CHEVROLET GMC

2027

Colorado/Canyon/ Canyon Denali

Trailer Towing Supplement



NOT FOR RESALE

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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

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 the Index.

For more information about carbon monoxide, see 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.

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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. See your owner's manual. If the transmission downshifts too often, a lower gear may be selected using Manual mode. See your owner's manual.

If equipped, the following driver assistance features should be turned off when towing a trailer, or may turn off automatically when a trailer is detected:

- Park Assist
- Automatic Parking Assist
- Reverse Automatic Braking
- Rear Cross Traffic Alert
- Rear Cross Traffic Braking
- Lane Change Alert
- Super Cruise and Adaptive Cruise Control, unless equipped with trailering functionality. See your owner's manual.

Automatic Emergency Braking, and Front Pedestrian Braking should be set to Alert unless equipped with Super Cruise.

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* ⇨ *9*.
If the trailer has electric brakes, start the combination moving and then manually apply the trailer brake controller to check that 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.

Towing with a Stability Control System

When towing, the stability control system might be heard. The system reacts to vehicle movement caused by the trailer, which mainly occurs during cornering. This is normal when towing heavier trailers.

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.

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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.

When parking your vehicle and your trailer on a hill:

1. Press and hold the brake pedal, but do not shift into P (Park) yet. 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 Electric Parking Brake (EPB) and shift into P (Park).
5. Release the brake pedal.

Leaving After Parking on a Hill

1. Apply and hold the brake pedal.

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

Launching and Retrieving a Boat

Backing the Trailer into the Water

⚠ Warning

- Have all passengers get out of the vehicle before backing onto the sloped part of the ramp. Lower the driver and passenger side windows before backing onto the ramp. This will provide a means of escape in the unlikely event the vehicle slides into the water.
- If the boat launch surface is slippery, have the driver remain in the vehicle with the brake pedal applied while

(Continued)

Warning (Continued)

the boat is being launched. The boat launch can be especially slippery at low tide when part of the ramp was previously submerged at high tide. Do not back onto the ramp to launch the boat if you are not sure the vehicle can maintain traction.

- Do not move the vehicle if someone is in the path of the trailer. Some parts of the trailer might be underwater and not visible to people who are assisting in launching the boat.

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.

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

To Back the Trailer Into the Water

1. If equipped, place the vehicle in Automatic Four-Wheel Drive or Four-Wheel Drive High.
2. Slowly back down the boat ramp until the boat is floating, but no further than necessary.
3. Press and hold the brake pedal, but do not shift into P (Park).
4. Have someone place chocks under the front wheels of the vehicle.
5. Gradually release the brake pedal to allow the chocks to support the load of the trailer.
6. Reapply the brake pedal. Then, apply the parking brake and shift into P (Park).
7. Release the brake pedal.

Pulling the Trailer from the Water

1. Press and hold the brake pedal.
2. Start the vehicle and shift into D (Drive).
3. Release the parking brake.

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4. Let up on the brake pedal.
5. Drive slowly until the tires are clear of the chocks.
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.

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

Trailer Weight

⚠ 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.

Safe trailering 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 the maximum weight ratings for the vehicle, including:

- Gross Combined Weight Rating
- Gross Vehicle Weight Rating
- Maximum Trailer Weight Rating
- Gross Axle Weight Rating-Rear
- Maximum Trailer Tongue Weight Rating

See “Weight-Distributing Hitch and Adjustment” under *Towing Equipment* ⇨ *9* to determine if equalizer bars are required to obtain the Maximum Trailer Weight Rating.

See “Trailer Brakes” under *Towing Equipment* ⇨ *9* to determine if brakes are required based on your trailer's weight.

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

Gross Combined Weight Rating

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

To check that the weight of the vehicle and trailer are within the Gross Combined Weight Rating for the vehicle, follow these steps:

1. Start with the "curb weight."

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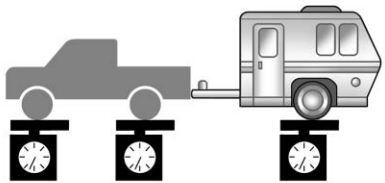
2. Add the weight of the trailer loaded with cargo and ready for the trip.
3. Add the weight of all passengers.
4. Add the weight of all cargo in the vehicle.
5. Add the weight of hitch hardware such as a draw bar, ball, load equalizer bars, or sway bars.
6. Add the weight of any accessories or aftermarket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

The resulting weight cannot exceed the Gross Combined Weight Rating value.

