

# 2011 CHEVROLET TRAILERING GUIDE



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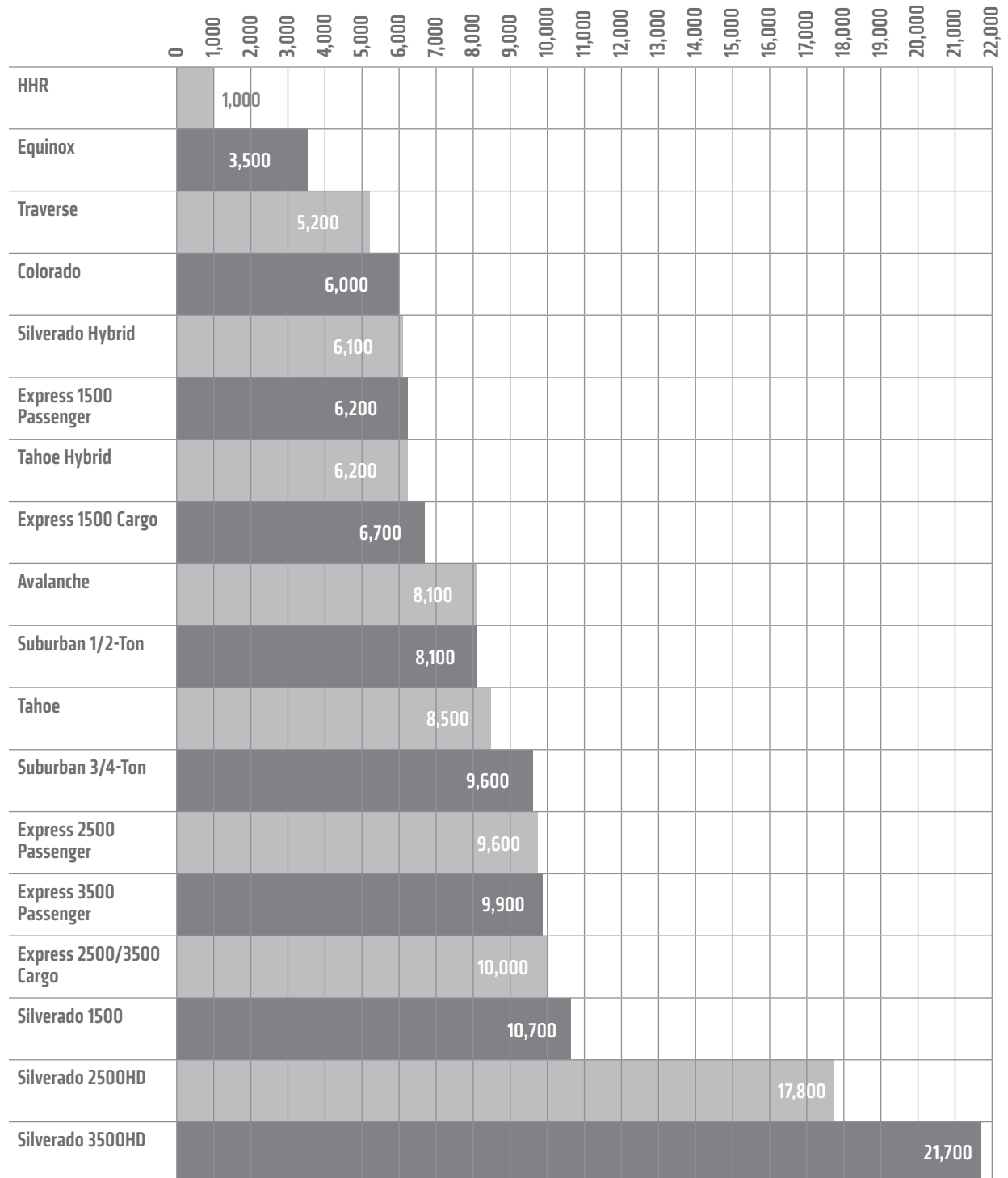
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Silverado 3500HD Big Dooley Crew Cab Long Box LTZ 4x4 shown in Steel Green Metallic.

The chart below gives you an idea of the maximum amount of weight you can confidently and safely trailer with different Chevrolet models when your vehicle is properly equipped. When determining the total weight of

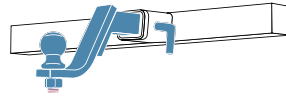
trailer and cargo, include the weight of any additional passengers and optional equipment (driver weight and base equipment are already included). See pages 08-13 for maximum trailer weight ratings by specific model.



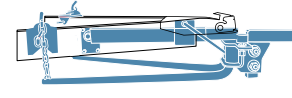
<sup>1</sup> Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your Chevrolet dealer for additional details.



