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TOW/HAUL MODE

An innovative Tow/Haul mode gives automatic transmission on selected models a dual-mode shift program that can hold gears longer to transfer more torque when it's needed. It helps put an end to shift busy-ness, so you don't have to hunt between gears and climbing hills.

Information To Help You Select The Correct Vehicle For Specific Trailing Needs

1. What is your trailer's weight?
2. In addition to the trailer, how much weight will you carry?
3. How much time will be spent towing?
4. What type of conditions will you frequently encounter?
 - steep grades
 - extreme temperatures
 - high altitude
5. What special conditions requiring added traction are you likely to encounter?
 - boat ramps
 - off-roads
 - snow-covered roads
 - unfinished roads
6. Will you tow over short or long distance?
7. Will your towing and/or payload needs increase in the future?
8. What is the height and width of your trailer?
9. What type of hitch does your trailer require?
 - weight-carrying
 - weight-distributing
 - fifth-wheel
 - gooseneck
10. Is your trailer equipped with trailer brakes?
11. What type of electrical connection does your trailer require?
 - 4-wire
 - 7-wire
 - 6-wire
 - other
 - 8-wire

The Foundation

Engineers have designed from elements that are lightweight for greater efficiency, yet possess the integrity and strength needed for towing heavy loads.



HYDROFORMED FRONT RAILS

Hydroform construction of the front frame section utilizes water and other fluids under extremely high pressure to precisely shape metal tubes resulting in the optimum combination of light weight and maximum strength.

FULLY BOXED FRAME

Frame is fully boxed and includes strategically applied higher-strength material in critical areas to produce an exceptionally strong, stiff frame.

REAR HIGH-STRENGTH RAILS

Rear boxed sections replace c-channels with increased rail height and also increase thickness where loads are more likely, to optimize strength and ride quality.



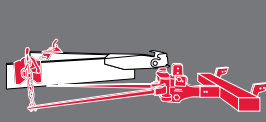
WEIGHT-CARRYING HITCH
hitch ball on step bumper



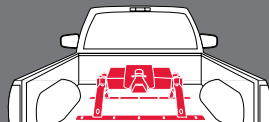
WEIGHT-CARRYING HITCH
hitch ball on draw bar



GOOSENECK HITCH



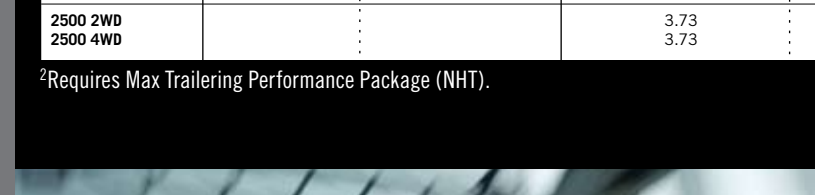
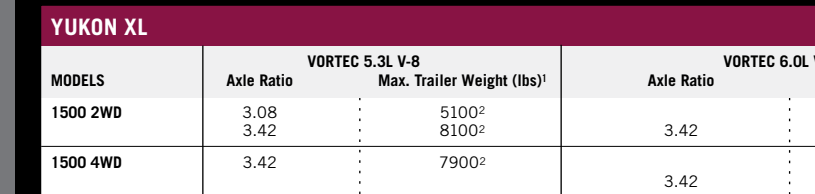
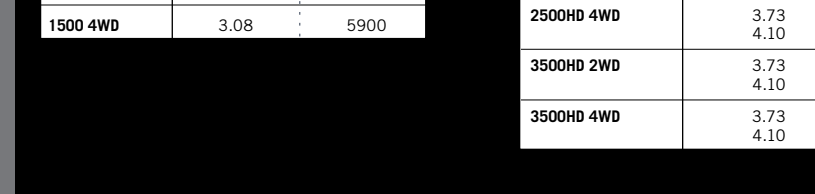
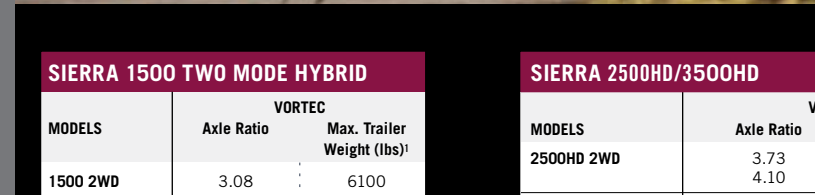
WEIGHT-DISTRIBUTING HITCH



