

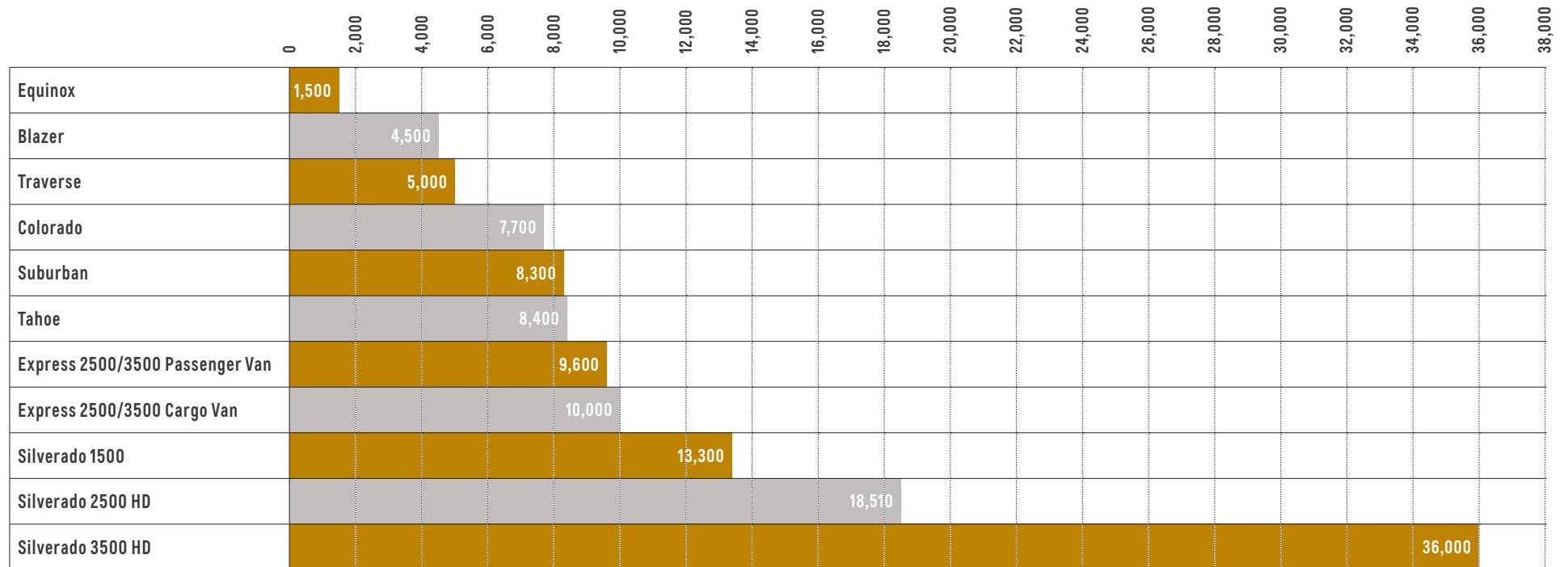
2021 TRAILERING GUIDE



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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 28–42 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

YOU'RE READY TO TOW.

Many Chevrolet vehicles are equipped with standard and available features that make trailering safe and convenient, giving you the confidence to tow wherever you go.

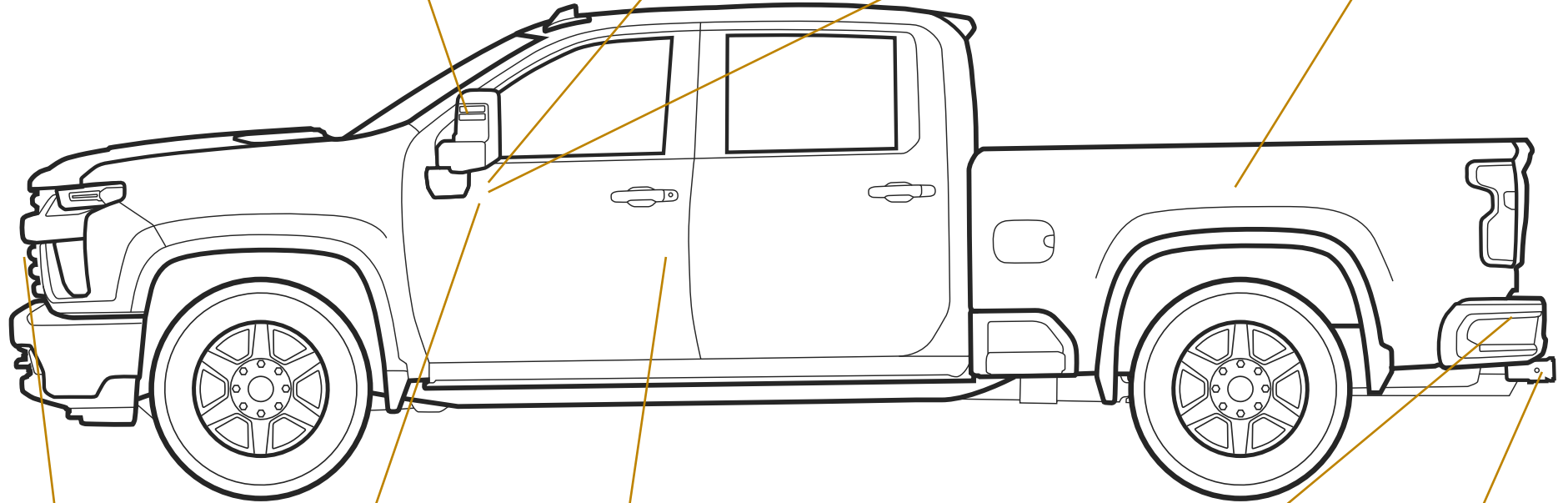
Trailering Technologies
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Extendable Trailering Mirrors
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Trailer Brake Controller
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In-Vehicle App
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Heavy-Duty Hitches
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Camera Technologies
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Tow/Haul Mode
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Trailering Label
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myChevrolet Mobile App
with Trailering
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Wiring Harness and
Trailer Brakes
Click for more information →

Conventional Hitches
Click for more information →

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

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 28–42.

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 hitch¹ and sway control of the proper size
- If you have to make any holes in the body of your vehicle to install a trailer hitch, be sure to seal the holes if you ever remove the hitch. If they're not sealed, dirt, water and deadly carbon monoxide from the exhaust can get into your vehicle

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.

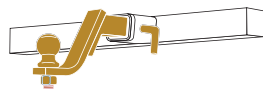
Fifth-Wheel Trailering Some Silverado models can be equipped with a fifth-wheel or gooseneck trailer hitch.

- 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
- Your Chevrolet dealer can help you calculate the maximum allowable payload and GVWR required for your fifth-wheel trailering application. The weight of any additional equipment and all passengers other than the driver must be subtracted from the payload weight to determine the maximum kingpin load available.

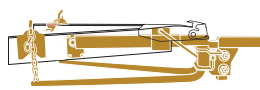
CONVENTIONAL HITCHES



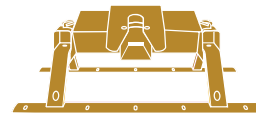
Hitch Ball on Step Bumper



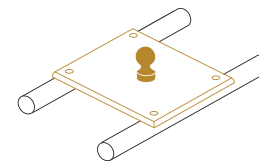
Hitch Receiver



Weight-Distributing Hitch with Sway Control



Fifth-Wheel Hitch



Gooseneck Hitch



Learn more about the Fifth-Wheel Prep Package.

¹ Not required on Silverado 2500 HD or 3500 HD.

Wiring Harness This allows you to connect the electrical components of your trailer, such as turn signals and brake lights, to the trailering vehicle. Select Silverado models and all Suburban and Tahoe 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 1,000-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 surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.



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. 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:

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 (no labels on Silverado 4500 HD/5500 HD/6500 HD). 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 HD, Suburban and Tahoe. 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 HD, Suburban and Tahoe.

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.

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 conversions. 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 each model 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 10–15% of the loaded trailer weight. For gooseneck/fifth-wheel trailering, the tongue weight should be 15–25% of the loaded trailer weight.

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.

BEFORE YOU TRAILER

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

Loading Your Trailer Load your conventional trailer to attain a 10–15% 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. 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.

