

GMC 2019

TOW LIKE A PRO





SIERRA HD

CANYON

SIERRA

YUKON

TERRAIN

ACADIA

WE'VE GENERATED QUITE A FOLLOWING

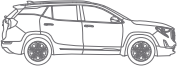











Every GMC is a reminder that the same passion and purpose that drive you also drive us. Together, we're setting our own standards and proving that Professional Grade isn't merely a label, it's a way of life. What follows are the capabilities of the entire GMC lineup—including the Next Generation 2019 Sierra—that make us all pros. We take a bold stance for what we believe in and pursue it like a pro.

This guide will help you select the GMC model that's right for your trailering needs. It also contains helpful tips for loading, driving and parking with your trailer.

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MAXIMUM TRAILER WEIGHT RATING (LBS)¹

	1,000	3,000	5,000	7,000	9,000	11,000	13,000	15,000	17,000	19,000	21,000	23,000
 TERRAIN/ TERRAIN DENALI 3,500 ²												
 ACADIA/ ACADIA DENALI 4,000 ³												
 CANYON/ CANYON DENALI 7,700 ⁴												
 YUKON XL DENALI 8,100 ⁵												
 YUKON XL 8,300 ⁵												
 YUKON DENALI 8,400 ⁷												
 YUKON 8,500 ⁶												
 SAVANA 2500/ 3500 PASSENGER VAN 9,600 ⁸												
 SIERRA 1500 LIMITED 9,400 ⁹												
 SIERRA 1500 DENALI 9,600 ¹⁰												
 SIERRA 1500 12,200 ¹¹												
 SIERRA HD/ SIERRA DENALI HD 23,100 ¹²												

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 15-20 for maximum trailer weight ratings by specific model.

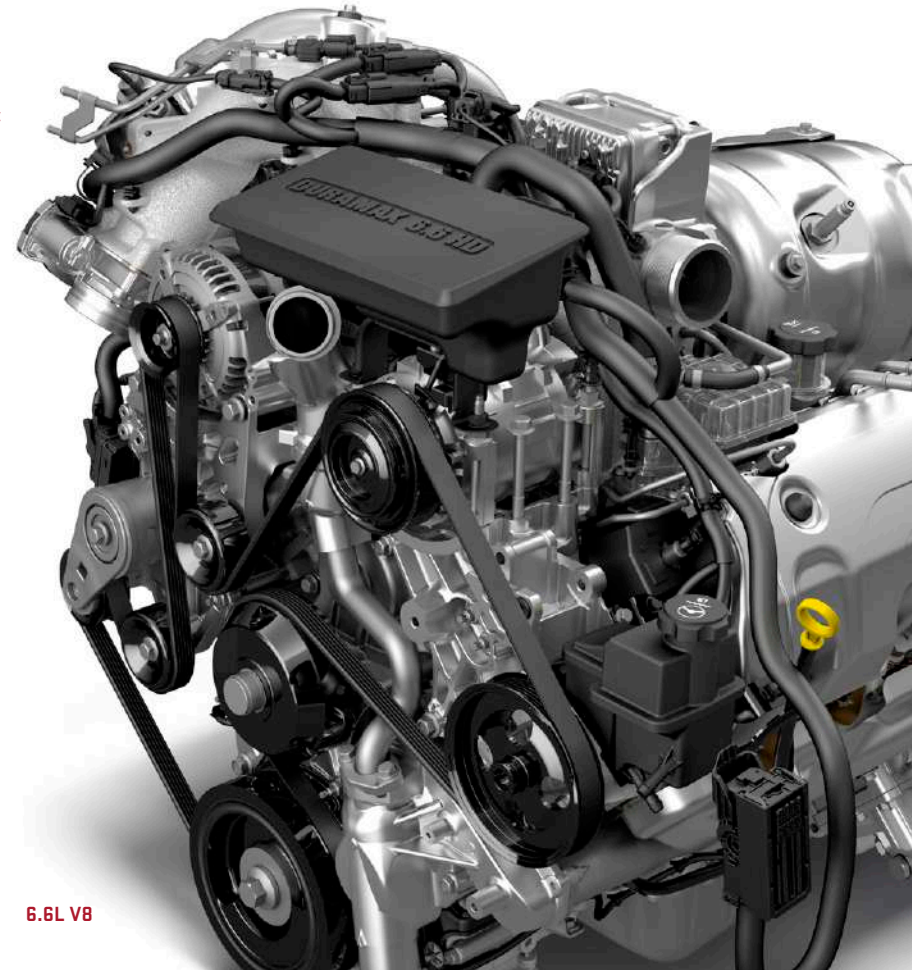
¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires 2.0L engine and Trailing Package (V92), which includes factory-installed Class III 2" receiver hitch, increased cooling capacity and seven-wire connection. ³Requires V6 engine and Trailing Package (V92), which includes a factory-installed trailer hitch platform, seven-pin wiring harness and a heavy-duty cooling system. ⁴Requires 2WD Crew Cab with available Duramax 2.8L I4 Turbo Diesel engine and available Trailing Package. ⁵Yukon XL Denali 2WD model. ⁶Requires 2WD model with available Heavy-Duty Trailing Package (NHT). ⁷Yukon Denali 2WD model. ⁸Savana 2500 or 3500 RWD with available Vortec 6.0L V8 (L96). ⁹Sierra 1500 Limited 2WD model. ¹⁰Sierra Denali 2WD Short Box model with 5.3L V8. ¹¹Sierra 1500 Double Cab 4WD with available 6.2L V8 and Max Trailing Package. ¹²Sierra 3500HD Crew Cab 2WD DRW with Duramax Diesel and Sierra 3500 Denali HD Crew Cab 2WD DRW with Duramax Diesel.