The Gross Combined Weight Rating 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.



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.

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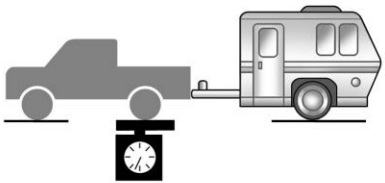
Use the tow rating chart to determine how much the trailer can weigh, based on the vehicle model, powertrain, and trailering options.

Vehicle	Maximum Trailer Weight (Max Towing Capacity)	Gross Combined Mass/ Weight Rating (GCMR/GCWR)	Maximum Tongue Weight
2.7L Engine	1 588 kg (3,500 lb)	4 128 kg (9,100 lb)	159 kg (350 lb)
2.7L Engine with Trailering Package	3 493 kg (7,700 lb)	6 010 kg (13,250 lb)	349 kg (770 lb)
2.7L Engine with ZR2 or AT4X	2 722 kg (6,000 lb)	5 262 kg (11,600 lb)	272 kg (600 lb)
2.7L Engine with ZR2 Bison or AT4X AEV	2 495 kg (5,500 lb)	5 262 kg (11,600 lb)	249 kg (550 lb)

Rear Gross Axle Weight Rating

The Rear Gross Axle Weight Rating is the total weight the vehicle's rear axle can support. Do not exceed the Rear Gross Axle Weight Rating 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 Rear Gross Axle Weight Rating before applying the weight distribution spring bars.



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

Gross Vehicle Weight Rating

For information about the vehicle's maximum load capacity, see your owner's manual. When calculating the Gross Vehicle Weight Rating with a trailer attached, the trailer tongue weight must be included as part of the weight the vehicle is carrying.

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

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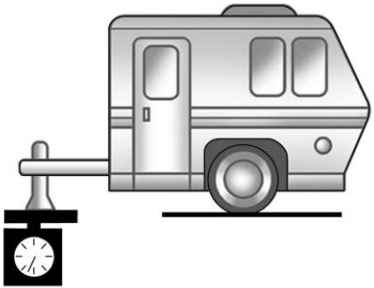
the maximum trailer tongue weight rating while still maintaining the correct trailer load balance.



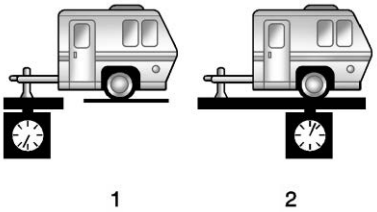
The trailer tongue weight contributes to the Gross Vehicle Weight. Gross Vehicle Weight includes the curb weight of your vehicle, any passengers, cargo, equipment and the trailer tongue weight. Vehicle options, passengers, cargo, and equipment reduce the maximum allowable tongue weight the vehicle can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

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.

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% of the total loaded trailer weight (2). Some specific trailer types, such as boat trailers, fall outside of this range. See 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.

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

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no more than half of the maximum allowable tongue weight for the vehicle or 227 kg (500 lb), whichever is less.

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, 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 which has 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” under *Trailer Towing* ⇨ *5* for weight limits with various hitch types.

Conventional Hitch

A conventional hitch is bolted to the frame or cross member of the tow vehicle, and is generally rated Class 2, 3, 4, or 5.

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 is required.

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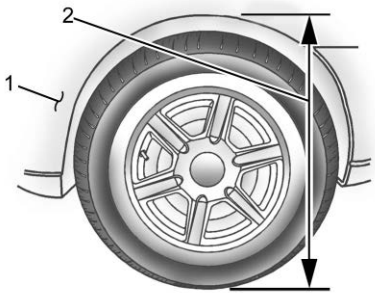
Trailer Weight	Weight-Distributing Hitch Usage	Hitch Distribution
Up to 2 272 kg (6,000 lb)	Optional	50%
Over 2 272 kg (6,000 lb)	Required	50%



1. Front of Vehicle
2. H1/H2 Body to Ground Distance

Adjusting the Equalizer Bars

1. Position the truck so that the trailer is ready to connect. Keep the trailer detached.
2. Measure the height of the top of the front wheel opening at the fender to the ground (H1).
3. Attach the vehicle to the trailer. Do not attach weight distribution bars at this time.
4. Measure the height of the top of the front wheel opening on the fender to the ground (H2).
5. Install and adjust the tension in the weight distributing bars per the manufacturers' recommendations so that the height of the front fender is approximately H2-[(H2-H1)/2] (half way between the two measured ride heights).
6. Visually inspect the trailer and weight-distributing hitch to ensure that you have met the manufacturer's recommendations.