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

Cornering The turning radius of a trailer is typically much smaller than that of your vehicle; therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can also cause the trailer to strike against and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point, then firmly turn the steering wheel. By cornering at a wider angle, both the vehicle and 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. This provides “engine braking” and reduces the need to brake for long periods. Chevrolet crossover, van, SUV and pickup models equipped with a 6-speed automatic transmission, as well as pickups 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. 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.

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

- Pull your vehicle to the side of the road. Once stopped, shift into Park (automatic transmission) or Neutral (manual transmission) 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 (automatic transmission) or Neutral (manual transmission), the parking brake engaged, and being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine. If you see either of these, shut off the engine and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled

Parking on Grades Parking on steep grades with a trailer is not recommended; if you must, follow this procedure:

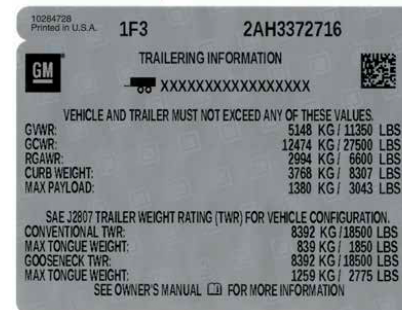
- Apply the brakes and shift into Neutral
- Have someone place trailer wheel blocks on the downgrade side
- Release the brakes until the blocks absorb the load
- Apply the parking brake and shift into Park

Leaving Your Parking Spot on Grades

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

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.

Trailer Information Label This industry-first 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 GAWR³ for the rear axle, maximum payload, maximum tongue weight and curb weight. Included on Silverado 1500, Silverado HD, Suburban and Tahoe.



Learn more
about Trailering.

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.

Trailer Packages The trailering package will vary by vehicle and may include a trailer hitch platform and other trailering equipment. Please see specific vehicle brochures or 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 on Blazer, Equinox, Express, Silverado 1500, Silverado HD, Suburban, Tahoe and Traverse 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 Assist¹ Under certain conditions, this feature prevents the vehicle from rolling in an unintended direction during the transition from brake pedal release 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 available on Colorado, Silverado 1500, Silverado HD, Silverado 4500 HD/5500 HD/6500 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 Camera² 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.

Camera Technology 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 Silverado 1500, Silverado HD, Suburban and Tahoe. Learn more on pages 15–27.

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,³ Traverse⁴ and Blazer,⁵ adjusts the shift schedule in the automatic transmission so it isn't "hunting" for the correct gear while towing or trailering.

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.

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

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.

¹ Read the vehicle Owner's Manual for important feature limitations and information. 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. ³ With available 3.6L V6 engine or Duramax 2.8L Turbo-Diesel 4-cylinder engine. ⁴ With available trailering equipment. ⁵ Requires available 3.6L V6 engine and trailering equipment. ⁶ Requires Silverado 3500 HD Regular Cab WT 2WD DRW with available Duramax 6.6L Turbo-Diesel V8 engine, Max Trailering Package and gooseneck hitch. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

Diesel Exhaust Brake The Diesel Exhaust Brake on Silverado HD and Silverado 4500 HD/5500 HD/6500 HD works with the available Allison® 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 lbs⁶, especially on steep grades, increasing the vehicle's ability to trailer heavy loads. An exhaust brake system is also included on Colorado and Express models with the available Duramax® 2.8L Turbo-Diesel 4-cylinder engine and Silverado 1500, Suburban and Tahoe with the available Duramax 3.0L Turbo-Diesel I-6 engine.

Automatic Locking Rear Differential This GM-exclusive 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 HD LTZ and High Country.

Park Grade Hold Assist The Electric Parking Brake introduces 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.

Extendable Trailing Mirrors There are two levels of trailing mirrors available on Silverado 1500 and four levels of trailing mirrors available on Silverado HD. The vertical manual-folding and extendable mirrors, shown below, 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.

Max Trailing Package Available on Silverado 1500, Silverado 3500 HD, Suburban and Tahoe, the Max Trailing Package offers increased towing capability over the standard trailing package. See your dealer for details.

Hitch Guidance with Hitch View¹ A dynamic guiding line is integrated onto the image when you select available Hitch Guidance on the Rear Vision Camera¹ screen. As an enhancement, available 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.

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



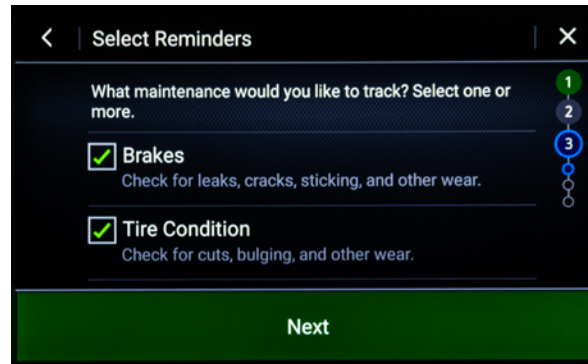
Learn more about
Trailing Mirrors.

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.

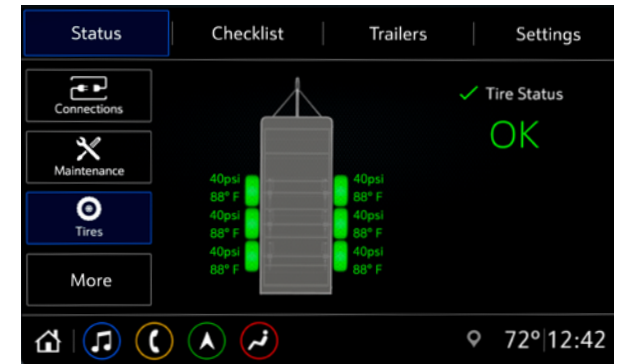
The available Advanced Trailering System has an In-Vehicle App¹ that offers customized trailer profiles. Other available features include a pre-departure checklist, trailer lighting diagnostics and trailer tire pressure/temperature monitoring²



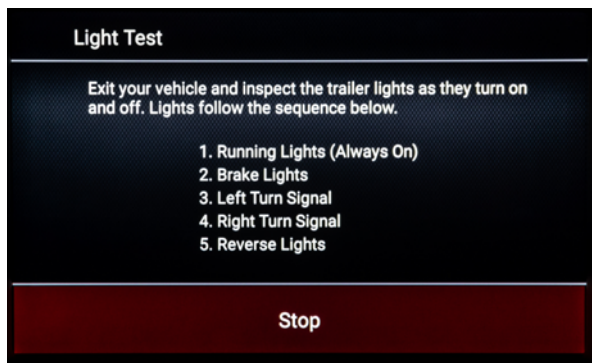
Pre-departure Checklist Make sure everything is secure before hitting the open road with this built-in checklist.



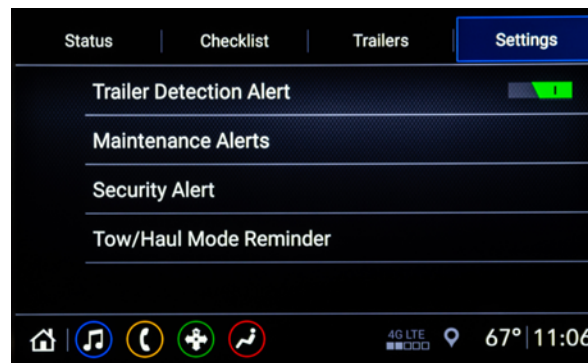
Maintenance Reminders Provides trailer maintenance reminders for things like brakes, tires and wheel bearings based on time or mileage.



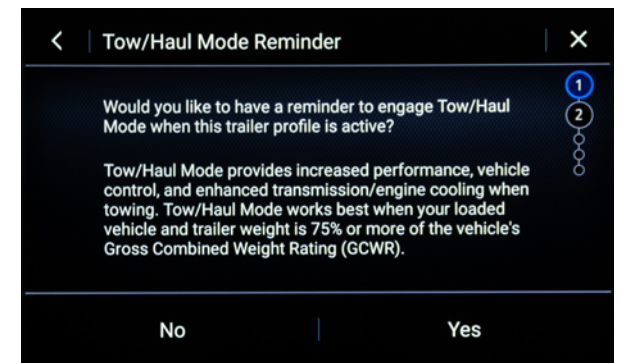
Trailer Tire Pressure and Temperature Monitoring² This available feature checks the pressure and temperature of the air inside of up to six trailer tires to help detect potential blowouts.