6.6L V8
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.

- + Hood-Scoop Induction System Provides Cooler Induction Air Temperatures to Maximize Horsepower (6.6L V8 Duramax)
- + Large Radiator Capacity for Excellent Cooling Performance (6.6L V8 Duramax)
- + Allison® 1000 Series 6-Speed Automatic Transmission (6.6L V8 Duramax)



6.6L V8

2.8L I4
181
HORSEPOWER
369
lb-ft of
TORQUE
DURAMAX

BIG POWER. EFFICIENT PACKAGE.

In Canyon and Savana Cargo and Passenger Vans, the available Duramax 2.8L I4 Turbo Diesel packs 181 hp at 3,400 rpm and 369 lb-ft of torque at 2,000 rpm. It's B20-biodiesel capable and mated to a 6-speed automatic transmission on Canyon models, featuring a Centrifugal Pendulum Vibration Absorber (CPVA) in the torque converter designed to control vibration and noise. When this absorbing damper is energized, it helps to cancel out the Duramax Diesel's torsional vibrations. 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 I4 boasts power and efficiency and features exhaust braking capability to help slow the truck down.



2.8L I4

6.2L V8
 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 and trailers over the long haul. They consistently deliver the high torque ratings needed to pull heavy loads and the horsepower needed to keep you moving down the road with confidence and control.

SIERRA ENGINES It's all about giving you the power you need, when and where you need it. Sierra's next-generation powertrain lineup offers robust power and efficiency choices.¹ The engines integrate on-demand force—the available 6.2L V8's 420 hp and 460 lb-ft of torque are the most for a V8 in its class²—paired with the all-new 10-speed automatic transmission. And the available 5.3L paired with the 8-speed automatic transmission and 6.2L V8 engines feature all-new Dynamic Fuel Management that enables the engine to operate in 17 different patterns between two and eight cylinders, depending on demand, to optimize power and efficiency.

For 2019, the Next Generation Sierra offers an all-new 2.7L Turbo engine that generates compelling power and efficiency. It produces 348 lb-ft of torque for strong acceleration and pulling power, giving you up to 6,900 lbs max trailering capacity when properly equipped.³

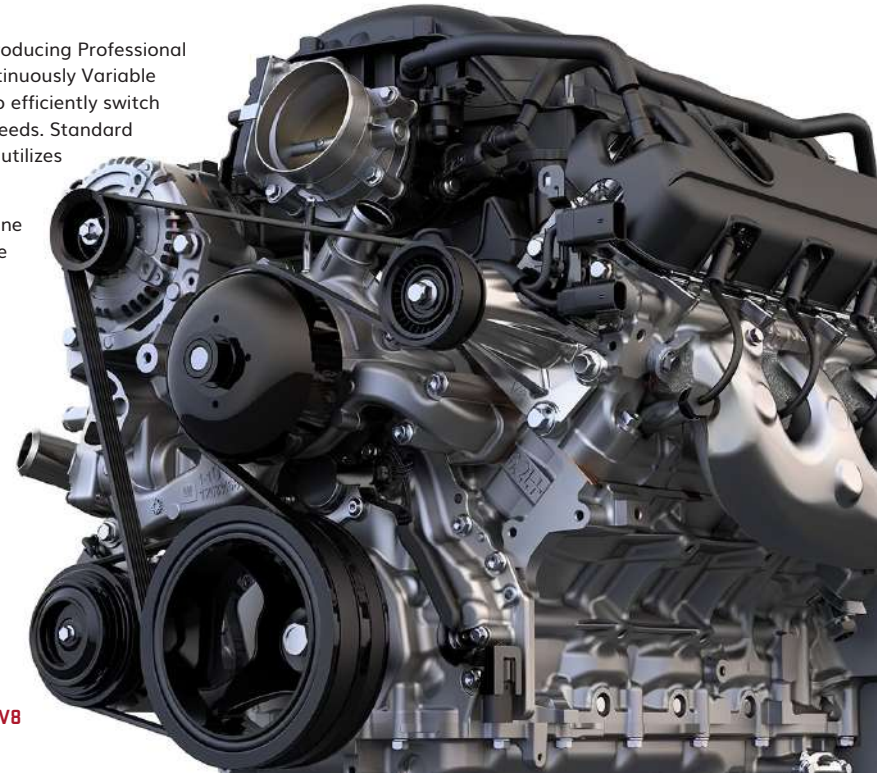
TERRAIN ENGINES Terrain offers three turbocharged engines that generate compelling combinations of power and efficiency. The 2.0 turbocharged gas engine produces 260 lb-ft of torque, giving you up to 3,500 lbs max trailering capacity when properly equipped.³

