About This Publication

• Care must be taken during customer installation of equipment and wiring to ensure that all holes drilled in the body are corrosion protected, properly sealed and that vehicle wiring harnesses, piping or other components have not been displaced or damaged. Aftermarket equipment installers must be mindful of applicable Federal Motor Vehicle Safety Standards. This information can be obtained directly from the National Highway Traffic Safety Administration.

• These vehicles are equipped with an air bag system. The air bag system in your police vehicle includes front seat back, front knee and side curtain air bags. Customer installed equipment such as security barriers behind the front seats should not be mounted so that the barrier ends are within the side air bag deployment zones. The sensors and other components for the air bag system must not be relocated to accommodate the installation of customer furnished equipment; please refer to the service manual for sensor and other component locations. For information concerning instrument panel top pad mounted equipment and air bag system deployment zones, see the air bag information section in this catalog.

• This catalog is not updated during the model year and should not be used for ordering purposes. It is intended as a source of basic information. All illustrations and specifications in this literature are based on the latest product information available at the time of publication. General Motors reserves the right to make changes at any time without notice. For further details, consult your local dealer.

• A note about vehicle alterations by independent suppliers: This catalog shows pictures of vehicles that have been altered or upfitted with equipment or components supplied to Chevrolet or its dealers by independent suppliers. Chevrolet is not responsible for the safety or quality of design features, materials or workmanship of any alterations by a supplier.
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<thead>
<tr>
<th>LAW ENFORCEMENT PRODUCT COUNCIL</th>
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<td>DISTRICT SALES MANAGERS AND FLEET SERVICE MANAGERS</td>
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</tbody>
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- **CAPRICE POLICE PATROL CAR (OPTION 9C1)**
- **IMPALA LIMITED POLICE PATROL CAR (OPTION 9C1)**
  **IMPALA LIMITED UNDERCOVER CAR (OPTION 9C3)**
- **TAHOE POLICE PATROL SUV (OPTION PPV)**
  **TAHOE SPECIAL SERVICE SUV (OPTION 5W4)**
- **EXPRESS TRANSPORT VAN (OPTION 1LS & 2LS)**
- **SUBURBAN COMMERCIAL FLEET SUV (OPTION 1FL)**
- **SILVERADO 1500 CREW CAB PICKUP WORK TRUCK 1WT**
LAW ENFORCEMENT PRODUC T COUNCIL

Mission Statement
To pledge an integrated partnership between General Motors and Law Enforcement. Together, we will identify, evaluate and promote enhancements to products and relationships that address the vehicle requirements of the Law Enforcement Community.
LEPC members are available to all of law enforcement for questions, comments, or ideas you wish to convey to General Motors.
REGIONAL GOVERNMENT
SALES REPRESENTATIVES

Sales and Service
<table>
<thead>
<tr>
<th>Region</th>
<th>Government Fleet Account Executive</th>
<th>Sales Support Manager/Police Vehicle Specialist</th>
<th>Fleet Service Managers</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td></td>
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<td></td>
<td>AREA: Canada</td>
</tr>
</tbody>
</table>

For Additional Assistance  Phone: 1-800-FLEET-OP (353-3867) or www.gmfleet.com
NEW FEATURES

- All-new column-mounted shifter for increased room, comfort, and convenience
- Standard center console steel mounting platform for attaching equipment more easily (see page 12 for details)
- All-new instrument panel and gauge cluster with 8-inch Chevrolet MyLink® touch screen color display featuring AM/FM radio and CD player
- Bluetooth® streaming audio and cell phone connectivity, voice recognition, and music navigator (Applications requiring a USB® connection are not compatible)
- Surveillance Mode with integrated circuit for connection to customer-supplied switch
- Ultra high-strength steel added to both A-pillars for significant improvements in roof crush safety
- Revised front seats with increased comfort and support while wearing a utility belt (front hip room increased to 57.5 in. from 56.7 in.)
- Extended safety belt receivers for easier buckling
- Driver and front passenger 6-way power seat adjusters
- Trunk release button now on both front door interior panels
- Standard Electric Power Steering for efficient cornering and stability
- Thicker front struts (32mm from 30mm) for handling and tuning, with increased front stabilizer bar (26mm from 24mm)
- Increased ground clearance (6.0 in. from 5.6 in.)
- Folding blade key FOB replaces solid shaft, with standard Remote Keyless Entry and remote vehicle start
- New exterior color: Mystic Green (GZ7)
- Inside rearview manual day/night mirror (without compass)
- Battery, Auxiliary
- Fleet key

DELETIONS

- Detective Package (Option 9C3), front center console with armrest and 2 auxiliary outlets
- Floor-mounted shift lever
- Inside rearview mirror with compass
- Driver 8-way power seat adjuster
- Front passenger 8-way power seat adjuster (Option A6F)
- Battery, auxiliary 600 CCA, 70 AMP (Option K4S)
- Power rack-and-pinion steering
- Overhead sunglass storage compartment
- Power Steering oil cooler
- Inoperative dome lamp (Option 7Y6)
- Alto Grey Metallic (GGG)
- Content Theft Alarm

CHANGES

- Jet Black interior code changed from (4BB) to (4AA)
- Front bucket cloth seat with cloth rear bench seat code changed from (ADX) to (H1T)
- Front bucket cloth seat with vinyl rear bench seat code changed from (ACC) to HCQ)
- Driver Information Center programming controls moved from steering wheel to turn signal lever on left side of steering column
- MyLink® 8-inch touch screen display houses features for vehicle customization
- Front door lock buttons relocated to the top rear of door trim pad as a dedicated post (pull handle once to unlock, pull again to open door)
- Fleet key (options 6E3 and 6E4) will not be compatible with previous years

6. MyLink® functionality varies by model. Full functionality requires compatible Bluetooth®, smartphone and USB connectivity for some devices. MyLink® on Spark and Sonic does not include functionality such as enhanced voice recognition. Gracenote® and CD player.
7. The Bluetooth word mark is a registered trademark owned by Bluetooth SIG, Inc. and any use of such mark by GM is under license. Go to gm.com/Bluetooth to find out which Bluetooth phones are compatible with the vehicle.
12. Not compatible with all devices.
**STANDARD EQUIPMENT SUMMARY**

**WARRANTY**
- 3 years / 36,000 mile bumper-to-bumper limited warranty (whichever comes first, see dealer for details)
- 5 years / 100,000 mile powertrain limited warranty (whichever comes first, see dealer for details)

**INTERIOR FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR CONDITIONING</td>
<td>Dual-zone automatic climate control with pollen air filtration</td>
</tr>
<tr>
<td>BLUETOOTH</td>
<td>Bluetooth for phone and music, personal cell phone connectivity to vehicle audio system, voice recognition, music, navigator and streaming audio</td>
</tr>
<tr>
<td>BOTTLE HOLDER</td>
<td>Bottle holder in the front doors</td>
</tr>
<tr>
<td>CAPTURE SPEED FEATURE</td>
<td>Capture (stores) certified vehicle speed in digital speedometer via steering wheel controls when following another vehicle</td>
</tr>
<tr>
<td>COMPASS</td>
<td>Not available</td>
</tr>
<tr>
<td>CRUISE CONTROL</td>
<td>Electronic with set and resume speed</td>
</tr>
<tr>
<td>DOME LAMPS</td>
<td>Front and rear dome lamps (excludes map lamps) The front dome lamp has switches for ON/OFF and OFF to disable automatic lamp function. (see page 13)</td>
</tr>
<tr>
<td>DRIVER INFORMATION CENTER</td>
<td>Monochromatic display with customization features</td>
</tr>
<tr>
<td>FLOOR COVERING</td>
<td>Carpeted front and rear carpeted floor mats are available; see Option B34. Option 6A3 heavy-duty vinyl floor covering available, requires HCQ vinyl rear seat (see page 6)</td>
</tr>
<tr>
<td>GLASS</td>
<td>Solar-ray light-tinted, windshield, driver and front passenger, light-tinted rear backglass</td>
</tr>
<tr>
<td>GLOVE BOX</td>
<td>Non-locking door with light</td>
</tr>
<tr>
<td>MOUNTING PLATFORM</td>
<td>Center front customer console mounting platform located in 10 inch space between front seats (see page 12 for description)</td>
</tr>
<tr>
<td>MIRROR, INSIDE REARVIEW</td>
<td>Manual day-night (without compass)</td>
</tr>
<tr>
<td>NAVIGATION SYSTEM</td>
<td>Not available</td>
</tr>
<tr>
<td>ONSTAR</td>
<td>Not available</td>
</tr>
<tr>
<td>OUTSIDE TEMP. DISPLAY</td>
<td>Standard; displayed at top of radio screen</td>
</tr>
<tr>
<td>RADIO</td>
<td>Chevrolet MyLink® radio, AM/FM stereo with CD player and MP3 Playback, includes 8” diagonal color touch screen display, Bluetooth® for phone and music, personal cell phone connectivity to vehicle audio system, voice recognition, music navigator, streaming audio and outside Temperature Display. Radio audio is provided by front door speakers and two pillar-mounted tweeters. Rear speakers are not available. Lighting, power door locks, remote functions, and other features can be customized using the radio touch screen.</td>
</tr>
<tr>
<td>RESTRAINT SYSTEM</td>
<td>Safety belts, driver and front passenger with pretensioners, dual stage frontal air bags1 and a passenger sensing system with passenger front air bag ON/OFF indicator. Driver and front passenger head side curtain air bags1, knee air bags and front seat back mounted pelvic-thorax air bags. A Rollover Sensing System senses an impending rollover and deploys the head side curtain air bags1 and safety belt pretensioners in the event. The head side curtain air bags1 are designed to remain inflated for a longer period than the frontal, knee and pelvic-thorax air bags1 to reduce the likelihood of occupant head and torso excursion outside the passenger compartment if a rollover should occur. (Combined front and rear seat row head side curtain air bags1 are available; see option AYG on page 6)</td>
</tr>
<tr>
<td>SEAT, FRONT</td>
<td>Cloth bucket seats with heavy duty foam, sculpted for gun belts; high-wear fabric bolsters and seat back security panel. Driver and passenger 4-way power with lumbar and manual recline, manual fore-aft movement. 10 inches of space between front seats; an equipment mounting platform is located between front seats.</td>
</tr>
<tr>
<td>SEAT, REAR</td>
<td>Cloth bench, non-folding seat back (vinyl rear seat available; see option HCQ on page 6, requires 6A3 heavy-duty vinyl floor covering)</td>
</tr>
<tr>
<td>SHIFT LEVER</td>
<td>Column shift lever</td>
</tr>
<tr>
<td>SMOKER'S PACKAGE</td>
<td>Not available</td>
</tr>
<tr>
<td>SPEEDOMETER/CLUSTER</td>
<td>160 mph certified analog display with 1 mph increments. Driver Information Center (DIC) has different displays which are accessed using the control buttons on the turn signal lever at the left side of the steering wheel. The DIC displays speed, trip, vehicle information and warning messages (see page 9)</td>
</tr>
<tr>
<td>SURVEILLANCE MODE</td>
<td>Circuit is terminated in the 16 cavity upfitting connector for connection to customer switching to ground; all automatic interior and exterior lighting is extinguished and radio is blacked out. All manual lighting control remains functional. (see description on page 19)</td>
</tr>
<tr>
<td>STEERING WHEEL</td>
<td>Tilt and telescoping with cruise and audio controls</td>
</tr>
<tr>
<td>THEFT DETERRENT SYSTEM</td>
<td>PASS-Key® III+ (Content Theft Deterrent is not an orderable option). See your dealer for additional information.</td>
</tr>
<tr>
<td>VISOR</td>
<td>Driver and passenger with covered mirrors, not illuminated</td>
</tr>
<tr>
<td>WARNING LIGHTS</td>
<td>Brake, safety belt, air bag, anti-lock, check engine, Sport Mode, StabiliTrak, high beam and cruise control</td>
</tr>
<tr>
<td>WARNING TONES</td>
<td>Key-in-ignition, driver door open and safety belt reminder chime</td>
</tr>
<tr>
<td>WINDOW OPERATION</td>
<td>Power front and rear, Express-Down (front only) with rear window lockout (controls located on front door panels)</td>
</tr>
</tbody>
</table>

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1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

2. MyLink functionality varies by model. Full functionality requires compatible Bluetooth, smartphone and USB connectivity for some devices. MyLink on Spark and Sonic does not include functionality such as enhanced voice recognition, Gracenote and CD player.

3. The Bluetooth word mark is a registered trademark owned by Bluetooth SIG, Inc. and any use of such mark by GM is under license. Go to gm.com/Bluetooth to find out which Bluetooth phones are compatible with the vehicle.
### ELECTRICAL FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AUXILIARY POWER, FRONT</strong></td>
<td>Wiring provision for total of 110 amp auxiliary power at right front corner of the center floor mounting plate. Three connectors provide 50 amp battery power and ground, two 30 amp relay controlled battery circuits and signal circuits for ignition control (HOT in START/RUN, and ACCESSORY/RUN), vehicle radio mute, vehicle speed signal, park-enable and a customer switched surveillance circuit. (See page 13).</td>
</tr>
<tr>
<td><strong>CAPTURED SPEED</strong></td>
<td>This standard feature allows the officer to capture the speed of the Caprice while pacing another vehicle. (see page 12)</td>
</tr>
<tr>
<td><strong>AUXILIARY POWER, TRUNK</strong></td>
<td>Two auxiliary battery power connection studs in trunk provide a total of 120 amps (See page 13)</td>
</tr>
<tr>
<td><strong>GROUND STUD</strong></td>
<td>Auxiliary, located in trunk (see page 13)</td>
</tr>
<tr>
<td><strong>LOCK-OUT PROTECTION</strong></td>
<td>Feature is programmable ON or OFF via the vehicle radio customization menu. The factory default is Lock-Out Protection OFF. Remote keyless entry will not function when vehicle is locked with key in the ignition, under this condition a spare key is required to operate door lock cylinder for entry.</td>
</tr>
<tr>
<td><strong>POWER OUTLET</strong></td>
<td>One located on instrument panel (12V)</td>
</tr>
<tr>
<td><strong>RETAINED ACCESSORY POWER</strong></td>
<td>Power windows and audio system remain operational after ignition is switched off for 10 minutes or until a door is opened</td>
</tr>
<tr>
<td><strong>WIRING PROVISION FOR:</strong></td>
<td>Forward lamp in-line connector for Exterior Lamp Flashing System (see option 6J7 on page 6)</td>
</tr>
<tr>
<td><strong>WIRING DIAGRAMS</strong></td>
<td>See pages 18 through 21 for description; or the owner's manual</td>
</tr>
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</table>

### EXTERIOR FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ANTENNA</strong></td>
<td>Radio, roof mounted (center of roof near rear window)</td>
</tr>
<tr>
<td><strong>BODY SIDE MOLDINGS</strong></td>
<td>Not available</td>
</tr>
<tr>
<td><strong>DEFROGGER</strong></td>
<td>Electric, rear window</td>
</tr>
<tr>
<td><strong>DOOR HANDLES</strong></td>
<td>Black</td>
</tr>
<tr>
<td><strong>DOOR LOCKS</strong></td>
<td>Power door locks automatically locks doors when transmission is out of Park. Customer can re-program to disable door locking and unlocking via the radio vehicle customization menu. (See page 9). A key lock cylinder is standard on driver and front passenger doors; child safety locks in rear doors. Options 6N5 and 6N6 are available to disable rear door windows and rear door latch/locks.</td>
</tr>
<tr>
<td><strong>HEADLAMPS</strong></td>
<td>Halogen, automatic lamp control with daytime running lamps. (For Daytime Running Lamps Delete see option VVS on page 6)</td>
</tr>
<tr>
<td><strong>HORN</strong></td>
<td>Dual note (high and low)</td>
</tr>
<tr>
<td><strong>KEYLESS ENTRY</strong></td>
<td>Includes two integrated keys and transmitters; the keyless entry system is programmed in a “stealth mode”: When the remote transmitter “unlock” or “lock” is operated, no exterior lamps or sounds are activated. Interior lights will come on when the remote lock/unlocks are activated unless the front overhead console dome lamp switch is off.</td>
</tr>
<tr>
<td><strong>KEYS</strong></td>
<td>2 keys with integrated remote keyless entry, side milled, two-sided, with folding feature (see page 17 for description) random code for ignition, driver door and trunk; options 6E3 or 6E4 available for single key locking of entire fleet (see page 6).</td>
</tr>
<tr>
<td><strong>LICENSE PLATE FRONT</strong></td>
<td>Mounting hardware included</td>
</tr>
<tr>
<td><strong>LOCK CYLINDER</strong></td>
<td>Driver and front passenger doors with key-lock cylinder in truck lid</td>
</tr>
<tr>
<td><strong>MIRRORS, OUTSIDE REARVIEW</strong></td>
<td>Black, electric left hand and right hand remote with manual folding (heated available; see option DR9 on page 6)</td>
</tr>
<tr>
<td><strong>PAINT</strong></td>
<td>Base coat/clear coat</td>
</tr>
<tr>
<td><strong>REMOTE VEHICLE START</strong></td>
<td>Remote vehicle starter system includes Remote Keyless Entry</td>
</tr>
<tr>
<td><strong>TRUNK LAMP</strong></td>
<td>Standard</td>
</tr>
<tr>
<td><strong>TRUNK LOCK CYLINDER</strong></td>
<td>Standard</td>
</tr>
<tr>
<td><strong>TRUNK RELEASE</strong></td>
<td>Electric, ignition controlled switch, located on both front door interior panels</td>
</tr>
<tr>
<td><strong>UNDER HOOD LAMP</strong></td>
<td>Not available</td>
</tr>
<tr>
<td><strong>WINDSHIELD WIPERS</strong></td>
<td>Intermittent, 2-speed with variable dwell</td>
</tr>
</tbody>
</table>

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2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
## CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALTERNATOR</strong></td>
<td>170-amp, with idle boost (transmission in PARK or NEUTRAL) controlled by battery energy level sensing</td>
</tr>
<tr>
<td><strong>AXLE</strong></td>
<td>2.92 axle ratio with limited slip standard with V8. Limited slip optional with V6</td>
</tr>
<tr>
<td><strong>BATTERY</strong></td>
<td>700 CCA. 70 amp-hr Absorbent Glass Mat (AGM) with battery run-down protection (does not protect customer installed equipment). The AGM battery is located in the trunk and is a sealed, Valve Regulated Lead Acid (VRLA) type with the electrolyte absorbed in fine glass mat separators. VRLA battery technology is spill proof under normal conditions and requires no water replenishment. An optional 700 CCA, 70 amp-hr auxiliary battery is available; see option K5S, page 6.</td>
</tr>
<tr>
<td><strong>BODY</strong></td>
<td>Body frame integral (unibody)</td>
</tr>
<tr>
<td><strong>BRAKES</strong></td>
<td>Power 4-wheel anti-lock heavy-duty disc brakes with police calibration</td>
</tr>
<tr>
<td><strong>COOLING</strong></td>
<td>Electric cooling fans, independently fused; coolant hoses are EPDM (ethylene-propylene-diene monomer); coolant is DEXCOLD, good for 5 years/150,000 miles whichever comes first (maintenance needs vary with different uses and driving conditions; see the owner’s manual for information); protects from -34 to +265 F and against rust and corrosion</td>
</tr>
<tr>
<td><strong>CHASSIS LUBRICATION</strong></td>
<td>Lubed-for-life chassis</td>
</tr>
<tr>
<td><strong>ENGINES</strong></td>
<td>Standard 3.6L V6 DOHC SIDI (spark ignited direct injection) engine with Variable Valve Timing (VVT) and FlexFuel2 (gas or E85 Ethanol). Optional (no additional charge ) 6.0L V8 with FlexFuel2 (gas or E85 ethanol) Active Fuel Management; V6 and V8 engines include wide open throttle air conditioning cut off (when overhead lamps, spotlamps, radio antennas, sirens, and other emergency equipment are installed, overall performance may be reduced)</td>
</tr>
<tr>
<td><strong>ENGINE CRADLE</strong></td>
<td>Steel</td>
</tr>
<tr>
<td><strong>EXHAUST SYSTEM</strong></td>
<td>Stainless steel, dual</td>
</tr>
<tr>
<td><strong>FUEL TANK CAPACITY</strong></td>
<td>19 gallons (71.6 Liters), approximate</td>
</tr>
<tr>
<td><strong>OIL COOLERS</strong></td>
<td>Transmission with V6, Engine and Transmission with V8. Cooler not required with electronically assisted power steering</td>
</tr>
<tr>
<td><strong>RADIO SUPPRESSION</strong></td>
<td>Extended life - iridium tip spark plugs and wires that are designed to reduce radio frequency noise levels which may affect communications equipment including operating frequencies in the 38-MHz to 58-MHz range. The Caprice is designed with unibody construction, and multiple grounding points are provided for the vehicle electrical system. No additional ground straps are added for the Police Package</td>
</tr>
<tr>
<td><strong>STABILITRAK</strong></td>
<td>Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabiliTrak can be controlled by a StabiliTrak button on the instrument panel located on the left side of steering column (see page 13). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, StabiliTrak is in Performance Mode, and Traction Control is On; push and hold five seconds, StabiliTrak and Traction Control are Off; push again and Traction Control and StabiliTrak are turned back on. See transmission and Sport Mode below for Sport Mode functions</td>
</tr>
<tr>
<td><strong>STARTER INTERRUPT</strong></td>
<td>Prevents starter from engaging while the engine is running</td>
</tr>
<tr>
<td><strong>STEERING</strong></td>
<td>Electrically assisted, rack and pinion, speed sensitive, variable assist</td>
</tr>
<tr>
<td><strong>SUSPENSION</strong></td>
<td>4-wheel independent with coil springs, front and rear stabilizer bars. Patrol vehicle specific shock, spring and stabilizer bar tuning Goodyear P235/50R18 W-rated blackwall with compact spare (full-size spare is available; see option SG8 on page 6)</td>
</tr>
<tr>
<td><strong>TIRES</strong></td>
<td>CHECK TIRE PRESSURE will show on driver message center; excludes spare tire</td>
</tr>
<tr>
<td><strong>TIRE PRESSURE MONITOR</strong></td>
<td>Deactivated when police performance mode is engaged (button located on instrument panel, left side of steering column)</td>
</tr>
<tr>
<td><strong>TRACTION CONTROL</strong></td>
<td>6-speed automatic, electronically-controlled transmission provides protection against over-revving the engine in low gear; if a driver manually selects low gear, the powertrain control module automatically protects the drivetrain. Includes Sport Shift mode where maximum transmission responsiveness is required. The Sport Shift mode On/Off button is located on the instrument panel to the left of the steering column. When in Sport Shift mode, the transmission will delay upshifts and allow earlier downshifts. In addition, the transmission can sense enthusiastic driving, at which point it may delay upshifting and downshifting earlier when braking and is designed to maximize vehicle performance</td>
</tr>
<tr>
<td><strong>TRANS. AND SPORT MODE</strong></td>
<td>6-speed automatic, electronically-controlled transmission provides protection against over-revving the engine in low gear; if a driver manually selects low gear, the powertrain control module automatically protects the drivetrain. Includes Sport Shift mode where maximum transmission responsiveness is required. The Sport Shift mode On/Off button is located on the instrument panel to the left of the steering column. When in Sport Shift mode, the transmission will delay upshifts and allow earlier downshifts. In addition, the transmission can sense enthusiastic driving, at which point it may delay upshifting and downshifting earlier when braking and is designed to maximize vehicle performance</td>
</tr>
<tr>
<td><strong>WHEELS</strong></td>
<td>18&quot; x 8&quot; heavy-duty steel</td>
</tr>
<tr>
<td><strong>WHEEL CENTER CAP</strong></td>
<td>Bolt-on pressed/forged aluminium</td>
</tr>
</tbody>
</table>
EMISSIONS - MUST BE SPECIFIED

FE9  FEDERAL EMISSIONS. Use for ordering vehicles that will be registered in all states except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Vermont and Washington State.

YF5  CALIFORNIA EMISSIONS. Use for ordering vehicles that will be registered in California.

NE1  CT/DE/ME/MA/NJ/NY/OR/PA/RI/VT/WA EMISSIONS. Use for ordering vehicles that will be registered in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Vermont and Washington State.

NB8  Required when option code FE9 “Federal emissions” is ordered for delivery to a dealer located in California, Connecticut, Delaware, Massachusetts, Maryland, New Jersey, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Vermont and Washington State.

NC7  Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/DE/ME/MA/NJ/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in any state except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Vermont and Washington State for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under “EPA Policy on the Sale of California Emission Vehicles”.

NB9  Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Vermont and Washington State. Required when option code NE1 is ordered for delivery to a dealer located in California.

NOTE: The 2014 Chevrolet Caprice Police Patrol Vehicle with the 3.6L Engine (LFX) and 6.0L Engine (L77) with Emission Option Codes FE9, NE1, and YF5 is certified to EPA Tier 2 Bin 4 standards and qualifies as ULEV (Ultra Low Emission Vehicle) under California Air Resources Board (CARB) requirements, meaning it is 50-state certified.

Emissions Standard: BIN4
EPA engine family or test group: EGMXJ03.6166 (LFX) and EGMXV06.0082 (L77)

TIRES - SPEED RATED

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>QUANTITY</th>
<th>SIZE</th>
<th>SPEED RATING</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goodyear</td>
<td>4</td>
<td>P235/50R18</td>
<td>W</td>
<td>All season</td>
</tr>
</tbody>
</table>

**NOTE:**
- Compact spare is standard (full-size spare is available see option SGB on page 6)
- Due to specific requirements for performance, durability and safety, GM recommends only the original equipment tire for replacement.
- Tire Plys = Tread: 2 Polyester, 2 Steel, 1 Nylon Sidewall: 2 Polyamide Total 7 Ply
- Tire chains may be used with caution. See your owner’s manual for specific recommendations regarding conditions. If the vehicle is equipped with a P235/50R18 tire size use tire chains only where legal and when necessary. Use low profile chains that add no more than 12 mm thickness to the tire tread and inner sidewall. Use chains that are the proper size for the tires. Install them on the tires of the rear axle. Don’t use chains on the tires of the front axle. Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer’s instructions. If the chains contact the vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage the vehicle.

SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT OPTIONS</th>
<th>ONYX</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>H1T</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td>HCQ</td>
</tr>
</tbody>
</table>

AVAILABLE EXTERIOR COLORS

- Hugo Blue* (Dark Blue) Meatllic
- Heron White
- Red Hot
- Karma Metallic (Jade)
- Phantom Black Metallic
- Silver Ice Metallic
- Mystic Green (New)

**NOTE:**
- Extra cost (orders that contain less than 20 orders will be delayed until 20 unit minimum is received for batch production. Will Require additional lead time)
- Actual colors may vary

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator
AYG  AIR BAG, HEAD CURTAIN, ROOF RAIL MOUNTED - Combined front and rear passenger (see page 24 and 25 for description)

G90  AXLE - Limited slip with V6 engine (Standard on V8 engine)

KSS  BATTERY, AUXILIARY - Optional 700 cca, 70-amp hour AGM battery to power customer installed equipment. The auxiliary battery is connected to the charging system through an isolation relay to prevent emergency equipment electrical loads from depleting the vehicle primary battery if the engine is not running and the ignition is OFF. Located at the passenger side of the trunk (see page 16 for description)

VVS  DELETE DAYTIME RUNNING LAMPS AND AUTOMATIC HEADLAMPS - Exterior lamps are operated manually (see page 13 for description)

L77  ENGINE - 6.0L V8 SFI with active fuel management, includes FlexFuel capability (no additional charge)

6J7  FLASHER SYSTEM, EXTERIOR LAMPS - DRL compatible, headlamp flasher module with wiring provisions to the front compartment for ON-OFF control and optional separate flashing of front and rear lamps (see page 16 for description)

6A3  FLOOR COVERING - Heavy-duty vinyl replaces production carpeting, (carpeted mats not available); included with HCQ vinyl rear seat (see page 15 for description)

6B7  HOLE IN ROOF - On center line (not available with 6J5 hole) with sealing harness grommet in roof hole

6J5  HOLE IN ROOF - On passenger side (not available with 6B7 hole) with sealing harness grommet in roof hole

AMF  KEYS AND KEYLESS ENTRY TRANSMITTERS - 6 cut keys, with integrated remote keyless entry; includes Remote Vehicle Start. Transmitters are not programmed. Each transmitter, including the two standard with the vehicle, must be programmed together by the customer or by a dealer at customer expense. Transmitter programming is not a warranty item. See your owner’s manual for additional programming information (see page 17 for description) Note: Common frequency keyless entry for fleet keyed vehicles not available; each fleet keyed vehicle will have a different keyless entry frequency

6E3  KEYS COMMON - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition for all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E4 key common, complete vehicle fleet. NOTE: Not compatible with previous year, Caprice, Impala and Tahoe police vehicles

6E4  KEYS COMMON - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E3 key common, complete vehicle fleet. NOTE: Not compatible with previous year, Caprice, Impala and Tahoe police vehicles

6C7  LAMP - Red and white front auxiliary dome, separately switched (see page 14 for description)

T53  LAMPS - Alternate flashing red and blue trunk lid warning LED lamps (see page 15 for description)

B42  MAT - Trunk, custom, fitted, heavy-duty vinyl molded edge to keep spills contained, removable for easy cleaning (see page 15 for description)

B34  MATS - Carpeted front and rear (not available with 6A3 heavy-duty vinyl floor covering)

DR9  MIRRORS - Heated outside rearview, power, manual folding, Black

6N6  REAR DOOR LOCKS AND HANDLES INOPERATIVE - Rear door latch release and locks are inoperable at rear inside door; locks operate only from driver’s position, rear doors can be opened only from outside (see page 14 for description)

6N5  REAR DOOR WINDOW SWITCHES INOPERATIVE - Rear door windows only operate from driver’s position (see page 14 for description)

HCQ  SEAT - Rear vinyl, includes 6A3 heavy-duty vinyl floor covering

SGT  SPEED LIMITER - Limits top speed to 130 mph

7X6  SPOTLAMP, DRIVER - Separately fused, six inch, black housing with halogen lamp (see page 14 for description)

7X7  SPOTLAMP, DRIVER AND PASSENGER - Separately fused, six inch, black housing with halogen lamp (see page 14 for description)

7X8  SPOTLAMP PROVISION DRIVER - Includes bracket with pillar hole sealed (see page 14 for description)

7X9  SPOTLAMP PROVISION DRIVER AND PASSENGER - Includes bracket with pillar hole sealed (see page 14 for description)

SGB  TIRE, SPARE - Full-size (includes TPM sensor not programed) (see page 15 for description)

6J3  WIRING - For grille lamps and siren speaker (see page 14 for description)

6J4  WIRING - For horn/siren circuit, in-line connection for customer furnished switch (see page 14 for description)

W2P  WHEEL COVERS, FULL - Replaces bolted-on center cap and hardware (see page 15)

AUTONET MOBILE WIFI IN-CAR ROUTER13 - Available through your GM Dealer (see page 17 for Description)

For standard and optional illustrations, see pages 12 through 17.

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.

GENERAL

Model 1E19

Drive Rear-wheel

EXTERIOR (in./mm)

Wheelbase 118.5/3010.0
Overall length 204.2/5187.0
Overall width (excluding mirrors) 74.8/1898.7
Overall height* 58.7/1490.0
Front track width 62.8/1596.0
Rear track width 63.2/1606.0
Turning diameter curb to curb (ft./m) 38.0/11.7
Ground clearance* (exhaust system) 6.0/153

FRONT COMPARTMENT (in./mm)

Head room 38.7/984.0
Shoulder room 59.1/1501.3
Hip room 57.5/1461
Leg room 42.2/1072.0

REAR COMPARTMENT (in./mm)

Head room 37.6/955.0
Shoulder room 59.0/1498.0
Hip room 57.9/1472.1
Leg room 43.2/1098.0

LUGGAGE COMPARTMENT CAPACITY (cu.ft./liters)

Luggage capacity1 (includes full-size spare tire and auxiliary battery) 17.4/492.71

PASSENGER COMPARTMENT VOLUME INDEX (cu.ft./liters)

EPA passenger compartment volume index4 112/3171.5

FUEL ECONOMY RATINGS CITY/HIGHWAY/COMBINED

3.6L V6 engine4 18/26/21
6.0L V8 engine4 15/24/18

ALTERNATOR

Type 9G135
Amps 170

ENGINE

Type V6 V8
Displacement: liters/cu. in. 3.6/217 6.0/364
Horsepower/rpm 301/6700 355/5300
Torque lb.-ft./rpm 265/4800 384/4400
Induction system SIDI SFI
Compression ratio 11.3:1 10.4:1
Exhaust Dual Dual

Minimum recommended fuel octane 87 87
Fuel tank capacity, approximate (gallons/liters) 19/72 19/72
Cooling capacity (quarts/liters) 10.6/10 11.6/11
Oil with filter (quarts/liters) 7.1/6.7 8.0/7.6

TRANSMISSION

Automatic, electronically-controlled with overdrive 6-speed 6-speed
Fluid pan removal & filter replace (quarts/liters) 11.9/11.3 6.7/6.3

AXLE RATIO

With V6 Engine 2.92
With V8 Engine includes limited slip 2.92

BRAKES

Type Disc/Disc
Front - swept area (sq. in./sq. cm) 310.6/788.9
Rear - swept area (sq. in./sq. cm) 211.4/537.0
Total front and rear swept area (sq. in./sq. cm) 522.0/1326.3

TIRES

Type Goodyear Eagle RS-A all season W-speed rated
Size P235/50R18

WHEELS

Type Steel
Size 18” X 8”

CHASSIS

Frame Unibody
Engine cradle Steel
Suspension 4-wheel independent with coil springs, front and rear stabilizer bars
Patrol vehicle specific shock, spring and stabilizer bar tuning
Steering type Electrically assisted, variable ratio, rack-and-pinion
Steering ratio (non-variable) 17.5:1 on center/12.7:1 at full lock

BATTERY

Type Maintenance free Maintenance free
BCI group size LN3 LN3
Volts 12 12
Amp hour rating 70 70
Cold crank-amps @ 0°F (-18°C) 700 700
Reserve capacity @ 80°F (27°C) 130 minutes 130 minutes

VEHICLE WEIGHT (Lbs./kg.)

Standard Optional

GVWR5 5247/2380 5357/2430
Curb weight10 4043/1834 4162/1888
Payload6 (with bucket seats) 1182/536 1173/532

NOTE: See your vehicle tire and loading information label for specific weight values. See your owner’s manual supplement for proper cargo loading distribution.
Body side moldings not available

Estimated material sizes to wrap:
- Hood – 56” x 60” (Includes areas next to grill)
- Hood – 42” x 60” (Excludes areas next to grill)
- Front Doors – 45” x 30”
- Rear Doors – 45” x 32”
- Roof – 45” x 64”
- Trunk Lid – 38” x 50”
The speedometer calibration is for the 6.0L V8 engine, automatic transmission with a 2.92 axle and P235/50R18 tires, and the 3.6L V6 engine, automatic transmission, 2.92 axle and P235/50R18 W-rated tires.
DRIVER INFORMATION MESSAGE CENTER

VIEWING THE DRIVER INFORMATION CENTER (DIC) REQUIRES THE ENGINE TO BE RUNNING. THE DIC IN THE CENTER OF THE INSTRUMENT CLUSTER DISPLAYS INFORMATION AND WARNINGS ABOUT THE VEHICLE.

DRIVER INFORMATION SELECTOR

The DIC is operated via the controls on the Turn Signal lever at the left side of the steering column.

The SET/CLR button sets or clears the displayed menu.

The MENU button displays the SPEED, UNIT and ECONOMY menus.

The momentary ROTARY SWITCH control will scroll through the MENU items.

PRESS MENU UNTIL THE SPEED IS DISPLAYED
TURN THE ROTARY SWITCH TO SCROLL THROUGH THE MENU ITEMS:
SPEED, UNIT, ECONOMY

> SPEED
  > Digital Speed
  > Fuel Used
  > Average Speed
  > Instantaneous Fuel Economy
  > Average Fuel Economy
  > Fuel Range
  > Trip
  > Capture Speed

> UNITS
  > Engine Hours, Idle Hours
  > Battery Voltage
  > Coolant Temp
  > Remaining Oil Life
  > Tire Pressure

> ECONOMY
  > Best Score
  > Economy Trend

NOTE: Other vehicle features can be programmed via the radio.
See also the Owners Manual for additional DIC features information.
ELECTRICAL FUNCTION CUSTOMIZATION FEATURE

With Radio OFF “Day, Date, Time, Exterior Temperature, and Chevrolet MyLink” are displayed (Display Screen can be turned off, see DISPLAY SETTINGS)

**CONFIG**
- LANGUAGES
- TIME AND DATE
- RADIO SETTINGS
- PHONE SETTINGS
- DISPLAY SETTINGS
- VEHICLE SETTINGS

**DISPLAY SETTINGS**
- HOME PAGE MENU
- DISPLAY OFF
  - Customize > Sort > Restore Home Page Defaults
  - This button blanks radio screen, touch screen anywhere to restore.

**VEHICLE SETTINGS**
- CLIMATE AND AIR QUALITY
- COMFORT AND CONVENIENCE
- LIGHTING
- POWER DOOR LOCKS
- REMOTE LOCK/UNLOCK/START
- RETURN TO FACTORY SETTINGS
  - Yes/No

**COMFORT AND CONVENIENCE (FACTORY DEFAULTS IN BOLD)**
- CHIME VOLUME Normal/High
- BUTTON CHIME Buttons 'click' when touched: On/Off

**LIGHTING (FACTORY DEFAULTS IN BOLD)**
- VEHICLE LOCATOR LIGHTS On/Off
- EXIT LIGHTING > Off > 30 sec > 60 sec > 120 sec

**POWER DOOR LOCKS (FACTORY DEFAULTS IN BOLD)**
- DOOR OPEN ANTI-LOCKOUT > On/Off
- AUTO DOOR LOCK > On/Off
- AUTO DOOR UNLOCK > All Door > Driver Door > Off
- DELAY DOOR LOCK > On/Off

**REMOTE LOCK/UNLOCK/START (FACTORY DEFAULTS IN BOLD)**
- REMOTE UNLOCK FEEDBACK > Flash Lights, > Off
- REMOTE LOCK FEEDBACK > Lights Horn > On/Off > Lights Only
  - > On/Off > Horn Only > On/Off > Off
- REMOTE DOOR UNLOCK > Driver Door > All Doors

**NOTE:** REFER TO THE OWNERS MANUAL FOR DETAILED HOME PAGE ICON SETUP AND OTHER RADIO FUNCTION INFORMATION.

MENU ITEMS IN **RED** DESCRIBE CUSTOMIZATION TYPICAL FOR LAW ENFORCEMENT USAGE.

BOLD UNDERLINED STATUS IS FACTORY DEFAULT CONDITION
This vehicle is equipped with a standard feature that allows an officer to capture speed of the Caprice while pacing another vehicle. To activate Captured Speed, the Driver Information Center must be selected to display Speed. Once the pace is established, push the outer button on the end of turn stalk to “Capture Speed”. The digital speedometer will return momentarily back to active speed. To display Captured Speed, rotate stalk wheel clockwise. This Captured Speed is retained even after ignition key is turned off, or up until a new speed is captured or cleared. To clear the current Captured Speed, push and hold the outward end of stalk button until a beep signifies that system has been reset.
WIRING PROVISIONS FOR 12-VOLT BATTERY POWER SUPPLY

Auxiliary battery power, ground, relay controlled battery power and control circuits are terminated in three connectors located at the right front of the equipment mounting platform. Battery power is supplied through two pre-fuse assembly fusible links located at the right side of the trunk. If the optional auxiliary battery (RPO K5S) is not present, power to the pre-fuse assembly is supplied by the primary battery. Three circuit breakers and two control relays are located in the right side of the trunk. The relay center is connected via the body harness to the front compartment auxiliary power and signal connectors. A 50 amp circuit breaker feeds power directly from the 100 amp fusible link via a 10 gauge (5.0 mm) wire. Two 30 amp circuit breakers supply power from fusible links through the contacts of the control relays to 12 gauge (3.0 mm) wires. Each relay is operated by control leads terminated in the front compartment 6-cavity connector. A 10 gauge (5.0 mm) ground circuit is terminated in the 2-cavity connector with the 50 amp battery power. A total of 1320 watts of 12 volt power is available in the front compartment. 1440 watts of 12 volt power is available at the trunk junction block.

