

2012 CHEVROLET TRAILERING & TOWING VEHICLE SELECTOR



INFORMATION TO HELP YOU SELECT THE CORRECT VEHICLE FOR YOUR TRAILERING NEEDS

1. What type of trailer will you be towing?
2. How much does the trailer weigh?
3. In addition to the trailer, how much weight will you carry (cargo, food, water, fuel, propane, etc...)?
4. How many passengers will you typically have?
5. Is your trailer equipped with trailer brakes?
6. What type of electrical connection does your trailer require?

ONLINE TOOLS

To help determine your specific tow vehicle needs, please visit the Towing Selector section of the Chevrolet website at www.chevy.com.

In addition, the Online Order Guide features helpful tools for full-size trucks to help determine payload and trailering capabilities based on model and options selected. Go to <http://eogld.ecomm.gm.com>, select a full-size truck model, click on "Model and Option Weights" and follow the steps.

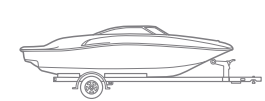
WEIGHT CLASSIFICATIONS

LIGHT-DUTY <2,000 LBS.



FOLDING CAMPING TRAILER, SNOWMOBILES, JET-SKI TRAILERS

MEDIUM-DUTY 2,001 to 3,500 LBS.



SINGLE-AXLE TRAILERS UP TO 10' OPEN UTILITY TRAILERS, SMALL SPEED BOATS

HEAVY-DUTY 3,501 to 5,000 LBS.



DUAL/SINGLE-AXLE TRAILERS, LARGE BOATS, ENCLOSED UTILITY TRAILERS

EXTRA HEAVY-DUTY 5,001 to 10,000 LBS.



TWO-HORSE TRAVEL AND FIFTH-WHEEL/GOOSENECK RECREATIONAL TRAILERS

MAXIMUM HEAVY-DUTY 10,000 LBS.+



LARGE HORSE TRAVEL, FIFTH-WHEEL/GOOSENECK RECREATIONAL AND COMMERCIAL TRAILERS

TRAILERING TECHNOLOGIES

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.

TRAILER SWAY CONTROL

Working in conjunction with the StabiliTrak Electronic Stability Control System and integrated Trailer Brake Control (if equipped), the new Trailer Sway Control feature on Silverado pickups (single rear wheel models only) senses trailer sway and automatically applies the truck and trailer brakes and reduces engine power, if necessary, to help you get back on track.

HILL START ASSIST

On inclines greater than a 5% grade, Hill Start Assist on Silverado pickups (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.

INTEGRATED TRAILER BRAKE CONTROLLER

This is optional on Silverado pickups. Suburban (standard on 3/4-ton), Tahoe (not available on Silverado Hybrid or 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.



REAR VISION CAMERA

This available feature is designed to allow the driver to use the rearview mirror (or navigation radio screen, if so equipped), to see certain stationary obstacles located behind the vehicle when travelling in Reverse.

TOW/HAUL MODE

Standard Tow/Haul mode on Express, Silverado HD, Silverado, Suburban and Tahoe adjusts the shift schedule in the automatic transmission so it isn't "hunting" for the correct gear while towing or trailering.

AUTO GRADE BRAKING

Standard on Silverado HD, this feature works with the cruise control to maintain vehicle speed on long, steep grades.

CRUISE GRADE BRAKING

Included with the available 6-speed automatic transmission on Silverado, the cruise grade braking feature automatically downshifts to help slow the truck and preserve your brake pads on long, steep descents.



TRAILERING TERMS

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 Chevrolet vehicle is displayed on the driver's door or door-lock pillar label.

GROSS COMBINATION WEIGHT RATING (GCWR)

This is the maximum allowable weight, expressed in pounds, of the vehicle and trailer combination, including the weight of the driver, passengers, fuel, optional equipment and gear in the vehicle.

GROSS TRAILER WEIGHT

The weight of a loaded trailer.

TRAILER WEIGHT RATING

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

GROSS VEHICLE WEIGHT RATING (GVWR)

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

DINCHY TOWING AVAILABILITY

The chart below indicates which Chevrolet vehicles are able to be towed behind another vehicle, such as a motor home, with all four wheels on the ground.