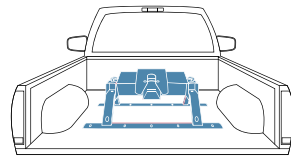
Hitch Ball on Step-Bumper



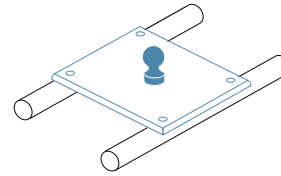
Hitch Ball on Draw Bar



Weight-Distributing Hitch with Sway Cover



Fifth-Wheel Hitch



Gooseneck Hitch

**SELECTING THE RIGHT HITCH** Choosing the right hitch and making the proper electrical connections affects how your vehicle handles, corners and brakes, and allows you to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your Chevrolet vehicle, which are detailed on pages 08-13.

**SELECTING TRAILERING EQUIPMENT** Most Chevrolet vehicles offer 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 Chevrolet dealer for more information on the model you're interested in.

**WEIGHT-CARRYING HITCH** This consists of a hitch ball mounted to a step-bumper or draw bar, commonly used for trailering light and medium loads. Hitch balls are available in a range of sizes. Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight rating.

**WEIGHT-DISTRIBUTING HITCH** This is most often used for heavier trailering. This hitch type 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 Heavy-Duty Trailering Equipment Package is available for a wide variety of Chevrolet models (and is standard on some Silverado and Suburban models). The Z82 Package includes a trailer hitch platform and may include other trailering equipment.

**WIRING HARNESS** This allows you to connect the electrical components of your trailer, such as turn signals and brake lights, to the trailering vehicle. Select Silverado models and all Avalanche, Suburban and Tahoe 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 the integrated trailer brake controller.

**INTEGRATED TRAILER BRAKE CONTROLLER** This is optional on Silverado pickups, Suburban (standard on 3/4-ton), Tahoe (not available on Tahoe Hybrid) and Avalanche. Completely integrated within the electrical system and antilock braking system and StabiliTrak (on SRW models), it allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

**TRAILER BRAKES** These are required above a 2,000-lb. trailer weight on Silverado, Tahoe, Avalanche, Suburban, and above a 1,000-lb. trailer weight on all other models. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

**SERIES** In general, a higher series number in a model 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 Chevrolet vehicles: open-cargo (Silverado and Colorado), designed primarily for carrying lots of cargo; and closed cargo (Traverse, Tahoe, Suburban, Avalanche, Express and Equinox) 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.

For trailering, Chevrolet recommends an automatic transmission for convenience and improved performance. Silverado Heavy-Duty Trucks can be equipped with a Duramax Diesel engine and an Allison® six-speed automatic with Tow/Haul mode, which raises upshift points to use more of the engine's power for strong acceleration and raises downshift points to help slow your truck using

engine braking. The six-speed automatic transmission that comes standard on Avalanche, Suburban and Tahoe, and is available on Silverado, includes Tow/Haul mode. It includes a passive shift stabilization feature that helps eliminate overactive shifting and a shift schedule that contributes to a solid shift feel, improved transmission life and overall trailering capability.

Engine hp@rpm Torque lb.-ft.@rpm	HHR	Equinox	Traverse	Colorado	Express	Suburban 1/2-Ton	Tahoe	Suburban 3/4-Ton	Avalanche	Silverado 1500	Silverado 2500HD	Silverado 3500HD
2.2L I-4 VVT	155@6100 150@4800											
2.4L I-4	172@5800 167@4500											
ECOTEC 2.4L I-4		182@6700 172@4900										
2.9L I-4				185@5600 190@2800								
3.0L V6		264@6950 222@5100										
3.5L V6			281@6300 <sup>1</sup> 266@3400									
3.7L I-5				242@5600 242@4600								
4.3L V6					195@4600 260@2800					195@4600 260@2800		
4.8L V8					280@5200 296@4600					302@5600 305@4600		
5.3L V8				300@5200 320@4000	310@5200 334@4500	320@5400 335@4000	320@5400 335@4000		320@5400 335@4000	315@5200 335@4000		
6.0L V8 Hybrid							332@5100 367@4100			332@5100 367@4100		
6.0L V8					323@4600 373@4400			352@5400 382@4200			360@5400 380@4200	322@4400 380@4200
6.2L V8										403@5700 417@4300		
6.6L V8 Turbo-Diesel					260@3100 525@1600						397@3000 765@1600	397@3000 <sup>2</sup> 765@1600

<sup>1</sup> Traverse LTZ has 288@6300, 270@3400. <sup>2</sup> Silverado 3500HD models with 6.6L Turbo-Diesel V8 with chassis cabs and incomplete trucks will have a 335@3100, 685@1600 rating.

