PROCEDURE FOR HANDLING CHASSIS/DEALER CLAIMS

General

All chassis tendered for delivery by the Transportation Company are to be accepted by the Body Company. If a chassis has been damaged or is short certain parts when received by the Body Company, they will repair or replace missing parts, if possible, with their own or other local facilities and promptly forward the claim to the dealer.

If the Body Company or other local facilities are not adequate for replacing missing or damaged parts, the Body Company will promptly notify the Dealer and hold damaged chassis awaiting his instructions. The Dealer must be notified promptly upon receipt of a chassis on which a claim is in order giving the "model", "engine number," and "serial number" and what the damage or shortage consisted of. This is important since Chevrolet/GMC Truck cannot accept claims from the Dealer unless filed within thirty days from date of delivery, or unless within the thirty-day period, the Dealer has advised Chevrolet/GMC Truck that a claim will be filed. Delivery to the Body Company constitutes delivery to the Dealer, since the Body Company is the Dealer's agent.

Completed vehicles that are to be driven to the Dealer or the Dealer's customer must first be serviced by the Body Company at the Body Company's location in accordance with Chevrolet/GMC Truck new vehicle conditioning procedures. Expenses incurred for this condition are the responsibility of the selling Dealer.

Shipments Received from Truckaway or Driveaway Company

The Body Company will inspect condition of chassis and call driver's attention to damage or missing parts and make a detailed notation of both copies of Transportation Company's delivery receipt of the nature and extent of the existing damage and/or shortage and have driver sign such notation on the Dealer's copy. If chassis are received after business hours and cannot, therefore, be adequately inspected, the delivery receipt (both copies) is to carry notation "Received subject to inspection" and show the time and date. On such chassis, a detailed inspection must be made within 24 hours or on the first working day after receipt of chassis and immediately furnish to the Dealer. Any exceptions are to be noted on both copies of the delivery receipt by the Body Company.

If Received from Railroad

Freight car should be opened and contents inspected in presence of railroad representative before starting to unload, and any existing damage or shortage recorded by the railroad representative on his standard inspection report. Body Company must secure from railroad agent, a copy of his inspection report detailing nature and extent of the damage and/or shortage.

If the railroad representative does not comply with consignee's request to make an inspection, then the Body Company will immediately confirm his request (in writing) to the railroad agent, outlining the nature and extent of damage and/or shortage disclosed by consignee's inspection, prior to starting any unloading operations, sending a copy of his letter to the Dealer.

Filing a Claim

Upon completion of repairs or replacements of missing parts, the Body Company will promptly bill the Dealer for the cost involved, supporting such debit with a detailed statement showing how the amount is arrived at end either the original delivery receipt with notation if received from a truckaway company or the carrier's inspection report if received from a railroad.

Disposition of Damaged Parts

Damaged parts removed from chassis by the Body Company must be held for disposition orders from the Dealer.

Dealer claims will not be allowed unless above instructions are fully complied with.

GOVERNMENT REGULATIONS

Introduction

The Federal Government has established Motor Vehicle Safety Standards for various categories of motor vehicles and motor vehicle equipment under the provisions of the National Traffic and Motor Vehicle Safety Act of 1966. The Act imposes important legal responsibilities on manufacturers, dealers, body builders and others engaged in the manufacturing and marketing of motor vehicles and motor vehicle equipment.

Questions dealing with the specific application of the Act or the standards to your business should be discussed with your legal counsel. This is particularly so because the standards and other requirements or interpretations are subject to change by the government agency in charge, the National Highway Traffic Safety Administration.

New standards and amendments issued by the National Highway Traffic Safety Administration will appear in the Federal Register from time to time. You may obtain the Federal Register, through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Responsibility for Complete Vehicle Performance

General Motors performs extensive testing on all trucks described in this book. Major changes to a complete vehicle or the installation of a body on an incomplete truck chassis will, however, affect vehicle performance.

It is the responsibility of the body and equipment manufacturers to validate final completed vehicle performance. Total vehicle system performance tests may be required. The test schedule must reflect the type of vehicle system loading to which the completed vehicle will be subjected, and must also include consideration of all aspects of performance, e.g., durability, ride, handling, etc.

Noise Emission Standards for Transportation Equipment–Medium and Heavy Trucks

40 CFR PART 205

The U.S. Environmental Protection Agency (EPA) has established noise emission standards applicable to vehicles (in general vehicles in excess of 10,000 pounds GVWR capable of transportation of property on a street or highway) manufactured after January 1, 1978, under the provisions of the Noise Control Act of 1972. The standards provide that vehicles manufactured after January 1, 1978, when tested pursuant to EPA's prescribed test procedure, must conform to an 83 dBA level and vehicles manufactured after January 1, 1988 must conform to an 80 dBA level.