	2WD	4WD	AWD
AVLANCHE	NO	YES	-
CAMARO	YES	-	-
COLORADO	NO	YES	-
CORVETTE	YES	-	-
CRUZE	YES*	-	-
EQUINOX	YES	-	YES
EXPRESS	NO	-	NO
IMPALA	YES	-	-
MALIBU	YES	-	-
SILVERADO	NO	YES	-
SILVERADO HD	NO	YES	-
SONIC	YES*	-	-
SUBURBAN	NO	YES	-
TAHOE	NO	YES	-
TRAVERSE	YES	-	YES
VOLT	NO	-	-

* Manual transmission only

SILVERADO 1500 CONVENTIONAL TRAILERING (LBS.)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Z85 Handling/Trailering suspension or Z71 Off-Road suspension and a weight-distributing hitch with sway control required over 5,000-lb. trailer weight.

Engine	Axle Ratio	GCWR ²	REGULAR CAB Standard Box 2WD		EXTENDED CAB Standard Box 2WD		CREW CAB Short Box 2WD		Short Box 4x4	
			Long Box 2WD	Standard Box 4x4	Long Box 4x4	Standard Box 4x4	Long Box 4x4			
Vortec 4.3L V6	3.73	10,000	5,400	5,200	5,100	4,900	-	-	-	
	3.23	9,500	4,800	4,700	-	-	-	-	-	
	4.00	-	-	-	-	-	-	-	-	
Vortec 4.8L V8	3.73	12,000	7,200	7,100	-	-	6,700	-	6,700	
	3.42	11,000	-	6,000	5,800	-	5,500	-	5,500	
	3.23	10,000	-	5,100	-	4,700	-	4,700	-	
Vortec 5.3L V8 with Heavy-Duty Cooling Package	3.23	9,500	4,700	-	-	-	-	-	-	
	3.42	15,000	-	10,000	-	9,800	9,700	9,500	9,600	9,500
	3.42	14,000	9,100	-	8,900	-	-	-	-	
Vortec 5.3L V8 XFE	3.08	12,200	7,400	7,200	7,100	7,000	6,900	6,700	6,700	
	3.08	11,500	6,600	6,500	6,400	6,300	6,200	6,000	6,000	
	3.08	12,200	-	-	-	-	-	7,000	-	
Vortec 5.3L V8	3.08	11,500	-	-	-	-	-	6,200	6,000	
	3.08	12,000	-	-	-	-	-	6,100	5,900	
	3.08	12,000	-	-	-	-	-	6,100	5,900	
Vortec 6.2L V8 with MAX Trailering Pack	3.73	16,000	-	-	-	-	10,700	-	10,600	
	3.42	15,000	-	-	-	-	9,700	-	9,700	

SILVERADO 1500 FIFTH-WHEEL TRAILERING (LBS.)

Fifth-wheel trailering with a Silverado 1500 requires Z85 Handling/Trailering suspension or Z71 Off-Road suspension.

Engine	Axle Ratio	GCWR ²	REGULAR CAB Long Box 2WD		EXTENDED CAB Standard Box 2WD		Standard Box 4x4		Long Box 4x4	
			Standard Box 4x4	Long Box 4x4	Standard Box 2WD	Long Box 2WD	Standard Box 4x4	Long Box 4x4		
Vortec 5.3L V8 with Heavy-Duty Cooling Package	3.42	15,000	-	-	9,400	9,000	9,600	8,100	-	-
	3.42	14,000	8,900	8,200	-	-	-	-	-	-
Vortec 6.2L V8 with MAX Trailering Pack	3.73	16,000	-	-	10,600	-	10,300	-	-	-
	3.42	15,000	-	-	9,400	-	9,100	-	-	-

SILVERADO 2500HD AND 3500HD BALL-HITCH TRAILERING (LBS.)

Engine	Axle Ratio	GCWR ²	REGULAR CAB MAXIMUM TRAILER WEIGHT		2500HD Std. Box 2WD		2500HD Long Box 2WD		3500HD Std. Box 2WD		3500HD Long Box 2WD		3500HD Big Dually Long Box 2WD	
			Standard Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4		
Vortec 6.0L V8/6-speed automatic	4.10	20,500	N/A	N/A	13,000	14,100	N/A	N/A	13,000	14,100	13,000	14,100	13,000	14,100
	3.73	16,000	-	-	10,200	9,600	-	-	9,900	9,700	9,700	9,300	9,700	9,300
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	N/A	N/A	13,000	N/A	N/A	N/A	13,000	N/A	13,000	N/A	13,000	N/A
	3.0500	30,500	-	-	-	-	-	-	-	-	-	-	16,000	

