

GMC 2018

TOW LIKE A PRO





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

WE'VE GENERATED QUITE A FOLLOWING


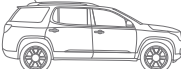



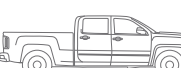



Every GMC is a reminder that the same passion and purpose that drive you also drive us. We're setting our own standards and proving that Professional Grade isn't merely a label, it's a way of life. What follows are the capabilities of the entire GMC lineup—including the all-new 2018 Terrain—that make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

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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 it contains helpful tips for loading, driving and parking with your trailer.

	500 (1102)	1500 (3307)	2500 (5512)	3500 (7716)	4500 (9921)	5500 (12,125)	6500 (14,330)	7500 (16,535)	8500 (18,739)	9500 (20,944)	10,500 (23,149)
 TERRAIN 1588 (3500) ²											
 ACADIA		1814 (4000) ³									
 CANYON				3493 (7700) ⁴							
 YUKON XL				3765 (8330) ⁵							
 YUKON				3856 (8500) ⁶							
 SIERRA 1500 DENALI				4128 (9100)							
 SAVANA 2500/3500 PASSENGER				4264 (9400) ⁷							
 SIERRA 1500					5673 (12,500) ⁸						
 SIERRA HD										10,569 (23,300) ⁹	

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.

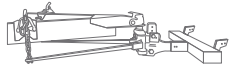
¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires 2.0L engine and Trailing Package, which includes factory-installed Class III 51 mm (2") receiver hitch, increased cooling capacity and seven-wire connection. ³Requires V6 engine and Trailing Package, which includes a factory-installed trailer hitch platform, seven-pin wiring harness, a heavy-duty cooling system and Active Tow. ⁴Requires 4x2 Crew Cab with available Duramax 2.8L I-4 Turbo Diesel engine and available Trailing Package. ⁵Yukon SLE/SLT 4x2 model with available Heavy-Duty Trailing Package. ⁶Savana regular wheelbase with available 6.0L V8 engine. ⁷Sierra 1500 Double or Crew Cab Short Box 4x2 with available 6.2L engine and Max Trailing Package. ⁸Sierra 3500HD Regular Cab 4x4 DRW with available Duramax Diesel engine.



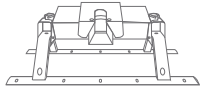
HITCH BALL ON STEP BUMPER



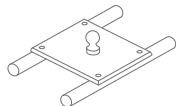
HITCH BALL ON DRAW BAR



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, which 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 available 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 available 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 Acadia, Canyon, Sierra and Yukon models). The package includes a trailer hitch platform and may include other trailering equipment.

WIRING HARNESS This available feature 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 centre 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 1500 and 2500HD models, all Yukon Denali models and all Sierra 3500HD models, and optional on other Sierra and Canyon pickups and Yukon models. Completely integrated within the electrical system and its anti-lock 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 province to province. Please check your province requirements or see your local GMC dealer for more information. The most common available 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, 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 V8 Turbo Diesel with 910 lb.-ft. of torque and 445 hp under your right foot. Prefer your power gasoline-fuelled? Sierra HD comes standard with the force and efficiency of our 330-hp Vortec 6.0L V8.

- + 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 3400 rpm and 369 lb.-ft. of torque at 2000 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 help keep you moving down the road with confidence and control.

ECOTEC3 Sierra 1500 and Yukon engines feature DI and continuously VVT as well as Active Fuel Management to deliver power and efficiency. In fact, the 5.3L V8 (available on Sierra, standard on Yukon) offers 355 hp while the 6.2L V8 (available on Sierra, standard on Yukon Denali) offers 420 hp.

