L V-8	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
1500 2WD/AWD	3.73	6300/6100		
2500			3.73	7800
3500 (135WB/155WB)			3.73	7700/7400

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 Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% 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). Standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and 7-wire trailer wiring harness.

CANYON

MODELS	VORTEC 2.9L I-4		VORTEC 3.7L I-5		VORTEC 5.3L V-8 ²	
	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹	Axle Ratio	Max. Trailer Weight (lbs) ¹
2WD AUTOMATIC	3.73	3400	3.73	5500	3.42	6000
4WD AUTOMATIC	3.73	3000	3.73	5500	3.42	6000
2WD MANUAL	3.73	2400				
4WD MANUAL	3.73	2100				

Weight-distributing hitch and sway control not required.

NOTES ON CANYON Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% 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). Standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

ACADIA

MODELS	GM 3.6L V-6	
	Axle Ratio	Max. Trailer Weight (lbs) ¹
2WD	3.16	4500 ³
AWD	3.16	4500 ³

Weight-distributing hitch and sway control not required.

NOTES ON ACADIA Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options 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%–15% 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). Standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

²Coming in early 2008. ³Requires Trailering Package V92, which includes a factory-installed Class III hitch, 7-prong electrical plug and a heavy-duty cooler.

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 printing. 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. ©2007 General Motors Corp. All rights reserved. GM, GMC, the GMC logo, WE ARE PROFESSIONAL GRADE, Acadia, Allison, Canyon, Denali, Envoy, Insta-Trac, Savana, Sierra, StabiliTrak, Vortec and Yukon are registered trademarks of General Motors Corporation. Autotrac and Duramax are trademarks of General Motors Corporation. Eaton is a trademark of Eaton Corporation.



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