

2026 Trailering Guide

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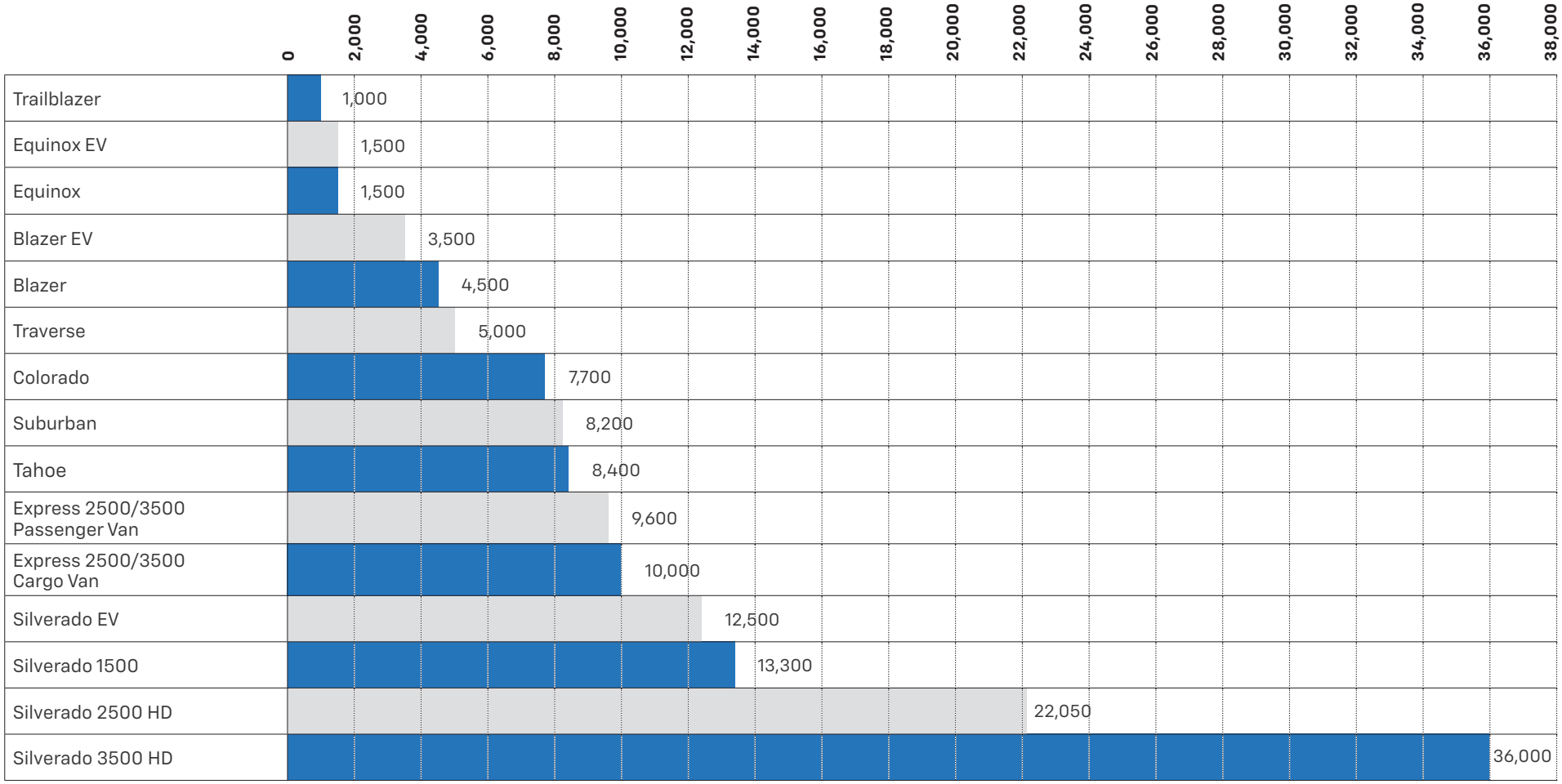
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Selecting a vehicle/maximum trailer weight ratings (lbs.)[1]

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. See pages 25–44 for maximum trailer weight ratings by specific model.



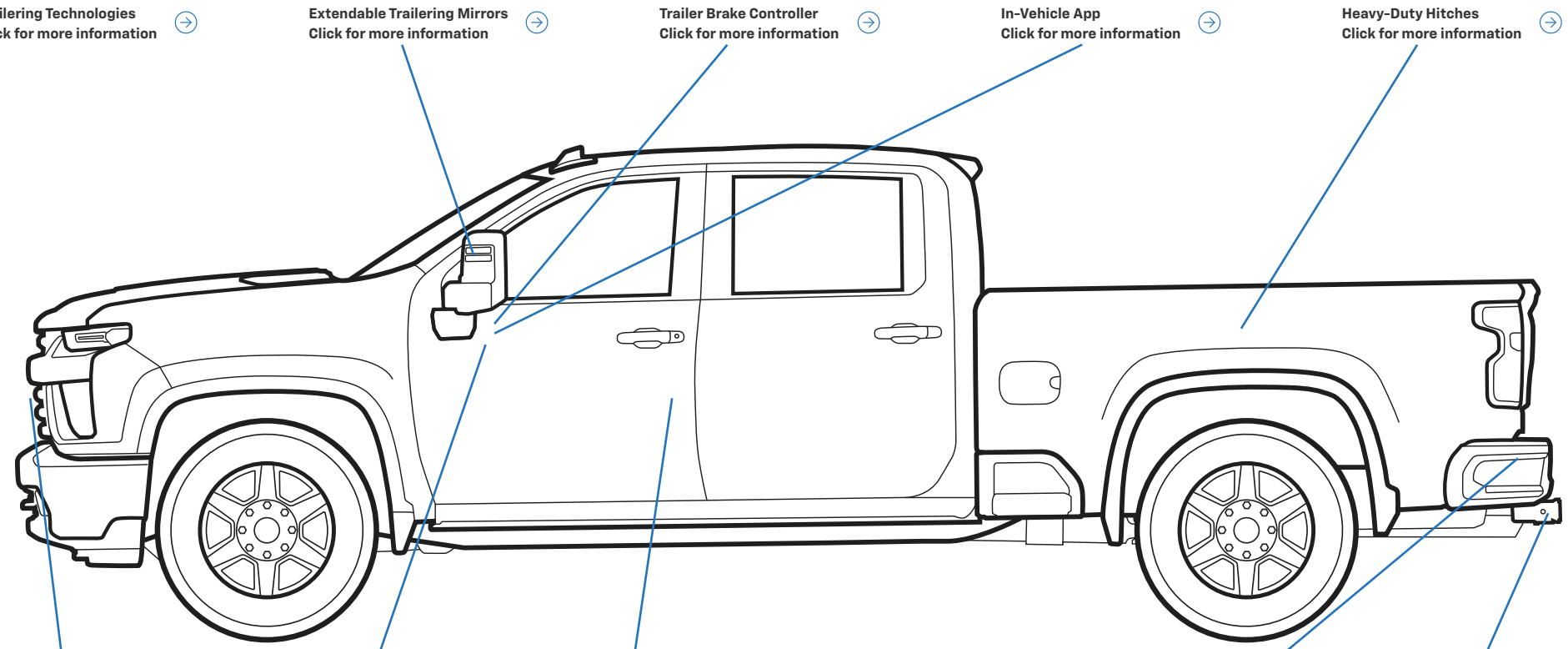
Silverado Series In general, a higher series number in a model indicates a greater load-carrying capacity. In addition, a truck with a higher series number typically has a stronger frame, a stiffer suspension and higher-capacity brakes, increasing the truck's ability to trailer heavy loads.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer.

Trailering basics – Features overview

You're ready to tow

Many Chevrolet vehicles offer features that help make trailering safe and convenient, giving you the confidence to tow wherever you go.



Trailering basics – Vehicles and hitches

Selecting Trailering Equipment Most Chevrolet vehicles offer a variety of 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.

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 25–44.

Hitches It's important to have the correct hitch equipment.
- If you'll be towing a trailer that requires a weight-distributing hitch, be sure to use a frame-mounted, weight-distributing hitch[1] and sway control of the proper size

Conventional Hitch This consists of a hitch ball mounted to a receiver or step bumper. 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 hitch type distributes the trailer tongue 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.

Gooseneck and Fifth-Wheel Hitches These are designed for heavy trailering. Located in the bed of the truck, these hitches position the trailer's kingpin weight near the truck's rear axle. Gooseneck and fifth-wheel hitches are most frequently used with travel trailers, horse trailers and other large trailers.

Gooseneck and Fifth-Wheel Trailering Some Silverado models 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 near 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 Gross Axle Weight Rating
- 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

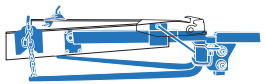
Conventional hitches



Hitch Ball on Step Bumper

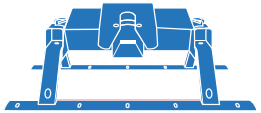


Hitch Receiver

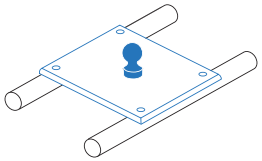


Weight-Distributing Hitch with Sway Control

Heavy-duty hitches



Fifth-Wheel Hitch



Gooseneck Hitch

[1] Not required on Silverado 2500 HD or 3500 HD.

Trailering basics – Wiring harness and trailer brakes

Wiring Harness This allows you to connect the electrical components of your trailer, such as turn signals and brake lights, to the tow vehicle. Select Blazer, Silverado and Colorado models and all Suburban, Tahoe, and Traverse models feature a 7-pin wiring harness to streamline hookup of trailer lighting and brakes.

Trailer Brakes These are required above a 2,000-lb. trailer weight on Silverado, Suburban and Tahoe, and above a 1,500-lb. trailer weight on all other models. (Brake requirements vary by state; consult state laws for actual requirements.) The most common trailer braking systems are electric brakes (often used on travel trailers, horse trailers and car haulers) and surge brakes (found primarily on boat trailers). 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. Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball.





Trailering basics – Classifications and overview

Trailer Classification	Typical Examples	Typical Gross Trailer Weight Examples	Typical Hitch Type[1]
Light-Duty (I)	Folding camping trailer, snowmobile trailers and personal watercraft trailers (trailer and cargo combined)	Up to 2,000 lbs. gross trailer weight	Conventional hitch
Medium-Duty (II)	Single-axle trailers up to 18 ft., open utility trailers and small speedboat trailers	2,001–3,500 lbs. gross trailer weight	Conventional hitch
Heavy-Duty (III)	Dual- or single-axle trailers, larger boat trailers and enclosed utility trailers	3,501–5,000 lbs. gross trailer weight	Conventional hitch or weight-distributing hitch
Extra Heavy-Duty (IV)	Two-horse, travel and fifth-wheel recreational trailers	5,001–10,000 lbs. gross trailer weight	Conventional hitch, weight-distributing hitch, fifth-wheel hitch or gooseneck hitch
Maximum Heavy-Duty (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	10,001 lbs. and above gross trailer weight	Conventional hitch, weight-distributing hitch, fifth-wheel hitch or gooseneck hitch

Towing a trailer involves all major vehicle systems of your Chevrolet vehicle. 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 state and federal 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 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 vehicle for trailering. To help you understand the charts, consider these trailering factors:

Towing Differences When assessing differences in towing capability, keep in mind that many factors affect tow ratings. These can include, but are not limited to, available driveline torque, powertrain cooling capacity, suspension and chassis load carrying capacity, and some items which impact vehicle stability such as tire grip, wheelbase, and steering response.

