CHEVROLET

2026

Silverado 4500HD/5500HD/6500HD

Trailer Towing Supplement

Contents

Trailer Towing

General Towing Information

Warning

You can lose control when towing a trailer if the correct equipment is not used or the vehicle is not driven properly. For example, if the trailer is too heavy or the trailer brakes are inadequate for the load, the vehicle may not stop as expected. You and others could be seriously injured. The vehicle may also be damaged, and the repairs would not be covered by the vehicle warranty. Pull a trailer only if all the steps in the Trailer Towing Supplement have been followed. Ask your dealer for advice and information about towing a trailer with the vehicle.

To tow a disabled vehicle, see your owner's manual.

Driving Characteristics and Towing Tips

Warning

You can lose control when towing a trailer if the correct equipment is not used or the vehicle is not driven properly. For example, if the trailer is too heavy or the trailer brakes are inadequate for the load, the vehicle may not stop as expected. You and others could be seriously injured. The vehicle may also be damaged, and the repairs would not be covered by the vehicle warranty. Pull a trailer only if all the steps in this section have been followed. Ask your dealer for advice and information about towing a trailer with the vehicle.

Driving with a Trailer

⚠ Warning

To prevent serious injury or death from carbon monoxide (CO), when towing a trailer:

- Do not drive with the liftgate, trunk/hatch, or rear-most window open.
- Fully open the air outlets on or under the instrument panel.
- Adjust the climate control system to a setting that brings in only outside air. See “Climate Control Systems” in your Owner’s Manual.

For more information about carbon monoxide, see “Engine Exhaust” in your Owner’s Manual.

Trailering is different than just driving the vehicle by itself. Trailering affects vehicle handling, acceleration, braking, and durability. Successful and safe trailering requires proper use of the correct equipment.

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

When towing a trailer:

- Follow all state and local laws that apply to trailer towing. These requirements vary from state to state.
- Install extended side view mirrors on your vehicle if your visibility is limited or restricted while towing. State laws may require the use of extended side view mirrors.
- Do not tow a trailer during the first 800 km (500 mi) of vehicle use to prevent damage to the vehicle.
- Perform the first oil change before heavy towing.
- Do not drive over 80 km/h (50 mph) and do not make starts at full acceleration during the first 800 km (500 mi) of trailer towing.
- Tow in D (Drive). If equipped, Tow/Haul mode is recommended for heavier trailers. If the transmission downshifts too often, a lower gear may be selected using Manual Mode. See your owner's manual.

Towing a trailer requires experience. The combination of the vehicle and trailer is longer and not as responsive as the vehicle itself. Become familiar with handling and braking by driving on a level road surface before driving on public roads.

The trailer structure, the tires, and the brakes must all be rated to carry the intended cargo. Inadequate trailer equipment can cause the combination to operate in an unexpected or unsafe manner. Before driving, inspect all trailer hitch parts and attachments, safety chains, electrical connectors, lights, tires, and mirrors. See *Towing Equipment* ⇨ *8*.
If the trailer has electric brakes, start the combination moving and then manually apply the trailer brake controller to check the trailer brakes work. During the trip, occasionally check that the cargo and trailer are secure and that the lights and any trailer brakes are working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving without a trailer to help avoid heavy braking and sudden turns.

Passing

More passing distance is needed when towing a trailer. The combination of the vehicle and trailer will not accelerate as quickly and is much longer than the vehicle alone. It is necessary to go much farther beyond the passed vehicle before returning to the lane. Pass on level roadways. Avoid passing on hills if possible.

Backing Up

Hold the bottom of the steering wheel with one hand. To move the trailer to the left, move that hand to the left. To move the trailer to the right, move that hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

Caution

Turn more slowly and make wider arcs when towing a trailer to prevent damage to your vehicle. Making very sharp turns could cause the trailer to contact the vehicle.