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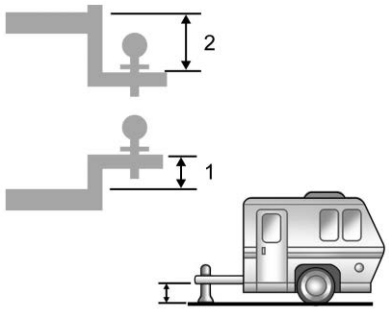
Measurement	Height Example 1500 (mm)
H1	1 000
H2	1 050
H2–H1	50
(H2–H1)/2	25
H2–[(H2–H1)/2]	1 025

Leveling the Trailer

Warning

Always level the trailer front-to-back using the correct trailer hitch drawbar. Towing with a trailer that is not level can result in incorrect loading of trailer axles, springs, and tires, which can lead to trailer sway, trailer damage, and/or trailer tire blowouts resulting in an accident causing potential injury and/or death. Do not attempt to tow a trailer that is not level.



1. Drawbar rise
2. Drawbar drop

Select the correct hitch drawbar rise or drop to level the trailer.

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.

Conventional Hitch

Always attach chains between the vehicle and the trailer. Attach the chains to the holes on the trailer hitch platform. Cross the safety chains under the tongue of the trailer to help prevent the tongue from contacting the road if it becomes separated from the hitch. Leave just enough slack so the combination can turn.

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Instructions about safety chains may be provided by the hitch 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 900 kg (2,000 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 a maximum value. Read and follow the instructions for the trailer brakes so they are installed, adjusted, and maintained properly.

Trailer Wiring Harness

Basic Trailer Wiring

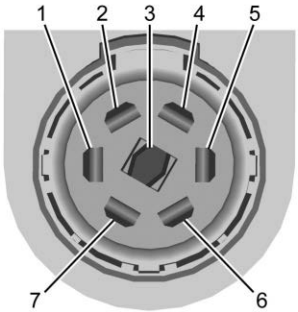
Warning

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.

Warning

If mud, dirt, salt and water are not removed from the connector prior to installation, it may cause the trailer wiring harness to be loose and result in damage to the vehicle. Always ensure the connector is fully secured in the trailer wiring harness.

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

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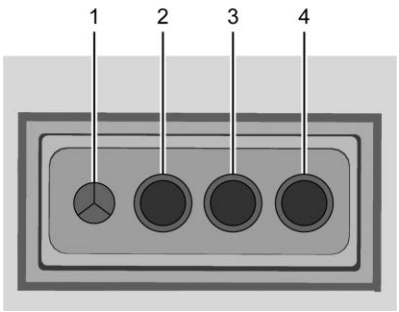
If equipped, the trailer wiring harness, with a seven-pin connector and a four-pin connector, is mounted on the vehicle's rear bumper.

The trailer connectors contain the following circuits.



1. Ground
2. Tail Lights
3. Left Turn/Brake
4. Right Turn/Brake

Trailer Lights

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

If equipped, the Trailering App will turn the trailer lights on and off to determine if they are working. See “Light Test” under *Trailering App* ⇨ *19*.

Trailer Connection and Light Messages

When a trailer is properly connected and working, no trailer connection or light messages appear on the Driver Information Center. However, if the vehicle detects an issue with a trailer connection or light, you may see the following message(s):

- TRAILER DISCONNECTED CHECK CONNECTION displays when you disconnect a connected trailer. It appears immediately when the vehicle is on, or upon the next start-up if you disconnected the trailer while the vehicle was off. Check the trailer connection as appropriate.
- CHECK TRAILER LAMP displays when there is a detected light or wiring fault on the trailer. Check the wiring and lights.

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.

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Tow/Haul Mode

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

For instructions on how to enter Tow/Haul Mode, see your owner's manual.

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 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.

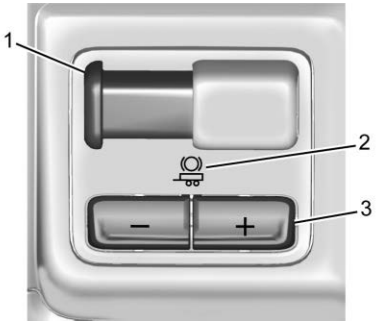


This symbol is on the Trailer Brake Control Panel on vehicles with an Integrated Trailer Brake Control system. The output to the trailer brakes is proportional to the amount of vehicle braking. Available output to the trailer brakes can be adjusted to a wide range of trailering situations.