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 doorframe. Make certain you are aware of your Gross Vehicle Weight (GVW) and any state and federal operating requirements. GVW includes weight of the vehicle, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle.

GCWR The Gross Combination Weight Rating (GCWR) is the total allowable weight of the completely loaded vehicle and trailer. This rating can be found on the Trailering Information Label located on the doorframe for Silverado 1500, Silverado EV, Silverado HD, Suburban and Tahoe or the Owner's Manual. Make certain you are aware of your Gross Combination Weight (GCW) and any state and federal operating requirements. GCW includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Maximum Trailer Weight Rating This rating is determined by subtracting the tow vehicle's weight (curb weight) from the Gross Combination Weight Rating (GCWR). Base vehicle (curb) weight plus 150 lbs. each for the driver and a front passenger is used, so additional passengers, equipment and cargo weight reduce this rating. This rating can be found on the Trailering Information Label located on the doorframe for Silverado 1500, Silverado EV, Silverado HD, Suburban and Tahoe or the Owner's Manual.

Axle Ratio In general, a higher axle ratio offers higher trailer weight ratings, quicker acceleration and less fuel efficiency. A lower axle ratio offers more fuel efficiency and quieter vehicle operation but will have slower acceleration and lower trailer weight ratings.

Note The steps described here are by no means the only precautions to be taken when trailering. See the Owner's Manual for your Chevrolet vehicle 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 read the information in this guide and followed the steps on the following pages. See the Owner's Manual for your Chevrolet vehicle for additional guidelines and trailering tips.

[1] Represents minimum recommended hitch(es). Please refer to your trailer's Owner's Manual or ask your Chevrolet dealer.

Trailering basics – Important information

The information below is intended to give you some details about the trailer ratings on your vehicle and a way to ensure that the vehicle you use can handle the load you want to pull.

Maximum Trailer Weight Ratings and Gross Combination Weight Ratings
Engineers perform extensive testing of acceleration, handling, braking, and thermal and structural performance to determine the Gross Combination Weight Rating (GCWR) and the maximum trailer weight rating for your vehicle. The GCWR is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and accessories. You should not exceed the GCWR of your vehicle when you tow a trailer.

Chevrolet also calculates and publishes a maximum trailer weight rating for most models or series of Chevrolet vehicles for comparison purposes. The maximum trailer weight rating is not specific to an individual vehicle and is most useful for comparing product lines to one another to help you select a product that will meet your needs. When you buy a vehicle, you should ensure that the total load (including passengers, cargo and equipment) you intend to pull with it will be less than the maximum trailer weight rating of the vehicle.

Because the maximum trailer weight rating is calculated for a line of vehicles, rather than an individual load situation, some standardized assumptions are made when calculating the maximum trailer weight rating: that the tow vehicle has a driver, a front-seat passenger, and all required trailering equipment. This value represents the heaviest trailer the vehicle can tow, but it may be necessary to reduce the trailer weight to stay within the GCWR, GVWR, maximum trailer tongue load, or RGAWR for the vehicle.

How to Keep Your Load Within the Capabilities of Your Vehicle
It is important that the combination of the tow vehicle and trailer does not exceed any of its weight ratings — GCWR, GVWR, RGAWR or trailer weight rating. The only way to be sure to not exceed any of these ratings is to weigh the tow vehicle and trailer combination, fully loaded for the trip, getting individual weights for each of these items. You can then subtract the weight of your vehicle from the GCWR. The difference between the two is the capacity you have available for your cargo, passengers, trailer, load and any other equipment you might use to set up your trailer. Put another way, your GCWR should always be greater than or equal to the weight of your vehicle, passengers, cargo, trailer (with equipment) and load.

The tongue weight for your trailer is the downward force of the coupler of the trailer on the vehicle hitch. You can calculate the tongue weight by placing the tongue of the trailer on an appropriate scale. For conventional trailering, the tongue weight should be 10% to 15% of the loaded trailer weight. For gooseneck/fifth-wheel trailering, the tongue weight should be 15% to 25% of the loaded trailer weight. When towing the maximum trailer weight the maximum tongue weight is 10% for conventional trailers and 15% for gooseneck/fifth-wheel trailers.

The GVWR is the maximum amount the vehicle itself should weigh, including the as-equipped weight of the vehicle plus the cargo, passengers and trailer tongue weight. Put another way, the GVWR should always be greater than or equal to the weight of your vehicle, passengers, cargo and tongue weight.

Gross Combined Weight (GCW) Alert
Available on Silverado EV, Silverado HD, Tahoe and Suburban, the GCW Alert warns the driver if the combined vehicle and trailer weight exceeds the Gross Combination Weight Rating (GCWR) of the vehicle.

Trailering basics – Things you should know before you start

Before you trailer

Safety Chains Always attach chains between the vehicle and the trailer for trailers with conventional or gooseneck hitch. Leave just enough slack for the combination to turn. For conventional trailers cross safety chains under the tongue of the trailer so that the tongue will be less likely to drop and hit the road if the trailer should seperate from the hitch. Do not allow safety chains to drag on the ground.

Loading Your Trailer Load your conventional trailer to attain a 10% to 15% tongue weight. Some specific trailer types (especially boat trailers) fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. When the trailer axles are centered on the trailer, a good rule of thumb is to distribute 60% 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. 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 help control sway, follow these steps:

- 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 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.

Trailering basics – Things you should know before you start (cont.)

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 the 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 grade, reduce your speed and shift the transmission into a lower gear. Chevrolet crossover, SUV, van and pickup models equipped with the available 8-speed or 10-speed automatic transmission have a grade braking feature in the transmission that can do this for you. See your dealer or Owner's Manual for additional information. With Silverado EV, Blazer EV or Equinox EV, use regenerative braking to help slow the vehicle or maintain speed by keeping the vehicle in gear and limiting the initial battery charge to 80% or less. This provides "engine braking" and reduces the need to brake for long periods. When driving up a steep incline, 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.

Towing with a Silverado EV, Blazer EV or Equinox EV Do not charge your vehicle's battery above an 80% charge if you are going to drive down long, steep grades such as mountain passes. This provides room in the battery for regenerative braking to supplement your conventional brakes during the descent. This is especially important when towing a trailer, which puts additional stress on your vehicle's braking system. If the battery becomes full, regenerative braking will be limited or unavailable. The brakes will have to do all the work of slowing down the vehicle and could become too hot. Hot brakes may not be able to slow the vehicle enough to maintain speed and control. To help avoid the risk of a crash, limit the battery's charge, and if you experience brake fade or receive a brake warning, stop the vehicle and allow the brakes to cool.

Trailering basics – Things you should know before you start (cont.)

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 brake. 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, 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 Hills When parking your vehicle and your trailer on a hill, follow this procedure:

- Press and hold the brake pedal, but do not shift into Park. Turn the wheels toward the curb if facing downhill or into traffic if facing uphill
- Have someone place chocks under the trailer wheels on the downgrade side
- Gradually release the brake pedal to allow the chocks to absorb the load of the trailer
- Reapply the brake pedal. Then apply the parking brake and shift into Park

Leaving After Parking on a Hill

- Apply and hold the brake pedal and start the engine
- Shift into gear and release the parking brake
- Let up on the brake pedal and drive slowly until the trailer is clear of the chocks
- Stop and have someone pick up and store the chocks

Trailering basics – Things you should know before you start (cont.)

Launching and Retrieving a Boat

- Have all passengers get out of the vehicle before backing onto the sloped part of the ramp. Lower the driver and passenger side windows before backing onto the ramp. This will provide a means of escape in the unlikely event the vehicle slides into the water
- If the boat launch surface is slippery, have the driver remain in the vehicle with the brake pedal applied while the boat is being launched. The boat launch can be especially slippery at low tide when part of the ramp was previously submerged at high tide. Do not back onto the ramp to launch the boat if you are not sure the vehicle can maintain traction
- Do not move the vehicle if someone is in the path of the trailer. Some parts of the trailer might be underwater and not visible to people who are assisting in launching the boat
- If equipped, place the vehicle in four-wheel-drive High or Automatic four-wheel drive

Backing the Trailer into the Water Disconnect the trailer wiring before backing the trailer into the water to prevent damage to the electrical circuits. Reconnect the wiring to the trailer after removing the trailer from the water. If the trailer has electric brakes that can function when the trailer is submerged, it might help to leave the electrical trailer connector attached to maintain trailer brake functionality while on the boat ramp.

To back the trailer into the water:

- Slowly back down the boat ramp until the boat is floating, but no further than necessary
- Press and hold the brake pedal, but do not shift into Park yet
- Have someone place chocks under the front wheels of the vehicle
- Gradually release the brake pedal to allow the chocks to absorb the load of the trailer
- Reapply the brake pedal. Then apply the parking brake and shift into Park
- Release the brake pedal

Pulling the Trailer from the Water

To pull the trailer out of the water:

- Press and hold the brake pedal
- Start the engine and shift into gear
- Release the parking brake
- Let up on the brake pedal
- Drive slowly until the tires are clear of the chocks
- Stop and have someone pick up and store the chocks
- Slowly pull the trailer from the water
- Once the vehicle and trailer have been driven from the sloped part of the boat ramp, the vehicle can be shifted from four-wheel-drive High. Shift into the drive mode that is appropriate for the road conditions

Trailering basics – Things you should know before you start (cont.)

Diesel Engine After-Run Diesel Engine After-Run on Silverado 2500 HD, 3500 HD and 3500 HD Chassis Cab is designed to help the engine cool down following heavy usage. If the vehicle is shut off while the engine is too hot, it will immediately restart, allowing the engine fan to run and coolant to flow.

Trailering Information Label This label is located on the driver-side door jamb and provides information that's specific to your vehicle and vital to towing, including GVWR,[1] GCWR,[2] GAWR[3] for the rear axle, maximum payload, maximum tongue weight and curb weight. Included on Silverado 1500, Silverado EV, Silverado HD, Suburban and Tahoe.



[1] Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [2] Gross Combination Weight Rating. [3] Gross Axle Weight Rating.