Make wide turns when towing to prevent the trailer from crossing over soft shoulders or curbs, or striking road signs, trees, or other objects. Always signal turns well in advance. Do not steer or brake suddenly.

Towing on Grades

Reduce speed and shift to a lower gear before descending a long or steep downhill grade. If the transmission is not downshifted, the brakes may overheat, resulting in reduced braking efficiency.

Tow in D (Drive). If the transmission shifts too often under heavy loads and/or hilly conditions, consider shifting the transmission to a lower gear, or if equipped, use Tow/Haul Mode.

Coolant boils at a lower temperature at higher altitudes than at lower altitudes. If the vehicle is turned off Immediately after towing at a high altitude on steep uphill grades, the vehicle may show signs of overheating. To avoid this, let the vehicle run, preferably on level ground, with the transmission in P (Park) for a few minutes before turning the vehicle off.

Parking on Hills

⚠ Warning

To prevent serious injury or death, always park your vehicle and trailer on a level surface when possible.

If you must park your vehicle and trailer on a hill:

1. Press and hold the brake pedal, but do not shift into P (Park). Turn the wheels toward the curb if facing downhill or into traffic if facing uphill.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, gradually release the brake pedal to allow the chocks to support the load of the trailer.

4. Reapply the brake pedal. Then apply the parking brake and shift into P (Park).
5. Release the brake pedal.

Leaving After Parking on a Hill

1. Apply and hold the brake pedal.
   - Start the vehicle.
   - Shift into the desired gear.
   - Release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance when Trailer Towing

A vehicle used to tow trailers requires service more often. See your owner's manual. It is especially important to check the automatic transmission fluid, engine oil, axle lubricant, belts, cooling system, and brake system before and during each trip.

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

Engine Cooling When Trailer Towing

The cooling system may temporarily overheat during severe operating conditions. See your owner's manual.

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.

The following information contains trailering tips and safety rules important for your safety and that of your passengers. Read this section carefully before towing a trailer.

Trailer Weight

⚠ Warning

Never exceed the towing capacity for your vehicle.

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

Trailer Weight Ratings

⚠ 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.

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 “Trailer Brakes” under *Towing Equipment* ⇨ *8* to determine if brakes are required based on the trailer weight.

The only way to be sure the weight ratings are not exceeded is to verify with a scale.

Gross Combined Weight Rating (GCWR)

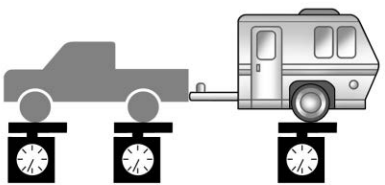
GCWR is the total allowable weight of the completely loaded vehicle and trailer including any fuel, passengers, cargo, equipment, and accessories. Do not exceed the GCWR for your vehicle.

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".
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.

The GCWR can also be confirmed by weighing the truck and trailer on a public scale. The truck 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 your owner's manual. 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 Rating

The maximum trailer weight rating is calculated using the process defined by SAE J2807 and based on the vehicle model and powertrain. This process assumes the tow vehicle has a driver, a front seat passenger, and all required trailering equipment. The maximum trailer weight rating 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. This is especially true for heavier vehicles with high option content.

Vehicle	Transmission	Axle Ratio (2)	Maximum Trailer Weight (3)	Max GCWR
4500/5500/6500 2WD	Allison 1700	3.73	(1)	11 700 kg (26,000 lb)
4500/5500/6500 2WD	Allison 1750	3.73	(1)	13 600 kg (30,000 lb)
4500/5500/6500 2WD	Allison 2700	3.73	(1)	11 700 kg (26,000 lb)
4500/5500/6500 2WD	Allison 2750	3.73	(1)	13 600 kg (30,000 lb)
4500/5500/6500 2WD	Allison 1700	4.10/4.30/4.56/4.88	(1)	11 700 kg (26,000 lb)
4500/5500/6500 2WD (4)	Allison 1750	4.10/4.30/4.56/4.88	(1)	13 600 kg (30,000 lb)
4500/5500 2WD	Allison 1750	4.30	(1)	15 200 kg (34,000 lb)
4500/5500 2WD	Allison 1750	4.56	(1)	15 800 kg (35,000 lb)
4500/5500 2WD	Allison 1750	4.88	(1)	16 700 kg (37,000 lb)
6500 2WD	Allison 2700	4.10/4.30/4.56/4.88	(1)	11 700 kg (26,000 lb)
6500 2WD (4)	Allison 2750	4.10/4.30/4.56/4.88	(1)	13 600 kg (30,000 lb)