**NOTE** Towing a trailer involves all major vehicle systems of your Chevrolet Truck. Easy and safe trailering requires a properly equipped vehicle, additional trailering equipment and an appropriate trailer. It also requires loading both the vehicle and trailer properly, using safe driving techniques, meeting regional legal requirements, and following break-in and maintenance schedules. The vehicle owner is responsible for obtaining the proper equipment (hitch ball, hitch type of the proper size, type and capacity) required to safely tow both the trailer and the load that will be towed. For more information, consult your Owner's Manual or speak to a trailering expert at your Chevrolet dealer. These charts will assist in determining how to best equip your Chevrolet Truck for trailering. To help you understand the charts, consider these trailering factors:

**RGAWR AND GVWR** Addition of trailer hitch weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame.

**GCWR** The Gross Combination Weight Rating is the total allowable weight of the completely loaded vehicle and trailer.

**TRAILER WEIGHT RATING** This rating is determined by subtracting the tow vehicle's weight (curb weight) from the Gross Combination Weight Rating (GCWR). When a base vehicle (curb) weight plus driver is used, additional passengers, equipment and cargo weight reduce this rating.

**NOTE** The safety steps described here are by no means the only precautions to be taken when trailering. See the Owner's Manual for your Chevrolet Truck for additional guidelines and trailering tips.

**TRAILERING CAUTION** If you don't use the correct equipment and drive properly, you can lose control of your vehicle when you pull a trailer. If the trailer is too heavy, your vehicle brakes may be less effective. You and your passengers could be seriously injured. Pull a trailer only after you have taken the following steps.

**TRAILER BRAKES** If your trailer weighs more than 2,000 lbs. loaded, then it must have its own adequate brakes. Be sure to read and follow the instructions for the trailer brake controller so that it is installed, adjusted and maintained properly. • Don't tap into your vehicle's brake system if the trailer's brake system will use more than 0.02 cu. in. of fluid from your vehicle's master cylinder. If it does, neither braking system will work well. • The trailer brake parts must be able to take 3,000 psi of pressure. If everything checks out thus far, have a qualified individual make the brake fluid tap at the master cylinder port that sends fluid to the rear brakes. Use only double-walled steel brake tubing.

**HITCHES** It's important to have the correct hitch equipment. • If you'll be towing a trailer that, when loaded, will weigh more than 5,000 lbs.<sup>1</sup>, be sure to use a frame-mounted, weight-distributing hitch<sup>2</sup> and sway control of the proper size. • If you have to make any holes in the body of your vehicle to install a trailer hitch, be sure to seal the holes if you ever remove the hitch. If they're not sealed, dirt, water and deadly carbon monoxide from the exhaust can get into your vehicle.

**FIFTH-WHEEL TRAILERING** Chevrolet vehicles can be equipped with a fifth-wheel or gooseneck trailer hitch. • Follow the manufacturer's directions for installation, but note that the hitch must be attached to the truck frame. Do not use the pickup bed for additional support. For proper kingpin tongue load distribution and control of the trailer, the hitch must be mounted so the kingpin load is placed ahead of the rear axle centerline. • Fifth-wheel trailer kingpin loads are higher than conventional trailer tongue loads, so pay careful attention to the truck's payload capacity and rear axle weight ratings. • Your Chevrolet dealer can help you calculate the maximum allowable payload and GVWR required for your fifth-wheel trailering application. The weight of any additional equipment and all passengers other than the driver must be subtracted from the payload weight to determine the maximum kingpin load available.

Trailer Classification	Typical Examples	Typical Examples	Typical Hitch Type <sup>3</sup>	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-lb. 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-lb. 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-lb. 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-lb. 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 (1,800-lb. maximum for weight-distributing hitch) 15%–25% of gross trailer weight (6,000-lb. maximum for fifth-wheel or gooseneck hitch)

<sup>1</sup> Maximum trailer rating may be less depending on powertrain combinations. <sup>2</sup> Not required on Silverado 2500HD or 3500HD. <sup>3</sup> Represents minimum recommended hitches. Please refer to your trailer's Owner's Manual or ask your Chevrolet dealer.

## BEFORE YOU TRAILER

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

**LOADING YOUR TRAILER** Load your trailer to attain a 10–15 percent tongue weight. A good rule of thumb is to distribute 60 percent of the load over the front half of the trailer and evenly from side to side. Loads sitting either too far forward or too far back in the trailer can create unstable trailering conditions – such as trailer sway – at highway speeds and during heavy braking. Once the trailer has been loaded and the weight is distributed properly, all cargo should be secured to prevent the load from shifting.

