

# DOCUMENT FOR INCOMPLETE VEHICLE APPLICABLE TO THE 2017 MODEL YEAR COLORADO/CANYON MID-SIZE TRUCKS

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**DO NOT REMOVE**  
THIS DOCUMENT MUST REMAIN WITH THIS VEHICLE  
UNTIL IT IS CERTIFIED AS A COMPLETED VEHICLE

## PLACE LABEL HERE

The Label affixed here includes the following information:

- the name of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb), intended for the vehicle when it is a completed vehicle;
  - the Gross Axle Weight Rating (GAWR) expressed in kg (lb), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

This document is furnished as required by the Canada Motor Vehicle Safety Act and United States (U.S.) Federal Motor Vehicle Safety Regulations (FMVSR) to aid intermediate and final stage manufacturers in their determination of conformity of the completed vehicle with applicable Canada Motor Vehicle Safety Standards (CMVSS) and U.S. Federal Motor Vehicle Safety Standards (FMVSS). Also included are instructions which must be followed in order to assure that Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission certification requirements and U.S. National Highway Traffic Safety Administration (NHTSA) Fuel Economy Regulations and Environmental Protection Agency (EPA) Greenhouse Gas Regulations are met.

This document is not a substitute for knowledge and understanding of the requirements of the Canada Motor Vehicle Safety Act, Federal Motor Vehicle Safety Regulations (FMVSR), or applicable Canada Motor Vehicle Safety Standards (CMVSS) and Federal Motor Vehicle Safety Standards (FMVSS). Intermediate and final stage manufacturers should be familiar with the Regulations and Standards referred to above to be aware of their specific responsibilities as they relate to the final destination and sale of each incomplete vehicle.

Any intermediate or final stage manufacturer making material alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly vigilant to recognize all the effects, either direct or indirect, on other components, assemblies or systems caused by any alteration. No alteration should be made to the incomplete vehicle that either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Canada Motor Vehicle Safety Standard or Federal Motor Vehicle Safety Standard or any Emission Regulation or Fuel Economy/Greenhouse Gas Regulation.

The statements contained in this Incomplete Vehicle Document are accurate as of the date of manufacture of the Incomplete Vehicle and can be relied on by any intermediate and/or final stage manufacturer as a basis for certification.

## INTRODUCTION

This document contains information relative to conformance of this incomplete vehicle with the following:

- Part I - FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND CANADA MOTOR VEHICLE SAFETY STANDARDS**
- Part II - U.S. ENVIRONMENTAL PROTECTION AGENCY, STATE OF CALIFORNIA, AND CANADIAN EMISSION REQUIREMENTS AND NHTSA FUEL ECONOMY REQUIREMENTS**

### PART I

For the Colorado/Canyon Mid-Size Chassis Cab, refer to Part I, Chart A that follows. This section contains a list of Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS), followed by a section entitled "Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS)". In the latter section, an appropriate statement of applicability is made for each standard, and by vehicle type, as it relates to the incomplete vehicle.

**Basic Colorado/Canyon Mid-Size Type Chassis Cab Incomplete Vehicle**  
**TYPE: Truck**



Normally complete type Colorado/Canyon Mid-Size Pickup Vehicles that follow, along with the basic type incomplete Colorado/Canyon Mid-Size Chassis Cab above that are built with specific Regular Production Option (RPO) or Special Equipment Option (SEO) may require additional statements of applicability. If required, the additional statements will be found under each affected CMVSS and/or FMVSS Standard.

**Normally Complete Colorado/Canyon Mid-Size Type Vehicle**  
**Pick-up**  
**TYPE: Truck**



The identifiers TYPE 1, TYPE 2 or TYPE 3 prefix the statements (of applicability) regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). "Examples" of these statements follow:

- TYPE 1** A statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle. **EXAMPLE:** This vehicle when complete will conform to CMVSS 104 and FMVSS No. 104, Windshield Wiping and Washing Systems, if no alterations are made in the windshield wiper components.
- TYPE 2** A statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard. **EXAMPLE:** This vehicle when completed will conform to CMVSS 121 and FMVSS 121, Air Brake Systems, if it does not exceed any of the gross axle weight ratings, if the center of gravity at GVWR is not higher than ## feet above the ground, and if no alterations are made to any brake system component.

**TYPE 3 A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation to conformity with the standard.**

In accordance with the requirements of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 568.4, the following information is included on the label affixed to the front cover of this document:

- the name of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb.), intended for the vehicle when it is a completed vehicle;
- the Gross Axle Weight Rating (GAWR) expressed in kg (lb.), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

In addition, the final stage manufacturer is responsible under Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations and Part 567.5, to place the GVWR and the GAWR of each axle, on the Final Vehicle Certification Label. Required on label is the "Gross Vehicle Weight Rating" or "GVWR" followed by the appropriate value in kilograms and (pounds), which shall not be less than the sum of the unloaded vehicle weight, rated cargo load, and 68 kg (150 lb.) times the number of the vehicle's designated seating positions, if known. However, for school buses the minimum occupant weight allowance shall be 54.4 kg (120 lb.) per passenger and 68 kg (150 lb.) for the driver.

Unloaded Vehicle Weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants or accessories that are ordinarily removed from the vehicle when they are not in use.

During the completion of this vehicle, GVWR and GAWR may be affected in various ways, including but not limited to the following:

- The installation of a body or equipment that exceeds the rated capacities of the Incomplete Vehicle.
- The addition of designated seating positions that exceed the rated capacities of the Incomplete Vehicle.
- Alterations or substitution of any components such as axles, springs, tires, wheels, frames, steering and brake systems that may affect the rated capacities of the Incomplete Vehicle.

On page 2 before each vehicle illustration and after the word TYPE, is a list of types of vehicles into which the incomplete vehicle is designed to be manufactured.

**If supplemental technical information is required to support this document, submit a request via the "Contact Us" page on the GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**

## PART I – CHART A

LIST OF CANADA MOTOR VEHICLE SAFETY STANDARDS (CMVSS) AND  
FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS),  
APPLICABLE TO THE COLORADO/CANYON MID-SIZE CHASSIS CAB OR PICK-UP.  
**SEE STATEMENTS REGARDING CMVSS AND FMVSS ON PAGES THAT FOLLOW**

| CMVSS NO. | FMVSS NO. | TITLE  | CHASSIS CAB | PICK-UP |
|-----------|-----------|--|-------------|---------|
| 1106      | -         | Exterior noise   | 1           | 1       |
| ICES-002  | -         | Canada interference causing equipment standard   | 1           | 1       |
| 101       | 101       | Controls and displays  | 1           | 1       |
| 102       | 102       | Transmission shift position sequence, starter interlock, and transmission braking effect | 2,3         | 2,3     |
| 103       | 103       | Windshield defrosting and defogging systems  | 1           | 1       |
| 104       | 104       | Windshield wiping and washing systems  | 1           | 1       |
| 106       | 106       | Brake hoses, hydraulic, air and vacuum   | 1           | 1       |
| 108       | -         | Daytime running lamps  | 1           | 1       |
| 108       | 108       | Lamps, reflective devices and associated equipment                                       | 2,3         | 1       |
| 110       | 110       | Tire selection and rims for motor vehicles with a GVWR of 4536 kg (10,000 lb.) or less   | 2           | 2       |
| 111       | 111       | Rearview mirrors   | 1,3         | 1,3     |
| 113       | 113       | Hood latch system  | 1           | 1       |
| 114       | 114       | Theft prevention and rollaway prevention   | 1           | 1       |
| 115       | -         | Vehicle identification number  | 1           | 1       |
| 116       | 116       | Motor vehicle brake fluids   | 1           | 1       |
| 118       | 118       | Power operated window, partition and roof panel systems                                  | 1           | 1       |
| 124       | 124       | Accelerator control systems  | 1,3         | 1,3     |
| -         | 125       | Warning devices designed to be carried in motor vehicles                                 | 1           | 1       |
| 126       | 126       | Electronic stability control systems   | 2           | 2       |
| 135       | 135       | Light vehicle brake systems  | 2           | 2       |
| -         | 138       | Tire pressure monitoring systems   | 2           | 2       |
| 201       | 201       | Occupant protection in interior impact   | 1,3         | 1,3     |
| 202       | 202A      | Head restraints  | 1,3         | 1,3     |
| 203       | 203       | Impact protection for the driver from the steering control system                        | 1,3         | 1,3     |
| 204       | 204       | Steering control rearward displacement   | 2,3         | 2,3     |
| 205       | 205       | Glazing materials  | 1           | 1       |
| 206       | 206       | Door locks and retention components  | 1           | 1       |
| 207       | 207       | Seating systems  | 1,3         | 1,3     |
| 208       | 208       | Occupant crash protection  | 2,3         | 2,3     |
| 209       | 209       | Seat belt assemblies   | 1,3         | 1,3     |
| 210       | 210       | Seat belt assembly anchorages  | 1,3         | 1,3     |
| 210.1     | -         | Tether anchorages for restraint systems  | 1,3         | 1,3     |
| 210.2     | -         | Lower universal anchorage systems for restraint systems and booster cushions             | 1,3         | 1,3     |
| 212       | 212       | Windshield mounting  | 2           | 2       |
| 213.4     | 213       | Built-in child restraint systems and built-in booster cushions                           | 3           | 3       |
| 214       | 214       | Side impact protection   | 2           | 2       |
| 216       | 216a      | Roof crush resistance  | 2           | 2       |
| 219       | 219       | Windshield zone intrusion  | 2           | 2       |
| -         | 225       | Child restraint anchorage systems  | 1,3         | 1,3     |

| <b>CMVSS NO.</b> | <b>FMVSS NO.</b> | <b>TITLE</b>                                  | <b>CHASSIS CAB</b> | <b>PICK-UP</b> |
|------------------|------------------|---|--------------------|----------------|
| 301              | 301              | Fuel system integrity                         | 2                  | 2              |
| 301.1            | -                | LPG fuel system integrity                     | 3                  | 3              |
| 302              | 302              | Flammability of interior materials            | 1,3                | 1,3            |
| 301.2            | 303              | CNG fuel system integrity                     | 3                  | 3              |
| -                | 304              | Compressed natural gas fuel containers        | 3                  | 3              |
| -                | 403              | Platform lift systems                         | 3                  | 3              |
| -                | 404              | Platform lift installations in motor vehicles | 3                  | 3              |

- TYPE 1, 2 or 3 numbers to the right hand side of the table above designate the appropriate paragraph in the CMVSS or FMVSS standards that follow.

# Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS)

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## **CMVSS 1106 – EXTERIOR NOISE**

### **Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

- A. This incomplete vehicle, when completed, will conform to the above standard providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

|  |   |
|--|---|
| Air Induction System (tuning elements)                     | Intake system (Air Induction System (i.e. Air filter, Mass Air flow (MAF) sensor, ducts)) |
| Alternator   | Power steering pump   |
| Axles/halfshafts/propshaft                                 | Powertrain control and logic  |
| Components for AWD system (axle, propshaft, PTU)           | Powertrain cooling fan and motor assemblies   |
| Engine assembly  | Radiator/condenser assembly to body seals   |
| Exhaust System   | Tires (including correct tire pressure)   |
| Exterior noise generating devices                          | Transmission/Transaxle assembly   |
| Exterior rearview mirror assemblies                        | Underbody shields including air deflector   |
| Front of dash sound deadening material                     | Wheel house liners and shields  |
| Hood assembly including sound deadening material and seals |   |

- B. Final compliance with CMVSS 1106 is the responsibility of the final stage manufacturer for any modifications, added material, components, or systems.

## **INTERFERENCE CAUSING EQUIPMENT STANDARD (CANADA ONLY) – ICES-002**

### **Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles with spark ignition engines contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to the performance requirements of the above standard provided no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|                        |                  |
|------------------------|------------------|
| Ignition coil(s)       | Spark plug wires |
| Ignition wires & plugs | VCM/PCM/ECM/TCM  |

The final stage manufacturer must provide a statement of compliance on the Final Stage Manufacturer's Compliance Label with the following bilingual information in order to comply with Industry Canada's Interference Causing Equipment Standard ICES/NMB-002:

ICES/NMB-002

## **FMVSS 101 – CONTROLS AND DISPLAYS**

### **Applies to all types of Incomplete Vehicles Contained in this Document**

## **CMVSS 101– CONTROLS AND DISPLAYS**

### **Applies to all types of Incomplete Vehicles Contained in this Document with a GVWR of 4536 kg (10,000 lb.) or less**

**TYPE 1 The following statement is applicable to all types of Incomplete Vehicles contained in this document as noted above (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 101 and FMVSS 101 providing no alterations are made which affect the size, location, identification or illumination of the controls and displays or the location, travel and type of driver's seat, as manufactured by General Motors. **If the driver's seat is installed by the intermediate or final stage manufacturer, the "H" point must be located as shown in the "Body Builder Manuals" on the GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com).**

The following controls must be operable, and the following displays for the following functions and malfunctions shall be fitted in such a manner that they are identifiable, by the driver while the driver is seated in the driver's designated seating position with the driver's seat belt fastened around the driver in accordance with the manufacturer's instructions:

Hand operated controls (if equipped):

|   |  |
|---|--|
| Automatic vehicle speed (cruise control)  | Ignition (switch)  |
| Clearance lamps (switch)                  | Illumination intensity   |
| Clutch                                    | Manual choke   |
| Driver's sun visor                        | Master lighting switch   |
| Engine start                              | Position, side marker, end-outline marker, identification or clearance lamps |
| Engine stop                               | Rear window defogging and defrosting systems                                 |
| Electronic stability control system "off" | Steering wheel   |
| Hand throttle                             | Taillamps  |
| Hazard warning signal                     | Transaxle/transmission shifter (except transfer case)                        |
| Hazard warning switch                     | Turn signal  |
| Headlamps                                 | Windshield defogging and defrosting systems                                  |
| Headlamp high or low beam switch          | Windshield washer (washing system)   |
| Heating and air conditioning fan          | Windshield wiper (wiping system)   |
| Heating and air conditioning system       |  |
| Horn                                      |  |
| Identification lamps (switch)             |  |

Foot operated controls (if equipped):

|                                  |                                    |
|----------------------------------|------------------------------------|
| Accelerator                      | Service brake pedal                |
| Clutch                           | Taillamp                           |
| Headlamp high or low beam switch | Windshield washer (washing system) |
| Highbeam                         | Windshield wiper (wiping system)   |
| Park brake pedal                 |                                    |

Displays (if equipped):

|   |   |
|---|---|
| Air brake low pressure                          | Headlamp high beam                              |
| Air bag system readiness                        | Highbeam  |
| Antilock brake system malfunction               | Low brake air pressure telltale                 |
| Battery charging condition                      | Low brake fluid condition                       |
| Brake lining wear-out condition                 | Low tire pressure indication (see MVSS 138)     |
| Brake system malfunction (Canada - ISO symbol)  | Odometer (Canada must be metric)                |
| Brake Pressure (system loss)                    | Parking brake applied                           |
| Electrical charge                               | Passenger air bag status                        |
| Electronic stability control system "off"       | Regenerative brake system malfunction           |
| Electronic stability control system malfunction | Seat belt (unfastened telltale)                 |
| Engine coolant temperature                      | Speedometer (Canada must be metric)             |
| Engine oil pressure                             | Tire pressure monitoring system malfunction     |
| Fuel level                                      | Transmission control position                   |
| Gross loss of brake pressure condition          | Turn signal(s)                                  |
| Hazard warning signal                           | Variable brake proportioning system malfunction |

If the intermediate or final stage manufacturer installs any of the above controls and displays, they must also meet the requirements of this standard.

**CMVSS 102 and FMVSS 102 – TRANSMISSION SHIFT POSITION  
SEQUENCE, STARTER INTERLOCK, AND TRANSMISSION BRAKING EFFECT**  
**Refer to Vehicle Types, and Applicable “Mobility” Statements that follow**

**TYPE 2** The following statement is applicable to all incomplete vehicle types contained in this document and not equipped with a Mobility Package (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 102 and FMVSS 102 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Automatic (AT) or Manual (MT) Transaxle/Transmission control and identification system, including but not limited to:

|   |  |
|---|--|
| AT floor shift mechanism  | Automatic transmission/transaxle assembly              |
| AT gear ratios and final drive ratio                                | Brake - AT interlock controls                          |
| AT gear shift sequence and control logic (electrical or mechanical) | Engine starter interlock controls                      |
| AT neutral safety switch assembly and wire                          | MT clutch-starter interlock system                     |
| AT position indicator linkage and display                           | AT or MT shift position pattern (knob, plate or label) |
| AT steering column assembly   | Vehicle wiring harnesses                               |

**TYPE 3** The following statement is applicable to all incomplete vehicle types contained in this document and equipped with a Mobility Package (unless otherwise noted on the cover).

Conformity with CMVSS 102 and FMVSS 102 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 103 and FMVSS 103 – WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 103 and FMVSS 103 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Windshield defrosting and defogging systems, including but not limited to:

|  |   |
|--|---|
| Chassis and instrument panel wiring harness assembly                           | Engine wiring harness   |
| Defroster air distributor assembly (manifold)                                  | Heater and air conditioning wiring harness                    |
| Defroster air duct assembly  | Heater and defroster assembly (including motor and blower)    |
| Defroster air hoses (distributor to nozzle)                                    | Heater and defroster control (electrical, mechanical, vacuum) |
| Defroster air to windshield outlet assembly (nozzle) (it affects blower speed) | Heater and radiator hoses/hose assemblies                     |
| Defroster outlet to heater assembly adapter                                    | Heater blower motor speed control                             |
| Engine control, software and calibration                                       | Side window defroster ducts                                   |
| Engine coolant pump  | Vacuum control hoses and electric actuators                   |
| Engine water outlet thermostat assembly  | Windshield assembly   |

**CMVSS 104 and FMVSS 104 – WINDSHIELD WIPING AND WASHING SYSTEMS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).



This incomplete vehicle, when completed, will conform to CMVSS 104 and FMVSS 104 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Windshield wiping and washing systems, including but not limited to:

|  |   |
|--|---|
| Vehicle wiring harness and electrical controls | Windshield washing system hoses             |
| Washer reservoir cap                           | Windshield wiper arm assembly               |
| Water reservoir filler assembly                | Windshield wiper blade assembly             |
| Windshield assembly                            | Windshield wiper linkage assembly           |
| Windshield module attachments                  | Windshield wiper/washer control             |
| Windshield washer fluid reservoir              | Windshield wiper/washer motor/pump assembly |
| Windshield washer nozzle                       |   |

### **CMVSS 106 and FMVSS 106 – BRAKE HOSES, HYDRAULIC, AIR AND VACUUM Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 106 and FMVSS 106 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |                       |
|---|-----------------------|
| Hydraulic, Air, and Vacuum Brake Hoses and assemblies | Labeling requirements |
|---|-----------------------|

### **CMVSS 108 – DAYTIME RUNNING LAMPS Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed will conform to the Daytime Running Lamps (DRL) requirements of CMVSS108 providing no alterations are made to the ignition switch, DRL system components or wiring, and any vehicle forward lighting as manufactured by General Motors.