Trailering technologies

Trailering Packages Trailering packages offered will vary by vehicle and may include a trailer hitch platform and other trailering equipment. Please visit the Chevrolet website for specific vehicle information or see your dealer for details.

StabiliTrak® Electronic Stability Control StabiliTrak helps improve 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.

Trailer Sway Control Working in conjunction with the StabiliTrak Electronic Stability Control System and integrated trailer brake controller (if equipped), the Trailer Sway Control feature can sense trailer sway and can automatically apply the vehicle and trailer brakes and reduce engine power, if necessary, to help you get back on track.

Hill Start Assist Under certain conditions, this feature prevents the vehicle from rolling in an unintended direction during the transition from brake pedal to when the accelerator pedal is applied. It can be extremely helpful when you're stopped on a steep grade with a vehicle close to your vehicle. Hill Start Assist is available when the vehicle is facing uphill in a forward gear, or when facing downhill in Reverse. The vehicle must come to a complete stop on a grade for Hill Start Assist to activate.

Integrated Trailer Brake Controller This is standard on Silverado 4500 HD/5500 HD/6500 HD and available on Colorado, Silverado 1500, Silverado HD, Suburban and Tahoe. Completely integrated within the electrical system, antilock braking system and StabiliTrak, it allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

Rear Vision Camera[1] This feature is designed to allow the driver to use the touch-screen display (if equipped) or the rearview mirror to see certain stationary obstacles located behind the vehicle when traveling in Reverse at low speeds. This feature is especially helpful when backing up to hitch your trailer.

Normal Mode Grade Braking Standard on Express and Colorado, this feature assists in maintaining desired vehicle speeds when driving on downhill grades by using the engine and transmission to slow the vehicle.

Camera Technology[1] Available cameras provide multiple views of the areas around your vehicle and trailer. These views make it easier to hitch a trailer and provide greater confidence while towing. Available on Colorado, Blazer EV, Equinox EV, Silverado 1500, Silverado EV, Silverado HD, Suburban, Tahoe and Traverse. Available views vary by vehicle. Learn more on pages 17–24.

Tow/Haul Mode Standard Tow/Haul mode on Express, Silverado 1500, Silverado HD, Silverado 4500 HD/5500 HD/6500 HD, Suburban and Tahoe, as well as available Tow/Haul mode on Colorado, Traverse[2] and Blazer[3] adjusts the shift schedule in the automatic transmission so it isn't "hunting" for the correct gear while towing or trailering.

On Silverado EV, use Tow/Haul mode when hauling heavy loads to provide increased performance and vehicle control. Tow/Haul mode adjusts the pedal map, steering, active rear steer, suspension and Traction Control System performance. If the vehicle is turned off with Tow/Haul mode active and then restarted within four hours or less, Tow/Haul mode will remain active. Otherwise, the vehicle will start in Normal mode.

Automatic Engine Grade Braking Standard on Blazer, Equinox and Traverse, this feature assists when driving downhill. It maintains vehicle speed by automatically implementing a shift pattern that uses the engine and the transmission to slow the vehicle. The system will automatically command downshifts to reduce vehicle speed. The normal shift pattern will return once the vehicle is on a low grade or when the accelerator pedal is pressed.

Cruise Grade Braking Standard on Silverado 1500, Silverado HD, Suburban and Tahoe, Cruise Grade Braking is enabled when cruise control is active. It assists in maintaining driver-selected speed when driving on downhill grades by using the engine and transmission to slow the vehicle.

Super Cruise®[4] Available Super Cruise® offers hands-free driver assistance for use on compatible roads. The system supports trailering[4] when the vehicle and trailer are properly equipped. When the trailering system is active, Super Cruise will detect the attached trailer and automatically adjust the following gap to provide additional stopping distance.

[1] 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. [2] With available trailering equipment. [3] Requires available 3.6L V6 engine and trailering equipment. [4] Turn Signal Activated Lane Change and Automatic Lane Change not available while trailering. Always pay attention while driving and when using Super Cruise. Do not use a hand-held device. Requires an active service plan. Terms apply. Visit www.chevrolet.com/super-cruise for compatible roads and full details.

Trailering technologies (cont.)

Tow/Haul Mode Grade Braking Included on Silverado 1500, Silverado HD, Suburban and Tahoe, when Tow/Haul mode is enabled, it assists in maintaining desired vehicle speeds when driving on downhill grades by using the engine and transmission to slow the vehicle.

Regenerative Braking Standard on Blazer EV, Equinox EV and Silverado EV, this feature supplements your vehicle's conventional brakes, especially when going downhill. Regenerative braking takes some of the energy from the moving vehicle and turns it back into electrical energy. This energy is then stored back into the high-voltage battery system, contributing to increased energy efficiency.

Regenerative power may be limited when the battery is near full charge or cold. Do not charge your vehicle's battery above an 80% charge if you are going to drive down long, steep grades such as mountain passes. This provides room in the battery for regenerative braking to supplement your conventional brakes during the descent. This is especially important when towing a trailer, which puts additional stress on your vehicle's braking system.

Diesel Exhaust Brake The Diesel Exhaust Brake on Silverado HD and Silverado 4500 HD/5500 HD/6500 HD works with the transmission and 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 the vehicle and help reduce brake use. That means reduced brake fade, prolonged brake life and more confidence when you're pulling up to 36,000 lbs.[1], especially on steep grades, increasing the vehicle's ability to trailer heavy loads. An exhaust brake system is also included on Silverado 1500, Suburban and Tahoe and is engaged through tow/haul mode on with the available Duramax® 3.0L Turbo-Diesel I-6 engine, and Low Cab Forward models equipped with the 5.2L Turbo-Diesel engine or 6.7L Cummins Diesel engine.

Automatic Locking Rear Differential This feature sends maximum drive power to the wheel with grip in low-speed situations when rear-wheel slippage happens. Available on Colorado, Express, Silverado 1500, Silverado HD, Silverado 4500 HD/5500 HD/6500 HD, Suburban and Tahoe.

Digital Variable Steering Assist This advanced system delivers enhanced control on the highway and in the parking lot. It provides ease of handling, stability at high speeds, maneuverability at low speeds, and excellent feel and response. Standard on Silverado 2500 HD ZR2, Silverado 2500 HD and 3500 HD LTZ and High Country.

Park Grade Hold Assist The Electric Parking Brake includes Park Grade Hold Assist, which enhances Hill Hold to help keep your truck firmly in place on inclines or declines of 8% or more. It also keeps the transmission linkage from binding so you can more easily shift into gear after being parked on a steep grade. Standard on Silverado HD.

Trailer Side Blind Zone Alert[2] Available on Colorado, Silverado 1500, Silverado 2500, Silverado 3500, Suburban and Tahoe, this trailering feature can provide side mirror visual alerts when a moving vehicle is detected in a side blind zone that is extended to trailer lengths.

Max Trailering Package Available on Silverado 1500, Silverado HD, Suburban and Tahoe, the Max Trailering Package offers increased towing capability over the standard trailering package. See your dealer for details.

Hitch Guidance[2] A dynamic guiding line is integrated onto the image when you select available Hitch Guidance on the Rear Vision Camera[2] screen. Standard on Silverado HD, Suburban and Tahoe. Available on Blazer, Blazer EV, Colorado, Equinox, Equinox EV, Silverado 1500 and Traverse.

Hitch View[2] Hitch View allows you to zoom in on the hitch for a top-down view, making it easier to hook up your trailer on your own. Standard on Colorado. Available on Blazer, Blazer EV, Equinox, Equinox EV, Silverado 1500, Suburban, Tahoe and Traverse.

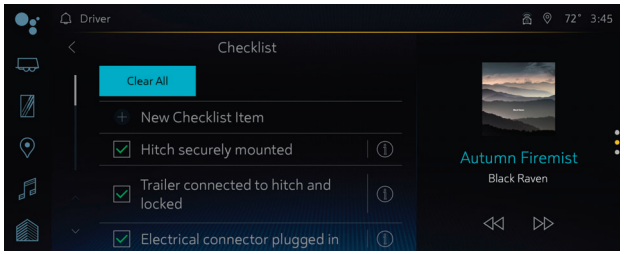
Auto Electric Parking Brake This feature automatically engages the parking brake when you shift into Park after you engage available Hitch View,[2] helping to prevent any unintentional roll so your trailer and hitch stay in alignment. Available on Blazer, Blazer EV, Equinox EV, Silverado 1500, Silverado HD, Silverado EV, Suburban, Tahoe and Traverse.

Extendable Trailering Mirrors There are two levels of trailering mirrors available on Silverado 1500 and four levels of trailering mirrors available on Silverado HD. The vertical manual-folding and extendable mirrors have 50 square inches of flat mirror surface and 20 square inches of convex mirror surface to help you see what's happening around you.

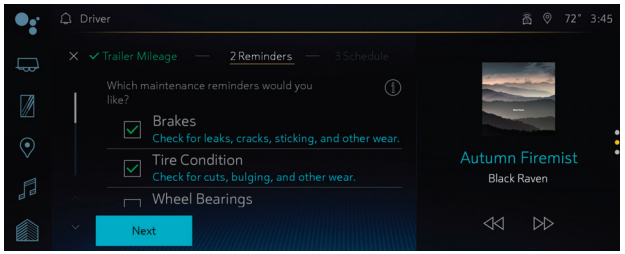
[1] Requires Silverado 3500 HD Regular Cab WT 2WD DRW with available Duramax 6.6L Turbo-Diesel V8 engine, Max Trailering Package and gooseneck hitch. Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] 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.

In-vehicle trailering app

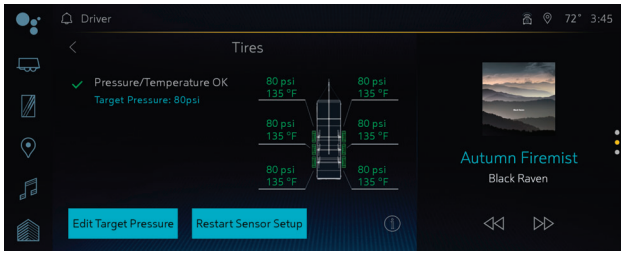
The available Advanced Trailering System has an In-Vehicle App[1] that offers customized trailer profiles. Other available features include a pre-departure checklist, trailer lighting test and trailer tire pressure/temperature monitoring.[2] Custom Trailer Profiles feature lets you store a trailer name, trailer type, trailer mileage, settings and trailer dimensions. Not all features are available on all vehicles. Check you vehicle owner's manual.



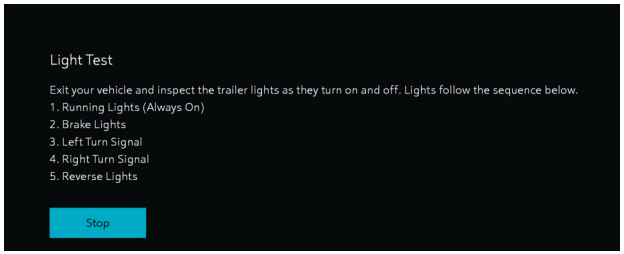
Pre-Departure Checklist Make sure everything is secure before hitting the open road with this built-in checklist.