The Integrated Trailer Brake Control system is integrated with the vehicle brake, antilock brake, and StabiliTrak/Electronic Stability Control systems. In trailering conditions that cause the vehicle's antilock brake or StabiliTrak/Electronic Stability Control systems to activate, power sent to the trailer's brakes automatically adjusts to minimize trailer wheel lock-up. This does not imply that the trailer has StabiliTrak/Electronic Stability Control.

For the Integrated Trailer Brake Control system to function properly, the vehicle brake, ABS, and StabiliTrak/Electronic Stability Control systems must be functioning properly.

The Integrated Trailer Brake Control system is powered through the vehicle's electrical system. Turning the vehicle off will also turn off the Integrated Trailer Brake Control system. The Integrated Trailer Brake Control system is fully functional only when the vehicle is on.



Trailer Brake Control Panel

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

The Trailer Brake Control Panel is to the left of the steering wheel. See your owner's manual.

The trailer symbol indicator turns amber when a trailer with electric brakes is connected.

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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 trailer brake control panel and the Driver Information Center trailer brake display page to adjust and display power output to the trailer brakes.

Trailer Brake Driver Information Center Display Page

The display page indicates:

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

To display, perform one of the following:

- Press a trailer gain (+) or (–) button
- Activate the manual trailer brake apply lever
- See your owner's manual.

TRAILER GAIN: Press and release a trailer gain (+) or (-) adjustment button to see and adjust 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 the button to continuously adjust the trailer gain. To turn the output to the trailer off, set adjust the trailer gainn setting to 0.0. You can adjust tThe gain setting can be adjusted from 0.0-10.0 with a trailer connected or disconnected.

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

The Trailer Output will indicate "------" on the trailer brake display, whenever the following occur:

- No trailer is connected.
- A trailer without electric brakes is connected. No Driver Information Center message displays.
- A trailer with electric brakes has become disconnected. CHECK TRAILER WIRING displays on the Driver Information Center.
- There is a fault present in the wiring to the trailer brakes. CHECK TRAILER WIRING displays on the Driver Information Center.
- The Integrated Trailer Brake Control system is not working due to a fault. SERVICE TRAILER BRAKE SYSTEM displays in the Driver Information Center.

Manual Trailer Brake Apply Lever

Slide the Manual Trailer Brake Apply Lever to apply the trailer electric brakes independent of the vehicle brakes. Use this lever to achieve the proper power output to the trailer brakes. This lever may also be used to request 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

⚠ 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.

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Trailer gain should be set for a specific trailering conditions and 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.

   Adjusting 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 lock-up, indicated by trailer wheel squeal or tire smoke when a trailer wheel locks.

   Trailer wheel lock-up may not occur if towing a heavily loaded trailer. Adjust the trailer gain to the highest allowable setting for the towing condition.
3. Readjust trailer gain anytime vehicle loading, trailer loading, or road surface conditions change or if you notice trailer wheel lock-up at any time while towing.

Other Integrated Trailer Brake Control-Related Driver Information Center Messages

⚠ Warning

Driving while the trailer braking system is malfunctioning increases the load on the vehicle braking system and increases stopping distances, which can lead to trailer instability. Prolonged driving may limit the ability to make a complete stop as intended and can result in a crash. Drive slowly, and when it is safe, pull over to address the issue.

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

CHECK TRAILER WIRING: displays if:

- The Integrated Trailer Brake Control system first determines connection to a trailer with electric brakes and then the trailer harness becomes disconnected or loose.
- The disconnect occurs while the vehicle is stationary. This message will automatically turn off in about 30 seconds. This message will also turn off if you can acknowledge or reconnect the trailer harness.
- The disconnect occurs while the vehicle is moving. This message will continue until you turn off the vehicle. This message will also turn off if you acknowledge it or reconnect the trailer harness.
- 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 you acknowledge it.

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.
   - If the CHECK TRAILER WIRING message reappears, the electrical fault is on the vehicle side.

NOT FOR RESALE

– 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 BRAKES or REDUCED TRAILER BRAKING: displays if the electric trailer brake performance is either reduced or non-functional.

HOLD LAST KNOWN GAIN: displays if it is no longer possible to adjust the trailer brake gain. Trailer brakes may or may not be functional, and brake gain cannot be adjusted according to road conditions. The trailer brakes may remain functional until the next time the vehicle is turned off.