### **CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT Pick-up**

**TYPE 1 The following statement is applicable to pick-up types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|  |                             |
|--|-----------------------------|
| Back-up lamps                                      | Headlamp highbeam indicator |
| Body control module (BCM)                          | License plate lamp          |
| Center high mounted stop lamp                      | Owner Manual instructions   |
| Daytime running lamps controls and wiring (Canada) | Park lamps                  |
| Fog lamps (if equipped)                            | Rear side marker lamps      |
| Front side marker lamps                            | Rear side reflex reflectors |
|  | Rear reflex reflectors      |

Front side reflex reflectors  
Front turn signal lamps  
Hazard warning flasher  
Hazard warning signal operating unit  
Headlamps  
Headlamp dimmer switch

Rear turn signal lamps  
Stop lamps  
Tail lamps  
Trailer hitch  
Trailer wiring harness  
Turn signal control

NOTES: Pick-ups are equipped with a turn signal lamp failure feature. In order to maintain operation of the turn signal lamp failure feature, the LH and RH taillamp assemblies must each contain two (2) operational bulbs, of the bulb designation number as manufactured by General Motors.

**CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES  
AND ASSOCIATED EQUIPMENT  
Chassis Cab**

**TYPE 2** The following statement is applicable to Chassis Cab types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This Chassis Cab incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing the following conditions are met:

- A. Each of these devices installed on the incomplete vehicle have no alterations made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Back-up lamps  
Body control module (BCM)  
Center high mounted stop lamp  
Daytime running lamps controls and wiring (Canada)  
Fog lamps (if equipped)  
Front side marker lamps  
Front side reflex reflectors  
Front turn signal lamps  
Hazard warning flasher  
Hazard warning signal operating unit  
Headlamps

Headlamp dimmer switch  
Headlamp highbeam indicator  
License plate lamp  
Owner manual instructions  
Park lamps  
Rear reflex reflectors  
Rear turn signal lamps  
Stop lamps  
Tail lamps  
Trailer hitch  
Trailer wiring harness  
Turn signal control

1. No part of the completed vehicle shall be installed so as to prevent any of the devices listed above from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of CMVSS 108 and FMVSS 108. Any CMVSS 108 or FMVSS 108 part shall not be painted.
2. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108:

Rear side marker lamps

Rear side reflex reflectors

3. The following additional device must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the body width is less than 203.2 cm (80 in) and has a GVWR of 4536 kg (10,000 lb.) or less and the original equipment center high mounted stop lamp has been removed or obstructed:

Center high mounted stop lamp

4. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the body width is greater than or equal to 203.2 cm (80 in):

Front clearance lamps  
 Front identification lamps  
 Front turn signal lamp assembly meeting 75 cm<sup>2</sup>  
 (11.6 in<sup>2</sup>) of area  
 Rear clearance lamps  
 Rear identification lamps  
 Rear turn signal lamp assembly meeting 75 cm<sup>2</sup>  
 (11.6 in<sup>2</sup>) of area

Front and rear clearance lamps Front and rear  
 identification lamps Front and rear identification  
 lamps

5. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the overall vehicle length is greater than or equal to 9.144 m (30 ft.):

Intermediate side marker lamps

Intermediate side reflex reflectors

**TYPE 3** The following statement is applicable to Chassis Cab types of incomplete vehicles contained in this document and completed with a body width less than 203.2 cm (80 in), and equipped with a turn signal/flasher module intended for use with Light Emitting Diode (LED) tailamps, or equipped with a tailamp delete option, since either of these options will not contain a turn signal lamp failure indicator due to the “Calibration Tailamp, Single Bulb Option” not being orderable (unless otherwise noted on the cover).

Conformity with CMVSS 108 and FMVSS 108 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 110 and FMVSS 110 – TIRE SELECTION AND RIMS FOR MOTOR VEHICLES  
 WITH A GVWR OF 4536 kg (10,000 lb.) OR LESS  
Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 110 and FMVSS 110, providing:

- A. No alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to:

Owner Manual instructions  
 Tires

Wheels

- B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document are not exceeded.

- C. The tire and wheel information shown on the Incomplete Vehicle Document Label must be transferred to the final stage manufacturer’s Certification Label and Tire Placard, providing no equipment or tire pressure changes are made, and the final stage manufacturer labels the vehicle in compliance with CMVSS 110 and FMVSS 110.

NOTE: Incomplete Vehicles referenced in this document may be shipped with reduced tire pressures for shipping purposes only.

**CMVSS 111 and FMVSS 111 – REARVIEW MIRRORS  
Applies to all types of Incomplete Vehicles contained in this Document  
Without Shipped Loose Mirror, or Mirror Delete options**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document, without shipped loose mirror or mirror delete options (unless otherwise noted on the cover).

This incomplete vehicle will conform to CMVSS 111 and FMVSS 111 providing:

- A. No alterations or substitutions are made to the outside mirrors or inside mirrors furnished with the vehicle,
- B. The driver's seat location is not altered,
- C. The body width is not increased, and
- D. The body remains symmetrical about the vehicle centerline.
- E. The GVWR has not changed.

**CMVSS 111 and FMVSS 111 – REARVIEW MIRRORS**  
**Applies to all types of Incomplete Vehicles contained in this Document**  
**With Shipped Loose Mirror, or Mirror Delete Options**

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document with shipped loose mirror, or mirror delete options (unless otherwise noted on the cover).

Conformity with CMVSS 111 and FMVSS 111 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 113 and FMVSS 113 – HOOD LATCH SYSTEM**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 113 and FMVSS 113 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Hood latch systems, which may include but are not limited to:

- |  |  |
|--|--|
| Hood latch (catch) assembly                        | Hood latch striker plate (hook) and reinforcements |
| Hood latch cable release system including controls | Hood latch support assembly                        |
| Hood latch pilot                                   |  |

**CMVSS 114 and FMVSS 114 – THEFT PROTECTION AND ROLLAWAY PREVENTION**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 114 and FMVSS 114 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- |   |   |
|---|---|
| Brake-transaxle/transmission interlock controls | Owner Manual instructions                                       |
| Electronic Immobilizer                          | Steering column lock assembly                                   |
| Engine electronics (ECM/PCM/VCM)                | Transaxle/Transmission assembly                                 |
| Engine starter interlock controls               | Transaxle/Transmission assembly neutral start switch and wiring |
| Ignition key                                    |   |

Ignition key warning chime system

**CMVSS 115 – VEHICLE IDENTIFICATION NUMBER**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 115, providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

The Vehicle Identification Number  
VIN label or plate

VIN plate fasteners

**CMVSS 116 and FMVSS 116 – MOTOR VEHICLE BRAKE FLUIDS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

The hydraulic brake fluid in this incomplete vehicle, as manufactured by General Motors, will conform to CMVSS 116 and FMVSS 116 providing no alterations are made which affect the physical or chemical properties of the brake fluid.

**CMVSS 118 and FMVSS 118 – POWER OPERATED WINDOW, PARTITION  
AND ROOF PANEL SYSTEMS**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, if equipped by General Motors with power windows, when completed, will conform to CMVSS 118 and FMVSS 118 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Power window electrical system  
Power window operating system

Power window operating system control logic  
Window glazing material

Final compliance with Standard 118 is the responsibility of the final stage manufacturer for any modifications, or added material, components, or systems.

**CMVSS 124 and FMVSS 124 – ACCELERATOR CONTROL SYSTEMS**  
**Refer to Vehicle Types, and Applicable “Mobility” Statements that follow**

**TYPE 1** The following statement is applicable to all incomplete vehicle types contained in this document and not equipped with a Mobility Package (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 124 and FMVSS 124 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Accelerator/throttle control systems, including but not limited to:

Attachment pin, hole or ball stud to fuel injection unit  
throttle lever

Engine controller (controller, software, calibration)

Cable or rod, throttle or accelerator, and support bracket including seals  
Cruise control module, wiring and cable (if equipped)  
Electronic throttle control assembly and related wiring

Floor covering material must not be installed under pedal or within 25.4 mm (1 in) of side of pedal  
Lever, throttle or accelerator and supporting bracket  
Pedal-throttle or accelerator and attachments  
Spring(s) - throttle or accelerator return

**TYPE 3 The following statement is applicable to all incomplete vehicle types contained in this document and equipped with a Mobility Package (unless otherwise noted on the cover).**

Conformity with CMVSS 124 and FMVSS 124 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

### **FMVSS 125 – WARNING DEVICES DESIGNED TO BE CARRIED IN MOTOR VEHICLES** **Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document if ordered with safety warning triangle option (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to FMVSS 125 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Safety warning triangles

### **CMVSS 126 and FMVSS 126 – ELECTRONIC STABILITY CONTROL SYSTEMS** **Applies to all types of Incomplete Vehicles Contained in this Document** **4536 kg (10,000 lb.) GVWR or less**

**TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).**

This incomplete vehicle when completed will conform to CMVSS 126 and FMVSS 126 provided it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Anti-Lock Brake, Traction Control and Electronic Stability control system, including sensors and control module

Brake assemblies and components (service/parking) - (i.e. power boosters, master cylinder, wheel cylinder, calipers, rotors, wheel speed sensor, wheel speed sensor wiring, brake lining etc.)