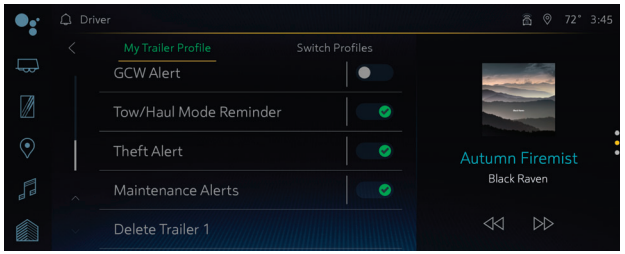
Maintenance Reminders Provides trailer maintenance reminders for things like brakes, tires and wheel bearings based on time or mileage.



Trailer Tire Pressure and Temperature Monitoring[2] This available feature checks the pressure and temperature of the air inside of up to six trailer tires to help detect potential blowouts.



Trailer Light Test To help you check that all of your truck and trailer lights are in working order, this feature activates your brake lights, turn signal and reverse lights so you can perform a visual inspection with no additional help required.



Trailer Theft Detection[3] With this available feature, if the harness on your attached trailer is disconnected while the vehicle is off, the lights will flash and the horn will sound.



Tow/Haul Mode Reminder When the system detects a trailer is hooked up to your vehicle, this feature can remind you to engage Tow/Haul mode, which improves acceleration while hauling a heavy load.

[1] App 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. User terms and limitations apply. [2] Requires available Trailer Tire Pressure Monitor Sensors. [3] OnStar Safety & Security Plan, working electrical system, cell reception, GPS signal and armed GM factory-installed theft-deterrent system required. Requires contact method on file and enrollment to receive alerts. Message and data rates may apply. Service availability, features and functionality vary by vehicle. Services do not prevent theft or protect against damage or loss. OnStar links to emergency services. See onstar.com for details and limitations.

Camera technologies

8 available cameras with up to 14 unique views

Chevy Silverado 1500 and Silverado HD offer 8 available cameras that give you up to 14 views.[1] They also offer additional dynamic trailering features like available Jack-Knife Alert,[2] Trailer Length Indicator and Trailer Angle Indicator with Trailer Guidelines,[3] which require a compatible trailer, as well as Bed View with Cargo Bed Zoom and Bed Hitch Guidance — all designed to help make your towing job easier from start to finish. From hitching to driving to parking, these features can help improve your ability to move your loads.

[1] Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. Read the vehicle Owner's Manual for important feature limitations and information. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details. [2] Standard on Silverado 1500 LTZ and High Country, Silverado 2500 HD ZR2 and High Country, and Silverado 3500 HD High Country. Available on Silverado 1500 LT, RST and LT Trail Boss; Silverado 2500 HD and 3500 HD LT and LTZ; requires Safety Package. Available on Suburban and Tahoe LTZ and High Country; requires Advanced Trailering Package. [3] Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.

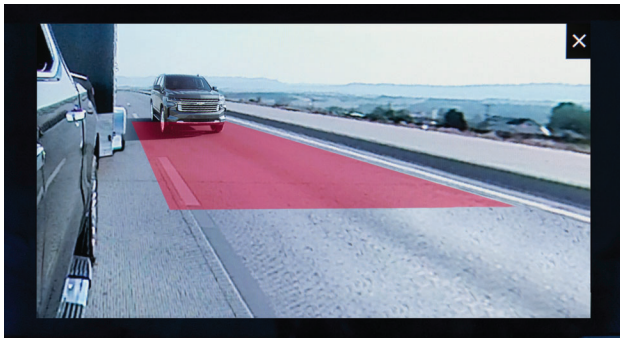
Camera positions

Eight available cameras give you up to 14 views.[1]

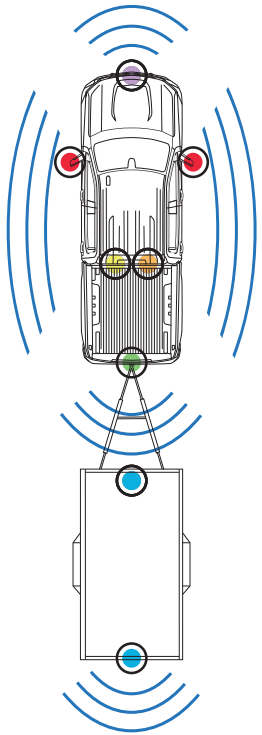
- Front grille camera
- Side mirror cameras
- Bed View camera (located by Center High-Mounted Stop Lamp [CHMSL], Silverado and Silverado HD only)
- Rear Camera Mirror (located by Center High-Mounted Stop Lamp [CHMSL] on Silverado and Silverado HD, located on liftgate on Suburban and Tahoe)
- Rear Vision Camera/Hitch View (located on rear tailgate/liftgate)
- Chevrolet Accessory Cameras



Jack-Knife Alert[2] Provides warning and requires compatible trailer.



Rear Side View (Turn Signal Activated) With a compatible trailer attached and a turn signal activated, this view will show a full screen down the side of the truck along with a Trailer Length Indicator to aid in lane-change maneuvers by visually showing obstructions with the trailer in adjacent lanes.



Camera technologies

Four available hitch views

These views allow you to get a better look at your surroundings for more precise alignment when connecting a trailer.



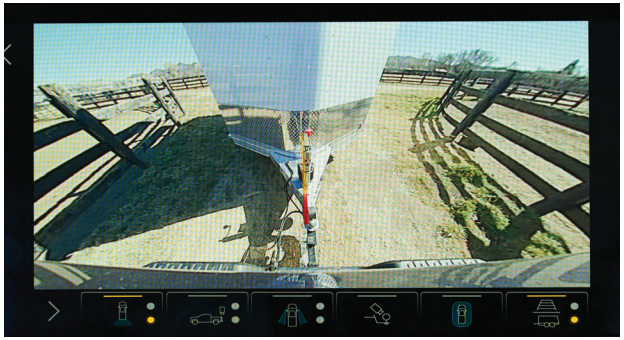
Hitch View Provides a close-up view of the receiver hitch to help with alignment when connecting to a trailer.



Rear Top-Down View Shows the clearance between the truck bed and nearby objects.



Bed View Allows you to see the cargo bed to help with fifth-wheel or gooseneck hitching or to briefly check on cargo. Plus, Cargo Bed Zoom and Hitch Guidance help you hitch up more easily. (Not available on Colorado, Suburban and Tahoe.)



Rear Camera View Displays a view behind the truck with available guidelines to assist with parking and tight maneuvers or to hitch a trailer.

Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. Read the vehicle Owner's Manual for important feature limitations and information.

Camera technologies

Seven available driving views

Keep an eye on your surroundings, including your truck and trailer.



Rear Camera Mirror An available dual-function camera-based rearview mirror provides a wider, less-obstructed field of view than a traditional rearview mirror. (Not available on Colorado.)



Rear Trailer View Uses an available accessory camera to show objects behind a compatible trailer. Trailer Angle Indicator with Trailer Guidelines[1] shows your current path. A second set of guidelines shows where the trailer will go based on steering inputs. (Not available on Colorado.)



Inside Trailer View Allows you to monitor trailer contents or cargo using an available Chevrolet Accessory Camera[1] that can be installed in the trailer. (Not available on Colorado.)



Front and Rear Underbody Views Allow you to see underneath the body of the truck and keep an eye on the terrain below. (Only available on Colorado.)



Transparent Trailer View[1] Allows you to virtually "see through" a compatible trailer. Silverado HD models offer an Enhanced Transparent Trailer View for fifth-wheel and gooseneck trailers. (Not available on Colorado.)



Front Camera View Displays a view in front of the truck with available guidelines to assist with parking and tight maneuvers.



Pic-In-Pic Side View Combines two views — the Rear Side View and the Rear Trailer View. Requires available Chevrolet Accessory Camera.[1] (Not available on Colorado.)

Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. Read the vehicle Owner's Manual for important feature limitations and information. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

[1] Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.

Camera technologies

Four available parking views

These views can help you maneuver around tight parking lots and along curbs with ease.



Front Side View Shows the position of the front tires when parking and during tight maneuvers.



Front Top-Down View Provides a top-down view of the hood, bumper and front tires for tight maneuvers in parking lots or along curbs. Includes guidelines that can be turned on or off as necessary.



HD Surround View with Rear Camera View Gives a top-down bird's-eye view of the truck's surroundings.



Rear Side View Provides a line of sight down each side of the truck and trailer via a split screen. This view is available while in Drive or Reverse and includes a turn signal-activated biasing view and a Trailer Length Indicator.

Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. Read the vehicle Owner's Manual for important feature limitations and information. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

Camera technologies

Chevy trucks offer a number of available cameras that can provide up to 14 unique views.[1] Use the chart below to determine availability of views by vehicle.

	Silverado 1500	Silverado 2500 HD	Silverado 3500 HD	Suburban	Tahoe	Colorado
Hitch Views						
Bed View	A[1]	A[2]	A[3]	—	—	—
Hitch View	A[4]	A[5]	A[6]	A[7]	A[7]	S
Rear Top-Down View	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]
Driving Views						
Front Camera View	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]
Inside Trailer View[13]	A[8]	A[9]	A[10]	A[11]	A[11]	—
Pic-In-Pic Side View[13]	A[8]	A[9]	A[10]	A[11]	A[11]	—
Rear Camera Mirror	A[14]	A[15]	A[16]	A[17]	A[17]	—
Rear Trailer View[13]	A[8]	A[9]	A[10]	A[11]	A[11]	—
Transparent Trailer View[13]	A[8]	A[9]	A[10]	A[11]	A[11]	—
Front and Rear Underbody Views	—	—	—	—	—	A[12]
Parking Views						
Front Side View	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]
Front Top-Down View	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]
Rear Camera View	S	S	S	S	S	S
Rear Side View	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]
HD Surround Vision	A[8]	A[9]	A[10]	A[11]	A[11]	A[12]

Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. Read the vehicle Owner's Manual for important feature limitations and information. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

[1] Standard on ZR2 and High Country. Available on LT, RST and LT Trail Boss; requires Convenience Package II and Safety Package. Available on LTZ; requires Technology Package. [2] Standard on ZR2 and High Country. Available on WT and Custom; not available on Regular Cab. Available on LT; requires Safety Package; not available on Regular Cab. Available on LTZ; requires Safety Package or LTZ Convenience Package II. [3] Standard on High Country. Available on WT; not available on Regular Cab. Available on LT; requires Safety Package; not available on Regular Cab. Available on LTZ; requires Safety Package or LTZ Convenience Package II. [4] Standard on ZR2, LTZ and High Country. Available on LT, RST and LT Trail Boss; requires Convenience Package II. [5] Standard on ZR2, LTZ and High Country. Available on LT; requires LT Convenience Package II. [6] Standard on LTZ and High Country. Available on LT; requires Convenience Package II. [7] Available on LT, RST, Z71, Premier and High Country; requires Advanced Trailering Package. [8] Standard on ZR2, LTZ and High Country. Available on LT, RST and LT Trail Boss; requires Safety Package. [9] Standard on ZR2 and High Country. Available on LT and LTZ; requires Safety Package; not available on LT Regular Cab. [10] Standard on High Country. Available on LT and LTZ; requires Safety Package; not available on LT Regular Cab. [11] Standard on High Country. Available on LT, RST and Z71; requires Luxury Package. Available on LTZ; requires Enhanced Display and Alert Package. [12] Requires Technology Package. [13] Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details. [14] Available on ZR2, LTZ and High Country; requires Technology Package. [15] Available on WT; requires WT Convenience Package; not available on Regular Cab. Available on Custom; requires Custom Convenience Package. Available on LT; requires Convenience Package; not available on Regular Cab. Available on ZR2, LTZ and High Country; requires Technology Package. [16] Available on WT; requires WT Convenience Package; not available on Regular Cab. Available on LT; requires Convenience Package; not available on Regular Cab. Available on LTZ and High Country; requires Technology Package. [17] Standard on High Country. Available on LTZ; requires Enhanced Display and Alert Package.