TRAILER BRAKES DISABLED SERVICE REQUIRED: displays when there is a problem with the Integrated Trailer Brake Control system. If this message continues over multiple restarts, have the vehicle serviced.

If either the CHECK TRAILER WIRING, TRAILER BRAKES DISABLED SERVICE REQUIRED, SERVICE TRAILER BRAKES, or REDUCED TRAILER BRAKING message displays while driving, the Integrated Trailer Brake Control system may not be functional. When traffic conditions allow, carefully pull 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

(Continued)

Warning (Continued)

incorrect vehicle or trailer tires. See *Towing Equipment* ⇨ *9* for trailer ratings and hitch setup recommendations.

Trailer sway is the side-to-side motion of a trailer while towing. Vehicles equipped with the Trailer Sway Control System use the Stabilitrak/Electronic Stability Control System to control trailer sway by applying the vehicle brakes at each wheel to limit motion and acceleration. See your owner's manual.

When the system detects and engages trailer sway control, the StabiliTrak/Electronic Stability Control warning light flashes on the instrument cluster. See your owner's manual.

If the Stabilitrak/Electronic Stability Control System is disabled or fails, Trailer Sway Control will not function.

If the vehicle is equipped with the Integrated Trailer Brake Control System, and the trailer has an electric brake system, Trailer Sway Control may also apply the trailer brakes.

NOT FOR RESALE

If the system detects increased trailer sway, it applies the vehicle brakes at each wheel to limit motion. You may notice the vehicle limit acceleration.

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:

- 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

(Continued)

Warning (Continued)

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 lights and other lights are functioning correctly.

- If the trailer brakes are not operating properly at any time, or if a Driver Information Center 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 are equipped with an electronic device to control trailer sway. Aftermarket equipment manufacturers offer similar devices that connect to the wiring between the trailer and the vehicle. These devices can interfere with the trailer brake systems or other systems, including integrated anti-sway systems. The Driver Information Center may display messages related to trailer connections or trailer brakes. Effects of these aftermarket devices on vehicle handling or trailer brake performance is unknown.

Trailer Tires

⚠ Warning

To avoid damage to your trailer tires, which could cause instability or a sudden loss of pressure:

- Always check all trailer tire pressures before each trip when the tires are cool. Note that trailer tires differ from vehicle tires. Trailer 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.
- Never load the trailer with more weight than the tires are designed to support. Check the load rating on the trailer tire sidewall.
- Replace deteriorated trailer tires. The trailer tire sidewall shows the week and year the tire was manufactured. Many trailer tire manufacturers recommend replacing tires more than six years old.

(Continued)

NOT FOR RESALE

Warning (Continued)

- Always follow the maximum speed rating for the trailer tires. 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).

Trailering App

Trailer Light App

If equipped, the Trailering App is on the infotainment home screen.

Status View

The Status view shows:

- Lights
- Checklist
- Brakes (If equipped)

Each section shows high-level status information for the feature. Selecting a section opens up a new screen with additional information and/or options.

Light Test

Select Start to cycle the trailer lights on and off to determine if they are working. The test follows this sequence:

1. The running lights turn on first and remain on throughout the sequence.
2. The brake lights turn on for about two seconds.
3. The left turn signal light flashes three times.
4. The right turn signal light flashes three times.
5. The reverse lights turn on for about two seconds.
6. Repeat Steps 2–5 for about one minute and 45 seconds, or until the test deactivates.

Select Stop to stop the test.

The sequence also deactivates when any of the following occur:

- The vehicle is turned off.
- The transmission is shifted out of P (Park).
- The brake pedal is pressed.
- The turn signal is activated.
- The hazard warning lights are activated.

Checklist

This view shows the recommended steps to take before towing a trailer.

- Touch the box next to each item if that step has been completed.
  - Touch > to access a detailed view of each step.
  - Within each detailed view, touch Next and Back to navigate between steps.
- Touch Clear All to clear the completed statuses from all items in the current checklist.

Brakes

If equipped with the Integrated Trailer Brake Controller (ITBC) system, and if the connected trailer is equipped with electric brakes or electric over hydraulic brakes, this view will display the current state of the brakes including brake gain setting and output. If no electric brakes are detected or if no trailer is connected, this view will display the last known brake gain setting and the output will be shown as dashed lines.

NOT FOR RESALE

- Touch Add To Driver Display to show trailer brake gain and output in the Driver Information Center (DIC).
- Touch How To Set Gain to access detailed steps to set trailer brake gain.