Brake pedal, brake switch, parking brake hand lever or park brake switch and related mechanical components

Brake system electrical controls and logic  
Gauges and warning devices, and statements  
Hydraulic brake fluid and reservoirs  
Hydraulic brake lines, fittings and routings  
Hydraulic brake valves and components

Master cylinder-warning statement

Owner Manual instructions

Parking brake actuator and related mechanical components

Power steering or vacuum lines and routing

Power steering or vacuum pump

Tires and Wheels

Stability control system, including control module, sensors and software calibrations

Steering control system including related hardware

Suspension components (i.e. bushings, control arms, shocks, springs, sway bars)

Vacuum brake lines, fittings and routings

Vehicle wiring harnesses

Wheelbases

B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

- C. The Tire Pressures as listed on the Incomplete Vehicle Label affixed to the front cover of this document must be followed
- D. The Maximum Completed Vehicle Unloaded (Curb) restrictions as shown in CMVSS301 and FMVSS 301 Table A, must not be exceeded.
- E. The center of gravity of the total vehicle falls within the areas referenced on the CMVSS126 and FMVSS 126 Compliance Certification "X = Longitudinal, Y = Lateral and Z = Vertical Center of Gravity (CG) Restrictions" charts that follow. Instructions for determining the allowable center of gravity variation are listed below:

**12M53/T2M53 (Extended Cab), P265/70R16 All Season Tire  
CMVSS 126 and FMVSS 126 Compliance Certification**

**“X = Longitudinal, Y = Lateral and Z = Vertical Center of Gravity (CG) Restrictions”**

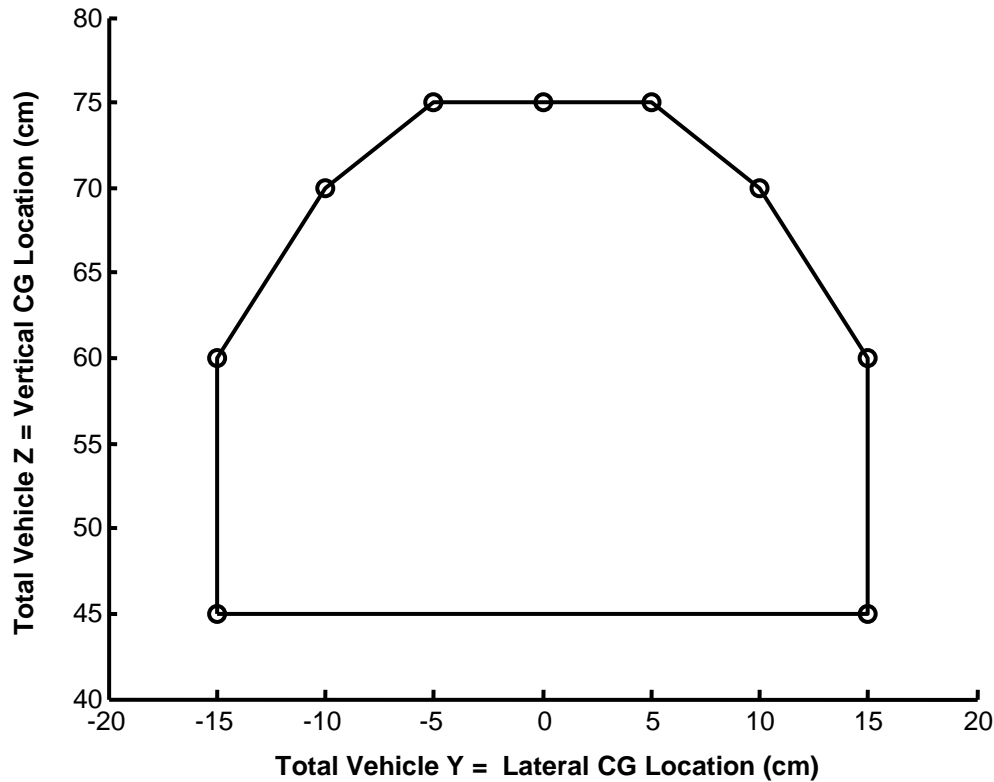
| <b>@ Maximum X<br/>Longitudinal CG<br/>Location from<br/>Front Axle <math>C_L</math><br/>cm (in)</b> | <b>Model<br/>Identification</b> | <b>@ Y – Lateral CG Offset Location cm (in)</b> |                    |                |                  |                     |
|--|---------------------------------|---|--------------------|----------------|------------------|---------------------|
|  |                                 | <b>-10<br/>(-3.9)</b>                           | <b>-5<br/>(-2)</b> | <b>0</b>       | <b>5<br/>(2)</b> | <b>10<br/>(3.9)</b> |
| 115.0<br>(45.3)  | 12M53<br>/T2M53                 | 71.4<br>(28.1)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 71.4<br>(28.1)      |
| 125.0<br>(49.2)  | 12M53<br>/T2M53                 | 71.4<br>(28.1)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 71.4<br>(28.1)      |
| 135.0<br>(53.1)  | 12M53<br>/T2M53                 | 71.4<br>(28.1)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 71.4<br>(28.1)      |
| 145.0<br>(57.0)  | 12M53<br>/T2M53                 | 71.4<br>(28.1)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 71.4<br>(28.1)      |
| 155.0<br>(61.0)  | 12M53<br>/T2M53                 | 71.4<br>(28.1)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 71.4<br>(28.1)      |
| 165.0<br>(65.0)  | 12M53<br>/T2M53                 | 69.2<br>(27.2)                                  | 75.0<br>(29.5)     | 77.5<br>(30.5) | 75.0<br>(29.5)   | 69.2<br>(27.2)      |
| 175.0<br>(69.0)  | 12M53<br>/T2M53                 | 69.2<br>(27.2)                                  | 72.1<br>(28.4)     | 75.8<br>(29.8) | 72.1<br>(28.4)   | 69.2<br>(27.2)      |
| 185.0<br>(73.0)  | 12M53<br>/T2M53                 | 69.2<br>(27.2)                                  | 72.1<br>(28.4)     | 75.8<br>(29.8) | 72.1<br>(28.4)   | 69.2<br>(27.2)      |

**^^^ Maximum Z – Vertical CG Height Restriction Values  
^^^**

**NOTE: Minimum Z – Vertical Height Restriction Value  
is 30.5 cm (12 in) for all models above**



**CMVSS 126 and FMVSS 126 Compliance Certification  
Y = Lateral and Z = Vertical Center of Gravity Restriction  
Visual Representation EXAMPLE shown in centimeters**



For upfitter use and applicable to CMVSS 126 and FMVSS 126, the longitudinal and vertical vehicle center of gravity location can be approximated by following the formula below and by referencing data elements within CMVSS 105 and FMVSS 105 – HYDRAULIC AND ELECTRIC BRAKE SYSTEMS or CMVSS 135 and FMVSS 135 LIGHT VEHICLE BRAKE SYSTEMS, ... ALLOWABLE CENTER OF GRAVITY CHARTS.

$$d = \frac{[Wrc + Wrb] WB}{Wt}$$

$$h = \frac{[h1*Wc + h2*Wb]}{Wt}$$

d = horizontal distance from front wheels to completed vehicle center of gravity cm (in)

h = vertical distance from ground to completed vehicle center of gravity cm (in)

Wrc = rear component of Chassis weight kg (lb.)

Wrb = rear component of body weight kg (lb.)

WB = vehicle wheelbase cm (in)

Wt = total weight of chassis and body kg (lb.)

h1 = center of gravity height from ground of the Bare Chassis:

Based on model applicability, refer to the h1 values listed in this document within:  
CMVSS 105/FMVSS 105 - HYDRAULIC AND ELECTRIC BRAKE SYSTEMS, or  
CMVSS 135/FMVSS 135 - LIGHT VEHICLE BRAKE SYSTEMS.

Wc = total weight of vehicle as manufactured by General Motors kg (lb.)

h2 = center of gravity height of body from ground cm (in)

Wb = total weight of body kg (lb.)

In addition, the equation to calculate the lateral vehicle center of gravity location from center of vehicle can be estimated by using the following formula:

lateral offset from centerline of vehicle =  $\left[ \frac{\{(RF \text{ corner weight kg (lb.)} + RR \text{ corner weight kg (lb.)} / (\text{total vehicle weight kg (lb.)})\} - 0.5}{\text{vehicle track width of 152 cm (59.8 in)}} \right]$

If the lateral offset from centerline of vehicle calculation above results in a positive number, the lateral vehicle offset center of gravity is toward the right side (passenger) of the vehicle.

Alternatively, if the lateral offset from centerline of vehicle calculation above results in a negative number, the lateral vehicle offset center of gravity is toward the left side (driver) of the vehicle.