Camera technologies

Maximizing camera view capabilities

To get the most out of your truck's camera technologies, it's important to know which hitch and trailer type are required. In some instances, trailer dimensions are also a required component. Keep reading to learn more.

- Use the chart below to find out which camera views work with which type of trailer. You will need to create a profile with trailer dimensions for some features to work
- All trailers may not be compatible. This chart is for reference only
- Review the important Transparent Trailer Calibration Tips on page 24

Camera view compatibility[1]

Camera view	Hitch type	Trailer type	Dimensions required
Rear Trailer View with Trailer View Indicator	Conventional[2]	Box/Enclosed[3]	Yes
Rear Trailer View	Most	Most	N/A
Rear Side View	Most	Most	N/A
Rear Side View with Biasing	Conventional[2]	Box/Enclosed[3]	Yes
Rear Side View with Trailer Length Indicator (turn signal activated)	Conventional[2]	Box/Enclosed[3]	Yes
Transparent Trailer[4]	Conventional[2]/ Gooseneck/ 5th-wheel	Box/Enclosed[3]	Yes
Jack-Knife Alert	Conventional[2]	Box/Enclosed[3]	Yes
Pic-In-Pic Side View	Most	Most	N/A
Inside Trailer View	Most	Most	N/A
Bed View with Hitch Guidance	Gooseneck/ 5th-wheel	Most	N/A
Bed View with Zoom and Hitch Guidance	Gooseneck/ 5th-wheel	Most	N/A
Hitch View	Conventional	Most	N/A



Trailer App Preview Ensure the Chevrolet Accessory Cameras are connected, and turn the vehicle off and on again so the Chevrolet Accessory Cameras are recognized.

Trailer Dimensions Use the width of the box of the trailer. Follow the on-screen instructions for entering the trailer dimensions. This helps Transparent Trailer and Jack-Knife Alert work accurately.

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.

[1] Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details. [2] Conventional Trailer hitch type is any trailer that connects to a trailer hitch using a coupler and ball mount, as opposed to a fifth-wheel or gooseneck connection.
[3] Box/Enclosed Trailer is a type of trailer that has walls and a roof to completely enclose cargo and keep it protected from the elements of travel. [4] This camera view has a trailer length limitation of 32 feet.

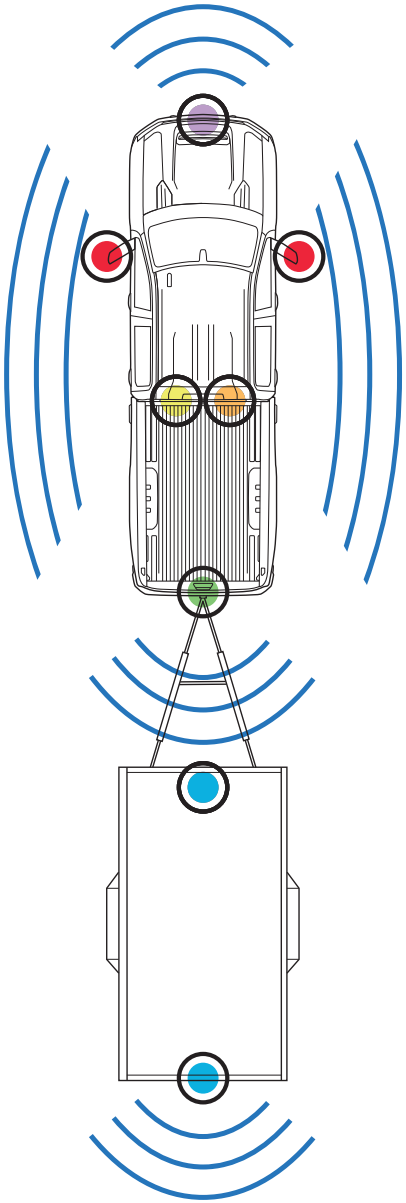
Camera technologies

Check out these camera tips

The available Transparent Trailer View[1] allows you to virtually "see through" a compatible trailer, helping you become aware of what's following behind. Using the information on this page will help ensure your Transparent Trailer View is working correctly.

Camera Requirements:
Transparent Trailer View[1] uses cameras in four locations:
- Left and right side mirror cameras (until the system is calibrated)
- Rear vehicle camera
- Chevrolet Accessory trailer camera placed on back of trailer

Availability:
- Standard on Silverado 1500 ZR2, LTZ and High Country; requires available Chevrolet Accessory trailer camera. Available on Silverado 1500 LT, RST and LT Trail Boss; requires available Safety Package and Chevrolet Accessory trailer camera
- Standard on Silverado 2500 HD ZR2 and High Country; requires available Chevrolet Accessory trailer camera. Available on Silverado 2500 HD LT and LTZ; requires available Safety Package and Chevrolet Accessory trailer camera
- Standard on Silverado 3500 HD High Country; requires available Chevrolet Accessory trailer camera. Available on Silverado 3500 HD LT and LTZ; requires available Safety Package and Chevrolet Accessory trailer camera
- Standard on Suburban and Tahoe High Country; requires available Chevrolet Accessory trailer camera. Available on Suburban and Tahoe LT, RST and Z71; requires available Luxury Package and Chevrolet Accessory trailer camera. Available on Premier; requires available Enhanced Display and Alert Package and Chevrolet Accessory trailer camera
- Requires conventional hitch and compatible trailer under 32 feet

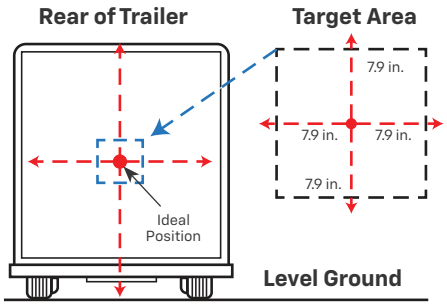


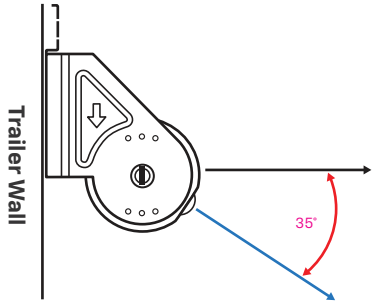
Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information.
[1] Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.

Camera technologies

Transparent trailer setup

- Safely and securely hitch the compatible trailer to the truck — use the pre-departure checklist in the myChevrolet mobile app with Trailering[1] for complete steps
- Install Chevrolet Accessory trailer camera to the back of the trailer (see illustration)
  - Chevrolet Accessory trailer camera must be in the center of the trailer and about 4 inches above the truck's factory-installed tailgate camera
  - Camera should be aimed downward at about 35 degrees
- Plug the trailer camera into the truck's camera outlet by the license plate
  - Use the outlet marked for the exterior view trailer camera
- In the truck, on the Infotainment system screen, select the trailering icon
  - Select a Trailer Profile or create a profile for your trailer
- From the Trailer Profile screen, select Camera Views and Guides on Tahoe/Suburban > Transparent Trailer > Yes, Get Started
  - Enter the dimensions of the trailer — instructions are on the Infotainment system screen for each measurement
  - Drive forward in a straight line to calibrate cameras
  - Transparent Trailer View[2] will be available in the Camera App once calibration is successful







Transparent trailer calibration tips

Follow these calibration tips for a successful setup:

Drive below 31 mph.	Driving faster may delay calibration.
Drive straight.	Excessive steering may extend calibration time.
Use good light.	Calibration should be attempted when there is enough light.
Set up in good weather.	Calibration during snow or heavy rain should be avoided.
Use a flat, defined road surface.	Avoid gravel, dirt or unmarked roads.
Use the proper connection.	Ensure that the camera is connected to the correct input.
Use the correct location.	The accessory camera should be mounted and angled inside the defined mounting location (see camera installation instructions).
Check for a clean lens.	Cameras obstructed by dirt or debris may hinder calibration.
Check for a clear view.	The accessory trailer camera should have an unobstructed view (no spare tire, bike/cargo racks, etc.). Shadows may be perceived as obstructions. Attempt to calibrate by driving in an alternate direction if possible.
Ensure dimensions are correct.	Enter accurate measurements made to the nearest whole inch.

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.

[1] App 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. User terms and limitations apply. [2] Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.

Silverado EV conventional trailer weight rating

This chart specifies the trailer weight rating for your Silverado EV equipped with a conventional hitch. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Propulsion	GCWR (lbs.)[2]	Max conventional towing (lbs.)[1]
Crew Cab			
Standard Range LT	Two-motor	16,600	8,500
Extended Range LT	Two-motor	21,400	12,500
Extended Range LT with Premimum Package	Two-motor	19,700	10,600
Max Range LT	Two-motor	16,600	7,000
Extended Range Trail Boss	Two-motor	21,400	12,500
Extended Range Trail Boss with Premium Package	Two-motor	19,700	12,300
Max Range Trail Boss	Two-motor	19,700	10,200

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado 1500 conventional trailer weight ratings

These charts specify the trailer weight rating for your Silverado 1500 equipped with a conventional hitch. (For gooseneck or 5th-wheel ratings, see pages 28–30.) Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	GCWR (lbs.)[2]	Max conventional towing (lbs.)[1]
Regular Cab			
Standard Bed 2WD	TurboMax®	14,000	9,100
Long Bed 2WD	TurboMax®	14,500	9,500
	5.3L EcoTec3 V8	15,000	9,900
Standard Bed 4x4	TurboMax®	14,000	8,900
Long Bed 4x4	TurboMax®	14,500	9,300
	5.3L EcoTec3 V8	15,000	9,600

Model	Engine	GCWR (lbs.)[2]	Max conventional towing (lbs.)[1]
Double Cab			
Standard Bed 2WD	TurboMax®	14,500	9,300
	5.3L EcoTec3 V8	15,000	9,700
	Duramax 3.0L I-6	15,000	9,300
Standard Bed 2WD with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,300
	Duramax 3.0L I-6	17,800	12,100
Standard Bed 2WD with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	13,300
Standard Bed 4x4	TurboMax®	14,500	9,000
	5.3L EcoTec3 V8	15,000	9,300
	Duramax 3.0L I-6	15,000	9,100
Standard Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,100
	Duramax 3.0L I-6	17,800	11,800
Standard Bed 4x4 with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	13,000

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and 7-pin and 4-pin sealed connectors at the rear bumper.

Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado 1500 conventional trailer weight ratings (cont.)

These charts specify the trailer weight rating for your Silverado 1500 equipped with a conventional hitch. (For gooseneck or 5th-wheel ratings, see pages 28–30.) Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	GCWR (lbs.)[2]	Max conventional towing (lbs.)[1]
Crew Cab			
Short Bed 2WD	TurboMax®	14,500	9,300
	5.3L EcoTec3 V8	15,000	9,600
	Duramax 3.0L I-6	15,000	9,300
Short Bed 2WD with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,300
Short Bed 2WD with Max Trailering Package and 18" Wheels	Duramax 3.0L I-6	17,800	12,000
Short Bed 2WD with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	13,200
Standard Bed 2WD	TurboMax®	14,500	9,100
	5.3L EcoTec3 V8	15,000	9,500
	Duramax 3.0L I-6	15,000	9,200
Standard Bed 2WD with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,200
Standard Bed 2WD with Max Trailering Package and 18" Wheels	Duramax 3.0L I-6	17,800	11,900
Standard Bed 2WD with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	13,100
Short Bed 4x4	TurboMax®	14,500	9,000
	5.3L EcoTec3 V8	15,000	9,300
	6.2L EcoTec3 V8	15,000	9,100
	Duramax 3.0L I-6	15,000	9,000

Model	Engine	GCWR (lbs.)[2]	Max conventional towing (lbs.)[1]
Crew Cab (continued)			
Short Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,000
Short Bed 4x4 with Max Trailering Package and 18" Wheels	6.2L EcoTec3 V8	17,800	11,900
	Duramax 3.0L I-6	17,800	11,800
Short Bed 4x4 with Max Trailering Package and 20" Wheels	6.2L EcoTec3 V8	19,100	13,200
	Duramax 3.0L I-6	19,000	13,000
Short Bed ZR2 4x4	6.2L EcoTec3 V8	15,000	8,800
	Duramax 3.0L I-6	15,000	8,700
Standard Bed 4x4	TurboMax®	14,500	9,000
	5.3L EcoTec3 V8	15,000	9,200
	6.2L EcoTec3 V8	15,000	9,100
	Duramax 3.0L I-6	15,000	9,000
Standard Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	11,000
Standard Bed 4x4 with Max Trailering Package and 18" Wheels	6.2L EcoTec3 V8	17,800	11,900
	Duramax 3.0L I-6	17,800	11,700
Standard Bed 4x4 with Max Trailering Package and 20" Wheels	6.2L EcoTec3 V8	19,100	13,200
	Duramax 3.0L I-6	19,000	12,900

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and 7-pin and 4-pin sealed connectors at the rear bumper.

Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado 1500 gooseneck/5th-wheel trailer weight ratings

These charts specify the trailer weight rating for your Silverado 1500 equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 26–27.) Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Regular Cab			
Standard Bed 2WD	TurboMax®	14,000	9,000
Long Bed 2WD	TurboMax®	14,500	9,500
	5.3L EcoTec3 V8	15,000	9,800
Standard Bed 4x4	TurboMax®	14,000	8,800
Long Bed 4x4	TurboMax®	14,500	9,200
	5.3L EcoTec3 V8	15,000	9,600
Double Cab			
Standard Bed 2WD	TurboMax®	14,500	9,200
	5.3L EcoTec3 V8	15,000	8,800
	Duramax 3.0L I-6	15,000	8,300
Standard Bed 2WD with Max Trailering Package and 18" Wheels	5.3L EcoTec3 V8	16,800	10,300
	Duramax 3.0L I-6	17,800	9,400
Standard Bed 2WD with Max Trailering Package and 20" Wheels	5.3L EcoTec3 V8	16,800	10,300
	Duramax 3.0L I-6	19,000	9,400

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Double Cab (continued)			
Standard Bed 4x4	TurboMax®	14,500	9,000
	5.3L EcoTec3 V8	15,000	8,600
	Duramax 3.0L I-6	15,000	7,800
Standard Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	10,300
Standard Bed 4x4 with Max Trailering Package and 18" Wheels	Duramax 3.0L I-6	17,800	8,700
Standard Bed 4x4 with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	8,700

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado 1500 can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado 1500 gooseneck/5th-wheel trailer weight ratings (cont.)

These charts specify the trailer weight rating for your Silverado 1500 equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 26–27.) Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Crew Cab			
Short Bed 2WD	TurboMax®	14,500	9,200
	5.3L EcoTec3 V8	15,000	9,300
	Duramax 3.0L I-6	15,000	8,600
Short Bed 2WD with Max Trailering Package	5.3L EcoTec3 V8	16,800	10,200
Short Bed 2WD with Max Trailering Package and 18" Wheels	Duramax 3.0L I-6	17,800	9,000
Short Bed 2WD with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	9,000
Standard Bed 2WD	TurboMax®	14,500	9,100
	5.3L EcoTec3 V8	15,000	8,800
	Duramax 3.0L I-6	15,000	8,200
Standard Bed 2WD with Max Trailering Package	5.3L EcoTec3 V8	16,800	9,700
Standard Bed 2WD with Max Trailering Package and 18" Wheels	Duramax 3.0L I-6	17,800	8,600
Standard Bed 2WD with Max Trailering Package and 20" Wheels	Duramax 3.0L I-6	19,000	8,600

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Crew Cab (continued)			
Short Bed 4x4	TurboMax®	14,500	8,900
	5.3L EcoTec3 V8	15,000	8,700
	6.2L EcoTec3 V8	15,000	8,300
	Duramax 3.0L I-6	15,000	7,900
Short Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	10,100
Short Bed 4x4 with Max Trailering Package and 18" Wheels	6.2L EcoTec3 V8	17,800	9,400
	Duramax 3.0L I-6	17,800	8,400
Short Bed 4x4 with Max Trailering Package and 20" Wheels	6.2L EcoTec3 V8	19,100	9,400
	Duramax 3.0L I-6	19,000	8,400
Short Bed ZR2 4x4	6.2L EcoTec3 V8	15,000	6,000
	Duramax 3.0L I-6	15,000	6,000

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado 1500 can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado 1500 gooseneck/5th-wheel trailer weight ratings (cont.)

These charts specify the trailer weight rating for your Silverado 1500 equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 26–27.) Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Crew Cab (continued)			
Standard Bed 4x4	TurboMax®	14,500	8,900
	5.3L EcoTec3 V8	15,000	8,700
	6.2L EcoTec3 V8	15,000	7,900
	Duramax 3.0L I-6	15,000	7,600

Model	Engine	GCWR (lbs.)[2]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
Crew Cab (continued)			
Standard Bed 4x4 with Max Trailering Package	5.3L EcoTec3 V8	16,800	9,700
Standard Bed 4x4 with Max Trailering Package and 18" Wheels	6.2L EcoTec3 V8	17,800	9,000
	Duramax 3.0L I-6	17,800	8,100
Standard Bed 4x4 with Max Trailering Package and 20" Wheels	6.2L EcoTec3 V8	19,100	9,000
	Duramax 3.0L I-6	19,000	8,100

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado 1500 can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Regular Cab						
Long Bed 2WD	6.6L V8 gas	17"	10,000	24,500	14,500	17,700
	6.6L V8 gas	18"/20"/ 22"	10,350	26,000	14,500	18,700
	Duramax 6.6L V8	17"	10,550	26,000	14,500	18,500
	Duramax 6.6L V8	18"/20"/ 22"	10,750	26,000	14,500	18,400

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Regular Cab (continued)						
Long Bed 4x4	6.6L V8 gas	17"/18"	10,000	24,500	14,500	17,370
	6.6L V8 gas	17"	10,250	24,500	14,500	17,370
	6.6L V8 gas	18"/20"/ 22"	10,650	26,000	14,500	18.300
	Duramax 6.6L V8	17"	10,900	26,000	14,500	18,200
	Duramax 6.6L V8	18"/20"/ 22"	11,025	26,000	14,500	18,100
Long Bed 4x4 with Max Trailering Package	Duramax 6.6L V8	18"/20"	11,450	30,000	14,500	22,050

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Double Cab (continued)						
Standard Bed 2WD	6.6L V8 gas	17"/18"	10,000	24,500	14,500	17,390
	6.6L V8 gas	17"	10,050	24,500	14,500	17,390
	6.6L V8 gas	18"/20"/ 22"	10,450	26,000	14,500	18,600
	Duramax 6.6L V8	17"	10,700	26,000	14,500	18,200
	Duramax 6.6L V8	18"/20"/ 22"	10,900	26,000	14,500	18,100
Standard Bed 4x4	6.6L V8 gas	17"/18"	10,000	24,500	14,500	17,000
	6.6L V8 gas	17"	10,350	24,500	14,500	17,050
	6.6L V8 gas	18"/20"/ 22"	10,750	26,000	14,500	18,200
	Duramax 6.6L V8	17"/18"	10,000	24,500	14,500	12,640
	Duramax 6.6L V8	17"	11,000	26,000	14,500	17,900
	Duramax 6.6L V8	18"/20"/ 22"	11,200	26,000	14,500	17,700
Long Bed 4x4 with Max Trailering Package	Duramax 6.6L V8	18"/20"	11,450	30,000	14,500	22,050

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Double Cab (continued)						
Long Bed 2WD	6.6L V8 gas	17"/18"	10,000	24,500	14,500	17,260
	6.6L V8 gas	17"	10,200	24,500	14,500	17,260
	6.6L V8 gas	18"/20"/ 22"	10,600	26,000	16,000	18,400
	Duramax 6.6L V8	17"	10,900	26,000	14,500	18,000
	Duramax 6.6L V8	18"/20"/ 22"	11,100	26,000	17,900	17,900
Long Bed 4x4	6.6L V8 gas	17"/18"	10,000	24,500	14,500	16,390
	6.6L V8 gas	17"	10,500	24,500	14,500	16,960
	6.6L V8 gas	18"/20"/ 22"	10,950	26,000	16.000	18,000
	Duramax 6.6L V8	17"/18"	10,000	24,500	14,500	11,760
	Duramax 6.6L V8	17"	11,200	26,000	14,500	17,700
	Duramax 6.6L V8	18"/20"/ 22"	11,450	26,000	17,600	17,600