NOTE: If 50-amp battery power is not present at the front compartment upfitter harness, verify the connection of the topmost (blue) of two connectors located above the right hand rear compartment junction block. For wiring diagram see pages 18 and 19. See also page 13, Rear Auxiliary Power and Ground Stud and page 16, K5S, Auxiliary Battery.

AUXILIARY POWER AND GROUND STUD IN TRUNK

An auxiliary power junction block is located at the right side of the trunk. The junction block is at the rear of the auxiliary battery tray and contains a split buss with two terminals for customer connection to 12-volt battery power. The split bus is connected to the primary battery located at the left side of the trunk. When the optional auxiliary battery (RPO K5S) is present, the split bus is connected to the auxiliary battery through an isolation relay. Two 60-amp fusible links connect the bus to the battery. Maximum combined capacity of the two circuits is 1440-watts. An 8 mm ground stud for customer connection is located at the inboard front corner of the right side battery tray. A Violet/Yellow ignition controlled power circuit, HOT in RUN/START, terminates in a white connector located above the auxiliary battery power junction block. This same circuit is also located in the front passenger foot well upfitter harness. A 10-amp fuse (EF131) protects both circuits and is located in the engine compartment fuse center. The total power available for the combined front and rear circuits is 60 watts.

NOTE: For wiring diagram see page 17

DOME LAMPS CONTROL

Buttons are located in front dome lamp assembly
A – The push on/push off left switch with a Doors Open symbol on the front dome lamp assembly controls the front and rear dome lamps. When activated, the dome lamps will remain Off whenever:
- any door is opened, the vehicle is unlocked, or the key is removed from the ignition switch.
B - The push on/push off right switch with a Dome Lamp symbol on the front dome lamp assembly turns the front and rear dome lamps On and Off.

EXTerior LAMPS CONTROL

VVS – Delete Daytime Running Lamps and Automatic Headlamps. This option disables the Daytime Running Lamps and Automatic Headlamps control feature. Exterior lamps are manually controlled only. Option VVS is not available in Canada. The headlamp control on the driver’s side of the instrument panel operates the headlamps. If your Caprice does not have option VVS, Daytime Running Lamps and Automatic Headlamps Delete, the Daytime Running Lamps and Automatic Headlamps can be turned off for one ignition cycle by rotating the control knob momentarily counterclockwise. Rotating the headlamp switch again will turn the daytime running lamps or automatic headlamps back on. In Canada, the Daytime Running Lamps and Automatic Headlamps can be turned off if the transmission is in Park. See also Caprice owner’s manual.

LOCATIONS OF SPORT MODE AND STABILITRAK BUTTONS

Located on instrument panel left side of steering column.
Two 16-gauge wires are connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is terminated with an in-line connector in a 60-inch (1.5 m) coil under the instrument panel. Connection to customer switching permits operation of the horn or siren with the horn button.

NOTE: For wiring diagram see page 20

Red and white auxiliary dome lamp is located to the rear of the vehicle dome lamp (red is LED and white is incandescent). The auxiliary lamp is wired independently from the standard dome lamp.

NOTE: • Lamp bulbs are halogen 12volt 100 watt H-3 rated at 245,000 candle power
• For wiring diagrams and fuse location see page 20
• Customer furnished spotlight assembly must be installed to avoid interference with deploying passenger airbag

Rear door window switches are inoperative. Rear door power regulators are operable only from driver position switches.

Rear doors can only be opened from the outside. Locks operate only from driver door switch.

NOTE: For wiring diagram see page 20
**B42 MAT - TRUNK**

Custom fitted, heavy-duty vinyl molded edge to keep spills contained, removable for easy cleaning.

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**GA3 COVERING - FLOOR**

Black heavy-duty front and rear. Replaces production carpeting.

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**T53 LAMPS - TRUNK LID WARNING**

Two 4-inch, single faced, red and blue LED lamps are mounted to the deck lid inner panel. Lamps are activated by the deck lid ajar mechanical switch when deck lid is opened. Lamps are wired to flash alternately through a flasher located at the upper right hand corner of the trunk opening.

Wiring is protected by fuse F8 in the rear fuse block located on top of the standard battery in the trunk.

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**6B7 AND 6J5 HOLE IN ROOF PANEL**

6B7 Hole is drilled near center line of roof panel approximately 29 inches rearward of windshield opening. Includes sealing harness grommet in roof hole

6J5 Hole is drilled on passenger side of roof panel approximately 29 inches rearward of windshield opening and approximately 6 inches inboard from passenger side door. Includes sealing harness grommet in roof hole

*NOTE: Only one roof hole location may be ordered.*

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**SG8 FULL SIZE SPARE**

Full-size spare tire is mounted under the load floor. The full-size spare tire includes a Tire Pressure Monitor (TPM) sensor which must be programmed to the TPM System after the spare tire is installed.

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**W2P FULL WHEEL COVER**

Plastic wheel cover attaches to threaded lug nuts.
Option 6J7 Exterior Lamps Emergency Flashing Module location at the rear edge of the upper right hand radiator support.

Option 6J7 provides a headlamps high beam flashing module, rear lamps flashing via the Body Control Module (BCM) and a control wire for customer-furnished switching to turn the module on and off. The flasher control wire is terminated in the 16-way connector on the upfitter harness at the right front corner of the equipment mounting platform. The flashing module is located on the rear side of the passenger side upper radiator support.

The headlamp flashing module is activated by the application of 12 volts to a dark green wire in the upfitter harness. When activated, the headlamp high beams and the high beam instrument cluster indicator will flash alternately at 2.4 flashes per second. When the flashing module is turned on, the module sends a signal to the BCM which alternately flashes the stop lamps and backup lamps at the same flash rate as the headlamps. Depressing the brake pedal will override the stop lamp flashing and placing the transmission in Reverse will override the backup lamps flashing.

During daylight conditions, the Daytime Running Lamps (DRL) are automatically turned off whenever the headlamps flashing module is activated. During nighttime conditions, the low beam headlamps automatically turn on while the high beam lamps flash. Turning on the high beam headlamps manually will override the flashing module and the high beam headlamps will operate continuously. During night time conditions the tail lamps will turn on automatically. If Option VVS is present the low beam headlamps and tail lamps will not come on automatically. The Center Mounted Stop Lamp will operate only when the service brakes are applied.

A 15-amp fuse labeled EF35 protects the flasher module circuit. The fuse is located in the under hood fuse block in the engine compartment on the passenger side of the vehicle. See also the Owner Manual for more information.

Activation of the headlamps flashing and rear lamps can be separated by opening the blue/green BCM circuit at the flasher module connector, P181-F, and applying a customer-switched ground to the blue/green wire in the upfitter harness 16-cavity connector (P277-16) at the right side of the equipment mounting platform. Power to the green wire must be OFF to flash rear lamps only.

Warning: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.

NOTE: For wiring diagram see page 18

Option K5S, Auxiliary Battery, consists of a 700 CCA battery mounted at the right side of the rear compartment and is connected to the electrical system via a Pre-fuse Assembly. Also included is an isolation relay which is activated whenever the ignition is ON. The isolation relay is intended to isolate the auxiliary battery and connected load from the primary battery to avoid unintended rundown of the primary battery. Whenever the ignition is ON and the engine is running, the primary battery and auxiliary batteries are being charged, as determined by the charging system controls.

A Violet/Gray ignition controlled power circuit, HOT in RUN/START, terminates in a white connector located above the auxiliary battery power junction block. This same circuit is also located in the front passenger foot well upfitter harness (see page 19). A 10-amp fuse (EF26) protects both circuits and is located in the engine compartment fuse center. The total power available for the combined front and rear circuits is 60 watts.

50 amp battery power to front compartment upfitter harness

Ignition Power (white connector)

Auxiliary Battery

Pre-fuse assembly

Isolation relay

mm ground stud

Rear compartment power studs

Ignition Power

6J7 FLASHING SYSTEM EXTERIOR LAMPS MODULE LOCATION

6J7 FLASHING SYSTEM, EXTERIOR LAMPS

K5S – AUXILIARY BATTERY
KEYS AND TRANSMITTERS

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
</tr>
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<tbody>
<tr>
<td>13585404</td>
<td>Key/Transmitter Assembly, Door Lock and Ignition Lock, (CUT KEY) Master (AX2) Random Cut</td>
</tr>
<tr>
<td>13585687</td>
<td>Key/Transmitter Assembly, Door Lock and Ignition Lock, (UNCUT KEY) Master (AX2) Key Blank</td>
</tr>
<tr>
<td>See Dealer</td>
<td>Key/Transmitter Assembly, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E3)</td>
</tr>
<tr>
<td>See Dealer</td>
<td>Key/Transmitter Assembly, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E4)</td>
</tr>
<tr>
<td>13585688</td>
<td>Key/Transmitter Assembly, Door Lock and Ignition Lock, (UNCUT KEY) Fleet (AU7) Key Blank (6E3/6E4)</td>
</tr>
<tr>
<td>92271667</td>
<td>Key, Door Lock and Ignition Lock, (UNCUT KEY) Master (AX2) Key Blank (Basic Key with Blank Transmitter)</td>
</tr>
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<td>Key, Door Lock and Ignition Lock, (UNCUT KEY) Fleet (AU7) Key Blank (6E3/6E4) (Basic Key with Blank Transmitter)</td>
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<td>Key, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E3) (Basic Key with Blank Transmitter)</td>
</tr>
<tr>
<td>See Dealer</td>
<td>Key, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E4) (Basic Key with Blank Transmitter)</td>
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<tr>
<td>19302076</td>
<td>Key, Door Lock and Ignition Lock, (CUT KEY) Master (AX2) Random Cut (Basic Key with Blank Transmitter)</td>
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<tr>
<td>See Dealer</td>
<td>Key, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E3) (Package of 6 Basic Keys with Blank Transmitter)</td>
</tr>
</tbody>
</table>

KITS

| See Dealer | Key, Door Lock and Ignition Lock, (CUT KEY) Fleet (AU7) Keyed Alike (6E3) (Package of 6 Basic Keys with Blank Transmitter) |

AUTONET MOBILE WIFI; IN-CAR ROUTER

Delivers high speed network connectivity to vehicles by leveraging the 3G network. Autonet Mobile's TRU Technology, a proprietary and patented technology, provides a seamless connection regardless how fast you are traveling. Unlike conventional cellular data technology, TRU Technology manages data as users travel at high speeds between cell towers, eliminating dropped connections. CarFi™ provides wireless device connectivity within the vehicle using standards-based 802.11 Wi-Fi networking. This allows users in and around the vehicle to access the Internet using any Wi-Fi enabled device. Available through your GM dealer.

AMF - PACKAGE OF 6 KEY AND TRANSMITTERS

Option AMF: Package of 6 Keys and Transmitters, includes 6 cut keys with integrated remote keyless entry (Transmitters are not programmed).

Each transmitter including the two standard with the vehicle, must be programmed at the same time by the customer or by a dealer at customer expense. Transmitter programming is not a warranty item. Common frequency keyless entry for fleet vehicles not available; each fleet keyed vehicle will have a different keyless entry. See your owner's manual for additional programming information.

NEW KEY LEARN PROCEDURE

1. The six RPO AMF keys are pre-cut at vehicle assembly. If a key is separate from AMF, cut the new key blank to match the vehicle key (master)
2. Using the master key, turn ON the ignition, with the engine OFF
3. Turn OFF the ignition and remove the key
4. Within 10 seconds of turning OFF the ignition, insert the key to be learned and turn ON the ignition. The vehicle has now learned the new key.

REMOTE TRANSMITTER LEARN PROCEDURE

1. Ignition must be ON and transmission in PARK (P)
2. Press the TRIP button until the customization trip page is reached.
3. Press the ENTER button on the enter the customization menu.
4. Scroll down to the 'Remote Key' menu item and press ENTER
5. Scroll down to the 'Program' menu item and press ENTER
6. Press and hold the LOCK and UNLOCK button on the first transmitter at the same time for approximately 15 seconds. 2 beeps will sound indicating the transmitter is matched.
7. Repeat step 6 for the additional transmitters.
8. To exit the programming mode, key the ignition to OFF.

NOTE: A maximum of 10 keys may be learned for a vehicle immobilizer (Passkey III+) with a random key code. Vehicles with the fleet key option (RPO 6E3 or 6E4) may have an unlimited number of keys learned for the particular option fleet key and must be learned using one of the original "master" keys.

When programming Option AMF, additional 6 remote transmitters, the original 2 transmitters delivered with a vehicle must also be reprogrammed at the same time. A maximum of 8 remote transmitters can be programmed for a single vehicle.
Police relay outputs and control circuit connections are terminated in 3 connectors at the right front of the equipment mounting platform. Battery power is supplied through two fusible links, one 100 amp and one 60 amp, to three circuit breakers and two control relays located in the trunk relay center. A 50 amp circuit breaker feeds power directly from the fusible links through a 10 gauge (6.0 mm) wire. Two 30 amp circuit breakers supply power from the fusible links through the contacts of the control relays to 12 gauge (3.0 mm) wires. Each relay is operated by an 18 gauge (1.0 mm) brown or blue/yellow control lead terminated in the 6 cavity connector. A 8 gauge (8.0 mm) ground lead is provided in the 2 cavity connector. The total current available through the 12 volt power supply is 110 amps (1320 watts).
Ignition controlled power and signal circuits are also included in the 6 cavity and 16 cavity upfitter connectors.

- A violet/yellow 10 amp fused circuit, HOT in ACCESSORY/RUN; fuse EF131 is in the end of the instrument panel.
- A violet/gray 10 amp fused circuit, HOT in START/RUN; fuse EF26 is in the engine compartment fuse block. This circuit is also located at the side of the trunk in a white connector above the rear auxiliary power junction block (see page 13).
- A yellow Park signal from the Body Control Module (BCM). This circuit provides switched 12 volt power when the transmission is not in PARK (P) and the engine is running. The electrical load attached must not exceed 0.5 amps (one relay coil).
- A white/black vehicle speed signal (4000 pulses per mile) from the ABS module. Connect only a high impedance load.
- A white/violet 10 amp fused circuit, HOT in ACCESSORY/RUN; fuse EF131 is in the end of the instrument panel.
- A white/green 10 amp fused circuit, HOT in START/RUN; fuse EF26 is in the engine compartment fuse block. This circuit is also located at the side of the trunk in a white connector above the rear auxiliary power junction block (see page 13).
- A yellow wire.
- Warning: BCM will be damaged if 12v power is connected to the dark-blue/yellow wire.

Separate control of the rear lamps flashing requires opening the blue/green power to activate the flasher module. A second blue/green wire permits optional separate control of the headlamp flashing and rear lamps flashing.

When the vehicle lighting system is in the Automatic Mode (Headlamp switch in the AUTO position) and night time conditions exist, the exterior lighting will automatically come ON. In day time conditions, the Daytime Running Lamps (DRL) will be ON.

Surveillance Mode is a standard feature in the Caprice Police vehicle. The Surveillance Mode circuit is activated by applying a ground to the White/Violet wire in cavity 1, all automatic lighting functions are suppressed. All manually operated lighting controls remain functional, e.g., exterior lamps, turn/stop. If RPO VVS, DRL and AUTO HEADLAMPS Disabled is present, exterior light is manually controlled; all other listed items are suppressed when Surveillance Mode is activated.

- Radio Display is OFF (If the radio is ON, the audio remains on in the Surveillance Mode).
- Instrument Cluster is OFF (PRNDL remains barely discernable per FMVSS 101).
- Low Beam Headlamps are OFF; DRL are OFF during daytime.
- High Beam Headlamps are OFF, Flash-to-Pass remains functional.
- Tail Lamps are OFF (Stop Lamps and Turn Signals remain functional).
- License Lamps are OFF.
- Dome Lamps are disabled (inoperative at the lamp switch) and remain off when a door is opened. All interior lighting is OFF, e.g., controls, HVAC, glove box, trunk.
- Auxiliary Dome Lamp (RPO GC7) is functional but locally switch at the lamp base.
- Remote lock/unlock audible/visual functions are OFF; horn chirp OFF when a door is open with remote lock requested.

An in-line connector in the forward lamp harness permits installation of a compatible flasher module for the exterior lamps Emergency Flashing System. The in-line flasher module connector is located at the RH end of the upper radiator support and includes two wiring circuits to the front compartment foot well. A green wire is intended for customer connection to switched 12 volt power to activate the flasher module. A second blue/green wire permits optional separate control of the headlamp flashing and rear lamps flashing. Separate control of the rear lamps flashing requires opening the blue/green power to activate the flasher module. A second blue/green wire permits optional separate control of the headlamp flashing and rear lamps flashing.

Warning: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.
**WIRING DIAGRAM FOR HORN/SIREN CIRCUIT - OPTION 6J4**

Body Control Module

- X3
- P18
- 3287 GN/WH 0.35
- A
- J274
- A
- P274
- 3287 BK/WH 0.35

CONNECTOR
- Clock Spring

Steering Wheel

Two 20-gauge (0.5 mm²) wires are connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is terminated with an in-line connector in a 60-inch coil under the instrument panel. Connection to customer switching permits operation of the horn or siren with the horn button.

**WIRING DIAGRAM FOR GRILLE LAMPS AND SIREN/SPEAKER - OPTION 6J3**

COILED UNDER INSTRUMENT PANEL

Siren

- 14 P277
- 13 P277
- 11 P277
- 12 P277

- 6837 BU/GN 1.5
- 6836 GN/YE 1.5
- 6838 GY/VT 1.5
- 6835 YE/GN 1.5

Grille Lamps

- 100 P209
- 101 J209
- 97 P209
- 96 J209

- 6837 BU/GN 1.5
- 6836 GN/YE 1.5
- 6838 GY/VT 1.5
- 6835 YE/GN 1.5

- 5 P355
- 5 J355
- 8 P355
- 8 J355
- 100 P209
- 101 J209
- 97 P209
- 96 J209

- 6837 BU/GN 1.5
- 6836 GN/YE 1.5
- 6838 GY/VT 1.5
- 6835 YE/GN 1.5

- A P182
- B P182
- C P182
- D P182

Blunt cut wires coiled at upper radiator support

The SEO 6J3 wiring provision circuits are terminated in the 16 cavity connector at the front of the equipment mounting platform on the passenger side. The wiring circuits are routed from the passenger compartment to a 2 foot (30 cm) coil secured in the area behind the grille. There are four 16 gauge (1.5 mm) wires for connecting to the grille lights and siren speaker.

**WIRING DIAGRAM FOR WINDSHIELD PILLAR-MOUNTED SPOTLAMP - OPTION 7X6 AND 7X7**

UNDER HOOD ELECTRICAL CENTER

EF42
- Minifuse 15A
- 5440 RD/WH 0.5
- P281 J281

EF41
- Minifuse 15A
- 5540 RD/GY 0.5
- P282 J282

-Spotlamp LH
- H7635 CASE
- GND

-Spotlamp RH
- H7635 CASE
- GND

7X6 spotlamp left hand and 7X7, spotlamps left and right hand, pillar-mounted Unity, 6-inch with replaceable H3 halogen bulb; independently fused

NOTE: Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).
A) Blanking grommet through front of dash below the oval wire grommet
B) Bulkhead in filter chamber
C) Possible upfit harness routing
Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side air bags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Air bags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating air bag can still affect the performance of the air bag. For example, such objects could tear the fabric or affect the shape of the air bag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal air bag deployment zone in a manner that will allow full and safe air bag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the air bag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the air bag. The air bag's shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front air bag systems and instrument panel mounted equipment.

Passenger air bags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger air bag deploys through a discrete door located on the top surface of the instrument panel (top-mount air bag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger air bag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount air bag system). With these types of top-mount and mid-mount passenger air bag systems, the top pad of the instrument panel remains in place during deployment.

Some GM passenger air bag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount air bag systems with a “deployable top pad.” The entire instrument panel top pad is the “deployment door” from under which the inflating air bag emerges. When an air bag deployment is commanded, the forces from the inflating passenger air bag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger air bag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward into contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible air bag deployment. In the process of securely fastening special equipment to the top, DO NOT fasten down the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger air bag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Air Bags for crashes to the vehicle sides.

The air bag system in your police vehicle includes includes roof rail mounted Head Curtain side air bags. The vehicle is also equipped with seat back mounted upper body air bags located on the outboard side of the driver and front passenger seat backs. Together the Head Curtain and seat-mounted side air bags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional air bag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side air bag deployment zones?

No. The side air bags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats with the ends placed within the side air bag deployment zones will result in unintended interaction between the barrier and the inflating side air bags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side air bag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side air bag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as air bag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger air bag deployment.

On the right half of the top pad closest to the passenger air bag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible air bag deployment.

Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
Can the installation of push bumpers on the front end of the vehicle affect the deployment of the air bag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the air bags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front air bag sensors mounted on the upper radiator support cross member.

Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the air bag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in fore-aft alignment with the front air bag sensors are not recommended.

When should an air bag inflate?

The driver's and right-front passenger's frontal air bags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system's designed “threshold level.”

In addition, your vehicle has “dual stage” frontal air bags which tailor the the amount of restraint according to crash severity. For moderate frontal impacts, the air bags inflate at a level less than full deployment. For more severe frontal impacts, “dual stage” frontal air bags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn’t move or deform, the threshold level of the reduced deployment is about 12 to 16 mph (19 to 25 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 38.5 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver's and right-front passenger's frontal air bags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact air bags are designed to inflate in moderate to severe side crashes. The side impact air bags will inflate if the crash severity is above the designed “threshold level.” The threshold level can vary with specific vehicle design. The side impact air bags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain air bags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain air bags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle’s rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed “threshold level”.

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the “threshold level” of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

How long will the air bag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal air bags. This is faster than the blink of an eye. The air bags begin to deflate immediately, helping to stop the occupants more gradually.

I’ve heard that a deployed air bag produces what appears to be smoke, is the air bag hot?

After the bag has deployed in a crash, the air bag itself will not be hot to touch. Some components within the air bag module will be hot for a short time. A small amount of smoke coming from a deployed air bag module is normal and should not be cause for concern.

Also, when the nitrogen gas is vented out of the air bag, small particles from inside the bag are also vented into passenger compartment. These airborne particles look like smoke and some particles are deposited as residue on and around the air bag.

I’ve heard that the dusts that are released into the passenger compartment from the air bag are harmful, is this true?

For most people, the only effect the dusts will produce is some irritation of the throat and eyes, and that is only if the occupant remains in the vehicle for many minutes after the air bag deployment with no ventilation and windows closed. However, some people with asthma may develop an asthmatic attack from inhaling the dusts. If this happens, they should first treat themselves the same way their doctor has advised them to treat any other asthma attack, and then immediately seek medical treatment.

Can the air bag system be re-used?

No, The air bags are designed to inflate only once. After inflation some new parts will be required. These will include the air bag module and possibly other parts. (A competent service technician with access to the vehicle's service manual and the required tools should replace the required components after a deployment crash.)

If my vehicle has air bags, why should I have to wear my safety belt?

Air bags are in many vehicles today and will be in most of them in the future. But they are supplemental systems only; so they work with safety belts not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you’re in a vehicle that has air bags, you still have to buckle up to get the most protection. That's true not only in frontal collisions but especially in side and other collisions.
STANDARD HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIR BAG DEPLOYMENT ZONES

PASSERGNE SIDE SHOWN, DRIVER SIDE SIMILAR

A. Head Curtain air bag zone – front seats only
B. Front door sill
C. Front door armrest
D. Fore-most end of seat-mounted thorax air bag zone
E. Front seat thorax-pelvic air bag zone
F. Back edge of body center pillar trim at bottom of rear door window
G. Rear-most end of front head curtain
H. Zone extends into sail panel area

OPTIONAL (RPO AYG) HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIR BAG DEPLOYMENT ZONES

PASSERGNE SIDE SHOWN, DRIVER SIDE SIMILAR

A. Head Curtain air bag zone – front and rear seats
B. Front door sill
C. Front door armrest
D. Fore-most end of seat-mounted thorax air bag zone
E. Front seat thorax air bag zone
F. Back edge of body center pillar trim at bottom of rear door window
G. Zone extends into sail panel area

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIR BAGS\(^1\) DEPLOYMENT ZONES

**VIEW FROM REAR SEAT, RIGHT SIDE IS MIRROR OF LEFT SIDE**

1. Vehicle center-line
2. Headrest
3. Center-line of occupant
4. Edge of headliner
5. Door inner trim panel
6. Center body pillar trim
7. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle's wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle's brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?
In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?
Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?
It is important that you follow the maintenance schedule recommended in the owner's manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Don't pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

How do I use ABS?
Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?
Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lock up. When ABS activates, keep steady pressure on the brake pedal and then let the ABS work for you. Don't pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Is ABS always active?
ABS is always available, but not always activated. ABS is activated only when the brake pedal is applied and the computer detects an impending wheel lock condition.

Can older cars be retrofitted with ABS?
No! The brake system is one of the most important features on any passenger vehicle. Several products, which tap into the master cylinder and/or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems.

Does ABS always activate at the same speed?
No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle's brakes sooner?
A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?
Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?
No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?
Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner's manual regarding replacement tire size. NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.

Do insurance companies give a discount for ABS?
Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.
IMPORTANT DRIVING SAFETY TIPS

A. Always maintain a safe following distance. ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

B. Always drive carefully—especially on slippery surfaces. ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

C. It is a good idea to practice an ABS activated stop and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course. Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models.

See your owner’s manual for additional information about the operation of StabiliTrak.

Q. How does StabiliTrak work?
A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. Will a tire change affect StabiliTrak?
A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.
UPDATES FOR 2014

NEW FEATURES
- CARRY OVER CONTENT WITH NEW NAME "IMPALA LIMITED"

DELETED
- VICTORY RED EXTERIOR PAINT (74U)
**IMPALA LIMITED POLICE PACKAGE 9C1**

This vehicle has been designed for police work up to and including high speed emergency vehicle operations. GM restricts the sale of police vehicles and they are not to be sold to retail customers.

Some standard equipment may be replaced by special equipment when the police package 9C1 is ordered.

### Model Availability

| WS19 | Front-wheel drive |

### Standard Equipment Summary

| Warranty | 3 years / 36,000 mile bumper-to-bumper (whichever comes first, see dealer for details)  
5 years / 100,000 mile limited powertrain (whichever comes first, see dealer for details) |

| Interior Features |

| Air Conditioning | Single-zone manual, with air filtration and environmentally friendly refrigerant R134A |
| Bluetooth | Not available |
| Cruise Control | Electronic with set and resume speed |
| Cup Holder | Cup holder with storage tray between seats |
| Dome Lamps | Auxiliary, interior, sustained illumination |
| Floor Covering | Carpeting front and rear (carpeted mats are available; see option B34 on page 9) |
| Glass | Tinted windshield, backlight and side glass |
| Glove Box | Non-locking without light |
| Mirrors, Visor | Visor, left hand and right hand with covered vanity mirrors |
| Mirror, Rearview | Inside rearview is manual day night with driver and passenger map lamps |
| Navigation System | Not available |
| OnStar | Not available |
| Radio | Electronically tuned AM/FM stereo with CD player, seek-scan, digital clock, auto-tone control, theflock with integrated rear window antenna (radio delete is not available) |
| Restraint System | Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags, passenger sensing system and frontal air bag ON/OFF indicator, dual head curtain air bags for front and rear outboard occupants and front seat back mounted thorax-pelvic air bags |
| Seat, Front | High density foam cloth bucket seats with seat back security panel, 6-way power driver and passenger seat adjusters (see page 4) and manual reclining seat backs. Driver seat has manual lumbar control. Front seat frames are strengthened for side impact resistance (see page 17) |
| Seat, Rear | Vinyl bench with high density foam non-folding seat back (see page 4) |
| Smoker’s Package | Not available |
| Speedometer/Cluster | 140 mph certified analog speedometer, 5 mph increments with digital trip odometer and warning lamps. Driver Information Center includes 1 mph redundant digital speed display (see message center listing on page 15) |
| Stealth Mode | See exterior lamps control on page 17 for operation description |
| Steering Wheel | Tilt-wheel with column mounted gear shift lever |
| Theft Deterrent System | Vehicle PASS-Key® III+, content theft deterrent is disabled (to enable content theft deterrent option UA6 must be ordered) |
| Trunk Mat | Heavy-duty (see page 17) |
| Warning Lamps | Brake, safety belt, air bag, anti-lock brake, check engine (see page 14 for additional information) |
| Warning Tones | Key-in-ignition, driver door open, driver and passenger safety belt not buckled, headlamps on |
| Window Operation | Power with driver express down, rear window lockout switch |

### Electrical Features

| Auxiliary Power, Front | 100-amp ignition and main power supply wiring under lower right side of instrument panel (see wiring provisions for 12-volt battery power supply on page 16) |
| Auxiliary Power, Trunk | 100-amp auxiliary power outlet in trunk (see page 16) |
| Ground Stud | Auxiliary, located in trunk (see page 16) |
| Lock-out Protection | Not available, driver door can be locked with the key in the ignition. Lock-out protection feature cannot be activated |
| Power Outlets | 2 auxiliary power outlets for additional plug-in equipment located on lower center of instrument panel |
| Wiring Diagrams | See pages 23 through 25 for description; also see Impala Police Package owner’s manual supplement (located in glove box folder with standard owner’s manual) |
| Wiring Provision, Exterior Lamps Flashing | Forward lamp harness in-line connector for Exterior Lamp Flashing System (see option 617 on page 9) |

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1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
# IMPALA LIMITED POLICE PACKAGE 9C1

## EXTERIOR FEATURES

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<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BODY PANELS</td>
<td>Two-sided galvanized steel for all exterior body panels (except roof where not needed)</td>
</tr>
<tr>
<td>BODY SIDE MOLDINGS</td>
<td>Optional (See option B86 on page 9)</td>
</tr>
<tr>
<td>DEFOGGER</td>
<td>Electric, rear window</td>
</tr>
<tr>
<td>DOOR LOCKS</td>
<td>Power non-programmable (automatic door locking and unlocking feature is disabled), child safety locks in rear doors. Driver door lock key cylinder only; key lock cylinder is not available in the front passenger door</td>
</tr>
<tr>
<td>HEADLAMPS</td>
<td>Dual halogen composite, includes flash-to-pass feature and automatic lamps control with daytime running lamps (to delete automatic control, see option 9G8 on page 9 and exterior lamps control on page 17)</td>
</tr>
<tr>
<td>HORNS</td>
<td>Dual note</td>
</tr>
<tr>
<td>KEYLESS ENTRY</td>
<td>Includes two transmitters with non-functional panic button; the keyless entry system used on the police Impala includes a stealth mode feature. When the “unlock” or “lock” button is depressed, no exterior lamps or audible sounds are activated; however, the interior OEM dome lamp will illuminate unless option 7Y6 lamps, Inoperative Dome and Courtesy Lamps is ordered; during remote start feature, running lamps will remain illuminated (additional transmitters are available; see option A98 on page 9)</td>
</tr>
<tr>
<td>KEYS</td>
<td>Two-sided, random code, for ignition, driver door and trunk only; single key locking system to operate entire fleet is available (fleet coded single key is available; see 6E2 and 6E8 option on page 9)</td>
</tr>
<tr>
<td>LICENSE PLATE</td>
<td>Mounting hardware located in glove box; front bracket standard in states requiring front license plates; others must order option VK3 lock key cylinder only; key lock cylinder is not available in the front passenger door</td>
</tr>
<tr>
<td>MIRRORS, REARVIEW</td>
<td>Body color, electric Left hand and right hand remote (heated mirrors are available; see option DK2 on page 9)</td>
</tr>
<tr>
<td>PAINT</td>
<td>Base coat/clear coat</td>
</tr>
<tr>
<td>TRUNK LAMP</td>
<td>Standard</td>
</tr>
<tr>
<td>TRUNK RELEASE</td>
<td>Electric, ignition controlled, button located on left side of instrument panel, (ignition control release is available; see option A98 on page 9)</td>
</tr>
<tr>
<td>UNDER HOOD LAMP</td>
<td>Not available</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent, anti-lift with washer</td>
</tr>
</tbody>
</table>

## CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTERNATOR</td>
<td>170-amp with idle boost (transmission in PARK or NEUTRAL) controlled by battery energy level sensing</td>
</tr>
<tr>
<td>BATTERY</td>
<td>720 CCA 70-amp hour with battery rundown protection (does not protect customer installed equipment)</td>
</tr>
<tr>
<td>BODY</td>
<td>Body frame integral (unibody) Heavy-duty reinforced body components</td>
</tr>
<tr>
<td>BRAKES</td>
<td>4-wheel anti-lock disc brakes with police calibration and heavy-duty front brake pads</td>
</tr>
<tr>
<td>COOLING</td>
<td>Heavy-duty (high capacity) with 225-watt fans and extended life coolant; coolant hoses are EPDM (ethylene-propylene-diene monomer) rubber; silicone hoses are not required (coolant is DEX-COOL good for 5 years/150,000 miles, protects from -34° F to +265° F and against rust and corrosion) (see also page 17)</td>
</tr>
<tr>
<td>CHASSIS LUBRICATION</td>
<td>Lubed-for-life chassis</td>
</tr>
<tr>
<td>ENGINE</td>
<td>3.6L V6 DOHC SIDI (spark ignited direct injection) engine with with Variable Valve Timing (VVT) with FlexFuel2 (gas or E85 ethanol); includes wide open throttle air conditioning cut off (when overhead lamps, spotlamps, radio antennas, sirens, and other emergency equipment are installed, overall performance may be reduced)</td>
</tr>
<tr>
<td>EXHAUST SYSTEM</td>
<td>Stainless steel, single with dual outlets</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>17 gallon (64 liters)</td>
</tr>
<tr>
<td>OIL COOLERS</td>
<td>Engine, transmission and power steering oil coolers: external air-to-oil (see page 17)</td>
</tr>
<tr>
<td>RADIO SUPPRESSION</td>
<td>Extended life - iridium tip spark plugs and wires that are designed to reduce radio frequency noise levels which may affect communications equipment including operating frequencies in the 38-MHz to 58-MHz range. The Impala is designed with unibody construction, and multiple grounding points are provided for the vehicle electrical system. No additional ground straps are added for the Police Package</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabiliTrak can be controlled by a StabiliTrak button on the instrument panel located below the dimmer control on the headlamp switch (see page 17). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, Performance Mode is active and Traction Control is off, push and hold five seconds Traction Control and StabiliTrak are off, push again and Traction Control and StabiliTrak are turned back on</td>
</tr>
<tr>
<td>STARTER INTERRUPT</td>
<td>Prevents starter from engaging while the engine is running</td>
</tr>
<tr>
<td>STEERING</td>
<td>Power, rack and pinion</td>
</tr>
<tr>
<td>STRUTS, FRONT</td>
<td>Heavy-duty</td>
</tr>
<tr>
<td>SUSPENSION</td>
<td>4-wheel independent, firm ride and handling with increased ride height springs, heavy-duty front and rear stabilizer bars</td>
</tr>
<tr>
<td>TIRES</td>
<td>Goodyear P235/55R17 SBR blackwall, “W” rated with compact spare (full-size spare is available; see option RUF on page 9)</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>CHECK TIRE PRESSURE will show on driver message center (see page 17 for description)</td>
</tr>
<tr>
<td>TRACTION CONTROL</td>
<td>Deactivated when Police Performance Mode is engaged</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>6-speed automatic, electronically-controlled transmission provides protection against over-revving the engine in low gear and a mechanical low gear blockout is not required; if a driver manually selects low gear and fails to manually upshift to high gear, the powertrain control module automatically protects the drivetrain. It can be manually shifted up and down with buttons located on steering wheel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Goodyear P235/55R17 SBR blackwall, “W” rated with compact spare (full-size spare is available; see option RUF on page 9)</td>
</tr>
<tr>
<td>WHEEL CENTER CAP</td>
<td>17” x 7.5” heavy-duty steel</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent, anti-lift with washer</td>
</tr>
</tbody>
</table>

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2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
POWERTRAIN

<table>
<thead>
<tr>
<th>OPTION CODE</th>
<th>TYPE</th>
<th>DISPLACEMENT LITERS/CU. IN.</th>
<th>FUEL SYSTEM</th>
<th>TRANSMISSION</th>
<th>AXLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LFX</td>
<td>V6</td>
<td>3.6/217</td>
<td>FlexFuel² (gas or E85 ethanol)</td>
<td>MX0</td>
<td>6T70 6-speed auto. with OD</td>
</tr>
</tbody>
</table>

EMISSIONS - MUST BE SPECIFIED

FE9杨 Federal Emissions. Use for ordering vehicles that will be registered in all states except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

YF5杨 California Emissions. Use for ordering vehicles that will be registered in California.

NE1杨 CT/ME/MD/MA/NJ/NY/OR/PA/RI/VT/WA Emissions. Use for ordering vehicles that will be registered in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.

NB8杨 Required when option code FE9 "Federal emissions" is ordered for delivery to a dealer located in California, Connecticut, Delaware, Maryland, New Jersey, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

NC7杨 Required when option code YF5 "California Emissions" or option code NE1 "CT/DE/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA Emissions" is ordered for delivery to a dealer located in any state except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under "EPA Policy on the Sale of California Emission Vehicles."

NB9杨 Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State. Required when option code NE1 is ordered for delivery to a dealer located in California.

NOTE: The 2014 Chevrolet Impala Police Patrol Vehicle with the 3.6L Engine (LFX) with Emission Option Codes FE9, NE1, and YF5 is certified to EPA Tier 2 Bin 4 standards and qualifies as ULEV (Ultra Low Emission Vehicle) under California Air Resources Board (CARB) requirements, meaning it is 50-state certified.

Emission Standard: BIN4

EPA engine family or test group: EGMX03.6166

TIRES - SPEED RATED

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>QUANTITY</th>
<th>SIZE</th>
<th>SPEED RATING</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goodyear</td>
<td>Four</td>
<td>P235/55R17 SBR blackwall</td>
<td>W</td>
<td>All Season BW</td>
</tr>
</tbody>
</table>

NOTE: Compact spare is standard (full-size spare is available see option RUF on page 9).

- Due to specific requirements for performance, durability and safety, GM recommends only the original equipment tire for replacement.
- Tire Plys = Tread: 2 Polyester, 2 Steel, 1 Nylon Sidewall: 2 Polyester Total 7 Ply
- Do not use tire chains - See your Owner's Manual for more information.

SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT OPTIONS</th>
<th>EBONY</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>AR9 19G</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td>AR9 19E</td>
</tr>
</tbody>
</table>

AVAILABLE EXTERIOR COLORS

17U Silver Ice Metallic

410 Black

500 Summit White

GLJ Ashen Gray Metallic

NOTE: For special paint and paint schemes see page 12 through 14. Actual colors may vary.

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
UPDATES FOR 2014

NEW FEATURES
- CARRY OVER

DELETED
- VICTORY RED EXTERIOR PAINT (74U)
6 | IMPALA LIMITED UNDERCOVER POLICE PKG 9C3

THIS VEHICLE HAS BEEN DESIGNED FOR POLICE WORK UP TO AND INCLUDING HIGH SPEED EMERGENCY VEHICLE OPERATIONS. GM RESTRICTS THE SALE OF POLICE VEHICLES AND THEY ARE NOT TO BE SOLD TO RETAIL CUSTOMERS.