**CMVSS 135 and FMVSS 135 – LIGHT VEHICLE BRAKE SYSTEMS**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**3500 kg (7,716 lb.) GVWR or less**

**TYPE 2 The following statement is applicable to all types of Incomplete Vehicles contained in this document with a 3500 kg (7,716 lb.) GVWR or less, (unless otherwise noted on the cover).**

This incomplete vehicle when completed will conform to CMVSS 135 and FMVSS 135 provided it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

|  |  |
|--|--|
| Anti-Lock Brake System   | Hydraulic brake lines, fittings and routings             |
| Brake assemblies and components (service/parking) - (i.e. power boosters, master cylinder, wheel cylinder, calipers, rotors, wheel speed sensor, wheel speed sensor wiring, brake lining etc.) | Hydraulic brake valves and components                    |
| Brake pedal, brake switch, parking brake pedal or park brake switch and related mechanical components  | Master cylinder-warning statement                        |
| Brake system electrical controls and logic   | Owner Manual instructions                                |
| Gauges and warning devices, and statements   | Parking brake actuator and related mechanical components |
| Hydraulic brake fluid and reservoirs   | Power steering or vacuum lines and routing               |
|  | Power steering or vacuum pump                            |
|  | Tires and Wheels   |
|  | Vacuum brake lines, fittings and routings                |
|  | Vehicle wiring harnesses                                 |
|  | Wheelbases   |

B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

C. The center of gravity of the total vehicle falls within the areas referenced on the “ALLOWABLE CENTER OF GRAVITY CHART” that follows. Instructions for determining the allowable center of gravity variation are listed below:

These charts detail the envelope of allowable center of gravity variation for completed vehicles. This is significant for the lightly loaded portion of CMVSS 135 and FMVSS 135, which is defined as curb plus 181.4 kg (400 lb.) distributed in the driver-passenger area of the vehicle.

The lightly loaded center of gravity of complete vehicles needs to be restricted so it will meet CMVSS 135 and FMVSS 135 stopping distances. The laden center of gravity does not need to be specified as it is controlled within the CMVSS 135 and FMVSS 135 test procedure by specific instructions as to how ballast is to be placed (while height is not controlled, it is assumed that for test purposes it would be reasonable).

For upfitter use, the center of gravity location can be approximated by the following formula:

$$d = \frac{[Wrc + Wrb + [(Hp)(Wp)/WB]] WB}{Wt}$$

$$h = \frac{[h1Wc + h2Wb + (h3) (Wp)]}{Wt}$$

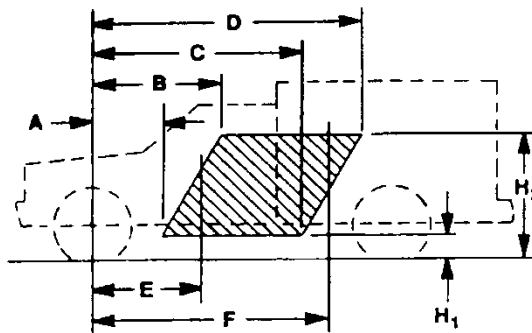
d = horizontal distance from front wheels to completed vehicle center of gravity mm (in)

- h = vertical distance from ground to completed vehicle center of gravity mm (in)
- Wrc = rear component of Chassis weight kg (lb.)
- Wrb = rear component of body weight kg (lb.)
- WB = vehicle wheelbase mm (in)
- Wt = total weight of chassis and body kg (lb.) plus 181.4 kg (400 lb.)
- h1 = center of gravity height from ground of the Bare Chassis = 711 mm (28 in)
- Wc = total weight of Chassis kg (lb.)
- h2 = center of gravity height of body from ground mm (in)
- Wb = total weight of body kg (lb.)
- Wp = 181.4 kg (400 lb.) Amount from lightly loaded definition that is evenly distributed in driver-passenger area of vehicle.
- Hp = 1467 mm (57.76 in) Horizontal distance from front axle to center of gravity of 181.4 kg (400 lb.) evenly distributed in driver-passenger area of vehicle.
- h3 = 948 mm (37.32 in) Vertical center of gravity height of 181.4 kg (400 lb.) evenly distributed in driver-passenger area for vehicles with 3500 kg (7,716 lb.) GVWR or less.

## CMVSS 135 and FMVSS 135 ALLOWABLE CENTER OF GRAVITY CHARTS

| Model           | GVWR<br>kg<br>(lb.) | Brake<br>System | Wheel-<br>Base<br>mm<br>(in) | Incomplete, Pickup Box Removal, or Snow Plow Prep Package Vehicles  |                |               |                |                |                |                                 |                                 |
|-----------------|---------------------|-----------------|------------------------------|---|----------------|---------------|----------------|----------------|----------------|---------------------------------|---------------------------------|
|                 |                     |                 |                              | Coordinates of Allowable C/G Variation at<br>CMVSS/FMVSS Unladen, Curb Weight + 181.4 kg (400 lb.)<br>mm (in) |                |               |                |                |                | Fwd.<br>C/G<br>Limit<br>mm (in) | RRwd<br>C/G<br>Limit<br>mm (in) |
|                 |                     |                 |                              | H <sub>1</sub>  | H <sub>2</sub> | A             | B              | C              | D              | E                               | F                               |
| 12M53/<br>T2M53 | 2722<br>(6,001)     | JL9             | 3258<br>(128.3)              | 305<br>(12.0)   | 1219<br>(48.0) | 805<br>(31.7) | 1306<br>(51.4) | 2065<br>(81.3) | 2302<br>(90.6) | 805<br>(31.7)                   | 2302<br>(90.6)                  |

ABS = Antilock Braking System  
 Brake Systems: Vacuum Powered Boosters - JL9.  
 C/G = Center of Gravity  
 VSES = Vehicle Stability Enhancement System



**C/G of vehicle in CMVSS or FMVSS unladen condition [Curb + 181.4 kg. (400 lb.)] must be inside shaded area – that is, the C/G must be within the trapezoid formed by the coordinates A, B, C, D, H1, & H2, plus the C/G must be to the rear of vertical line E and forward of vertical line F.**

### **FMVSS 138 – TIRE PRESSURE MONITORING SYSTEMS (If Equipped)** **Applies to all types of Incomplete Vehicles Contained in this Document** **4536 kg (10,000 lb.) GVWR or less**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 138, providing the vehicle is equipped with a Tire Pressure Monitoring System (TPMS) installed by General Motors, and no alterations are made which affect the

function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

|  |  |
|--|--|
| Body control module                      | Tires and Wheels                         |
| Instrument panel cluster                 | TPMS receiver module                     |
| Owner's Manual instructions              | TPMS sensors integral to the valve stems |
| Remote start coax antennae (if equipped) | Vehicle wiring harness                   |

All incomplete vehicles shipped from the General Motors assembly plant will have tire pressures set for shipping purposes only. It is responsibility of the final stage manufacturer to label the vehicle in compliance to FMVSS 138. In addition, it is the responsibility of the final stage manufacturer to ensure the TPMS system is calibrated to the values printed on the final stage manufacturer's Tire Certification Label or Tire Information Label.

Wheelbase alteration, and/or addition of components may interfere with the TPMS radio frequency signal that may result in a malfunction warning displayed in the Driver Information Center (DIC). **If this condition is observed, submit a request via the "Contact Us" page on the GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**

NOTE: The TPMS is not required to monitor the spare tire, either when it is stowed or when it is installed on the vehicle.

**CMVSS 201 and FMVSS 201 – OCCUPANT PROTECTION IN INTERIOR IMPACT**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 201 and FMVSS 201 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|                                  |                                       |
|----------------------------------|---------------------------------------|
| A, B, C pillar structure         | Instrument panel                      |
| Air bag system                   | Interior compartment doors            |
| Armrests, folding and stationary | Roof Structure                        |
| Assist handles                   | Seat adjusters                        |
| Body structure                   | Seats, seat backs and head restraints |
| Door pads                        | Seat air bag                          |
| Door structure                   | Sensing diagnostic module (SDM)       |
| Headliner                        | Sun visors                            |
|                                  | Upper interior trim                   |

**CMVSS 201 and FMVSS 201 – OCCUPANT PROTECTION IN INTERIOR IMPACT**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb.) GVWR or less, with any seat delete option that is applicable to any seating position (unless otherwise noted on the cover).**

Conformity with CMVSS 201 and FMVSS 201 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

NOTE: Any seats installed by intermediate or final stage manufacturers must comply with CMVSS 201 and FMVSS 201. In addition, the "H" point of any seats installed by the intermediate or final stage manufacturers must be located as shown in the **GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**.



Hood and hinge assemblies  
Powertrain and powertrain mounting system  
Steering control system including related hardware

Vehicle/body front end sheet metal components  
Vehicle/body front end structural components  
Vehicle/body roof structure and components

**TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb.) GVWR or less, with any driver seat delete option (unless otherwise noted on the cover).**

Conformity with CMVSS 204 and FMVSS 204 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 205 and FMVSS 205 – GLAZING MATERIALS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 205 and FMVSS 205 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Glazing material  
Monogram

Visibility of the monogram  
Windshield shade banding

Final compliance with CMVSS 205 and FMVSS 205 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

**CMVSS 206 and FMVSS 206 – DOOR LOCKS AND DOOR RETENTION COMPONENTS**  
**Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 206 and FMVSS 206 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Door and pillar systems, including but not limited to:

Body rear end upper and lower panel  
Door hinges  
Door latch strikers and striker plates  
Door latches  
Door locks

Door pillars  
Door wedges  
Doors  
Exterior door handles  
Inside lock control linkages

Final compliance with CMVSS 206 and FMVSS 206 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

**CMVSS 207 and FMVSS 207 – SEATING SYSTEMS**  
**Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 207 and FMVSS 207 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Floor pan assemblies

Seat assembly

Folding seat or seat back latch assembly  
Rear seat lower tubular support  
Seat adjuster assembly  
Seat anchorage brackets, reinforcements,  
attachment hardware, etc.

Seat or seat back latch assembly  
Seat or seat back latch release control  
Seat or seat back latch striker  
Seat riser

**TYPE 3** The following statement is applicable to any type of incomplete vehicle contained in this document, with any seat delete option that is applicable to any seating position (unless otherwise noted on the cover).