**SAFETY CHECKLIST** Before starting out on a trip, double-check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains, and vehicle and trailer lights. Make sure that a sway-control device is installed, if required, and that the device is working properly (see charts on pages 11–13). Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly. Check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

## ON THE ROAD

**ACCELERATING/BRAKING** Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed.

Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead of you for every 10 mph of speed. When braking, use firm, steady pressure on the brake pedal.

**CONTROLLING TRAILER SWAY** Sway refers to instability of the trailer relative to the tow vehicle, and often results from improper weight distribution, excessive speed or overloading. Other factors that can cause sway are crosswinds, poor vehicle maintenance and road conditions. Trying to steer out of sway will likely make it worse. Speed is a major contributor to trailer sway, so you need to slow the vehicle – braking, however, could lead to a jackknife or other loss of control.

To control sway:

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

You should then pull your vehicle to the side of the road and attempt to determine the cause of the instability. Check the cargo load for shifting and improper weight distribution. Check tire pressure on the tow vehicle and trailer and the condition of the suspension and shocks. If the sway was caused by strong winds, wait for conditions to improve before continuing your trip.

Finally, some trailers can be equipped with antisway devices. Contact the manufacturer of your trailer for availability.

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

**PASSING** When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and, when reentering the lane after passing, 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 six 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. Chevrolet crossover, SUV and pickup models equipped with a six-speed automatic transmission have a grade braking feature in the transmission which can do this for you. See your dealer or Owner’s Manual for additional information. When driving up a steep grade, shift to a lower gear for more torque to maintain speed and avoid lugging. Lugging occurs when the vehicle’s engine stutters because it needs to be in

a lower gear. Crest the hill no faster than the speed at which you want to descend and in the gear you expect will require little braking. Pay attention to your temperature gauges for any signs of overheating.

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

- Pull your vehicle to the side of the road. Once stopped, shift into Park (automatic transmissions) or Neutral (manual transmissions) and apply the parking brakes. Leave the engine running.
- Turn off air conditioning and other accessories to reduce load on the engine. Roll down the windows and turn the heater on to maximum and the fan to its highest setting. The heater core provides a second cooling surface that can help reduce engine temperatures.
- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1500 rpm) until the temperature gauge registers a normal reading.

- With the vehicle in Park or Neutral and the parking brake engaged and being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine. If you see either of these, shut off the engine and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled.

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

- Apply the brakes and shift into Neutral.
- Have someone place trailer wheel blocks on the downgrade side.
- Release the brakes until the blocks absorb the load.
- Apply the parking brake and shift into Park.

**LEAVING YOUR PARKING SPOT ON GRADES**

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

Flat (Dinghy) Towing Capability	Avalanche	Camaro	Colorado	Corvette	Cruze	Equinox	Express
2WD	NO	YES	NO	YES	YES	YES	NO
4WD	YES	–	YES	–	–	–	–
AWD	–	–	–	–	–	YES	NO

Flat (Dinghy) Towing Capability	HHR	Impala	Malibu	Silverado	Suburban	Tahoe	Traverse
2WD	YES	YES	YES	NO	NO	NO	NO
4WD	–	–	–	YES	YES	YES	–
AWD	–	–	–	–	–	–	NO

These charts specify the maximum trailer weight for your vehicle, assuming use of a weight-distributing hitch. (For fifth-wheel or gooseneck ratings, see pages 09 and 11.) The maximum rating for a weight-carrying hitch is listed below the charts. Do not exceed the maximum trailer weight rating.<sup>1</sup> Some models, when loaded with the driver, passengers and maximum tongue load, may exceed the maximum Gross Vehicle Weight Rating (GVWR) or Rear Gross Axle Weight Rating (RGAWR) for that vehicle, which is not permissible. For more information, ask your Chevrolet dealer.