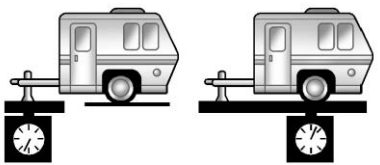
Vehicle	Transmission	Axle Ratio (2)	Maximum Trailer Weight (3)	Max GCWR
6500 2WD	Allison 2750	4.30	(1)	15 200 kg (34,000 lb)
6500 2WD	Allison 2750	4.56	(1)	15 800 kg (35,000 lb)
6500 2WD	Allison 2750	4.88	(1)	16 700 kg (37,000 lb)
4500/5500/6500 4WD	Allison 1700	4.30	(1)	11 700 kg (26,000 lb)
4500/5500/6500 4WD (4)	Allison 1750	4.30	(1)	13 600 kg (30,000 lb)
4500/5500 4WD	Allison 1750	4.30	(1)	15 400 kg (34,000 lb)
6500 4WD	Allison 2700	4.30	(1)	11 700 kg (26,000 lb)
6500 4WD (4)	Allison 2750	4.30	(1)	13 600 kg (30,000 lb)
6500 4WD	Allison 2750	4.30	(1)	15 400 kg (34,000 lb)

(1) Maximum Trailer Weight cannot be provided because total vehicle weight is unknown.
(2) All 4.56 / 4.88 / 4.30 ratios with a GCWR ratio of 34,000 lb, 35,000 lb, or 37,000 lb, require a 15,000 lb or 15,500 lb rated rear axle.
(3) Choose an appropriate hitch and load the truck and trailer within the limits of GCWR, GVWR, and GAWR-RR.
(4) With a rear axle less than 15,000 lb.

Use the tow rating chart to determine how much the trailer can weigh, based on the vehicle model, powertrain, and trailering options.

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.

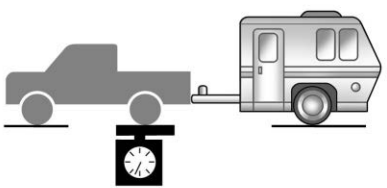


After loading the trailer, separately weigh the trailer and trailer tongue. Calculate the trailer load balance percentage to see if the weights and distribution are appropriate for your vehicle. If the trailer weight is too high, it may be possible to transfer some of the cargo into your vehicle. If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

Rear Gross Axle Weight Rating (GAWR-RR)

The GAWR-RR is the total weight the vehicle's rear axle can support. 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.



Ask your dealer for trailering information or assistance.

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.

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

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. Fifth-wheel and gooseneck hitches may also be used. See "Maximum Trailer Tongue Weight Rating" under *Trailer Towing* ⇨ *4*.

Tires

- Do not tow a trailer while using a compact spare tire on the vehicle.
- Tires must be properly inflated to support loads while towing a trailer. See your owner's manual for instructions on proper tire inflation.

Safety Chains

⚠ Warning

Always cross trailer safety chains and never allow them to drag on the ground. Improper installation can result in damage to the chains and could lead to loss of control of the trailer and tow vehicle. Serious injury can occur if the trailer detaches from the tow vehicle.

Always attach safety chains between the vehicle and a trailer with a conventional hitch or a gooseneck hitch. Leave just enough slack so the combination can safely turn.