ALL-NEW TERRAIN TURBOCHARGED ENGINES For 2018, Terrain offers three turbocharged engines that generate abundant power efficiently. The 2.0L turbocharged gas engine produces 260 lb.-ft. of torque for strong acceleration and pulling power, giving you up to 1588 kg (3500 lb.) 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 Active Fuel Management, 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 Stop/Start 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 4x2 or 4x4 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 By sensing load and demand, Active Fuel Management improves fuel efficiency by activating or deactivating cylinders (two on the V6 and four on the V8). It's standard on all Sierra 1500 and Yukon models and available on the 2018 Acadia and Canyon.



EcoTec3 6.2L V8

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 V8 and Max Trailering Package trailer up to 5670 kg (12,500 lb.),¹ but it helps keep you firmly in command. Sierra's power and seamlessly integrated available trailering technologies help trailer and control heavy loads, even in challenging situations.

MAX TRAILERING PACKAGE (AVAILABLE) Increased trailering capacity results when Sierra is equipped with this available package. It includes a 248 mm (9.76") ring gear, 3.73 (6-speed) or 3.42 (8-speed) axle ratio with the available 5.3L V8 (3.42 with 6.2L V8), trailer brake controller, enhanced cooling radiator, revised shock tuning and heavier-duty rear springs.

PREMIUM TRAILERING MIRRORS The mirrors are heated and power-adjustable. A power-folding feature and driver memory are also included on SLT. You'll appreciate the segment-first² 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, 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 The centre screen serves as your monitor for the camera. Its dynamic grid lines help when hitching a trailer.



TRAILER SWAY CONTROL This technology helps keep 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 Centre (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 5670 kg (12,500-lb.) rating requires Sierra Double Cab or Crew Cab Short Box 4x2 with available 6.2L EcoTec3 V8 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. ²Comparison based on wardsauto.com 2017 Large Light-Duty Pickup segment and latest competitive information at time of printing. Excludes other GM vehicles.

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-first¹ 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 travelling downhill.



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 The centre screen serves as your monitor for the Rear Vision Camera. 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.

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

ENGINE HP @ RPM TORQUE LB-FT @ RPM	CANYON/ CANYON DENALI	SIERRA 1500	SIERRA 1500 DENALI	SIERRA HD/ SIERRA HD DENALI	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	YUKON/ YUKON XL	YUKON DENALI/ YUKON XL DENALI	SAVANA PASSENGER/ CARGO
1.5L I-4 TURBOCHARGED (LYX)						170 @ 5600 203 @ 2000-4000			
1.6L I-4 TURBO DIESEL (LH7)						137 @ 3750 240 @ 2000			
2.0L I-4 TURBOCHARGED (LTG)						252 @ 5500 260 @ 2500-4500			
2.5L I-4 VVT DI (LCV)	200 @ 6300 191 @ 4400				193 @ 6300 188 @ 4400				
2.8L I-4 TURBO DIESEL (LWN)	181 @ 3400 369 @ 2000								181 @ 3400 369 @ 2000
3.6L V6 VVT DI (LGZ)	308 @ 6800 275 @ 4000								
3.6L V6 VVT DI (LGX)					310 @ 6600 271 @ 5000				
4.3L V6 VVT DI (LV3)		285 @ 5300 305 @ 3900							
4.3L V6 (LV1)									276 @ 5200 298 @ 3900
5.3L V8 VVT DI (LB3)		355 @ 5600 383 @ 4100	355 @ 5600 383 @ 4100				355 @ 5600 383 @ 4100		
5.3L V8 VVT DI WITH E-ASSIST (LB8)		355 @ 5600 383 @ 4100							
6.0L V8 VVT (L96)				330 @ 4600 380 @ 4200					341 @ 5400 373 @ 4200
6.0L V8 GASEOUS (LC8)									341 @ 5400 373 @ 4200
6.2L V8 VVT DI (LB6)		420 @ 5600 460 @ 4100	420 @ 5600 460 @ 4100					420 @ 5600 460 @ 4100	
6.6L V8 TURBO DIESEL (L5P)				445 @ 2800 910 @ 1600					

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 1500 and Canyon models, an 8-speed automatic transmission provides smooth and precise shifting. And new for 2018, Yukon Denali models feature a 10-speed automatic transmission.