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 and turn signals so you can perform a visual inspection.



Trailer Theft Detection³ With this available feature, if the harness on your attached trailer is disconnected, the lights will flash and the horn will sound.



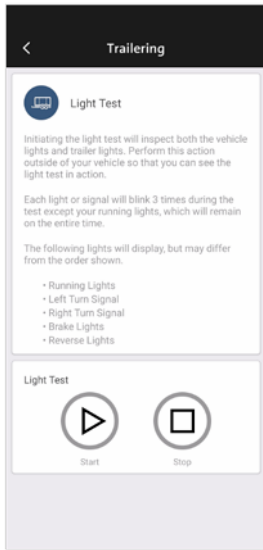
Tow/Haul Mode Reminder When the system detects a trailer is hooked up to your vehicle, this feature can remind you to engage Tow/Haul mode, which improves acceleration while hauling a heavy load.



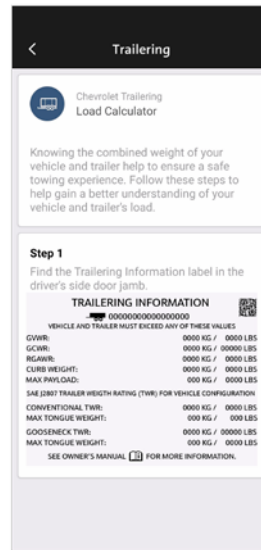
Learn more about the In-Vehicle Trailering App.

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.

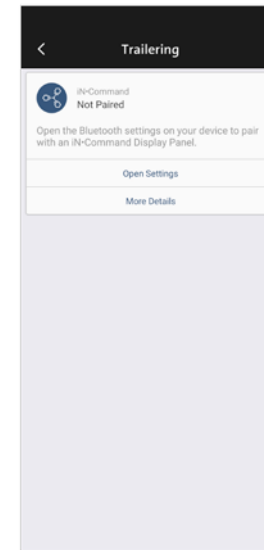
Once the industry-first myChevrolet Mobile App with Trailering¹ is installed on your compatible smartphone, you can access a pre-departure checklist, a glossary of trailering terms, how-to videos, trailer light tests and more.



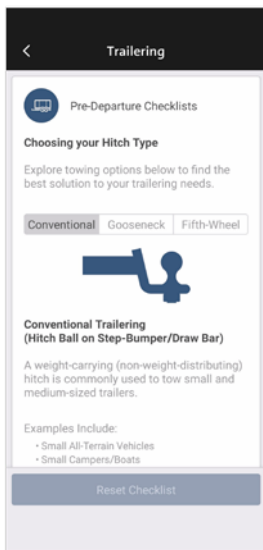
Trailer Light Test
To help you check that all of your truck and trailer lights are in working order, this feature activates your brake lights and turn signals so you can perform a visual inspection.



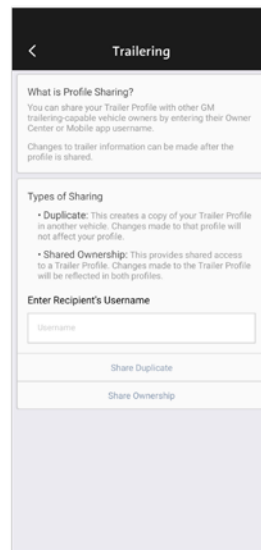
Load Calculator
Find out the combined weight of your truck and trailer for a confident towing experience by using your Trailering Label and the dynamic load calculator tool.



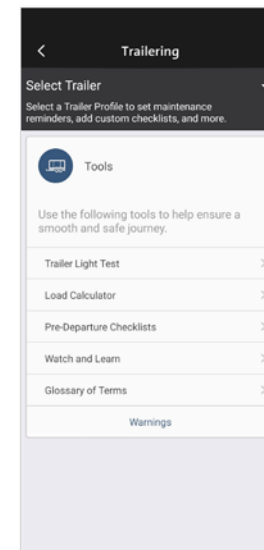
Smart Trailer
The available Smart Trailer Control System works with compatibly equipped iN-Command^{®2} Control System trailers to monitor or operate select features.



Pre-Departure Checklists
Make sure everything is secure before hitting the open road with these built-in checklists.



Profile Sharing
Once a trailer profile has been created, you can share it with another myChevrolet Mobile App user who has a similarly equipped vehicle.



Glossary of Terms/ How-To Videos
The glossary of terms will give you the ability to learn all about trailering terminology. Right above the glossary are numerous Watch and Learn videos.

¹ Device data connection required. Available on select Apple and Android devices. Some features require active service plan and working electrical system. Service availability, features and functionality vary by vehicle. Terms and limitations apply.

² iN-Command is provided by ASA Electronics and is designed to operate within 30 feet of the trailer. Works with trailers equipped with iN-Command Control Systems with Global Connect via Bluetooth connection. Control and monitoring functionality varies by trailer manufacturer, model, and installed options. Use of the iN-Command Control Systems feature through the myChevrolet Mobile App requires an active service plan. Terms apply. See onstar.com for details and limitations.

SMART HOME FEATURES, TAKEN ON THE ROAD.

Chevrolet and ASA Electronics iN-Command^{®1} Global Connect Systems teamed up to offer smart home-like capabilities on the 2021 Silverado with a compatible attached trailer. Download the myChevrolet Mobile App² to a compatible device to monitor and control a wide array of systems on select equipped trailers. Using a Bluetooth^{®3} connection you are able to operate the following features right from your smartphone.

SMART TRAILER CONTROLS AND SENSORS

- Turn water pump and heater on and off
- Check water holding tank levels
- Adjust climate controls
- Turn interior trailer lights on and off
- Turn exterior trailer lights on and off
- Prime and start the trailer's generator
- With the vehicle and trailer parked, open and close slide-outs and awnings and adjust jacks
- Get real-time status of the trailer's water tank level and battery life, as well the fuel level of the in-trailer generator

You can control even more features with this groundbreaking technology. Please see the video below for more details.



Learn more about
Smart Trailer integration.

¹ iNCommand is provided by ASA Electronics and is designed to operate within 30 feet of the trailer. Works with trailers with iNCommand control systems with Global Connect via Bluetooth connection. Control and monitoring functionality varies by trailer manufacturer, model, and installed options. Use of the iN-Command Control Systems feature through the myChevrolet Mobile App requires an active service plan. Terms apply. See onstar.com for details and limitations. ² Available on select Apple and Android devices. Service availability, features and functionality vary by vehicle, vehicle equipment, trim level, device and the plan you are enrolled in. Some features may require a working electrical system. User terms apply. Device data connection required. See onstar.com for details and limitations. ³ Go to my.chevrolet.com/learnAbout/bluetooth to find out which phones are compatible with the vehicle. Full Bluetooth feature functionality varies by device, model and software version.

CAMERA VIEWS TO HELP YOU TOW WITH CONFIDENCE.

You know Silverado has the legendary power to handle heavy loads. But towing isn't about power alone. Silverado offers 8 available cameras that give you up to 15 unique views. And new for 2021, Silverado offers additional dynamic trailering features like available Jack-Knife Alert¹, Trailer Length Indicator and Trailer Angle Indicator with Guidelines², 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.

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. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

¹ Standard on Silverado HD High Country. Available on Silverado HD LTZ; requires LTZ Convenience Package II. Available on Silverado 1500 LTZ and High Country; requires Technology Package. ² Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.



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.



Jack-Knife Alert¹ Provides warning and requires compatible trailer.



Bed View with Guidance Bed Hitch Guidance is now available to help align and hook up a fifth-wheel or gooseneck trailer.