Conventional Hitch: Attach safety chains to the holes on the trailer hitch platform.

Gooseneck Hitch: Install anchor rings provided in the (optional) prep package or use the aftermarket gooseneck hitch attachment point to secure safety chains.

Be sure to review any instructions on how to use safety chains provided by the hitch manufacturer, the gooseneck prep package manufacturer, or by the trailer manufacturer.

Trailer Brakes

⚠ Warning

Never attempt to tamper with the hydraulic brake system for your trailer brakes. Do not connect a trailer's hydraulic brake system directly to your vehicle's hydraulic brake system. If you do, both the vehicle antilock brakes and the trailer brakes may not function, which could result in a crash.

Loaded trailers over 675 kg (1,500 lb) must be equipped with brake systems and with brakes for each axle. Use trailer braking equipment meeting or exceeding the Canadian Standards Association (CSA) requirement CAN3-D313.

State or local regulations may require trailers to have their own braking system if the loaded weight of the trailer exceeds certain minimums that can vary from state to state. Read and follow the instructions for the trailer brakes so they are installed, adjusted, and maintained properly.

Trailer Wiring Harness

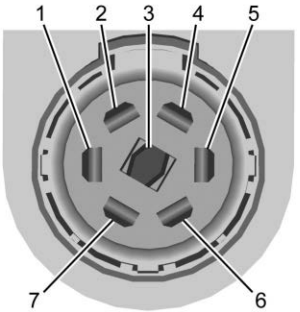
Basic Trailer Wiring

Warning

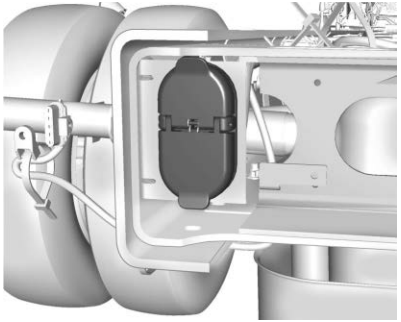
Incorrect trailer wiring may cause blown fuses, damaged wires, trailer brakes being permanently applied, or trailer brakes not applying. This could result in a crash and/or may cause damage to the vehicle. Always follow the connector/trailer manufacturer's instructions for your trailer's wiring connection.

If the vehicle is not equipped with a trailer connector on the rear bumper, a seven-wire trailering harness is tied to the vehicles frame. The harness requires the installation of a trailer connector, which is available through your dealer.

Use only a round, seven-wire connector with flat blade terminals meeting SAE J2863 specifications for proper electrical connectivity.

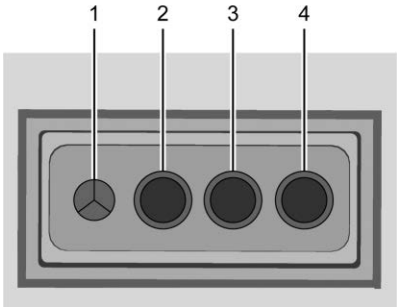


1. Left Turn/Brake
2. Tail Lights
3. Reverse Lights
4. Battery Feed
5. Right Turn/Brake
6. Electric Brakes
7. Ground



Heavy-Duty Trailer Wiring Harness Package

If equipped, the trailer wiring harness, with a seven-pin connector and a four-pin connector, is mounted on the frame at the rear of the vehicle.



1. Ground
2. Taillights
3. Left Turn/Brake
4. Right Turn/Brake

Electric Brake Control Wiring Provisions

If the vehicle is not equipped with an integrated trailer brake controller, and the trailer has electric brakes, a trailer brake controller needs to be installed on the vehicle. The brake controller should be installed by your dealer or a qualified service center.

If equipped, wiring provisions for an aftermarket electric trailer brake controller are included with the vehicle as part of the trailer wiring package. The harness contains the following circuits:

- Electric Trailer Brakes
- Battery Feed
- Brake Apply Signal
- Ground

It will be necessary to have a technician connect the 12-volt power to the engine compartment fuse block.