ACADIA ENGINES Acadia offers a 310-hp 3.6L 6-cylinder engine producing Professional Grade trailering capability. This available engine incorporates continuously Variable Valve Timing 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 Stop/Start technology.

SAVANA V8 ENGINES On Savana, the available Vortec 6.0L V8 engine 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 efficiency.

DIRECT INJECTION (DI) For precise fuel distribution and fast, efficient combustion, many 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.



6.2L V8

¹Late-availability engines include: 4.3L EcoTec3 V6 and 5.3L EcoTec3 V8 with 6-speed automatic transmission. ²Class is half-ton pickups. ³Before 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.

PROGRADE TRAILERING PULLS IT ALL TOGETHER

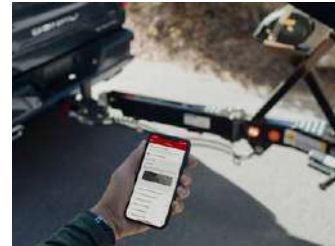
The Next Generation Sierra's all-new available ProGrade™ Trailing System¹ includes advanced technologies for increased confidence. It helps when hooking up your trailer, while on the road and when backing your trailer into place.

12,200 LBS MAX TRAILERING CAPABILITY The Next Generation Sierra with the available 6.2L V8 and Max Trailing Package confidently trailers up to 12,200 lbs¹ with the Double Cab and 12,100 lbs¹ with the Crew Cab. Sierra's all-new available ProGrade Trailing System¹ also turns trailering into a seamlessly integrated, transparent and confident experience.

MAX TRAILERING PACKAGE Increased trailering capability is achieved when Sierra is equipped with this available package. It includes a 9.76" rear axle, 3.42 axle ratio, enhanced cooling radiator, revised shock tuning for increased control, heavier-duty rear springs, increased Rear Gross Axle Weight Rating (RGAWR) and a 220-amp alternator.

HITCH GUIDANCE WITH HITCH VIEW Included with the ProGrade Trailing System, it adds a dynamic backing grid line to the Rear Vision Camera display to help you line up your hitch. Hitch View allows you to zoom the camera for a precise top-down view of the hitch, making it easier to hook up your trailer without additional human guidance. Available Hitch Area Lighting adds a pin light to direct light downward to assist with nighttime hitching.

AUTO ELECTRIC PARKING BRAKE ASSIST While in Hitch View and when reversing toward the trailer, the industry-first Auto Electric Parking Brake Assist automatically helps hold Sierra in place when you shift into Park. This helps prevent the truck from rolling and shifting, which can cause the truck to misalign with the hitch.



IN-VEHICLE TRAILERING APP² Located on the home screen of the Infotainment System³, this innovation offers customized trailer profiles to track and monitor predeparture checklists, trailer electrical diagnostics (detecting shorts in the trailer brake wiring, for example), trailer tire pressure and temperature status (if equipped),⁴ Trailer Light Sequence Test, maintenance reminders and more.

myGMC MOBILE APP WITH TRAILERING This industry-first mobile app⁵ includes predeparture checklists, a glossary of trailering terms and more.

HIGH-RESOLUTION INTEGRATED CAMERAS To help increase your sense of control during trailering, several camera options are available. To give you a bird's-eye view around Sierra, High Definition Surround Vision can help you make visually enhanced trailering maneuvers. Or choose the Trailer Camera Package that uses two rear-facing cameras integrated into the side mirrors, providing a side view of Sierra and your trailer during lane changes or when backing up. Also available with the Trailer Camera Package is an accessory camera⁶ mounted on the rear of the trailer that displays the area behind the trailer on the center screen.