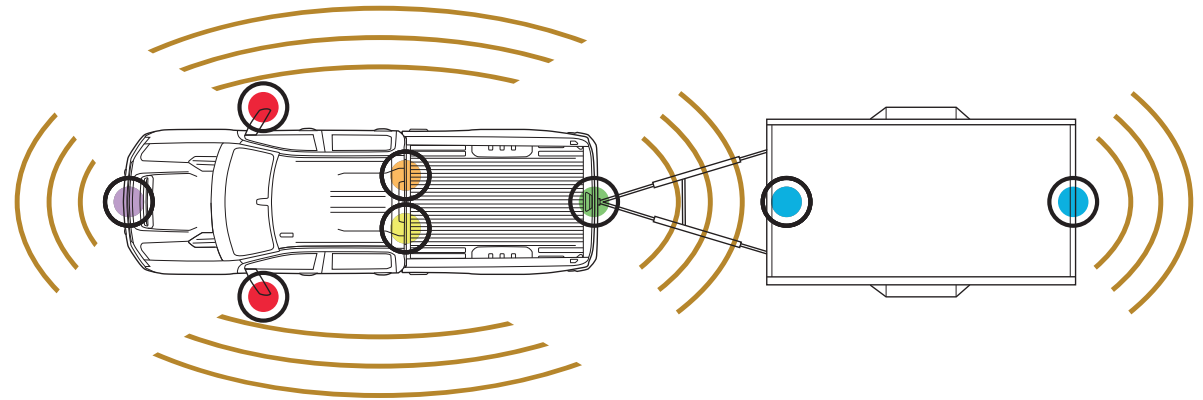


Bed View with Zoom Cargo Bed Zoom is now available to help align and hook up a fifth-wheel or gooseneck trailer or to briefly check on cargo.

CAMERA POSITIONS

Eight available cameras give you up to 15 views.

- Front grille camera ●
- Side mirror cameras ●
- Bed View camera (located by Center High-Mounted Stop Lamp [CHMSL]) ●
- Rear Camera Mirror (located by Center High-Mounted Stop Lamp [CHMSL]) ●
- Rear Vision Camera/Hitch View (located in rear tailgate) ●
- Chevrolet Accessory Cameras ●



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. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

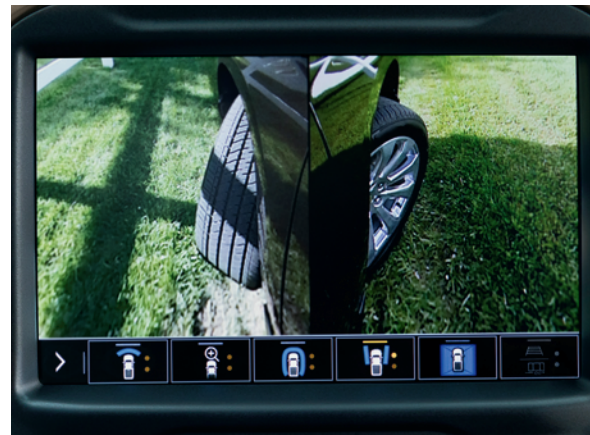
¹ Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.



Learn more about
Camera Technologies.



Transparent Trailer View¹ Allows the driver to virtually “see through” a compatible trailer.



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



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. 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. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.



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



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



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



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.



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



Bowl View Provides a rear-facing 3-D surround view, useful for low-speed backing maneuvers.

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. 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. Customers can see their dealer for full details.

² Requires available Chevrolet Accessory Camera and installation. Not compatible with all trailers. Customers can see their dealer for full details.



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



Inside Trailer View¹ Allows the driver to monitor trailer contents or cargo using an available Chevrolet Accessory Camera that can be installed in the trailer.



Pic-In-Pic Side View¹ Combines two views – the Rear Side View and the Rear Trailer View. Requires available Chevrolet Accessory Camera.



Bed View Allows you to see the cargo bed to help with fifth-wheel or gooseneck hitching or to briefly check on cargo. Cargo Bed Zoom and Bed Hitch Guidance are new additions for the 2021 model year.



Rear Trailer View¹ Uses an available accessory camera to show objects behind a compatible trailer. Trailer Angle Indicator² with Trailer Guidelines² shows your current path. A second set of guidelines shows where the trailer will go based on steering inputs.



Rear Camera Mirror An available dual-function camera-based rearview mirror that provides a wider, less-obstructed field of view than a traditional rearview mirror.

Silverado 1500 offers a number of available cameras that can provide up to 15 unique views. Use the chart below to determine which camera provides each view, as well as the availability of those cameras by model trim.

	REAR VISION CAMERA	HD REAR VISION CAMERA	BED VIEW CAMERA	REAR CAMERA MIRROR	HD SURROUND VISION
Camera Locations	Tailgate	Tailgate	Back of Cab, Located by Center High-Mounted Stop Lamp (CHMSL)	Back of Cab, Located by Center High-Mounted Stop Lamp (CHMSL)	Front Grille, Side Mirrors, Tailgate
	Standard on WT, Custom, Custom Trail Boss, LT, RST and LT Trail Boss	Standard on LTZ and High Country/ Available on LT, RST and LT Trail Boss	Available on LT, RST, LT Trail Boss, LTZ and High Country	Available on LTZ and High Country	Available on LTZ and High Country
TRUCK CAMERA VIEWS					
Front Camera View	–	–	–	–	○
Rear Camera View	●	●/○	–	–	○
Rear Camera Mirror	–	–	–	○	–
Hitch View	–	●/○	–	–	○
Bed View	–	–	○	–	–
Front Top-Down View	–	–	–	–	○
Rear Top-Down View	–	–	–	–	○
Front Side View	–	–	–	–	○
Rear Side View	–	–	–	–	○
Bowl View	–	–	–	–	○
Surround View	–	–	–	–	○
TRAILER CAMERA VIEWS (REQUIRES AVAILABLE CHEVROLET ACCESSORY CAMERAS AND COMPATIBLE TRAILER)					
Inside Trailer View ¹	–	–	○	–	○
Rear Trailer View ¹	–	–	○	–	○
Transparent Trailer View ¹	–	–	–	–	○
Pic-In-Pic Side View ¹	–	–	–	–	○

● STANDARD ○ AVAILABLE – NOT AVAILABLE

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. 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. Customers can see their dealer for full details.

Silverado HD offers a number of available cameras that can provide up to 15 unique views. Use the chart below to determine which camera provides each view, as well as the availability of those cameras by model trim.

	REAR VISION CAMERA	HD REAR VISION CAMERA	BED VIEW CAMERA	REAR CAMERA MIRROR	HD SURROUND VISION
Camera Locations	Tailgate	Tailgate	Back of Cab, Located by Center High-Mounted Stop Lamp (CHMSL)	Back of Cab, Located by Center High-Mounted Stop Lamp (CHMSL)	Front Grille, Side Mirrors, Tailgate
	Standard on WT, Custom and LT	Standard on LTZ and High Country/ Available on LT	Standard on High Country/ Available on LT and LTZ	Available on LTZ and High Country Requires available Technology Package	Standard on High Country/ Available on LTZ
TRUCK CAMERA VIEWS					
Front Camera View	–	–	–	–	●/○
Rear Camera View	●	●/○	–	–	●/○
Rear Camera Mirror	–	–	–	○	–
Hitch View	–	●/○	–	–	●/○
Bed View	–	–	●/○	–	–
Front Top-Down View	–	–	–	–	●/○
Rear Top-Down View	–	–	–	–	●/○
Front Side View	–	–	–	–	●/○
Rear Side View	–	–	–	–	●/○
Bowl View	–	–	–	–	●/○
Surround View	–	–	–	–	●/○
TRAILER CAMERA VIEWS (REQUIRES AVAILABLE CHEVROLET ACCESSORY CAMERAS AND COMPATIBLE TRAILER)					
Inside Trailer View ¹	–	–	○	–	○
Rear Trailer View ¹	–	–	○	–	○
Transparent Trailer View ¹	–	–	–	–	○
Pic-In-Pic Side View ¹	–	–	–	–	○

● STANDARD ○ AVAILABLE – NOT AVAILABLE

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. 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. Customers can see their dealer for full details.

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
- Review the important Transparent Trailer Calibration Tips on page 24

CAMERA VIEW	HITCH TYPE	TRAILER TYPE	DIMENSIONS REQUIRED
Rear Trailer View with Trailer Guidelines ¹	Conventional	Compatible	Yes
Rear Side View with Biasing and Trailer Length Indicator	Conventional	Compatible	Yes
Transparent Trailer View ¹	Conventional	Compatible	Yes
Jack-Knife Alert	Conventional	Compatible	Yes
Rear Trailer View ¹	All	All	No
Rear Side View	All	All	No
Pic-In-Pic Side View ¹	All	All	No
Inside Trailer View ¹	All	All	No
Hitch View	Conventional	All	No
Bed View	Gooseneck/5th-Wheel	All	No



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. Do not include the width of the wheels. 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. 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. Customers can see their dealer for full details.