SILVERADO 1500 Automatic Transmission Ratings with Ball Hitch (conventional trailer)	Vortec 4.3L V6		Vortec 4.8L V8 FlexFuel <sup>2</sup>		Vortec 5.3L V8 FlexFuel <sup>2</sup>		Vortec 6.0L V8 Hybrid		Vortec 6.2L V8	
	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity <sup>3</sup>	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity
Reg. Cab Standard Box 2WD	3.23	4,800	3.23	4,700	3.08	7,400				
	3.73	5,400	3.73	7,200	3.42	9,100				
Reg. Cab Standard Box 4x4	3.73	5,100	3.42	6,000	3.08 3.42	7,100 8,900				
Reg. Cab Long Box 2WD	3.23	4,700	3.23	5,100	3.08	7,200				
	3.73	5,200	3.73	7,100	3.42	10,000				
Reg. Cab Long Box 4x4	3.73	4,900	3.42	5,800	3.08 3.42	7,000 9,800				
Ext. Cab Standard Box 2WD	3.23	4,400	3.23 3.73	4,700 6,700	3.08 3.42	6,900 9,700			3.42	9,700
Ext. Cab Standard Box 2WD with MAX Trailering Package									3.73	10,700
Ext. Cab Standard Box 4x4			3.42	5,500	3.08 3.42	6,800 9,600			3.42	9,400
Ext. Cab Standard Box 4x4 with MAX Trailering Package									3.73	10,400
Ext. Cab Long Box 2WD					3.08 3.42	6,700 9,500				
Ext. Cab Long Box 4x4					3.08 3.42	6,500 9,300				
Crew Cab Short Box 2WD			3.23 3.73	4,700 6,700	3.08 3.42	6,900 9,600	3.08	6,100	3.42	9,700
Crew Cab Short Box 2WD XFE					3.08	7,000				
Crew Cab Short Box 2WD with MAX Trailering Package									3.73	10,600
Crew Cab Short Box 4x4			3.42	5,500	3.08 3.42	6,700 9,500	3.08	5,900	3.42	9,400
Crew Cab Short Box 4x4 with MAX Trailering Package									3.73	10,400

<sup>1</sup> Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your Chevrolet dealer for additional details. <sup>2</sup> E85 is a combination of 85% ethanol and 15% gasoline. Go to [chevy.com/biofuels](http://chevy.com/biofuels) to see if there is an E85 fuel station near you. <sup>3</sup> Ratings are for trucks with KSL cooling that comes with Z82 Trailering Package.

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 600-lb. trailer tongue weight. A weight-distributing hitch and sway control is required for trailer weights greater than 5,000 lbs.

**GENERAL TRAILERING NOTES:** A seven-wire trailering harness is standard on 1500 Series models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. **WEIGHT-DISTRIBUTING HITCH NOTES:** Trailer tongue weight should be 10–15 percent of total loaded trailer weight. For 1500 Series models, trailer tongue weight should be up to 1,000 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). **1500 SERIES MODEL NOTES:** To achieve a trailer weight rating greater than 5,000 lbs., models must be equipped with an available optional suspension: Handling/Trailering (Z85) or Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.



SILVERADO 1500 Automatic Transmission Ratings with Gooseneck/ Fifth-Wheel Hitch	Vortec 4.3L V6		Vortec 4.8L V8 FlexFuel <sup>1</sup>		Vortec 5.3L V8 FlexFuel <sup>1</sup>		Vortec 6.0L V8 Hybrid		Vortec 6.2L V8	
	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity
Reg. Cab Standard Box 2WD <sup>2</sup>					3.08 3.42	7,400 9,200				
Reg. Cab Standard Box 4x4 <sup>2</sup>					3.08 3.42	7,100 8,200				
Reg. Cab Long Box 2WD <sup>2</sup>					3.08 3.42	7,200 8,900				
Reg. Cab Long Box 4x4 <sup>2</sup>					3.08 3.42	7,000 9,700				
Ext. Cab Standard Box 2WD <sup>2</sup>					3.42	9,400			3.42	9,400
Ext. Cab Standard Box 2WD with MAX Trailering Package <sup>2</sup>									3.73	10,600
Ext. Cab Standard Box 4x4 <sup>2</sup>					3.42	9,600			3.42	9,100
Ext. Cab Standard Box 4x4 with MAX Trailering Package <sup>2</sup>									3.73	10,300
Ext. Cab Long Box 2WD <sup>2</sup>					3.42	9,000				
Ext. Cab Long Box 4x4 <sup>2</sup>					3.42	8,100				
Crew Cab Short Box 2WD <sup>3</sup>										
Crew Cab Short Box 2WD XFE <sup>3</sup>										
Crew Cab Short Box 2WD with MAX Trailering Package <sup>3</sup>										
Crew Cab Short Box 4x4 <sup>3</sup>										
Crew Cab Short Box 4x4 with MAX Trailering Package <sup>3</sup>										

1 E85 is a combination of 85% ethanol and 15% gasoline. Go to [chevy.com/biofuels](http://chevy.com/biofuels) to see if there is an E85 fuel station near you. 2 Fifth-wheel or gooseneck kingpin weight should be 15–25 percent of trailer weight up to 3,000-lb. (1361-kg.) maximum. 3 This model is neither designed nor intended to tow trailers with fifth-wheel or gooseneck hitches.

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

**GENERAL TRAILERING NOTES:** A seven-wire trailering harness is standard on 1500 Series models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Heavy-Duty Trailering Equipment Package (Z82). **FIFTH-WHEEL AND GOOSENECK HITCH NOTES:** Trailer kingpin weight should be 15–25 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). **1500 SERIES MODEL NOTES:** To tow trailers with fifth-wheel or gooseneck hitches, models must be equipped with an available optional suspension: Handling/Trailering (Z85) or Off-Road (Z71). For automatic transmission models, an additional transmission oil cooler (KNP) is available.