EXTENDED CAB MAXIMUM TRAILER WEIGHT

Vortec 6.0L V8/6-speed automatic	4.10	20,500	13,000	13,000	N/A	13,000	13,600	13,000	13,000	N/A	13,000	13,400
	3.73	16,000	9,800	9,700	9,500	9,100	9,500	9,400	9,200	9,100	8,900	8,900
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	13,000	13,000	N/A	13,000	-	13,000	13,000	N/A	13,000	-
	3.0500	30,500	-	-	-	16,500	-	-	-	-	18,000 ³	-

CREW CAB MAXIMUM TRAILER WEIGHT

Vortec 6.0L V8/6-speed automatic	4.10	20,500	13,000	13,000	13,000	13,000	13,500	13,000	13,000	13,000	13,200
	3.73	16,000	9,700	9,600	9,500	9,400	9,000	9,400	9,200	9,100	8,700
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,000	-
	3.0500	30,500	-	-	-	-	-	-	-	-	18,000 ³

SILVERADO 2500HD AND 3500HD FIFTH-WHEEL TRAILERING (LBS.)

Engine	Axle Ratio	GCWR ²	REGULAR CAB MAXIMUM TRAILER WEIGHT		2500HD Std. Box 2WD		2500HD Long Box 2WD		3500HD Std. Box 2WD		3500HD Long Box 2WD		3500HD Big Dually Long Box 2WD	
			Standard Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4	Std. Box 4x4	Long Box 4x4		
Vortec 6.0L V8/6-speed automatic	4.10	20,500	N/A	N/A	14,700	N/A	14,500	N/A	14,200	N/A	14,200	13,800	13,800	13,800
	3.73	16,000	-	-	10,200	-	9,600	-	9,900	9,700	9,300	9,300	9,300	
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	N/A	N/A	17,800	N/A	-	N/A	17,500	N/A	17,400	-	-	
	3.0500	30,500	-	-	-	-	-	-	-	-	-	23,000		

EXTENDED CAB MAXIMUM TRAILER WEIGHT

Vortec 6.0L V8/6-speed automatic	4.10	20,500	14,300	14,200	N/A	14,000	13,600	14,000	13,900	N/A	13,700	13,400
	3.73	16,000	9,800	9,700	9,500	9,100	9,500	9,400	9,200	9,100	8,900	8,900
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	17,500	17,400	N/A	17,300	-	16,400	15,700	N/A	16,900	-
	3.0500	30,500	-	-	-	22,800	-	-	-	-	22,600	-

CREW CAB MAXIMUM TRAILER WEIGHT

Vortec 6.0L V8/6-speed automatic	4.10	20,500	14,200	14,100	14,000	13,900	13,500	13,900	13,800	13,700	13,600	13,200
	3.73	16,000	9,700	9,600	9,500	9,400	9,000	9,400	9,300	9,200	9,100	8,700
Duramax 6.6L Turbo-Diesel V8/ Allison 1000 6-speed auto	3.73	24,500	17,400	16,700	17,200	17,300	-	15,800	14,700	17,000	16,800	-
	3.0500	30,500	-	-	-	22,800	-	-	-	-	22,400	-

NOTES ON SILVERADO: Trailer tongue weight should be 10 to 15% of total loaded trailer weight. Addition of trailer tongue weight/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 doorframe. Fifth-wheel hitch is available as a dealer-installed accessory on select models.

AVLANCHE ENGINE HORSEPOWER, TORQUE AND MAX TRAILER WEIGHT RATINGS¹

Engine	VORTEC 5.3L V-8 VVT (LMG)	VORTEC 5.3L V-8 VVT (LC9)
Horsepower (hp @ rpm)	320 @ 5400	320 @ 5400
Torque (lb.-ft. @ rpm)	335 @ 4000	335 @ 4000

Avalanche 2WD	Axle Ratio	Rating (lbs.)	Axle Ratio	Rating (lbs.)
Avalanche AWD	3.08/3.42	5100/8100	3.08/3.42	5000/8000

NOTES ON AVLANCHE: Trailer tongue weight should be 10 to 15 percent of total trailer weight (up to 600 lbs.). A weight-distributing hitch and