The Act and the standards impose legal obligations on vehicle manufacturers and subsequent manufacturers. Questions dealing with what is covered under the definition of a "vehicle" in the standards and the specific application of the Act or the standards to your business should be discussed with your legal counsel. This is particularly so in light of EPA's broad definition of a "vehicle."

The standards or interpretations of such standards are subject to change by EPA. New standards or amendments issued by the Environmental Protection Agency appear in the Federal Register from time to time. You may obtain the Federal Register through the Superintendent of Documents, U.S. Government Building Office, Washington, D.C. 20402.

NOTE: Model and option weight information is available in the GM Medium Duty Data Book. Contact your local GM dealer for assistance.

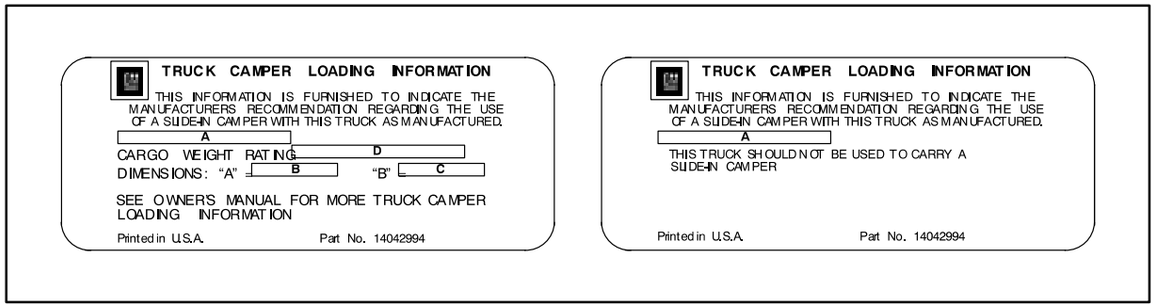
TRUCK–CAMPER LOADING

(For 1998 Truck–Camper loading information, see your dealer)

Recreational Vehicles (campers) are also subject to the regulations. The addition of a chassis-mounted camper, completion of a Forward Control Chassis into a Motorhome or modification of a Step Van/Value Van into a Motorhome may place these vehicles in the Multi-purpose Passenger Vehicle classification. You should check with your own legal council in making these vehicle classification determinations.

Consumer Information Regulation 575.103-Truck Camper Loading

All pickup trucks will have the required information on a label affixed to the inside surface of the glovebox.



CONSUMER INFORMATION REGULATION 575.103 issued by the National Highway Traffic Safety Administration requires manufacturers of trucks capable of accommodating slide-in camper bodies to provide information concerning proper load and proper load distribution in truck-camper applications.

This Consumer Information booklet is designed to provide basic information relating to load capabilities of 1999 General Motors truck models which are adaptable to slide-in camper applications. Information contained herein is applicable to the truck buyer who already owns a 1999 General Motors truck or to a prospective truck purchaser.

The regulation also provides that proper truck-camper loading information is to be maintained in truck dealerships and be made available to all prospects on request. This booklet relates to the 1999 General Motors truck models recommended for slide-in camper applications and is to be used as a consumer information brochure.

Product specifications or data contained herein may change periodically. When a revision of this booklet is supplied to truck dealers, it is the dealers' responsibility to make the revised information available to the public.

Chevrolet's and GMC's 1500/2500 Series Full-Size Pickups feature new styling for 1999. There are many products offered by aftermarket manufacturers designed to fit on the new pickups, such as slide-in campers, camper shells, and bedliners. However, some products designed for use on the following C/K & Sierra Full-Size Pickups and S 10/Sonoma Pickups may not fit in the bed of your 1999 vehicle:

- C/K & Sierra Full-Size Pickups built prior to 1998 model year
- R/V Models built prior to 1992 model year
- S/T Series Pickups built prior to 1994 model year