SOME STANDARD EQUIPMENT MAY BE REPLACED BY SPECIAL EQUIPMENT WHEN THE POLICE PACKAGE 9C1 IS ORDERED

MODEL AVAILABILITY

1WS19
Front-wheel drive

STANDARD EQUIPMENT SUMMARY

WARRANTY
3 years / 36,000 mile bumper-to-bumper (whichever comes first, see dealer for details)
5 years / 100,000 mile limited powertrain (whichever comes first, see dealer for details)

INTERIOR FEATURES

AIR CONDITIONING
Single-zone manual, with air filtration and environmentally friendly refrigerant R134A

BLUETOOTH
Not available

CRUISE CONTROL
Electronic with set and resume speed

FLOOR COVERING
Carpeting front and rear (carpeted mats are available; see option B34 on page 9)

DOME LAMPS
Auxiliary, interior, sustained illumination

GLASS
Tinted, windshield, backlight and side glass

GLOVE BOX
Non-locking without light

MIRRORS, VISOR
Visor, left hand and right hand with covered vanity mirrors

MIRROR, REARVIEW
Inside rearview is manual day night with driver and passenger map lamps

NAVIGATION SYSTEM
Not available

ONSTAR
Not available

RADIO
Electronically tuned AM/FM stereo with CD player, seek-scan, digital clock, auto-tone control, theftlock with integrated rear window antenna (radio delete is not available)

RESTRAINT SYSTEM
Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags, passenger sensing system and frontal air bag ON/OFF indicator, dual head curtain air bags for front and rear outboard occupants and front seat back mounted thorax-pelvic air bags

SEAT, FRONT
40/20/40 split-bench cloth seat with folding arm rest and cup holder, 6-way power driver seat with recliner and manual lumbar, 6-way power passenger seat with manual redlining seat back and strengthened front seat frames for side impact resistance (see page 17)

SEAT, REAR
Cloth bench with high density foam non-folding seat back (see page 8)

SMOKER'S PACKAGE
Not available

SPEEDOMETER/CLUSTER
140 mph certified analog speedometer, 5 mph increments with digital trip odometer and warning lamps. Driver Information Center includes 1 mph redundant digital speed display (see message center listing on page 15)

STEALTH MODE
See exterior lamps control on page 17 for operation description

STEERING WHEEL
Tilt-wheel with column mounted gear shift lever

THEFT DETERRENT SYSTEM
Vehicle PASS-Key III+, content theft deterrent is disabled (to enable content theft deterrent option UA6 must be ordered)

TRUNK MAT
Heavy-duty (see page 17)

WARNING LAMPS
Brake, safety belt, air bag, anti-lock brake and check engine (see page 15 for additional information)

WARNING TONES
Key-in-ignition, driver door open, driver and passenger safety belt not buckled, headlamps on

WINDOW OPERATION
Power with driver express down, rear window lockout switch

ELECTRICAL FEATURES

AUXILIARY POWER, FRONT
100-amp ignition and main power supply wiring under lower right side of instrument panel (see wiring provisions for 12-volt battery power supply on page 16)

AUXILIARY POWER, TRUNK
100-amp auxiliary power outlet in trunk (see page 16)

GROUND STUD
Auxiliary, located in trunk (see page 16)

LOCK-OUT PROTECTION
Not available, driver door can be locked with the key in the ignition. Lock-out protection feature cannot be activated

POWER OUTLETS
2 auxiliary power outlets for additional plug-in equipment located on lower center of instrument panel

WIRING DIAGRAMS
See pages 23 through 25 for description; also see Impala Police Package owner’s manual supplement (located in glove box folder with standard owner’s manual)

WIRING PROVISION, EXTERIOR LAMPS FLASHING
Forward lamp harness in-line connector for Exterior Lamp Flashing System (see option 6J7 on page 9)

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle owner's manual and child safety seat instructions for more information.

2014 CHEVROLET MUNICIPAL VEHICLES TECHNICAL MANUAL
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<tr>
<td>BODY SIDE MOLDINGS</td>
<td>Optional (See option B86 on page 9)</td>
</tr>
<tr>
<td>DEFOGGER</td>
<td>Electric, rear window</td>
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<tr>
<td>DOOR LOCKS</td>
<td>Power non-programmable (automatic door locking and unlocking feature is disabled), child safety locks in rear doors. Driver door lock key cylinder only; key lock cylinder is not available in the front passenger door</td>
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<tr>
<td>KEYLESS ENTRY</td>
<td>Includes two transmitters with non-functional panic button; the keyless entry system used on the police Impala includes a stealth mode feature. When the “unlock” or “lock” button is depressed, no exterior lamps or audible sounds are activated; however, the interior OEM dome lamp will illuminate unless option 776 lamps, Inoperative Dome and Courtesy Lamps are ordered; during remote start feature, running lamps will remain illuminated (additional transmitters are available; see option ANF on page 9)</td>
</tr>
<tr>
<td>KEYS</td>
<td>Two-sided, random code, for ignition, driver door and trunk only; single key locking system to operate entire fleet is available (fleet coded single key is available; see option 6E2 and 6E8 on page 9)</td>
</tr>
<tr>
<td>LICENSE PLATE</td>
<td>Mounting hardware located in glove box; front bracket standard in states requiring front license plate; others must order option VK3</td>
</tr>
<tr>
<td>MIRRORS, REARVIEW</td>
<td>Body color, electric left hand and right hand remote (heater mirrors are available; see option DK2 on page 9)</td>
</tr>
<tr>
<td>PAINT</td>
<td>Base coat/clear coat</td>
</tr>
<tr>
<td>TRUNK LAMP</td>
<td>Standard</td>
</tr>
<tr>
<td>TRUNK RELEASE</td>
<td>Electric (not ignition controlled), button located on instrument panel, left of steering column; manual inside trunk safety release (ignition control is available; see option A98 on page 9)</td>
</tr>
<tr>
<td>UNDER HOOD LAMP</td>
<td>Not available</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent, anti-lift with washer</td>
</tr>
</tbody>
</table>

### CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTERNATOR</td>
<td>170-amp with idle boost (transmission in PARK or NEUTRAL) controlled by battery energy level sensing</td>
</tr>
<tr>
<td>BATTERY</td>
<td>720 CCA 70-amp hour with battery rundown protection (does not protect customer installed equipment)</td>
</tr>
<tr>
<td>BODY</td>
<td>Body frame inerlag (unibody) Heavy-duty reinforced body components</td>
</tr>
<tr>
<td>BRAKES</td>
<td>Power 4-wheel anti-lock disc brakes with police calibration and heavy-duty front brake pads</td>
</tr>
<tr>
<td>COOLING</td>
<td>Heavy-duty (high capacity) with 225-watt fans and extended life coolant; coolant hoses are EPDM (ethylene-propylene-diene monomer) rubber; silicone hoses are not required (coolant is DEX-COOL good for 5 years/150,000 miles, protects from -34° F to +265° F and against rust and corrosion) (see also page 17)</td>
</tr>
<tr>
<td>CHASSIS LUBRICATION</td>
<td>Lubed-for-life chassis</td>
</tr>
<tr>
<td>ENGINE</td>
<td>3.6L V6 DOHC SIDI (spark ignited direct injection) engine with with Variable Valve Timing (VVT) with FlexFuel2 (gas or E85 ethanol); includes wide open throttle air conditioning cut off (when overhead lamps, spotlamps, radio antennas, sirens, and other emergency equipment are installed, overall performance may be reduced)</td>
</tr>
<tr>
<td>EXHAUST SYSTEM</td>
<td>Stainless steel, single with dual outlets</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>17 gallon (64 liters)</td>
</tr>
<tr>
<td>OIL COOLERS</td>
<td>Engine, transmission and power steering oil coolers: external air-to-oil (see page 17)</td>
</tr>
<tr>
<td>RADIO SUPPRESSION</td>
<td>Extended life - iridium tip spark plugs and wires that are designed to reduce radio frequency noise levels which may affect communications equipment including operating frequencies in the 38-MHz to 58-MHz range. The Impala is designed with unibody construction, and multiple grounding points are provided for the vehicle electrical system. No additional ground straps are added for the Police Package</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabiliTrak can be controlled by a StabiliTrak button on the instrument panel located below the dimmer control on the headlamp switch (see page 17). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, Performance Mode is active and Traction Control is off, push and hold five seconds Traction Control and StabiliTrak are off, push again and Traction Control and StabiliTrak are turned back on</td>
</tr>
<tr>
<td>STARTER INTERRUPT</td>
<td>Prevents starter from engaging while the engine is running</td>
</tr>
<tr>
<td>STEERING</td>
<td>Power, rack and pinion</td>
</tr>
<tr>
<td>STRUTS, FRONT</td>
<td>Heavy-duty</td>
</tr>
<tr>
<td>SUSPENSION</td>
<td>4-wheel independent, firm ride and handling with increased ride height springs, heavy-duty front and rear stabilizer bars</td>
</tr>
<tr>
<td>TIRES</td>
<td>Goodyear P235/55R17 SBR blackwall, “W” rated with compact spare (full-size spare is available; see option RUF on page 9)</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>CHECK TIRE PRESSURE will show on driver message center (see page 17 for description)</td>
</tr>
<tr>
<td>TRACTION CONTROL</td>
<td>Deactivated when Police Performance Mode is engaged</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>6-speed automatic, electronically-controlled transmission provides protection against over-revving the engine in low gear and a mechanical low gear blockout is not required; if a driver manually selects low gear and fails to manually upshift to high gear, the powertrain control module automatically protects the drivetrain. It can be manually shifted up and down with buttons located on steering wheel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>17” x 7.5” heavy-duty steel</td>
</tr>
<tr>
<td>WHEEL COVERS</td>
<td>Full-size plastic wheel covers</td>
</tr>
</tbody>
</table>

---

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
### Powertrain

#### Engine

<table>
<thead>
<tr>
<th>Option Code</th>
<th>Type</th>
<th>Displacement Liters/CU. IN.</th>
<th>Fuel System</th>
</tr>
</thead>
<tbody>
<tr>
<td>LFX</td>
<td>V6</td>
<td>3.6/217</td>
<td>FlexFuel (gas or E85 ethanol)</td>
</tr>
</tbody>
</table>

#### Transmission

<table>
<thead>
<tr>
<th>Option Code</th>
<th>Type</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>MX0</td>
<td>6T70 6-speed auto. with OD</td>
<td></td>
</tr>
<tr>
<td>F71</td>
<td></td>
<td>2.44</td>
</tr>
</tbody>
</table>

#### Axle

- Ratio

### Emissions - Must be Specified

- **FE9** Federal Emissions. Use for ordering vehicles that will be registered in all states except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.
- **YF5** California Emissions. Use for ordering vehicles that will be registered in California.
- **NE1** CT/ME/MD/MA/NJ/NY/OR/PA/RI/VT/WA Emissions. Use for ordering vehicles that will be registered in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.
- **NB8** Required when option code FE9 “Federal emissions” is ordered for delivery to a dealer located in California, Connecticut, Massachusetts, Maryland, New Jersey, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.
- **NC7** Required when option code YF5 “California Emissions” or option code NE1 “CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA Emissions” is ordered for delivery to a dealer located in any state except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under “EPA Policy on the Sale of California Emission Vehicles”.
- **NB9** Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.

**NOTE:** The 2013 Chevrolet Impala Police Patrol Vehicle with the 3.6L Engine (LFX) with Emission Option Codes FE9, NE1, and YF5 is certified to EPA Tier 2 Bin 4 standards and qualifies as ULEV (Ultra Low Emission Vehicle) under California Air Resources Board (CARB) requirements, meaning it is 50-state certified. Emission Standard: BIN4. EPA engine family or test group: DGMXJ03.6166.

### Tires - Speed Rated

- **Goodyear**
  - Quantity: 4
  - Size: P235/55R17 SBR blackwall
  - Speed Rating: W
  - Type: All Season BW

**NOTE:**
- Compact spare is standard (full-size spare is available see option RUF on page 9)
- Due to specific requirements for performance, durability and safety, gm recommends only the original equipment tire for replacement
- Tire Plys – Tread: 2 Polyester, 2 Steel, 1 Nylon Sidewall; 2 Polyester Total 7 Ply
- Do not use tire chains - See your Owner’s Manual for more information.

### Seats and Interior Trim

- **Standard**
  - Front Cloth 40/20/40 split-bench
  - Rear: Cloth full bench (non-folding seat back)

**Seat Options**

- AN3

**Ebony**

- 19C

### Available Exterior Colors

- **17U** Silver Ice Metallic
- **41U** Black
- **50U** Summit White
- **GLJ** Ashen Gray Metallic

**NOTE:** For special paint and paint schemes see page 12 through 14. Actual colors may vary.

---

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
BODY SIDE MOLDINGS - Body-color (installed on all 4 doors)

CONTENT THEFT DETERRENT ALARM SYSTEM - Requires AP3 remote start, unauthorized entry sounds horn and lamps flash

DELETE DAYTIME RUNNING LAMPS AND AUTOMATIC HEADLAMPS - Exterior lamps are operated manually (see page 17)

FLASHER SYSTEM, HEADLAMPS AND TAIL LAMPS - DRL compatible, headlamp flasher module with control wire and body control module rear lamp flashing (see page 19 for description)

FLOOR COVERING - Heavy-duty vinyl replaces production carpeting; carpeted mats not available (see page 22 for description)

HEATER - Engine block

HOLE IN ROOF - On center line requires 6F5 wiring (not available with 6J5 hole) (see page 20 for description)

HOLE IN ROOF - On passenger side requires 6F5 wiring (not available with 6B7 hole) (see page 20 for description)

KEYLESS ENTRY TRANSMITTERS - Fleet Package includes 6 additional transmitters. Transmitters are not programmed. Each transmitter, including the two standard with the vehicle, must be programmed together by a dealer at customer expense. Transmitter programming is not a warranty item. See your owner’s manual supplement for programming information. (see also page 20 for customer programming of transmitters using the vehicles Driver Information Center procedure) NOTE: Vehicle specific, common fleet transmitter frequency not available

KEY COMMON - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E8 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes and 2011 Caprice

KEY COMMON - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E2 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas and 2006 and earlier Tahoes and 2011 Caprice

LAMP - Red and white front auxiliary dome, separately switched (see page 18 for description)

LAMP - Inoperative Dome and Courtesy Lamps (see page 18 for description)

LAMPS - Rear window auxiliary stop/turn signals (see page 19 for description)

LAMPS - Alternate flashing trunk lid warning (see page 19 for description)

LICENSE PLATE BRACKET - Front (bracket standard for states requiring front license plate)

MATS - Carpeted front and rear (not available with 6A3)

MIRRORS - Heated outside rearview, power, body color

REAR DOOR LOCKS INOPERATIVE - Rear power locks are inoperable at rear doors but operate form drivers position (see page 22 for description)

REAR DOOR HANDLES INOPERATIVE - Doors can be opened only from outside (see page 22 for description)

REAR WINDOW SWITCHES INOPERATIVE - Rear door windows only operate from driver’s position (see page 22 for description)

REAR SPOILER

REMOTE VEHICLE STARTER SYSTEM - Includes remote keyless entry (required with option UA6)

SPOTLAMP - Left hand, separately fused (see page 20 for description)

SPOTLAMPS - Left and right hand, separately fused (see page 20 for description)

SPOTLAMP PROVISION - Left hand (see page 20 for description)

SPOTLAMP PROVISION - Left and right hand (see page 20 for description)

TIRE, SPARE - Full-size, includes non-programed Tire Pressure Monitor (see page 18 for description)

TRUNK RELEASE - Ignition controlled

WIRING - Coaxial radio antenna cable - RG58 roof to trunk (see page 18)

WIRING - For front customer connection to front door and windshield pillar speakers. Speakers are not connected to the vehicle radio; radio audio signals are routed to the rear speakers (see page 21 for description)

WIRING - For front grille lamps and speaker (see page 21 for description)

WIRING - For horn/siren circuit, in-line connection for customer furnished switch (see page 21 for description)

WIRING - Roof wires, requires 6B7 or 6J5 hole in roof, 2 number 10 AWG wires only (see page 20 for description)

AUTONET MOBILE WIFI IN-CAR ROUTER - Available through your GM Dealer (see page 18 for Description)

NOTE: Ship-through charge is included as part of base MSRP.
GENERAL

Model: 1WS19
Drive: 2-wheel front

EXTERIOR (in./mm)

Wheelbase 110.5/2807
Overall length 200.4/5090
Overall width 72.9/1852
Overall height* 58.7/1491
Front track width 62.4/1585
Rear track width 61.5/1562
Turning diameter curb to curb (ft./m) 38.0/11.6
Ground clearance* (lower control arm bolt) 6.46/164

FRONT COMPARTMENT (in./mm)

Head room 39.4/1001
Shoulder room 58.7/1491
Hip room 56.4/1433
Leg room 42.3/1074

REAR COMPARTMENT (in./mm)

Head room 37.8/960
Shoulder room 58.6/1488
Hip room 57.2/1453
Leg room 37.6/955

LUGGAGE COMPARTMENT CAPACITY (cu. ft./liters)

Luggage capacity3 (with space saver) 18.6/526
EPA passenger compartment volume index3 104.8/2968

FUEL ECONOMY RATINGS  CITY/HIGHWAY/COMBINED

3.6L engine4 17/28/21

EPA label values, actual mileage will vary with options, driving conditions, driving habits and vehicle condition.

ALTERNATOR

Type: SC3
Amps 77ºF (25ºC) 170

ENGINE

Type: V6
Displacement: liters/cu. in. 3.6/217
Horsepower/rpm 302/6800
Torque lb.-ft./rpm 262/5300
Induction system SIDI
Compression ratio 11.5:1
Exhaust Single with dual outlets
Minimum recommended fuel octane 87
Fuel tank capacity (gallons/liters) 17.5/66.2
Oil with filter (quarts/liters) 4.0/3.8
Cooling capacity (quarts/liters) 10.6/10.0

TRANSMISSION

Automatic, electronically-controlled with overdrive 6-speed
Fluid pan removed & filter replaced (quarts/liters) 7.4/7.0

AXLE

Ratio 2.44

BRAKES

ABS with vacuum boost Disc/Disc
Front - swept area (sq. in./sq. cm) 246.3/1589.6
Rear - swept area (sq. in./sq. cm) 175.8/1134
Total front and rear swept area (sq. in./sq. cm) 422.1/65.5
Front rotor diameter (in./mm) 12.7/323
Rear rotor diameter (in./mm) 10.9/277
Front rotor thickness (in./mm) 1.2/30
Rear rotor thickness (in./mm) 0.5/14

TIRES

Type All Season W-speed rated
Size P235/55R17

WHEELS

Type Steel
Size 17” x 7.5”

CHASSIS

Frame Unitized body
Engine cradle Aluminum
Front suspension Independent MacPherson Strut,
coil spring over strut and stabilizer bar
Rear suspension Independent Tri-Link MacPherson Strut,
coil spring over strut and stabilizer bar
Steering type Power rack and pinion
Steering ratio (center) 14.1:1

BATTERY

Type Maintenance free
BCI group size 34
Volts 12
Amp hour rating 70
Cold cranking-amps @ 0°F (-18°C) 720
Reserve capacity @ 80°F (27°C) 125 minutes

VEHICLE WEIGHT (lbs./kg.)

9C1 9C3
GVWR5 4938/2240 4938/2240
Curb weight10 3736/1695 3743/1698
Payload6 (includes 5 passengers and space saver spare tire) 1140/517 1173/532

NOTE: See your vehicle tire and loading information label for specific weight values. See your owner’s manual supplement for proper cargo loading distribution.
Estimated material sizes to wrap:

- Hood – 60” x 65”
- Front Doors – 46” x 30”
- Rear Doors – 43” x 32”
- Roof – 87” x 48”
- Trunk Lid – 36” x 53”

*Optional rear spoiler and bodyside moldings shown*
To accommodate customers who require special painted vehicles, orders will be sent to Kerr Industries who will special paint the cars once they are built. Please note: this ordering process is substantially different from the way special paint is ordered on other vehicle lines and requires an additional charge. See your local dealer for current pricing.

It is recommended that the customer review the first vehicle painted when special paint is ordered, however it is not mandatory. If the customer chooses not to review a pilot vehicle, Kerr Industries will require sign off by the customer before the vehicle will be released.

Customer and dealer costs associated with accommodations and travel for in person review of special paint are the responsibility of the dealer.

**TO ORDER SPECIAL PAINT**

- RPO White 50U or RPO Black 41U must be ordered
- The 4-digit special paint code in paint code 1/paint code 2 fields will be replaced by options denoting code 1 and code 2 colors
- Paint scheme codes will be replaced by options
- Solid color option is AAS
- 2-tone color option is AAT
- When special paint schemes are ordered only class A surfaces will be painted; mirrors and handles are NOT painted. For additional costs to have the handles and mirrors painted please contact Kerr Industries at 905-725-6561.
- It is recommended that all vehicles be ordered in Black 41U before special paint is applied.
- For paint colors not listed in this brochure please contact Kerr Industries directly at 905-725-6561

**Example for Ordering Special Paint:**

If a dealer wants a Silver and Blue car with scheme W002, order 50U or 41U (White or Black RPO paint), options BEP (code 1 Blue), BFR (code 2 Silver), 1PB (paint scheme W002) and AAT (2-tone paint)

**SPECIAL PAINT WARRANTY**

- Warranty claims for special paints must be directed to Kerr Industries at 905-725-6561

**AFTER YOU HAVE ORDERED SPECIAL PAINT**

- After the vehicles have been ordered for special paint, Kerr Industries will contact the dealer directly regarding colors and verification of the scheme. Once verified a special paint build sheet will be sent to the dealer for final confirmation. This sheet will need to be signed by the dealer and returned to Kerr Industries before painting will commence.

**NOTE:** The attached list of paint options contain the same WA numbers in the code 1 and code 2 columns. It is extremely important that the dealer order the correct code 1 and code 2 options so the upfitter knows how to paint the vehicles.

**NOTE:** For paint colors not listed please contact Kerr Industries directly at 905-725-6561
<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>CODE 1</th>
<th>CODE 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>121A</td>
<td>Adriatic Blue</td>
<td>BEA</td>
<td>BFE</td>
</tr>
<tr>
<td>311B</td>
<td>Olive</td>
<td>BEB</td>
<td>BFF</td>
</tr>
<tr>
<td>5120</td>
<td>Blue</td>
<td>BEQ</td>
<td>BFU</td>
</tr>
<tr>
<td>5236</td>
<td>Neutral</td>
<td>BCA</td>
<td>BFG</td>
</tr>
<tr>
<td>5322</td>
<td>Driftwood</td>
<td>BER</td>
<td>BFV</td>
</tr>
<tr>
<td>5665</td>
<td>Blue</td>
<td>BED</td>
<td>BFH</td>
</tr>
<tr>
<td>5749</td>
<td>Gold</td>
<td>BES</td>
<td>BFW</td>
</tr>
<tr>
<td>5845</td>
<td>Beige</td>
<td>BEE</td>
<td>BFI</td>
</tr>
<tr>
<td>7153</td>
<td>Blue</td>
<td>BET</td>
<td>BFX</td>
</tr>
<tr>
<td>7159</td>
<td>Blue</td>
<td>BEF</td>
<td>BFJ</td>
</tr>
<tr>
<td>7262</td>
<td>Brown</td>
<td>BEU</td>
<td>BFY</td>
</tr>
<tr>
<td>7801</td>
<td>Brown</td>
<td>BEG</td>
<td>BFK</td>
</tr>
<tr>
<td>7840</td>
<td>Silver</td>
<td>BEV</td>
<td>BFZ</td>
</tr>
<tr>
<td>7868</td>
<td>Blue</td>
<td>BEH</td>
<td>BFL</td>
</tr>
<tr>
<td>7888</td>
<td>Blue</td>
<td>BEW</td>
<td>BGA</td>
</tr>
<tr>
<td>7889</td>
<td>Blue</td>
<td>BEP</td>
<td>BFT</td>
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<tr>
<td>7964</td>
<td>Green</td>
<td>BEI</td>
<td>BFM</td>
</tr>
<tr>
<td>7999</td>
<td>Blue</td>
<td>BEX</td>
<td>BGB</td>
</tr>
<tr>
<td>8380</td>
<td>Blue</td>
<td>BEJ</td>
<td>BFN</td>
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<tr>
<td>8381</td>
<td>Gray</td>
<td>BEY</td>
<td>BGC</td>
</tr>
<tr>
<td>8401</td>
<td>Yellow</td>
<td>BEK</td>
<td>BFO</td>
</tr>
<tr>
<td>8412</td>
<td>Green</td>
<td>BEZ</td>
<td>BGD</td>
</tr>
<tr>
<td>8431</td>
<td>Rose Metallic</td>
<td>BEL</td>
<td>BFP</td>
</tr>
<tr>
<td>8554</td>
<td>White</td>
<td>BFA</td>
<td>BGE</td>
</tr>
<tr>
<td>8555</td>
<td>Black (41U)</td>
<td>BEM</td>
<td>BFQ</td>
</tr>
<tr>
<td>8624</td>
<td>Summit White (50U)</td>
<td>BG8</td>
<td>BGK</td>
</tr>
<tr>
<td>8743</td>
<td>Blue Black</td>
<td>BFB</td>
<td>BGF</td>
</tr>
<tr>
<td>9021</td>
<td>Silver</td>
<td>BEN</td>
<td>BFR</td>
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<tr>
<td>9382</td>
<td>Blue</td>
<td>BFC</td>
<td>BGG</td>
</tr>
<tr>
<td>9403</td>
<td>Tan</td>
<td>BEO</td>
<td>BFS</td>
</tr>
</tbody>
</table>

ACTUAL COLOR MAY VARY
**Driv**er Information Message Center

<table>
<thead>
<tr>
<th>Message</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic Lamp Control on†</td>
<td></td>
</tr>
<tr>
<td>Automatic Lamp Control off†</td>
<td></td>
</tr>
<tr>
<td>Battery Saver active</td>
<td></td>
</tr>
<tr>
<td>Certified Speedometer††</td>
<td></td>
</tr>
<tr>
<td>Change Engine Oil Soon</td>
<td></td>
</tr>
<tr>
<td>Check Tire Pressure</td>
<td></td>
</tr>
<tr>
<td>Digital MPH Readout†††</td>
<td></td>
</tr>
<tr>
<td>Driver Door Open</td>
<td></td>
</tr>
<tr>
<td>Engine Hot Turn A/C Off</td>
<td></td>
</tr>
<tr>
<td>Engine Overheated Idle Engine</td>
<td></td>
</tr>
<tr>
<td>Engine Overheated Stop Engine</td>
<td></td>
</tr>
<tr>
<td>Engine Power Is Reduced</td>
<td></td>
</tr>
<tr>
<td>Error</td>
<td></td>
</tr>
<tr>
<td>Fuel Level Low</td>
<td></td>
</tr>
<tr>
<td>Hood Open</td>
<td></td>
</tr>
<tr>
<td>Ice Possible Drive With Care</td>
<td></td>
</tr>
<tr>
<td>Left Rear Door Open</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure Low Stop Engine</td>
<td></td>
</tr>
<tr>
<td>Passenger Door Open</td>
<td></td>
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<tr>
<td>Remote Key Learning Active</td>
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<tr>
<td>Replace Battery in Remote Key</td>
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<td>Right Rear Door Open</td>
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<td>Service A/C System</td>
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<td>Service Air Bag</td>
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<tr>
<td>Service Battery Charging System</td>
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<td>Service Brake System</td>
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<td>Service Power Steering</td>
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<td>Service Stabilitrak</td>
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<tr>
<td>Service Theft System</td>
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<tr>
<td>Service Tire Monitor System</td>
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<td>Service Traction Control</td>
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<tr>
<td>Service Transmission</td>
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<td>Service Vehicle Soon</td>
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<td>Stabilitrak Initializing</td>
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<td>Starting Disabled Service Throttle</td>
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<td>Theft Attempted†</td>
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<td>Tighten Gas Cap</td>
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<tr>
<td>Tire Low Add Air To Tire</td>
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<td>Traction Control On</td>
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<tr>
<td>Transmission Hot Idle Engine</td>
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<td>Trunk Open</td>
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<tr>
<td>Turn Signal On</td>
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<tr>
<td>Washer Fluid Low Add Fluid</td>
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</table>

**Speedometer Certification**

2014 Impala police cars certified speedometer calibration. Specifications, at ambient temperature of -10 to 120 degrees F. Inaccuracies due to vehicle speed sensing are included.

<table>
<thead>
<tr>
<th>Actual Vehicle Speed</th>
<th>Indicated Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 TO 120 MPH</td>
<td>+/- 2 MPH</td>
</tr>
</tbody>
</table>

*The speedometer calibration is for the 3.6L engine, automatic transmission with a 2.44 axle and P235/55R17 W-rated tires.*
WIRING PROVISIONS FOR 12-VOLT BATTERY POWER SUPPLY

Battery power is supplied through two fusible links, one 50-amp and one 65-amp, to three circuit breakers and two control relays located in the control center above the accelerator pedal. A 50-amp circuit breaker feeds power directly from the 50-amp fusible link through a 10-gauge blunt cut wire. Two 30-amp circuit breakers supply power from the 65-amp fusible link through the contacts of the control relays to 12-gauge blunt cut wires. The blunt cut leads are part of a 5-foot coil on the floor under the instrument panel. Each relay is to be operated by an 18-gauge control lead included in the 5-foot coil under the instrument panel. An 8-gauge system ground lead is also provided in the 5-foot coil. The total current available through the 12-volt power supply is 110-amps.

Two blunt cut wires provide ignition controlled power; one is HOT when the ignition is in ACCESSORY/ON; the second is HOT when the ignition is in START/ON.

A third blunt cut wire from the body control module provides a park-enable signal. When the transmission is in PARK, zero volts (not ground) are present and 12-volts are present when the transmission is in any other position. The circuit is designed to operate a single customer-furnished relay.

A fourth blunt cut wire provides the Vehicle Speed Signal (VSS).

NOTE: For wiring diagram see page 23

SERVICING RELAYS AND CIRCUIT BREAKERS

The following information shows you where the relays and circuit breakers are located in the fuse block, viewed upward from driver floor.

A. Instrument panel carrier
B. Relay center for circuit breakers and control relay
C. Instrument panel harness branch

AUXILIARY BATTERY POWER JUNCTION BLOCK IN TRUNK

The auxiliary battery power junction block is mounted in the trunk of your Impala police vehicle. It is located on the passenger side support strut behind the rear wheel housing.

This junction block is split to provide two circuits and can be used to connect customer-furnished equipment directly to the battery through 8-gauge (8 mm2) body wiring and fusible links. A maximum of 100-amps (1200-watts) can be connected. Torque the connections to the studs to 11 lb.-ft. (15 N·m). It is fed by two fusible links of 50-amps each.

NOTE: For wiring diagram see page 23

TRUNK GROUND STUD

A 10 mm ground stud can be found in the trunk on the passenger’s side of the vehicle. The stud is located above the trunk auxiliary junction block. See “Trunk Auxiliary Battery Power Junction Block” for more information on location. A 10 mm flanged hex nut grounds the 10 mm bolt to the vehicle. Recommended torque for the flanged nut is 26 lb.-ft. (35 N·m), plus or minus 4 lb.-ft. (5 N·m). A 10 mm hex nut is provided for customer ground termination. Recommended torque for the terminal connection nut is 7.3 lb.-ft. (10 N·m), plus or minus 1 lb.-ft. (1.3 N·m).

KEYLOCK CYLINDER – TRUNK LID

If your vehicle is equipped with the Theft Deterrent System (option UA6), an audible alarm will occur when the key is used to open the trunk instead of the remote keyless entry (transmitter). See your dealer/retailer to disable the audible alarm.

ENLARGED VIEW OF THE BATTERY POWER FUSE BLOCK

A. Relays and circuit breakers, B. Front of the vehicle, C. Floor of the vehicle
TIRE PRESSURE MONITOR

Your vehicle is equipped with a Tire Pressure Monitor (TPM) System which warns of low tire pressure. Your Impala Police Package may be equipped with a full-size spare tire (see page 18). The full-size spare tire has a sensor but is not programmed to read the spare tire pressure. When the full-size spare tire from your vehicle or spare tire from another Police Package is placed in use as a road wheel, the system will not read the presence of the new TPM sensor and must be calibrated. Refer to your owner’s manual for additional information on the Tire Pressure Monitor and Sensor Programming. The space saver spare tire does not have a tire pressure monitor.

COOLING SYSTEM

High capacity radiator with 225-watt fans

ENGINE, TRANSMISSION AND POWER STEERING COOLERS

Three auxiliary air-to-oil coolers are mounted in front of the engine coolant radiator. The transmission cooler is connected in series with the coolant radiator end-tank cooler.

SERVICE PARTS IDENTIFICATION LABEL

A Service Parts Identification (SPID) Label provides Vehicle Identification Number (VIN)-specific Option Code content list, Engineering Model Number (Nameplate, body style), Exterior paint system, Exterior paint color code and Interior trim level and color. The SPID label for the Impala is located on the right side rear compartment floor. The rear compartment trim must be lifted to access the label.

SERVICE PARTS IDENTIFICATION

<table>
<thead>
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<tr>
<td>2G1WD5EM3B1142351</td>
<td>PB1CH 15W19</td>
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<td>AGK AG2 AL0 AMF AP3 AR9 AT8 AXJ AY0 A75 A79</td>
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<tr>
<td>BDR B3B B42 B66 B9V CL7 UK9 EL7 EF9 ER9 EY9</td>
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</tr>
<tr>
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</tr>
<tr>
<td>OSM GPP R21 R9N R62 SLN TB3 UH6 LUM UMB 1U7</td>
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</tr>
<tr>
<td>UWS UCI U77 V77 WBD WL9 ZTH 1S2 1S5 51U 191</td>
<td></td>
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<tr>
<td>SFL 6A3 6E3 6HP 6J1 6J3 6J4 6J7 753 7HP 79B</td>
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<tr>
<td>7X6 9A2 9A3 9A4 9A7 9A8 9A9 9C1 9C7 9C8 U3UR</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Do not remove the crush box for aftermarket equipment installation.

STRENGTHENED FRONT SEAT

Center floor tunnel-mounted crush box - C

NOTE: Do not remove the crush box for aftermarket equipment installation.

STABILITY TRAK

The Stabilitrak stability control system button is located below the dimmer control as part of the headlamp switch. Refer to pages 3 or 7 of this manual for an operation description of the stability control system or see your Owners Manual.

EXTerior LAMPS CONTROL

968 - Delete Daytime Running Lamps and Automatic Headlamps. This option disables the Daytime Running Lamps and Automatic Headlamps control feature. Exterior lamps are manually controlled only. Option 968 is not available in Canada. The headlamp control on the driver’s side of the instrument panel operates the headlamps.

If your Impala does not have option 968, Daytime Running Lamps and Automatic Headlamps delete, the Daytime Running Lamps and Automatic Headlamps can be turned off for one ignition cycle by rotating the control knob momentarily counter-clockwise. Rotating the headlamp switch again will turn the Daytime Running Lamps and Automatic Headlamps back on.

In Canada, the Daytime Running Lamps and Automatic Headlamps can be turned off if the transmission is in Park. See also section 1 of your Impala owner’s manual.

Stabilitrak - The Stabilitrak stability control system button is located below the dimmer control as part of the headlamp switch. Refer to pages 3 or 7 of this manual for an operation description of the stability control system or see your Owners Manual.

HEADLAMP SWITCH TRUNK OPENER

Interior Lighting Dimmer

Heavy-duty mat covers floor.

MAT – TRUNK

Exterior Lamps Control
### 6C8 – Wiring Coaxial Radio Antenna Cable

RG58 Coaxial radio antenna cable routed from just rearward of the dome lamp location to trunk. Approximately 24 inches of extra cable is coiled between headliner and roof panel. A coil of sufficient length to reach either corner of the trunk is secured to the right inner wheelhouse. There is no hole in the roof panel.

### 7Y6 – Lamp Inoperative Dome

Dome and courtesy lamp will not operate when doors are opened. Dome lamp is controlled only by the instrument light dimmer on the instrument panel.

### AUTONET MOBILE WiFi; In-Car Router

Delivers high speed network connectivity to vehicles by leveraging the 3G network. Autonet Mobile’s TRU Technology, a proprietary and patented technology, provides a seamless connection regardless how fast you are traveling. Unlike conventional cellular data technology, TRU Technology manages data as users travel at high speeds between cell towers, eliminating dropped connections. CarFi™ provides wireless device connectivity within the vehicle using standards-based 802.11 Wi-Fi networking. This allows users in and around the vehicle to access the Internet using any Wi-Fi enabled device. Available through your GM dealer.

### 6C7 – Lamp Auxiliary Dome

Dome lamp located between visors with switch at base of lamp, red LED/white incandescent auxiliary wired independently from standard dome lamp.

### RUF – Full Size Spare Tire

Cover is provided for spare tire and wheel. Full-size spare tire is mounted on top of the standard trunk trim covering the space saver spare tire tub. If full-size spare tire is removed, tub is exposed. The full-size spare tire includes a Tire Pressure Monitor (TPM) sensor which must be programmed to the TPM System after the spare tire is installed. (see page 17)
Two 4-inch, red, single-faced lamps are mounted behind rear seatback to be viewed through rear window. The turn signal circuits extend in loops coiled in the right front foot well for customer connection to control switching. These lamps function as auxiliary turn signal, stop lamps and vehicle hazard flashers.

**NOTE:** For wiring diagram see page 24

### 6J6 — LAMPS REAR WINDOW

Two 4-inch, red, single-faced lamps are mounted behind rear seatback to be viewed through rear window. The turn signal circuits extend in loops coiled in the right front foot well for customer connection to control switching. These lamps function as auxiliary turn signal, stop lamps and vehicle hazard flashers.

### 6J7 — EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM

This option 6J7 Exterior Lamp Emergency Flashing System module is mounted on the front of the right hand upper radiator support, below the upper radiator air baffle.

**NOTE:** For wiring diagram see page 24

### T53 — LAMPS TRUNK LID WARNING

Two 4-inch, red, single-faced lamps are mounted to the deck lid inner panel. Lamps are activated by the deck lid ajar mechanical switch when deck lid is opened. Lamps are wired to flash alternately through a flasher located at the upper right hand corner of the trunk opening.

Wiring is protected by fuse HTDSEAT in the engine compartment fuse block.

### 6J7 — EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM MODULE LOCATION

Option 6J7 provides a headlamps high beam flashing module, rear lamps flashing via the Body Control Module (BCM) and a control wire for customer-furnished switching to turn the module on and off. The flasher control wire is part of the blunt-cut upfitter harness coiled under the instrument panel in the front passenger side foot well. The flashing module is located on the front side of the upper radiator support at the inboard end of the passenger side headlamp assembly.

The headlamp flashing module is activated by the application of 12 volts to a dark green/red wire in the upfitter harness. When activated, the headlamp high beams and the high beam instrument cluster indicator will flash alternately at 2.4 flashes per second. When the flashing module is turned on, the module sends a signal to the BCM which alternately flashes the stop lamps and backup lamps at the same flash rate as the headlamps. Depressing the brake pedal will override the stop lamp flashing and placing the transmission in Reverse will override the backup lamps flashing.

During daylight conditions, the Daytime Running Lamps (DRL) are automatically turned off whenever the headlamps flashing module is activated. During night time conditions, the low beam headlamps automatically turn on while the high beam lamps flash. Turning on the high beam headlamps manually will override the flashing module and the high beam headlamps will operate continuously. During night time conditions the tail lamps will turn on automatically. If Option 9G8 is present the low beam headlamps and tail lamps will not come on automatically. The Center Mounted Stop Lamp will operate only when the service brakes are applied.