The Trailering App will show any brake issues reported by the trailer brake controller in the brakes view. Trailer diagnosis and service may be required. Repair your trailer brakes if needed. A trailer braking issue is not covered by your GM warranty.

See "Integrated Trailer Brake Control System" section under *Towing Equipment* ⇨ *9*.

Trailering App

If equipped, the Trailering App is on the infotainment home screen.

This feature creates profiles for connected trailers to view the status, and store and track trailer usage information.

The Trailering App welcome page appears when the Trailering App is opened for the first time from the infotainment home screen.

When a trailer is electrically connected and a trailer profile has not been created, there will be an option to create a profile, use a guest profile, or select Accessory.

After a Trailer Profile has been created and the trailer is electrically connected, the trailer detection pop-up appears with a list of all of the custom Trailer Profiles stored on the vehicle.

- To load an existing Trailer Profile, select one of the Trailer Profiles listed or load the Guest Trailer Profile by selecting GUEST TRAILER.
- Selecting Accessory as the active Trailer Profile dismisses the pop-up.
- Shifting the vehicle from P (Park) selects Guest Trailer as the active Trailer Profile and dismisses the pop-up.

Create a Trailer Profile

Touch Add New Trailer on the trailer detection pop-up or touch + Add New Trailer in the Trailering App.

After a profile is created, set up for additional trailer features may become available through the sections shown in the Status View. See "Status View" below.

Import a Trailer Profile

1. Touch Import on the trailer detection pop-up or touch Import in the Trailering App.
2. Follow the on-screen instructions to import a profile.

After a profile is imported, it can be selected from the trailer list. If equipped, the Tow/Haul Mode reminder and Brake Gain Setting do not import.

Trailer Feature Setup

Trailer Side Blind Zone Alert Setup

Follow the on-screen instructions to enter the trailer dimensions.

Trailer dimensions must be in range to enable this feature.

- Trailer Length: Measure from center of coupler to furthest rear point on the trailer.
- Trailer Width: Measure from the left edge to the right edge of the trailer body or from the left edge to the right edge of a boat if towing a boat trailer.

Trailer Navigation

If equipped, select Trailer Navigation to set up trailer navigation route support. Follow the on-screen instructions to select the number of axles on the trailer and enter the trailer dimensions.

Trailer dimensions must be in range to enable this feature

NOT FOR RESALE

- Hitching Point Length: Measure from the center of the coupler to the middle of the tires.
- Trailer Length: Measure from the center of the coupler to the furthest rear point of the trailer.
- Trailer Height: Measure from the ground to the tallest point of the trailer.
- Trailer Total Width: Measure from the left most edge of the trailer, including the wheels, to the right most edge.

Trailer Maintenance

Follow the on-screen instructions to set up maintenance reminders. See the "Maintenance" section below for more information.

Status View

If a trailer is connected, the Status view shows status information for the active trailer profile.

If no trailer is connected, the Status view shows the last trailer profile with a status of Not Connected.

The Status view shows:

- Lights
- Maintenance
- Checklist
- Brakes (If equipped)
- Boat Ramp Assist

Scroll right or left to see more options.

The Status view displays mileage and fuel economy information.

Each section shows high level status information for the feature. Selecting a section opens up a new screen with additional information and/or options.

Lights

This view displays the names of the trailer connector pins, a graphic of the trailer connector, and a graphic of the back of the trailer.

- Any connector pin that fails will be an amber color with the corresponding location highlighted on the graphic of the back of the trailer.
- If a trailer connection is detected without any faults, the view displays No Issues Found.

When a trailer is connected, the Trailering App detects the trailer connection using the Stop/Turn Signal lighting circuits and requests the driver to setup a trailer profile through the Trailering App on the infotainment screen. When a trailer is connected and a default trailer profile is selected, the Trailering App will not display a Trailer Detection Alert to the user.

When a trailer is connected and the vehicle is off, the Trailering App periodically pulses the lighting circuits of the trailer to verify it is still connected. The trailer lights may periodically flash as a result of this trailer connection detection. These flashes may be more visible in dark ambient light environments. The flashing or flickering lights are a normal condition and the Trailering App has built-in protections to prevent the battery from draining. When Theft Alert is enabled, the frequency and pattern of this flashing changes.

If the trailer disconnects when the vehicle is on, a message appears on the DIC immediately. If the trailer disconnects when the vehicle is off, a message on the DIC displays the next time the vehicle is turned on. Check your trailer connection if needed.