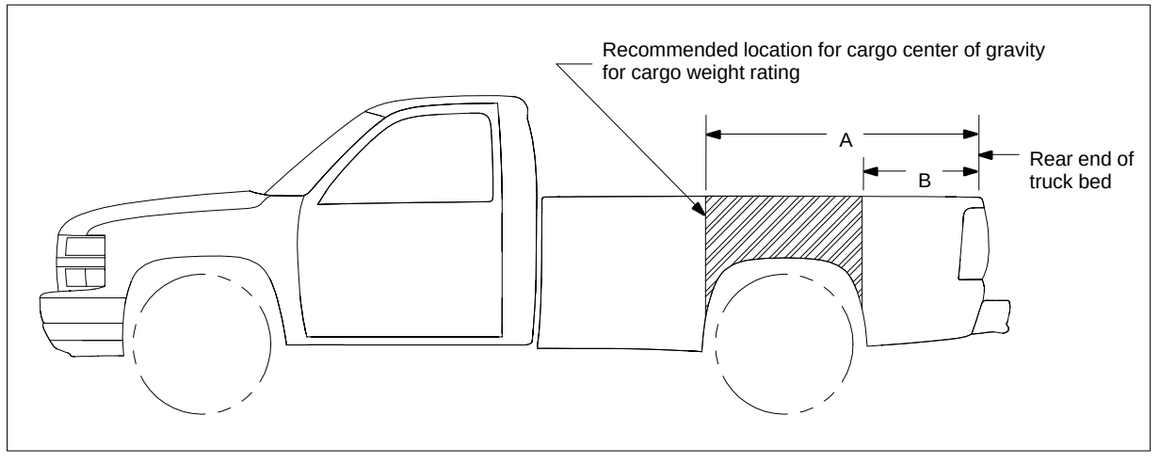
GENERAL INFORMATION

Please check the compatibility of any aftermarket product you intend to install on your new 1999 vehicle with your aftermarket product manufacturer.

Consumer Information Regulation 575.103 requires manufacturers of trucks capable of accommodating slide-in campers to specify the vehicles' Cargo Weight Rating (CWR) and the longitudinal limits within which the center of gravity for the cargo weight rating should be located.

Cargo Weight Rating (CWR) – The cargo weight rating of a vehicle means the value specified by the vehicle manufacturer as the cargo-carrying capacity of a vehicle in kilograms (pounds), exclusive of (minus) the weight of occupants, computed as 68 kilograms (150 pounds) times the number of designated seat belt positions.

Longitudinal Center of Gravity (CG) Zone for CWR – The forward limit of the recommended CG Zone is determined by the application of dimension "A" measured in centimeters (inches) from the rear of the truck bed. The rearward limit of the recommended CG Zone is established by application of dimension "B", also measured in centimeters (inches) from the rear of the truck bed. The recommended CG Zone lies between these points.



Model_____ Calculated Cargo Weight Rating_____
Dimension A_____ Dimension B_____

Limitations on Recommended CG Zones

Forward Limit

1. Must not extend beyond the inside surface of the pickup box.
2. Must not exceed the front gross axle rating (GAWR).

Rearward Limit

1. Must be no farther rearward than the inside surface of the pickup box.
2. Must not exceed the gross axle weight rating (GAWR) of the rear axle.
3. Must not exceed rear axle load limits below:

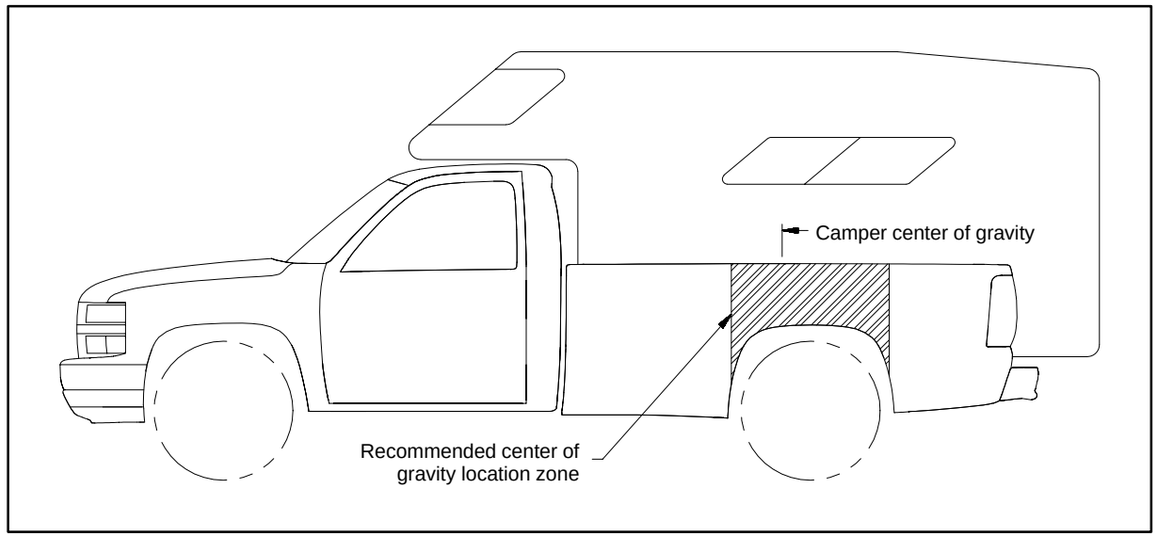
Series	Rear Axle Load Limits (% of GVWR)
S 10/Sonoma 2WD 2086.6 kg. (4600 lbs.) GVWR 2WD 2222.6 kg. (4900 lbs.) GVWR	63% 59%
Silverado/Sierra 1500	60%
Silverado/Sierra 2500	65%
Silverado/Sierra 2500/C6P, C/K/Sierra 3500	70%

Vehicle CG Identification – All General Motors Corporation trucks that may be suitable for carrying a slide-in camper incorporate a Truck-Camper Loading information label located on the glove box floor for C/K/Silverado/Sierra models, and on the passenger door for S/T 10/Sonoma models. The vehicle identification number (VIN), the as-manufactured cargo weight rating (CWR) of that vehicle plus the CG limits of dimension "A" and "B" for that vehicle in centimeters (inches) are included.