CHECK OUT THESE CAMERA TIPS

The available Transparent Trailer View¹ allows the driver to virtually “see through” a compatible trailer, helping them become aware of what’s following behind. Using the information on this page will help ensure your Transparent Trailer View is working correctly.

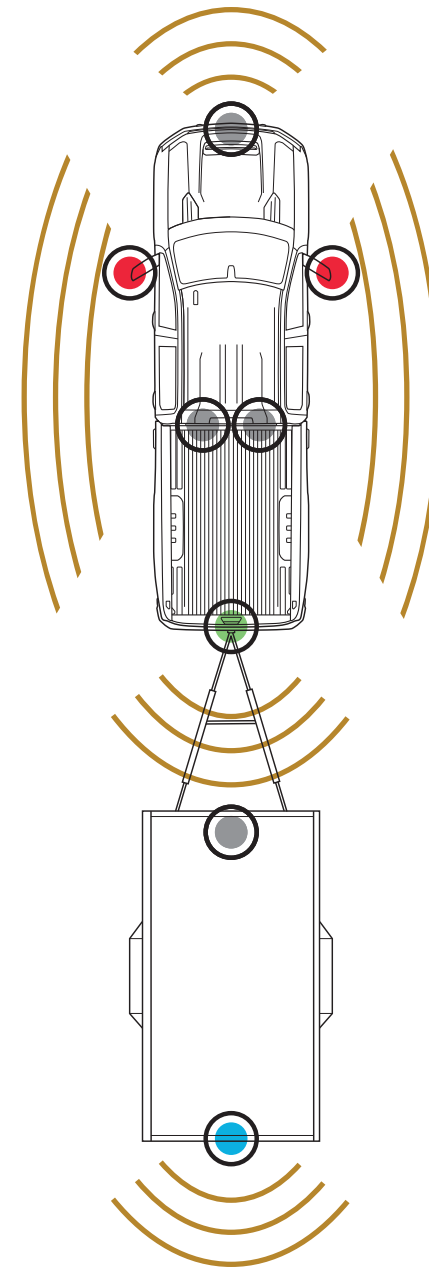
Camera Requirements:

Transparent Trailer View¹ uses cameras in four locations:

- Left and right side mirror cameras ●
- Rear tailgate camera ●
- Chevrolet Accessory trailer camera placed on back of trailer ●

Availability:

- Silverado 1500 LTZ and High Country; requires available Technology Package and Chevrolet Accessory trailer camera
- Standard on Silverado HD High Country; requires available Chevrolet Accessory trailer camera. Available on Silverado HD LTZ; requires LTZ Convenience Package II and Chevrolet Accessory trailer camera
- Requires conventional hitch and compatible trailer under 32 feet

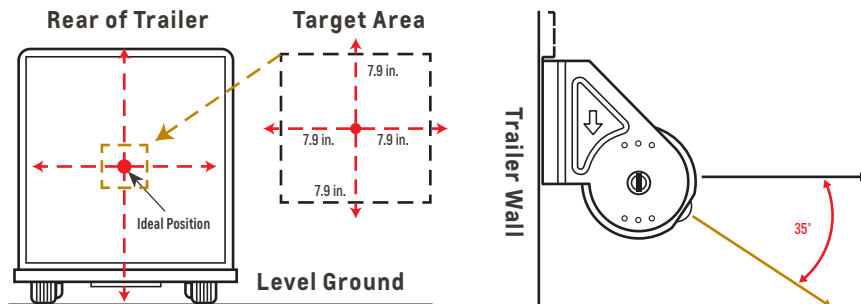


Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the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

TRANSPARENT TRAILER SETUP

- Safely and securely hitch the compatible trailer to the truck – use the pre-departure checklist in the trailering app 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 Towing Assistance Setup > 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 View¹ 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. 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.

TAKE A LOOK AROUND.

The 2021 Suburban and Tahoe offer up to **nine available camera views** to help make it easier to pull into tight spaces, back into a garage or hitch a trailer – all while providing confidence when you drive.

Views enabled by these cameras are easily accessed by selecting the Camera App on the touch-screen display. Conveniently, certain views can be launched through the **Advanced Trailering System**.

Safety starts with you. 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.



Rear Camera Mirror An available dual-function camera-based rearview mirror provides a wider, less-obstructed field of view than a traditional rearview mirror.



Surround View Gives a top-down bird's-eye view of the vehicle's surroundings.



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



Rear Camera View Displays a rear view to assist with parking and tight maneuvers.



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



Front Top-Down View A top-down view of the hood, bumper and front tires for tight maneuvers in parking lots or along curbs.



Rear Side View Provides a line of sight down each side of the vehicle.



Rear Top-Down View Shows the clearance between the rear of the vehicle and nearby objects.



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



Suburban and Tahoe offer a number of available cameras that can provide up to 9 unique views. Use the chart below to determine which camera provides each view, as well as the availability of those cameras by model trim.

	HD REAR VISION CAMERA	REAR CAMERA MIRROR	HD SURROUND VISION
Camera Locations	Liftgate Standard on LS, LT, RST, Z71, Premier and High Country	Liftgate Standard on High Country/ Available on Premier	Front Grille, Side Mirrors, Liftgate Standard on High Country/ Available on LT, RST, Z71 and Premier
Front Camera View	–	–	●/○
Rear Camera View	●	–	●/○
Rear Camera Mirror	–	●/○	–
Hitch View	–	–	●/○
Front Top-Down View	–	–	●/○
Rear Top-Down View	–	–	●/○
Front Side View	–	–	●/○
Rear Side View	–	–	●/○
Surround View	–	–	●/○

● STANDARD ○ AVAILABLE – NOT AVAILABLE

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. Some camera views require available accessory camera and installation. Not compatible with all trailers. See your dealer for details.

These charts specify the trailer weight rating for your Silverado 1500 equipped with a conventional hitch. (For gooseneck or 5th-wheel ratings, see pages 30–32.) Do not exceed the trailer weight rating¹ For more information, ask your Chevrolet dealer.

MODEL	ENGINE	GCWR (LBS.) ²	MAX CONVENTIONAL TRAILER WEIGHT (LBS.) ¹
REGULAR CAB			
Long Bed 2WD	2.7L Turbo	14,500	9,600
	4.3L V6	12,800	7,900
	5.3L V8 (L82) with 6-speed	15,000	10,000
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	10,000
Long Bed 4x4	2.7L Turbo	14,500	9,400
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,700
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,700
DOUBLE CAB			
Standard Bed 2WD	2.7L Turbo	14,500	9,300
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,700
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,700
	5.3L V8 (L84) with 8-speed	15,000	9,800
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,800
Standard Bed 2WD with Max Trailering Package	Duramax 3.0L I-6	15,000	9,500
	5.3L V8 (L84) with 8-speed	16,800	11,500
Standard Bed 2WD with Max Trailering Package	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,500

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.

MODEL	ENGINE	GCWR (LBS.) ²	MAX CONVENTIONAL TRAILER WEIGHT (LBS.) ¹
DOUBLE CAB (CONTINUED)			
Standard Bed 4x4	2.7L Turbo	14,500	9,100
	4.3L V6	12,800	7,400
	5.3L V8 (L82) with 6-speed	15,000	9,500
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,500
	5.3L V8 (L84) with 8-speed	15,000	9,500
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,500
	6.2L V8	15,000	9,300
	Duramax 3.0L I-6	15,000	9,100
Standard Bed 4x4 with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,100
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,100
Standard Bed RST 4x4 with Max Trailering Package and 20" Wheels	6.2L V8	17,800	12,100
	6.2L V8	19,100	13,300
Standard Bed Trail Boss 4x4	4.3L V6	12,800	7,300
	5.3L V8 (L82) with 6-speed	15,000	9,400
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,400
	6.2L V8	15,000	9,300

Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight up to 1,250 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

¹ Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management. ⁴ Effective March 2021, the 5.3L EcoTec3 V8 (L84) engine with YK9 is not equipped with Dynamic Fuel Management.