NOT FOR RESALE

Connection Problem

If any of the trailer connections are lost, a message appears on the DIC. The infotainment screen will also show the connection issue in the Lights Status view.

Trailer Lighting Faults Detected

The Trailering App monitors for electrical faults on the trailer lights. If there is a lighting issue, a message appears on the DIC. The infotainment screen shows the lighting issue in the Lights Status view. Repair your trailer lights if needed. A trailer lighting issue is not covered by your GM warranty.

The Running Lights connection may not detect partial outages. Activate the light test to check all trailer lights. See "Light Test" following.

Light Test

Touch Start Light Test to cycle the trailer lights on and off to determine if they are working. The test follows this sequence:

1. The running lights turn on first and remain on throughout the sequence.
2. The brake lights turn on for about two seconds.
3. The left turn signal light flashes three times.
4. The right turn signal light flashes three times.
5. The reverse lights turn on for about two seconds.
6. Steps 2–5 repeat for approximately one minute and 45 seconds, or until the test deactivates.

Touch Stop to manually stop the test.

The sequence also deactivates when any of the following occur:

- The vehicle is turned off.
- The transmission is shifted out of P (Park).
- The brake pedal is pressed.
- The turn signal is activated.
- The hazard warning lights are activated.

Maintenance

The Maintenance Status view displays reminders for the Trailer Profile.

- Touch a reminder to view, reset, delete, or edit it.
  - The progress bar for each reminder fills as mileage or time accumulates.
  - The progress bar turns yellow when it reaches 90% and turns red when it reaches 100%.
- Touch New Reminder to add a new maintenance reminder.

Suggested reminders that were previously set will not appear. Suggested reminders that have not been set have empty boxes next to them. The maximum number of reminders is 50.

Maintenance Notifications

- Touch Reset to reset time and mileage values for the reminder.
- Touch Remind Me Later to delay the reminder.

If an Upcoming Notification (90%) is dismissed, it does not appear again.

If a Maintenance Due Notification (100%) is dismissed, it appears when the vehicle is turned off and back on again.

Always follow the maintenance instructions that came with your trailer.

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Checklist View

This view shows the recommended steps to take before towing a trailer.

- Touch the box next to each item if that step has been completed.
- Touch ℹ to access a detailed view of each step. Within each detailed view, touch Next and Back to navigate between steps.
- Touch Clear All to clear the completed statuses from all items in the current checklist.

Custom Checklist Items

For each of the Trailer Profile checklist, there is an option to create custom items to view in the checklist. The custom item appears at the bottom of the checklist.

Guest Trailer

If a Guest Trailer Profile is active, the checklist shows a limited, basic checklist.

No Trailer Connected

If no trailer is connected, the checklist shows the last selected trailer profile.

Brakes

If equipped with ITBC system and if the connected trailer is equipped with electric brakes or electric over hydraulic brakes, this view displays the current state of the brakes including brake gain setting and output. If no electric brakes are detected or if no trailer is connected, this view displays the last known brake gain setting and the output shown as dashed lines.

- Touch to Add to Driver Display to show trailer brake gain and output in the DIC.
- Touch How To Set Gain to access detailed steps to set trailer brake gain.

The Trailering App shows any brake issues reported by the trailer brake controller in the brakes view. Trailer diagnosis and service may be required. Repair your trailer brakes if needed. A trailer braking issue is not covered by your GM warranty.

See “Integrated Trailer Brake Control System” under *Towing Equipment* ⇨ *9* for more information on the vehicle trailer brakes.

Boat Ramp Assist

This view is only available if a custom trailer profile for a boat or guest profile is selected.

Select Status to view the status of the vehicle in preparation for launching or retrieving a boat.

Select Tutorials to view instructions on launching and retrieving a boat.

Select Checklists to view the recommended steps to take before launching a boat.

Guest Trailer Status View

If the Guest Trailer Profile is active, the Status view shows:

- Lights
- Checklist
- Brakes (If equipped)
- Boat Ramp Assist

The Trailer Status view displays mileage and fuel economy information. Mileage and fuel economy resets after the trailer disconnects.

Accessory Status View

If the Accessory profile is active, trailer status information is not available.

Trailers View

- Touch the trailer profile icon/name in the Status View to view, activate, create, edit, or delete Trailer Profiles.

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- If a trailer is connected, touch the Trailer Profile name to activate a Trailer Profile.

There can be up to five Custom Trailer Profiles on the vehicle.