A 15-amp fuse labeled HDLP MDL protects the flasher module circuit. The fuse is located in the under hood fuse block in the engine compartment on the passenger side of the vehicle. See also the Owner Manual for more information.

Activation of the headlamps flashing and rear lamps flashing can be separated by opening the dark-blue/yellow BCM circuit at the flasher module connector, C122-F, and applying a customer-switched ground to the harness side of the wire at the connector. Power to the dark green/1209 wire must be OFF to flash the rear only.

**Warning:** BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.

**NOTE:** For wiring diagram see page 24

### 6J7 — EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM Module location

NOTE: For wiring diagram see page 24
7X6 and 7X7 Spotlamps
7X8 and 7X9 Spotlamp Provisions

7X6 Spolamp left hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused
7X7 Spotlamps left and right hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused
7X8 Spotlamp provision left hand provision for customer installed spotlamp includes hole through pillar, mounting bracket and accessible power connector
7X9 Spotlamp provision left and right hand includes same components as option 7X8

NOTE:
- Lamp bulbs are halogen 12 volt 100 watt H-3 rated at 245,000 candle power
- For wiring diagrams and fuse location see page 25
- Customer furnished spotlamp assembly must be installed to avoid interference with deploying passenger airbag

6B7 and 6J5 Hole in Roof Panel

6B7 Hole is drilled near center line of roof panel approximately 29 inches rearward of windshield opening
6J5 Hole is drilled on passenger side of roof panel approximately 29 inches rearward of windshield opening and approximately 6 inches inboard from passenger side door

NOTE: Only one roof hole location may be ordered. SEO 6F5 roof wiring is required when SEO 6B7 or SEO 6J5 are ordered.

AMF – Package of 6 Transmitters

RELEARN REMOTE KEY
To access this DIC display, the vehicle must be in PARK. This display allows you to match the remote keyless entry transmitter to your vehicle. To match a remote keyless entry transmitter to your vehicle, do the following:
1. Press the vehicle information button until PRESS THE RELEARN REMOTE KEY displays.
2. Press the set/rest button. The message REMOTE KEY LEARNING ACTIVE will display.
3. Press and hold the LOCK and UNLOCK buttons not the first transmitter at the same time for approximately 15 seconds. A chime will sound indicating that the transmitter is matched.
4. To match additional transmitters at this time, repeat Step 3. Each vehicle can have a maximum of eight transmitters matched to it.
5. To exit the program mode, you must cycle the key to OFF.

NOTE: A maximum of 8 keys may be learned for a vehicle immobilizer (Passkey III+) with a random key code. Vehicles with the fleet key option (RPO 6E2 or 6E8) may have an unlimited number of keys learned for the particular option fleet key and must be learned using one of the original “master” keys. When programming RPO AMF additional 6 remote transmitters, the original 2 transmitters delivered with a vehicle must also be reprogrammed at the same time. A maximum of 8 remote transmitters can be programmed for a single vehicle.

655 – Roof Wiring

Option 6F5 is a universal wiring harness for roof-mounted equipment. The harness is routed from a 5-foot (1.5 m) coil of wire in the passenger’s side footwell to a connector on the passenger’s side of the trunk.

When the option 6B7 (center hole) is ordered, two color coded 10-gauge (5.0 mm²) wires extend 24-inches (60 cm) through a grommet approximately 30-inches (74 cm) behind the top of the windshield at the center of the roof.

When option 6J5 (passenger’s side hole) is ordered, two color-coded 10-gauge (5.0 mm²) wires extend 24-inches (60 cm) through a grommet approximately 30-inches (74 cm) behind the top of the windshield and 6-inches (15 cm) inboard from the passenger’s side roof joint.

NOTE: For wiring diagram see page 25
This provision permits customer connection of a switch to select either horn or siren operation when the horn pad is pressed.

A 22-gauge (0.35 mm²) wire is connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is in a 5-foot (1.5 m) loop of wire coiled under the instrument panel.

**NOTE:** For wiring diagram see page 25

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Approximately 60 inches (1.5 m) of auxiliary speaker wiring is routed from the front door and windshield pillar speakers and coiled under the instrument panel. The wiring permits connection of the front speaker pairs to customer-installed communication equipment. Vehicle radio front speaker outputs are re-routed to the rear speakers to maintain the required open door/key-in-ignition audible warning.

**NOTE:** For wiring diagram see page 24

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A. Blunt cut ends for the customer-furnished grille lamps and customer-furnished siren/speaker

B. Control wires from in-line connector in forward lamp harness for customer-furnished grille lamps and speaker

The SEO 6J3 wiring provision has a 5-foot (1.5 m) harness coiled underneath the instrument panel on the passenger side. The wiring circuits are routed from under the instrument panel to a 1-foot (30 cm) coil secured in the area behind the grille. There are four 16-gauge (1.0 mm²) wires for connecting to the grille lamps (GRY, TAN) and siren speaker (LT BU, LT GN)

The SEO 6J3 wiring provision also includes one 18-gauge (0.8 mm²) control wire for the SEO 6J7 exterior lamps Emergency Flashing System.

When option 6J7 is installed without option 6J3, only the dark green/red control wire is provided for connection to customer-furnished 12-volt switching to turn the Emergency Flashing System on or off. See also page 19.

**NOTE:** For wiring diagram see page 24
**6N5 – WINDOW SWITCHES REAR DOOR INOPERATIVE**

Rear door window switches are inoperative. Rear door power regulators are operable only from driver position switches.

**6N6 – LOCKS REAR DOOR INOPERATIVE**

Rear door locking rods are disabled. Rear door locks are inoperative at rear doors, but operate from driver position. Remote rod is shipped in the glove box for future installation.

**GA3 – FLOOR COVERING**

Black heavy-duty front and rear. Replaces production carpeting.

**6B2 – HANDLES REAR DOOR INOPERATIVE**

Inside rear door handles are disconnected. Rear doors can only be opened from the outside.
Battery power is supplied through two fusible links, one 50-amp and one 65-amp, to three circuit breakers and two control relays located in the relay center above the accelerator pedal. A 50-amp circuit breaker feeds power directly from the 50-amp fusible link through a 10-gauge (5.0 mm²) blunt cut wire. Two 30-amp circuit breakers supply power from the 65-amp fusible link through the contacts of the control relays to 12-gauge (3.0 mm²) blunt cut wires. The blunt cut leads are part of a 5-foot (1.5 m) loop of wire coiled under the instrument panel in the passenger's side footwell. Each relay is operated by an 18-gauge (0.8 mm²) blunt cut, light or dark blue control lead included in the 5-foot (1.5 m) coil. An 8-gauge (8.0 mm²) ground lead is also provided in the 5-foot (1.5 m) coil. The total current available through the 12-volt power supply is 110-amps (1320-watts).

Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).

Wiring diagram for 12-volt battery power supply:

- Battery power is supplied through two fusible links, one 50-amp and one 65-amp, to three circuit breakers and two control relays located in the relay center above the accelerator pedal.
- A 50-amp circuit breaker feeds power directly from the 50-amp fusible link through a 10-gauge (5.0 mm²) blunt cut wire.
- Two 30-amp circuit breakers supply power from the 65-amp fusible link through the contacts of the control relays to 12-gauge (3.0 mm²) blunt cut wires.
- The blunt cut leads are part of a 5-foot (1.5 m) loop of wire coiled under the instrument panel in the passenger's side footwell. Each relay is operated by an 18-gauge (0.8 mm²) blunt cut, light or dark blue control lead included in the 5-foot (1.5 m) coil. An 8-gauge (8.0 mm²) ground lead is also provided in the 5-foot (1.5 m) coil. The total current available through the 12-volt power supply is 110-amps (1320-watts).

Wiring diagram for controlled power and signal circuits with 12-volt power supply:

- Bunt cut ignition controlled power and signal circuits are also included in the following 5-foot (1.5 m) right foot loop. The spotlight fuses are located in the passenger's side underhood fuse block. See “Fuses and Circuit Breakers” in your owner's manual index for more information.
  - A yellow, 20-gauge (0.5 mm²) 10-amp fused circuit, HOT in ACCESSORY/RUN. Fuse “RAP” is in the end of the instrument panel.
  - A pink, 20-gauge (0.5 mm²) 10-amp fused circuit, HOT in START/RUN. Fuse “PWR Drop/CRNK” is in the underhood fuse block.
  - A yellow/black, 20-gauge transaxle park signal from the Body Control Module (BCM). This circuit provides switched power (12-volts) when the transmission is not in PARK (P) and the engine is running. The electrical load attached to the park circuit must not exceed 0.5-amps (one relay coil).
  - A brown, 22-gauge (0.35 mm²) vehicle speed signal (4,000 pulses/mile) from the ABS module. Connect only high impedance load.
### Wiring Diagram for Option 6J3 and Option 6J7

**Blunt Cut**

<table>
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<tr>
<th>Ground</th>
<th>1250</th>
<th>0.8 BLK</th>
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<td>0.35 D-GN/WH</td>
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<td>Power*</td>
<td>2940</td>
<td>0.8 RD/WH</td>
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<tr>
<td>RF Hi Beam</td>
<td>311</td>
<td>0.5 L-GN/BK</td>
<td>D</td>
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<tr>
<td>Control</td>
<td>6820</td>
<td>0.35 D-GN/RD</td>
<td>E</td>
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<tr>
<td>BCM</td>
<td>6841</td>
<td>0.5 D-BU/YE</td>
<td>F</td>
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</table>

*FUSE "HDL1 MDL", FUSE BLOCK, UNDERHOOD

This connector is located at the rear passenger side of the bumper beam.

### Wiring Diagram for Option WX7 In-Line Connector

**Warning:** BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.

**Blunt Cut**

<table>
<thead>
<tr>
<th>WX7 Inline Harness</th>
<th>Added here to send LF and RF outputs to LR and RR speakers.</th>
<th>WX7 Inline Harness</th>
<th>Added here to send LF and RF outputs to LR and RR speakers.</th>
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<td>Front Speaker Output (A)</td>
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<td>Rear Speaker Output (C)</td>
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<tr>
<td>Front Speaker Output (B)</td>
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**NOTE:** Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).
WIRING DIAGRAM FOR OPTION 6F5

WIRING DIAGRAM FOR OPTION 6J4

WIRING DIAGRAM FOR WINDSHIELD PILLAR-MOUNTED SPOTLAMP - OPTION 7X6 AND 7X7

NOTE: Wiring diagrams for these options are shown in the Police Package owner’s manual supplement (shipped in glove box).
Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side air bags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Air bags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating air bag can still affect the performance of the air bag. For example, such objects could tear the fabric or affect the shape of the air bag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal air bag deployment zone in a manner that will allow full and safe air bag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the air bag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the air bag. The air bag's shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front air bag systems and instrument panel mounted equipment.

Passenger air bags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger air bag deploys through a discrete door located on the top surface of the instrument panel (top-mount air bag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger air bag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount air bag system). With these types of top-mount and mid-mount passenger air bag systems, the top pad of the instrument panel remains in place during deployment.

Some GM passenger air bag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount air bag systems with a “deployable top pad.” The entire instrument panel top pad is the “deployment door” from which the inflating air bag emerges. When an air bag deployment is commanded, the forces from the inflating passenger air bag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger air bag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward in contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible air bag deployment. In the process of securely fastening special equipment to the top, DO NOT fasten the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger air bag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Air Bags for crashes to the vehicle sides.

The air bag system in your police vehicle includes includes roof rail mounted Head Curtain side air bags.. The vehicle is also equipped with seat back mounted upper body air bags located on the outboard side of the driver and front passenger seat backs. Together the Head Curtain and seat-mounted side air bags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional air bag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side air bag deployment zones?

No. The side air bags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats with the ends placed within the side air bag deployment zones will result in unintended interaction between the barrier and the inflating side air bags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side air bag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side air bag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as air bag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger air bag deployment.

On the right half of the top pad closest to the passenger air bag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible air bag deployment.

Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.
Can the installation of push bumpers on the front end of the vehicle affect the deployment of the air bag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the air bags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front air bag sensors mounted on the upper radiator support cross member. Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the air bag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in fore/aft alignment with the front air bag sensors are not recommended.

When should an air bag inflate?

The driver’s and right-front passenger’s frontal air bags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system’s designed “threshold level.”

In addition, your vehicle has “dual stage” frontal air bags which tailor the amount of restraint according to crash severity. For moderate frontal impacts, the air bags inflate at a level less than full deployment. For more severe frontal impacts, “dual stage” frontal air bags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn’t move or deform, the threshold level of the reduced deployment is about 12 to 16 mph (19 to 25 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 38 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver’s and right-front passenger’s frontal air bags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact air bags are designed to inflate in moderate to severe side crashes. The side impact air bags will inflate if the crash severity is above the designed “threshold level.” The threshold level can vary with specific vehicles design. The side impact air bags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain air bags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain air bags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle’s rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed “threshold level.”

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the “threshold level” of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

How long will the air bag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal air bags. This is faster than the blink of an eye. The air bags begin to deflate immediately, helping to stop the occupants more gradually.

I’ve heard that a deployed air bag produces what appears to be smoke, is the air bag hot?

After the bag has deployed in a crash, the air bag itself will not be hot to touch. Some components within the air bag module will be hot for a short time. A small amount of smoke coming from a deployed air bag module is normal and should not be cause for concern.

Also, when the nitrogen gas is vented out of the air bag, small particles from inside the bag are also vented into passenger compartment. These airborne particles look like smoke and some particles are deposited as residue on and around the air bag.

I’ve heard that the dusts that are released into the passenger compartment from the air bag are harmful, is this true?

For most people, the only effect the dusts will produce is some irritation of the throat and eyes, and that is only if the occupant remains in the vehicle for many minutes after the air bag deployment with no ventilation and windows closed. However, some people with asthma may develop an asthmatic attack from inhaling the dusts. If this happens, they should first treat themselves the same way their doctor has advised them to treat any other asthma attack, and then immediately seek medical treatment.

Can the air bag system be re-used?

No. The air bags are designed to inflate only once. After inflation some new parts will be required. These will include the air bag module and possibly other parts. (A competent service technician with access to the vehicle’s service manual and the required tools should replace the required components after a deployment crash.)

If my vehicle has air bags, why should I have to wear my safety belt?

Air bags are in many vehicles today and will be in most of them in the future. But they are supplemental systems only: so they work with safety belts not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you’re in a vehicle that has air bags, you still have to buckle up to get the most protection. That’s true not only in frontal collisions but especially in side and other collisions.
Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIR BAG DEPLOYMENT ZONES VIEW FROM REAR SEAT

A. Top of deployment zone - along head curtain at edge of headliner
B. Air bag inflator location on sail panel
C. Back of deployment zone - at rear of quarter window
D. Front of deployment zone - at front of outside mirror patch
E. Forward air bag tether line
F. Thorax air bag deployment zone
G. Door handle front end
H. Groove in front door armrest
I. Pillar trim
J. Approximate shape of deployed air bag at maximum size
K. Bottom of deployment zone
L. Bottom of door windows

Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle’s wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle’s brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important that you follow the maintenance schedule recommended in the owner’s manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?

Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lock up. When ABS activates, keep steady pressure on the brake pedal and then let the ABS work for you. Don’t pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Can older cars be retrofitted with ABS?

No! The brake system is one of the most important features on any passenger vehicle. Several products, which tap into the master cylinder and/or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems.

However, contrary to their claims, add-on systems, which deplete fluid from the master cylinder on brake apply may actually increase a vehicle’s stopping distance. This may cause the vehicle to fail to comply with Federal brake standards.

Does ABS always activate at the same speed?

No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle’s brakes sooner?

A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?

Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?

No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?

Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner’s manual regarding replacement tire size. NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.

Do insurance companies give a discount for ABS?

Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.
IMPORTANT DRIVING SAFETY TIPS

A. Always maintain a safe following distance. ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

B. Always drive carefully—especially on slippery surfaces. ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

C. It is a good idea to practice an ABS activated stop and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course. Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models. See your owner’s manual for additional information about the operation of StabiliTrak.

Q. How does StabiliTrak work?
A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. How do I use StabiliTrak?
A. StabiliTrak operates independently of the driver. You should continue to drive your StabiliTrak equipped vehicle with caution and care. GM’s StabiliTrak system, StabiliTrak, is designed to be as seamless as possible in operation, to be part of the overall vehicle response and to make a good vehicle better.

Q. Will a tire change affect StabiliTrak?
A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.
UPDATES FOR 2014

NEW FEATURES
- CONCORD METALLIC (GWU)

DELETED
- BLUE RAY METALLIC (GXH)
- BLACK GRANITE METALLIC (58U)
- SPECIALTY PAINT WHEATLAND YELLOW (253A)
- SPECIALTY PAINT DARK TOREADOR RED (334D)
- SPECIALTY PAINT DARK BLUE METALLIC (722J)
- SPECIALTY PAINT BLUE (5665)
- SPECIALTY PAINT GREEN (7941)
- SPECIALTY PAINT WOODLAND GREEN (9015)
- SPECIALTY PAINT YELLOW (9414)

5. Gross Vehicle Weight Rating (GVWR). When properly equipped, includes vehicle, passengers, cargo and equipment.
6. Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.
**Model Availability**

<table>
<thead>
<tr>
<th>CC10706</th>
<th>Rear-wheel drive</th>
</tr>
</thead>
</table>

**Standard Equipment Summary**

- **Warranty**: 3 years / 36,000 mile bumper-to-bumper (whichever comes first, see dealer for details)
- **Air Conditioning**: Dual-zone manual climate control with individual climate settings for driver and front passenger; includes auxiliary rear air conditioning and heat (rear operated from front control only)
- **Assist Handles**: Front passenger and second row outboard; front passenger assist handle is deleted when passenger side spotlamp is ordered
- **Bluetooth**: Not available
- **Compass**: Standard; displayed in Driver Information Center
- **Console, Floor**: Not available
- **Console, Overhead**: Includes map lamps
- **Cruise Control**: Electronic with set and resume speed
- **Dome Lamps**: Dome lamps, cargo lamp with delayed entry feature and map lamps (see page 24 interior/exterior lamp control to turn off dome light)
- **Floor Covering**: Black vinyl floor and load floor behind second row seats
- **Glass**: Deep tinted (all windows except light-tinted glass on windshield, driver and front passenger side glass)
- **Glove Box**: Locking door and no light
- **Mirror**: Inside rearview manual day/night
- **Navigation System**: Not available
- **OnStar**: Not available
- **Outside Temp. Display**: Standard; displayed in Driver Information Center
- **Radio**: AM/FM stereo with MP3 compatible CD player, seek-and-scan, digital clock, auto-tone control, Radio Data System (RDS), speed-compensated volume and theftlock
- **Restraint System**: Tahoe received an overall 5-star frontal and side crash test rating from NHTSA. Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags, passenger sensing system and frontal air bag on/off indicator, rollover sensor, dual head curtain air bags for front and rear outboard occupants and front seat back mounted thorax-pelvic air bags
- **Seats, Front**: Cloth bucket seats, 6-way power driver and passenger seat adjusters with manual reclining seat back and lumbar controls and adjustable head restraints (see page 4)
- **Seat, Rear**: Vinyl split-folding 60/40 bench with outboard seating position headrests, 3rd seat not available (see page 4)
- **Speedometer/Cluster**: 140 mph certified analog speedometer, 1 mph increments and digital trip odometer with gauges for engine oil pressure, fuel, battery volts and coolant temperature. Driver Information Center displays engine hours, warnings and other information (see message listing on page 6)
- **Stealth Mode**: See exterior lamps control on page 24 for operation description
- **Steering Wheel**: Tilt-wheel with column mounted gear shift lever
- **Theft Deterrent System**: Vehicle PASS-Key III+ and content theft (unauthorized entry, OR ENTRY WITHOUT USE OF KEYLESS REMOTE FOB, sounds horn and lamps flash). For Content Theft Alarm disable, option UTQ must be ordered (see page 7)
- **Visors**: Padded with cloth trim, extends on rod; driver and front passenger illuminated vanity mirrors
- **Warning Tones**: Headlamp on, key-in-ignition, driver and right-front passenger safety belt unfasten and turn signal on
- **Window Operation**: Power with driver express-down and lockout features

**Electrical Features**

- **Auxiliary Power, Front**: 100-amp ignition and main power supply wiring at lower center of instrument panel (see wiring provisions for 12-volt battery power supply on page 23)
- **Auxiliary Power, Rear**: 100-amp auxiliary power in cargo area (see page 23)
- **Ground Studs**: Two studs located in rear compartment near bottom of liftgate opening (see page 23)
- **Lock-Out Protection**: Prevents the power door locks from locking the driver's door if the keys are left in the ignition (manually lockable with engine running)
- **Power Outlets**: Two located on instrument panel and one in rear cargo area
- **Wiring Diagnostics**: See pages 28 through 31 for description; also see Tahoe Police Package owner’s manual supplement (located in glove box folder with standard owner’s manual)
- **Wiring Provision, Exterior Lamps Flashing**: Forward lamp harness in-line connector for Exterior Lamps Flashing System (see option 6J7 on page 7)

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
**TAHOE 2WD POLICE PACKAGE PPV**

### EXTERIOR FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSIST STEPS</td>
<td>Black, mounted between front and rear wheels</td>
</tr>
<tr>
<td>BODY SIDE MOLDINGS</td>
<td>Optional (see option B85 on page 7)</td>
</tr>
<tr>
<td>DEFOGGER</td>
<td>Electric, rear window</td>
</tr>
<tr>
<td>DOOR HANDLES</td>
<td>Matte Black</td>
</tr>
<tr>
<td>DOOR LOCKS</td>
<td>Power, non-programmable with lockout protection and automatic door locking and unlocking, door lock cylinder no longer available on passenger front door and rear liftgate; child safety locks included in rear side doors</td>
</tr>
<tr>
<td>FASCIA, FRONT</td>
<td>Body color</td>
</tr>
<tr>
<td>FASCIA, REAR</td>
<td>Body color - with step pad</td>
</tr>
<tr>
<td>FOG LAMPS</td>
<td>Not available</td>
</tr>
<tr>
<td>HEADLAMPS</td>
<td>Dual halogen composite with flash-to-pass feature, automatic exterior lamp control and daytime running lamps (to delete automatic lamp control see option 9G8 on page 7)</td>
</tr>
<tr>
<td>HORNS</td>
<td>Dual note</td>
</tr>
<tr>
<td>KEYLESS ENTRY</td>
<td>Includes two transmitters with non-functional panic button; stealth mode feature includes exterior lamps and horn disable; if remote start Option AP3 is included, running lamps will remain illuminated (additional transmitters are available; see option AMF on page 7)</td>
</tr>
<tr>
<td>KEYS</td>
<td>Two-sided, random code, for ignition and driver door only</td>
</tr>
<tr>
<td>LUGGAGE RACK</td>
<td>Not available</td>
</tr>
<tr>
<td>MIRRORS</td>
<td>Outside heated power-adjustable, manual-folding, Matte Black</td>
</tr>
<tr>
<td>REAR LIFTGATE</td>
<td>Liftgate/liftglass with washer and wiper, and no lock cylinder on liftgate</td>
</tr>
<tr>
<td>RECOVERY HOOKS</td>
<td>Two front</td>
</tr>
<tr>
<td>UNDER HOOD LAMP</td>
<td>Not available</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent, wet-arm with flat blade and pulse washers</td>
</tr>
</tbody>
</table>

### CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR CLEANER</td>
<td>High-capacity</td>
</tr>
<tr>
<td>ALTERNATOR</td>
<td>160-amp with idle boost (transmission in PARK or NEUTRAL) based on battery energy level</td>
</tr>
<tr>
<td>BATTERY</td>
<td>660 CCA, 80-amp hour rating with battery rundown protection (does not protect customer installed equipment)</td>
</tr>
<tr>
<td>BRAKES</td>
<td>Heavy-duty 4-wheel anti-lock front and rear disc with vacuum boost power assist</td>
</tr>
<tr>
<td>COOLING</td>
<td>Heavy-duty high capacity radiator, electric fans and extended life coolant; coolant hoses are EPDM (ethylene-propylene-diene monomer) rubber; silicone hoses are not required (coolant is DEX-COOL good for 5 years/150,000 miles, protects from -34°F to +265°F and against rust and corrosion)</td>
</tr>
<tr>
<td>ENGINE</td>
<td>Vortec V8 FSI with variable valve timing (VVT), active fuel management (AFM), FlexFuel2 (gasoline or E85 ethanol); top speed fuel cut-off at 139 mph; includes air conditioning wide open throttle cut off</td>
</tr>
<tr>
<td>FRAME</td>
<td>Full perimeter, modular with hydroformed rails</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>26 gallon (98 liters)</td>
</tr>
<tr>
<td>OIL COOLERS</td>
<td>Heavy-duty engine, transmission and auxiliary air-to-oil power steering (see page 23)</td>
</tr>
<tr>
<td>PROP SHAFT</td>
<td>Steel, 3.5 inch diameter</td>
</tr>
<tr>
<td>RADIO SUPPRESSION</td>
<td>Grounding straps, at five additional locations (see page 23 for locations)</td>
</tr>
<tr>
<td>SKID PLATE</td>
<td>Front underbody shield starting behind front bumper and running to 2nd cross-member protecting front underbody and oil pan</td>
</tr>
<tr>
<td>SPARK PLUGS</td>
<td>Extended life - iridium tip</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabiliTrak can be controlled by a StabiliTrak button on the instrument panel located below the air conditioning fan control (see page 25). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, Traction Control is off, push again and Traction Control and StabiliTrak are turned back on</td>
</tr>
<tr>
<td>STEERING</td>
<td>Power, rack and pinion</td>
</tr>
<tr>
<td>SUSPENSION, FRONT</td>
<td>Coil-over-shock with stabilizer bar</td>
</tr>
<tr>
<td>SUSPENSION, REAR</td>
<td>Multi-link with coil springs, shocks and heavy-duty stabilizer bar</td>
</tr>
<tr>
<td>TIRES</td>
<td>Goodyear P265/60R17 all-season, V-rated, blackwall</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>CHECK TIRE PRESSURE will display in driver message center, spare tire includes sensor; must be programmed when mounted (see page 18)</td>
</tr>
<tr>
<td>TIRE, SPARE</td>
<td>Full-size spare, lockable with outside winch-type carrier mounted under frame at rear (includes TPM sensor - not programed)</td>
</tr>
<tr>
<td>TRAILERING EQUIPMENT</td>
<td>Not available on Police Package (PPV)</td>
</tr>
<tr>
<td>TRACTION CONTROL</td>
<td>Deactivated when Police Performance Mode is engaged</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>Enhanced calibration 6-speed automatic with overdrive, electronically-controlled transmission provides protection against over-revving the engine in low gear and a mechanical low gear cutout is not required; if a driver manually selects low gear and fails to manually upshift to high gear, the powertrain control module automatically protects the drivetrain</td>
</tr>
<tr>
<td>WHEELS</td>
<td>17” x 7.5” heavy-duty black steel</td>
</tr>
<tr>
<td>WHEEL CENTER CAP</td>
<td>Polished finish bolt-on metal</td>
</tr>
</tbody>
</table>

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
POWERTRAIN

<table>
<thead>
<tr>
<th>OPTION CODE</th>
<th>TYPE</th>
<th>DISPLACEMENT LITERS/CU. IN.</th>
<th>FUEL SYSTEM</th>
<th>ENGINE</th>
<th>TRANSMISSION</th>
<th>AXLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LMG</td>
<td>V8</td>
<td>5.3/325</td>
<td>Active fuel management FlexFuel² (gas or E85 ethanol)</td>
<td>M50/MYC</td>
<td>6L80 6-speed auto. with OD</td>
<td>GU4 3.08</td>
</tr>
</tbody>
</table>

EMISSIONS - MUST BE SPECIFIED

FE9 FEDERAL EMISSIONS. Use for ordering vehicles that will be registered in all states except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

YF5 CALIFORNIA EMISSIONS. Use for ordering vehicles that will be registered in California.

NE1 CT/ME/MD/MA/NJ/NY/OR/RI/VT/WA EMISSIONS. Use for ordering vehicles that will be registered in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

NB8 Required when option code FE9 “Federal emissions” is ordered for delivery to a dealer located in California, Connecticut, Delaware, Massachusetts, Maryland, New Jersey, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

NC7 Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/DE/ME/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in any state except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State. (please consult the “EPA Policy on the Sale of California Emission Vehicles”)

NB9 Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.

NOTE: The 2014 Chevrolet Tahoe Police Patrol Vehicle and Special Service Vehicle with the 5.3L Engine (LMG) with Emission Option Codes NE1 and YF5 is certified to EPA Tier 2 Bin 4 standards and qualifies as ULEV (Ultra Low Emission Vehicle) under California Air Resources Board (CARB) requirements, meaning it is 50-state certified when ordered with NE1 or YF5. Emission Option Code FE9 (Federal) is Federal-only certified and not intended for registration in Arizona, California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.

Emission Standard: BIN4 (for Option Code NE1 or YF5), BIN5 (for Option Code FE9)

EPA engine family or test group: EGMXT05.3381 (for Option Code NE1 or YF5), EGMXT05.3373 (for Option Code FE9)

TIRES - SPEED RATED

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>QUANTITY</th>
<th>SIZE</th>
<th>SPEED RATING</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOODYEAR</td>
<td>5</td>
<td>P265/60R17</td>
<td>V</td>
<td>All season BW</td>
</tr>
</tbody>
</table>

NOTE: Due to specific requirements for performance durability and safety, GM recommends only the original equipment tires for replacement.

Tire Ply = Tread: 2 Polyester, 2 Steel, 2 Nylon Sidewall: 2 Polyester Total 8 Ply

Tire chains may be used with caution. See your owner’s manual for specific recommendations regarding conditions. If the vehicle is equipped with a P265/60R17 tire size use tire chains only where legal and only when necessary. Use low profile chains that add no more than 12 mm thickness to the tire tread and inner sidewall. Use chains that are the proper size for the tires. Install them on the tires of the rear axle. Don’t use chains on the tires of the front axle. Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer’s instructions. If the chains contact the vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage the vehicle.

SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT OPTIONS</th>
<th>EBONY</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>A95 and 9NS STS 19C</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td>AZ3 STS 19C</td>
</tr>
</tbody>
</table>

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
### AVAILABLE EXTERIOR COLORS

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>SEO CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWT</td>
<td>Champagne Silver Metallic</td>
<td></td>
</tr>
<tr>
<td>GHA</td>
<td>Mocha Steel Metallic</td>
<td></td>
</tr>
<tr>
<td>89U</td>
<td>Crystal Red® Tintcoat</td>
<td></td>
</tr>
<tr>
<td>GAN</td>
<td>Silver Ice Metallic</td>
<td></td>
</tr>
<tr>
<td>41U</td>
<td>Black</td>
<td></td>
</tr>
<tr>
<td>GWU</td>
<td>Concord Metallic (New)</td>
<td></td>
</tr>
<tr>
<td>50U</td>
<td>Summit White</td>
<td></td>
</tr>
</tbody>
</table>

*Actual colors may vary

### SEO PAINT AVAILABLE

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>SEO CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9260</td>
<td>Victory Red</td>
<td>5T4</td>
</tr>
</tbody>
</table>

*Additional Charge

**NOTE:** Actual color may vary

- All normally body-colored non-sheet metal parts
- SEO paint orders that contain less than five vehicles will be delayed until five unit minimum is received for batch production
NOTE: The Tahoe Police Package and Special Service Package are not equipped with DIC buttons. The instrument cluster odometer trip stem is used to display the following messages: odometer, engine hours, trip odometer, tire pressure, remote keyless entry, relearn remote key, programming and DIC language. See the Tahoe owner’s manual for operation description.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>K5T</td>
<td>BATTERIES DUAL - 660 CCA, 80-amp hour rating, parallel connected</td>
</tr>
<tr>
<td>B85</td>
<td>BODY SIDE MOLDINGS - On 4 doors</td>
</tr>
<tr>
<td>1LR</td>
<td>BRAKE SYSTEM, CITY - Uses base friction material that wears better at lower temperatures and city service. The city brakes are not optimal for track performance. The rotor does not have the radial drilled holes. The parts are physically interchangeable for service, however the parts should be substituted as complete four wheel sets</td>
</tr>
<tr>
<td>UTQ</td>
<td>CONTENT THEFT ALARM DISABLE - Flashing lamps and horn warning (This option is recommended for customers that do not intend on using keyless entry remote fobs)</td>
</tr>
<tr>
<td>9GB</td>
<td>DELETE DAYTIME RUNNING LAMPS AND AUTOMATIC HEADLAMPS - Exterior lamps are operated manually (see page 24 for description)</td>
</tr>
<tr>
<td>ST4</td>
<td>EXTERIOR BODY COLORED PARTS - Victory Red special painted exterior body parts in lieu of glossy Black color normally installed with special painted bodies, Victory Red painted parts will consist of front fascia, rear bumper fascia, rear liftgate license plate applique and rear liftgate handle, door handles and body side moldings. Mirrors, rear D-pillar applique and liftgate spoiler will remain Black. Requires SEO TGK special paint and special paint color WA9260 Victory Red. Includes RPO B85 body side moldings</td>
</tr>
<tr>
<td>6J7</td>
<td>FLASHER SYSTEM HEADLAMPS AND TAIL LAMPS - DRL compatible, headlamp flasher module with control wire and body control module rear lamp flashing (see page 27)</td>
</tr>
<tr>
<td>B30</td>
<td>FLOOR COVERING - Color keyed carpeting (includes rear cargo floor)</td>
</tr>
<tr>
<td>B58</td>
<td>FLOOR MATS - Color keyed carpeted front and 2nd row (not available with vinyl floor covering)</td>
</tr>
<tr>
<td>K05</td>
<td>HEATER - Engine block</td>
</tr>
<tr>
<td>PPV</td>
<td>IDENTIFIER - Police Package</td>
</tr>
<tr>
<td>6E2</td>
<td>KEY COMMON - Complete vehicle fleet, provides a single key cut with a specific code that is common to the door lock and ignition of all the vehicles in the vehicle fleet; this key code is an alternate to SEO 6E8 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes and 2011 and later Caprice</td>
</tr>
<tr>
<td>6E8</td>
<td>KEY COMMON - Complete vehicle fleet, provides a single key cut with a specific code that is common to the door lock and ignition of all the vehicles in the vehicle fleet; this key code is an alternate to SEO 6E2 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes and 2011 and later Caprice</td>
</tr>
<tr>
<td>AMF</td>
<td>KEYLESS ENTRY TRANSmitters - Fleet Package includes 6 additional transmitters. Transmitters are not programmed. Each transmitter, including the two standard with the vehicle, must be programmed together by a dealer at customer expense. Transmitter programming is not a warranty item. See also your owner’s manual supplement for programming information. (see also page 25 for customer programming of transmitters using the vehicle Driver Information Center procedure) NOTE: Vehicle specific, common fleet transmitter frequency not available</td>
</tr>
<tr>
<td>G80</td>
<td>LOCKING DIFFERENTIAL - Heavy-duty</td>
</tr>
<tr>
<td>TRW</td>
<td>PROVISION FOR ROOF MOUNTED LAMP - Overhead console mounted switch and wiring to the roof; upfitter to install and connect a roof mounted warning lamp; instructions provided in owner’s manual supplement (see page 25)</td>
</tr>
<tr>
<td>6N6</td>
<td>REAR DOOR LOCKS INOPERATIVE - Rear power locks are inoperable at rear door but operate from drivers position (see page 25)</td>
</tr>
<tr>
<td>6B2</td>
<td>REAR DOOR HANDLES INOPERATIVE - Rear door inoperative; doors can be opened only from outside (see page 25)</td>
</tr>
<tr>
<td>6N5</td>
<td>REAR DOOR WINDOW SWITCHES INOPERATIVE - Rear windows only operate from drivers position (see page 25)</td>
</tr>
<tr>
<td>AP3</td>
<td>REMOTE VEHICLE STARTER SYSTEM - Includes remote keyless entry</td>
</tr>
<tr>
<td>5T5</td>
<td>SEATS - Front cloth with vinyl rear seat (see page 4)</td>
</tr>
<tr>
<td>TGK</td>
<td>SPECIAL PAINT SOLID - One color all normally body-colored non-sheet metal parts will be gloss Black. This includes front and rear facias, liftgate handle and applique, D-pillars and upper liftgate applique. Mirrors and door handles will be grained Black parts. B85 body-side moldings are not available except with SEO option ST4 exterior body-colored parts. May require extended lead time. Required with any SEO paint selection. May require extended lead time</td>
</tr>
<tr>
<td>7X6</td>
<td>SPOTLAMP - Left hand, separately fused (see page 26)</td>
</tr>
<tr>
<td>7X7</td>
<td>SPOTLAMPS - Left and right hand, separately fused (see page 26)</td>
</tr>
<tr>
<td>WX7</td>
<td>WIRING - For customer connection to front door and windshield pillar speakers. Front speakers are not connected to the vehicle radio; radio audio signals are routed to the rear speakers (see page 26)</td>
</tr>
<tr>
<td>6J3</td>
<td>WIRING - For grille lamps and siren speaker. (see page 27)</td>
</tr>
<tr>
<td>6J4</td>
<td>WIRING - For horn/siren circuit, in-line connection for customer furnished switch (see page 26)</td>
</tr>
<tr>
<td>AUTONET MOBILE WIFI IN-CAR ROUTER</td>
<td>Available through your GM Dealer (see page 26)</td>
</tr>
</tbody>
</table>

For standard and optional illustrations see pages 23 through 27
GENERAL

Model CC10706
Drive 2-wheel

EXTERIOR (in./mm)

Wheelbase 116.0/2946
Overall length 202.0/5131
Overall width 79.0/2007
Overall height* 73.9/1877
Lift in height (load floor to ground) 30.3/770
Step height - (front door sill to ground) 20.4/517
Step height - (rear door sill to ground) 20.8/528
Step height - (front running board to ground) 12.1/307
Step height - (rear running board to ground) 12.5/317
Front track width 68.2/1732
Rear track width 67.0/1701
Turning diameter curb to curb (ft./m) 39.0/11.9
Ground clearance* (rear axle) 8.0/203

FRONT COMPARTMENT (in./mm)

Head room 41.1/1044
Shoulder room 65.2/1656
Hip room 60.3/1532
Leg room 41.3/1049

REAR COMPARTMENT (in./mm)

Head room 39.2/996
Shoulder room 65.2/1656
Hip room 60.6/1539
Leg room 39.0/991

CARGO

Load floor length to center of front seat at floor (in./mm) 81.4/2068
Load floor length to center of 2nd seat at floor (in./mm) 49.4/1255
Inside width between wheel house (in./mm) 49.1/1247
Cargo area height (in./mm) 41.7/1059
Cargo volume maximum behind front seat (cu. ft./liters) 108.9/3084
Cargo volume maximum behind second seat (cu. ft./liters) 60.3/1707

NOTE: For additional dimensional data go to: gmupfitter.com

PAASSENGER COMPARTMENT VOLUME INDEX (cu.ft./liters)

Passenger compartment volume index 121.8/3449

FUEL ECONOMY RATINGS CITY/HIGHWAY/COMBINED

5.3L engine 2WD4 15/21/17

5.3 Liter Vortec V8

ENGINE

Type STD
Displacement: liters/cu. in. 5.3/325
Horsepower/rpm 320 @ 5400
Torque lb.-ft./rpm  335 @ 4000
Induction system SFI
Compression ratio 9.9:1
Exhaust Single
Minimum recommended fuel octane 87
Fuel tank capacity (gallons/liters) 26/98
Oil with filter (quarts/liters) 6.0/5.7
Cooling capacity (quarts/liters) 18.3/17.3

TRANSMISSION

Automatic electronic with overdrive 6-speed
Fluid pan removed and filter replaced (quarts/liters) 6.0/5.7

AXLE

Ratio 3.08

BRAKES

ABS with vacuum-boost Disc/Disc
Front-swept area (sq. in./sq. cm) 256.6/1655
Rear-swept area (sq. in./sq. cm) 248/1600
Total front and rear swept area (sq. in./sq. cm) 504.6/3255
Front rotor diameter (in./mm) 13.0/330
Rear rotor diameter (in./mm) 13.5/343
Front rotor thickness (in./mm) 1.2/30
Rear rotor thickness (in./mm) .79/20

TIRES

Type Goodyear V-rated all-season
Size P265/60R17

WHEELS

Type Steel
Size 17" x 7.5"

CHASSIS

Frame Full perimeter steel
Front suspension Independent, single coil-over-shocks with stabilizer bar
Rear suspension Multi-link with coil spring
Steering type Power rack and pinion
Steering ratio 17.75:1

BATTERY

Type Maintenance free
BCI group size LN3
Volts 12
Amp hour rating 80
Cold cranking-amps @ 0°F (-18°C) 660
Reserve capacity @ 80°F (27°C) 135 minutes

VEHICLE WEIGHT (lbs./kg.)