Silverado 3500HD Big Dooley Crew Cab Long Box LTZ 4x4 shown in Steel Green Metallic.

**TRAILER SWAY CONTROL** Working in conjunction with the StabiliTrak Electronic Stability Control System, the new Trailer Sway Control feature (single rear wheel models only) senses trailer sway and automatically applies the truck's brakes and reduces engine power, if necessary, to help you get back on track.

**HILL START ASSIST** On uphill inclines greater than a 5 percent grade, the Hill Start Assist (single rear wheel models only) automatically engages to hold the truck stationary for about a second, allowing the driver time to press the accelerator. This gives the driver time to accelerate before the truck can roll backward. It can be extremely helpful when you're stopped on a steep grade with a vehicle two feet from your rear bumper. The available integrated trailer brake controller will also assist with this feature and apply the trailer brakes.

**STABILITRAK ELECTRONIC STABILITY CONTROL** StabiliTrak, standard on single rear wheel models, improves vehicle stability, particularly during emergency maneuvers. The StabiliTrak control module compares your steering input with the vehicle's actual response and then, if necessary, makes small, individual brake and engine torque applications to enhance control and help you keep on track. StabiliTrak automatically intervenes when it senses loss of lateral traction (sideslip), understeer (plowing) or oversteer (fishtailing).

**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.

#### **EXHAUST BRAKE SYSTEM**

The new diesel exhaust brake system, included with the available Allison transmission, works in conjunction with the Tow/Haul mode and auto grade braking features. After adjusting for the load and grade, a variable vane geometry turbo creates back pressure to slow down the vehicle and help reduce brake use. That means reduced brake fade, prolonged brake life and more confidence when you're pulling 21,700 lbs<sup>1</sup>, especially on steep grades, increasing the vehicle's ability to trailer heavy loads.



<sup>1</sup> Requires Regular Cab model with available Duramax 6.6L Turbo-Diesel V8 engine and fifth-wheel hitch. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your Chevrolet dealer for additional details.