DRIVER SHIFT CONTROL

TRANSMISSIONS Acadia models feature a 6-speed automatic transmission with overdrive. Yukon, 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 V6 and Savana models offer an 8-speed automatic. Sierra Heavy Duty models with the Duramax 6.6L V8 Turbo Diesel use an Allison 1000 Series 6-speed transmission with engine grade braking and Tow/Haul mode. The all-new Terrain features a 9-speed automatic transmission 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 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 Acadia, Canyon, Yukon, Sierra and Savana models, move the 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. To activate it on Terrain, press the "L" button. 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.

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, 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 models offer an optional trailer brake controller. It's completely integrated within the vehicle's electrical system and its anti-lock braking system. It allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

REAR VISION CAMERA 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 does not replace driver vision. Please use proper care when backing up.



TRAILERING MIRRORS

GROSS AXLE WEIGHT RATING (GAWR) This is the weight in kilograms (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 kilograms (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 kilograms (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 907 kg (2000 lb.) gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (91 kg [200 lb.] maximum)
MEDIUM-DUTY (II)	Single-axle trailers up to 5.5 m (18 ft.), open utility trailers and small speedboats	Up to 908-1588 kg (2001-3500 lb.) gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (159 kg [350 lb.] maximum)
HEAVY-DUTY (III)	Dual- or single-axle trailers, larger boats and enclosed utility trailers	Up to 1589-2268 kg (3501-5000 lb.) gross trailer weight	Weight-carrying hitch or weight-distributing hitch	10%-15% of gross trailer weight (272 kg [600 lb.] maximum)
EXTRA HEAVY-DUTY (IV)	Two-horse, travel and fifth-wheel recreational trailers	Up to 2269-4536 kg (5001-10,000 lb.) gross trailer weight	Weight-distributing hitch or fifth-wheel hitch	10%-15% of gross trailer weight (544 kg [1200 lb.] maximum)
MAXIMUM HEAVY-DUTY (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	Up to 4537 kg (10,001 lb.) and above gross trailer weight	Weight-distributing hitch, fifth-wheel or gooseneck hitch	10%-15% of gross trailer weight (up to 907 kg [2000 lb.] or the maximum limit for the vehicle series with a weight-distributing hitch) 15%-25% of gross trailer weight (up to 2268 kg [5000 lb.] 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 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 efficiency 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 Front-wheel-drive models are standard on Acadia and Terrain.

ALL-WHEEL DRIVE (AWD) The Acadia and Terrain offer available advanced AWD, and it's standard on SLT and Denali models. This is great if you'll be trailering over wet or snow-covered roads on a regular basis. AWD distributes 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 most Canyon and Sierra 1500 models are available with AutoTrac—our automatic four-wheel-drive system. When set in Auto 4x4 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. ²Cargo 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 16 km/h (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.

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 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.

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 HD	SIERRA 1500 DENALI/ SIERRA HD DENALI	YUKON/ YUKON XL	YUKON DENALI/XL DENALI
4X2	YES (V6 ONLY)		NO		NO	NO		NO		NO	
4X4						YES	YES	YES	YES	YES ¹	YES
AWD	YES (V6 ONLY)	YES (V6 ONLY)	NO	NO							

¹Requires 2-speed transfer case.