Vehicle and Truck-Camper Loading are also discussed at length in the Vehicle Owner's Manual.

Loading Instructions

Loading Instructions – When the truck is used to carry a slide-in camper, the total cargo load of the truck consists of the manufacturer's camper weight figure, the weight of installed additional camper equipment not included in the manufacturer's camper weight figure, the weight of camper cargo and the weight of passengers *in the camper*. The total cargo load should not exceed the truck's cargo weight rating (CWR) and the camper's center of gravity should fall within the truck's recommended center of gravity zone when installed.



Any accessories or other equipment added to this vehicle, after final date of manufacture, must be weighed or have their weight determined, and the weight deducted from the prescribed cargo weight rating (CWR) of this vehicle. This may decrease the permissible longitudinal zone of the center of gravity for this vehicle.

The longitudinal center of gravity zone has been determined for the full cargo weight rating of this truck . If a slide-in camper has a total weight less than the cargo weight rating (CWR), the permissible longitudinal zone of the center of gravity may be larger. However, individual axle loads should not exceed either of the gross axle weight ratings (GAWR).

Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine the axle loads. Individual axle loads should not exceed either of the gross axle weight ratings (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These ratings are given on the vehicle identification plate and on the vehicle certification label which are located on the left side of the vehicle, normally on the door latch post or door edge next to the driver. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

CAUTION: The longitudinal center of gravity is only one of the many factors which may affect the overall performance of a vehicle, including handling, steering and braking. The cargo load should be distributed on both sides of the centerline as equally as possible. The recommended longitudinal limits for the camper's center of gravity are based on the assumption that the vehicle will be operated with reasonable prudence in light of all of the existing conditions. Failure to do so could result in unsatisfactory vehicle performance and could make the vehicle unsafe to operate.

In this connection, refer to any recommendations by the slide-in camper manufacturer regarding installation and loading of the camper.

Definition of Terms

For the purposes of calculating Truck-Camper Loading in this book, listed below are some common terms and abbreviations:

Cargo Weight Rating (CWR) – means the value specified by the vehicle manufacturer as the cargo-carrying capacity of a vehicle in kilograms (pounds), exclusive of (minus) the weight of occupants, computed as 68 kilograms (150 pounds) times the number of designated seating positions.

Center of Gravity (CG) – point where the mass of a body is concentrated and if suspended at that point would balance front and rear.

Curb Weight – weight of a vehicle without driver, passengers or cargo but including maximum capacity of fuel, oil, coolant and other items of standard equipment.

Dimension A & B – front and rear limit of Center of Gravity (CG) zone.

Gross Vehicle Weight Rating (GVWR) – means the value specified by the manufacturer as the loaded weight of a single vehicle.

Gross Axle Weight Rating (GAWR) – means the value specified by the vehicle manufacturer as the load carrying capacity of a single axle system measured at the tire-ground interfaces.

Model Weight – weight of the vehicle with all items of standard equipment, 68 kilograms (150 pounds) per passenger in each designated seating position and maximum capacity of fuel, oil and coolant.

Payload Rating – is the maximum allowable load (including the weight of the driver and all occupants) that the vehicle can carry based on all factory-installed equipment on the vehicle.

RPO – Regular Production Option.

Slide-in Camper – means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

Weight Distribution – the amount of a vehicle's weight that rests on each axle.

Wheelbase (WB) – the distance from the centerline of the front axle to the centerline of the rear axle.

LIMITATIONS

The following General Motors truck models are not recommended for slide-in camper applications:

- Any pickup model with a cargo weight rating (CWR) of less than 226.8 kg. (500 lbs). A statement to this effect is imprinted on the Truck-Camper Loading information label which states whether that vehicle is recommended for use with a slide-in camper.
- S 10/Sonoma (2WD) Pickup with 1905.1 kg. (4200 lbs.) GVWR.
- T 10/Sonoma (4x4) Pickup.
- S/T 10/Sonoma Pickup with 2751 mm (108.3 in.) WB.
- S/T 10/Sonoma Extended Cab Pickup.

NOTE: Silverado/Sierra 1500 Pickups should not be used for larger, cab-over type slide-in campers.