SILVERADO 2500HD/3500HD Automatic Transmission Ratings with Ball Hitch	Vortec 6.0L V8		Duramax 6.6L Diesel V8		SILVERADO 2500HD/3500HD Automatic Transmission Ratings with Gooseneck/ Fifth-Wheel Hitch	Vortec 6.0L V8		Duramax 6.6L Diesel V8	
	Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity		Axle Ratio	Max. Trailer/ Towing Capacity	Axle Ratio	Max. Trailer/ Towing Capacity
2500HD Series Regular Cab Long Box 2WD	3.73 4.10	10,200 13,000	3.73	13,000	2500HD Series Regular Cab Long Box 2WD	3.73 4.10	10,200 14,700	3.73	17,800
2500HD Series Regular Cab Long Box 4x4	3.73 4.10	9,900 13,000	3.73	13,000	2500HD Series Regular Cab Long Box 4x4	3.73 4.10	9,900 14,400	3.73	17,500
2500HD Series Extended Cab Standard Box 2WD	3.73 4.10	9,800 13,000	3.73	13,000	2500HD Series Extended Cab Standard Box 2WD	3.73 4.10	9,800 14,300	3.73	17,500
2500HD Series Extended Cab Standard Box 4x4	3.73 4.10	9,500 13,000	3.73	13,000	2500HD Series Extended Cab Standard Box 4x4	3.73 4.10	9,500 14,000	3.73	17,200
2500HD Series Extended Cab Long Box 2WD	3.73 4.10	9,700 13,000	3.73	13,000	2500HD Series Extended Cab Long Box 2WD	3.73 4.10	9,700 14,200	3.73	17,400
2500HD Series Extended Cab Long Box 4x4	3.73 4.10	9,400 13,000	3.73	13,000	2500HD Series Extended Cab Long Box 4x4	3.73 4.10	9,400 13,900	3.73	16,500
2500HD Series Crew Cab Standard Box 2WD	3.73 4.10	9,700 13,000	3.73	13,000	2500HD Series Crew Cab Standard Box 2WD	3.73 4.10	9,700 14,200	3.73	17,400
2500HD Series Crew Cab Standard Box 4x4	3.73 4.10	9,400 13,000	3.73	13,000	2500HD Series Crew Cab Standard Box 4x4	3.73 4.10	9,400 13,900	3.73	16,700
2500HD Series Crew Cab Long Box 2WD	3.73 4.10	9,600 13,000	3.73	13,000	2500HD Series Crew Cab Long Box 2WD	3.73 4.10	9,600 14,100	3.73	17,200
2500HD Series Crew Cab Long Box 4x4	3.73 4.10	9,300 13,000	3.73	13,000	2500HD Series Crew Cab Long Box 4x4	3.73 4.10	9,300 13,800	3.73	15,600
3500HD Series Regular Cab Long Box SRW 2WD	4.10	13,000	–	–	3500HD Series Regular Cab Long Box SRW 2WD	4.10	14,500	–	–
3500HD Series Regular Cab Long Box SRW 4x4	3.73 4.10	9,700 13,000	3.73	13,000	3500HD Series Regular Cab Long Box SRW 4x4	3.73 4.10	9,700 14,200	3.73	17,400
3500HD Series Regular Cab Long Box DRW 2WD	3.73 4.10	9,600 14,100	–	–	3500HD Series Regular Cab Long Box DRW 2WD	3.73 4.10	9,600 14,100	–	–
3500HD Series Regular Cab Long Box DRW 4x4	3.73 4.10	9,300 13,800	3.73	16,000	3500HD Series Regular Cab Long Box DRW 4x4	3.73 4.10	9,300 13,800	3.73	21,700
3500HD Series Extended Cab Long Box SRW 2WD	3.73 4.10	9,500 13,000	3.73	13,000	3500HD Series Extended Cab Long Box SRW 2WD	3.73 4.10	9,500 14,000	3.73	17,300
3500HD Series Extended Cab Long Box DRW 2WD	3.73 4.10	9,100 13,600	3.73	16,500	3500HD Series Extended Cab Long Box DRW 2WD	3.73 4.10	9,100 13,600	3.73	21,500
3500HD Series Extended Cab Long Box SRW 4x4	3.73 4.10	9,200 13,000	3.73	13,000	3500HD Series Extended Cab Long Box SRW 4x4	3.73 4.10	9,200 13,700	3.73	16,900
3500HD Series Extended Cab Long Box DRW 4x4	3.73 4.10	8,900 13,400	3.73	17,000	3500HD Series Extended Cab Long Box DRW 4x4	3.73 4.10	8,900 13,400	3.73	21,300
3500HD Series Crew Cab Standard Box SRW 2WD	3.73 4.10	9,500 13,000	3.73	13,000	3500HD Series Crew Cab Standard Box SRW 2WD	3.73 4.10	9,500 14,000	3.73	17,200
3500HD Series Crew Cab Standard Box SRW 4x4	3.73 4.10	9,200 13,000	3.73	13,000	3500HD Series Crew Cab Standard Box SRW 4x4	3.73 4.10	9,200 13,700	3.73	17,000
3500HD Series Crew Cab Long Box SRW 2WD	3.73 4.10	9,400 13,000	3.73	13,000	3500HD Series Crew Cab Long Box SRW 2WD	3.73 4.10	9,400 13,900	3.73	17,300
3500HD Series Crew Cab Long Box SRW 4x4	3.73 4.10	9,100 13,000	3.73	13,000	3500HD Series Crew Cab Long Box SRW 4x4	3.73 4.10	9,100 13,600	3.73	16,800
3500HD Series Crew Cab Long Box DRW 2WD	3.73 4.10	9,000 13,500	3.73	16,500	3500HD Series Crew Cab Long Box DRW 2WD	3.73 4.10	9,000 13,500	3.73	21,500
3500HD Series Crew Cab Long Box DRW 4x4	3.73 4.10	8,700 13,200	3.73	17,000	3500HD Series Crew Cab Long Box DRW 4x4	3.73 4.10	8,700 13,200	3.73	21,100

**GENERAL TRAILERING NOTES:** A seven-wire trailering harness is standard on Silverado Heavy Duty models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a seven-pin sealed connector at the rear bumper. An eight-wire camper/fifth-wheel wiring harness (UV2) is also available and requires the Heavy-Duty Trailering Equipment Package (Z82). **AUTOMATIC TRANSMISSION MODEL NOTE:** All automatic transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP). **FIFTH-WHEEL AND GOOSENECK HITCH NOTES:** Trailer kingpin weight should be 15–25 percent of total loaded trailer, up to 3,000 lbs. on 2500HD models or up to 3,500 lbs. on 3500HD models. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

TAHOE/ SUBURBAN/ AVALANCHE Tahoe Tahoe Hybrid Suburban 1/2-Ton Suburban 3/4-Ton Avalanche	Vortec 5.3L V8 FlexFuel <sup>1</sup>		Vortec 6.0 V8 VVT		Vortec 6.0L V8 Hybrid	
	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity
Tahoe 2WD	3.08 3.42	5,500 8,500 <sup>2</sup>			3.08	6,200
Tahoe 4WD	3.08 3.42	5,200 8,200 <sup>2</sup>			3.08	5,900
Suburban 1/2-Ton 2WD	3.08 3.42	5,100 8,100 <sup>2</sup>				
Suburban 1/2-Ton 4WD	3.08 3.42	5,000 8,000 <sup>2</sup>				
Suburban 3/4-Ton 2WD			3.73	9,600		
Suburban 3/4-Ton 4WD			3.73	9,400		
Avalanche 2WD	3.08 3.42	5,100 8,100 <sup>2</sup>				
Avalanche 4WD	3.08 3.42	5,000 8,000 <sup>2</sup>				