GVWR5 6800/3084
Curb weight10 5285/2397
Payload5 with bucket seats 1516/688

NOTE: See owner’s manual supplement for loading information

TAHOE POLICE ALTERNATOR OUTPUT

NORMAL IDLE SPEED: 600-650 RPM

COMPUTER CONTROLLED IDLE SPEED RANGE (PARK): 800-1000 RPM

3. Cargo and load capacity limited by weight and distribution.
4. EPA-estimated MPG.
5. Gross Vehicle Weight Rating (GVWR). When properly equipped, includes vehicle, passengers, cargo and equipment.
6. Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.
10. Curb weight in operational status with 100% fuel, fluids and standard base equipment (excludes optional content)
Estimated material sizes to wrap:

- Hood – 70” x 52”
- Front Doors – 50” x 36”
- Rear Doors – 40” x 36”
- Roof – 114” x 55”
- Rear hatch – 65” x 26”
This information is intended for those who intend to install additional equipment to the police vehicle after it has left the factory, and for those who will be driving and loading the vehicle with passengers and/or cargo. Two labels on your vehicle show how much weight it was designed to carry, the Tire and Loading Information label and the Certification/Tire label. These labels are attached to your vehicle and give you the maximum load capacity, the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) for your vehicle. See “Vehicle Load Limits” in the owner manual Index for additional loading information.

The following guidelines can help you with proper loading and load distribution when installing additional equipment on the TahoePolice Package.

**WARNING**

DO NOT LOAD THE VEHICLE ANY HEAVIER THAN THE GROSS VEHICLE WEIGHT RATING (GVWR), OR EITHER THE MAXIMUM FRONT OR REAR GROSS AXLE WEIGHT RATING (GAWR). THIS CAN CAUSE SYSTEMS TO BREAK AND CHANGE THE WAY THE VEHICLE HANDLES. THIS COULD CAUSE LOSS OF CONTROL AND A CRASH. OVERLOADING CAN ALSO SHORTEN THE LIFE OF THE VEHICLE.

**ADDING EQUIPMENT TO YOUR VEHICLE**

Before adding accessories or equipment to your police vehicle, there are some things you need to know:

- The police vehicle's maximum capacity weight (payload). The weight of your police vehicle, including a full tank of fuel but without a driver and passengers.
- The weight of items you plan on adding to your police vehicle, like roof mounted light bar(s), push bumpers, security barrier(s), rear storage organizer, highway flares, fire extinguishers, weapons, ammunition, radios, and video equipment.
- The weight and number of passengers you intend to carry in your vehicle.
- The total weight of any additional cargo you intend to carry in your vehicle.

When planning your vehicle equipment installation remember not to exceed the Gross Vehicle Weight Rating (GVWR) or the Gross Axle Weight Rating (GAWR) of the front or rear axles. To keep the available load weight less than the vehicle capacity weight, you may need to limit the number of passengers you carry in your vehicle or change your choice of additional equipment.

**CENTER OF GRAVITY (CG)**

A vehicle's center of gravity is an imaginary location inside the vehicle and is a balance point for the vehicle mass as it moves down the road. The police vehicle's center of gravity, before you add a load and passengers, is approximately midway between the center of the axles, up from the ground to just below the front window, and between the driver and passenger. Equipment location and weight on the vehicle's center of gravity is important to keep in mind when planning an installation. Heavy equipment should be positioned as low and as far forward in the rear load compartment as possible. Try to mount the equipment below the bottom of the side windows. Refer to the Loading Zone chart and diagram to help with your installation plan.

A procedure to make the necessary measurements and formulas to calculate the vehicle longitudinal, lateral and vertical position of the center of gravity can be found in the GM Coachbuilders Manual.

Equipment required to conduct the measurements for calculating the center of gravity are:

- Weight scales of sufficient capacity to measure the vehicle weight at each wheel.
- A post type hoist or other means to safely elevate the front of the vehicle to at least an angle of 20 degrees above horizontal.

See your GM dealer to get more information about this coachbuilder procedure.

Keeping the center of gravity midway between the axles is also important to provide proper braking performance. About half the total vehicle weight on each axle is recommended.

Weigh your vehicle after the additional equipment has been installed to determine the actual weight of your vehicle. Weigh the vehicle with a full tank of fuel and without passengers. You may need to put a limit on how many people or other equipment you can carry inside your vehicle after the additional equipment has been installed.

**Note:** See loading zone weight chart and diagram on page 11
Loading zone for customer installed equipment and cargo without passengers

A. Front Floor to Roof Zone Area
B. Front Roof Zone Area
C. Back of Front Door
D. Rear Roof Zone Area
E. Rear Floor to Roof Zone Area
F. Ground

<table>
<thead>
<tr>
<th>Loading Zones</th>
<th>Front Axle Weight</th>
<th>Rear Axle Weight</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td>37 lbs (17 kg)</td>
<td>51 lbs (23 kg)</td>
<td>88 lbs (40 kg)</td>
</tr>
<tr>
<td>Floor to Roof</td>
<td>133 lbs (60 kg)</td>
<td>529 lbs (240 kg)</td>
<td>662 lbs (300 kg)</td>
</tr>
<tr>
<td>Total</td>
<td>170 lbs (77 kg)</td>
<td>580 lbs (263 kg)</td>
<td>750 lbs (340 kg)</td>
</tr>
</tbody>
</table>

Using heavier suspension components to get added durability might not change your weight ratings. Ask your dealer to help you load your vehicle the right way.
UPDATES FOR 2014

NEW FEATURES
- CONCORD METALLIC (GWU)

DELETED
- BLUE RAY METALLIC (GXH)
- BLACK GRANITE METALLIC (58U)
- SPECIALTY PAINT WHEATLAND YELLOW (253A)
- SPECIALTY PAINT DARK TOREADOR RED (334D)
- SPECIALTY PAINT DARK BLUE METALLIC (722J)
- SPECIALTY PAINT BLUE (5665)
- SPECIALTY PAINT GREEN (7941)
- SPECIALTY PAINT WOODLAND GREEN (9015)
- SPECIALTY PAINT YELLOW (9414)
14 | *TAHOE 4WD SPECIAL SERVICE – 5W4*

**NOTE: THIS VEHICLE IS NOT DESIGNED NOR INTENDED FOR USE IN HIGH SPEED EMERGENCY VEHICLE OPERATIONS. GM RESTRICTS THE SALE OF POLICE VEHICLES AND THEY ARE NOT TO BE SOLD TO RETAIL CUSTOMERS.**

### MODEL AVAILABILITY

| CK10706 | 4-wheel drive |

### STANDARD EQUIPMENT SUMMARY

| WARRANTY | 3 years / 36,000 mile bumper-to-bumper (whichever comes first, see dealer for details)  
5 years / 100,000 mile limited powertrain (whichever comes first, see dealer for details) |

### INTERIOR FEATURES

| AIR CONDITIONING | Dual-zone manual climate control with individual climate settings for driver and front passenger; includes auxiliary rear air conditioning and heat (rear operated from front control only) |
| ASSIST HANDLES | Front passenger and second row outboard; front passenger assist handle is deleted when passenger side spotlamp is ordered |
| BLUETOOTH | Not available |
| COMPASS | Standard; displayed in Driver Information Center |
| CONSOLE, OVERHEAD | Includes map lamps |
| CRUISE CONTROL | Electronic with set and resume speed |
| DOME LAMPS | Dome lamps, cargo lamp with sustained lamps feature and map lamps (see page 24 interior/exterior lamp control to turn off dome light) |
| FLOOR COVERING | Black vinyl floor and load floor behind second row |
| GLASS | Deep tinted (all windows except light-tinted glass on windshield, driver and front passenger side glass) |
| GLOVE BOX | Locking door, no light |
| MIRROR | Inside rearview manual day/night |
| NAVIGATION SYSTEM | Not available |
| ONSTAR | Not available |
| OUTSIDE TEMP. DISPLAY | Standard; displayed in Driver Information Center |
| RADIO | AM/FM stereo with MP3 compatible CD player, seek-and-scan, digital clock, auto-tone control, Radio Data System (RDS), speed-compensated volume and theftlock |

**Tahoe received an overall 5-star frontal and side crash test rating from NHTSA**<sup>12</sup>. Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags<sup>1</sup>, passenger sensing system and frontal air bag<sup>1</sup> ON/OFF indicator, rollover sensor, dual head curtain air bags<sup>1</sup> for front and rear outboard occupants and front seat back mounted thorax-pelvic air bags<sup>1</sup>.

### RESTRAINT SYSTEM

| SEAT, FRONT | Cloth 40/20/40 split-bench 3-passenger, includes 6-way power driver seat adjuster (power passenger seat is not available) with manual lumbar, driver and passenger manual reclining, outboard head restraints, center fold-down storage armrest and rear storage pockets (see page 14). Bucket seats available, see A95 page 17 |
| SEAT, REAR | Vinyl split-folding 60/40 bench with outboard seating position headrests, 3rd seat not available (see page 14) |
| SPEEDOMETER/CLUSTER | 120 mph analog speedometer and digital trip odometer with gages for engine oil pressure, fuel, battery volts and coolant temperature. Driver Information Center displays engine hours, warnings and other information (see message listing on page 16) |
| STEALTH MODE | See exterior lamps control on page 24 for operation description |
| STEERING WHEEL | Tilt-wheel with column mounted gear shift lever |
| THEFT DETERRENT SYSTEM | Vehicle PASS-Key® III+ and content theft (unauthorized entry sounds horn and lamps flash). For Content Theft Alarm disable option UTO must be ordered (see page 19) |
| VISORS | Padded with cloth trim, extends on rod; driver and front passenger illuminated vanity mirrors |
| WARNING TONES | Headlamp on, key-in-ignition, driver and right-front passenger safety belt unfasten and turn signal on |
| WINDOW OPERATION | Power with driver express-down and lockout features |

### ELECTRICAL FEATURES

| AUXILIARY POWER, FRONT | 100-amp ignition and main power supply wiring at lower center of instrument panel (see wiring provisions for 12-volt battery power supply on page 23) |
| AUXILIARY POWER, REAR | 100-amp auxiliary power in cargo area (see page 23) |
| GROUND STUDS | Two studs located in rear compartment near bottom of liftgate opening (see page 23) |
| LOCK-OUT PROTECTION | Prevents the power door locks from locking the driver's door if the keys are left in the ignition (manually lockable with engine running) |
| POWER OUTLETS | Two located on instrument panel and one in rear cargo area |
| WIRING DIAGRAMS | See pages 28 through 31 for description; also see Tahoe Police Package owner's manual supplement (located in glove box folder with standard owner's manual) |
| WIRING PROVISION, EXTERIOR LAMPS FLASHING | Forward lamp harness in-line connector for Exterior Lamps Flashing System (see option 6J7 on page 19) |

---

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.

## EXTERIOR FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSIST STEPS</td>
<td>Black, mounted between front and rear wheels</td>
</tr>
<tr>
<td>BODY SIDE MOLDINGS</td>
<td>Optional (see option B85 on page 19)</td>
</tr>
<tr>
<td>DEFOGGER</td>
<td>Electric, rear window</td>
</tr>
<tr>
<td>DOOR HANDLES</td>
<td>Matte Black</td>
</tr>
<tr>
<td>DOOR LOCKS</td>
<td>Power, non-programmable with lockout protection, and automatic door locking and unlocking, door lock cylinder no longer available on passenger front door and rear liftgate; child safety locks included in rear doors</td>
</tr>
<tr>
<td>FASCIA, FRONT</td>
<td>Color - keyed</td>
</tr>
<tr>
<td>FASCIA, REAR</td>
<td>Color - keyed with step pad</td>
</tr>
<tr>
<td>FOG LAMPS</td>
<td>Not available</td>
</tr>
<tr>
<td>HEADLAMPS</td>
<td>Dual halogen composite with flash-to-pass feature, automatic exterior lamp control and daytime running lamps (to delete automatic lamp control, see option 9G8 on page 17)</td>
</tr>
<tr>
<td>HORN</td>
<td>Dual note</td>
</tr>
<tr>
<td>KEYLESS ENTRY</td>
<td>Includes two transmitters with non-functional panic button; stealth mode feature includes exterior lamps and horn disable; if remote start Option AP5 is included, running lamps will remain illuminated (additional transmitters are available; see option AMF on page 19)</td>
</tr>
<tr>
<td>KEYS</td>
<td>Two-sided random code, for ignition and driver door only</td>
</tr>
<tr>
<td>LUGGAGE RACK</td>
<td>Not available</td>
</tr>
<tr>
<td>MIRRORS</td>
<td>Outside heated power-adjustable, manual-folding, Matte Black</td>
</tr>
<tr>
<td>REAR LIFTGATE</td>
<td>Liftgate/liftglass with washer and wiper, power liftgate not available and no lock cylinder on liftgate</td>
</tr>
<tr>
<td>RECOVERY HOOKS</td>
<td>Two front</td>
</tr>
<tr>
<td>UNDER HOOD LAMP</td>
<td>Not available</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent with washer</td>
</tr>
</tbody>
</table>

## CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR CLEANER</td>
<td>High-capacity</td>
</tr>
<tr>
<td>ALTERNATOR</td>
<td>160-amp with idle boost (transmission in PARK or NEUTRAL) based on battery energy level</td>
</tr>
<tr>
<td>BATTERY</td>
<td>660 CCA, 80-amp hour rating with battery rundown protection (does not protect customer installed equipment)</td>
</tr>
<tr>
<td>BRAKES</td>
<td>4-wheel anti-lock front and rear disc with vacuum boost power assist</td>
</tr>
<tr>
<td>COOLING</td>
<td>Heavy-duty high capacity radiator, electric fans and extended life coolant; coolant hoses are EPDM (ethylene-propylene-diene monomer) rubber; silicone hoses are not required (coolant is DEX-COOL good for 5 years/150,000 miles, protects from -34°F to +265°F and against rust and corrosion)</td>
</tr>
<tr>
<td>ENGINE</td>
<td>Vortec 5300 V8 SFI with variable valve timing (VVT), active fuel management (AFM), FlexFuel (capable of running on gasoline or E85 ethanol; mixtures) top speed fuel cutoff at 98 MPH</td>
</tr>
<tr>
<td>FRAME</td>
<td>Full perimeter modular with hydroformed frame rails</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>26 gallon (98 liters)</td>
</tr>
<tr>
<td>OIL COOLERS</td>
<td>Engine and transmission auxiliary air-to-oil and power steering (see page 24 for description)</td>
</tr>
<tr>
<td>RADIO SUPPRESSION</td>
<td>Grounding straps at five additional locations (see page 23 for location)</td>
</tr>
<tr>
<td>SPARK PLUGS</td>
<td>Extended life - iridium tip</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabiliTrak can be controlled by a StabiliTrak button on the instrument panel located below the air conditioning fan control (see page 24). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, Traction Control is off, push and hold five seconds Traction Control and StabiliTrak is off, push again and Traction Control and StabiliTrak are turned back on</td>
</tr>
<tr>
<td>STEERING</td>
<td>Power, rack and pinion</td>
</tr>
<tr>
<td>SUSPENSION, FRONT</td>
<td>Coil-over-shock with stabilizer bar</td>
</tr>
<tr>
<td>SUSPENSION, REAR</td>
<td>Multi-link with coil springs with stabilizer bar</td>
</tr>
<tr>
<td>TIRES</td>
<td>P265/70R17 all-season SBR</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>CHECK TIRE PRESSURE will display in driver message center (no spare tire sensor)</td>
</tr>
<tr>
<td>TIRE, SPARE</td>
<td>Full-size spare, lockable with outside winch-type carrier mounted under frame at rear (TPM sensor not included)</td>
</tr>
<tr>
<td>TRAILERING EQUIPMENT</td>
<td>Heavy-duty, includes trailer hitch platform, 7-wire harness with independent fused trailering circuits mated to a 7-way sealed connector, VR4 2-inch trailering receiver and electric brake controller jumper harness</td>
</tr>
<tr>
<td>TRANSFER CASE</td>
<td>Electronic autotrac</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>6-speed automatic with overdrive and tow/haul mode, electronically-controlled transmission provides protection against over-revving the engine in low gear and a mechanical low gear blockout is not required; if a driver manually selects low gear and fails to manually upshift to high gear, the powertrain control module automatically protects the drivetrain</td>
</tr>
<tr>
<td>WHEELS</td>
<td>17” x 7.5” argent steel</td>
</tr>
<tr>
<td>WHEEL CENTER CAP</td>
<td>Argent, retained to wheel lugnuts</td>
</tr>
</tbody>
</table>

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
## POWERTRAIN

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>TRANSMISSION</th>
<th>AXLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPTION</td>
<td>TYPE</td>
<td>DISPLACEMENT</td>
</tr>
<tr>
<td>CODE</td>
<td></td>
<td>LITERS/CU. IN.</td>
</tr>
<tr>
<td>LMG</td>
<td>V8</td>
<td>5.3/325</td>
</tr>
</tbody>
</table>

### EMISSIONS - MUST BE SPECIFIED

**FE9**  
FEDERAL EMISSIONS. Use for ordering vehicles that will be registered in all states except California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

**YF5**  
CALIFORNIA EMISSIONS. Use for ordering vehicles that will be registered in California.

**NE1**  
CT/ME/MA/NJ/NY/OR/PA/RI/VT/WA EMISSIONS. Use for ordering vehicles that will be registered in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.

**NB8**  
Required when option code FE9 “Federal emissions” is ordered for delivery to a dealer located in California, Connecticut, Delaware, Massachusetts, Maryland, New Jersey, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.

**NC7**  
Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/DE/ME/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in California. A vehicle with one of these option codes must be registered in California.

**NB9**  
Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.

**NOTE:** The 2014 Chevrolet Tahoe Police Patrol Vehicle and Special Service Vehicle with the 5.3L Engine (LMG) with Emission Option Codes NE1 and YF5 is certified to EPA Tier 2 Bin 4 standards and qualifies as ULEV (Ultra Low Emission Vehicle) under California Air Resources Board (CARB) requirements, meaning it is 50-state certified when ordered with NE1 or YF5. Emission Option Code FE9 (Federal) is Federal-only certified and not intended for registration in Arizona, California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.

**Emission Standard:** BIN4 (for Option Code NE1 or YF5), BINS (for Option Code FE9)

**EPA engine family or test group:** EGMXT05.3381 (for Option Code NE1 or YF5), EGMXT05.3373 (for Option Code FE9)

### TIRES - SPEED RATED

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>QUANTITY</th>
<th>SIZE</th>
<th>SPEED RATING</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Random</td>
<td>5</td>
<td>P265/70R17</td>
<td>S</td>
<td>All season BW</td>
</tr>
</tbody>
</table>

**NOTE:** Optional on/off-road tire is available (see option 4JP on page 19)

Tire Ply = Tread: 2 Polyester, 2 Steel, 1 Nylon Sidewall: 2 Polyester Total 7 Ply

Tire chains may be used with caution. See your owner’s manual for specific recommendations regarding conditions. If the vehicle is equipped with a P265/60R17 tire size use tire chains only where legal and only when necessary. Use low profile chains that add no more than 12 mm thickness to the tire tread and inner sidewall. Use chains that are the proper size for the tires. Install them on the tires of the rear axle. Don’t use chains on the tires of the front axle. Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer’s instructions. If the chains contact the vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage the vehicle.

### SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT OPTIONS</th>
<th>EBONY</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td></td>
</tr>
<tr>
<td>Front: cloth 40/20/40 split-bench (power driver side seat only)</td>
<td>AZ3</td>
</tr>
<tr>
<td>Rear: vinyl 60/40 split-bench</td>
<td>ST5</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td></td>
</tr>
<tr>
<td>Front: cloth buckets with center console (power driver and passenger seat)</td>
<td>A95</td>
</tr>
<tr>
<td>Rear: vinyl 60/40 split-bench</td>
<td>ST5</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td></td>
</tr>
<tr>
<td>Front: cloth buckets without center console (power driver and passenger seat)</td>
<td>A95 and 9N5</td>
</tr>
<tr>
<td>Rear: vinyl 60/40 split-bench</td>
<td>ST5</td>
</tr>
</tbody>
</table>

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
AVAILABLE EXTERIOR COLORS

GWT  
Champagne  
Silver Metallic

GHA  
Mocha Steel  
Metallic

89U  
Crystal Red*  
Tintcoat

GAX  
Silver Ice  
Metallic

41U  
Black

GWU  
Concord  
Metallic (New)

50U  
Summit White

Actual colors may vary  * Additional Charge

SEO PAINT AVAILABLE

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9260</td>
<td>Victory Red</td>
<td>5T4</td>
</tr>
</tbody>
</table>

ACTUAL COLOR MAY VARY

NOTE:  • All normally body-colored non-sheet metal parts
       • SEO paint orders that contain less than five vehicles will be delayed until five unit minimum is received for batch production
### Tahoe 4WD 5W4 - Driver Information Center

#### United States Speedometer/Cluster (Canadian Similar)

**MESSAGE CENTER**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change Engine Oil Soon</td>
<td><strong>CHANGE ENGINE OIL SOON</strong></td>
</tr>
<tr>
<td>Check Tire Pressure</td>
<td><strong>CHECK TIRE PRESSURE</strong></td>
</tr>
<tr>
<td>(Press Reset) LF/RF/LR/RR</td>
<td><strong>(PRESS RESET) LF/RF/LR/RR</strong></td>
</tr>
<tr>
<td>Driver Door Open</td>
<td><strong>DRIVER DOOR OPEN</strong></td>
</tr>
<tr>
<td>Engine Hot A/C Turned Off</td>
<td><strong>ENGINE HOT A/C TURNED OFF</strong></td>
</tr>
<tr>
<td>Engine Oil Low Add Oil</td>
<td><strong>ENGINE OIL LOW ADD OIL</strong></td>
</tr>
<tr>
<td>Engine Overheated Idle Engine</td>
<td><strong>ENGINE OVERHEATED IDLE ENGINE</strong></td>
</tr>
<tr>
<td>Engine Overheated Stop Engine</td>
<td><strong>ENGINE OVERHEATED STOP ENGINE</strong></td>
</tr>
<tr>
<td>Engine Power Is Reduced</td>
<td><strong>ENGINE POWER IS REDUCED</strong></td>
</tr>
<tr>
<td>Fuel Level Low</td>
<td><strong>FUEL LEVEL LOW</strong></td>
</tr>
<tr>
<td>Hood Open</td>
<td><strong>HOOD OPEN</strong></td>
</tr>
<tr>
<td>Left Rear Door Open</td>
<td><strong>LEFT REAR DOOR OPEN</strong></td>
</tr>
<tr>
<td>Oil Pressure Low Stop Engine</td>
<td><strong>OIL PRESSURE LOW STOP ENGINE</strong></td>
</tr>
<tr>
<td>Passenger Door Open</td>
<td><strong>PASSENGER DOOR OPEN</strong></td>
</tr>
<tr>
<td>Rear Access Open</td>
<td><strong>REAR ACCESS OPEN</strong></td>
</tr>
<tr>
<td>Remote Key Learning Active</td>
<td><strong>REMOTE KEY LEARNING ACTIVE</strong></td>
</tr>
<tr>
<td>Replace Battery In Remote Key</td>
<td><strong>REPLACE BATTERY IN REMOTE KEY</strong></td>
</tr>
<tr>
<td>Right Rear Door Open</td>
<td><strong>RIGHT REAR DOOR OPEN</strong></td>
</tr>
<tr>
<td>Service Air Bag</td>
<td><strong>SERVICE AIR BAG</strong></td>
</tr>
<tr>
<td>Service Battery Charging System</td>
<td><strong>SERVICE BATTERY CHARGING SYSTEM</strong></td>
</tr>
<tr>
<td>Engine Hours</td>
<td><strong>ENGINE HOURS</strong></td>
</tr>
<tr>
<td>Service Brake System</td>
<td><strong>SERVICE BRAKE SYSTEM</strong></td>
</tr>
<tr>
<td>Service Brakes Soon</td>
<td><strong>SERVICE BRAKES SOON</strong></td>
</tr>
<tr>
<td>Service Theft Deterrent System</td>
<td><strong>SERVICE THEFT DETERRENT SYSTEM</strong></td>
</tr>
<tr>
<td>Service Tire Monitor System</td>
<td><strong>SERVICE TIRE MONITOR SYSTEM</strong></td>
</tr>
<tr>
<td>Service Traction Control</td>
<td><strong>SERVICE TRACTION CONTROL</strong></td>
</tr>
<tr>
<td>Service StabiliTrak</td>
<td><strong>SERVICE STABILItrak</strong></td>
</tr>
<tr>
<td>StabiliTrak Off</td>
<td><strong>STABILItrak OFF</strong></td>
</tr>
<tr>
<td>Service 4-Wheel Drive</td>
<td><strong>SERVICE 4-WHEEL DRIVE</strong></td>
</tr>
<tr>
<td>Tighten Gas Cap</td>
<td><strong>TIGHTEN GAS CAP</strong></td>
</tr>
<tr>
<td>Tire Learning Active</td>
<td><strong>TIRE LEARNING ACTIVE</strong></td>
</tr>
<tr>
<td>Traction Control Off</td>
<td><strong>TRACTION CONTROL OFF</strong></td>
</tr>
<tr>
<td>Transmission Hot Idle Engine</td>
<td><strong>TRANSMISSION HOT IDLE ENGINE</strong></td>
</tr>
<tr>
<td>Turn Signal On</td>
<td><strong>TURN SIGNAL ON</strong></td>
</tr>
<tr>
<td>Washer Fluid Low Add Fluid</td>
<td><strong>WASHER FLUID LOW ADD FLUID</strong></td>
</tr>
</tbody>
</table>

**NOTE:** The Tahoe Police Package and Special Service Package are not equipped with DIC buttons. The instrument cluster odometer trip stem is used to display the following messages: odometer, engine hours, trip odometer, tire pressure, remote keyless entry, relearn remote key, programming and DIC language. See the Tahoe owner’s manual for operation description.
## AVAILABLE OPTIONS WITH TAHOE 5W4 SPECIAL SERVICE PACKAGE

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BATTERIES, DUAL</td>
<td>- 660 CCA, 80-amp hour rating, parallel connected</td>
</tr>
<tr>
<td>BODY SIDE MOLDINGS</td>
<td>- On 4 doors</td>
</tr>
<tr>
<td>BRAKE CONTROLLER</td>
<td>- Integrated trailer</td>
</tr>
<tr>
<td>CHASSIS PACKAGE OFF-ROAD SUSPENSION</td>
<td>- (Requires QJP tire and includes NZZ skid plates, K47 high capacity air cleaner, no Z71 decal)</td>
</tr>
<tr>
<td>CONSOLE DELETE</td>
<td>- Between seats (Requires A95)</td>
</tr>
<tr>
<td>CONTENT THEFT ALARM DISABLE</td>
<td>- Flashing lamps and horn warning</td>
</tr>
<tr>
<td>DELETE DAYTIME RUNNING LAMPS AND AUTOMATIC HEADLAMPS</td>
<td>- Exterior lamps are operated manually (see page 24)</td>
</tr>
<tr>
<td>EXTERIOR BODY COLORED PARTS</td>
<td>- Victory Red special painted exterior body parts in lieu of glossy Black color normally installed with special painted bodies, Victory Red painted parts will consist of front fascia, rear bumper fascia, rear liftgate license plate applique and rear liftgate handle, door handles and body side moldings. Mirrors, rear D-pillar applique and liftgate spoiler will remain Black. Requires SEO TGK special paint and special paint color WA9260 Victory Red. Includes RPO B85 body side moldings</td>
</tr>
<tr>
<td>FLASHER SYSTEM HEADLAMPS AND TAIL LAMPS</td>
<td>- DRL compatible, headlamp flasher module with control wire and body control module rear lamp flashing (see page 27)</td>
</tr>
<tr>
<td>FLOOR COVERING</td>
<td>- Color keyed carpeting (includes rear cargo floor)</td>
</tr>
<tr>
<td>FLOOR MATS</td>
<td>- Color keyed carpeted front and 2nd row (not available with vinyl floor covering)</td>
</tr>
<tr>
<td>HEATER</td>
<td>- Engine block</td>
</tr>
<tr>
<td>IDENTIFIER</td>
<td>- Special Service Package</td>
</tr>
<tr>
<td>KEY COMMON</td>
<td>- Complete vehicle fleet, provides a single key with a specific code that is common to the door lock and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E8 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes and 2011 and later Caprice</td>
</tr>
<tr>
<td>KEY COMMON</td>
<td>- Complete vehicle fleet, provides a single key with a specific code that is common to the door lock and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E2 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas and 2006 and earlier Tahoes and 2011 and later Caprice</td>
</tr>
<tr>
<td>KEYLESS ENTRY TRANSMITTERS</td>
<td>- Fleet Package includes 6 additional transmitters. Transmitters are not programmed. Each transmitter, including the two standard with the vehicle, must be programmed together by a dealer at customer expense. Transmitter programming is not a warranty item. See also your owner’s manual supplement for programming information. (see also page 25 for customer programming of transmitters using the vehicles Driver Information Center procedure) NOTE: Vehicle specific, common fleet transmitter frequency not available</td>
</tr>
<tr>
<td>LOCKING DIFFERENTIAL</td>
<td></td>
</tr>
<tr>
<td>PROVISION FOR ROOF MOUNTED LAMP</td>
<td>- Overhead console mounted switch and wiring to the roof; upfitter to install and connect a roof mounted warning lamp; instructions provided in owner’s manual supplement (see page 25)</td>
</tr>
<tr>
<td>REAR DOOR HANDLES INOPERATIVE</td>
<td>- Rear door inoperative; doors can be opened only from outside (see page 25)</td>
</tr>
<tr>
<td>REAR DOOR LOCKS INOPERATIVE</td>
<td>- Rear power locks are inoperable at rear doors but operate form drivers position (see page 25)</td>
</tr>
<tr>
<td>REAR DOOR WINDOW SWITCHES INOPERATIVE</td>
<td>- Rear window only operates from driver’s position (see page 25)</td>
</tr>
<tr>
<td>REMOTE VEHICLE STARTER SYSTEM</td>
<td>- Includes remote keyless entry</td>
</tr>
<tr>
<td>SEATS</td>
<td>- Front custom cloth 40/20/40 split-bench, power driver seat only (see page 16)</td>
</tr>
<tr>
<td>SEATS</td>
<td>- Front bucket with custom cloth, 6-way power with center console, to delete center floor console 9N5 must be ordered (see page 16)</td>
</tr>
<tr>
<td>SEATS</td>
<td>- Front cloth with vinyl rear seat (see page 16)</td>
</tr>
<tr>
<td>SKID PLATES PACKAGE</td>
<td></td>
</tr>
<tr>
<td>SPECIAL PAINT SOLID</td>
<td>- One color all normally body-colored non-sheet metal parts will be gloss Black. This includes front and rear facias, liftgate handle and applique, D-pillars and upper liftgate applique. Mirrors and door handles will be grained Black parts. B85 body-side moldings are not available except with SEO option ST4 exterior body-colored parts. May require extended lead time. Required with any SEO paint selection. May require extended lead time</td>
</tr>
<tr>
<td>SPOTLAMP</td>
<td>- Left hand, separately fused (see page 26)</td>
</tr>
<tr>
<td>SPOTLAMP</td>
<td>- Left and right hand, separately fused (see page 26)</td>
</tr>
<tr>
<td>SPOTLAMP</td>
<td>- Left hand, separately fused (see page 26)</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road, blackwall (requires QJP tires)</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road (for full-size spare tire 4JP must be ordered)</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road (for full-size spare tire 4JP must be ordered)</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road</td>
</tr>
<tr>
<td>TIRES</td>
<td>- P265/70R17 on/off-road</td>
</tr>
<tr>
<td>WHEELS</td>
<td>- Aluminum</td>
</tr>
<tr>
<td>WIRING</td>
<td>- For customer connection to front door and windshield pillar speakers. Front speakers are not connected to the vehicle radio; radio audio signals are routed to the rear speakers (see page 26)</td>
</tr>
<tr>
<td>WIRING</td>
<td>- For grille lamps and siren speaker (see page 27)</td>
</tr>
<tr>
<td>WIRING</td>
<td>- For horn/siren circuit, in-line connection for customer furnished switch (see page 26)</td>
</tr>
<tr>
<td>WIRING</td>
<td>- Available through your GM Dealer (see page 26)</td>
</tr>
</tbody>
</table>

For standard and optional illustrations see pages 23 through 27
### GENERAL

**Model**  
CK10706

**Drive**  
4-wheel

### EXTERIOR (in./mm)

**Wheelbase**  
116.0/2946

**Overall length**  
202.0/5131

**Overall width**  
79.0/2007

**Overall height**  
75.9/1953

**Lift in height (load floor to ground)**  
32.6/828

**Step height - (front door sill to ground)**  
22.3/567

**Step height - (rear door sill to ground)**  
22.8/580

**Step height - (front running board to ground)**  
14.0/356

**Step height - (rear running board to ground)**  
14.5/369

**Front track width**  
68.2/1732

**Rear track width**  
67.0/1701

**Turning diameter curb to curb**  
39.0/11.9

**Ground clearance**  
- (front axel) 10.5/266.7

- (rear axel) 9.1/231

### FRONT COMPARTMENT (in./mm)

**Head room**  
41.1/1044

**Shoulder room**  
65.2/1656

**Hip room**  
60.3/1532

**Leg room**  
41.3/1049

### REAR COMPARTMENT (in./mm)

**Head room**  
39.2/996

**Shoulder room**  
65.2/1656

**Hip room**  
60.6/1539

**Leg room**  
39.0/991

### CARGO

**Load floor length to center front seat at floor**  
81.0/2060

**Load floor length to center 2nd seat at floor**  
49.4/1255

**Inside width between wheel house**  
49.1/1247

**Cargo area height**  
41.7/1059

**Cargo volume**  
25.5/694

**Maximum behind front seat**  
10.8/274

**Maximum behind second seat**  
6.0/162

### FUEL ECONOMY RATINGS CITY/HIGHWAY/COMBINED

**Projected EPA label values, actual mileage will vary with options, driving conditions, driving habits and vehicles condition.**

### ALTERNATOR

**Type**  
REMY DR44M

**Amps**  
77°F (25°C) 160

### VEHICLE WEIGHT (lbs./kg.)

**GVWR**  
4-wheel drive 7300/3311

**Curb weight**  
5652/2552

**Maximum trailer weight**  
1673/759

**GCWR**  
14000/6530

**Maximum trailer weight**  
8200/3720

**NOTE:** See owner's manual supplement for loading information

3. Cargo and load capacity limited by weight and distribution.

4. EPA-estimated MPG.

5. Gross Vehicle Weight Rating (GVWR). When properly equipped, includes vehicle, passengers, cargo and equipment.

6. Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

**ENGINE**

**Type**  
Vortec V8

**Displacement:** liters/cu. in.  
5.3/325

**Horsepower/rpm**  
320 @ 560

**Torque lb.-ft./rpm**  
335 @ 400

**Induction system**  
SFI

**Compression ratio**  
9.1:1

**Exhaust**  
Single

**Minimum recommended fuel octane**  
87

**Fuel tank capacity (gallons/liters)**  
26/98

**Oil with filter (quarts/liters)**  
6.0/5.7

**Cooling capacity (quarts/liters)**  
18.3/17.3

### TRANSMISSION

**Automatic electronic with overdrive**  
6-speed

**Fluid pan removed and filter replaced (quarts/liters)**  
6.0/5.7

### AXLE

**Ratio 4-wheel drive**  
17.5:1

**TIRE**

**Type**  
S-Rated All Season

**Size**  
P265/70R17

### WHEELS

**Type**  
Steel S-Rated All Season

**Size**  
17" x 7.5"

### CHASSIS

**Frame**  
Full perimeter steel

**Front suspension**  
Independent, single coil-over-shock with stabilizer bar

**Rear suspension**  
Multi-link with coil spring

**Steering type**  
Power rack and pinion

**Steering ratio**  
17.5:1

### BATTERY

**Type**  
Maintenance free

**BCI group size**  
LN3

**Volts**  
12

**Amp hour rating**  
80

**Cold cranking-amps at 0°F (-18°C) Reserve capacity @ 80°F (27°C)**  
660  
135 minutes

**NOTE:** See owner's manual supplement for loading information

7. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus drivers. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow.

10. Curb weight in operational status with 100% fuel, fluids and standard base equipment (excludes optional content)
This information is intended for those who intend to install additional equipment to the police vehicle after it has left the factory, and for those who will be driving and loading the vehicle with passengers and/or cargo. Two labels on your vehicle show how much weight it was designed to carry, the Tire and Loading Information label and the Certification/Tire label. These labels are attached to your vehicle and give you the maximum load capacity, the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) for your vehicle. See “Vehicle Load Limits” in the owner manual Index for additional loading information.

The following guidelines can help you with proper loading and load distribution when installing additional equipment on the TahoePolice Package.

**WARNING**

DO NOT LOAD THE VEHICLE ANY HEAVIER THAN THE GROSS VEHICLE WEIGHT RATING (GVWR), OR EITHER THE MAXIMUM FRONT OR REAR GROSS AXLE WEIGHT RATING (GAWR). THIS CAN CAUSE SYSTEMS TO BREAK AND CHANGE THE WAY THE VEHICLE HANDLES. THIS COULD CAUSE LOSS OF CONTROL AND A CRASH. OVERLOADING CAN ALSO SHORTEN THE LIFE OF THE VEHICLE.

**ADDING EQUIPMENT TO YOUR VEHICLE**

Before adding accessories or equipment to your police vehicle, there are some things you need to know:

- The police vehicle’s maximum capacity weight (payload). The weight of your police vehicle, including a full tank of fuel but without a driver and passengers.
- The weight of items you plan on adding to your police vehicle, like roof mounted light bar(s), push bumpers, security barrier(s), rear storage organizer, highway flares, fire extinguishers, weapons, ammunition, radios, and video equipment.
- The weight and number of passengers you intend to carry in your vehicle.
- The total weight of any additional cargo you intend to carry in your vehicle.

When planning your vehicle equipment installation remember not to exceed the Gross Vehicle Weight Rating (GVWR) or the Gross Axle Weight Rating (GAWR) of the front or rear axles. To keep the available load weight less than the vehicle capacity weight, you may need to limit the number of passengers you carry in your vehicle or change your choice of additional equipment.