2018 SIERRA 1500AUTOMATIC TRANSMISSION RATINGS
WITH BALL HITCH

	EcoTec3 4.3L V6		EcoTec3 5.3L V8		EcoTec3 5.3L V8 with eAssist		EcoTec3 6.2L V8	
	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 4X2	3.23	2722 (6000)	3.08 3.42	3130 (6900) 4037 (8900)				
REGULAR CAB STANDARD BOX 4X4	3.42	3447 (7600)	3.08 3.42	2994 (6600) 3901 (8600)				
REGULAR CAB LONG BOX 4X2	3.23	2676 (5900)	3.08 3.42	3084 (6800) 4445 (9800)				
REGULAR CAB LONG BOX 4X4	3.42	3357 (7400)	3.08 3.42	2948 (6500) 4309 (9500)				
DOUBLE CAB STANDARD BOX 4X2	3.23	2540 (5600)	3.08 3.42	2903 (6400) 4264 (9400)			3.23	4264 (9400)
DOUBLE CAB STANDARD BOX 4X2 WITH MAX TRAILERING PACKAGE			3.42 3.73	5035 (11,100) 5035 (11,100)			3.42	5670 (12,500)
DOUBLE CAB STANDARD BOX 4X4	3.42	3221 (7100)	3.08 3.42	2812 (6200) 4173 (9200)			3.23	4128 (9100)
DOUBLE CAB STANDARD BOX 4X4 WITH MAX TRAILERING PACKAGE			3.42 3.73	4899 (10,800) 4899 (10,800)			3.42	5352 (11,800)
CREW CAB SHORT BOX 4X2	3.23	2495 (5500)	3.08 3.42 3.42 ²	2903 (6400) 4264 (9400) 4218 (9300)			3.23	4218 (9300)
CREW CAB SHORT BOX 4X2 WITH MAX TRAILERING PACKAGE			3.42 3.73	4990 (11,000) 4990 (11,000)			3.42	5670 (12,500)
CREW CAB SHORT BOX 4X4	3.42	3175 (7000)	3.08 3.42	2767 (6100) 4128 (9100)	3.42	4128 (9100)	3.23	4128 (9100)
CREW CAB SHORT BOX 4X4 WITH MAX TRAILERING PACKAGE			3.42 3.73	4854 (10,700) 4854 (10,700)			3.42	5307 (11,700)
CREW CAB STANDARD BOX 4X4			3.08 3.42	2767 (6100) 4128 (9100)			3.23	4082 (9000)
CREW CAB STANDARD BOX 4X4 WITH MAX TRAILERING PACKAGE			3.42 3.73	4854 (10,700) 4854 (10,700)			3.42	5307 (11,700)
SIERRA DENALI CREW CAB SHORT BOX 4X4			3.42	4128 (9100)			3.23	4128 (9100)
SIERRA DENALI CREW CAB STANDARD BOX 4X4			3.42	4128 (9100)			3.23	4082 (9000)

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. 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.

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 3175 kg (7000 lb.).

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Trailering Equipment Package 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 544 kg (1200 lb.) 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 GOOSENECK/FIFTH-WHEEL TRAILER

	EcoTec3 4.3L V6		EcoTec3 5.3L V8		EcoTec3 5.3L V8 with eAssist		EcoTec3 6.2L V8	
	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 4X2	3.23	2722 (6000)	3.08 3.42	3130 (6900) 4037 (8900)				
REGULAR CAB STANDARD BOX 4X4	3.42	3402 (7500)	3.08 3.42	2994 (6600) 3901 (8600)				
REGULAR CAB LONG BOX 4X2	3.23	2676 (5900)	3.08 3.42	3039 (6700) 4400 (9700)				
REGULAR CAB LONG BOX 4X4	3.42	3357 (7400)	3.08 3.42	2948 (6500) 4309 (9500)				
DOUBLE CAB STANDARD BOX 4X2	3.23	2540 (5600)	3.08 3.42	2903 (6400) 4264 (9400)			3.23	4082 (9000)
DOUBLE CAB STANDARD BOX 4X2 WITH MAX TRAILERING PACKAGE			3.42 3.73	4990 (11,000) 4990 (11,000)			3.42	5262 (11,600)
DOUBLE CAB STANDARD BOX 4X4	3.42	3175 (7000)	3.08 3.42 3.42 ²	2812 (6200) 4082 (9000) 4082 (9000)			3.23	3901 (8600)
DOUBLE CAB STANDARD BOX 4X4 WITH MAX TRAILERING PACKAGE			3.42 3.73	4899 (10,800) 4899 (10,800)			3.42	4990 (11,000)
CREW CAB SHORT BOX 4X2								
CREW CAB SHORT BOX 4X2 WITH MAX TRAILERING PACKAGE								
CREW CAB SHORT BOX 4X4								
CREW CAB SHORT BOX 4X4 WITH MAX TRAILERING PACKAGE								
CREW CAB STANDARD BOX 4X4			3.08 3.42 3.42 ²	2722 (6000) 3674 (8100) 3674 (8100)			3.23	3629 (8000)
CREW CAB STANDARD BOX 4X4 WITH MAX TRAILERING PACKAGE			3.42 3.73	4627 (10,200) 4672 (10,300)			3.42	4627 (10,200)
SIERRA DENALI CREW CAB SHORT BOX 4X4								
SIERRA DENALI CREW CAB STANDARD BOX 4X4			3.42	3674 (8100)			3.23	3629 (8000)