Safety or driver-assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information.

¹Sierra's 12,200-lb rating requires Sierra SLT Double Cab 4WD model with available 6.2L V8 engine and Max Trailing Package. Sierra's 12,100-lb rating requires Sierra SLT Crew Cab Short Box 4WD model with available 6.2L V8 engine and Max Trailing 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.

²App functionality and features vary with vehicle equipment and trim level. Data connection may be required. Some features require active service plan and working electrical system. ³Functionality varies by model. Full functionality requires compatible Bluetooth® and smartphone, and USB connectivity for some devices. ⁴Must be installed by the customer or a third-party service center. Requires available Trailer Tire Pressure Monitoring System. ⁵Available on select Apple® and Android™ devices. Service availability, features and functionality vary by vehicle device and the plan you are enrolled in. Device data connection required. See onstar.com for details and limitations. ⁶Must be installed by the customer or a third-party service center. Requires available Trailer Camera Package.

OUR REPUTATION FOLLOWS US

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

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

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

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

TRAILERING CAMERA SYSTEM This available dealer-installed accessory system² produced by EchoMaster® provides several vantage points for confident trailering. Integrated into Sierra's center screen, the system offers multiple simultaneous views around Sierra. See your dealer for complete details.



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

REAR VISION CAMERA¹ The center 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 to help prevent rolling back.

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

¹Read the vehicle Owner's Manual for important feature limitations and information. ²Most GMC parts and accessories sold and installed on a GMC vehicle by a GMC dealer or a GMC-approved Accessory Distributor/Installer (ADI) before delivery to the customer are covered by the applicable limited warranty. If GMC accessories are installed after vehicle delivery, or are replaced under the New-Vehicle Limited Warranty, they will be covered, parts and labor, for the longer of the following: a) 12 months/12,000 miles (whichever comes first), or b) the balance of the applicable portion of the New-Vehicle Limited Warranty. GMC parts sold over the counter, or those not requiring installation, will continue to receive the standard GM Dealer Parts Limited Warranty of 12 months from the date of purchase, parts only, regardless of miles. GMC warranties do not apply to Associated Accessories. See your dealer for details.

ENGINE HP @ RPM TORQUE LB-FT @ RPM	CANYON/ CANYON DENALI	SIERRA 1500 LIMITED	NEXT GENERATION SIERRA/ SIERRA DENALI	SIERRA HD/ SIERRA DENALI HD	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	YUKON/ YUKON DENALI	YUKON XL/ YUKON XL DENALI	SAVANA PASSENGER/ CARGO VAN
1.5L I4 TURBOCHARGED (LYX)						170 @ 5,600 203 @ 2,000-4,000			
1.6L I4 TURBO DIESEL (LH7)						137 @ 3,750 240 @ 2,000			
2.0L I4 TURBOCHARGED (LTG)						252 @ 5,500 260 @ 2,500-4,500			
2.5L I4 VVT DI (LCV)	200 @ 6,300 191 @ 4,400				193 @ 6,300 188 @ 4,400				
2.7L TURBO I4 (L3B)			310 @ 5,600 348 @ 1,500						
2.8L I4 TURBO DIESEL (LWN)	181 @ 3,400 369 @ 2,000							181 @ 3,400 369 @ 2,000	
3.6L V6 VVT DI (LGZ)	308 @ 6,800 275 @ 4,000								
3.6L V6 VVT DI (LGX)					310 @ 6,600 271 @ 5,000				
4.3L V6 (LV3)			285 @ 5,300 305 @ 3,900						
4.3L V6 (LV1)								276 @ 5,200 298 @ 3,900	
5.3L V8 (L83)		355 @ 5,600 383 @ 4,100					355 @ 5,600 383 @ 4,100	355 @ 5,600 383 @ 4,100	
5.3L V8 (L82)			355 @ 5,600 383 @ 4,100						
5.3L V8 (L84)			355 @ 5,600 383 @ 4,100						
6.2L V8 (L87)			420 @ 5,600 460 @ 4,100						
6.0L V8 VVT (L96)				360 @ 5,400 380 @ 4,200					341 @ 5,400 373 @ 4,200
6.0L V8 GASEOUS (LC8)				360 @ 5,400 380 @ 4,200					341 @ 5,400 373 @ 4,200
6.2L V8 VVT (L86)							420 @ 5,600 460 @ 4,100	420 @ 5,600 460 @ 4,100	
6.6L V8 TURBO DIESEL (L5P)				445 @ 2,800 510 @ 1,600					

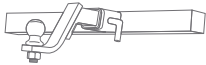
To enhance your trailering experience, GMC transmissions are engineered for convenience and improved performance. Sierra Heavy Duty trucks equipped with the available Duramax Diesel engine include the Allison 1000 Series 6-speed automatic transmission with Tow/Haul mode, which raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using engine braking. On select Next Generation Sierra Light Duty and Canyon models, an 8-speed automatic transmission provides smooth and precise shifting. The Next Generation Sierra and Yukon and Yukon XL models also offer a 10-speed automatic transmission.