Conformity with CMVSS 207 and FMVSS 207 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

### **CMVSS 208 and FMVSS 208 – OCCUPANT CRASH PROTECTION** **Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 2** The following statement is applicable to all types of vehicles contained in this document (unless otherwise noted on the cover) having an unloaded vehicle weight of 2495 kg (5,500 lb.) or less and a GVWR of 3856 kg (8,500 lb.) or less, and built by General Motors with complete seats and seat belt assemblies.

A. The front seating positions provided by General Motors will conform to the requirements of CMVSS 208 and FMVSS 208, providing the dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

1. The number, location or configuration of the designated seating positions including seats, risers, adjusters
2. The number, placement, installation or model number of the seat belt assemblies provided
3. The owner Manual instructions, the instrument panel or its mounting, the steering column/shaft or its mounting, the knee bolster or its mounting, the steering wheel, horn pad, driver air bag module or its mounting and covering, passenger air bag module or its mounting or covering (if equipped), air bag crash sensors, windshield, or interior trim. Note: For the "Passenger Sensing System" (if equipped), modifying or putting a padded cover on the passenger seat can affect the performance of this system.
4. Sensing and Diagnostic Module (SDM), and all air bag system wiring. Do not relocate or move the SDM, or air bag crash sensors. Do not obstruct the path of air bag deployment. Do not mount any components that produce more than a 20 Gauss magnetic field as measured at the SDM. Speakers/*magnets* must be located at least 12.7 cm (5 in) from the SDM. You must disconnect the SDM before doing any welding on the vehicle, otherwise do not disconnect the SDM. **Caution: To help avoid Personal Injury Due to unwanted air bag inflation, observe the following precautions!** Do not weld, solder, braze, hammer, machine, drill, heat, electrical splice, add onto, remove, relocate, test, paint, loosen or in any way alter air bag components or wiring or fuses. Carpet may be put over the SDM if an appropriate moisture barrier (such as a rubber-matted backing) is supplied. When performing any operation around air bag components or wiring, including but not limited to any operations around the instrument panel, electrical wiring and fuse block, steering column/wheel, and the engine compartment, you must disable the air bag system prior to the operation. If the vehicle is equipped with an SDM, you must disable the air bag system prior to installing intermediate or final stage manufacturer components. *Note: Striking or dropping a powered SDM may cause air bag deployment.* The air bag system must be enabled after operation completion. This must be verified before shipping the vehicle. Instructions for disabling and enabling the air bag system can be found in the GM service manual. **Note: All connectors that have wiring routed between the SDM and an air bag inflator module have yellow connectors.**
5. If the sunvisor is removed or altered, or if the intermediate or final stage manufacturer installs the sunvisor, a new Inflatable Restraints System Caution label must be installed per CMVSS 208 and FMVSS 208 requirements. In order to be in compliance with CMVSS 208 and FMVSS 208, no other label shall be installed on the same side of the sunvisor as the Air Bag Caution label. The instrument panel temporary warning label (if equipped) must not be removed.

6. The vehicle frame, front bumper system, body structure including front sheet metal or other front structure, roof structure, doors, floor pan, dash panel, cowl structure, rocker structure, driveline or contents of the engine compartment by any incomplete or final stage manufacturer which would result in any difference from the modified vehicle's deceleration if the modified vehicle were to be subjected to barrier impact tests conducted per CMVSS 208 and FMVSS 208.

B. The rear seating positions provided by General Motors will conform to CMVSS 208 and FMVSS 208 providing no alterations are made to the number, location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

C. Intermediate or final stage manufacturers are advised that mounting hardware ahead of the bumper/radiator, such as, but not limited to, plows, winches, brush guards, etc., may affect airbag sensing and resultant performance.

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).**

Conformity with CMVSS 208 and FMVSS 208 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 209 and FMVSS 209 – SEAT BELT ASSEMBLIES**  
**Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

The seat belt assembly provided by General Motors when mounted to its original attachments locations, at any designated seating position, will conform to CMVSS 209 and FMVSS 209 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- |                           |                      |
|---------------------------|----------------------|
| Owner Manual instructions | Seat belt anchorages |
| Seat anchorages           | Seat belt assemblies |
| Seat assemblies           |                      |

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).**

Conformity with CMVSS 209 and FMVSS 209 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 210 and FMVSS 210 – SEAT BELT ASSEMBLY ANCHORAGES**  
**Applies to all types of Incomplete Vehicles Contained in this Document**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 210 and FMVSS 210 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- |  |                      |
|--|----------------------|
| B, C, and D-pillar structures  | Roof structure       |
| Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements | Seat assemblies      |
|  | Seat belt assemblies |



Floor pan assembly  
Owner Manual instructions

Seat belt anchorage brackets, plates, and  
reinforcements  
Seat belt routing  
Seat position/adjustment capability

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210 and FMVSS 210 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 210.1 – TETHER ANCHORAGES FOR RESTRAINT SYSTEMS**  
**Applies to all types of Incomplete Vehicles Contained in this Document to be completed as a Multipurpose Passenger Vehicle or Truck with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less**

**TYPE 1** The following statement is applicable to all multipurpose passenger vehicle or truck types of incomplete vehicles contained in this document with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210.1 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|  |  |
|--|--|
| Air bag manual cut-off switch (if equipped)  | Rear seating position headrests                          |
| Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements | Seat assemblies  |
| Access to lower anchorage system   | Seat belt assemblies                                     |
| Floor pan assembly   | Seat belt anchorage brackets, plates, and reinforcements |
| Head restraints/head rests   | Seat belt routing  |
| Labeling requirements  | Seat position/adjustment capability                      |
| Owner Manual instructions  |  |

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210.1 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 210.2 – LOWER UNIVERSAL ANCHORAGE SYSTEMS FOR RESTRAINT SYSTEMS AND BOOSTER CUSHIONS**  
**Applies to all types of Incomplete Vehicles Contained in this Document with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210.2 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |                           |
|---|---------------------------|
| Air bag manual cut-off switch (if equipped) | Owner Manual instructions |
|   | Seat assemblies           |
|   | Seat belt assemblies      |

|  |  |
|--|--|
| Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements | Seat belt anchorage brackets, plates, and reinforcements |
| Access to lower anchorage system   | Seat belt routing  |
| Floor pan assembly   | Seat position/adjustment capability                      |
| Labeling requirements  |  |

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210.2 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 212 and FMVSS 212 – WINDSHIELD MOUNTING**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover) with a 4536 kg (10,000 lb.) GVWR or less, when completed will conform to CMVSS 212 and FMVSS 212 if:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |  |
|---|--|
| Air bag crash sensors   | Seat belt assemblies                                       |
| Air bag system including covers and module                    | Sensing and Diagnostic Module (SDM) and retainers/brackets |
| Air bag system wiring harnesses, connectors, and fuses/relays | Steering control system including related hardware         |
| Dash panel and cowl assembly                                  | Steering wheel, column, and shaft assembly                 |
| Doors and hinge assemblies                                    | Sun visor assemblies                                       |
| Frame assembly and mounting system                            | Vehicle/body front sheet metal components/reinforcements   |
| Front impact bar assembly and mounting system                 | Vehicle/body front structural components/reinforcements    |
| Hood and hinge assemblies                                     | Vehicle/body roof structure and components                 |
| Powertrain and powertrain mounting system                     | Windshield and windshield mounting system                  |
| Seat anchorages   | Windshield frame/frame reinforcement                       |
| Seat assemblies   |  |
| Seat belt anchorages  |  |

B. During a 48 kph (30 mph) frontal barrier impact test, no component installed by any intermediate or final stage manufacturer shall move forward from its permanently mounted position

1. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.
2. The minimum vertical clearance between the cab roof and any portion of the installed body or accessories that extends over the cab roof must not be less than 20 cm (8 in).

**CMVSS 213.4 and FMVSS 213 – BUILT-IN CHILD RESTRAINT SYSTEMS AND BUILT-IN BOOSTER CUSHIONS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 213.4 and FMVSS 213 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 214 and FMVSS 214 – SIDE IMPACT PROTECTION**

**Applies to all types of Incomplete Vehicles contained in this Document**

**4536 kg (10,000 lb.) GVWR or less – Static**

**2722 kg (6,000 lb.) or less – Moving Deformable Barrier**

**4536 kg (10,000 lb.) GVWR or less – Oblique Vehicle to Pole Impact**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document with a 4536 kg (10,000 lb.) GVWR or less for static and oblique vehicle to pole requirements, and with a 2722 kg (6,000 lb.) GVWR or less for moving deformable barrier requirements (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 214 and FMVSS 214 providing:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |  |
|---|--|
| Air bag crash sensors   | Door trim panels   |
| Air bag system including covers and module                    | Door wedges  |
| Air bag system wiring harnesses, connectors, and fuses/relays | Door window mechanisms                                     |
| Body structure including roof structure and components        | Seat air bags  |
| Body sheet metal components/reinforcements                    | Seat anchorages  |
| Door assemblies   | Seat assemblies and adjusters                              |
| Door hinges   | Seat belt anchorages                                       |
| Door latch mechanisms   | Seat belt assemblies                                       |
| Door latch strikers and striker plates                        | Sensing and Diagnostic Module (SDM) and retainers/brackets |
| Door latches  | Side curtain airbag system (if equipped)                   |
| Door pillars  | Tires and Wheels   |
|   | Upper interior trim including headliner                    |
|   | Vehicle frame  |

B. The (intermediate and) final stage manufacturer conforms to the following:

1. a box, platform, or other rear structural assembly must be installed on the back of the vehicle.
2. the rear assembly structure must provide comparable stiffness to the pickup box sold as original equipment as part of the complete vehicle version of this product.
3. the method of rear assembly structure mounting and mount properties (material and structural) are similar to those used to attach the pickup box sold as original equipment as part of the complete vehicle version of this product.
4. the dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

**CMVSS 216 and FMVSS 216a – ROOF CRUSH RESISTANCE**

**Applies to all types of Incomplete Vehicles contained in this Document**

**2722 kg (6,000 lb.) GVWR or less**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document with a 2722 kg (6,000 lb.) GVWR or less (unless otherwise noted on cover).