Refer to the aftermarket electric trailer brake controller owner's manual to determine wire color coding of the electric trailer brake controller. The wire colors on the brake controller may be different from the vehicle.

Trailer Lights

Always check all trailer lights are working at the beginning of each trip, and periodically on longer trips.

Turn Signals When Towing a Trailer

When properly connected, the trailer turn signals will illuminate to indicate the vehicle is turning, changing lanes, or stopping. When towing a trailer, the arrows on the instrument cluster will illuminate even if the trailer is not properly connected or the bulbs are burned out.

Tow/Haul Mode

If equipped, Tow/Haul assists when pulling a heavy trailer or a large heavy load.

Integrated Trailer Brake Control System

⚠ Warning

Connecting a trailer that has an air brake system may result in reduced or complete loss of trailer braking, including increased stopping distance or trailer instability which could result in serious injury, death, or property damage. Only use the ITBC system with electric or electric over hydraulic trailer brake systems.

The vehicle may have an Integrated Trailer Brake Control (ITBC) system for use with electric trailer brakes or most electric over hydraulic trailer brake systems. These instructions apply to both types of electric trailer brakes.

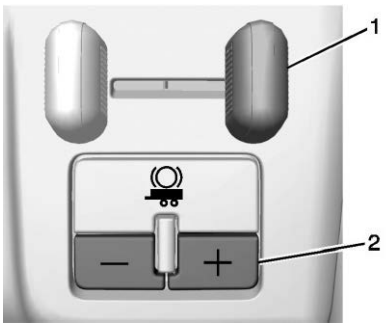
This symbol is on the Trailer Brake Control Panel on vehicles with an ITBC system. The output to the trailer brakes is proportional to the amount of vehicle braking. Available output to the trailer brakes can be adjusted to a wide range of trailering situations.

The ITBC system is integrated with the vehicle's brake system, antilock brake control system (ABS), and Electronic Stability Control (ESC) system. In trailering conditions that cause the ABS or ESC systems to activate, output sent to the trailer's brakes is automatically adjusted to minimize trailer wheel lock-up. This does not imply that the trailer has ESC.

For the ITBC system to function properly the vehicle's brake, ABS, and ESC systems must be functioning properly.

The ITBC system is powered through the vehicle's electrical system. Turning the vehicle off will also turn off the ITBC system. The ITBC system is fully functional only when the vehicle is in ON/RUN.

Trailer Brake Control Panel



1. Manual Trailer Brake Apply Lever
2. Trailer Gain Adjustment Buttons

The ITBC control panel is on the center stack, center console or instrument panel. See your owner's manual. The control panel allows adjustment to the amount of output, referred to as trailer gain, available to the trailer brakes and allows manual application of the trailer brakes. Use the ITBC control panel and the DIC trailer brake display to adjust and display power output to the trailer brakes.

Trailer Brake DIC Display

The ITBC display page indicates:

- Trailer gain setting
- Trailer brakes output
- Trailer connection
- System operational status

To display, perform one of the following:

- Scroll through the DIC menu
- Press a trailer gain (+) or (-) button
- Activate the manual trailer brake apply lever

TRAILER GAIN:

Press a trailer gain button to recall the current trailer gain setting. Press the trailer gain (+) or (-) to adjust. Each press and release of the gain button will change the trailer gain setting. Press and hold to continuously adjust the trailer gain. To turn the output to the trailer

off, adjust the trailer gain setting to 0.0. The gain setting can be adjusted from 0.0-10.0 with a trailer connected or disconnected.

TRAILER OUTPUT: This displays anytime a trailer with electric brakes is connected. Output to the trailer brakes is based on the amount of vehicle braking present and relative to the trailer gain setting. Output is displayed from 0-100% for each gain setting.