KNOW YOUR TRAILERING EQUIPMENT

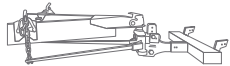
Every GMC vehicle features a variety of standard and available equipment for enhanced trailering performance. Aside from the equipment described below, features such as heavy-duty cooling and extendable trailering mirrors may be available. See your GMC dealer for more information on the model you're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



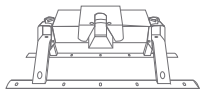
HITCH BALL ON STEP BUMPER



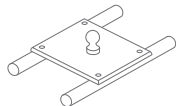
HITCH BALL ON DRAW BAR



WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH



GOOSENECK HITCH

SELECTING THE RIGHT HITCH Choosing the right hitch and making the proper electrical connections affect how your vehicle handles, corners and brakes, and allows you to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your GMC vehicle, which are detailed on pages 15-20.

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

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

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

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

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

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



¹See pages 15-20 for ratings.



DRIVER SHIFT CONTROL

TRANSMISSIONS Yukon, Yukon XL, Sierra 1500 and Heavy Duty models and select Savana models feature an electronically controlled 6-speed automatic transmission with overdrive and Tow/Haul mode. Select Sierra 1500, 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 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 the Next Generation Sierra and Yukon and Yukon XL models with the available 6.2L V8 are paired with a 10-speed automatic transmission.

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

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

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



INTEGRATED TRAILER BRAKE CONTROLLER

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

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

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

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

REAR VISION CAMERA¹ Make it easier to back up to a trailer or negotiate a tight space. New for 2019, Hitch Guidance with Hitch View,² available on the Next Generation Sierra's Rear Vision Camera,³ adds a dynamic backing grid line to help you line up your hitch. Hitch View allows you to zoom the camera for a precise top-down view of the hitch, making it easier to hitch your trailer without additional human guidance. Available Hitch Area Lighting adds a pin light to direct light downward to assist with nighttime hitching.

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



TRAILERING MIRRORS

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

GROSS TRAILER WEIGHT The weight of a loaded trailer.

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

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

PROGRADE TRAILERING SYSTEM The Next Generation Sierra's available ProGrade Trailering System includes advanced technologies for increased visibility and confidence. It helps when hooking up your trailer, while on the road and when backing your trailer into place.

AUTO ELECTRIC PARKING BRAKE ASSIST While in Hitch View¹ and when reversing toward the trailer, the industry-first Auto Electric Parking Brake Assist automatically holds the Next Generation Sierra in place when you shift into Park. This helps prevent the truck from rolling and shifting, which can cause the truck to misalign with the hitch. This feature is included with the ProGrade Trailering System.

¹Read the vehicle Owner's Manual for important feature limitations and information.

TRAILER CLASSIFICATION	TYPICAL EXAMPLES	WEIGHT RANGE	TYPICAL HITCH TYPE ¹	TYPICAL HITCH (TONGUE) WEIGHT
LIGHT-DUTY (I)	Folding camping trailer, snowmobiles and personal watercraft trailers (trailer and cargo combined)	Up to 2,000 lbs gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (200 lbs maximum)
MEDIUM-DUTY (II)	Single-axle trailers up to 18 ft., open utility trailers and small speedboats	2,001-3,500 lbs gross trailer weight	Weight-carrying hitch	10%-15% of gross trailer weight (350 lbs maximum)
HEAVY-DUTY (III)	Dual- or single-axle trailers, larger boats and enclosed utility trailers	3,501-5,000 lbs gross trailer weight	Weight-carrying hitch or weight-distributing hitch	10%-15% of gross trailer weight (600 lbs maximum)
EXTRA HEAVY-DUTY (IV)	Two-horse, travel and fifth-wheel recreational trailers	5,001-10,000 lbs gross trailer weight	Weight-distributing hitch or fifth-wheel hitch	10%-15% of gross trailer weight (1,200 lbs maximum)
MAXIMUM HEAVY-DUTY (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	10,001 lbs and above gross trailer weight	Weight-distributing hitch, fifth-wheel or gooseneck hitch	10%-15% of gross trailer weight (up to 2,000 lbs or the maximum limit for the vehicle series with a weight-distributing hitch) 15%-25% of gross trailer weight (up to 5,000 lbs or the maximum limit for the vehicle series and hitch type on fifth-wheel or gooseneck hitches)