FIFTH-WHEEL HITCH

2009 TRAILER TOW VEHICLE SELECTOR

THE FIRST VEHICLES TO HAVE TOW/HAUL MODE THAT YOU CAN CONTROL



HORSEPOWER AND TORQUE RATINGS

| HP@RPM TORQUE LB-FT@RPM | VORTEC 2.9L I-4 | 3.6L V-6 V6 SIDI | VORTEC 3.7L I-5 | VORTEC 4.2L I-6 | VORTEC 4.3L V-6 | VORTEC 4.8L V-8 | VORTEC 5.3L V-8 | VORTEC 5.3L V-8 FLEX FUEL | VORTEC 6.0L V-8 | VORTEC 6.2L V-8 | DIESEL 6.6L V-8 |
|-------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------------------|--|----------------------|-----------------------------------|
| SIERRA 1500 | | | | | 195@4600 260@2800 | 295@5600 305@4600 | 315@5200 338@4400 | 315@5200 338@4400 | 367@5600 375@4300 | 403@5700 417@4300 | |
| SIERRA DENALI | | | | | | | | | | 403@5700 417@4300 | |
| SIERRA HEAVY DUTY | | | | | | | | | Below 10000 GVW: 360@5600 380@4400 Above 10000 GVW: 322@4200 373@4400 | | 365@3200 ¹ 660@1600 |
| SIERRA HYBRID | | | | | | | | | 332@5100 367@4100 | | |
| YUKON | | | | | | 295@5600 305@4600 | 320@5200 340@4200 | 320@5200 340@4200 | | | |
| YUKON XL | | | | | | | 310@5200 330@4200 | 310@5200 ² 335@4400 | 352@5400 ³ 382@4200 366@5800 376@4400 | | |
| YUKON/YUKON XL DENALI | | | | | | | | | | 403@5700 417@4300 | |
| ACADIA | | 288@6300 270@4300 | | | | | | | | | |
| ENVOY | | | | 285@6000 276@4600 | | | | | | | |
| ENVOY DENALI | | | | | | | 300@5300 321@4000 | | | | |
| CANYON | 185@5600 190@2800 | | 242@5600 242@4600 | | | | 300@5200 320@4000 | | | | |
| SAVANA | | | | | | | 295@5200 335@4000 | | 300@4400 360@4000 | | |

¹With Available Allison 1000 Series Automatic Transmission. ²Available on Yukon XL 4WD only. ³Available only on 3/4-ton Yukon XL.

SIERRA 1500 With Automatic Transmission

| MODELS | VORTEC 4.3L V-6 | | VORTEC 4.8L V-8 | | VORTEC 5.3L V-8 | | VORTEC 6.0L V-8 | | VORTEC 5.3L V-8 CREW CAB WITH 6-SPEED AUTOMATIC TRANSMISSION | |
|----------|-----------------|--|-----------------|--|-----------------|--|-----------------|--|--|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 1500 2WD | 3.23 | 4800 | 3.42 | 5200 | 3.73 | 7200 | 3.73 | 10,700 ² | 3.42 | 9,600 |
| 1500 4WD | 3.73 | 5100 | 3.42 | 6000 | 3.73 | 7900 | 3.73 | 10,400 ² | 3.42 | 9,500 |

²Requires Max Trailering Performance Package (NHT).