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Crew Cab						
Standard Bed 2WD	6.6L V8 gas	17"	10,000	24,500	14,500	17,270
	6.6L V8 gas	18"	10,000	26,000	16,000	17,270
	6.6L V8 gas	17"	10,150	24,500	14,500	17,270
	6.6L V8 gas	18"/20"/ 22"	10,550	26,000	16,000	18,500
	Duramax 6.6L V8	17"	10,000	24,500	14,500	13,950
	Duramax 6.6L V8	18"	10,000	26,000	18,000	13,950
	Duramax 6.6L V8	17"	10,800	26,000	14,500	18,000
	Duramax 6.6L V8	18"/20"/ 22"	11,050	27,500	18,500	19,200
Standard Bed 2WD with Max Trailering Package	Duramax 6.6L V8	18"/20"	11,500	30,000	20,000	21,510

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Crew Cab (continued)						
Standard Bed 4x4	6.6L V8 gas	17"	10,000	24,500	14,500	16,410
	6.6L V8 gas	18"	10,000	26,000	16,000	16,410
	6.6L V8 gas	17"	10,450	24,500	14,500	16,960
	6.6L V8 gas	18"/20"/ 22"	10,850	26,000	16,000	18,380
	Duramax 6.6L V8	17"	10,000	24,500	14,500	11,740
	Duramax 6.6L V8	18"	10,000	26,000	17,800	11,740
	Duramax 6.6L V8	17"	11,150	26,000	14,500	17,700
	Duramax 6.6L V8	18"/20"/ 22"	11,350	27,500	18,500	19,200
Standard Bed 4x4 with Max Trailering Package	Duramax 6.6L V8	18"/20"	11,750	30,000	20,000	21,600

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Crew Cab (continued)						
Standard Bed ZR2 4x4	6.6L V8 gas	18"	10,850	26,000	16,000	18,070[4]
	Duramax 6.6L V8	20"	11,350	27,500	18,500	18,100[5]
Standard Bed High Country 4x4	6.6L V8 gas	20"	10,850	26,000	16,000	18,000
	Duramax 6.6L V8	20"	11,350	27,500	18,500	18,100
Standard Bed High Country 4x4 with Max Trailering Package	Duramax 6.6L V8	20"	11,750	30,000	20,000	20,800

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Crew Cab (continued)						
Long Bed 2WD	6.6L V8 gas	17"	10,000	24,500	14,500	17,200
	6.6L V8 gas	18"	10,000	26,000	16,000	17,200
	6.6L V8 gas	17"	10,300	24,500	14,500	17,180
	6.6L V8 gas	18"/20"/ 22"	10,700	26,000	16,000	18,500
	Duramax 6.6L V8	17"	10,000	24,500	14,500	13,120
	Duramax 6.6L V8	18"	10,000	26,000	17,800	13,120
	Duramax 6.6L V8	17"	11,000	26,000	14,500	17,900
	Duramax 6.6L V8	18"/20"/ 22"	11,200	27,500	18,500	19,200

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[6] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] With available ZR2 Bison Edition, maximum gooseneck/5th-wheel towing is 16,900 lbs. [5] With available ZR2 Bison Edition, maximum gooseneck/5th-wheel towing is 15,570 lbs. [6] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 2500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
2500 HD Crew Cab (continued)						
Long Bed 4x4	6.6L V8 gas	17"	10,000	24,500	14,500	15,790
	6.6L V8 gas	18"	10,000	26,000	16,000	15,790
	6.6L V8 gas	17"	10,650	24,500	14,500	16,870
	6.6L V8 gas	18"/20"/ 22"	11,050	26,000	16,000	18,280
	Duramax 6.6L V8	17"	10,000	24,500	14,500	10,910
	Duramax 6.6L V8	18"	10,000	26,000	17,700	10,910
	Duramax 6.6L V8	17"	11,350	26,000	14,500	17,600
	Duramax 6.6L V8	18"/20"/ 22"	11,550	27,500	18,500	19,000
Long Bed 4x4 with Max Trailering Package	Duramax 6.6L V8	18"/20"	11,900	30,000	20,000	21,490
Long Bed High Country 4x4	6.6L V8 gas	20"	11,050	26,000	16,000	17,900
	Duramax 6.6L V8	20"	11,550	27,500	18,500	18,700
Long Bed High Country 4x4 with Max Trailering Package	Duramax 6.6L V8	20"	11,900	30,000	20,000	21,180

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 3500 HD

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Regular Cab						
Long Bed 2WD SRW	6.6L V8 gas	18"/20"	10,950	26,000	14,500	19,080
	Duramax 6.6L V8	18"/20"	11,500	30,000	14,500	22,420
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,300	26,000	14,500	18,700
	Duramax 6.6L V8	18"/20"	11,800	30,000	14,500	22,040

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Regular Cab (continued)						
Long Bed 2WD DRW	6.6L V8 gas	17"	14,000	26,000	18,700	18,760
	Duramax 6.6L V8	17" (5th-Wheel)	14,000	43,500	20,000	35,500/ 32,000
	Duramax 6.6L V8	17" (Gooseneck)	14,000	43,900	20,000	36,000[4]/ 32,000
Long Bed 4x4 DRW	6.6L V8 gas	17"	14,000	26,000	18,400	18,380
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,500

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[5] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires WT with Max Trailering Package. Without available Max Trailering Package towing capacity is reduced to 35,500 lbs. [5] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 3500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Double Cab						
Long Bed 2WD SRW	6.6L V8 gas	18"/20"	11,300	26,000	16,000	18,620
	Duramax 6.6L V8	18"/20"	11,850	30,000	20,000	21,900
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,600	26,000	16,000	18,310
	Duramax 6.6L V8	18"/20"	12,150	30,000	20,000	21,590

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Double Cab (continued)						
Long Bed 2WD DRW	6.6L V8 gas	17"	14,000	26,000	18,300	18,300
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,580
Long Bed 4x4 DRW	6.6L V8 gas	17"	14,000	26,000	18,000	17,990
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,270

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 3500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Crew Cab						
Standard Bed 2WD SRW	6.6L V8 gas	18"/20"	11,200	26,000	16,000	18,650
	Duramax 6.6L V8	18"/20"	11,750	30,000	20,000	21,900
Standard Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,550	26,000	16,000	18,300
	Duramax 6.6L V8	18"/20"	12,100	30,000	20,000	21,600
Standard Bed High Country 4x4 SRW	6.6L V8 gas	20"	11,550	26,000	16,000	17,900
	Duramax 6.6L V8	20"	12,100	30,000	20,000	21,300

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Crew Cab (continued)						
Long Bed 2WD SRW	6.6L V8 gas	18"/20"	11,350	26,000	16,000	18,510
	Duramax 6.6L V8	18"/20"	11,900	30,000	20,000	22,070
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,700	26,000	16,000	18,230
	Duramax 6.6L V8	18"/20"	12,250	30,000	20,000	21,490
Long Bed High Country 4x4 SRW	6.6L V8 gas	20"	11,700	26,000	16,000	17,800
	Duramax 6.6L V8	20"	12,250	30,000	20,000	21,200

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Silverado HD conventional and gooseneck/5th-wheel trailer weight ratings — 3500 HD (cont.)

These charts specify the trailer weight rating for your Silverado HD. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Crew Cab (continued)						
Long Bed 2WD DRW	6.6L V8 gas	17"	14,000	26,000	18,200	18,230
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,440
Long Bed 4x4 DRW	6.6L V8 gas	17"	14,000	26,000	17,800	17,800
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,000

Model	Engine	Wheel size	GVWR (lbs.)[2]	GCWR (lbs.)[3]	Max conventional towing (lbs.)[1]	Max gooseneck/ 5th-wheel towing (lbs.)[1]
3500 HD Crew Cab (continued)						
Long Bed High Country 4x4 DRW	6.6L V8 gas	17"	14,000	26,000	17,600	17,600
	Duramax 6.6L V8	17"	14,000	40,000	20,000	30,900

General Trailering Notes Where available, the Trailering Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. A 7-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Trailering Package (Z82).

Automatic Transmission Note Automatic transmissions are equipped with an engine oil cooler (KC4) and an air-to-oil transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10% to 15% of total loaded trailer weight. Some specific trailer types fall outside of this range. In these cases, the recommended tongue weight listed in the trailer Owner's Manual should be observed. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR), Gross Vehicle Weight Rating (GVWR) or Max Trailer Tongue Load.

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15% to 25% of the total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle 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. A fifth-wheel hitch is offered on specific models and is also available as a dealer-installed accessory on select models. See the Trailering Basics on page 7 for more trailering information.

Gooseneck/5th-Wheel Trailering Notes Silverado HD can be equipped with a gooseneck or fifth-wheel 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 near 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 Gross Axle Weight Rating (RGAWR). 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 must be subtracted from the payload weight to determine the maximum kingpin load available.

Gooseneck/5th Wheel Prep Package The Gooseneck/5th Wheel Prep Package (Z6A)[4] includes a hitch platform ready to accept a gooseneck ball or fifth-wheel hitch, a box-mounted trailer harness, a spray-on bedliner, and all the necessary box and bedliner holes drilled and capped.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Maximum Gross Vehicle Weight Rating (GVWR). When properly equipped; includes weight of vehicle, passengers, cargo and equipment. [3] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [4] Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

Colorado, Suburban/Tahoe and Traverse trailer weight ratings

Colorado trailer weight ratings (lbs.)[1]

Engine	Axle ratio	Max GCWR[2]	Crew Cab
2.7L TurboMax® 4-cylinder	3.42	9,100	3,500[3]
2.7L TurboMax® 4-cylinder with Trailering Package	3.42	13,250	7,700
2.7L TurboMax® 4-cylinder (ZR2)	3.42	11,600	6,000

Notes on Colorado Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 770 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Suburban/Tahoe trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	Tahoe 2WD	Tahoe 4WD	Suburban 2WD	Suburban 4WD
5.3L EcoTec3 V8	3.23	14,000	7,900	7,700	7,700	7,500
5.3L EcoTec3 V8 with Max Trailering Package	3.23	14,500	8,400	8,200	8,200	8,000
6.2L EcoTec3 V8	3.23	14,000	7,700	7,600	7,500	7,300
6.2L EcoTec3 V8 with Max Trailering Package	3.23	14,500	8,200	8,100	8,000	7,800
Duramax 3.0L Turbo-Diesel I-6	3.23	14,500	8,200	7,900	8,100	7,800
Duramax 3.0L Turbo-Diesel I-6 with Max Trailering Package	3.23	14,500	8,200	8,000	8,100	7,800

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 are required for trailer tongue weights greater than 600 lbs.