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

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

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

¹Represents minimum recommended hitches. Please refer to your trailer Owner's Manual or ask your GMC sales professional. ²EPA-estimated mpg: Sierra 1500 Limited 2WD with 5.3L V8 engine, 15 city/22 hwy; Sierra 1500 2WD with 2.7L Turbo engine, 20 city/23 hwy; Yukon and Yukon XL 2WD with 5.3L V8 engine, 15 city/22 hwy; Canyon 2WD with 2.5L I4 engine, 20 city/26 hwy. ³Cargo and load capacity limited by weight and distribution.

BEFORE YOU TRAILER

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

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

PREDEPARTURE CHECKLIST On the Next Generation 2019 Sierra, the available ProGrade Trailering System includes both an in-vehicle Trailering App and a companion smartphone app that provide predeparture checklists. 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 15-20). Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly and adjust the trailer brake gain. Check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

ACCELERATING/BRAKING Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead for every 10 mph of speed. When braking, use firm, steady pressure on the brake pedal.

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

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

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

WHILE TRAILERING

CORNERING The turning radius of a trailer is typically much smaller than that of your vehicle; therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can also cause the trailer to strike against and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point and then firmly turn the steering wheel. By cornering at a wider angle, both vehicle and trailer should safely clear the inside of the turn.

PASSING When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and, when re-entering the lane, make certain your trailer is clear of the vehicle you have passed. Never pass on hills or around curves.

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

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

- Apply the brakes.
- 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 and apply the parking brakes. Leave the engine running.
- Turn off air conditioning and other accessories to reduce load on the engine. Roll down the windows and turn the heater on to maximum and the fan to its highest setting. The heater core

provides a second cooling surface that can help reduce engine temperatures.

- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1,500 rpm) until the temperature gauge registers a normal reading.
- With the vehicle in Park 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

FLAT (DINGHY) TOWING CAPABILITY	ACADIA/ ACADIA DENALI	TERRAIN/ TERRAIN DENALI	SAVANA	CANYON/ CANYON DENALI	SIERRA 1500 LIMITED	SIERRA 1500/ SIERRA 1500 DENALI	SIERRA HD/ SIERRA DENALI HD	YUKON/ YUKON DENALI	YUKON XL/ YUKON DENALI XL
2WD	YES (V6 ONLY)	NO	NO	NO	NO	NO	NO	NO	NO
4WD	–	–	–	YES	YES	YES ¹	YES	YES ¹	YES ¹
AWD	YES (V6 ONLY)	NO	–	–	–	–	–	–	–

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.

¹Requires 2-speed transfer case.

2019 SIERRA 1500 LIMITEDAUTOMATIC TRANSMISSION RATINGS
WITH BALL HITCH

	EcoTec3 5.3L V8	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)
DOUBLE CAB STANDARD BOX 2WD	3.42	9,400
DOUBLE CAB STANDARD BOX 4WD	3.42	9,200

2019 SIERRA 1500 LIMITEDAUTOMATIC TRANSMISSION RATINGS
WITH FIFTH-WHEEL/GOOSENECK TRAILER

	EcoTec3 5.3L V8	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)
DOUBLE CAB STANDARD BOX 2WD	3.42	9,400
DOUBLE CAB STANDARD BOX 4WD	3.42	9,000

These charts specify the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

Trailer weight ratings are based on SAE J2807 performance requirements.

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

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

GENERAL TRAILERING NOTES: A seven-wire trailering harness is standard on 1500 Series models. Where available, the Heavy-Duty Trailering Equipment Package (ZB2) provides a trailer hitch platform and a seven-pin/ four-pin sealed connector at the rear bumper. The maximum trailer tongue weight rating for a conventional hitch is shown on the vehicle's Trailering Information Label.