Instructions for Prospective Truck Purchasers

S Pickups, C/K Pickups, Extended/Club and Crew Cab Pickups

Vehicle Selection and Weight Analysis

For S 10/Sonoma Models

1. You must order S 10803 – 2995 mm (117.9 in.) WB model with one of the following GVWR Ratings:

S 10803 (2WD)	2086.6 kg (4600 lb.) GVWR	Option C5D
S 10803 (2WD)	2222.6 kg. (4900 lb.) GVWR	Option C5A

   if you intend to use a slide-in camper on your S 10/Sonoma Pickup. Record the model on page 3. Record the model GVWR, front GAWR, and rear GAWR on page 6 These ratings can be found in the S 10/Sonoma section of the GMC Light-Duty Truck Data Book or Chevrolet Light-Duty Technical Guide on the Specifications pages. This information is also available in the Chevrolet Spec Manager computer program.

For C/K/Silverado/Sierra Models

From the model selection pages of the C/K/Silverado/Sierra Pickup section of the GMC Light-Duty Truck Data Book, Chevrolet Light-Duty Technical Guide or the Chevrolet Spec Manager System, select the pickup model you desire. Record this information on page 3. Refer to the Specification section for the selected model. Select the GVWR you require and note any minimum tire size and chassis equipment requirements for that GVWR. (To approximate the GVWR you require, add your loaded camper weight to the vehicle curb weight plus the occupants' weight at 68 kg. (150 lbs.) per designated seating position.) Record the GVWR and the Gross Axle Weight Rating (GAWR), front and rear (from the Specifications section), on line 1 of the camper loading worksheet, page 6.

2. Record the front and rear curb weights of your selected vehicle on line 2, page 6.
3. Record the front and rear passenger weights on line 3, page 6.
4. List all factory-installed options you desire, including any options required by your selected GVWR, with their front and rear weights on the Pickup Camper Loading Worksheet on page 6.
5. Total the front and rear weights of the vehicle model and options to arrive at the total front and rear weight of the vehicle. Follow the directions on page 6, lines 5 through 5C to arrive at the adjusted total vehicle weight.
6. Subtract the adjusted total vehicle weight from the GVWR to arrive at the cargo weight rating (CWR) of your truck.* Record this information on page 3.
7. Proceed to page 12 and calculate the center of gravity location limits using front and rear GAWRs, cargo weight rating (CWR), and front and rear weight of truck as determined above. Record this information on page 3.

* The addition of any dealer-installed or other accessories will reduce the cargo-carrying capacity by the weight of the equipment installed.

Worksheet–Cargo Weight Rating

1. **Model GVWR**_____ **GAWR** Front_____ Rear_____
2. **Curb Weights:** Front_____ Rear_____
3. **Passenger Weights:** Front_____ Rear_____
4. **Other factory-installed options:**

. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
. . . . .	_____	_____
4a. TOTALS	_____	_____

5. **Front and Rear Weights:** _____ _____

5a. **Vehicle sub-total weight** (add front and rear weight) _____

5b. **Add 22.7 kg. (50 lbs.) for all models*** +22.7 kg. (50 lbs.)

5c. **Adjusted total vehicle weight:** _____

6. **Vehicle GVWR:** _____

Adjusted total vehicle weight (–_____)

Cargo Weight Rating _____ **Record on page 3.**

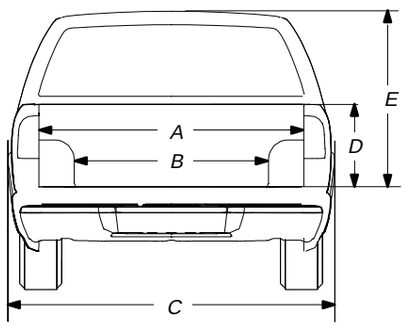
* If your vehicle is available, drive to a scale and weigh, with occupants, full fuel tank, and other factory-installed options to determine the adjusted total vehicle weight. You will then be able to use your actual total vehicle weight and not have to add the 22.7 kg. (50 lbs.).

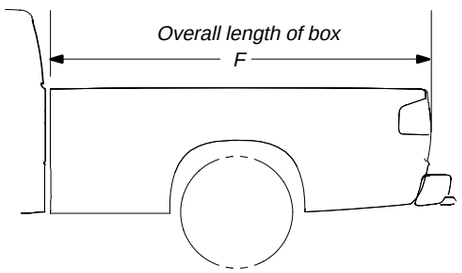
Truck–Camper Loading Dimensions

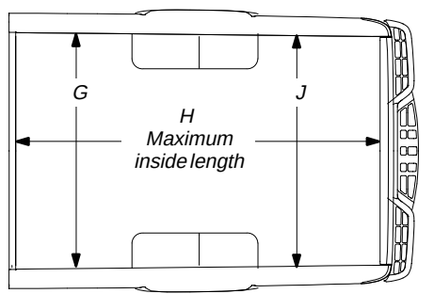
S Series Pickup

S 10/Sonoma Long Box (Model S 10/Sonoma 10803**)**

	A	B	C	D	E	F	G	H	I
Long Box *mm* (*Inches)*	1321 (52.0”)	1025 (40.4”)	1725 (67.9”)	427 (16.8”)	921 (36.3”)	2370 (93.3”)	1438 (56.6”)	2225 (87.6”)	1438 (56.6”)