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 3175 kg (7000 lb.).

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 Trailering Equipment Package 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 680 kg (1500 lb.). 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 2500HDAUTOMATIC TRANSMISSION
RATINGS WITH BALL HITCH

	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL		2018 SIERRA 2500HD AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V8		DURAMAX 6.6L V8 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
REGULAR CAB LONG BOX 4X2	4.10	6577 (14,500)	3.73	6577 (14,500)	REGULAR CAB LONG BOX 4X2	4.10	6713 (14,800)	3.73	8210 (18,100)
REGULAR CAB LONG BOX 4X4	4.10	6577 (14,500)	3.73	6577 (14,500)	REGULAR CAB LONG BOX 4X4	4.10	6577 (14,500)	3.73	7212 (15,900)
DOUBLE CAB STANDARD BOX 4X2	4.10	5897 (13,000)	3.73	5897 (13,000)	DOUBLE CAB STANDARD BOX 4X2	4.10	6577 (14,500)	3.73	7439 (16,400)
DOUBLE CAB STANDARD BOX 4X4	4.10	5897 (13,000)	3.73	5897 (13,000)	DOUBLE CAB STANDARD BOX 4X4	4.10	6441 (14,200)	3.73	6532 (14,400)
DOUBLE CAB LONG BOX 4X2	4.10	6532 (14,400)	3.73	6577 (14,500)	DOUBLE CAB LONG BOX 4X2	4.10	6532 (14,400)	3.73	7121 (15,700)
DOUBLE CAB LONG BOX 4X4	4.10	6396 (14,100)	3.73	6577 (14,500)	DOUBLE CAB LONG BOX 4X4	4.10	6396 (14,100)	3.73	6214 (13,700)
CREW CAB STANDARD BOX 4X2	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX 4X2	4.10	6486 (14,300)	3.73	6985 (15,400)
CREW CAB STANDARD BOX 4X4	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX 4X4	4.10	6350 (14,000)	3.73	6123 (13,500)
CREW CAB LONG BOX 4X2	4.10	6486 (14,300)	3.73	6577 (14,500)	CREW CAB LONG BOX 4X2	4.10	6441 (14,200)	3.73	6713 (14,800)
CREW CAB LONG BOX 4X4	4.10	6305 (13,900)	3.73	6577 (14,500)	CREW CAB LONG BOX 4X4	4.10	6305 (13,900)	3.73	5625 (12,400)
DENALI HD STANDARD BOX 4X4	4.10	5897 (13,000)	3.73	5897 (13,000)	DENALI HD STANDARD BOX 4X4	4.10	6350 (14,000)	3.73	6123 (13,500)

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 1361 kg (3000 lb.) maximum.