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

**2019 NEXT GENERATION
SIERRA 1500**

 AUTOMATIC TRANSMISSION
RATINGS WITH BALL HITCH

	4.3L V6		2.7L TURBO		5.3L V8 (L82)		5.3L V8 (L84)		6.2L V8	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)
CREW CAB SHORT BOX 2WD	3.42	7,700	3.42	6,900	3.42	9,800	3.23 3.42 ²	9,600 11,400 ²		
CREW CAB SHORT BOX 4WD	3.42	7,500	3.42	6,600	3.42	9,600	3.23 3.42 ¹	9,400 11,200 ¹	3.23 3.42 ¹	9,300 12,100 ¹
CREW CAB STANDARD BOX 2WD	3.42	7,600	3.42	6,800	3.42	9,800	3.23 3.42 ²	9,600 11,300 ²		
CREW CAB STANDARD BOX 4WD	3.42	7,400	3.42	6,500	3.42	9,600	3.23 3.42 ²	9,400 ³ 11,100 ²	3.23 3.42 ²	9,100 ⁴ 12,000 ²
DOUBLE CAB STANDARD BOX 2WD	3.42	7,700	3.42	6,900	3.42	9,900	3.23 3.42 ²	9,700 11,300 ²		
DOUBLE CAB STANDARD BOX 4WD	3.42	7,500	3.42	6,600	3.42	9,700	3.23 3.42 ²	9,400 11,200 ²	3.23 3.42 ²	9,300 12,200 ²
REGULAR CAB LONG BOX 2WD ⁵	3.42	7,900			3.42	10,000				
REGULAR CAB LONG BOX 4WD ⁵	3.42	7,700			3.42	9,800				

This chart specifies the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

Trailer weight ratings are based on SAE J2807 performance requirements.

¹Before you buy a vehicle or use it for trailering, carefully review the trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ²Requires (NHT) Max Trailering Package. ³AT4 models are rated for a maximum trailering capacity of 9,300 lbs. ⁴AT4 models are rated for a maximum trailering capacity of 9,200 lbs. ⁵Late availability.

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

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

WEIGHT-DISTRIBUTING HITCH NOTES: Trailer tongue weight should be 10 percent to 15 percent of total loaded trailer weight. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The maximum trailer tongue weight rating for a conventional hitch is shown on the Trailering Information Label.

2019 SIERRA 2500HD
 AUTOMATIC TRANSMISSION
 RATINGS WITH BALL HITCH

	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)
2500HD SERIES CREW CAB STANDARD BOX 2WD	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB LONG BOX 2WD	4.10	14,300	3.73	14,500
2500HD SERIES CREW CAB STANDARD BOX 4WD	4.10	13,000	3.73	13,000
2500HD SERIES CREW CAB LONG BOX 4WD	4.10	13,900	3.73	14,500
2500HD SERIES DOUBLE CAB STANDARD BOX 4WD	4.10	13,000		
2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	14,400		
2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	14,100		
2500HD SERIES REGULAR CAB LONG BOX 4WD	4.10	14,500		

2019 SIERRA 2500HD
 AUTOMATIC TRANSMISSION
 RATINGS WITH FIFTH-WHEEL/
 GOOSENECK TRAILER²

	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY ¹ (LBS)
2500HD SERIES CREW CAB STANDARD BOX 2WD	4.10	14,300	3.73	15,400
2500HD SERIES CREW CAB LONG BOX 2WD	4.10	14,200	3.73	14,800
2500HD SERIES CREW CAB STANDARD BOX 4WD	4.10	14,000	3.73	13,500
2500HD SERIES CREW CAB LONG BOX 4WD	4.10	13,900	3.73	12,400
2500HD SERIES DOUBLE CAB STANDARD BOX 4WD	4.10	14,200		
2500HD SERIES DOUBLE CAB LONG BOX 2WD	4.10	14,400		
2500HD SERIES DOUBLE CAB LONG BOX 4WD	4.10	14,100		
2500HD SERIES REGULAR CAB LONG BOX 4WD	4.10	14,500		

These charts specify the maximum trailer weight for your vehicle, assuming use of a conventional ball hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

Trailer weight ratings are based on SAE J2807 performance requirements.

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

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

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

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].

2019 SIERRA 3500HD
 AUTOMATIC TRANSMISSION
 RATINGS WITH BALL HITCH

	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL		2019 SIERRA 3500HD AUTOMATIC TRANSMISSION RATINGS WITH FIFTH-WHEEL/ GOOSENECK TRAILER ²	VORTEC 6.0L V8		DURAMAX 6.6L V8 TURBO DIESEL	
	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)		AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)	AXLE RATIO	MAX TRAILER/ TOWING CAPACITY ¹ (LBS)
3500HD SERIES CREW CAB STANDARD BOX SRW 2WD	4.10	13,000	3.73	13,000	3500HD SERIES CREW CAB STANDARD BOX SRW 2WD	4.10	14,300	3.73	17,500
3500HD SERIES CREW CAB STANDARD BOX SRW 4WD	4.10	13,000	3.73	13,000	3500HD SERIES CREW CAB STANDARD BOX SRW 4WD	4.10	14,000	3.73	17,200
3500HD SERIES CREW CAB LONG BOX SRW 2WD	4.10	14,200	3.73	14,500	3500HD SERIES CREW CAB LONG BOX SRW 2WD	4.10	14,200	3.73	17,400
3500HD SERIES CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	15,000	3500HD SERIES CREW CAB LONG BOX SRW 4WD	4.10	13,700	3.73	17,000
3500HD SERIES CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	20,000	3500HD SERIES CREW CAB LONG BOX DRW 2WD	4.10	13,700	3.73	23,100
3500HD SERIES CREW CAB LONG BOX DRW 4WD	4.10	13,400	3.73	20,000	3500HD SERIES CREW CAB LONG BOX DRW 4WD	4.10	13,300	3.73	22,700