These charts specify the trailer weight rating for your Silverado 1500 equipped with a conventional hitch. (For gooseneck or 5th-wheel ratings, see pages 30–32.) Do not exceed the trailer weight rating¹ For more information, ask your Chevrolet dealer.

MODEL	ENGINE	GCWR (LBS.) ²	MAX CONVENTIONAL TRAILER WEIGHT (LBS.) ¹
CREW CAB			
Short Bed 2WD	2.7L Turbo	14,500	9,300
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,700
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,700
	5.3L V8 (L84) with 8-speed	15,000	9,700
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,700
	Duramax 3.0L I-6	15,000	9,500
Short Bed 2WD with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,500
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,500
Standard Bed 2WD	2.7L Turbo	14,500	9,200
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,600
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,600
	5.3L V8 (L84) with 8-speed	15,000	9,700
Standard Bed 2WD with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,400
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,400
Short Bed 4x4	2.7L Turbo	14,500	9,100
	4.3L V6	12,800	7,400
	5.3L V8 (L82) with 6-speed	15,000	9,500
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,500
	5.3L V8 (L84) with 8-speed	15,000	9,400
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,400
	5.3L V8 (L84) with 10-speed	15,000	9,200
	6.2L V8	15,000	9,200
	Duramax 3.0L I-6	15,000	9,000

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.

MODEL	ENGINE	GCWR (LBS.) ²	MAX CONVENTIONAL TRAILER WEIGHT (LBS.) ¹
CREW CAB (CONTINUED)			
Short Bed Custom 4x4 with Custom Max Trailering Package	5.3L V8 (L82) with 6-speed	16,800	10,900
	5.3L V8 (L82/YK9 ³) with 6-speed	16,800	10,900
Short Bed 4x4 with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,100
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,100
	6.2L V8	17,800	11,900
Short Bed Trail Boss 4x4	4.3L V6	12,800	7,300
	5.3L V8 (L82) with 6-speed	15,000	9,400
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,400
	5.3L V8 (L84) with 10-speed	15,000	9,300
	6.2L V8	15,000	9,300
Standard Bed 4x4	2.7L Turbo	14,500	9,000
	4.3L V6	12,800	7,400
	5.3L V8 (L82) with 6-speed	15,000	9,400
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,400
	5.3L V8 (L84) with 8-speed	15,000	9,300
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,300
	5.3L V8 (L84) with 10-speed	15,000	9,100
	6.2L V8	15,000	9,100
	Duramax 3.0L I-6	15,000	9,000
	Standard Bed 4x4 with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800
5.3L V8 (L84/YK9 ⁴) with 8-speed		16,800	11,100
6.2L V8		17,800	11,900
Standard Bed Trail Boss 4x4	4.3L V6	12,800	7,200
	5.3L V8 (L82) with 6-speed	15,000	9,300
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,300
	5.3L V8 (L84) with 10-speed	15,000	9,300
	6.2L V8	15,000	9,200

Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight up to 1,250 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

¹ Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management. ⁴ Effective March 2021, the 5.3L EcoTec3 V8 (L84) engine with YK9 is not equipped with Dynamic Fuel Management.

These charts specify the trailer weight rating for your vehicle equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 28–29.) 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			
Long Bed 2WD	2.7L Turbo	14,500	9,500
	4.3L V6	12,800	7,800
	5.3L V8 (L82) with 6-speed	15,000	9,900
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,900
Long Bed 4x4	2.7L Turbo	14,500	9,300
	4.3L V6	12,800	7,500
	5.3L V8 (L82) with 6-speed	15,000	9,600
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,600
DOUBLE CAB			
Standard Bed 2WD	2.7L Turbo	14,500	9,300
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,700
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,700
	5.3L V8 (L84) with 8-speed	15,000	9,800
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,800
Standard Bed 2WD with Max Trailering Package	Duramax 3.0L I-6	15,000	9,500
	5.3L V8 (L84) with 8-speed	16,800	11,500
Standard Bed 4x4	5.3L V8 (L84) with 8-speed	16,800	11,500
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,500

MODEL	ENGINE	GCWR (LBS.) ²	MAX GOOSENECK/5TH-WHEEL TOWING (LBS.) ¹
DOUBLE CAB (CONTINUED)			
Standard Bed 4x4	2.7L Turbo	14,500	9,100
	4.3L V6	12,800	7,400
	5.3L V8 (L82) with 6-speed	15,000	9,500
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,500
	5.3L V8 (L84) with 8-speed	15,000	9,500
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,500
Standard Bed 4x4 with Max Trailering Package	6.2L V8	15,000	9,300
	Duramax 3.0L I-6	15,000	9,100
	5.3L V8 (L84) with 8-speed	16,800	11,100
Standard Bed RST 4x4 with Max Trailering Package and 20" Wheels	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,100
	6.2L V8	17,800	12,100
Standard Bed Trail Boss 4x4	6.2L V8	19,100	13,300
	4.3L V6	12,800	7,300
	5.3L V8 (L82) with 6-speed	15,000	9,400
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,400
	6.2L V8	15,000	9,300

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management. ⁴ Effective March 2021, the 5.3L EcoTec3 V8 (L84) engine with YK9 is not equipped with Dynamic Fuel Management.

These charts specify the trailer weight rating for your vehicle equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 28–29.) 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	2.7L Turbo	14,500	9,300
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,700
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,700
	5.3L V8 (L84) with 8-speed	15,000	9,700
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,700
	Duramax 3.0L I-6	15,000	9,500
Short Bed 2WD with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,500
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,500
Standard Bed 2WD	2.7L Turbo	14,500	9,200
	4.3L V6	12,800	7,600
	5.3L V8 (L82) with 6-speed	15,000	9,600
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,600
	5.3L V8 (L84) with 8-speed	15,000	9,700
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,700

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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.

MODEL	ENGINE	GCWR (LBS.) ²	MAX GOOSENECK/5TH-WHEEL TOWING (LBS.) ¹
CREW CAB (CONTINUED)			
Standard Bed 2WD with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	11,400
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	11,400
Short Bed 4x4	2.7L Turbo	14,500	9,100
	4.3L V6	12,800	7,400
	5.3L V8 (L82) with 6-speed	15,000	9,500
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,500
	5.3L V8 (L84) with 8-speed	15,000	9,400
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	9,400
	5.3L V8 (L84) with 10-speed	15,000	9,200
	6.2L V8	15,000	9,200
	Duramax 3.0L I-6	15,000	9,000

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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management. ⁴ Effective March 2021, the 5.3L EcoTec3 V8 (L84) engine with YK9 is not equipped with Dynamic Fuel Management.

These charts specify the trailer weight rating for your vehicle equipped with a gooseneck or 5th-wheel trailer. (For conventional ratings, see pages 28–29.) 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)			
Short Bed Custom 4x4 with Custom Max Trailering Package	5.3L V8 (L82) with 6-speed	16,800	7,900
	5.3L V8 (L82/YK9 ³) with 6-speed	16,800	7,900
Short Bed 4x4 with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	10,700
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	10,700
Short Bed Trail Boss 4x4	6.2L V8	17,800	9,400
	4.3L V6	12,800	7,200
	5.3L V8 (L82) with 6-speed	15,000	8,800
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	8,800
	5.3L V8 (L84) with 10-speed	15,000	8,500
	6.2L V8	15,000	8,300
	2.7L Turbo	14,500	8,900
Standard Bed 4x4	4.3L V6	12,800	7,300
	5.3L V8 (L82) with 6-speed	15,000	9,300
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	9,300
	5.3L V8 (L84) with 8-speed	15,000	8,900
	5.3L V8 (L84/YK9 ⁴) with 8-speed	15,000	8,900
	5.3L V8 (L84) with 10-speed	15,000	7,700
	6.2L V8	15,000	7,500
	Duramax 3.0L I-6	15,000	7,600

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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.