A. This incomplete vehicle conforms to CMVSS 216 and FMVSS 216a providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|                          |                  |
|--------------------------|------------------|
| A, B, C pillar structure | Hood assembly    |
| Air bag system           | Hood mounts      |
| Antennae                 | Instrument panel |

Assist handles  
 Body roof structure and components/reinforcements  
 Body sheet metal components/reinforcements  
 Body structural components/reinforcements  
 Dash panel and cowl structure  
 Door pads  
 Door structure  
 Front, rear and side glazing materials and mounting  
 Headliner

Interior compartment doors  
 Motor compartment structure and components  
 Roof Structure  
 Seat adjusters  
 Seats, seat backs and head restraints  
 Structural components and door assemblies  
 Sun visors  
 Upper interior trim  
 Windshield and windshield frame

B. The maximum unloaded vehicle mass may not exceed 2100 kg (4633 lbs.).

**CMVSS 219 and FMVSS 219 – WINDSHIELD ZONE INTRUSION**  
**Applies to all types of Incomplete Vehicles contained in this Document**  
**4536 kg (10,000 lb.) GVWR or less**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document with a 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 219 and FMVSS 219 providing:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|  |  |
|--|--|
| Antennae   | Hood assembly                              |
| Body roof structure and components/ reinforcements | Hood mounts                                |
| Body sheet metal components/reinforcements         | Motor compartment structure and components |
| Body structural components/reinforcements          | Windshield wiper                           |
| Dash panel and cowl structure                      | Windshield wiper motor                     |

B. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

C. During a 48 kph (30 mph) frontal barrier impact test:

1. no component installed by any intermediate or final stage manufacturer shall prevent the hood from folding in its designed folding pattern; and
2. no component installed by any intermediate or final stage manufacturer shall penetrate the windshield or protected zone.

**FMVSS 225 – CHILD RESTRAINT ANCHORAGE SYSTEMS**  
**Applies to all types of Incomplete Vehicles Contained in this Document**  
**3855 kg (8,500 lb.) GVWR or less**

**TYPE 1** The following statements are applicable to all types of incomplete vehicles contained in this document with seats installed by General Motors (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 225 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |                      |
|---|----------------------|
| Air bag manual cut-off switch (if equipped) | Seat assemblies      |
|   | Seat belt assemblies |

|  |  |
|--|--|
| Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements | Seat belt anchorage brackets, plates, and reinforcements |
| Access to top tether and lower anchorage systems   | Seat belt routing  |
| Floor pan assembly   | Seat position/adjustment capability                      |
| Head restraints/head rests   |  |
| Owner Manual instructions  |  |

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document with seat or seat belt delete options in any seating position (unless otherwise noted on the cover).

Conformity with FMVSS 225 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 301 and FMVSS 301 – FUEL SYSTEM INTEGRITY**  
**Refer to Vehicle Types, GVWRs, and Applicable Statements that follow**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document 4536 kg (10,000 lb.) GVWR or less with any Incomplete Option (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 providing it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. The following items when installed by General Motors will conform providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

|   |  |
|---|--|
| Fuel filler door assembly                     | Fuel tank filler neck/pipe assembly                  |
| Fuel filter                                   | Fuel tank filler neck/pipe fasteners                 |
| Fuel hose shields                             | Fuel tank filler neck/pipe hose clamp/clamp assembly |
| Fuel pipes and hose assemblies                | Fuel tank filler neck/pipe housing assembly          |
| Fuel system                                   | Fuel tank filler neck/pipe plate                     |
| Fuel system attaching or protective structure | Fuel tank filler neck/pipe vent hose                 |
| Fuel system control module                    | Fuel tank filler neck/pipe vent hose clamp/strap     |
| Fuel system fasteners and retainers           | Fuel tank meter assembly                             |
| Fuel tank assembly                            | Fuel tank shields                                    |
| Fuel tank cap assembly                        | Fuel tank vapor lines and canister assembly          |
| Fuel tank filler neck hose                    |  |

B. The (intermediate and) final stage manufacturer conforms to the following:

1. a box, platform, or other rear structural assembly must be installed on the back of the vehicle.
2. the rear assembly structure must provide comparable stiffness to the pickup box sold as original equipment as part of the complete vehicle version of this product.
3. the method of rear assembly structure mounting and mount properties (material and structural) are similar to those used to attach the pickup box sold as original equipment as part of the complete vehicle version of this product.
4. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

C. This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 Fuel System Integrity if:

1. No alterations are made to the fuel system and attaching or protective structure, the contents or arrangement of the engine compartment, the powertrain and driveline, the cab structure, the chassis structure, the bumper system, door structure, or tires and wheels.

2. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.
3. The final stage manufacturer completes the fuel filler neck and fuel level sender installation(s) according to “Best Practices” or “Special Applications (if applicable)” sections found within the **GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**
4. During all barrier impact tests:
  - a. No component installed by any intermediate or final stage manufacturer impinges or causes distortion to the fuel system with sufficient energy to puncture or separate the fuel system.
  - b. No vehicle modification by any intermediate or final stage manufacturer results in any portion of the vehicle impinging upon or causing distortion to the fuel system with sufficient energy to puncture or separate the fuel system. Care should be taken that the structural integrity of the vehicle is restored following any modification of the structure.
  - c. Any body installed by an intermediate or final stage manufacturer is mounted securely to absorb loads and prevent movement relative to the frame which could cause any fuel system component to be punctured, separated or otherwise damaged when tested to applicable procedures of CMVSS 301 or FMVSS 301.

**TABLE A**

| Models                    | GVWR<br>Kg (lb.) | Engine<br>(RPO)       | General<br>Body<br>Types | Maximum Body<br>Center of Gravity<br>Height<br>cm (in) | Maximum Body<br>Height<br>cm (in) | Maximum<br>Unloaded Vehicle<br>Weight (Completed<br>Vehicle Maximum<br>Weight)<br>kg (lb.) | Maximum<br>Body<br>Weight<br>kg (lb.) | Maximum<br>Frontal<br>Area<br>m <sup>2</sup> (ft <sup>2</sup> ) |
|---------------------------|------------------|-----------------------|--------------------------|--|-----------------------------------|--|---------------------------------------|---|
| 12M53<br>Chevy<br>Ext Cab | 2722<br>(6,001)  | 3.6 L<br>Gas<br>(LGZ) | Service<br>Body          | 51.4<br>(20.2)<br>above the frame                      | 177.8<br>(70)<br>above the frame  | 2189<br>(4,826)  | 519<br>(1,144)                        | 4.11<br>(44.2)  |
| T2M53<br>GMC<br>Ext Cab   | 2722<br>(6,001)  | 3.6 L<br>Gas<br>(LGZ) | Service<br>Body          | 51.4<br>(20.2)<br>above the frame                      | 177.8<br>(70)<br>above the frame  | 2189<br>(4,826)  | 519<br>(1,144)                        | 4.11<br>(44.2)  |

Notes:

- **Table A above applies to ONLY incomplete vehicles (RPO: &VXT) as manufactured by GM without pick-up boxes (RPO: &ZW9).**
- On page 2 within this document, before each vehicle illustration and after the word TYPE, is a list of types of vehicles into which the incomplete vehicle is designed to be manufactured. For the allowable vehicle TYPE(s), CMVSS 301 and FMVSS 301 only applies to vehicles with a 4536 kg (10,000 lb.) GVWR or less. As a result, Table A does not include data for GVWRs exceeding 4536 kg (10,000 lb.) GVWR.
- For all included models, the maximum cab to body clearance is 7.6 cm (3.0 in)
- **CA (back of cab sheet metal to centerline of rear axle dimensions) are located within the “Body Builder Manuals” on the GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**
- \* The Maximum Frontal Area column applies to: PART II, U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS/ FUEL ECONOMY REGULATIONS.
- The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, and/or frontal area should not be exceeded. If any of these restrictions are exceeded, re-certification by the final stage manufacturer will be required.
- The Maximum Body Weight equals the Maximum Unloaded Vehicle (curb) Weight minus the incomplete Cab & Chassis (curb) weight as manufactured by GM. The actual vehicle (curb) weight must be determined by weighing the vehicle with fuel and fluids filled, minus occupants and cargo. The Maximum Body Weight in Table A is based on the maximum possible incomplete Cab & Chassis (curb) weight as manufactured by GM. It may be permissible to exceed the Maximum Body Weight (as stated in Table A), provided the Maximum Unloaded Vehicle (curb) Weight (as stated in Table A) is not exceeded at final stage manufacturer completion.