Notes on Suburban and Tahoe Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 1,250 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard Heavy-Duty Trailering Package on Suburban and Tahoe includes an auxiliary external transmission fluid cooler and engine oil cooler.

Traverse trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	FWD	AWD
2.5L Turbo 4-cylinder SIDI FWD	3.49	6,720	1,500	—
2.5L Turbo 4-cylinder SIDI FWD with available Trailering Package (V92)	3.49	10,030	5,000	—
2.5L Turbo 4-cylinder SIDI AWD	3.49	7,050	—	1,500
2.5L Turbo 4-cylinder SIDI AWD with available Trailering Package (V92)	3.49	10,250	—	5,000

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 500-lb. trailer tongue weight.

Notes on Traverse Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 500 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires factory-installed trailering equipment.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating. When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [3] Requires available accessory trailer hitch and trailer wiring harness.

Blazer trailer weight ratings

Blazer trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	FWD	AWD
2.0L Turbo 4-cylinder FWD	3.47	6,200	1,500	—
2.0L Turbo 4-cylinder FWD with available trailering equipment (V92)	3.47	7,660	3,250	—
2.0L Turbo 4-cylinder AWD with trailering equipment (V92)	3.47	7,909	—	3,250
3.6L V6 FWD	3.49	6,020	1,500	—
3.6L V6 FWD with available trailering equipment (V92)	3.49	9,160	4,500	—
3.6L V6 AWD with available trailering equipment (V92)	3.49	9,215	—	4,500

When using a weight-carrying hitch, the maximum trailer weight is 4,500 lbs. with a 450-lb. trailer tongue weight.

Notes on Blazer Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 450 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires factory-installed trailering equipment.

Blazer EV trailer weight ratings (lbs.)[1]

Model	Propulsion	GCWR[2]	Max towing
AWD	Two-motor	7,273	1,500
pAWD	Two-motor	9,791	N/A
FWD	One-motor	6,898	1,500

Notes on Blazer EV Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 350 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires factory-installed trailering equipment.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Equinox, Equinox EV and Trailblazer trailer weight ratings

Equinox trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	FWD	AWD
1.5L Turbo 4-cylinder FWD	3.50	5,247	1,500	—
1.5L Turbo 4-cylinder AWD	3.87	5,467	—	1,500

Notes on Equinox Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 150 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires factory-installed trailering equipment.

Equinox EV trailer weight ratings (lbs.)[1]

Model	Propulsion	GCWR[2]	Max towing
LT FWD	One-motor	6,894	1,500
LT AWD	Two-motor	7,268	1,500
RS FWD	One-motor	6,894	1,500
RS AWD	Two-motor	7,268	1,500

Notes on Equinox EV Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 150 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires factory-installed trailering equipment.

Trailblazer trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	FWD	AWD
1.2L Turbo 3-cylinder FWD	5.45	4,519	1,000[3]	—
1.3L Turbo 3-cylinder FWD	5.45	4,563	1,000[4]	—
1.3L Turbo 3-cylinder AWD	3.17	4,695	—	1,000[5]

Notes on Trailblazer Trailer tongue weight should be 10% of total loaded trailer weight (up to 100 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [3] Requires available accessory trailer hitch and trailer wiring harness. [4] Requires available trailering provisions and available accessory trailer hitch. [5] Requires available accessory trailer hitch.

Express Passenger Van and Express Cargo Van trailer weight ratings

Express Passenger Van trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	2500	3500	3500 Extended Wheelbase
4.3L V6	3.42	15,000	6,700	6,700	6,300
6.6L V8	3.42	16,000	9,600	9,600	9,200

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 400-lb. tongue weight. A weight-distributing hitch and sway control are required for trailer weights greater than 5,000 lbs.

Express Cargo Van trailer weight ratings (lbs.)[1]

Engine	Axle ratio	GCWR[2]	2500	2500 Extended Wheelbase	3500	3500 Extended Wheelbase
4.3L V6	3.42	15,000	7,400	7,100	7,400	7,200
6.6L V8	3.42	16,000	10,000	10,000	10,000	10,000

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 400-lb. tongue weight. A weight-distributing hitch and sway control are required for trailer weights greater than 5,000 lbs.

Notes on Express Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 1,000 lbs.). Addition of trailer tongue weight cannot cause vehicle weights 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 weight rating. No optional cooling equipment is available. The Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and 7-wire trailer wiring harness.

[1] Maximum trailering ratings are intended for comparison purposes only. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The trailering capacity of your specific vehicle may vary. The weight of passengers, cargo and options or accessories may reduce the amount you can trailer. [2] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Silverado Box Delete, Silverado 3500 HD Chassis Cab and Express Cutaway Gross Combination Weight Ratings (GCWR)

Silverado 1500 Box Delete

Engine	Axle ratio	GCWR[1] (LBS.)
5.3L EcoTec3 V8	3.23	15,000

Available on Regular Cab WT.

Silverado 2500 HD Box Delete

Engine	Axle ratio	GCWR[1] (LBS.)
6.6L V8 gas	3.73	24,500
Duramax 6.6L V8 (Regular Cab, Double Cab)	3.42	26,000
Duramax 6.6L V8 (Crew Cab with 17" wheels)	3.42	26,000
Duramax 6.6L V8 (Crew Cab with 18" or 20" wheels)	3.42	27,500

Available on Long Bed, Regular Cab, Double Cab and Crew Cab WT, LT and LTZ.

Silverado 3500 HD Box Delete

Engine	Axle ratio	GCWR[1] (LBS.)
6.6L V8 gas	3.73	26,000
Duramax 6.6L V8 (SRW)	3.42	30,000
Duramax 6.6L V8 (DRW)	3.42	40,000

Available on Long Bed WT, LT and LTZ. LTZ not available with Double Cab.

Silverado 3500 HD Chassis Cab

Engine	Axle ratio	GCWR[1] (LBS.)
6.6L V8 gas	3.73	24,000
Duramax 6.6L V8	3.42	40,000

Available on Regular Cab and Crew Cab.

Express Cutaway

Engine	Axle ratio	GCWR[1] (LBS.)
4.3L V6	3.42	15,000
6.6L V8	3.42	16,000
	3.73	16,000
	4.10	20,000

Available on 3500 or 4500 models.

Notes on Silverado Box Delete, Silverado 3500 HD Chassis Cab and Express Cutaway: Gross Combination Weight Rating (GCWR) Engineers perform extensive testing of acceleration, handling, braking, and thermal and structural performance to determine the GCWR for your vehicle. The GCWR is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and conversions. You should not exceed the GCWR of your vehicle when you tow a trailer.

[1] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer.

Low Cab Forward and Silverado 4500 HD/5500 HD/6500 HD Gross Combination Weight Ratings (GCWR)

Low Cab Forward

Model	Engine	Axle ratio	GCWR[1,2] (lbs.)
3500 HG	6.6L V8	4.10	18,000
4500 HG	6.6L V8	4.30	20,500
5500 HG	6.6L V8	5.37	23,950
5500 XG	6.6L V8	5.37	25,500
4500 HD	5.2L Turbo-Diesel I-4	4.56	20,500
4500 XD	5.2L Turbo-Diesel I-4	4.77	22,000
5500 HD	5.2L Turbo-Diesel I-4	5.12	23,950
5500 XD	5.2L Turbo-Diesel I-4	5.57	25,500
6500 XD	6.7L Cummins Diesel I-6	4.88	30,000
7500 XD	6.7L Cummins Diesel I-6	5.57	33,000

Silverado 4500 HD/5500 HD/6500 HD

Max GCWR[1]		Rear axle ratio	Allison® transmission model	Rear axle rating (lbs.)
26,000	2WD	4.10	1700/2700	10,000–15,500
	2WD/4x4	4.30	1700/2700	10,000–15,500
	2WD	4.56	1700/2700	10,000–15,500
	2WD	4.88	1700/2700	10,000–15,500
30,000	2WD	4.10	1750/2750	10,000–15,500
	2WD/4x4	4.30	1750/2750	10,000–13,500
	2WD	4.56	1750/2750	10,000–13,500
	2WD	4.88	1750/2750	10,000–13,500
34,000	2WD/4x4	4.30	1750/2750	15,000/15,500
35,000	2WD	4.56	1750/2750	15,000/15,500
37,000	2WD	4.88	1750/2750	15,000/15,500

Notes on Low Cab Forward and Silverado 4500 HD/5500 HD/6500 HD:
Gross Combination Weight Rating (GCWR) Engineers perform extensive testing of acceleration, handling, braking, and thermal and structural performance to determine the GCWR for your vehicle. The GCWR is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and conversions. You should not exceed the GCWR of your vehicle when you tow a trailer.

[1] Gross Combination Weight Rating (GCWR). When properly equipped; includes weight of the vehicle and trailer combination, including the weight of driver, passengers, fuel, optional equipment and cargo in the vehicle and trailer. [2] Maximum towing of 6,000 lbs., not to exceed GCWR.

Dinghy towing

Dinghy (flat) towing capability

	Blazer	Blazer EV	Camaro	Colorado	Corvette
2WD	Yes	No	No	No	No
4x4/4WD/e4WD	N/A	N/A	N/A	Yes[1]	N/A
AWD/eAWD	Yes	No	N/A	N/A	N/A

	Equinox	Equinox EV	Express	Malibu	Silverado 1500	Silverado EV	Silverado HD	Suburban
2WD	Yes	No	No	No	No	No	No	No
4x4/4WD/e4WD	N/A	N/A	N/A	N/A	Yes[1]	No	Yes[1]	Yes[1]
AWD/eAWD	Yes	No	N/A	N/A	N/A	N/A	N/A	N/A

	Tahoe	Trailblazer	Traverse	Trax
2WD	No	No	Yes	Yes
4x4/4WD/e4WD	Yes[1]	N/A	N/A	N/A
AWD/eAWD	N/A	Yes	Yes	N/A

Dinghy Towing Many motor home drivers like to dinghy-tow a smaller vehicle as they travel. The chart above shows which Chevrolet vehicles can be dinghy-towed without a dolly or trailer and with all four wheels on the ground. Rear-wheel-drive and all-wheel-drive trucks should not be dinghy-towed. Towed vehicles (or dollies or trailers carrying them) should have a separate functional braking system.

Dinghy Towing Setup Procedure Use extra caution whenever towing another vehicle. Do not exceed the towing vehicle's ratings such as the Gross Combination Weight Rating (GCWR) by adding the weight of the dinghy-towed vehicle or vehicle damage may result. Before flat-towing your vehicle, review the Dinghy Towing section of the Owner's Manual.

[1] Requires available 2-speed transfer case.

Closing remarks

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 many hitch types are 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 anti-sway assemblies; these are available through aftermarket sources. Please carefully review your Chevrolet vehicle Owner's Manual for important safety information about trailering with your vehicle.

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