MODEL	ENGINE	GCWR (LBS.) ²	MAX GOOSENECK/ 5TH-WHEEL TOWING (LBS.) ¹
CREW CAB (CONTINUED)			
Standard Bed 4x4 with Max Trailering Package	5.3L V8 (L84) with 8-speed	16,800	10,300
	5.3L V8 (L84/YK9 ⁴) with 8-speed	16,800	10,300
	6.2L V8	17,800	8,900
Standard Bed Trail Boss 4x4	4.3L V6	12,800	7,100
	5.3L V8 (L82) with 6-speed	15,000	8,500
	5.3L V8 (L82/YK9 ³) with 6-speed	15,000	8,500
	5.3L V8 (L84) with 10-speed	15,000	8,100
	6.2L V8	15,000	8,500

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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management. ⁴ Effective March 2021, the 5.3L EcoTec3 V8 (L84) engine with YK9 is not equipped with Dynamic Fuel Management.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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"/18"	9,900	24,000	14,500	17,370
	6.6L V8 gas	17"	10,000	24,000	14,500	17,370
	6.6L V8 gas	18"/20"	10,150	24,000	14,500	17,340
	Duramax 6.6L V8	17"	10,550	26,000	14,500	18,510
	Duramax 6.6L V8	18"/20"	10,750	26,000	14,500	18,480

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	24,000	14,500	17,060
	6.6L V8 gas	17"	10,250	24,000	14,500	17,060
	6.6L V8 gas	18"/20"	10,450	24,000	14,500 ⁴	17,030
	Duramax 6.6L V8	17"	10,900	26,000	14,500	18,190
	Duramax 6.6L V8	18"/20"	11,025	26,000	14,500 ⁴	18,160

General Trailing Notes Where available, the Trailing 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 Trailing Package (Z82).

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

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Trailing Basics on page 7 for more trailing information.

Gooseneck/5th-Wheel Trailing 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 trailing 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 Before you buy a vehicle or use it for trailing, carefully review the Trailing section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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						
Standard Bed 2WD	6.6L V8 gas	17"/18"	10,000	24,000	14,500	17,050
	6.6L V8 gas	17"	10,050	24,000	14,500	17,050
	6.6L V8 gas	18"/20"	10,250	24,000	14,500	17,000
	Duramax 6.6L V8	17"	10,700	26,000	14,500	18,200
	Duramax 6.6L V8	18"/20"	10,900	26,000	14,500	18,170
Standard Bed 4x4	6.6L V8 gas	17"/18"	10,000	24,000	14,500	16,740
	6.6L V8 gas	17"	10,350	24,000	14,500	16,740
	6.6L V8 gas	18"/20"	10,550	24,000	14,500 ⁴	16,710
	Duramax 6.6L V8	17"/18"	10,000	24,500	14,500	12,610
	Duramax 6.6L V8	17"	11,000	26,000	14,500	17,890
	Duramax 6.6L V8	18"/20"	11,200	26,000	14,500 ⁴	17,860

General Trailing Notes Where available, the Trailing 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 Trailing Package (Z82).

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

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Trailing Basics on page 7 for more trailing information.

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	24,000	14,500	16,930
	6.6L V8 gas	17"	10,200	24,000	14,500	16,930
	6.6L V8 gas	18"/20"	10,400	24,000	14,500	16,900
	Duramax 6.6L V8	17"	10,900	26,000	14,500	18,040
	Duramax 6.6L V8	18"/20"	11,100	26,000	14,500	18,010
Long Bed 4x4	6.6L V8 gas	17"/18"	10,000	24,000	14,500	16,650
	6.6L V8 gas	17"	10,500	24,000	14,500	16,650
	6.6L V8 gas	18"/20"	10,750	24,000	14,500 ⁴	16,620
	Duramax 6.6L V8	17"/18"	10,000	24,500	14,500	11,690
	Duramax 6.6L V8	17"	11,200	26,000	14,500	17,750
	Duramax 6.6L V8	18"/20"	11,450	26,000	14,500 ⁴	17,720

Gooseneck/5th-Wheel Trailing 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 trailing 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 Before you buy a vehicle or use it for trailing, carefully review the Trailing section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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"/18"	10,000	24,000	14,500	16,940
	6.6L V8 gas	17"	10,150	24,000	14,500	16,940
	6.6L V8 gas	18"/20"	10,350	24,000	14,500	16,900
	Duramax 6.6L V8	17"	10,000	26,000	14,500	13,660
	Duramax 6.6L V8	18"/20"	10,000	26,000	18,140	13,470
	Duramax 6.6L V8	17"	10,800	26,000	14,500	18,050
	Duramax 6.6L V8	18"/20"	11,050	27,500	18,500	18,500

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"/18"	10,000	24,000	14,500	16,650
	6.6L V8 gas	17"	10,450	24,000	14,500	16,650
	6.6L V8 gas	18"/20"	10,650	24,000	14,500 ⁴	16,620
	Duramax 6.6L V8	17"	10,000	26,000	14,500	11,720
	Duramax 6.6L V8	18"/20"	10,000	26,000	17,850	11,530
	Duramax 6.6L V8	17"	11,150	26,000	14,500	17,750
	Duramax 6.6L V8	18"/20"	11,350	27,500	18,500 ⁴	18,500
Standard Bed	6.6L V8 gas	20"	10,650	24,000	14,500	16,280
High Country 4x4	Duramax 6.6L V8	20"	11,350	27,500	18,500	18,310

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 oil-to-air transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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 2WD	6.6L V8 gas	17"/18"	10,000	24,000	14,500	16,840
	6.6L V8 gas	17"	10,300	24,000	14,500	16,840
	6.6L V8 gas	18"/20"	10,500	24,000	14,500	16,810
	Duramax 6.6L V8	17"	10,000	26,000	14,500	12,550
	Duramax 6.6L V8	18"/20"	10,000	26,000	17,970	12,350
	Duramax 6.6L V8	17"	11,000	26,000	14,500	17,880
	Duramax 6.6L V8	18"/20"	11,200	27,500	18,500	18,500

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"/18"	10,000	24,000	14,500	16,550
	6.6L V8 gas	17"	10,650	24,000	14,500	16,550
	6.6L V8 gas	18"/20"	10,850	24,000	14,500 ⁴	16,520
	Duramax 6.6L V8	17"	10,000	26,000	14,500	10,620
	Duramax 6.6L V8	18"/20"	10,000	26,000	16,560	10,240
	Duramax 6.6L V8	17"	11,350	26,000	14,500	17,590
	Duramax 6.6L V8	18"/20"	11,550	27,500	18,500 ⁴	18,500
	6.6L V8 gas	20"	10,850	24,000	14,500	16,170
Long Bed High Country 4x4	Duramax 6.6L V8	20"	11,550	27,500	18,500	18,500

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 oil-to-air transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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"	10,750	24,000	14,500	17,200
	Duramax 6.6L V8	18"/20"	11,500	29,700	14,500	21,500
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,100	24,000	14,500	16,950
	Duramax 6.6L V8	18"/20"	11,800	29,700	14,500	21,500

General Trailing Notes Where available, the Trailing 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 Trailing Package (Z82).

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

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Trailing Basics on page 7 for more trailing information.

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	24,000	16,800	16,800
	Duramax 6.6L V8	17" (5th-Wheel)	14,000	43,500	20,000	32,000
Long Bed 4x4 DRW	Duramax 6.6L V8	17" (Gooseneck)	14,000	43,900	20,000	36,000 ⁴
	6.6L V8 gas	17"	14,000	24,000	16,800	16,710
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,760

Gooseneck/5th-Wheel Trailing 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 trailing 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 Before you buy a vehicle or use it for trailing, carefully review the Trailing section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle. Do not exceed the trailer weight rating! 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"	11,100	24,000	14,500	16,700
	Duramax 6.6L V8	18"/20"	11,850	29,700	14,500	21,490
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,400	24,000	14,500	16,500
	Duramax 6.6L V8	18"/20"	12,150	29,700	14,500	21,210
Long Bed 2WD DRW	6.6L V8 gas	17"	14,000	24,000	16,400	16,400
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,500
Long Bed 4x4 DRW	6.6L V8 gas	17"	14,000	24,000	16,390	16,270
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,340

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 oil-to-air transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

These charts specify the trailer weight rating for your vehicle equipped with a gooseneck or 5th-wheel trailer. Do not exceed the trailer weight rating! 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"	11,000	24,000	14,500	16,700
	Duramax 6.6L V8	18"/20"	11,750	29,700	20,000	21,500
Standard Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,350	24,000	14,500	16,530
	Duramax 6.6L V8	18"/20"	12,100	29,700	20,000	21,300
Standard Bed High Country 4x4 SRW	6.6L V8 gas	20"	11,350	24,000	14,500	16,230
	Duramax 6.6L V8	20"	12,100	29,700	20,000	21,030
Long Bed 2WD SRW	6.6L V8 gas	18"/20"	11,150	24,000	14,500	16,700
	Duramax 6.6L V8	18"/20"	11,900	29,700	20,000	21,330
Long Bed 4x4 SRW	6.6L V8 gas	18"/20"	11,500	24,000	14,500	16,410
	Duramax 6.6L V8	18"/20"	12,250	29,700	20,000	21,040

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 oil-to-air transmission oil cooler (KNP).

