

6. Stop and have someone pick up and store the chocks.
7. Slowly pull the trailer from the water.
8. Once the vehicle and trailer have been driven from the sloped part of the boat ramp, the vehicle can be shifted from four-wheel-drive. Shift into the drive mode that is appropriate for the road conditions.

Caution

If the vehicle tires begin to spin and the vehicle begins to slide toward the water, remove your foot from the accelerator pedal and apply the brake pedal. Seek help to have the vehicle towed up the ramp.

Maintenance when Trailer Towing

The vehicle needs service more often when used to tow trailers. See *Maintenance Schedule* ⇨ 362. It is especially important to check the cooling system and brake system before and during each trip.

Check periodically that all nuts and bolts on the trailer hitch are tight.

Cooling the Vehicle when Trailer Towing

The cooling system may temporarily overheat during severe operating conditions. See *Cooling System* ⇨ 299.

Trailer Towing**Caution**

Towing a trailer improperly can damage the vehicle and result in costly repairs not covered by the vehicle warranty. To tow a trailer correctly, follow the directions in this section and see your dealer for important information about towing a trailer with the vehicle.

Trailerding is different than just driving the vehicle by itself. Trailerding means changes in handling, acceleration, braking, and durability. Successful, safe trailerding takes correct equipment, and it has to be used properly.

The following information has many time-tested, important trailerding tips and safety rules. Many of these are important for your safety and that of your passengers. Read this section carefully before pulling a trailer.

Trailer Weight**Warning**

Never exceed the towing capacity for your vehicle.

Safe trailerding requires monitoring the weight, speed, altitude, road grades, outside temperature, and how frequently the vehicle is used to tow a trailer.

Trailer Weight Ratings

When towing a trailer, the combined weight of the vehicle, vehicle contents, trailer, and trailer contents must be below all of the maximum weight ratings for the vehicle, including:

- Gross Combined Weight Rating (GCWR)
- Gross Vehicle Weight Rating (GVWR)
- Maximum Trailer Weight Rating
- Gross Axle Weight Rating-Rear (GAWR-RR)
- Maximum Trailer Tongue Weight Rating

See “Weight-Distributing Hitch and Adjustment” under *Towing Equipment* ⇨ 273 to determine if equalizer bars are required to obtain the maximum trailer weight rating.

See "Trailer Brakes" under *Towing Equipment* ⇨ 273 to determine if brakes are required based on your trailer's weight.

The only way to be sure the weight is not exceeding 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.

A trailering information label on the center pillar (B-pillar) shows tow rating information for the vehicle.

Warning

You and others could be seriously injured or killed if the trailer is too heavy or the trailer brakes are inadequate for the load. The vehicle may be damaged, and the repairs would not be covered by the vehicle warranty.

Only tow a trailer if all the steps in this section have been followed. Ask your dealer for advice and information about towing a trailer.

Gross Combined Weight Rating (GCWR)

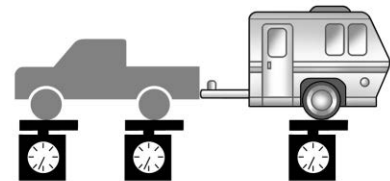
GCWR is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment, and accessories. Do not exceed the GCWR for your vehicle. The GCWR for the vehicle is on the Trailering Information Label.

To check that the weight of the vehicle and trailer are within the GCWR for the vehicle, follow these steps:

1. Start with the "curb weight" from the Trailering Information Label.
2. Add the weight of the trailer loaded with cargo and ready for the trip.
3. Add the weight of all passengers.
4. Add the weight of all cargo in the vehicle.
5. Add the weight of hitch hardware such as a draw bar, ball, load equalizer bars, or sway bars.
6. Add the weight of any accessories or aftermarket equipment added to the vehicle.

The resulting weight cannot exceed the GCWR value on the Trailering Information Label.

The GCWR can also be confirmed by weighing the vehicle and trailer on a public scale. The vehicle and trailer should be loaded for the trip with passengers and cargo.



Gross Vehicle Weight Rating (GVWR)

For information about the vehicle's maximum load capacity, see *Vehicle Load Limits* ⇨ 179. When calculating the GVWR with a trailer attached, the trailer tongue weight must be included as part of the weight the vehicle is carrying.

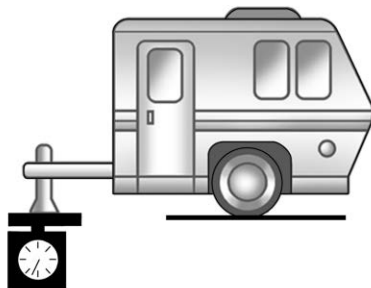
Maximum Trailer Weight

The maximum trailer weight rating is calculated assuming 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 GAWR-RR for the vehicle.

Use the Tow Rating Guide (my.gmc.com/learn) to determine how much the trailer can weigh, based on the vehicle model and options.