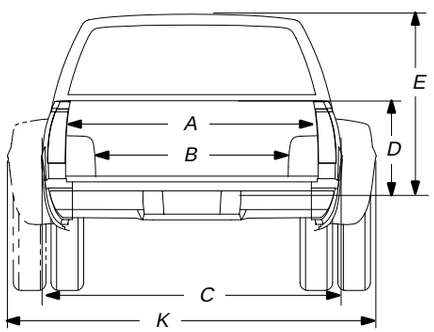


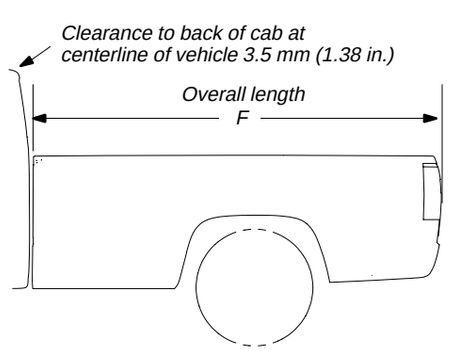


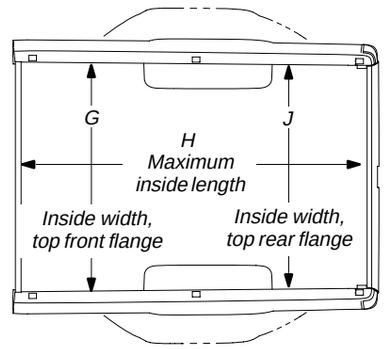
C/K Series Pickup

Fleetside/Wideside Short Box (Models C/K/Sierra 10753, 20743, 30743)
Long Box (Models C/K/Sierra 30903, 30943, 30953)

	A	B	C	D	E	F	G	H	J	K
Short Box *mm* (*Inches)*	1530 (60.2”)	1246 (49.1”)	1949 (76.8”)	490 (19.3”)	1053 (41.4”)	2095 (82.5”)	1620 (63.8”)	1998 (78.7”)	1572 (61.9”)	2395 (94.3”)
Long Box *mm* (*Inches)*	1530 (60.2”)	1246 (49.1”)	1949 (76.8”)	490 (19.3”)	1053 (41.4”)	2575 (101.4”)	1620 (63.8”)	2478 (97.6”)	1572 (61.9”)	2395 (94.3”)



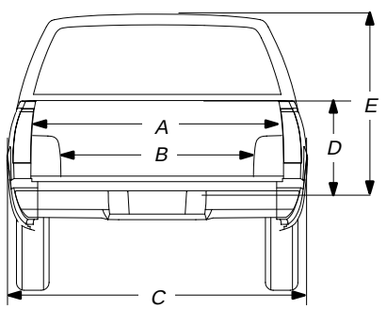


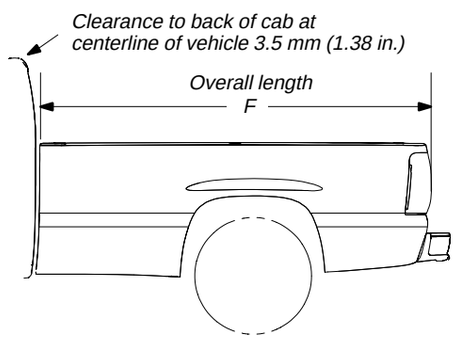


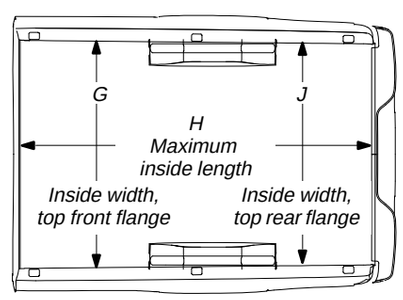
C/K Series Pickups

Fleetside/Wideside Short Box (Models Silverado/Sierra 15703, 15753, 25753)
Long Box (Models Silverado/Sierra 15903, 15953, 25903, 22953)

Option E63		A	B	C	D	E	F	G	H	J
Short Box	*mm* (*Inches)*	1572 (61.9”)	1273 (50.1”)	1989 (78.3”)	496 (19.5”)	1073 (42.2”)	2120 (83.5”)	1621 (63.8”)	1998 (78.7”)	1572 (61.9”)
Long Box	*mm* (*Inches)*	1574 (62.0”)	1273 (50.1”)	1989 (78.3”)	496 (19.5”)	1073 (42.2”)	2600 (102.4”)	1620 (63.8”)	2478 (97.7”)	1574 (62.0”)