**CENTER OF GRAVITY (CG)**

A vehicle’s center of gravity is an imaginary location inside the vehicle and is a balance point for the vehicle mass as it moves down the road. The police vehicle’s center of gravity, before you add a load and passengers, is approximately midway between the center of the axles, up from the ground to just below the front window, and between the driver and passenger. Equipment location and weight on the vehicle’s center of gravity is important to keep in mind when planning an installation. Heavy equipment should be positioned as low and as far forward in the rear load compartment as possible. Try to mount the equipment below the bottom of the side windows. Refer to the Loading Zone chart and diagram to help with your installation plan.

A procedure to make the necessary measurements and formulas to calculate the vehicle longitudinal, lateral and vertical position of the center of gravity can be found in the GM Coachbuilders Manual.

Equipment required to conduct the measurements for calculating the center of gravity are:

- Weight scales of sufficient capacity to measure the vehicle weight at each wheel.
- A post type hoist or other means to safely elevate the front of the vehicle to at least an angle of 20 degrees above horizontal.

See your GM dealer to get more information about this coachbuilder procedure.

Keeping the center of gravity midway between the axles is also important to provide proper braking performance. About half the total vehicle weight on each axle is recommended.

Weigh your vehicle after the additional equipment has been installed to determine the actual weight of your vehicle. Weigh the vehicle with a full tank of fuel and without passengers. You may need to put a limit on how many people or other equipment you can carry inside your vehicle after the additional equipment has been installed.

**Note:** See loading zone weight chart and diagram on page 22
Loading zone for customer installed equipment and cargo without passengers

A. Front Floor to Roof Zone Area
B. Front Roof Zone Area
C. Back of Front Door
D. Rear Roof Zone Area
E. Rear Floor to Roof Zone Area
F. Ground

### Loading Zone Weight Chart – Tahoe Special Service Package (5W4)

<table>
<thead>
<tr>
<th>Loading Zones</th>
<th>Front Axle Weight</th>
<th>Rear Axle Weight</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td>38 lbs (17 kg)</td>
<td>52 lbs (24 kg)</td>
<td>90 lbs (41 kg)</td>
</tr>
<tr>
<td>Floor to Roof</td>
<td>137 lbs (62 kg)</td>
<td>546 lbs (248 kg)</td>
<td>683 lbs (310 kg)</td>
</tr>
<tr>
<td>Total</td>
<td>175 lbs (80 kg)</td>
<td>598 lbs (271 kg)</td>
<td>773 lbs (351 kg)</td>
</tr>
</tbody>
</table>

Using heavier suspension components to get added durability might not change your weight ratings. Ask your dealer to help you load your vehicle the right way.
**AUXILIARY BATTERY POWER JUNCTION BLOCK AND GROUND STUDS**

An auxiliary power junction block is located within the driver’s side rear cargo area jack stowage compartment. This junction block is split to provide two circuits for connection to customer-furnished equipment directly to the battery through separate 50-amp circuit breakers. These circuit breakers are located in the breaker/relay panel forward of the instrument panel glove box. A maximum load of 100-amps (1,200-watts) can be connected.

This junction block is connected to a coiled 5-foot (1.5 m) branch of rear body harness and fastened near the jack. Mounting of the junction block can be at customer-selected rear cargo area locations permitted by the branch harness length and using customer-furnished mounting hardware.

The junction block should not be attached to the interior trim plastic components without appropriate backing hardware to the mounting bolts.

Grounding studs are located on the left and right sides of the liftgate opening.

**RADIO SUPPRESSION GROUND STRAPS**

Police Package is equipped with additional grounding in the following locations:

1. Left hand front frame body mount bracket to underbody
2. Left hand rear frame body mount bracket to rear underbody
3. Right hand rear frame body mount bracket to rear underbody
4. Right hand center frame body mount bracket to center underbody
5. Exhaust pipe hanger rod to rear frame hanger

**TIRE PRESSURE MONITOR**

Your vehicle is equipped with a Tire Pressure Monitor (TPM) System which warns of low tire pressure. The TPM System on your Tahoe Police Package has a spare tire sensor but is not programmed to read the spare tire pressure. When the spare tire from your vehicle or an unused spare tire from another Police Package is placed in use as a road wheel, the system will not read the presence of the new TPM sensor and must be calibrated. Refer to your owner’s manual for additional information on the Tire Pressure Monitor and Sensor Programming. The Special Service Package 5W4 does not have sensor in spare tire.

**WIRING PROVISIONS FOR 12-VOLT BATTERY POWER SUPPLY**

Your vehicle is equipped with wiring provisions for a 12-volt battery power supply. Refer to the following information when adding electrical system. The wiring harness is located below the instrument panel near the center of the vehicle. The following information describes the breaker and relay location.

The 12-volt battery power is supplied through two underhood mega fuses, one 125-amp and one 60-amp. This underhood power is fed to the breaker/relay center via a harness that passes through the driver side front of the dash, and routed across the instrument pane to a position forward of the glove box. The breaker/relay center is mounted to the instrument panel structure forward of the glove box. The center includes a plastic bracket, two relays, two 30-amp breakers and three 50-amp mega circuit breakers.

Two 30-amp breakers supply power from the underhood 60-amp mega fuse through the contacts of the control relays to a 12-gauge (3.0 mm²) blunt cut wires. These two blunt cut leads are part of wire coiled under the instrument panel near the center of the vehicle.

Each relay is operated by a 0.5 mm² blunt cut, light or dark blue control lead includes in a 3-foot (91 cm) loop of wire under the instrument panel.

Three 50-amp mega circuit breakers, protected by three fusible links, supply power directly underhood mega fuse through three, 10-gauge (5.0 mm²) wires. Two of the wires are routed through the body harness to a split buss junction block to the left rear of the cargo area and secured near the jack and tools. This 3-foot (91 cm) of coiled wires can be accessed by removing the cup holder on the top of the trim panel. The third 10-gauge (5.0 mm²) wire is a blunt cut lead, which is part of the 3-foot (91 cm) loop of wire coiled under the instrument panel near the center of the vehicle.

An 8-gauge (8 mm²) ground lead is also provided and it is located under the front passenger sill plate. It can be accessed by removing the sill plate and pulling the loop of wire at the front of the plate, the lead is 3-feet (91 cm) long.

Blunt cut ignition control power and signal circuits are also included in the wire coiled under the instrument panel near the center of the vehicle. They include:

- A yellow, 20-gauge (0.5 mm²) circuit, HOT in ACCESSORY, RUN or RAP (Retained Accessory Power)*
- A pink, 20-gauge (0.5 mm²) circuit, HOT in START/RUN (7-amp maximum load)
- A yellow/black, 20-gauge (0.5 mm²) transmission park signal. This circuit provides switched power when the transmission is in P (Park) and the engine is running. The circuit is at 0-volts when the transmission is in any other position, i.e., R (Reverse), N (Neutral), D (Drive) or M (Manual 6–1). NOTE that the circuit is also at 12-volts with the transmission in P (Park) and the ignition is OFF. To avoid the possibility of undesired parasitic electrical load with the ignition is OFF it is suggested that the Park/Signal circuit be isolated by routing it through the normally open contacts of a customer furnished ignition controlled relay.*
- A dark green/white, 20-gauge (0.5 mm²) Vehicle Speed Signal (VSS) provides 4,000 pulses per mile.

The breaker and relay center is located behind and above the instrument panel storage compartment. Remove contents from the storage tray. Using the tab at the back of the compartment drop the tray down gently toward the floor. You will find the breaker/relay center above the right rear corner of the storage compartment.

* These two circuits share a 15-amp fuse. (10-amp combined maximum load)

**NOTE:** For wiring diagram see pages 28 through 31
The Stabilitrak stability control system control button is located below the air conditioning fan control. See pages 3 or 15 of this manual for an operation description of the stability control system or see your Owner's Manual.

9G8 - Delete Daytime Running Lamps and Automatic Headlamps. This option disables the Daytime Running Lamps and Automatic Headlamps control feature. Exterior lamps are manually controlled only. Option 9G8 not available in Canada. Courtesy lamps, including dome lamps, can be turned off with a push button switch which is above the interior lamp intensity control knob. When the switch is activated, courtesy lamps remain off when any vehicle door is open. If a door is open when the switch is activated, the lamps will go off.

The instrument cluster and radio lighting dimmer control will override the push button switch to turn on the courtesy lamps.

The headlamp control on the driver's side of the instrument panel operates the headlamps. If your Tahoe does not have option 9G8, Delete Daytime Running Lamps and Automatic Headlamps, the Daytime Running Lamps and Automatic Headlamps can be turned off for one ignition cycle by rotating the control knob momentarily counter-clockwise. See also section 3 of your Tahoe owner's manual.

In Canada, the Daytime Running Lamps and Automatic Headlamps can be turned off if the transmission is in Park. See also your Tahoe owner's manual.

A Service Parts Identification (SPID) Label provides Vehicle Identification Number (VIN)-specific Option Code content list, Engineering Model Number (Nameplate, body style), Exterior paint system, Exterior paint color code and Interior trim level and color. The SPID label for the Tahoe is located on the inner surface of the instrument panel storage compartment (glove box).

The Stabilitrak stability control system control button is located below the air conditioning fan control. See pages 3 or 15 of this manual for an operation description of the stability control system or see your Owner's Manual.
RELEARN REMOTE KEY
To access this DIC display, the vehicle must be in PARK. This display allows you to
match the remote keyless entry transmitter to your vehicle. To match a remote
keyless entry transmitter to your vehicle, do the following:
1. Press the trip odometer reset stem until PRESS THE RELEARN REMOTE KEY displays.
2. Press and hold the trip reset stem for 3 seconds. The message REMOTE KEY
LEARNING ACTIVE will display.
3. Press and hold the LOCK and UNLOCK buttons on the first transmitter at the same
time for approximately 15 seconds. A beep will sound indicating that the
transmitter is matched.
4. To match additional transmitters at this time, repeat Step 3. Each vehicle can have
a maximum of eight transmitters matched to it.
5. To exit the program mode, turn the key to the LOCK position.
NOTE: A maximum of 8 keys may be learned for a vehicle immobilizer (Passkey III+) with a random key code. Vehicles with the fleet key option (RPO 6E2 or 6E8) may have
an unlimited number of keys learned for the particular option fleet key and must be
learned using one of the original “master” keys. When programming the RPO AMF
additional 6 remote transmitters, the original 2 transmitters delivered with a vehicle
must also be reprogrammed at the same time. A maximum of 8 remote transmitters
can be programmed for a single vehicle.

AMF - PACKAGE OF 6 TRANSMITTERS
WITH REMOTE START AND LIFTGLASS (WITHOUT REMOTE SIMILAR)
WITH REMOTE START AND POWER LIFTGATE AND LIFTGLASS (WITHOUT REMOTE START SIMILAR)

6GB2 – REAR DOOR HANDLES INOPERATIVE
Inside rear door handles are disconnected. Rear doors can only be opened from
the outside.

6N5 SWITCHES – REAR WINDOW INOPERATIVE
Rear door window switches are inoperable. Rear door power regulators are
operable only from driver position switches.

6N6 – REAR DOOR LOCKS INOPERATIVE
Rear door locking rods are disabled. Rear door locks are inoperable at rear doors,
but operate from driver position.

TRW – WIRING PROVISIONS FOR EMERGENCY VEHICLE ROOF LAMP

Battery power is supplied through a 30-amp fuse to a wiring harness located in the
roof. Power is controlled with a switch located in the overhead console. The
customer or vehicle upfitter must complete the installation to an added accessory
such as an emergency beacon lamp.

Maximum rated electrical load is 21-amp (250-watts). The added electrical
requirements must not exceed 21-amp (250-watts). Running the accessory for long
periods of time with the engine off may run the battery down.

A. 25.39-inches (645 mm)
B. 17.32-inches (440 mm)
C. 3.94-inches (100 mm) square
D. Roof centerline
E. Roof edge
NOTE: For wiring diagram see page 26
Approximately 60 inches (1.5 m) of auxiliary speaker wiring is routed from the front door and windshield pillar speakers and coiled under the instrument panel. The wiring permits connection of the front speaker pairs to customer-installed communication equipment. Vehicle radio front speaker outputs are re-routed to the rear speakers to maintain the required open door/key-in-ignition audible warning. NOTE: For wiring diagram see page 27

**WX7 – WIRING PROVISION FOR FRONT SPEAKERS**

This provision permits customer connection of a switch to select either horn of siren operation when the horn pad is pressed.

A 22-gauge (0.35 mm²) wire is connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is a 5-foot (1.5 m) loop of wire coiled under the center of the instrument panel. NOTE: For wiring diagram see page 26

**6J4 – WIRING PROVISION FOR HORN SIREN CIRCUIT**

**AUTONET MOBILE WIFI; IN-CAR ROUTER**

Delivers high speed network connectivity to vehicles by leveraging the 3G network. Autonet Mobile’s TRU Technology, a proprietary and patented technology, provides a seamless connection regardless how fast you are traveling. Unlike conventional cellular data technology, TRU Technology manages data as users travel at high speeds between cell towers, eliminating dropped connections. CarFi™ provides wireless device connectivity within the vehicle using standards-based 802.11 Wi-Fi networking. This allows users in and around the vehicle to access the Internet using any Wi-Fi enabled device. Available through your GM dealer.

**7X6 AND 7X7 – SPOTLAMPS**

7X6 Spotlamp left hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused

7X7 Spotlamps left and right hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused

**NOTE:**

- Lamp bulbs are halogen 12 volt 100 watt H-3 rated at 245,000 candle power
- Customer furnished spotlamp assembly must be installed to avoid interference with deploying passenger airbag
- For wiring diagrams and fuse location see page 27

**7X6** and **7X7** – Spotlamps

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Approximately 60 inches (1.5 m) of auxiliary speaker wiring is routed from the front door and windshield pillar speakers and coiled under the instrument panel. The wiring permits connection of the front speaker pairs to customer-installed communication equipment. Vehicle radio front speaker outputs are re-routed to the rear speakers to maintain the required open door/key-in-ignition audible warning. NOTE: For wiring diagram see page 27

**WX7 – WIRING PROVISION FOR FRONT SPEAKERS**

This provision permits customer connection of a switch to select either horn of siren operation when the horn pad is pressed.

A 22-gauge (0.35 mm²) wire is connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is a 5-foot (1.5 m) loop of wire coiled under the center of the instrument panel. NOTE: For wiring diagram see page 26

**6J4 – WIRING PROVISION FOR HORN SIREN CIRCUIT**
A. Blunt cut ends for the customer-furnished grille lamps and customer-furnished siren/speaker
B. Control wires from in-line connector in forward lamp harness for customer-furnished grille lamps and speaker

The SEO 6J3 wiring provision has a 5-foot (1.5 m) harness coiled underneath the instrument panel on the passenger side front wheel inner wheelhouse and below the passenger side headlamp.

There are four 16-gauge (1.0 mm²) wires for connecting to the grille lamps (GRY, TAN) and siren speaker (LT BU, LT GN)

The SEO 6J3 wiring provision also includes one 18-gauge (0.8 mm²) control wire for the SEO 6J7 Exterior Lamps Emergency Flashing System.

When option 6J7 is installed without option 6J3, only the dark green/red control wire is proved for connection to custom mer-furnished 12-volt switching to turn the Emergency Flashing System on or off. NOTE: For wiring diagram see page 24

Option 6J7 provides a headlamps high beam flashing module, rear lamps flashing via the Body Control Module (BCM) and a control wire for customer-furnished switching to turn the module on and off. The flasher control wire is part of the blunt-cut upfitter harness coiled under the instrument panel in the front passenger side foot well. The flashing module is located below the passenger side headlamp and forward of the passenger side front wheel on the inner front fender sheet metal.

The headlamp flashing module is activated by the application of 12 volts to a dark green/red wire in the upfitter harness. When activated, the headlamp high beams and the high beam instrument cluster indicator will flash alternately at 2.4 flashes per second. When the flashing module is turned on, the module sends a signal to the BCM which alternately flashes the stop lamps and backup lamps at the same flash rate as the headlamps. Depressing the brake pedal will override the stop lamp flashing and placing the transmission in Reverse will override the backup lamps flashing.

During daylight conditions, the Daytime Running Lamps (DRL) are automatically turned off whenever the headlamps flashing module is activated. During night time conditions, the low beam headlamps automatically turn on while the high beam lamps flash. Turning on the high beam headlamps manually will override the flashing module and the high beam headlamps will operate continuously.

During night time conditions the tail lamps will turn on automatically. If Option 9G8 is present the low beam headlamps and tail lamps will not come on automatically. The Center Mounted Stop Lamp will operate only when the service brakes are applied.

A 20-amp fuse labeled HEADLAMP WASH protects the flasher module circuit. The fuse is located in the under hood fuse block in the engine compartment on the driver side of the vehicle. See also the Owner Manual for more information.

Activation of the headlamps flashing and rear lamps flashing can be separated by opening the dark-blue/yellow BCM circuit at the flasher module connector, C122-F, and applying a customer-switched ground to the harness side of the wire at the connector. Power to dark green/red wire must be OFF to flash rear only.

Warning: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.

NOTE: For wiring diagram see page 24
WIRING DIAGRAM FOR 12-VOLT BATTERY POWER SUPPLY

NOTE: Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).
WIRING DIAGRAM FOR OPTION 6J3 AND OPTION 6J7

Wiring Diagram For Forward Lamp Harness In-Line Connector For Use With Headlamps Flasher Module, Option 6J7

<table>
<thead>
<tr>
<th>Ground</th>
<th>250</th>
<th>0.8 BLK</th>
<th>A</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH Hi Beam</td>
<td>711</td>
<td>0.35 D-GN/WH</td>
<td>B</td>
</tr>
<tr>
<td>* HDLP Wash</td>
<td>3640</td>
<td>0.8 RD/WH</td>
<td>C</td>
</tr>
<tr>
<td>RH HDLP Hi</td>
<td>311</td>
<td>0.5 L-GN/BK</td>
<td>D</td>
</tr>
<tr>
<td>Control</td>
<td>6820</td>
<td>0.35 D-GN/RD</td>
<td>E</td>
</tr>
<tr>
<td>BCM</td>
<td>6841</td>
<td>0.5 D-BU/YE</td>
<td>F</td>
</tr>
<tr>
<td>* Fuse Block, Underhood</td>
<td>C122</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Wiring diagrams for these options are shown in the Police Package owner’s manual supplement (shipped in glove box).

WARNING: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.
NOTE: Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).
NOTE: Wiring diagrams for these options are shown in the Police Package owner's manual supplement (shipped in glove box).
Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side air bags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Air bags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating air bag can still affect the performance of the air bag. For example, such objects could tear the fabric or affect the shape of the air bag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal air bag deployment zone in a manner that will allow full and safe air bag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the air bag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the air bag. The air bag's shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front air bag systems and instrument panel mounted equipment.

Passenger air bags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger air bag deploys through a discrete door located on the top surface of the instrument panel (top-mount air bag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger air bag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount air bag system). With these types of top-mount and mid-mount passenger air bag systems, the top pad of the instrument panel remains in place during deployment.

Some GM passenger air bag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount air bag systems with a “deployable top pad.” The entire instrument panel top pad is the “deployment door” from under which the inflating air bag emerges. When an air bag deployment is commanded, the forces from the inflating passenger air bag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger air bag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward into contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible air bag deployment. In the process of securely fastening special equipment to the top, DO NOT fasten down the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger air bag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Air Bags for crashes to the vehicle sides.

The air bag system in your police vehicle includes roof rail mounted Head Curtain side air bags.. The vehicle is also equipped with seat back mounted upper body air bags located on the outboard side of the driver and front passenger seat backs. Together the Head Curtain and seat-mounted side air bags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional air bag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side air bag deployment zones?

No. The side air bags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats with the ends placed within the side air bag deployment zones will result in unintended interaction between the barrier and the inflating side air bags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side air bag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side air bag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as air bag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger air bag deployment.

On the right half of the top pad closest to the passenger air bag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible air bag deployment.
### Can the installation of push bumpers on the front end of the vehicle affect the deployment of the air bag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the air bags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front air bag sensors mounted on the upper radiator support cross member.

Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the air bag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in near alignment with the front air bag sensors are not recommended.

### When should an air bag inflate?

The driver’s and right-front passenger’s frontal air bags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system’s designed “threshold level.”

In addition, your vehicle has “dual stage” frontal air bags which tailor the the amount of restraint according to crash severity. For moderate frontal impacts, the air bags inflate at a level less than full deployment. For more severe frontal impacts, “dual stage” frontal air bags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn’t move or deform, the threshold level of the reduced deployment is about 12 to 16 mph (19 to 15 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 28.5 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver’s and right-front passenger’s frontal air bags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact air bags are designed to inflate in moderate to severe side crashes. The side impact air bags will inflate if the crash severity is above the designed “threshold level.” The threshold level can vary with specific vehicles design. The side impact air bags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain air bags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain air bags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle’s rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed “threshold level.”

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the “threshold level” of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

### How long will the air bag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal air bags. This is faster than the blink of an eye. The air bags begin to deflate immediately, helping to stop the occupants more gradually.

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Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
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**NOTE:** All dimensions are approximate and subject to change.
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**NOTE:** All dimensions are approximate and subject to change.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle’s wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle’s brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important that you follow the maintenance schedule recommended in the owner’s manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.
IMPORTANT DRIVING SAFETY TIPS

A. Always maintain a safe following distance. ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

B. Always drive carefully—especially on slippery surfaces. ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

C. It is a good idea to practice an ABS activated stop and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course. Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models. See your owner’s manual for additional information about the operation of StabiliTrak.

Q. How do I use StabiliTrak?
A. StabiliTrak operates independently of the driver. You should continue to drive your StabiliTrak equipped vehicle with caution and care. GM’s StabiliTrak system, StabiliTrak, is designed to be as seamless as possible in operation, to be part of the overall vehicle response and to make a good vehicle better.

Q. How does StabiliTrak work?
A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. Will a tire change affect StabiliTrak?
A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.
UPDATES FOR 2014

NEW FEATURES

- SILVER ICE METALLIC (GAN)
- CYBER GRAY METALLIC (GBV)
- BROWNSTONE METALLIC (GWX)

DELETED

- SANDSTONE METALLIC (15U)
- GRAYSTONE METALLIC (16U)
- SHEER SILVER METALLIC (GGZ)
- MIRRORS, OUTSIDE HEATED POWER-ADJUSTABLE, BLACK MANUAL-FOLDING WITH INTEGRATED TURN SIGNALS (DE7)
2 | EXPRESS TRANSPORT VAN – 1LS & 2LS

NOTE: This vehicle is NOT designed nor intended for use IN HIGH SPEED EMERGENCY VEHICLE OPERATIONS

MODEL AVAILABILITY

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG33406-1LS (GAS/DIESEL)</td>
<td>Rear-wheel drive</td>
</tr>
<tr>
<td>CG33706-2LS (GAS/DIESEL)</td>
<td>Rear-wheel drive</td>
</tr>
</tbody>
</table>

STANDARD EQUIPMENT SUMMARY

WARRANTY

- 3 years / 36,000 mile bumper-to-bumper (whichever comes first, see dealer for details)
- 5 years / 100,000 mile limited powertrain (whichever comes first, see dealer for details)

INTERIOR FEATURES

- AIR CONDITIONING: Single-zone, manual (front). Rear air and rear heat available on 33706 models
- CUP HOLDERS: Three on engine console cover
- DEFOGGERS: Front and side windows
- DOME LAMPS: Three dome lamps, with defeat switch and door-activated switches
- DRIVER INFORMATION CENTER: See order guide
- FLOOR COVERING: Full-length Black rubberized-vinyl
- MIRROR: Inside rearview manual day/night
- POWER OUTLETS: Two auxiliary on engine console with cover 12-volt
- RADIO: AM/FM stereo, seek-and-scan, digital clock and 2 front door speakers
- RESTRAINT SYSTEM: Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags, passenger sensing system and frontal air bag ON/OFF indicator, rollover sensor, and dual head curtain air bags for front and rear seat outboard occupants
- SEATS, FRONT: Vinyl high-back buckets, adjustable and reclining
- SEATS, REAR: Vinyl trimmed rear bench seats and split 4 passenger last seat
- SEATING: 12 passenger seating
- SPEEDOMETER/CLUSTER: Analog with speedometer, odometer with trip odometer, fuel level, volt meter, engine temperature and oil pressure
- STEERING COLUMN: Tilt
- THEFT DETERRENT: Vehicle theft PASS-Key® III

EXTERIOR FEATURES

- BUMPER, FRONT: Painted, Black
- BUMPER, REAR: Painted, Black with step pad
- DOORS: Swing-out side, 60/40 split on passenger side only
- GLASS: Solar-Ray, deep tinted; enhanced technology rear most side glass (All windows except light-tinted on windshield and driver and front passenger side glass, enhanced-technology, rear most side windows. 3-layer special glass is designed to help reduce the risk of ejection during a crash, swing-out rear cargo door windows, swing-out side door windows)
- GRILLE: Black composite
- HEADLAMPS: Single rectangular halogen
- LAMPS: Daytime running
- LICENSE PLATE KIT: Front
- MIRRORS: Outside, rearview, manual, foldaway, Black
- TIRE PRESSURE MONITOR: CHECK TIRE PRESSURE will show on driver message center
- WINDSHIELD WIPERS: Intermitent wet-arm with pulse washers

CHASSIS FEATURES

- BATTERY: 600 CCA with run-down protection and retained accessory power on 1LS model. Dual heavy-duty 770 CCA standard on 2LS model
- BRAKES: 4-wheel disc, with 4-wheel anti-lock
- ENGINE: Vortec 4.8L V8, SFI FlexFuel® or 6.6L V8 turbo diesel
- EXHAUST: Aluminized stainless-steel muffler and tailpipe
- FUEL TANK CAPACITY: 31 gallon (117.3 liters)
- MONITOR: Oil life
- OIL COOLER: External transmission
- STABILITRAK: Vehicle stability control
- STEERING: Power
- SUSPENSION, FRONT: Independent with coil spring and stabilizer bar
- SUSPENSION, REAR: Hypoid drive axle with multi-leaf springs LT245/75R16E all-season, blackwall with full-size spare located under rear underbody
- TIRES: 16" x 6.5" steel includes Gray center cap and steel spare
- TIRE PRESSURE MONITOR: CHECK TIRE PRESSURE will show on driver message center
- TRANSMISSION: 6-speed automatic, heavy-duty, electronically controlled with overdrive and tow/haul mode and internal transmission oil cooler

1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
### POWERTRAIN

<table>
<thead>
<tr>
<th>MODEL</th>
<th>CODE</th>
<th>TYPE</th>
<th>DISPLACEMENT LITERS/CU. IN.</th>
<th>FUEL SYSTEM</th>
<th>TRANSMISSION TYPE</th>
<th>AXLE OPTION CODE</th>
<th>RATIO</th>
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</thead>
<tbody>
<tr>
<td>1LS Standard</td>
<td>L20 Vortec</td>
<td>V8</td>
<td>4.8L/293</td>
<td>SFI FlexFuel®</td>
<td>Automatic</td>
<td>Automatic MXO/MYD</td>
<td>GU6</td>
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<tr>
<td>1LS Optional</td>
<td>L96 Vortec</td>
<td>V8</td>
<td>6.0L/366</td>
<td>SFI FlexFuel®</td>
<td>Automatic</td>
<td>Automatic MXO/MYD</td>
<td>GU6</td>
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<td>2LS Standard</td>
<td>LGH Duramax</td>
<td>V8</td>
<td>6.6L/403</td>
<td>Turbo diesel</td>
<td>Automatic</td>
<td>Automatic MXO/MYD</td>
<td>GHO</td>
</tr>
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</table>

**NOTE:** Emission type must be ordered

- **FE9 - Federal**
- **YF5 - California**
- **NE1 - Northeast States**

### SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT OPTIONS</th>
<th>EBONY</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD Front: Vinyl trimmed high-back buckets, inboard armrests and reclining Rear: Vinyl trimmed bench seat and split four passenger last seat</td>
<td>AR7</td>
<td>93W Medium Pewter</td>
</tr>
<tr>
<td>OPTIONAL Front: Bucket with custom cloth trim, head restraints and inboard armrest Rear: Bench seats with custom cloth (head restraints not available on rear bench seats)</td>
<td>AS5</td>
<td>93G Medium Pewter</td>
</tr>
</tbody>
</table>

**NOTE:** Vinyl trim only available in Medium Dark Pewter

### EMISSIONS - MUST BE SPECIFIED

- **FE9** - **FEDERAL EMISSIONS.** Use for ordering vehicles that will be registered in all states except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.
- **YF5** - **CALIFORNIA EMISSIONS.** Use for ordering vehicles that will be registered in California.
- **NE1** - **CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS.** Use for ordering vehicles that will be registered in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, and Vermont or Washington State.
- **NB8** - Required when option code FE9 “FEDERAL EMISSIONS” is ordered for delivery to a dealer located in California, Connecticut, Massachusetts, Maryland, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, and Vermont or Washington State.
- **NC7** - Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in any state except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under “EPA Policy on the Sale of California Emission Vehicles”
- **NB9** - Required when option code YF5 is ordered for delivery to a dealer located in California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
## AVAILABLE OPTIONS

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C69</td>
<td>AIR CONDITIONING, REAR - Requires TR9 auxiliary lamps, includes C36 rear heater, U80 digital compass and KG3 145-amp alternator.</td>
</tr>
<tr>
<td>KG3</td>
<td>ALTERNATOR, 145-AMPS - Included with C69 rear air conditioning.</td>
</tr>
<tr>
<td>USB8</td>
<td>AUDIO SYSTEM - AM/FM stereo with CD/MP3 player, seek-and-scan, digital clock, auto-tone control, Radio Data System (RDS), two front door speakers and two rear door speakers and two in the sound bar, requires ZQ2 Convenience Package.</td>
</tr>
<tr>
<td>U1C</td>
<td>AUDIO SYSTEM - AM/FM stereo with CD player, seek-and-scan, digital clock, theflock, random select and 2 front door speakers, not available with NP5 leather wrapped steering wheel.</td>
</tr>
<tr>
<td>USR</td>
<td>AUDIO SYSTEM FEATURE - USB port, included and only available with USB AM/FM stereo with MP3 compatible CD player</td>
</tr>
<tr>
<td>UYS</td>
<td>AUDIO SYSTEM WITH NAVIGATION - AM/FM stereo with MP3 compatible CD/DVD player and navigation, USB Port, seek-and-scan, digital clock, auto-tone control Radio Data System (RDS), speed-compensated volume and TheftLock, not available with UE0 OnStar delete.</td>
</tr>
<tr>
<td>V37</td>
<td>BATTERY - Heavy-duty 770 CCA, maintenance-free with rundown.</td>
</tr>
<tr>
<td>V37</td>
<td>BLUETOOTH FOR PHONE - Personal cell phone connectivity to vehicle audio system, requires UE1 OnStar®, US8 AM/FM stereo with MP3 compatible CD player, U2X XM Radio®, NP5 leather-wrapped steering wheel, W1Y steering wheel controls, ZQ3 Convenience Package. Not available with UE0 OnStar delete on UYS.</td>
</tr>
<tr>
<td>ZR7</td>
<td>CHROME APPEARANCE PACKAGE - Includes V37 front and rear chrome bumpers with step-pad and V22 chrome grille with dual composite halogen headlamps</td>
</tr>
<tr>
<td>V10</td>
<td>COLD CLIMATE PACKAGE - Includes engine block heater (includes KO8 if ordered with 6.6L turbo diesel)</td>
</tr>
<tr>
<td>U80</td>
<td>COMPASS - 8-point digital located in the Driver Information Center, included and only available with C69 rear air conditioning.</td>
</tr>
<tr>
<td>BA3</td>
<td>CONSOLE - Deluxe with swing-out storage bin</td>
</tr>
<tr>
<td>ZQ3</td>
<td>CONVENIENCE PACKAGE - Tilt-wheel and cruise control</td>
</tr>
<tr>
<td>K34</td>
<td>CRUISE CONTROL - Included and only available with ZQ3 Convenience Package, tilt-wheel and cruise control.</td>
</tr>
<tr>
<td>C49</td>
<td>DEFOGGERS - Rear window, requires tinted glass</td>
</tr>
<tr>
<td>YA2</td>
<td>DOOR - Sliding passenger, side (requires C69 rear air conditioning)</td>
</tr>
<tr>
<td>AU3</td>
<td>DOOR LOCKS - Power with lock-out protection (included with ZQ2 Convenience Package)</td>
</tr>
<tr>
<td>KO5</td>
<td>ENGINE BLOCK HEATER - Included and only available with V10 Cold Climate Package which requires L96 Vortec 6.0L V8 SFI FlexFuel® engine</td>
</tr>
<tr>
<td>B30</td>
<td>FLOOR COVERING - Full-floor color-keyed carpeting with front and rear rubberized-vinyl floor mats</td>
</tr>
<tr>
<td>V22</td>
<td>GRILLE - Chrome with dual composite halogen headlamps (included and only available with ZR7 Chrome Appearance Package)</td>
</tr>
<tr>
<td>KO8</td>
<td>HEAT GENERATOR - Auxiliary-fuel-operated supplemental heat source to cooling system to improve heat output (included with V10 and LGH Duramax 6.6L turbo diesel)</td>
</tr>
<tr>
<td>C36</td>
<td>HEATER, REAR AUXILIARY - Included with C69 rear air conditioning.</td>
</tr>
<tr>
<td>UF3</td>
<td>HIGH IDLE SWITCH - Requires <em>G33</em>06, L96 Vortec 6.0L V8 SFI or 6.6L V8 L6H diesel engine and ZQ3 Convenience Package.</td>
</tr>
<tr>
<td>TR9</td>
<td>LAMPS - Lamps, auxiliary with reading and underhood lamps, requires C69 rear air conditioning. Includes DH6 driver and front passenger visor vanity mirrors</td>
</tr>
<tr>
<td>DE5</td>
<td>MIRRORS - Outside, left hand and right hand, remote control electric, manual foldaway with defog feature (requires ZQ2)</td>
</tr>
<tr>
<td>UD7</td>
<td>REAR PARK ASSIST - Requires UM7 AM/FM stereo, US8 AM/FM stereo with CD/MP3 player or UYS AM/FM stereo with MP3 compatible CD/DVD player and navigation</td>
</tr>
<tr>
<td>UVC</td>
<td>REAR VISION CAMERA - Display integrated into rearview mirror, integrated into navigation screen when UYS AM/FM stereo with MP3 compatible CD/DVD player and navigation is ordered</td>
</tr>
<tr>
<td>ATG</td>
<td>REMOTE KEYLESS ENTRY - Includes 2 transmitters and remote panic button</td>
</tr>
<tr>
<td>BTV</td>
<td>REMOTE VEHICLE STARTER SYSTEM - Includes remote keyless entry, 2 transmitters (requires ATG)</td>
</tr>
<tr>
<td>ZP3</td>
<td>SEATS - 15-passenger seating (2/3/3/3/4 seating configuration)</td>
</tr>
<tr>
<td>AS5</td>
<td>SEATS - Front bucket with custom cloth trim, head restraints and inboard armrests, requires (**G) interior trim. When ordering a seating arrangement that includes rear seats, includes rear bench seats with custom cloth trim. Head restraints are not available on rear bench seats</td>
</tr>
<tr>
<td>DT4</td>
<td>SMOKER’S PACKAGE - Includes ash tray and lighter</td>
</tr>
<tr>
<td>ZB2</td>
<td>TRAILERING SPECIAL EQUIPMENT - Heavy-duty, included platform trailer hitch and 7-wire harness</td>
</tr>
<tr>
<td>DH6</td>
<td>VISORS - Driver and front passenger, padded with cloth trim and dual vanity mirrors, illuminated on passenger-side, included and only available with TR9 auxiliary lamps</td>
</tr>
<tr>
<td>4OP</td>
<td>WHEEL FINISH, PAINTED WHITE - White-painted wheels in lieu of standard Gray-painted wheels</td>
</tr>
<tr>
<td>P03</td>
<td>WHEEL TRIM - Chrome center cap</td>
</tr>
</tbody>
</table>

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2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
3. Visit OnStar.com for coverage map, system limitations and details.
4. XM Radio requires a subscription, sold separately by XM after the trial period. Not available in Canada, Alaska or Hawaii. For more information, visit gm.xmradio.com.
5. Go to gm.com/bluetooth to find out which Bluetooth phones are compatible with the vehicle.
### AVAILABLE EXTERIOR COLORS

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>215D</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>259L</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>451N</td>
<td>Blue</td>
<td></td>
</tr>
<tr>
<td>478G</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>519F</td>
<td>Galaxy Silver Metallic</td>
<td></td>
</tr>
<tr>
<td>529F</td>
<td>Bronzemist</td>
<td></td>
</tr>
<tr>
<td>811K</td>
<td>Berry Red</td>
<td></td>
</tr>
<tr>
<td>5456</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>7927</td>
<td>Green</td>
<td></td>
</tr>
<tr>
<td>7941</td>
<td>Green</td>
<td></td>
</tr>
<tr>
<td>8867</td>
<td>Silver Metallic</td>
<td></td>
</tr>
<tr>
<td>9015</td>
<td>Woodland Green</td>
<td>9V5</td>
</tr>
<tr>
<td>9403</td>
<td>Doeskin Tan</td>
<td>9V9</td>
</tr>
<tr>
<td>9414</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>9417</td>
<td>Tangier Orange</td>
<td>9W4</td>
</tr>
</tbody>
</table>

Actual Color May Vary

**NOTE:**
- All normally body-colored non-sheet metal parts, will be Flat Black
- SEO paint orders that contain less than five vehicles will be delayed until five unit minimum is received for batch production
## GENERAL

| Model | CG33406  
| CG33706  
| Drive | Rear-wheel  

### EXTERIOR (in./mm)

| Wheelbase | 135.0/3429  
| 155.0/3937  
| Overall length | 224.1/5692  
| 244.1/6200  
| Body width | 79.2/2013  
| 79.2/2013  
| Overall height | 81.5/2070  
| 82.8/2103  
| Front bumper to axle | 39.7/1008  
| 39.7/1008  
| Opening height, side door | 47.9/1217  
| 47.9/1217  
| Opening height, rear door | 49.4/1255  
| 49.4/1255  
| Opening width, sliding side door | 57.0/1448  
| 57.0/1448  
| Opening width, rear door, at beltline | 19.4/493  
| 19.4/493  
| Step up height, front door | 19.8/503  
| 19.8/503  
| Ground clearance, front | 7.1/179  
| 8.8/224  
| Ground clearance, rear | 7.7/196  

### INTERIOR (in./mm)

| Head room, 1st row | 39.8/1011  
| 39.8/1011  
| Head room, 2nd row | 38.4/975  
| 38.4/975  
| Head room, 3rd row | 38.5/978  
| 38.5/978  
| Head room, 4th row | 37.6/955  
| 37.6/955  
| Head room, 5th row | 37.6/955  
| Shoulder room, 1st row | 68.8/1748  
| 68.8/1748  
| Shoulder room, 2nd row | 68.6/1742  
| 68.6/1742  
| Shoulder room, 3rd row | 65.8/1671  
| 65.8/1671  
| Shoulder room, 4th row | 69.1/1755  
| 69.1/1755  
| Shoulder room, 5th row | 62.9/1598  
| Hip room, 1st row | 65.7/1664  
| 65.7/1664  
| Hip room, 2nd row | 65.6/1666  
| 65.6/1666  
| Hip room, 3rd row | 63.7/1608  
| 63.7/1608  
| Hip room, 4th row | 65.7/1669  
| 65.7/1669  
| Hip room, 5th row | 62.9/1597  
| Leg room, 1st row | 41.3/1049  
| 41.3/1049  
| Leg room, 2nd row | 36.3/992  
| 36.3/992  
| Leg room, 3rd row | 36.6/930  
| 36.6/930  
| Leg room, 4th row | 36.6/930  
| 36.6/930  
| Leg room, 5th row | 34.1/866  
| Ground to top of rear load floor | 27.8/706  
| 30.1/765  
| Load floor length, to front seat, at floor | 126.2/3205  
| 146.0/3708  
| Load floor length, to engine cover, at floor | 153.6/3901  
| 173.6/4409  
| Inside width, between wheelhousing | 50.4/1280  
| 50.4/1280  
| Cargo area height | 51.8/1316  
| 51.8/1316  

## CAPACITY

| Curb weight, lbs. (kg) | 6087/2761  
| 6406/2906  
| Cargo volume, regular, with seats, cu. ft. (liters) | 92.1/2608.3  
| 127.2/3602.3  
| Cargo volume, regular, with seats removed, cu. ft. (liters) | 216.2/6122.8  
| 252.8/7159.3  
| Payload, lbs. (kg) | 3461/1570  
| 3142/1425  
| Gross Vehicle Weight Rating (GVWR), lbs. (kg) | 9600/4354  
| 9600/4354  
| Front Gross Axle Weight Rating (FGAWR), lbs. (kg) | 4600/2087  
| 4600/2087  
| Rear Gross Axle Weight Rating (RGAWR), lbs. (kg) | 6084/2760  
| 6084/2760  
| Seating capacity (front/2nd/3rd/4th) | 2/3/3/3  
| 2/3/3/3  

## ENGINE

<table>
<thead>
<tr>
<th>Type</th>
<th>1LS STD</th>
<th>1LS OPT</th>
<th>2LS STD</th>
</tr>
</thead>
<tbody>
<tr>
<td>V8</td>
<td>V8</td>
<td>V8</td>
<td>V8</td>
</tr>
<tr>
<td>Displacement: liters/cu. in.</td>
<td>4.8/293</td>
<td>6.0/366</td>
<td>6.6/403</td>
</tr>
<tr>
<td>Horsepower/rpm</td>
<td>280 @ 5200</td>
<td>323 @ 4600</td>
<td>260 @ 3100</td>
</tr>
<tr>
<td>Torque lb.-ft./rpm</td>
<td>295 @ 4600</td>
<td>373 @ 4400</td>
<td>525 @ 1600</td>
</tr>
<tr>
<td>Fuel system</td>
<td>SFI</td>
<td>SFI</td>
<td>Turbo Diesel</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>9.6:1</td>
<td>9.6:1</td>
<td>9.6:1</td>
</tr>
<tr>
<td>Exhaust</td>
<td>Single</td>
<td>Single</td>
<td>Single</td>
</tr>
<tr>
<td>Minimum recommended fuel octane</td>
<td>87</td>
<td>87</td>
<td>87</td>
</tr>
<tr>
<td>Fuel tank capacity (gallons/liters)</td>
<td>31/117.3</td>
<td>31/117.3</td>
<td>31/117.3</td>
</tr>
</tbody>
</table>

## TRANSMISSION

<table>
<thead>
<tr>
<th>Automatic heavy-duty</th>
<th>6-speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratio</td>
<td>3.42</td>
</tr>
</tbody>
</table>

## AXLE

<table>
<thead>
<tr>
<th>Type</th>
<th>Maintenance free</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCI group size</td>
<td>78</td>
</tr>
<tr>
<td>Volts</td>
<td>12</td>
</tr>
<tr>
<td>Amp hour rating</td>
<td>69</td>
</tr>
<tr>
<td>Cold cranking-amps @ 0°F (-18°C)</td>
<td>600</td>
</tr>
<tr>
<td>Reserve capacity @ 80°F (27°C)</td>
<td>115</td>
</tr>
<tr>
<td>*Standard on 2LS with 6.6L Turbo Diesel</td>
<td></td>
</tr>
</tbody>
</table>

## BATTERY

<table>
<thead>
<tr>
<th>Type</th>
<th>Maintenance free</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volts</td>
<td>12</td>
</tr>
<tr>
<td>Amp hour rating</td>
<td>63</td>
</tr>
<tr>
<td>Cold cranking-amps @ 0°F (-18°C)</td>
<td>Dual 770*</td>
</tr>
<tr>
<td>Reserve capacity @ 80°F (27°C)</td>
<td>115</td>
</tr>
</tbody>
</table>

## TIRES

<table>
<thead>
<tr>
<th>Type</th>
<th>All-season</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>LT245/75R16</td>
</tr>
</tbody>
</table>

## WHEELS

<table>
<thead>
<tr>
<th>Type</th>
<th>Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>16” x 6.5”</td>
</tr>
</tbody>
</table>

## CHASSIS

<table>
<thead>
<tr>
<th>Frame</th>
<th>Full length boxed frame</th>
</tr>
</thead>
</table>

### FRONT SUSPENSION

<table>
<thead>
<tr>
<th>Type</th>
<th>Independent with coil spring and stabilizer bar</th>
</tr>
</thead>
</table>

### REAR SUSPENSION

<table>
<thead>
<tr>
<th>Type</th>
<th>Hypoid driver axle w/multi-leaf springs</th>
</tr>
</thead>
</table>

### STEERING TYPE

<table>
<thead>
<tr>
<th>Type</th>
<th>Speed sensitive (EVO), variable ratio, integral power</th>
</tr>
</thead>
</table>

### BRAKES

<table>
<thead>
<tr>
<th>Type</th>
<th>ABS hydra-boost Disc/Disc</th>
</tr>
</thead>
</table>

## ALTERNATOR

<table>
<thead>
<tr>
<th>Type</th>
<th>Standard with rear AC</th>
</tr>
</thead>
</table>

3. Cargo and load capacity limited by weight and distribution.
5. Gross Vehicle Weight Rating (GVWR). When properly equipped, includes vehicle, passengers, cargo and equipment.
6. Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

*Without Rear air conditioning. 145-amp required with rear air conditioning.
Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side air bags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Air bags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating air bag can still affect the performance of the air bag. For example, such objects could tear the fabric or affect the shape of the air bag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal air bag deployment zone in a manner that will allow full and safe air bag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the air bag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the air bag. The air bag's shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front air bag systems and instrument panel mounted equipment.