Trailer Tongue Weight Notes Trailer tongue weight should be 10–15% of total loaded trailer weight for conventional towing. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

Gooseneck/5th-Wheel Kingpin Weight Notes Gooseneck or fifth-wheel kingpin weight should be 15–25% 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.

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	6.6L V8 gas	20"	11,500	24,000	14,500	16,110
High Country 4x4 SRW	Duramax 6.6L V8	20"	12,250	29,700	20,000	20,910
Long Bed 2WD DRW	6.6L V8 gas	17"	14,000	24,000	16,300	16,200
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,400
Long Bed 4x4 DRW	6.6L V8 gas	17"	14,000	24,000	16,240	16,120
	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,180
Long Bed	6.6L V8 gas	17"	14,000	24,000	16,020	15,900
High Country 4x4 DRW	Duramax 6.6L V8	17"	14,000	40,000	20,000	31,000

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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner’s Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 18" mud-terrain tires (QG3), maximum conventional towing is 12,000 lbs. ⁵ Requires bumper hitch and includes spray-on bedliner. Not available with pickup bed delete.

COLORADO TRAILER WEIGHT RATINGS (LBS.)¹

ENGINE	AXLE RATIO	MAX GCWR ²	EXTENDED CAB 2WD	EXTENDED CAB 4x4	CREW CAB 2WD	CREW CAB 4x4
2.5L 4-cylinder	4.10	8,500	3,500	3,500	3,500	–
3.6L V6	3.42	12,000	3,500	3,500	3,500	3,500
3.6L V6 with Trailing Package	3.42	12,000	7,000	7,000	7,000	7,000
Duramax 2.8L Turbo-Diesel 4-cylinder	3.42	12,700	–	7,700	7,700	7,600
3.6L V6 with Trailing Package (ZR2)	3.42	10,300	–	5,000	–	5,000
Duramax 2.8L Turbo-Diesel 4-cylinder (ZR2)	3.42	10,700	–	5,000	–	5,000

Colorado Duramax 2.8L Turbo-Diesel 4-cylinder Extended Cab models (except ZR2) are available for fleet and government orders only.

Notes on Colorado Trailer tongue weight should be 10–15% 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	7,800	7,600
5.3L EcoTec3 V8 with Max Trailing Package	3.23	14,500	8,400	8,200	8,300	8,100
6.2L EcoTec3 V8	3.23	14,000	7,800	7,600	7,700	7,400
6.2L EcoTec3 V8 with Max Trailing Package	3.23	14,500	8,300	8,100	8,200	7,900
Duramax 3.0L Turbo-Diesel I-6	3.23	14,500	8,200	8,000	8,000	7,800
Duramax 3.0L Turbo-Diesel I-6 with Max Trailing Package	3.23	14,500	8,200	8,000	8,000	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 10–15% 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 Trailing Package on Suburban and Tahoe includes an auxiliary external transmission fluid cooler and engine oil cooler.

¹ Before you buy a vehicle or use it for trailering, carefully review the Trailing section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. ² Gross Combination Weight Rating.

TRAVERSE TRAILER WEIGHT RATINGS (LBS.)¹

ENGINE	AXLE RATIO	GCWR ²	FWD	AWD
3.6L V6 SIDI FWD	3.49	6,725	1,500	–
3.6L V6 SIDI FWD with available trailering equipment (V92)	3.49	10,250	5,000	–
3.6L V6 SIDI AWD	3.49	7,055	–	1,500
3.6L V6 SIDI AWD with available trailering equipment (V92)	3.49	10,470	–	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 10–15% 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.

BLAZER TRAILER WEIGHT RATINGS (LBS.)¹

ENGINE	AXLE RATIO	GCWR ²	FWD	AWD
2.5L 4-cylinder FWD	3.80	5,787	1,500	–
2.0L Turbo 4-cylinder SIDI FWD	3.47	6,200	1,500	–
2.0L Turbo 4-cylinder SIDI AWD	3.47	6,200	–	1,500
3.6L V6 SIDI FWD	3.49	6,001	1,500	–
3.6L V6 SIDI FWD with available trailering equipment (VR2)	3.49	9,160	4,500	–
3.6L V6 SIDI AWD	3.49	9,160	–	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 10–15% 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.

EQUINOX TRAILER WEIGHT RATINGS (LBS.)¹

ENGINE	AXLE RATIO	GCWR ²	FWD	AWD
1.5L turbocharged DOHC 4-cylinder FWD	3.50	5,247	1,500	–
1.5L turbocharged DOHC 4-cylinder AWD	3.87	5,467	–	1,500

Notes on Equinox Trailer tongue weight should be 10–15% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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.

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
Duramax 2.8L Turbo-Diesel	3.42	13,000	6,300	5,700	5,300

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
Duramax 2.8L Turbo-Diesel	3.42	13,000	7,000	6,100	6,200	6,000

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 10–15% 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 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 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 BOX DELETE

ENGINE	AXLE RATIO	GCWR ¹
4.3L V6	3.42	12,800
5.3L V8 (L82)	3.42	15,000
5.3L V8 (L82/YK9 ²)	3.42	15,000

Available on Regular Cab WT.

SILVERADO 2500 HD BOX DELETE

ENGINE	AXLE RATIO	GCWR ¹
6.6L V8 gas	3.73	24,000
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
6.6L V8 gas	3.73	24,000
Duramax 6.6L V8 (SRW)	3.42	29,700
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
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
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. ² Effective March 2021, the 5.3L EcoTec3 V8 (L82) engine with YK9 is not equipped with Active Fuel Management.

LOW CAB FORWARD

MODEL	ENGINE	AXLE RATIO	GCWR ¹
3500	6.6L V8	4.10	18,000
4500	6.6L V8	4.30	20,500
4500 HD	5.2L Turbo-Diesel	4.56	20,500
4500 XD	5.2L Turbo-Diesel	4.77	22,000
5500 HD	5.2L Turbo-Diesel	5.12	23,950
5500 XD	5.2L Turbo-Diesel	5.57	25,500
6500 XD	5.2L Turbo-Diesel	5.57	30,000
6500 XD	5.2L Turbo-Diesel	6.14	30,000

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.

SILVERADO 4500 HD/5500 HD/6500 HD

MAX GCWR ¹	REAR AXLE RATIO	ALLISON [®]	
		TRANSMISSION MODEL	REAR AXLE RATING
26,000	2WD	4.10	1700/2700
	2WD/4x4	4.30	1700/2700
	2WD	4.56	1700/2700
	2WD	4.88	1700/2700
30,000	2WD	4.10	1750/2750
	2WD/4x4	4.30	1750/2750
	2WD	4.56	1750/2750
	2WD	4.88	1750/2750
34,000	2WD/4x4	4.30	1750/2750
35,000	2WD	4.56	1750/2750
37,000	2WD	4.88	1750/2750

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.

DINGHY (FLAT) TOWING CAPABILITY

	BLAZER	BOLT EV	CAMARO	COLORADO	CORVETTE	EQUINOX	EXPRESS	MALIBU
2WD	Yes	No	No	No	No	Yes	No	Yes ¹
4x4/4WD	–	–	–	Yes	–	–	–	–
AWD	Yes	–	–	–	–	Yes	–	–

	SILVERADO 1500	SILVERADO HD	SPARK	SUBURBAN	TAHOE	TRAILBLAZER	TRAVERSE	TRAX
2WD	No	No	Yes ³	No	No	No	Yes	No
4x4/4WD	Yes ²	Yes ²	–	Yes ²	Yes ²	–	–	–
AWD	–	–	–	–	–	Yes	Yes	No

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 2.0L engine. ² Requires available 2-speed transfer case. ³ With manual transmission only.

Trailer 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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