The Custom Trailer Profiles and Guest Trailer are in order of the most frequently used. The Accessory profile is shown below the Custom Trailer Profiles and Guest Trailer Profile.

Guest Trailer

If the Guest Trailer Profile is the active Trailer Profile, trailer detection, lights/connections status, theft, and the Tow/Haul reminder alerts can be sent. The app does not track total mileage or fuel economy, but the app tracks trip mileage and fuel economy if the Guest Trailer Profile is active. The maintenance reminders cannot be set up for a Guest Trailer Profile. The Guest Trailer Profile cannot be edited.

Accessory

If the Accessory Profile is active, alerts will not be sent and the app will not track mileage or fuel economy. Maintenance reminders cannot be set up for the Accessory profile. The Accessory Profile cannot be edited.

Trailer Brake Gain Memory

The app can store the brake gain setting of a Trailer Profile or a Guest Trailer Profile. When a Trailer Profile or Guest Trailer Profile is selected, and a brake gain setting is set for that Trailer Profile, the app will recall the stored brake gain value.

If a Trailer Profile is already active and the brake gain setting has been set for that Trailer Profile, the app will recall the brake gain value whenever the vehicle is turned on.

If there is an error in setting the brake gain for a Trailer Profile, a pop-up displays. If the Guest Trailer Profile is active or there is no trailer connected, the pop-up does not appear.

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

Editing a Trailer Profile

Touch the trailer profile icon/name in the Status View to access the Trailer Profile view:

- Trailer Name
- Total Mileage
- Average Fuel Economy
- Delete/Remove Trailer
- Set as Default Trailer
- Tow/Haul Mode Reminder Alert
- Theft Alert
- Maintenance Notification

Trailer Name

Touch to edit the Trailer Profile name.

Total Mileage

- Touch to edit the Trailer Profile mileage.
- Touch Reset to reset trailer mileage to zero, or enter a new value and touch Save.

Effect on Maintenance Reminders

If the mileage is reset or changed, and has already accumulated, any maintenance reminders that have been set up will be adjusted accordingly.

Average Fuel Economy

Touch Reset to reset the average fuel economy for the Trailer Profile.

NOT FOR RESALE

Remove Trailer

1. Touch Remove Trailer Profile to remove the profile and all of its settings.
2. Touch Cancel to dismiss the pop-up and return to the previous view.

   Remove is displayed if there is a connected OnStar plan active with the vehicle. Removing a Trailer Profile removes the profile from the vehicle, but the profile will still be associated with the user account. However, if there is not a connected OnStar plan, then the remove button will read DELETE and the profile deletes permanently.

Set as Default Trailer

Touch Set as Default Trailer to select the current profile as default.

The default Trailer Profile automatically selects each time a new connection is detected. The Trailer Detection Alert will no longer appear.

If this setting is turned off, the current Trailer Profile is not the default trailer.

Tow/Haul Mode Reminder

This is a reminder to turn on the Tow/Haul Mode when towing a trailer. See your owner's manual.

Touch Tow/Haul Mode Reminder to turn on/off Tow/Haul Mode reminders for the selected profile. These alerts are based on the Trailer Profile, so the settings for each Trailer Profile must be turned on or off.

If Tow/Haul Mode is off and this setting is on for a Trailer Profile, each time the vehicle is turned on, a reminder appears to turn on Tow/Haul Mode when the Trailer Profile is active.

If Tow/Haul Mode is on and this setting is on for a Trailer Profile, the reminder does not appear when the Trailer Profile is active.

Theft Alert

Theft alert can be set if a trailer is connected and the alert is enabled. When the trailer is disconnected and the vehicle is off, an alarm sounds.

Touch Theft Alert to turn on/off Theft Alerts for the selected profile. These alerts are based on the Trailer Profile, so the settings for each Trailer Profile must be turned on or off.

If the setting is on for the active Trailer Profile, the vehicle has an OnStar or connected service plan, and your smartphone number has been added to the account, your smartphone will receive a notification that the selected Trailer has disconnected from the vehicle.

If the setting is turned off for a given Trailer Profile, your smartphone will not receive the notification even if the Trailer Profile is active.

Maintenance Notifications

Touch Maintenance Notification to turn on/off Maintenance Notifications for the selected profile. These notifications are based on the Trailer Profile, so the settings for each Trailer Profile must be turned on or off.

All maintenance notifications for the active Trailer Profile display on the infotainment screen when this setting is on.

Turn this setting off to dismiss Maintenance Notification when that Trailer Profile is active.

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