Passenger air bags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger air bag deploys through a discrete door located on the top surface of the instrument panel (top-mount air bag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger air bag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount air bag system). With these types of top-mount and mid-mount passenger air bags, the top pad of the instrument panel remains in place during deployment.

Some GM passenger air bag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount air bag systems with a “deployable top pad.” The entire instrument panel top pad is the “deployment door” from under which the inflating air bag emerges. When an air bag deployment is commanded, the forces from the inflating passenger air bag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger air bag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward into contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible air bag deployment.

In the process of securely fastening special equipment to the top, DO NOT fasten down the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger air bag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Air Bags for crashes to the vehicle sides.

The air bag system in your police vehicle includes includes roof rail mounted Head Curtain side air bags. The vehicle is also equipped with seat back mounted upper body air bags located on the outboard side of the drivers and front passenger seat backs. Together the Head Curtain and seat-mounted side air bags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional air bag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side air bag deployment zones?

No. The side air bags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats with the ends placed within the side air bag deployment zones will result in unintended interaction between the barrier and the inflating side air bags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side air bag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side air bag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as air bag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger air bag deployment.

On the right half of the top pad closest to the passenger air bag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible air bag deployment.

Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
Can the installation of push bumpers on the front end of the vehicle affect the deployment of the air bag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the air bags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front air bag sensors mounted on the upper radiator support cross member.

Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the air bag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in fore-and-aft alignment with the front air bag sensors are not recommended.

When should an air bag inflate?

The driver’s and right-front passenger’s frontal air bags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system’s designed “threshold level.”

In addition, your vehicle has “dual stage” frontal air bags which tailor the amount of restraint according to crash severity. For moderate frontal impacts, the air bags inflate at a level less than full deployment. For more severe frontal impacts, “dual stage” frontal air bags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn’t move or deform, the threshold level of the reduced deployment is about 12 to 16 mph (19 to 25 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 38 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver’s and right-front passenger’s frontal air bags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact air bags are designed to inflate in moderate to severe side crashes. The side impact air bags will inflate if the crash severity is above the designed “threshold level.” The threshold level can vary with specific vehicles design. The side impact air bags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain air bags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain air bags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle’s rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed “threshold level.”

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the “threshold level” of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

How long will the air bag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal air bags. This is faster than the blink of an eye. The air bags begin to deflate immediately, helping to stop the occupants more gradually.
Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle’s wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle’s brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important that you follow the maintenance schedule recommended in the owner’s manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?

Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lock up. When ABS activates keep steady pressure on the brake pedal and then let the ABS work for you. Don’t pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Is ABS always active?

ABS is always available, but not always activated. ABS is activated only when the brake pedal is applied and the computer detects an impending wheel lock condition.

Can older cars be retrofitted with ABS?

No! The brake system is one of the most important features on any passenger vehicle. Several products, which tap into the master cylinder and/ or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems.

However, contrary to their claims, add-on systems, which deplete fluid from the master cylinder on brake apply may actually increase a vehicle’s stopping distance. This may cause the vehicle to fail to comply with Federal brake standards.

Does ABS always activate at the same speed?

No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle’s brakes sooner?

A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?

Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?

No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?

Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner’s manual regarding replacement tire size. NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.

Do insurance companies give a discount for ABS?

Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.
**IMPORTANT DRIVING SAFETY TIPS**

A. **Always maintain a safe following distance.** ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

B. **Always drive carefully—especially on slippery surfaces.** ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

C. **It is a good idea to practice an ABS activated stop** and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

**ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)**

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course.

Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models.

See your owner’s manual for additional information about the operation of StabiliTrak.

Q. **How does StabiliTrak work?**
   A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. **Will a tire change affect StabiliTrak?**
   A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.
UPDATES FOR 2014

NEW FEATURES
• CONCORD METALLIC

DELETED
• BLUE RAY METALLIC (GXH)
• BLACK GRANIT METALLIC (58U)
• SPECIALTY PAINT WHEATLAND YELLOW (253A)
• SPECIALTY PAINT DARK TOREADOR RED (334D)
• SPECIALTY PAINT DARK BLUE METALLIC (722J)
• SPECIALTY PAINT BLUE (5665)
• SPECIALTY PAINT GREEN (7941)
• SPECIALTY PAINT WOODLAND GREEN (9015)
• SPECIALTY PAINT YELLOW (9414)
• NO 3/4 TON MODELS FOR 2014 MODEL YEAR
### Standard Equipment Summary

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warranty</td>
<td>3 years / 36,000 miles bumper-to-bumper (whichever comes first, see dealer for details)</td>
</tr>
<tr>
<td></td>
<td>5 years / 100,000 miles limited powertrain (whichever comes first, see dealer for details)</td>
</tr>
<tr>
<td>Interior Features</td>
<td></td>
</tr>
<tr>
<td>Air Conditioning</td>
<td>Tri-zone manual climate control with individual climate settings for driver and right-front passenger; includes auxiliary rear air conditioning and heat</td>
</tr>
<tr>
<td>Assist Handles</td>
<td>Front passenger and second row outboard; front passenger assist handle is deleted when passenger side spotlamp is ordered</td>
</tr>
<tr>
<td>Console, Overhead</td>
<td>Mini with map lamps</td>
</tr>
<tr>
<td>Cruise Control</td>
<td>Electronic with set and resume speed</td>
</tr>
<tr>
<td>Dome Lamps</td>
<td>Interior dome lamp, driver and passenger side door switch with delayed entry feature, cargo lamps, remote keyless entry activated illuminated entry and map lamps in front and second seat position</td>
</tr>
<tr>
<td>Floor Covering</td>
<td>Black rubberized-vinyl (not available with B39 cargo mat)</td>
</tr>
<tr>
<td>Glass</td>
<td>Deep tinted (all windows except light-tinted glass on windshield, driver and front passenger side glass)</td>
</tr>
<tr>
<td>Mirror</td>
<td>Inside rearview auto-dimming</td>
</tr>
<tr>
<td>OnStar</td>
<td>Delete option available</td>
</tr>
<tr>
<td>Power Outlets</td>
<td>12-volt, two located on instrument panel and one in rear cargo area</td>
</tr>
<tr>
<td>Radio</td>
<td>AM/FM stereo with MP3 compatible CD player, seek-and-scan, digital clock, auto-tone control, Radio Data System (RDS), six speakers, speed-compensated volume and theftlock</td>
</tr>
<tr>
<td>Restraint System</td>
<td>Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags¹, passenger sensing system and frontal air bag¹ ON/OFF indicator, rollover sensor, dual head curtain air bags¹ for first and second row outboard occupants and front seat back mounted thorax-pelvic air bags¹; includes 3rd row outboard seating position when 3 passenger third row 50/50 split-bench option AS3 is ordered</td>
</tr>
<tr>
<td>Seat, Front</td>
<td>Split-bench 40/20/40 with custom cloth 3-passenger, includes 6-way power driver seat adjuster with manual lumber control, driver and passenger manual reclining, outboard head restraints, center fold-down covered storage in armrest, center lower seat cushion storage and rear storage pockets</td>
</tr>
<tr>
<td>Seat, Rear</td>
<td>Custom cloth 60/40 split folding bench with center armrest</td>
</tr>
<tr>
<td>Seat, Third Row</td>
<td>50/50 split-bench 3-passenger with premium cloth, safety belts, removable seat</td>
</tr>
<tr>
<td>Speedometer/Cluster</td>
<td>120 mph analog speedometer, trip odometer, fuel level, volt meter, engine temperature oil pressure and tachometer</td>
</tr>
<tr>
<td>Steering Column/Wheel</td>
<td>Tilt-wheel, adjustable, with brake/transmission interlock</td>
</tr>
<tr>
<td>Theft Deterrent</td>
<td>Vehicle theft PASS-Key³ III+, content theft deterrent is disabled (to enable content theft deterrent option UA6 must be ordered)</td>
</tr>
<tr>
<td>Visors</td>
<td>Padded with cloth trim, extends on rod; driver and front passenger illuminated vanity mirrors</td>
</tr>
<tr>
<td>Warning Tones</td>
<td>Headlamp on, key-in-ignition, driver and right-front passenger safety belt unfasten and turn signal on</td>
</tr>
<tr>
<td>Window Operation</td>
<td>Power with driver express-down and lockout features</td>
</tr>
</tbody>
</table>

¹. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
### EXTERIOR FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSIST STEPS</td>
<td>Black, mounted between front and rear wheels</td>
</tr>
<tr>
<td>DEFOGGER</td>
<td>Electric, rear window</td>
</tr>
<tr>
<td>DOOR HANDLES</td>
<td>Black</td>
</tr>
<tr>
<td>DOOR LOCKS</td>
<td>Power programmable with lockout protection, door lock cylinder no longer available on passenger front door and rear liftgate</td>
</tr>
<tr>
<td>FASCIA, FRONT</td>
<td>Color – keyed (Black when special paint is ordered)</td>
</tr>
<tr>
<td>FASCIA, REAR</td>
<td>Color – keyed (Black when special paint is ordered)</td>
</tr>
<tr>
<td>HEADLAMPS</td>
<td>Dual halogen composite with automatic exterior lamp control and flash-to-pass feature</td>
</tr>
<tr>
<td>KEYLESS ENTRY</td>
<td>Includes two transmitters</td>
</tr>
<tr>
<td>KEYS</td>
<td>Single two-sided, random code, for ignition and drivers door only</td>
</tr>
<tr>
<td>LUGGAGE RACK</td>
<td>Roof mounted Black side rails (center rails and luggage rack delete are available)</td>
</tr>
<tr>
<td>MIRRORS</td>
<td>Outside heated power-adjustable, manual-folding, Black</td>
</tr>
<tr>
<td>REAR LIFTGATE</td>
<td>Liftgate/liftglass, with rear window washer and wiper (power liftgate not available)</td>
</tr>
<tr>
<td>RECOVERY HOOKS</td>
<td>Two front, Black (Chrome only available on LTZ)</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Intermittent wet-arm with flat blade and pulse washers</td>
</tr>
</tbody>
</table>

### CHASSIS FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTERNATOR</td>
<td>160-amp</td>
</tr>
<tr>
<td>BATTERY</td>
<td>660 CCA, maintenance-free, rundown protection and retained accessory power</td>
</tr>
<tr>
<td>BRAKES</td>
<td>4-wheel antilock, 4-wheel disc, vac power</td>
</tr>
<tr>
<td>ENGINE</td>
<td>See engine, transmission and axle chart on page 4</td>
</tr>
<tr>
<td>FRAME</td>
<td>Modular with hydro formed frame rails</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>31 gallon (117.3 liters)</td>
</tr>
<tr>
<td>OIL COOLERS</td>
<td>Auxiliary transmission oil cooler, heavy-duty air-to-oil (requires 3.42 axle ratio on 1/2 ton models)</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Vehicle stability control system with proactive roll avoidance</td>
</tr>
<tr>
<td>STEERING</td>
<td>Power, rack and pinion</td>
</tr>
<tr>
<td>SUSPENSION, FRONT</td>
<td>Coil-over-shock with stabilizer bar</td>
</tr>
<tr>
<td>SUSPENSION, REAR</td>
<td>Multi-link with coil springs</td>
</tr>
<tr>
<td>TIRES</td>
<td>See tire and wheel chart on page 5</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>CHECK TIRE PRESSURE will show on Driver Information Center (no sensor in spare tire)</td>
</tr>
<tr>
<td>TIRE, SPARE</td>
<td>See tire chart on page 5</td>
</tr>
<tr>
<td>TIRE, SPARE CARRIER</td>
<td>Lockable outside, winch-type mounted under frame at rear</td>
</tr>
<tr>
<td>TRAILERING EQUIPMENT</td>
<td>Heavy-duty includes trailering hitch platform, 7-wire harness with independent fused trailering circuits mated to a 7-way sealed connector and VR4 2-inch trailering receiver. Electronic trailer sway control and hill start assist</td>
</tr>
<tr>
<td>TRANSFER CASE</td>
<td>Active single-speed, electronic autotrac with rotary controls, does not include Neutral (N). Cannot be dinghy towed, requires GU4 3.08 rear axle. Not available on 2WD models</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>6-speed automatic, see engine, transmission and axle chart on page 4</td>
</tr>
<tr>
<td>WHEELS</td>
<td>See wheel and tire chart on page 5</td>
</tr>
</tbody>
</table>
### ENGINE/AXLE

<table>
<thead>
<tr>
<th>MODEL</th>
<th>ENGINE</th>
<th>TRANSMISSION</th>
<th>AXLE</th>
<th>GVWR lbs. (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>MYC 6-SPEED AUTOMATIC</td>
<td>GU4 3.08</td>
<td>C5Z (3266)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MYD 6-SPEED AUTOMATIC HD</td>
<td>GU6 3.42</td>
<td>C6C (3357)</td>
</tr>
<tr>
<td>CC10906</td>
<td>LMG Vortec 5.3L V8 SFI FlexFuel²</td>
<td>S — — S A — — S — —</td>
<td>GT4 3.73</td>
<td>C6P (3901)</td>
</tr>
<tr>
<td>CC10906</td>
<td>LC9 Vortec 5.3L V8 SFI FlexFuel²</td>
<td>S — — S A — — S — —</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Emission type must be ordered
FE9 - Federal YF5 - California NG1 - Northeast States

### TRAILERING SPECIFICATIONS

#### AUTOMATIC TRANSMISSION RATINGS WITH BALL HITCH

<table>
<thead>
<tr>
<th>MODEL</th>
<th>(LMG) VORTEC 5.3L V8 SFI FLEXFUEL²</th>
<th>(LC9) VORTEC 5.3L V8 SFI FLEXFUEL²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AXLE RATIO</td>
<td>MAXIMUM TRAILER WEIGHT LBS.² (KG)</td>
</tr>
<tr>
<td>CC10906</td>
<td>3.08</td>
<td>5100 (2313)</td>
</tr>
<tr>
<td></td>
<td>3.42</td>
<td>5600 (2540)</td>
</tr>
<tr>
<td>CC10906*</td>
<td>3.42</td>
<td>8100 (3674)</td>
</tr>
<tr>
<td>CK10906</td>
<td>—</td>
<td>3.42</td>
</tr>
<tr>
<td>CK10906*</td>
<td>—</td>
<td>3.42</td>
</tr>
</tbody>
</table>

*with (K5L) heavy-duty Trailering Package

### GCWR - ENGINE/REAR RATIO COMBINATION WITH AUTO TRANS

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>(GCWR) GROSS COMBINATION WEIGHT RATINGS LBS. (KG)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11000 (4989)</td>
</tr>
<tr>
<td>(LMG) Vortec 5.3L V8 SFI FlexFuel²</td>
<td>3.08</td>
</tr>
<tr>
<td>(LC9) Vortec 5.3L V8 SFI FlexFuel²</td>
<td>—</td>
</tr>
<tr>
<td>(L96) Vortec 6.0L Variable Valve Timing V8 SFI FlexFuel²</td>
<td>—</td>
</tr>
</tbody>
</table>

*with (K5L) heavy-duty Trailering Package

2. E85 is 85% ethanol and 15% gasoline. To see if there is an E85 station near you, go to www.gmaltfuel.com/e85-station-locator.
7. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow.
**TIRES AND WHEELS**

### ROAD TIRES

<table>
<thead>
<tr>
<th>CODE</th>
<th>SIZE</th>
<th>DESCRIPTION</th>
<th>SIDE WALL</th>
<th>USAGE</th>
<th>MODELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>QAN</td>
<td>P265/70R17</td>
<td>All-season</td>
<td>Blackwall</td>
<td>Standard</td>
<td>1/2 ton 2 or 4WD</td>
</tr>
<tr>
<td>QJP</td>
<td>P265/70R17</td>
<td>On/off-road</td>
<td>Blackwall</td>
<td>Optional</td>
<td>1/2 ton 4WD</td>
</tr>
</tbody>
</table>

### SPARE TIRES

<table>
<thead>
<tr>
<th>CODE</th>
<th>SIZE</th>
<th>DESCRIPTION</th>
<th>SIDE WALL</th>
<th>USAGE</th>
<th>MODELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZRS</td>
<td>P265/70R17</td>
<td>All-season</td>
<td>Blackwall</td>
<td>Standard</td>
<td>1/2 ton</td>
</tr>
<tr>
<td>4JP</td>
<td>P265/70R17</td>
<td>On/off-road</td>
<td>Blackwall</td>
<td>Optional</td>
<td>1/2 ton (requires QJP tires)</td>
</tr>
</tbody>
</table>

### ROAD WHEELS

<table>
<thead>
<tr>
<th>CODE</th>
<th>SIZE</th>
<th>DESCRIPTION</th>
<th>SIDE WALL</th>
<th>USAGE</th>
<th>MODELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NX7</td>
<td>17&quot; x 7&quot;</td>
<td>4 – steel</td>
<td>Steel</td>
<td>Standard</td>
<td>1/2 ton</td>
</tr>
<tr>
<td>P46</td>
<td>17&quot; x 7.5&quot;</td>
<td>4 – 5 spoke</td>
<td>Aluminum</td>
<td>Optional</td>
<td>1/2 ton</td>
</tr>
</tbody>
</table>

### SPARE WHEELS

<table>
<thead>
<tr>
<th>CODE</th>
<th>SIZE</th>
<th>DESCRIPTION</th>
<th>SIDE WALL</th>
<th>USAGE</th>
<th>MODELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ4</td>
<td>17&quot;</td>
<td>One – steel</td>
<td>Steel</td>
<td>Standard</td>
<td>1/2 ton</td>
</tr>
</tbody>
</table>

**NOTE:** Polished forged aluminum, includes chrome center caps and steel spare

---

**SEATS AND INTERIOR TRIM**

<table>
<thead>
<tr>
<th>DECOR LEVEL</th>
<th>SEAT TYPE</th>
<th>SEEAT CODE</th>
<th>SEAT TRIM</th>
<th>EBONY</th>
<th>INTERIOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD COMMERCIAL</td>
<td>Front: 40/20/40</td>
<td>AZ3</td>
<td>Premium cloth</td>
<td>19C</td>
<td>33C</td>
</tr>
<tr>
<td>COMMERCIAL (1 FL)</td>
<td>reclining split-bench</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVAILABLE COMMERCIAL</td>
<td>Front: 40/20/40</td>
<td>AZ3</td>
<td>Vinyl</td>
<td>19V</td>
<td></td>
</tr>
<tr>
<td>COMMERCIAL (1 FL)</td>
<td>reclining split-bench</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPTIONAL COMMERCIAL</td>
<td>Front: high-back</td>
<td>A95</td>
<td>Premium cloth</td>
<td>19C</td>
<td>33C</td>
</tr>
<tr>
<td>COMMERCIAL (1 FL)</td>
<td>reclining bucket</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**EXTERIOR SOLID PAINT**

<table>
<thead>
<tr>
<th>COLOR CODE</th>
<th>TOUCH UP PAINT NUMBER</th>
<th>EBONY</th>
<th>LIGHT TITANIUM/DARK TITANIUM</th>
<th>LIGHT CASHMERE/LIGHT CASHMERE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black</td>
<td>41U</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Mocha Steel Metallic</td>
<td>GHA</td>
<td>WA-7065</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Summit White</td>
<td>50U</td>
<td>WA-8624</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Silver Ice Metallic</td>
<td>89U</td>
<td>WA-505Q</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Crystal Red Tintcoat</td>
<td>GWU</td>
<td>WA-103V</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Concord Metallic</td>
<td>GWT</td>
<td>WA-102V</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

1 - Extra Cost
### AVAILABLE EXTERIOR COLORS

<table>
<thead>
<tr>
<th>Code</th>
<th>Color Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAN</td>
<td>Silver Ice Metallic</td>
</tr>
<tr>
<td>4IU</td>
<td>Black</td>
</tr>
<tr>
<td>GHA</td>
<td>Mocha Steel Metallic</td>
</tr>
<tr>
<td>50U</td>
<td>Summit White</td>
</tr>
<tr>
<td>89U</td>
<td>*Crystal Red Tintcoat</td>
</tr>
<tr>
<td>GWU</td>
<td>*Concord Metallic (New)</td>
</tr>
<tr>
<td>GWT</td>
<td>Champagne Silver Metallic</td>
</tr>
</tbody>
</table>

**NOTE:** *Additional Charge*  
Actual colors may vary

---

### SEO PAINT AVAILABLE

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9260</td>
<td>Victory Red</td>
<td>Requires SEO 5T4</td>
</tr>
</tbody>
</table>

**Actual color may vary**

**NOTE:**  
- All normally body-colored, non-sheet metal parts, will be Flat Black (except Victory Red non-sheet metal parts will match)  
- SEO paint orders that contain less than five vehicles will be delayed until five unit minimum is received for batch production
AVAILABLE OPTIONS

W2D  ACCESSORY  - Cargo net
K47  AIR CLEANER  - High capacity
JL1  BRAKE CONTROLLER  - Integrated trailer
D07  CONSOLE  - Floor storage area and cup holders (included and only available with A95 front custom cloth bucket seats)
UTQ  CONTENT THEFT ALARM DISABLE  - Flashing lamps and horn warning
KNP  COOLING  - Auxiliary transmission oil cooler. (Included and only available with KSL HD Trailerling Package on 1/2 ton)
KC4  COOLING  - External engine oil cooler (Included and only available with KSL HD Trailerling Package on 1/2 ton)
G90  DIFFERENTIAL  - Heavy-duty locking rear
K05  ENGINE BLOCK HEATER
B30  FLOOR COVERING  - Color-keyed carpeting (includes B58 color keyed floor mats)
VAV  FLOOR MATS, ALL WEATHER  - First and second row, requires B30 color-keyed carpeting. Not available with AZE front 40/20/40 split-bench on 2WD models. (LPO, dealer installed)
VKN  FLOOR MATS, ALL WEATHER  - Third row, requires B30 color-keyed carpeting and AS3 third row 50/50 split-bench seats. Not available with AZE front 40/20/40 split-bench on 2WD models. (LPO, dealer installed)
T96  FOG LAMPS  - Front, halogen
ANJ  GLASS  - Non-deep tinted
K5L  HEAVY-DUTY TRAILERING PACKAGE - Includes auxiliary transmission oil cooler and external engine oil cooler, (Includes 3.42 ratio rear axle)
V1K  LUGGAGE RACK CENTER RAILS  - Roof mounted, Black
G63  LUGGAGE RACK  - Delete
VLI  MAT, REAR CARGO  - Requires B30 color-keyed carpeting. Not available with ATD third row seat delete. (LPO, dealer installed)
B58  MATS  - Color-keyed carpeted first and second row, removable (included and only available with B30 floor covering)
DPN  MIRRORS  - Outside heated power-adjustable vertical camper; manual-folding, extension and integrated turn signal indicators
UEO  ONSTAR  - Delete
VBS  REMOTE, 2-WAY ADVANCED  - (LPO, dealer installed)
AP3  REMOTE VEHICLE STARTER SYSTEM  - Includes remote keyless entry
UD7  REAR PARKING ASSIST  - Ultrasonic with led display and audible warning (requires JF4 power-adjustable pedals)
V76  RECOVERY HOOKS  - Front, frame mounted, Black (Chrome only available on LTZ)
TRW  ROOF MOUNTED LAMP  - Provisions (included with VYU Snow Plow Prep Package)
NZZ  SKID PLATE PACKAGE  - Requires 4-wheel drive model, includes aluminum front underbody shield starting behind front bumper and running to first cross-member, protecting front underbody, oil pan, differential case and transfer case, frame-mounted shield, requires 4-wheel drive model
UVD  STEERING WHEEL  - Heated (standard on LTZ trim)
NGH  TRANSFER CASE  - Active 2-speed electronic autotrac with rotary controls includes neutral position for dinghy towing, requires 4WD models

SPECIAL EQUIPMENT OPTIONS AVAILABLE

5T4  EXTERIOR BODY-COLORED PARTS  - Victory Red with special paint WA9260; Victory Red painted front and rear fascias, rear liftgate handle and rear license plate applique, body side moldings and door handles. Required with Victory Red special paint WA9260
9N5  FLOOR CONSOLE DELETE  - Deletes floor console and associated audio equipment that is included with premium cloth high-back buckets seats; requires: PEG 1FL and RPO A95 bucket seats
8X1  LABEL, FASTEN SAFETY BELTS  - On Left hand and right hand front door window glass
9G3  OFF-ROAD SUSPENSION  - Off-road suspension 4x4 commercial or low uplevel décor; includes Z71, off-road suspension components, skid plate and high capacity air cleaner; does not include body side “Z71” decals; requires: model K10906 option QJP P265/75R17 on-off road tires PEG 1FL suburban 1LS or 1LT Uplevel Package and a fleet or government type order
5T5  SEATS, CLOTH FRONT VINYL REAR  - Vinyl 2nd row rear seats and cloth front seats; if AS3 third row seat is ordered, it will be vinyl. Requires: AZ3 front custom cloth 40/20/40 bench seat or A95 front custom cloth high-back bucket seat, trim code 19D Ebony and PEG 1FL
9S1  SEATS, DRIVER AND PASSENGER FRONT INDIVIDUAL SEATS IN VINYL TRIM  - Derived from RPO AE7 40/20/40 split-bench with center 20% section removed; seats are manual, not power; does not include floor console; exposed floor areas will remain untrimmed; rear seats will also be vinyl trimmed; requires trim code 19V Ebony and PEG 1FL

7. Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FE9</td>
<td>FEDERAL EMISSIONS. Use for ordering vehicles that will be registered in all states except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.</td>
</tr>
<tr>
<td>YF5</td>
<td>CALIFORNIA EMISSIONS. Use for ordering vehicles that will be registered in California.</td>
</tr>
<tr>
<td>NE1</td>
<td>CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS. Use for ordering vehicles that will be registered in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.</td>
</tr>
<tr>
<td>NB8</td>
<td>Required when option code FE9 “FEDERAL EMISSIONS” is ordered for delivery to a dealer located in California, Connecticut, Massachusetts, Maryland, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island and Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.</td>
</tr>
<tr>
<td>NC7</td>
<td>Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in any state except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under “EPA Policy on the Sale of California Emission Vehicles.”</td>
</tr>
<tr>
<td>NB9</td>
<td>Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.</td>
</tr>
<tr>
<td>SPECIFICATIONS (in./mm)</td>
<td>CC10906 2WD 1/2 Ton</td>
</tr>
<tr>
<td>------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>130.0/3302</td>
</tr>
<tr>
<td>Overall length</td>
<td>222.4/5649</td>
</tr>
<tr>
<td>Overall height</td>
<td>76.8/1951</td>
</tr>
<tr>
<td>Head room, front</td>
<td>41.1/1044</td>
</tr>
<tr>
<td>Head room, center</td>
<td>38.5/978</td>
</tr>
<tr>
<td>Head room, rear</td>
<td>38.1/968</td>
</tr>
<tr>
<td>Shoulder room, front</td>
<td>65.2/1656</td>
</tr>
<tr>
<td>Shoulder room, center</td>
<td>65.2/1656</td>
</tr>
<tr>
<td>Shoulder room, rear</td>
<td>64.7/1643</td>
</tr>
<tr>
<td>Hip room, front</td>
<td>60.3/1532</td>
</tr>
<tr>
<td>Hip room, center</td>
<td>61.8/1570</td>
</tr>
<tr>
<td>Hip room, rear</td>
<td>49.4/1255</td>
</tr>
<tr>
<td>Leg room, front</td>
<td>41.3/1049</td>
</tr>
<tr>
<td>Leg room, center</td>
<td>39.5/1003</td>
</tr>
<tr>
<td>Leg room, rear</td>
<td>34.9/886</td>
</tr>
<tr>
<td>Ground to top of rear load floor</td>
<td>31.8/808</td>
</tr>
<tr>
<td>Load floor length, to front seat, at floor</td>
<td>101.8/2586</td>
</tr>
<tr>
<td>Load floor length, to center seat, at floor</td>
<td>69.6/1768</td>
</tr>
<tr>
<td>Load floor length, to rear seat, at floor</td>
<td>35.6/904</td>
</tr>
<tr>
<td>Inside width, between wheelhousing</td>
<td>49.1/1247</td>
</tr>
<tr>
<td>Cargo area height</td>
<td>41.4/1052</td>
</tr>
<tr>
<td>Ground clearance, front</td>
<td>10.5/267</td>
</tr>
<tr>
<td>Ground clearance, rear</td>
<td>9.1/231</td>
</tr>
<tr>
<td>Front shock absorber diameter</td>
<td>1.81/46</td>
</tr>
<tr>
<td>Front stabilizer bar diameter</td>
<td>1.41/36</td>
</tr>
<tr>
<td>Rear shock absorber diameter</td>
<td>1.81/46</td>
</tr>
<tr>
<td>Rear stabilizer bar diameter</td>
<td>1.10/28</td>
</tr>
<tr>
<td>Turning diameter, curb-to-curb, ft. (m)</td>
<td>43.0/13.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CAPACITIES LBS. (KG)</th>
<th>CC10906 2WD 1/2 Ton</th>
<th>CK10906 4x4 1/2 Ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front axle</td>
<td>3500/1588</td>
<td>3600/1633</td>
</tr>
<tr>
<td>Rear axle</td>
<td>4200/1905</td>
<td>4200/1905</td>
</tr>
<tr>
<td>Curb weight</td>
<td>5672/2573</td>
<td>5824/2642</td>
</tr>
<tr>
<td>Cargo volume³, cu. ft (liters)</td>
<td>137.4/3891.2</td>
<td>137.4/3891.2</td>
</tr>
<tr>
<td>Payload⁶</td>
<td>1528/693</td>
<td>1576/715</td>
</tr>
<tr>
<td>Gross Vehicle Weight Rating² (GVWR)</td>
<td>7200/3266</td>
<td>7400/3357</td>
</tr>
<tr>
<td>Front Gross Axle Weight Rating (FGAWR)</td>
<td>3500/1588</td>
<td>3600/1633</td>
</tr>
<tr>
<td>Rear Gross Axle Weight Rating (RGAWR)</td>
<td>4200/1905</td>
<td>4200/1905</td>
</tr>
<tr>
<td>Fuel capacity, approximate, gallon (liters)</td>
<td>31/117</td>
<td>31/117</td>
</tr>
<tr>
<td>Seating capacity (front/center/rear)</td>
<td>3/3/03</td>
<td>3/3/03</td>
</tr>
</tbody>
</table>

NOTE: Published dimensions indicated are without optional equipment or accessories. Additional accessories or equipment ordered at the customer's request can result in a minor change in these dimensions.

³ Cargo and load capacity limited by weight and distribution.
⁵ Gross Vehicle Weight Rating (GVWR). When properly equipped, includes vehicle, passengers, cargo and equipment.
⁶ Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.
Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side air bags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Air bags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air bag deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating air bag can still affect the performance of the air bag. For example, such objects could tear the fabric or affect the shape of the air bag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal air bag deployment zone in a manner that will allow full and safe air bag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the air bag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the air bag. The air bag’s shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front air bag systems and instrument panel mounted equipment.

Passenger air bags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger air bag deploys through a discrete door located on the top surface of the instrument panel (top-mount air bag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger air bag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount air bag system). With these types of top-mount and mid-mount passenger air bag systems, the top pad of the instrument panel remains in place during deployment.

Some GM passenger air bag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount air bag systems with a “deployable top pad.” The entire instrument panel top pad is the “deployment door” from which the inflating air bag emerges. When an air bag deployment is commanded, the forces from the inflating passenger air bag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger air bag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward into contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible air bag deployment. In the process of securely fastening special equipment to the top, DO NOT fasten down the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger air bag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Air Bags for crashes to the vehicle sides.

The air bag system in your police vehicle includes includes roof rail mounted Head Curtain side air bags. The vehicle is also equipped with seat back mounted upper body air bags located on the outboard side of the driver and front passenger seat backs. Together the Head Curtain and seat-mounted side air bags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional air bag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side air bag deployment zones?

No. The side air bags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats will result in unintended interaction between the barrier and the inflating side air bags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side air bag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side air bag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as air bag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger air bag deployment.

On the right half of the top pad closest to the passenger air bag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible air bag deployment.

Heads curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
Can the installation of push bumpers on the front end of the vehicle affect the deployment of the air bag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the air bags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front air bag sensors mounted on the upper radiator support cross member.

Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the air bag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in fore-and-aft alignment with the front air bag sensors are not recommended.

When should an air bag inflate?

The driver’s and right-front passenger’s frontal air bags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system’s designed “threshold level.”

In addition, your vehicle has “dual stage” frontal air bags which tailor the amount of restraint according to crash severity. For moderate frontal impacts, the air bags inflate at a level less than full deployment. For more severe frontal impacts, “dual stage” frontal air bags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn’t move or deform, the threshold level of the reduced deployment is about 12 to 16 mph (19 to 25 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 38.5 km/h). The threshold level can vary, however, with specific vehicle design, so it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver’s and right-front passenger’s frontal air bags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact air bags are designed to inflate in moderate to severe side crashes. The side impact air bags will inflate if the crash severity is above the designed “threshold level.” The threshold level can vary with specific vehicles design. The side impact air bags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain air bags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain air bags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle’s rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed “threshold level”.

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the “threshold level” of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

How long will the air bag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal air bags. This is faster than the blink of an eye. The air bags begin to deflate immediately, helping to stop the occupants more gradually.

I’ve heard that a deployed air bag produces what appears to be smoke, is the air bag hot?

After the bag has deployed in a crash, the air bag itself will not be hot to touch. Some components within the air bag module will be hot for a short time. A small amount of smoke coming from a deployed air bag module is normal and should not be cause for concern.

Also, when the nitrogen gas is vented out of the air bag, small particles from inside the bag are also vented into passenger compartment. These airborne particles look like smoke and some particles are deposited as residue on and around the air bag.

I’ve heard that the dusts that are released into the passenger compartment from the air bag are harmful, is this true?