SIERRA 2500HD/3500HD WITH 5TH WHEEL OR GOOSENECK

| MODELS | VORTEC 6.0L V-8 | | DURAMAX 6.6L V8 TURBODIESEL | |
|------------|-----------------|--|-----------------------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 2500HD 2WD | 4.10 | 13,000 | 3.73 | 15,800 |
| 2500HD 4WD | 4.10 | 12,700 | 3.73 | 15,500 |
| 3500HD 2WD | 4.10 | 12,600 | 3.73 | 16,300 |
| 3500HD 4WD | 4.10 | 12,400 | 3.73 | 16,500 |

SIERRA 1500 TWO MODE HYBRID

| MODELS | VORTEC | |
|----------|------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 1500 2WD | 3.08 | 6100 |
| 1500 4WD | 3.08 | 5900 |

SIERRA 2500HD/3500HD

| MODELS | VORTEC 6.0L V-8 | | DURAMAX 6.6L V8 TURBODIESEL | |
|------------|-----------------|--|-----------------------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 2500HD 2WD | 3.73 | 10,500 | 3.73 | 13,000 |
| 2500HD 4WD | 3.73 | 10,200 | 3.73 | 13,000 |
| 3500HD 2WD | 3.73 | 9,900 | 3.73 | 13,000 |
| 3500HD 4WD | 3.73 | 12,600 | | |
| 3500HD 4WD | 3.73 | 10,000 | | |
| 3500HD 4WD | 4.10 | 12,500 | | |

YUKON XL

| MODELS | Axle Ratio | VORTEC 5.3L V-8 | | VORTEC 6.0L V-8 | |
|----------|------------|--|--|--|--|
| | | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ |
| 1500 2WD | 3.08 | 5100 ² | 8100 ² | 3.42 | 8100 |
| 1500 4WD | 3.42 | 7900 ² | | 3.42 | 7900 |
| 2500 2WD | | | | 3.73 | 9600 |
| 2500 4WD | | | | 3.73 | 9300 |

²Requires Max Trailering Performance Package (NHT).

YUKON

| MODELS | Axle Ratio | VORTEC 4.8L V-8 | | VORTEC 5.3L V-8 | |
|----------|------------|--|--|--|--|
| | | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ |
| 1500 2WD | 3.23 | 4500 | 3.08 | 5400 ² | 5400 ² |
| 1500 4WD | 3.73 | 4800 | 3.42 | 8400 ² | 8200 ² |

²Requires Max Trailering Performance Package (NHT).

YUKON DENALI & YUKON XL DENALI

| MODELS | Axle Ratio | VORTEC 6.2L V-8 | |
|------------|------------|--|--|
| | | Max. Trailer Weight (lbs) ¹ | Max. Trailer Weight (lbs) ¹ |
| DENALI 2WD | 3.42 | 8300 | |
| DENALI 4WD | 3.42 | 8100 | |

CANYON

| MODELS | VORTEC 2.9L I-4 | | VORTEC 3.7L I-5 | | VORTEC 5.3L V-8 (LHD) | |
|---------------|-----------------|--|-----------------|--|-----------------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 2WD AUTOMATIC | 3.73 | 3400 | 3.73 | 5500 | 3.42/3.73 | 6000 |
| 4WD AUTOMATIC | 3.73 | 3100 | 3.73 | 5500 | 3.73/4.10 | 6000 |
| 2WD MANUAL | 3.73 | 2400 | | | | |
| 4WD MANUAL | 3.73 | 2100 | | | | |

ENVOY / ENVOY DENALI

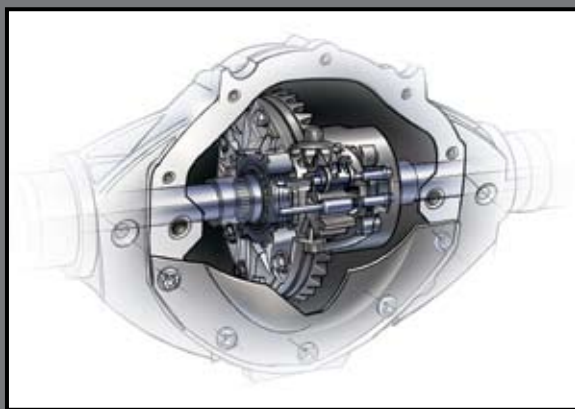
| MODELS | VORTEC 4.2L I-6 | | VORTEC 5.3L V-8 | |
|----------------|-----------------|--|-----------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 2WD | 3.42 | 5300 | | |
| 4WD | 3.73 | 5800 | | |
| 4WD | 3.42 | 5200 | | |
| 4WD | 3.73 | 5700 | | |
| DENALI 2WD/4WD | | | 3.42 | 6100/6000 |
| | | | 3.73 | 6600/6500 |