<sup>1</sup> E85 is a combination of 85% ethanol and 15% gasoline. Go to [chevy.com/biofuels](http://chevy.com/biofuels) to see if there is an E85 fuel station near you. <sup>2</sup> Requires Heavy-Duty Trailing Package (K5L).

**NOTES ON TAHOE, SUBURBAN AND AVALANCHE:** Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your Chevrolet dealer for additional details. Trailer tongue weight should be 10–15 percent of total loaded trailer weight (up to 1,000 lbs.). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The Trailing Equipment Package (Z82) includes trailer hitch platform and trailer electrical connector.

EQUINOX	Vortec 2.4L I-4 SIDI		Vortec 3.0L V6 SIDI	
	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity
Equinox FWD	3.32	1,500	2.77	3,500
Equinox AWD	3.53	1,500	2.77	3,500

Weight-distributing hitch and sway control not required.

**NOTES ON EQUINOX:** Trailer tongue weight should be 10–15 percent of total loaded trailer weight (up to 350 lbs.). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

COLORADO	Vortec 2.9L I-4 VVT		Vortec 3.7L I-5 VVT		Vortec 5.3L V8	
	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity
Regular Cab 2WD	3.73	3,400	3.73	4,000		
Regular Cab 4WD	3.73	3,100	3.73	4,000		
Extended Cab 2WD	3.73	3,200	3.73	5,500	3.42 3.73	6,000 6,000
Extended Cab 4WD	3.73	2,900	3.73	5,500	3.42 4.10	6,000 6,000
Crew Cab 2WD	3.73	3,000	3.73	5,500	3.42 3.73	6,000 6,000
Crew Cab 4WD			3.73	5,500	3.42 4.10	6,000 6,000

Weight-distributing hitch and sway control not required.

**NOTES ON COLORADO:** Trailer tongue weight should be 10–15 percent of total loaded trailer weight (up to 500 lbs.). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

TRAVERSE	3.6L V6 VVT DI	
	Axle Ratio	Max. Trailer/Towing Capacity
Traverse FWD	3.16	5,200
Traverse AWD	3.16	5,200

Weight-distributing hitch and sway control not required.

**NOTES ON TRAVERSE:** Trailer tongue weight should be 10–15 percent of total loaded trailer weight (up to 500 lbs.). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

EXPRESS PASSENGER VAN	Vortec 4.8L V8		Vortec 5.3L V8		Vortec 6.0L V8		Duramax 6.6L V8 Turbo-Diesel	
	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity	Axle Ratio	Max. Trailer/Towing Capacity
1500 2WD/AWD			3.42	6,200/ 6,000				
2500	3.42	6,700			3.42	9,600		
3500 (135WB/155WB)					3.42	9,700/ 9,300	3.54	9,900/ 9,700

This chart is for use with a weight-distributing hitch. When using a weight-carrying hitch, the maximum trailer weight is 4,000 lbs. with a 400-lb. tongue weight. A weight-distributing hitch and sway control is required for trailer weights greater than 4,000 lbs.

**NOTES ON EXPRESS:** Trailer tongue weight should be 10–15 percent of total loaded trailer weight (up to 1,000 lbs.). Addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. The Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and seven-wire trailer wiring harness.

**TRAILERING WITH YOUR CHEVROLET** Chevrolet vehicles are built strong and durable to handle the demands of trailering. Certain equipment that prepares a Chevrolet 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 Chevrolet vehicle with the available Trailering Package. This package includes a trailer hitch platform and an electrical harness. Also required with this package are a hitch ball, a mounting head, and possibly weight-distributing and antisway assemblies; these are available through aftermarket sources. Please carefully review your Chevrolet Truck 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 Chevrolet dealer for complete details. Chevrolet 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. Chevrolet vehicles are equipped with engines produced by GM Powertrain or other suppliers to General Motors worldwide. Allison is a registered trademark of Allison Transmission, Inc. GM, the GM Logo, Chevrolet, the Chevrolet Logo, and the slogans, emblems, vehicle model names, vehicle body designs and other marks appearing in this guide are the trademarks and/or service marks of General Motors, its subsidiaries, affiliates or licensors. ©2011 General Motors. All rights reserved.