For most people, the only effect the dusts will produce is some irritation of the throat and eyes, and that is only if the occupant remains in the vehicle for many minutes after the air bag deployment with no ventilation and windows closed. However, some people with asthma may develop an asthmatic attack from inhaling the dusts. If this happens, they should first treat themselves the same way their doctor has advised them to treat any other asthma attack, and then immediately seek medical treatment.

Can the air bag system be re-used?

No, The air bags are designed to inflate only once. After inflation some new parts will be required. These will include the air bag module and possibly other parts. (A competent service technician with access to the vehicle’s service manual and the required tools should replace the required components after a deployment crash.)

If my vehicle has air bags, why should I have to wear my safety belt?

Air bags are in many vehicles today and will be in most of them in the future. But they are supplemental systems only; so they work with safety belts not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you’re in a vehicle that has air bags, you still have to buckle up to get the most protection. That’s true not only in frontal collisions but especially in side and other collisions.
Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

NOTE: All dimensions are approximate and subject to change.
Air Bags

Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.

**NOTE:** All dimensions are approximate and subject to change.

**Tahoe/Suburban/Silverado Crew Cab Seat Rows 1 and 2**

A. Top of deployment zone – along head curtain at edge of headliner
B. Back of deployment zone – at rear top corner of rear door pad
C. Rear quarter window
D. Bottom outside edge of rear quarter window
E. Bottom of air bag deployment zone – parallel to outside bottom edge of rear quarter glass
F. Top edge of rear door pad
G. Top edge of front door pad
H. Dimension at mirror patch from top edge of front door pad
I. Front of deployment zone at front upper corner of front door pad
J. Windshield pillar trim with grab handle
K. Visor
L. Deployment zone - Tahoe seat rows 1 and 2

**Tahoe/Suburban 3rd Row Seats**

M. Deployment zone - Tahoe 3rd seat
N. Deployment zone - Suburban 3rd seat
O. Rear zones at back corner of headliner: 1 Tahoe, 2 Suburban
P. Bottom of 3rd seat zone at rear side trim cup holders
Q. Top edge of rear quarter trim at window
R. Rear of Tahoe
S. Rear of Suburban

**Tahoe/Suburban/Silverado Crew Cab Seat Air bag**

T. Center of door trim pull handle
U. Top of surface of outboard front seat cushion
V. Back edge of center pillar trim

**NOTE:** The head curtain air bag inflators are mounted in a different orientation on the Silverado Crew Cab pickup truck roof structure from those in the Tahoe/Suburban.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle’s wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle’s brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important that you follow the maintenance schedule recommended in the owner’s manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?

Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lockup. When ABS activates, keep steady pressure on the brake pedal and then let the ABS work for you. Don’t pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Is ABS always active?

ABS is always available, but not always activated. ABS is activated only when the brake pedal is applied and the computer detects an impending wheel lock condition.

Can older cars be retrofitted with ABS?

No! The brake system is one of the most important features on any passenger vehicle. Several products, which tap into the master cylinder and/or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems. However, contrary to their claims, add-on systems, which deplete fluid from the master cylinder on brake apply may actually increase a vehicle’s stopping distance. This may cause the vehicle to fail to comply with Federal brake standards.

Does ABS always activate at the same speed?

No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle’s brakes sooner?

A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?

Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?

No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?

Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner’s manual regarding replacement tire size. NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.

Do insurance companies give a discount for ABS?

Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.
**ANTI-LOCK BRAKING SYSTEM AND STABILITRAK**

**IMPORTANT DRIVING SAFETY TIPS**

A. **Always maintain a safe following distance.** ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

B. **Always drive carefully—especially on slippery surfaces.** ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

C. **It is a good idea to practice an ABS activated stop** and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

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**ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)**

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course. Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models. See your owner’s manual for additional information about the operation of StabiliTrak.

Q. **How does StabiliTrak work?**
A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. **Will a tire change affect StabiliTrak?**
A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.
UPDATES FOR 2014

NEW FEATURES

• IMPROVED CHASSIS AND SUSPENSION
• EXTENSIVE USAGE OF HIGH-STRENGTH STEEL THROUGHOUT THE FRAME AND CAB STRUCTURES FOR CAPABILITY, QUIETNESS, AND SAFETY
• EXTERIOR REDESIGN WITH IMPROVED AERODYNAMICS FOR NOISE ISOLATION AND FUEL ECONOMY
• INTERIOR REDESIGN WITH IMPROVED COMFORT, FUNCTIONALITY, AND DURABILITY
• ECOTEC3 POWERTRAINS FEATURING A STANDARD ALUMINUM ENGINE BLOCK, DIRECT INJECTION, ACTIVE FUEL MANAGEMENT, CONTINUOUSLY VARIABLE VALVE TIMING, AND SIX-SPEED AUTOMATIC TRANSMISSION
• STANDARD 4.3L V-6 WITH 285 HP AND 305 LB-FT OF TORQUE (FUEL ECONOMY TBD)
• AVAILABLE 5.3L V-8 WITH 355 HP AND 383 LB-FT OF TORQUE, CAPABLE OF UP TO 23 MPG HWY WITH A STANDARD 9.5-INCH REAR AXLE
• 2-YEARS/24,000 MILES STANDARD SCHEDULED MAINTENANCE INCLUDING OIL CHANGE, OIL FILTER REPLACEMENT, TIRE ROTATION, AND MULTI-POINT VEHICLE INSPECTION (WHICHEVER COMES FIRST, SEE DEALER FOR DETAILS)
• STANDARD CORNERSTEP REAR BUMPER WITH BOX RAIL GRIP POCKETS FOR EASIER ACCESS TO CARGO BOX, ALSO INCLUDES STANDARD BOX RAIL PROTECTORS
• AVAILABLE UNDER-RAIL LED CARGO BOX LIGHTING AND ADJUSTABLE ALL-METAL UPPER TIE-DOWNS, EACH WITH 250 LBS. LOAD CAPACITY
• AVAILABLE 6’6” BED ON CREW CAB MODELS
• AVAILABLE TRAILERING PACKAGE NOW INCLUDES BOTH A 4-PIN AND 7-PIN TRAILERING HARNESS
• CREW CAB REDESIGNED WITH INCREASED REAR LEGROOM, FOOT SWING SPACE, AND UNDER-SEAT VOLUME
• SHEAR-STYLE AND HYDRAULIC BODY MOUNTS THAT ISOLATE UP-AND-DOWN AND SIDE-TO-SIDE MOVEMENTS TO REDUCE NOISE, VIBRATION, AND HARSHNESS, FOR A QUIET, CONTROLLED RIDE
• STANDARD FOUR-WHEEL DISC BRAKES WITH DURALIFE ROTORS
• STANDARD ELECTRIC POWER STEERING FOR EFFICIENT CORNERING AND STABILITY
• IMPROVED CONNECTIVITY WITH STANDARD USB PORTS (2), AUXILIARY JACK AND SD CARD SLOT, AND AVAILABLE THREE-PRONG 110-VOLT OUTLET
• NEW AVAILABLE COLORS INCLUDE BROWNSTONE METALLIC AND TUNGSTEN METALLIC
# Model Availability

<table>
<thead>
<tr>
<th>Model Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC15543</td>
<td>2-wheel drive 1/2 ton fleetside short box crew cab pickup</td>
</tr>
<tr>
<td>CK15543</td>
<td>4-wheel drive 1/2 ton fleetside short box crew cab pickup</td>
</tr>
<tr>
<td>CC15743</td>
<td>2-wheel drive 1/2 ton fleetside standard box crew cab pickup</td>
</tr>
<tr>
<td>CK15743</td>
<td>4-wheel drive 1/2 ton fleetside standard box crew cab pickup</td>
</tr>
</tbody>
</table>

## Standard Equipment Summary

### Warranty
- 3 years / 36,000 miles bumper-to-bumper (whichever comes first, see dealer for details) and '5 years / 100,000 miles limited powertrain (whichever comes first, see dealer for details)' both above maintenance warrant

### Maintenance
- 2 years / 24,000-miles scheduled vehicle maintenance including oil change, oil filter replacement, tire rotation, and multi-point vehicle inspection (whichever comes first, see dealer for details)

## Interior Features

### Air Bags
- Dual-stage frontal and side-impact, driver and front passenger and head-curtain and seat-mounted side-impact, front and rear outboard seating positions with Passenger Sensing System

### Air Conditioning
- Single-zone

### Assist Handle
- Front passenger on A-pillar

### Audio System
- 4.2” Color Display, AM/FM stereo with USB ports (2), auxiliary jack and SD card slot

### Coat Hooks
- Rear driver and passenger side

### Console
- Floor (not available)

### Cruise Control
- Electronic with set and resume speed, steering wheel-mounted

### Cup Holders
- Front, and rear

### Door Locks
- Power

### Driver Information Center
- Odometer, trip odometer and message center (monitors numerous systems depending on vehicle equipment level including low fuel, turn signal on, transmission temperature and oil change notification) (Driver Information Center controls are operated through the trip button unless UK3 steering wheel mounted audio controls is ordered)

### Floor Covering
- Graphite-colored rubberized-vinyl, no floor mats included

### Instrumentation
- 6-gauge cluster featuring speedometer, fuel level, engine temperature, tachometer, voltage and oil pressure

### Lighting
- Interior with dome and reading lights, illuminates entry feature and backlit instrument panel switches

### Mirror
- Inside rearview manual day/night

### Power Outlets
- 2 auxiliary instrument panel-mounted with covers, 12-volt

### Remote Keyless Entry
- 2 transmitters, panic button and content theft alarm (Remote keyless entry is part of PCR Package. Package includes power mirrors.)

### Restraint System
- Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal air bags, passenger sensing system and frontal air bag ON/OFF indicator, rollover sensor, dual head curtain air bags for first and second row outboard occupants and front seat back mounted thorax-pelvic air bags

### Seat, Front
- 40/20/40 vinyl split-bench, 3-passenger, driver and front passenger manual reclining with outboard head restraints and center fold-down armrest with storage

### Seat, Rear
- 60/40 vinyl bench (folds up), 3-passenger (includes child seat top tether anchor)

### Steering Wheel
- Includes theft deterrent locking feature

### Steering Column
- Tilt-wheel, adjustable with brake/transmission shift interlock

### Visors
- Driver and front passenger, sliding with clip and illuminated passenger vanity mirror

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1. Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child’s age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See your vehicle Owner’s Manual and child safety seat instructions for more information.
**WARNING TONES**
Headlamp on, key-in-ignition, driver and passenger buckle up reminder and turn signal on

**EXTERIOR FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR DAM</td>
<td>Black</td>
</tr>
<tr>
<td>BUMPERS FRONT</td>
<td>Black</td>
</tr>
<tr>
<td>BUMPERS REAR</td>
<td>Black</td>
</tr>
<tr>
<td>CORNER STEP</td>
<td>Rear bumper</td>
</tr>
<tr>
<td>DAYTIME RUNNING LAMPS</td>
<td>Automatic exterior lamp control</td>
</tr>
<tr>
<td>DOOR HANDLES</td>
<td>Black</td>
</tr>
<tr>
<td>GLASS</td>
<td>Solar-Ray light-tinted, all windows</td>
</tr>
<tr>
<td>GRILLE</td>
<td>Black surround</td>
</tr>
<tr>
<td>HEADLAMPS</td>
<td>Halogen reflector</td>
</tr>
<tr>
<td>LAMPS</td>
<td>Cargo area, cab mounted with separate switch on center switch bank</td>
</tr>
<tr>
<td>MIRRORS</td>
<td>Outside manual, Black</td>
</tr>
<tr>
<td>RECOVERY HOOKS</td>
<td>Front black (Standard on 4WD available on 2WD)</td>
</tr>
<tr>
<td>WINDSHIELD WIPERS</td>
<td>Front intermittent wet-arm with pulse washers</td>
</tr>
</tbody>
</table>

**CHASSIS FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTERNATOR</td>
<td>150-amps</td>
</tr>
<tr>
<td>BATTERY</td>
<td>Heavy-duty 600 CCA, maintenance-free with rundown protection and retained accessory power</td>
</tr>
<tr>
<td>BRAKES</td>
<td>4-wheel disc with DURALIFE rotors, 4-wheel antilock</td>
</tr>
<tr>
<td>COOLING</td>
<td>External engine oil cooler, heavy-duty</td>
</tr>
<tr>
<td>ENGINE</td>
<td>4.3L V6 EcoTec3 with Active Fuel Management, Direct Injection and Variable Valve timing, includes aluminum block construction with FlexFuel capability, capable of running on unleaded or up to 85% ethanol</td>
</tr>
<tr>
<td>EXHAUST</td>
<td>Aluminized stainless-steel muffler and tailpipe</td>
</tr>
<tr>
<td>FRAME</td>
<td>Fully-boxed, hydroformed front section</td>
</tr>
<tr>
<td>FUEL TANK</td>
<td>26 gallon (98 liter)</td>
</tr>
<tr>
<td>REAR AXLE</td>
<td>3.23 ratio with 2WD, 3.42 with 4WD (see engine/axle/transmission chart page 5)</td>
</tr>
<tr>
<td>STABILITRAK</td>
<td>Stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist</td>
</tr>
<tr>
<td>STEERING</td>
<td>Electric Power Steering (EPS) assist, rack-and-pinion</td>
</tr>
<tr>
<td>SUSPENSION, FRONT</td>
<td>Independent, coil over shock, includes 35mm twin tube shock absorbers and 36mm front stabilizer bar</td>
</tr>
<tr>
<td>SUSPENSION, REAR</td>
<td>2-Stage multi-leaf springs, semi-elliptic</td>
</tr>
<tr>
<td>TAILGATE</td>
<td>Locking, utilizes same key as ignition and door</td>
</tr>
<tr>
<td>TIRE PRESSURE MONITOR</td>
<td>Tire Pressure Monitor System (does not apply to spare tire)</td>
</tr>
<tr>
<td>TIRE, SPARE CARRIER</td>
<td>Outside, winch-type mounted under frame at rear</td>
</tr>
<tr>
<td>TIRES</td>
<td>P255/70R17 all-season, blackwall</td>
</tr>
<tr>
<td>TIRE CARRIER LOCK</td>
<td>Keyed cylinder lock that utilizes same key as ignition and door</td>
</tr>
<tr>
<td>TRANSFER CASE</td>
<td>Floor-mounted shifter (requires 4-wheel drive model)</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>6-speed automatic electronically controlled with overdrive and tow/haul mode. Includes Cruise Grade Braking and Powertrain Grade Braking</td>
</tr>
<tr>
<td>WHEELS</td>
<td>17” x 7.5” (43.2 cm x 19.1 cm) steel 6 lug painted, includes painted center caps (spare wheel will not cosmetically match the other 4)</td>
</tr>
</tbody>
</table>
## SEATS AND INTERIOR TRIM

<table>
<thead>
<tr>
<th>SEAT TYPE</th>
<th>SEAT OPTION</th>
<th>SEAT TRIM</th>
<th>INTERIOR JETBLACK/ DARK ASH</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD</td>
<td>Front: 40/20/40 split-bench with fold-down armrest and fixed driver lumbar</td>
<td>AE7</td>
<td>Vinyl</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td>Front: 40/20/40 split-bench with fold-down armrest and driver manual adjustable lumbar</td>
<td>AE7</td>
<td>Cloth</td>
</tr>
<tr>
<td>OPTIONAL</td>
<td>Front 40/20/40 reclining split-bench with fold-down armrest and lockable storage compartment and manually adjustable driver lumbar</td>
<td>AZ3</td>
<td>Cloth</td>
</tr>
</tbody>
</table>

### AVAILABLE EXTERIOR COLORS

- G56: Blue Granite Metallic
- GAN: Silver Ice Metallic
- GAZ: Summit White
- GBA: Black
- GCE: Deep Ruby Metallic
- GCN: Victory Red
- GTS: Blue Topaz Metallic
- GWX: Brownstone Metallic (New)
- G6G: Tungsten Metallic (New)

Actual colors may vary

### SEO PAINT AVAILABLE

<table>
<thead>
<tr>
<th>WA#</th>
<th>COLOR DESCRIPTION</th>
<th>CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9015</td>
<td>Woodland Green</td>
<td>9V5</td>
</tr>
<tr>
<td>9403</td>
<td>Doeskin Tan</td>
<td>9V9</td>
</tr>
<tr>
<td>253A</td>
<td>Wheatland Yellow</td>
<td>9W3</td>
</tr>
<tr>
<td>9417</td>
<td>Tangier Orange</td>
<td>9W4</td>
</tr>
<tr>
<td>7159</td>
<td>Blue Metallic</td>
<td>TBD</td>
</tr>
<tr>
<td>334D</td>
<td>Dark Toreador red</td>
<td>TBD</td>
</tr>
<tr>
<td>136X</td>
<td>Unripened Green Metallic</td>
<td>TBD</td>
</tr>
<tr>
<td>9792</td>
<td>Indigo Blue</td>
<td>TBD</td>
</tr>
<tr>
<td>228A</td>
<td>Light Autumnwood Metallic</td>
<td>TBD</td>
</tr>
<tr>
<td>382E</td>
<td>Pewter none</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Actual color may vary
## POWERTRAIN

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>TRANS</th>
<th>AXLE</th>
<th>GVWR lbs (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MYC 6-speed auto. Heavy Duty</td>
<td>GU4 3.08</td>
<td>GU5 3.23</td>
</tr>
<tr>
<td>CC15543 (std) LV3 4.3L V6 ECOtec3 AFM DI VVT Flex Fuel aluminum block</td>
<td>S</td>
<td>–</td>
<td>S</td>
</tr>
<tr>
<td>(opt) L83 5.3L V8 ECOtec3 AFM DI VVT Flex Fuel aluminum block</td>
<td>S</td>
<td>S</td>
<td>–</td>
</tr>
<tr>
<td>CC15743 (std) LV3 4.3L V6 ECOtec3 AFM DI VVT Flex Fuel aluminum block</td>
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<td>S</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>(opt) L83 5.3L V8 ECOtec3 AFM DI VVT Flex Fuel aluminum block</td>
<td>S</td>
<td>S</td>
<td>–</td>
</tr>
</tbody>
</table>

1 - Requires (NHT) Max Trailering Package.
2 - Required with (NHT) Max Trailering Package.

## EMISSIONS - MUST BE SPECIFIED

- **FE9** FEDERAL EMISSIONS. Use for ordering vehicles that will be registered in all states except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.
- **YF5** CALIFORNIA EMISSIONS. Use for ordering vehicles that will be registered in California.
- **NE1** CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS. Use for ordering vehicles that will be registered in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State.
- **NBB** Required when option code FE9 “FEDERAL EMISSIONS” is ordered for delivery to a dealer located in California, Connecticut, Massachusetts, Maryland, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington State for a purchaser who will be registering the vehicle outside California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington State.
- **NC7** Required when option code YF5 “CALIFORNIA EMISSIONS” or option code NE1 “CT/ME/MD/MA/NJ/NM/NY/OR/PA/RI/VT/WA EMISSIONS” is ordered for delivery to a dealer located in any state except California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington for a purchaser who will be registering the vehicle in one of these states or sold as permitted below under “EPA Policy on the Sale of California Emission Vehicles”.
- **NB9** Required when option code YF5 is ordered for delivery to a dealer located in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. Required when option code NE1 is ordered for delivery to a dealer located in California.

## AUTOMATIC TRANSMISSION - WITH BALL HITCH

<table>
<thead>
<tr>
<th>MODEL</th>
<th>AXLE RATIO</th>
<th>MAX TRAILERING</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC15543</td>
<td>3.23</td>
<td>5900/2676</td>
</tr>
<tr>
<td>CC15743</td>
<td>3.23</td>
<td>5800/2631</td>
</tr>
<tr>
<td>CK15543</td>
<td>3.42</td>
<td>6600/3094</td>
</tr>
<tr>
<td>CK15743</td>
<td>3.42</td>
<td>6600/2994</td>
</tr>
</tbody>
</table>

Silverado 1500 models are limited to 5000 lb. trailer rating unless equipped with (Z86) Handling/Trailering Suspension Package, (Z66) High-Performance Suspension Package or (Z71) Off-Road Suspension Package.

Additional trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGWAR) of Gross Vehicle Weight Rating (GVWR).
6 | Silverado 1500 Crew Cab Pickup Work Truck 1WT

BVG  ASSIST STEPS – Chromed tubular, 6” oval factory installed, Not available with any LPO assist steps (RVQ), (RVS), (VXJ) or (VXH).

VBN  BED RUG – Bed cover, foam backed gray colored carpet like material that covers the entire bed, not available with VBR Rubber bed mat

V46  BUMPER – Front chrome

VJH  BUMPER – Rear chrome

CTD  CARGO TIE DOWNS (4) – Movable upper

IO4  CHEVROLET MYLINK AUDIO SYSTEM – 4.2” diagonal color screen with AM/FM stereo, USB ports (2), auxiliary jack, SD card slot, Bluetooth streaming audio for music and most phones, hand-free smartphone integration, Pandora Internet radio and voice-activated technology for radio and phone, See “gmtotalconnect.com” for phone compatibility info.

PCX  CHROME BUMPER PACKAGE – Includes (VJH) rear chrome bumper with (BWN) CornerSteps and (V46) chrome front bumper

KNP  COOLING – Auxiliary external transmission oil cooler, Included and only available with (L83) 5.3L V8 EcoTec3 engine.

C49  DEFOGGER – Rear-window electric

G90  DIFFERENTIAL – Heavy-duty locking rear.

NBB  EMISSIONS OVERRIDE – California (allows a dealer in states that require California emissions - California, Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island or Washington - to order Federal emissions for a vehicle that will be registered in a state that has Federal emission requirements). Do not use for vehicles that will be registered in California, Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island or Washington., Requires (FE9) Federal emissions requirements. Not available in Maine or Vermont.

NC7  EMISSIONS OVERRIDE – Federal (for vehicles ordered by dealers in Federal emission states with (YFS) or (NE1) emissions - Not required for vehicles being shipped to California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington), Requires (YFS) California state emissions requirements or (NE1) Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island or Washington state emissions requirements.

NB9  EMISSIONS OVERRIDE – State-specific (for dealers ordering vehicles in (YFS) or (NE1) emission states - California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington), Allows a California dealer (YFS emissions) to order (NE1) emissions with (NB9) emissions override code for registration in (NE1) states; or, a Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington state emissions requirements.

YF5  EMISSIONS – California state requirements

NE1  EMISSIONS – Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington state requirements

FE9  EMISSIONS – Federal requirements

K05  ENGINE BLOCK HEATER

L83  ENGINE – 5.3L V8 EcoTec3 with Active Fuel Management, Direct Injection and Continuously Variable Valve Timing, includes aluminum block construction with Flex Fuel capability, capable of running on unleaded or up to 85% ethanol

B30  FLOOR COVERING – Color-keyed carpeting with rubberized vinyl floor mats (includes second row floor mats)

AKO  GLASS – deep-tinted

C5H  GVWR, 6900 LBS. (3130 KG) – Requires 2WD models and (LV3) 4.3L V6 EcoTec3 engine.

C5W  GVWR, 7000 LBS. (3175 KG) – Requires 2WD models and (L83) 5.3L V8 EcoTec3 engine. Not available with (NHT) Max Trailering Package.

C5Y  GVWR, 7100 LBS. (3221 KG) – Requires 4WD models and (LV3) 4.3L V6 EcoTec3 engine.

C5Z  GVWR, 7200 LBS. (3266 KG) – Requires 4WD models and (L83) 5.3L V8 EcoTec3 engine. Not available with (NHT) Max Trailering Package.

UF2  LED LIGHTING – Cargo box

VK3  LICENSE PLATE KIT – Front (will be shipped to orders with ship-to states that require front license plate)

VXJ  LPO, ASSIST STEPS – Chromed tubular, 4” round Dealer installed, Not available with (RV5) 4” round Black tubular assist step, LPO, (RVQ) 6” oval Black tubular assist step, LPO, (VXH) 6” oval chrome tubular assist step, LPO or (BVQ) 6” chrome tubular assist step.

VXH  LPO, ASSIST STEPS – Chromed tubular, 6” oval Dealer installed, Not available with (RV5) 4” round Black tubular assist step, LPO, (RVQ) 6” oval Black tubular assist step, LPO, (VXH) 4” round chrome tubular assist step, LPO or (BVQ) 6” chrome tubular assist step.

VZX  LPO, BED LINER – Dealer installed, Not available with (VU5) tailgate liner, LPO.

RXG  LPO, BED NET – Dealer installed

RVS  LPO, BLACK TUBULAR ASSIST STEPS – 4” round, Dealer installed, Not available with (RVQ) 6” oval Black tubular assist step, LPO, (VXJ) 4” round chrome tubular assist step, LPO, (VXH) 6” oval chrome tubular assist step, LPO or (BVQ) 6” chrome tubular assist step.

8. Visit OnStar.com for coverage map, system limitations and details.
10. Go to gm.com/bluetooth to find out which Bluetooth phones are compatible with the vehicle.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RVQ</td>
<td>LPO, BLACK TUBULAR ASSIST STEPS — 6&quot; oval, Dealer installed, Not available with (RVS) 4&quot; round Black tubular assist step, LPO, (VXJ) 4&quot; round chrome tubular assist step, LPO, (VXH) 6&quot; oval chrome tubular assist step, LPO or (BVQ) 6&quot; chrome tubular assist step.</td>
</tr>
<tr>
<td>RWS</td>
<td>LPO, CARPETED FLOOR MATS — Front and rear (dealer-installed)</td>
</tr>
<tr>
<td>VQL</td>
<td>LPO, CHROME FUEL DOOR — Dealer installed</td>
</tr>
<tr>
<td>SDA</td>
<td>LPO, CHROME RECOVERY HOOKS — Dealer installed, Requires (V76) Black recovery hooks.</td>
</tr>
<tr>
<td>SB1</td>
<td>LPO, FLAT SPLASH GUARDS — Black, Dealer installed, Not available with (VQK) Black molded splash guards, LPO.</td>
</tr>
<tr>
<td>VQK</td>
<td>LPO, FRONT AND REAR MOLDED SPLASH GUARDS — Black, Dealer installed, Not available with (SB1) flat Black splash guards, LPO.</td>
</tr>
<tr>
<td>RW6</td>
<td>LPO, METAL BED STORAGE BOX — Dealer installed, Not available with (SVJ) soft folding tonneau cover, LPO or (VPB) vinyl tonneau cover with integrated support bows, LPO.</td>
</tr>
<tr>
<td>VQZ</td>
<td>LPO, POLISHED EXHAUST TIP — Dealer installed</td>
</tr>
<tr>
<td>VBJ</td>
<td>LPO, REAR UNDERSEAT STORAGE — Composite storage bin, Dealer installed</td>
</tr>
<tr>
<td>VBR</td>
<td>LPO, RUBBER BED MAT — Dealer installed, Not available with (VZX) bed liner, LPO.</td>
</tr>
<tr>
<td>5JY</td>
<td>LPO, SOFT FOLDING TONNEAU COVER — Dealer installed, Requires (UF2) LED Lighting, cargo box. Not available with (VPB) vinyl tonneau cover with integrated support bows, LPO or (RW6) metal bed storage box, LPO.</td>
</tr>
<tr>
<td>VUK</td>
<td>LPO, TAILGATE LINER — Dealer installed, Not available with (VZX) bed liner, LPO.</td>
</tr>
<tr>
<td>VGT</td>
<td>LPO, TONNEAU COVER, HARD TRI-FOLDING WITH VINYL COVER — Dealer installed, Not available with (VPB) soft tonneau cover, LPO, (5JY) soft-folding tonneau cover, LPO or (RW6) metal bed storage box, LPO.</td>
</tr>
<tr>
<td>VPB</td>
<td>LPO, VINYL TONNEAU COVER WITH INTEGRATED SUPPORT BOWS — Dealer installed, Requires (UF2) LED Lighting, cargo box. Not available with (5JY) soft folding tonneau cover, LPO or (RW6) metal bed storage box, LPO.</td>
</tr>
<tr>
<td>SFE</td>
<td>LPO, WHEEL LOCKS — Set of 4 (dealer-installed)</td>
</tr>
<tr>
<td>DL8</td>
<td>MIRRORS — Outside heated power-adjustable, black (includes driver's side spotter mirror), Included and only available with (PCR) WT Convenience Package.</td>
</tr>
<tr>
<td>DF2</td>
<td>MIRRORS — Outside high-visibility vertical camper-style, Black with manual folding and extension and lower convex spotter glass.</td>
</tr>
<tr>
<td>UE1</td>
<td>ONSTAR — 6 months of Directions and Connections plan, Visit onstar.com for details and system limitations.</td>
</tr>
<tr>
<td>VAV</td>
<td>LPO, ALL-WEATHER FLOOR MATS — Front and rear (dealer-installed)</td>
</tr>
<tr>
<td>KI4</td>
<td>POWER OUTLET — 110-volt AC, Included and only available with (PCR) WT Convenience Package.</td>
</tr>
<tr>
<td>GU4</td>
<td>REAR AXLE, 3.08 RATIO — Requires (L83) 5.3L V8 EcoTec3 engine.</td>
</tr>
<tr>
<td>GU6</td>
<td>REAR AXLE, 3.42 RATIO — Standard on 4WD (LV3) 4.3L V6 EcoTec3 engine and (L86). Available with (L83) 5.3L V8 EcoTec3 engine.</td>
</tr>
<tr>
<td>AQQ</td>
<td>REMOTE KEYLESS ENTRY — With 2 transmitters, Included and only available with (PCR) WT Convenience Package.</td>
</tr>
<tr>
<td>AZ3</td>
<td>SEATS — front 40/20/40 split-bench, 3-passenger, cloth. Includes driver and front passenger recline with outboard head restraints and center fold-down armrest with storage. Also includes manually adjustable driver lumbar, lockable storage compartment in seat cushion, and storage pockets.</td>
</tr>
<tr>
<td>U2M</td>
<td>SIRIUSXM SATELLITE RADIO AND HD RADIO — Requires (IO4) 4.2&quot; color radio with Chevrolet MyLink and (UE1) OnStar. If you subscribe after your trial period, subscriptions are continuous until you call SiriusXM to cancel. See SiriusXM Customer Agreement for complete terms at <a href="http://www.siriusxm.com">www.siriusxm.com</a>. Other fees and taxes will apply. All fees and programming subject to change. 2 - If you subscribe after your trial period, subscriptions are continuous until you call SiriusXM to cancel. See SiriusXM Customer Agreement for complete terms at <a href="http://www.siriusxm.com">www.siriusxm.com</a>. Other fees and taxes will apply. All fees and programming subject to change.</td>
</tr>
<tr>
<td>RHM</td>
<td>TIRE — Spare LT265/70R17 all-terrain, blackwall, Included and only available with (RC5) LT265/70R17C blackwall tires.</td>
</tr>
<tr>
<td>ZBZ</td>
<td>TIRE — Spare P255/70R17 all-season, blackwall, Included and only available with (RBZ) P255/70R17 all-season, blackwall tires.</td>
</tr>
<tr>
<td>RC4</td>
<td>TIRE — Spare P265/70R17 all-season, blackwall, Included and only available with (RC3) P265/70R17 all-terrain blackwall tires.</td>
</tr>
<tr>
<td>RC5</td>
<td>TIRES — LT265/70R17C, blackwall</td>
</tr>
<tr>
<td>RC3</td>
<td>TIRES — P265/70R17 all-terrain, blackwall</td>
</tr>
<tr>
<td>JL1</td>
<td>TRAILER BRAKE CONTROLLER — Integrated.</td>
</tr>
<tr>
<td>PCR</td>
<td>WT CONVENIENCE PACKAGE — Includes (AQQ) Remote Keyless Entry and (DL8) outside heated, power mirrors.</td>
</tr>
</tbody>
</table>
### Crew Cab Specifications

#### Specifications

- **Front shock absorber diameter, in./mm**: 1.81/46, 1.81/46, 1.81/46, 1.81/46
- **Front stabilizer bar diameter, in./mm**: 1.35/34, 1.35/34, 1.35/34, 1.35/34
- **Rear shock absorber diameter, in./mm**: 1.38/35, 1.38/35, 1.38/35, 1.38/35
- **Turning diameter, curb-to-curb, ft./m**: 47.2/14.4, 47.2/14.4, 48.6/14.8, 48.6/14.8

#### Capacities

- **Front axle1, lbs./kg**: 3,650/1,656, 3,950/1,792, 3,650/1,656, 3,950/1,792
- **Front spring capacity, lbs./kg**: 3,650/1,656, 3,950/1,792, 3,650/1,656, 3,950/1,792
- **Rear axle2, lbs./kg**: 3,950/1,792, 3,950/1,792, 3,950/1,792, 3,950/1,792
- **Rear spring capacity, lbs./kg**: 3,950/1,792, 3,950/1,792, 3,950/1,792, 3,950/1,792
- **Curb weight, lbs./kg**: 4,942/2,242, 5,139/2,331, 5,000/2,268, 5,197/2,357
- **Cargo volume, cargo box, cu. ft./liters**: 53.4/1,512.3, 53.4/1,512.3, 61.0/1,727.5, 61.0/1,727.5
- **Payload3, lbs./kg**: 2,007/910, 1,957/888, 1,947/883, 1,883/854
- **Gross Vehicle Weight Rating/GVWR, lbs./kg**: 6,900/3,130, 7,100/3,221, 6,900/3,130, 7,100/3,221
- **Front Gross Axle Weight Rating/GAWR, lbs./kg**: 3,650/1,656, 3,950/1,792, 3,650/1,656, 3,950/1,792
- **Rear Gross Axle Weight Rating/GAWR, lbs./kg**: 3,950/1,792, 3,950/1,792, 3,950/1,792, 3,950/1,792
- **Fuel capacity, approximate, gallon/liters**: 26/98, 26/98, 26/98, 26/98
- **Seating capacity**: 6, 6, 6, 6

1. Mass values are calculated assuming nominal equipment. Actual values may vary due to equipment loading.
2. Mass values are calculated assuming nominal equipment. Actual values may vary due to equipment loading.
3. Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

### Dimensions (in./mm)

<table>
<thead>
<tr>
<th></th>
<th>CC15543 2WD Short Box Crew Cab</th>
<th>CK15543 4WD Short Box Crew Cab</th>
<th>CC15743 2WD STD Box Crew Cab</th>
<th>CK15743 4WD STD Box Crew Cab</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheelbase</td>
<td>143.5/3,645</td>
<td>143.5/3,645</td>
<td>153.0/3,886</td>
<td>153.0/3,886</td>
</tr>
<tr>
<td>Overall length</td>
<td>230.0/5,843</td>
<td>230.0/5,843</td>
<td>239.6/6,085</td>
<td>239.6/6,085</td>
</tr>
<tr>
<td>Body width</td>
<td>80.0/2,032</td>
<td>80.0/2,032</td>
<td>80.0/2,032</td>
<td>80.0/2,032</td>
</tr>
<tr>
<td>Overall height</td>
<td>74.2/1,894</td>
<td>74.0/1,879</td>
<td>73.7/1,873</td>
<td>73.8/1,875</td>
</tr>
<tr>
<td>Head room, front</td>
<td>42.8/1,087</td>
<td>42.8/1,087</td>
<td>42.8/1,087</td>
<td>42.8/1,087</td>
</tr>
<tr>
<td>Head room, rear</td>
<td>40.5/1,029</td>
<td>40.5/1,029</td>
<td>40.5/1,029</td>
<td>40.5/1,029</td>
</tr>
<tr>
<td>Shoulder room, front</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
</tr>
<tr>
<td>Shoulder room, rear</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
<td>65.7/1,670</td>
</tr>
<tr>
<td>Hip room, front</td>
<td>60.7/1,543</td>
<td>60.7/1,543</td>
<td>60.7/1,543</td>
<td>60.7/1,543</td>
</tr>
<tr>
<td>Hip room, rear</td>
<td>60.3/1,531</td>
<td>60.3/1,531</td>
<td>60.3/1,531</td>
<td>60.3/1,531</td>
</tr>
<tr>
<td>Leg room, front</td>
<td>45.3/1,150</td>
<td>45.3/1,150</td>
<td>45.3/1,150</td>
<td>45.3/1,150</td>
</tr>
<tr>
<td>Leg room, rear</td>
<td>40.9/1,040</td>
<td>40.9/1,040</td>
<td>40.9/1,040</td>
<td>40.9/1,040</td>
</tr>
<tr>
<td>Cab to axle</td>
<td>32.0/812</td>
<td>32.0/812</td>
<td>41.5/1,053</td>
<td>41.5/1,053</td>
</tr>
<tr>
<td>Inside length, at floor</td>
<td>69.3/1,761</td>
<td>69.3/1,761</td>
<td>78.9/2,003</td>
<td>78.9/2,003</td>
</tr>
<tr>
<td>Front bumper to back of cab</td>
<td>150.9/3,833</td>
<td>150.9/3,833</td>
<td>150.9/3,833</td>
<td>150.9/3,833</td>
</tr>
<tr>
<td>Inside width, between wheel housing, Fleetside</td>
<td>51.0/1,296</td>
<td>51.0/1,296</td>
<td>51.0/1,296</td>
<td>51.0/1,296</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>8.7/222</td>
<td>8.9/226</td>
<td>8.5/216</td>
<td>8.9/227</td>
</tr>
</tbody>
</table>

**Note:** Published dimensions indicated are without optional equipment or accessories. Additional accessories or equipment ordered at the customer’s request can result in a minor change in these dimensions.
GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle’s wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle’s brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important to note that the following maintenance schedule recommended in the owner’s manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?

Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lockup. When ABS activates, keep steady pressure on the brake pedal and then let the ABS work for you. Don’t pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Is ABS always active?

ABS is always available, but not always activated. ABS is activated only when the brake pedal is applied and the computer detects an impending wheel lock condition.

Can older cars be retrofitted with ABS?

No! The brake system is one of the most important features on any passenger vehicle. Several products, which tap into the master cylinder and/or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems.

However, contrary to their claims, add-on systems, which deplete fluid from the master cylinder on brake apply may actually increase a vehicle’s stopping distance. This may cause the vehicle to fail to comply with Federal brake standards.

Does ABS always activate at the same speed?

No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle’s brakes sooner?

A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?

Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?

No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?

Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner’s manual regarding replacement tire size. NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.

Do insurance companies give a discount for ABS?

Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.
**STOP**

### IMPORTANT DRIVING SAFETY TIPS

**A.** Always maintain a safe following distance. ABS does not allow you to stop on a dime. (Generally a 2-second following distance is considered safe in ideal conditions.) Watch the vehicle in front of you pass a fixed marker (such as a sign). Count seconds—one-thousand-one, one-thousand-two—until your front bumper reaches the marker. If you do not count out two seconds, then you are too close to the vehicle in front of you. Also, if the roads are wet or icy, or visibility is poor, you should increase your following distance.

**B.** Always drive carefully—especially on slippery surfaces. ABS cannot create friction between the tires and the road surface, it can only give the driver the maximum advantage of the existing adhesion. If the vehicle is traveling on a surface with no adhesion, the best ABS in the world cannot provide a shorter stopping distance or good steering.

**C.** It is a good idea to practice an ABS activated stop and get the feel of the brake pedal. However, please make sure it’s at a safe time with no obstacles in your path. And you only really need to try it once or twice to know what happens.

**STOP**

### ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle’s actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle’s direction and help keep it on course. Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models.

See your owner’s manual for additional information about the operation of StabiliTrak.

Q. How does StabiliTrak work?
A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle’s actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle’s actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates). The illustration at right shows how selective braking at a particular wheel can create a compensating yaw moment to help restore the vehicle’s actual path to the path indicated by the steering wheel position.

Q. Will a tire change affect StabiliTrak?
A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner’s manual. On GM vehicles, the original equipment tires have a “TPC” (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same “TPC” code will help assure proper StabiliTrak performance.