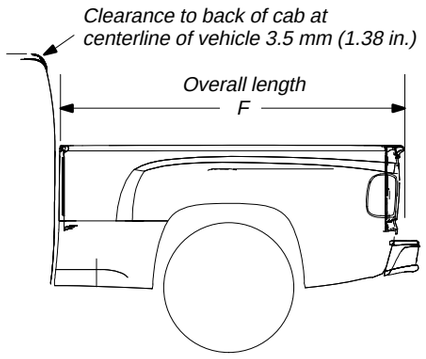


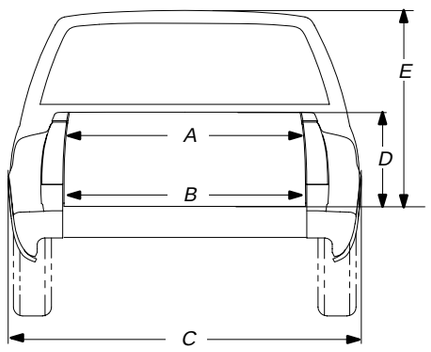


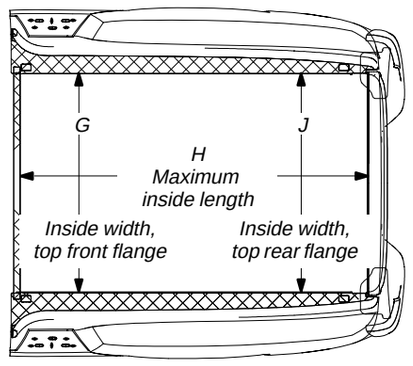


Sportside Short Box (Model Silverado/Sierra 15703, 15753)

Option E62		A	B	C	D	E	F	G	H	J
Short Box	*mm* (*Inches)*	1300 (51.1”)	1312 (51.7”)	1994 (78.5”)	499 (19.6”)	1073 (42.2”)	2113 (83.2”)	1246 (49.1”)	1997 (78.6”)	1246 (49.1”)



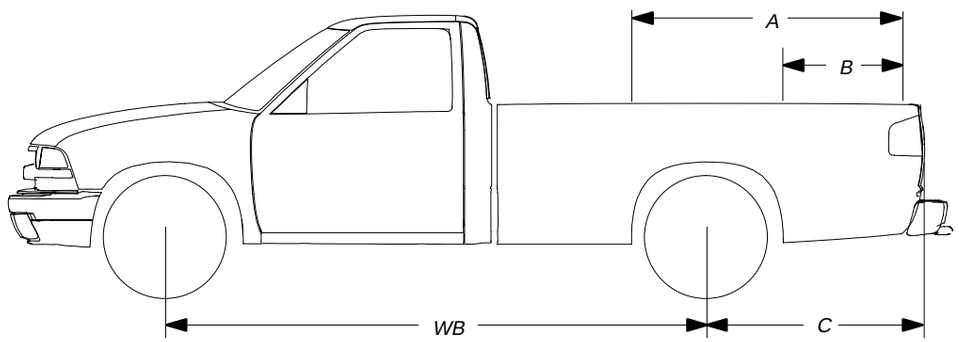




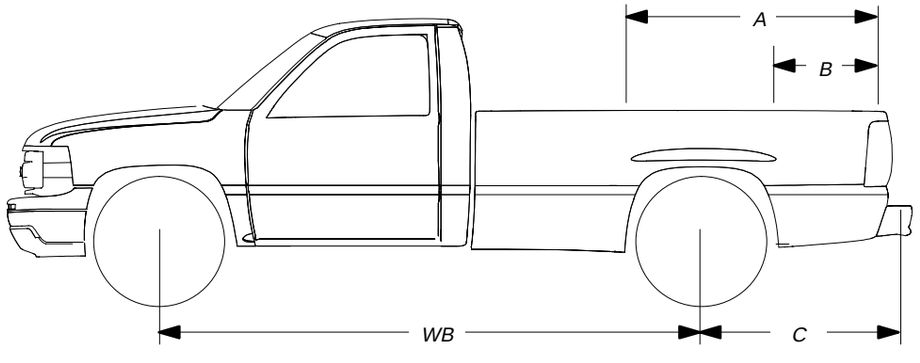
Model Codes and Dimensions

Regular Cab Models

Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	“C”* mm (in.)
S 10/Sonoma	S 10803	2256 (7.4’)	Fleetside/Wideside (E63)	2995 (117.9”)	1085 (42.9”)