These charts specify the maximum trailer weight for your vehicle, assuming use of a conventional ball hitch or fifth-wheel/gooseneck-style hitch. Ratings are calculated assuming a standard equipped vehicle, driver and required equipment. Do not exceed the maximum trailer weight rating.¹ Some models, when loaded with the driver, passenger and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or rear-axle weight rating for that vehicle, which is not permissible. For more information, ask your GMC sales professional or call 1-800-GMC-8782.

Trailer weight ratings are based on SAE J2807 performance requirements.

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

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

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

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).

2019 TERRAIN

	1.5L TURBO I4		1.6L TURBO DIESEL I4		2.0L TURBO I4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]
TERRAIN FWD/AWD	3.47	1,500	2.89	1,500	3.17	3,500
TERRAIN DENALI FWD/AWD					3.17	3,500

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

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

2019 CANYON

	2.5L I4		3.6L V6		DURAMAX 2.8L I4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]
CANYON CREW CAB 2WD (SHORT BOX/LONG BOX)	4.10/-	3,500/-	3.42/3.42	7,000 ¹ /7,000 ¹	3.42/3.42	7,700 ¹ /7,700 ¹
CANYON CREW CAB 4WD (SHORT BOX/LONG BOX)	-/-	-/-	3.42/3.42	7,000 ¹ /7,000 ¹	3.42/3.42	7,600/7,550
CANYON EXTENDED CAB 2WD	4.10	3,500	3.42	7,000	-	-
CANYON EXTENDED CAB 4WD	4.10	3,500	3.42	7,000 ¹	-	-

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

¹Requires Trailering Package [Z82].

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

2019 YUKON

	EcoTec3 5.3L V8		EcoTec3 6.2L V8	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]	AXLE RATIO	MAX TRAILER/TOWING CAPACITY [LBS]
YUKON 2WD	3.08	6,500	3.23	8,400 ¹
YUKON 2WD WITH HD TRAILERING PACKAGE	3.42	8,500		
YUKON 4WD	3.08	6,300	3.23	8,100 ¹
YUKON 4WD WITH HD TRAILERING PACKAGE	3.42	8,200		
YUKON XL 2WD	3.08	6,300	3.23	8,100 ¹
YUKON XL 2WD WITH HD TRAILERING PACKAGE	3.42	8,300		
YUKON XL 4WD	3.08	6,000	3.23	7,900 ¹
YUKON XL 4WD WITH HD TRAILERING PACKAGE	3.42	8,000		
YUKON DENALI 2WD			3.23	8,400
YUKON DENALI 4WD			3.23	8,100
YUKON XL DENALI 2WD			3.23	8,100
YUKON XL DENALI 4WD			3.23	7,900

¹Requires available [YF0] Graphite Performance Edition Package.

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

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

2019 ACADIA

	2.5L I4		3.6L V6	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)
2WD	3.87	1,000	3.16	4,000 ¹
AWD	3.87	1,000	3.16	4,000 ¹

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

¹Requires [V92] Trailering Package. V6 engine limited to 1,000 lbs without V92 Package.

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

2019 SAVANA PASSENGER VAN

	4.3L V6 VVT		VORTEC 6.0L V8/ 6.0L V8 GASEOUS		DURAMAX 2.8L I4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)
2500	3.42	6,700	3.42	9,600	3.42	6,300
3500 (135" WB/155" WB)	3.42	6,700/6,300	3.42	9,600/9,200	3.42	5,700/5,300

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

2019 SAVANA CARGO VAN

	4.3L V6 VVT		VORTEC 6.0L V8/ 6.0L V8 GASEOUS		DURAMAX 2.8L I4	
	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)	AXLE RATIO	MAX TRAILER/TOWING CAPACITY (LBS)
2500 2WD	3.42	7,400	3.42	10,000	3.42	7,000
2500 2WD LWB	3.42	7,100	3.42	10,000	3.42	6,100
3500 2WD	3.42	7,400	3.42	10,000	3.42	6,200
3500 2WD LWB	3.42	7,200	3.42	10,000	3.42	6,000

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

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

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

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