The trailer output will indicate "------" on the trailer brake display page whenever the following occur:

- No trailer is connected
- A trailer without electric brakes is connected (no DIC message will display)
- A trailer with electric brakes has become disconnected, a CHECK TRAILER WIRING message displays on the DIC
- There is a fault present in the wiring to the trailer brakes, a CHECK TRAILER WIRING message displays on the DIC
- The ITBC system is not working due to a fault, a SERVICE TRAILER BRAKE SYSTEM message displays in the DIC

Manual Trailer Brake Apply Lever

⚠ Warning

Trailer brakes that are over-gained or under-gained may not stop the vehicle and the trailer as intended and can result in a crash. Always follow the instructions to set the Trailer Gain for the proper trailer stopping performance.

Slide this lever to apply the trailer's electric brakes independent of the vehicle brakes. Use this lever to adjust trailer gain to achieve the proper power output to the trailer brakes. This lever may also be used to request additional trailer braking at any time. The trailer and the vehicle brake lights will come on when either vehicle brakes or manual trailer brakes are applied and properly connected.

Trailer Gain Adjustment Procedure

Trailer gain should be set for a specific trailering condition and it must be readjusted anytime vehicle loading, trailer loading, or road surface conditions change.

To adjust trailer gain for each towing condition:

1. Drive the vehicle with the trailer attached on a level road surface representative of the towing condition and free of traffic at about 32–40 km/h (20–25 mph) and fully apply the manual trailer brake apply lever.

   Note
   Adjusting the trailer gain at speeds lower than 32–40 km/h (20–25 mph) may result in an incorrect gain setting.

2. Adjust the trailer gain, using the trailer gain (+) or (-) buttons, to just below the point of trailer wheel lockup, indicated by trailer wheel squeal or tire smoke when a trailer wheel locks.

   Note
   Trailer wheel lockup may not occur if towing a heavily loaded trailer. Adjust the trailer gain to the highest allowable setting for the towing condition.

3. Readjust the trailer gain anytime vehicle loading, trailer loading, or road surface conditions change or if trailer wheel lockup is noticed at any time while towing.

Other ITBC-Related DIC Messages

⚠ Warning

Driving while the trailer braking system is malfunctioning may increase loading on the vehicle's braking system or lead to trailer instability. Use caution. Drive slowly and allow for increased stopping distances.

TRAILER BRAKES CONNECTED: This message will briefly display when a trailer with electric brakes is first connected to the vehicle. This message will automatically turn off after about 10 seconds.

CHECK TRAILER WIRING: This message will display if:

- The ITBC system first determines connection to a trailer with electric brakes and then the trailer harness becomes disconnected or loose.

  If the disconnect occurs while the vehicle is stationary, this message will automatically turn off after 30 seconds. This message will also turn off if it is acknowledged, or if the trailer harness is reconnected.

  If the disconnect occurs while the vehicle is moving, this message will continue until the vehicle is turned off. This message will also turn off if it is acknowledged or if the trailer harness is reconnected.

- There is an electrical fault in the wiring to the trailer brakes. This message will continue as long as there is an electrical fault in the trailer wiring. This message will also turn off if it is acknowledged.

To determine whether the electrical fault is on the vehicle side or trailer side of the trailer wiring harness connection:

1. Disconnect the trailer wiring harness from the vehicle.
2. Turn the vehicle off.
3. Wait 10 seconds, then turn the vehicle back on.
4. If the CHECK TRAILER WIRING message reappears, the electrical fault is on the vehicle side.

   If the CHECK TRAILER WIRING message only reappears when connecting the trailer wiring harness to the vehicle, the electrical fault is on the trailer side.

SERVICE TRAILER BRAKE SYSTEM: This message will display if the electric trailer brake performance is reduced or non-functional.

If the CHECK TRAILER WIRING, TRAILER BRAKES DISABLED SERVICE REQUIRED, SERVICE TRAILER BRAKES, or REDUCED TRAILER BRAKING messages display while driving, the ITBC system may not be functional. When traffic conditions allow, carefully pull the vehicle over to the side of the road and turn the vehicle off. Check the wiring connection to the trailer and turn the vehicle back on. If either of these messages continue, either the vehicle or trailer needs service.