Maximum Trailer Tongue Weight Rating

The maximum trailer tongue weight rating is the allowable trailer tongue weight that the vehicle can support using a conventional trailer hitch. It may be necessary to reduce the overall trailer weight to stay within the maximum trailer tongue weight rating while still maintaining the correct trailer load balance. A fifth-wheel or gooseneck hitch may support a higher tongue weight.

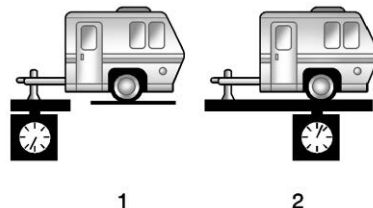


The maximum trailer tongue weight rating for a conventional trailer hitch or a fifth wheel/gooseneck hitch is shown on the Trailering Information Label.

The trailer tongue weight contributes to the Gross Vehicle Weight (GVW). GVW includes the curb weight of your vehicle, any passengers, cargo, equipment and the trailer tongue weight. Vehicle options, passengers, cargo, and equipment reduce the maximum allowable tongue weight the vehicle can carry, which also reduces the maximum allowable trailer weight.

Trailer Load Balance

The correct trailer load balance must be maintained to ensure trailer stability. Incorrect load balance is a leading cause of trailer sway.



The trailer tongue weight (1) should be 10–15% and fifth-wheel or gooseneck tongue weight should be 15–25% of the total loaded trailer weight (2). Some specific trailer types, such as boat trailers, fall outside of this range. Always refer to the trailer owner's manual for the recommended trailer tongue weight for each trailer. Never exceed the maximum loads for your vehicle, hitch, and trailer.

The trailer load balance percentage is calculated as: weight (1) divided by weight (2) times 100.

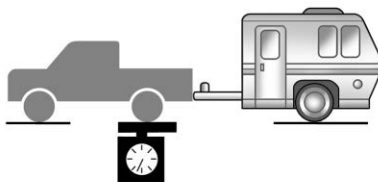
After loading the trailer, separately weigh the trailer and then the trailer tongue and calculate the trailer load balance percentage to see if the weights and distribution are appropriate for your vehicle. If the trailer weight is too high, it may be possible to transfer some of the cargo into your vehicle. If the trailer tongue weight is too high or too low, it may be possible to rearrange some of the cargo inside of the trailer.

Do not exceed the maximum allowable tongue weight for your vehicle. Use the shortest hitch extension available to position the hitch ball closer to your vehicle. This will help reduce the effect of the trailer tongue weight on the trailer hitch and the rear axle.

If a cargo carrier is used in the trailer hitch receiver, choose a carrier that positions the load as close to the vehicle as possible. Make sure the total weight, including the carrier, is no more than half of the maximum allowable tongue weight for the vehicle or 227 kg (500 lb), whichever is less.

Rear Gross Axle Weight Rating (GAWR-RR)

The GAWR-RR is the total weight that can be supported by the rear axle of the vehicle. Do not exceed the GAWR-RR for the vehicle, with the tow vehicle and trailer fully loaded for the trip including the weight of the trailer tongue. If using a weight-distributing hitch, do not exceed the GAWR-RR before applying the weight distribution spring bars.



The GAWR-RR for the vehicle is on the Trailing Information Label.

For additional assistance with trailering or additional information, see your dealer.

Towing Equipment

Hitches

Warning

In order to avoid serious injury or property damage, always follow the hitch manufacturer's instructions when securing your draw bar/coupling device to the vehicle's hitch receiver.

Ensure that the draw bar/coupling device is secured with a locking retainer pin or other means such that rotation of the pin or locking mechanism will not cause the pin to back out or loosen during use. Failure to correctly secure the draw bar/coupling device to the receiver can result in separation of the hitch/receiver while towing.

Conventional Hitch

A conventional hitch is bolted to the frame or cross member of the tow vehicle, and is generally rated Class 2, 3, or 4.

Always use the correct hitch equipment for your vehicle. Crosswinds, large trucks going by, and rough roads can affect the trailer and the hitch.

Proper hitch equipment for your vehicle helps maintain control of the vehicle-trailer combination. Many trailers can be towed using a weight-carrying hitch with a coupler latched to the hitch ball, or a tow eye latched to a pintle hook. Other trailers may require a weight-distributing hitch that uses spring bars to distribute the trailer tongue weight between your vehicle and trailer axles. See “Maximum Trailer Tongue Weight Rating” under *Trailer Towing* ⇨ 270 for weight limits with various hitch types.

Avoid sharp turns when using a step-bumper hitch to prevent damage. Make wider turns to prevent contact between the trailer and bumper.

Consider using mechanical sway controls with any trailer. Ask a trailering professional about sway controls or refer to the trailer manufacturer's recommendations and instructions.

Weight-Distributing Hitch and Adjustment

A weight-distributing hitch may be useful with some trailers. Use the following guidelines to determine if a weight-distributing hitch should be used.