- Also see the Vehicle Emission Control Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable.
- Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

**CMVSS 301.1 – LPG FUEL SYSTEM INTEGRITY**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 301.1 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 302 and FMVSS 302 - FLAMMABILITY OF INTERIOR MATERIALS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 1** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed will conform to CMVSS 302 and FMVSS 302 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- |   |                      |
|---|----------------------|
| All trim panels including door, front, rear and side panels | Headrests            |
| Arm rests   | Instrument panel     |
| Compartment shelves   | Seat assemblies      |
| Console   | Seat backs           |
| Engine compartment covers                                   | Seat belts           |
| Floor coverings   | Seat cushions        |
| Head restraints   | Shades               |
| Headlining  | Sun visors           |
|   | Wheel housing covers |

NOTE: The list above also includes any other interior materials, such as padding and crash deployed elements that are designed to absorb energy on contact by occupants in the event of a crash.

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover). If the intermediate or final stage manufacturer installs any items but not limited to those listed above (examples: Curtains, Engine compartment cover, Mattress covers, Shades and Wheel housing covers, etc.), they must also meet the requirements of this CMVSS 302 and FMVSS 302.

Conformity with CMVSS 302 and FMVSS 302 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**CMVSS 301.2 and FMVSS 303 – CNG FUEL SYSTEM INTEGRITY**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 301.2 and FMVSS 303 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

**FMVSS 304 – COMPRESSED NATURAL GAS FUEL CONTAINERS**  
**Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

Conformity with FMVSS 304 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

### **FMVSS 403 – PLATFORM LIFT SYSTEMS**

#### **Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

Conformity with FMVSS 403 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

### **FMVSS 404 – PLATFORM LIFT INSTALLATIONS IN MOTOR VEHICLES**

#### **Applies to all types of Incomplete Vehicles contained in this Document**

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

Conformity with FMVSS 404 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.



## PART II

### U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATIONS

Incomplete vehicles come in three major classifications: (1) Light Duty Vehicles, Light Duty Trucks, and Heavy Duty Vehicles (Light and Including Medium Duty in California) are certified by the primary manufacturer and the vehicle is labeled as being in compliance with emission and fuel economy requirements. (2) Heavy Duty Vehicles are required to have an engine certified by the engine manufacturer and bear an engine emissions label, and if a gasoline vehicle, also bear an evaporative emissions label. (3) Light Duty Vehicles certified and labeled by the intermediate or final stage vehicle manufacturer as being in compliance with emission and fuel economy requirements.

Reference PART I CMVSS 301 and FMVSS 301 Table A. The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, GVWR, and/or Maximum Frontal Area restrictions shown in Table A should not be exceeded. If any of these restrictions are exceeded, re-certification by the final stage manufacturer will be required.

In addition, all gasoline/gasoline-ethanol blend powered Federal/California Light Duty, Medium Duty and Heavy Duty Vehicles are required to have an approved fuel evaporative emission control system. Vehicles certified to Heavy Duty gasoline emission standards also require special evaporative emission labeling. In order to assure that Environmental Protection Agency (EPA), National Highway Traffic Safety Administration (NHTSA), California and Canada Emission Certification and/or Fuel Economy/Greenhouse Gas regulations are met, this vehicle must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

#### EMISSION RELATED COMPONENTS

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

- A. This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATIONS providing the vehicle is completed in strict accordance with all statements included in this document, especially those that relate to: "EMISSION RELATED COMPONENTS, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Air Injection Reaction (AIR) System

Axle

Brake System

Catalytic Converter

Components for All Wheel Drive (AWD) System:

axle, Power Take-Off Unit (PTU), propshaft

Diesel Exhaust Emission Reduction Fluid (DEF)

system, including, but not limited to: associated plumbing, fill neck assembly heated delivery line, heater, injector, level sensor, pump, sensors, tank temperature sensor

Diesel Exhaust System, including, but not limited to:

NOx Sensors, NOx Sensor Control Module, Diesel Exhaust (HCI) Direct Fuel Injector System, associated plumbing, injectors, injector controller and calibrations

Diesel/Bio-Diesel blend Particulate Filter (DPF)

system, including, but not limited to: diesel/bio-diesel blend particulate filter assembly diesel/bio-diesel blend oxidation catalyst assembly, exhaust system pressure differential assembly and/or plumbing, exhaust temperature sensor

crankcase emission control system, evaporative

emission control system, Exhaust Gas

Recirculation (EGR) system, fuel delivery and

injection system, glow plugs, Glow Plug Control

Module (GPCM), ignition system, Positive

Crankcase Ventilation (PCV) system

Engine Electronics, including, but not limited to:

coolant temperature sensor,

ECM/GPCM/PCM/VCM, engine speed sensor,

mass air flow sensor, calibrations/software

Exhaust oxygen sensors

Exhaust system

Intake System, including, but not limited to: air

induction components/system ducts, filter, mass air

flow sensor, intake air heater

Onboard Diagnostics Emission System

Tires and Wheels

Transaxle/Transmission Assembly

Transaxle/Transmission Electronics, including, but not limited to: calibrations/software Transmission Control Module (TCM)

Engine Assembly, including, but not limited to: Turbo Charging System, associated equipment and cooling fan and drive system, controls

NOTE: The Tailpipe Rear Cooler Assembly is non-emissions related. If equipped, to ensure adequate control of exhaust temperature, the intermediate or final stage manufacturer must complete tailpipe (loose kit) installations according to the instructions provided.

- B. Cold tire pressure as listed for front and rear on the Incomplete Vehicle Label affixed to the front cover of this document must be maintained.
- C. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

NOTES: All Federal/California gasoline/gasoline-ethanol blend powered heavy duty vehicles (except those equipped with option NJ2, Temporary Fuel Tank) will have an evaporative emission control system that is certified for a fuel tank capacity for the vehicle as built. Intermediate or Final Stage Manufacturers wishing to add fuel tank capacity beyond the original equipment fuel tank capacity must recertify that the Modified Fuel System meets Evaporative Emission Regulations in effect at the time of original vehicle manufacture. Compliance with applicable exhaust and evaporative emission requirements is the responsibility of the final stage manufacturer.

Vehicles equipped with option NJ2 - Temporary Fuel Tank do not have an evaporative emission control system.

- D. Further compliance with applicable fuel evaporative emissions requirements will be maintained providing the intermediate or final stage manufacturer completes the fuel filler neck and fuel level sender installation(s) according to "Best Practices" or "Special Applications (if applicable)" sections found within the **GM Upfitter Integration website located at [www.gmupfitter.com](http://www.gmupfitter.com)**

Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length or position of the following non-metallic fuel and evaporative emission hoses:

|                                       |   |
|---------------------------------------|---|
| Fuel feed hoses front and rear        | Fuel vapor lines at canister                            |
| Fuel return hoses front and rear      | Fuel vapor lines from engine to chassis pipes           |
| Fuel tank filler hoses to filler neck | Fuel vapor lines from fuel tank sender to chassis pipes |
| Fuel tank vent hoses to filler neck   |   |

- E. This incomplete vehicle, when completed, will have an estimated fuel economy value determined in accordance with 40 CFR Part 600. This value is displayed on a fuel economy label prepared in accordance with the United States Environmental Protection Agency's fuel economy regulations by General Motors and furnished with this vehicle.

This incomplete vehicle, when completed, must not exceed the Maximum Unloaded Vehicle (Curb) Weight, GVWR, and/or Maximum Frontal Area restrictions shown in CMVSS 301 and FMVSS 301 Table A. To do so will invalidate the fuel economy value determined by the GM Powertrain – Emission Compliance and Certification Group, General Motors and the emissions certification issued by the United States Environmental Protection Agency or the state of California where applicable. RLHP setting and measuring procedures are described in Mobile Source Air Pollution Control Advisory Circular number 55c, for twin roll dynamometer procedures and EPA's Dear Manufacturer guidance letter VPCD-98-16 for single roll procedures, both of which are available from the United States Environmental Protection Agency.

NOTES: The "Vehicle Test Weight" (shown above) includes the weight of a vehicle with standard equipment, oil, lubricants, coolant and a full tank of fuel also including 136 kg (300 lb.) to allow for the weight of two 68 kg (150 lb.) passengers.

"Vehicle Curb Weight" (shown above) is defined as the weight of a "completed vehicle" with standard equipment, oil, lubricants, coolant and a full tank of fuel. Note: This definition may differ from definitions used by governmental regulatory agencies.

**TYPE 3** The following statement is applicable to all types of incomplete vehicles contained in this document manufactured with a gasoline engine, and having an auxiliary heat exchanger installed in the engine cooling system by a subsequent stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS, U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA FUEL ECONOMY REGULATIONS cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the regulations.

NOTE: This non-permitted modification will continually set Service Engine Diagnostic Codes.

**SPECIFICATION FOR FILL PIPES AND OPENINGS OF 2016 AND SUBSEQUENT MODEL MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE/GASOLINE-ETHANOL BLEND POWERED VEHICLES)**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to Title 13, California Code of Regulations Section 2235, and the "Specifications for Fill Pipes and Openings of 2015 and subsequent Model Year Motor Vehicle Fuel Tanks", dated March 22, 2012, providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the fuel filler neck(s) and any intermediate or final stage manufacturer completes the fuel filler neck installation(s) according to the instructions which are furnished in the loose parts box.

**LABELS**

**TYPE 2** The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATION labeling requirements providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the Emission Control related Information Labels that are permanently affixed. The labels are required by government regulation and must not be obstructed from view or defaced so as to impair their visibility or legibility. In addition, an EPA/DOT Fuel Economy and Environment Label may be affixed to the window glass of the incomplete vehicle as manufactured by General Motors. If equipped, the label must remain in place until this vehicle is received by the ultimate customer.

# NOTES

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