A GM dealer may be able to diagnose and repair problems with the trailer. However, any diagnosis and repair of the trailer is not covered under the vehicle warranty. Contact your trailer dealer for assistance with trailer repairs and trailer warranty information.

Trailer Sway Control (TSC)

⚠ Warning

Trailer sway can result in a crash and in serious injury or death, even if the vehicle is equipped with TSC.

If the trailer begins to sway, reduce vehicle speed by gradually removing your foot from the accelerator. Then pull over to check the trailer and vehicle to help correct possible causes, including an improperly or overloaded trailer, unrestrained cargo, improper trailer hitch configuration, or improperly inflated or incorrect vehicle or trailer tires. See *Towing Equipment* ➪ *8* for trailer ratings and hitch setup recommendations.

Vehicles with Electronic Stability Control (ESC) have a Trailer Sway Control (TSC) feature. Trailer sway is unintended side-to-side trailer motion while towing. If the vehicle is towing a trailer and the TSC detects that sway is increasing, the vehicle brakes are selectively applied at each wheel, to help reduce excessive trailer sway.

If TSC is enabled, the Traction Control System (TCS)/ESC warning light will flash on the instrument cluster. Reduce vehicle speed by gradually removing your foot from the accelerator. If trailer sway continues, ESC can reduce engine torque to help slow the vehicle. TSC will not function if ESC is turned off. See your owner's manual.

Aftermarket Electronic Trailer Sway Control Devices

⚠ Warning

Use of aftermarket electronic trailer sway control devices could result in reduced trailer brake performance, loss of trailer brakes, or other malfunctions, and result in a crash. You or others could be seriously injured or killed. Before using one of these devices:

(Continued)

Warning (Continued)

- Ask the device or trailer manufacturer if the device has been thoroughly tested for compatibility with the make, model, and year of your vehicle and any optional equipment installed on your vehicle.
- Before driving, check the trailer brakes are working properly, if equipped. Drive the vehicle with the trailer attached on a level road surface that is free of traffic at about 32-40 km/h (20-25 mph) and fully apply the manual trailer brake apply lever. Also, check the trailer brake lamps and other lamps are functioning correctly.
- If the trailer brakes are not operating properly at any time, or if a DIC message indicates problems with the trailer connections or trailer brakes, carefully pull the vehicle over to the side of the road when traffic conditions allow.

Some trailers may come equipped with an electronic device designed to reduce or control trailer sway. Aftermarket equipment

manufacturers also offer similar devices that connect to the wiring between the trailer and the vehicle. These devices may interfere with the vehicle's trailer brake or other systems, including integrated anti-sway systems, if equipped. Messages related to trailer connections or trailer brakes could appear on the DIC. The effects of these aftermarket devices may have on vehicle handling or trailer brake performance is not known.

Trailer Tires

Special Trailer (ST) tires differ from vehicle tires. ST tires are designed with stiff sidewalls to help prevent sway and to support heavy loads. These features can make it difficult to determine if the trailer tire pressures are low only based on a visual inspection.

Always check all trailer tire pressures before each trip when the tires are cool. Low trailer tire pressure is a leading cause of trailer tire blow-outs.

Trailer tires deteriorate over time. The trailer tire sidewall will show the week and year the tire was manufactured. Many trailer tire manufacturers recommend replacing tires more than six years old.

Overloading is another leading cause of trailer tire blow-outs. Never load your trailer with more weight than the tires are designed to support. The load rating is located on the trailer tire sidewall.

Always know the maximum speed rating for the trailer tires before driving. This may be significantly lower than the vehicle tire speed rating. The speed rating may be on the trailer tire sidewall. If the speed rating is not shown, the default trailer tire speed rating is 105 km/h (65 mph).

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