SAVANA PASSENGER VAN

| MODELS | VORTEC 5.3L V-8 | | VORTEC 6.0L V-8 | |
|--------------------|-----------------|--|-----------------|--|
| | Axle Ratio | Max. Trailer Weight (lbs) ¹ | Axle Ratio | Max. Trailer Weight (lbs) ¹ |
| 1500 2WD/4WD | 3.42 | 6300/6100 | | |
| 3500 (135WB/155WB) | 3.73 | 6300/6100 | 3.73 | 7700/7400 |

¹When properly equipped, maximum trailer weight ratings are calculated assuming a base vehicle, except for any option necessary to achieve the rating, plus driver. The weight of other optional equipment, passenger and cargo will reduce the maximum trailer weight your vehicle can pull.

²Weight-distributing hitch and sway control not required.



EXCLUSIVE EATON™ LOCKING REAR DIFFERENTIAL

GMC offers the Eaton automatic locking rear differential. It is designed to evenly distribute power to both rear wheels in less-than-ideal traction conditions. At lower speeds, the differential automatically senses wheel spin, locks the rear axle and transfers torque to the rear wheel with more traction, greatly helping your ability to handle slippery road conditions.

WEIGHT RATINGS

GROSS AXLE WEIGHT RATING [GAWR]:

This number, expressed in pounds, is the weight each axle is capable of supporting. The load on each axle must not exceed its GAWR.

GROSS COMBINATION WEIGHT RATING [GCWR]:

The maximum possible weight, expressed in pounds, of the vehicle and trailer combination. The GCWR includes the weight of the driver, passengers, fuel, optional equipment and gear/supplies carried in the vehicle.

GROSS VEHICLE WEIGHT RATING [GVWR]:

This number, expressed in pounds, is the maximum amount a tow vehicle may weigh. Everything that contributes to the weight of the tow vehicle is in this rating, including the weight of the vehicle, driver and all passengers, fuel, payload, tongue load of trailer, weight of hitch and all optional equipment.

MAXIMUM TRAILER RATING:

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

Maximum trailer weight ratings are calculated assuming a base vehicle, except for any options necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details.

| DUTY | TRAILER TYPE | UP TO |
|-------------|---|---------------------|
| | | 2,000 LBS |
| LIGHT DUTY | FOLDING CAMPING TRAILER, SNOWMOBILES, JET-SKI TRAILERS | 2,000 LBS |
| | SINGLE-AXLE TRAILERS UP TO 18 FT., OPEN UTILITY TRAILERS, SMALL SPEED BOATS | 3,500 LBS |
| MEDIUM DUTY | DUAL/SINGLE-AXLE TRAILERS, LARGE BOATS, ENCLOSED UTILITY TRAILERS | 3,501 TO 5,000 LBS |
| | TWO-HORSE, TRAVEL AND FIFTH-WHEEL RECREATIONAL TRAILERS | 5,001 TO 10,000 LBS |
| HEAVY DUTY | LARGE HORSE/TRAVEL/FIFTH-WHEEL RECREATIONAL AND COMMERCIAL TRAILERS | 10,001 LBS AND UP |

DINGHY TOWING AVAILABILITY

| | 2WD | 4WD | AWD |
|------------------------|-----|-----|-----|
| Acadia | No | - | No |
| Canyon | No | Yes | - |
| Envoy | No | Yes | - |
| Savana | No | No | - |
| Sierra | No | Yes | No |
| Yukon | No | Yes | - |
| Yukon XL | No | Yes | - |
| Yukon Denali/XL Denali | No | - | No |

BRAKES:

Four-wheel anti lock brakes (ABS) are standard on every vehicle. All disc brakes are ventilated to shed unwanted heat, and Dynamic Brake Proportioning electronically modulates pressure for optimum effectiveness and braking performance.