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

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

2018 SIERRA 3500HD 4X2AUTOMATIC TRANSMISSION
RATINGS WITH BALL HITCH

	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL		2018 SIERRA 3500HD 4X2 AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V8		DURAMAX 6.6L V8 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
REGULAR CAB LONG BOX SRW	4.10	6577 (14,500)			REGULAR CAB LONG BOX SRW	4.10	6622 (14,600)		
REGULAR CAB LONG BOX DRW	4.10	6486 (14,300)			REGULAR CAB LONG BOX DRW	4.10	6486 (14,300)		
DOUBLE CAB LONG BOX SRW	4.10	6441 (14,200)	3.73	6577 (14,500)	DOUBLE CAB LONG BOX SRW	4.10	6441 (14,200)	3.73	7938 (17,500)
DOUBLE CAB LONG BOX DRW	4.10	6260 (13,800)	3.73	9072 (20,000)	DOUBLE CAB LONG BOX DRW	4.10	6260 (13,800)	3.73	10,523 (23,200)
CREW CAB STANDARD BOX SRW	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX SRW	4.10	6441 (14,200)	3.73	7938 (17,500)
CREW CAB LONG BOX SRW	4.10	6396 (14,100)	3.73	6577 (14,500)	CREW CAB LONG BOX SRW	4.10	6350 (14,000)	3.73	7893 (17,400)
CREW CAB LONG BOX DRW	4.10	6214 (13,700)	3.73	9072 (20,000)	CREW CAB LONG BOX DRW	4.10	6214 (13,700)	3.73	10,478 (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 1814 kg (4000 lb.) on 3500HD SRW models and 2268 kg (5000 lb.) 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 provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness is also available and requires the Trailering Equipment Package.

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

2018 SIERRA 3500HD 4X4 AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL		2018 SIERRA 3500HD 4X4 AUTOMATIC TRANSMISSION RATINGS WITH GOOSENECK/ FIFTH-WHEEL TRAILER ²	VORTEC 6.0L V8		DURAMAX 6.6L V8 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
REGULAR CAB LONG BOX SRW	4.10	6486 (14,300)	3.73	6577 (14,500)	REGULAR CAB LONG BOX SRW	4.10	6486 (14,300)	3.73	7983 (17,600)
REGULAR CAB LONG BOX DRW	4.10	6350 (14,000)	3.73	9072 (20,000)	REGULAR CAB LONG BOX DRW	4.10	6305 (13,900)	3.73	10,569 (23,300)
DOUBLE CAB LONG BOX SRW	4.10	6305 (13,900)	3.73	6577 (14,500)	DOUBLE CAB LONG BOX SRW	4.10	6305 (13,900)	3.73	7802 (17,200)
DOUBLE CAB LONG BOX DRW	4.10	6169 (13,600)	3.73	9072 (20,000)	DOUBLE CAB LONG BOX DRW	4.10	6123 (13,500)	3.73	10,387 (22,900)
CREW CAB STANDARD BOX SRW	4.10	5897 (13,000)	3.73	5897 (13,000)	CREW CAB STANDARD BOX SRW	4.10	6305 (13,900)	3.73	7802 (17,200)
CREW CAB LONG BOX SRW	4.10	6214 (13,700)	3.73	6804 (15,000)	CREW CAB LONG BOX SRW	4.10	6214 (13,700)	3.73	7711 (17,000)
CREW CAB LONG BOX DRW	4.10	6078 (13,400)	3.73	9072 (20,000)	CREW CAB LONG BOX DRW	4.10	6033 (13,300)	3.73	10,297 (22,700)
DENALI HD CREW CAB STANDARD BOX SRW	4.10	5897 (13,000)	3.73	5897 (13,000)	DENALI HD CREW CAB STANDARD BOX SRW	4.10	6305 (13,900)	3.73	7802 (17,200)
DENALI HD CREW CAB LONG BOX SRW	4.10	6214 (13,700)	3.73	6804 (15,000)	DENALI HD CREW CAB LONG BOX SRW	4.10	6214 (13,700)	3.73	7711 (17,000)
DENALI HD CREW CAB LONG BOX DRW	4.10	6078 (13,400)	3.73	9072 (20,000)	DENALI HD CREW CAB LONG BOX DRW	4.10	6033 (13,300)	3.73	10,297 (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 1814 kg (4000 lb.) on 3500HD SRW models and 2268 kg (5000 lb.) 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 provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness is also available and requires the Trailering Equipment Package.

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

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	3.47	680 (1500)	2.89	680 (1500)		
TERRAIN AWD	3.47	680 (1500)	2.89	680 (1500)	3.17	1588 (3500)
TERRAIN DENALI AWD					3.17	1588 (3500)

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 V6		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 4X2	4.10	1588 (3500)	3.42	[3175] 7000		
CANYON CREW CAB 4X2 (SHORT BOX/LONG BOX)	4.10/-	1588/- (3500/-)	3.42/3.42	3175 ¹ /3175 ¹ (7000 ¹ /7000 ¹)	3.42/3.42	3493 ¹ /3493 ¹ (7700 ¹ /7700 ¹)
CANYON EXTENDED CAB 4X4	4.10	1588 (3500)	3.42	3175 ¹ (7000 ¹)		
CANYON CREW CAB 4X4 (SHORT BOX/LONG BOX)			3.42/3.42	3175 ¹ /3175 ¹ (7000 ¹ /7000 ¹)	3.42/3.42	3447/3425 (7600/7550)

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.

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

YUKON
YUKON XL
YUKON DENALI
YUKON XL DENALI

	EcoTec3 5.3L V8		EcoTec3 6.2L V8	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY
YUKON 4X2	3.08 3.42	2948 (6500) 3856 ¹ (8500)		
YUKON 4X4	3.08 3.42	2858 (6300) 3720 ¹ (8200)		
YUKON XL 4X2	3.08 3.42	2858 (6300) 3765 ¹ (8300)		
YUKON XL 4X4	3.08 3.42	2722 (6000) 3629 ¹ (8000)		
YUKON DENALI 4X4			3.23	3674 (8100)
YUKON XL DENALI 4X4			3.23	3538 (7800)

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 Heavy-Duty Trailering Package.

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 includes trailer hitch platform and seven-way sealed electrical connector.

2018 ACADIA/
ACADIA DENALI

	2.5L I-4		3.6L V6	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY	AXLE RATIO	MAX TRAILER/TOWING CAPACITY
ACADIA FWD	3.87	454 (1000)	3.16	1814 ¹ (4000)
ACADIA AWD	3.87	454 (1000)	3.16	1814 ¹ (4000)
ACADIA DENALI AWD			3.16	1814 ¹ (4000)

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. V6 engine limited to 454 kg (1000 lb.) without Trailering 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 Trailering Package.

2018 SAVANA
PASSENGER

	4.3L V6 VVT		VORTEC 6.0L V8/ 6.0L V8 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	2948 (6500)	3.42	4264 (9400)	3.42	2767 (6100)
3500 3429 mm (135") WB	3.42	2948 (6500)	3.42	4264 (9400)	3.42	2722 (6000)
3500 3937 mm (155") WB	3.42	2767 (6100)	3.42	4082 (9000)	3.42	2586 (5700)

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 181 kg (400 lb.) with a weight-carrying hitch and up to 454 kg (1000 lb.) 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 includes trailer hitch platform and seven-wire trailer wiring harness.

2018 SAVANA CARGO

	4.3L V6 VVT		VORTEC 6.0L V8/ 6.0L V8 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	3266 (7200)	3.42	4536 (10,000)	3.42	3084 (6800)
2500 LWB	3.42	3130 (6900)	3.42	4445 (9800)	3.42	2948 (6500)
3500	3.42	3266 (7200)	3.42	4536 (10,000)	3.42	3084 (6800)
3500 LWB	3.42	3175 (7000)	3.42	4491 (9900)	3.42	2948 (6500)

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 181 kg (400 lb.) with a weight-carrying hitch and up to 454 kg (1000 lb.) 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 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, colours, 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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