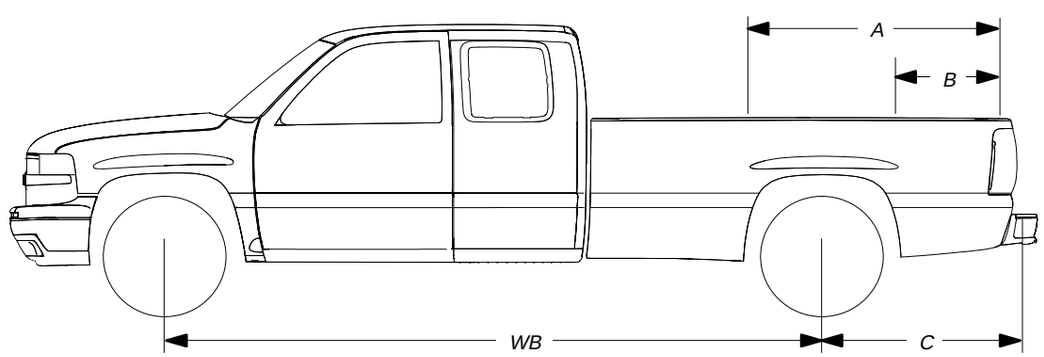


Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	“C”* mm (in.)
Silverado/Sierra 1500	C/K 15703	1976 (6.5’)	Fleetside/Wideside (E63) Sportside (E62)	3023 (119.0”)	988 (38.9”)
	C/K 15903	2456 (8.0’)	Fleetside/Wideside (E63)	3378 (133.0”)	1113 (43.8”)
Silverado/Sierra 2500	C/K 25903	2456 (8.0’)	Fleetside/Wideside (E63)	3378 (133.0”)	1113 (43.8”)



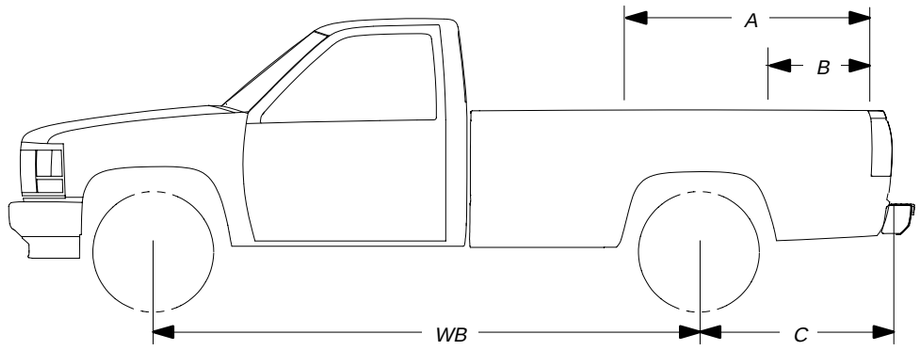
Extended/Club Cab Models

Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	"C"* mm (in.)
Silverado/Sierra 1500	C/K 15753	1976 (6.5')	Fleetside/Wideside (E63) Sportside (E62)	3645 (143.5")	988 (38.9")
	C/K 15953	2456 (8.0')	Fleetside/Wideside (E63)	4000 (157.5")	1113 (43.8")
Silverado/Sierra 2500	C/K 25753	1976 (6.5')	Fleetside/Wideside (E63)	3645 (143.5")	988 (38.9")
	C/K 25953	2456 (8.0')	Fleetside/Wideside (E63)	4000 (157.5")	1113 (43.8")



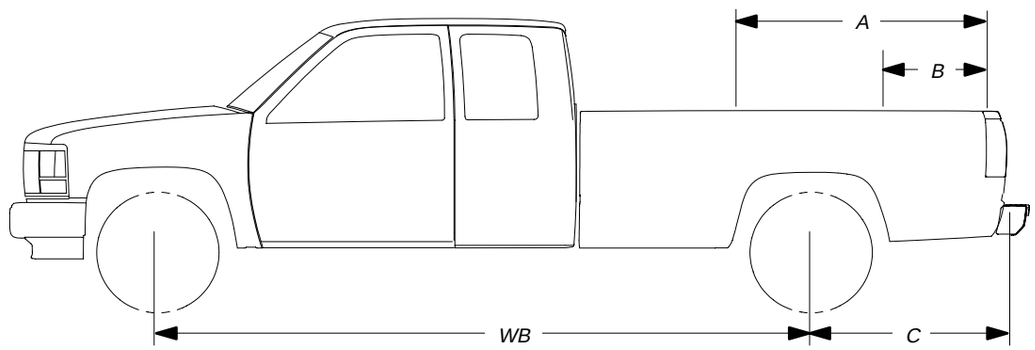
Regular Cab Models

Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	"C"* mm (in.)
C/K/Sierra 3500	C/K 30903	2438 (8.0')	Fleetside/Wideside (E63)	3340 (131.5")	1104 (43.5")



Extended/Club Cab Models

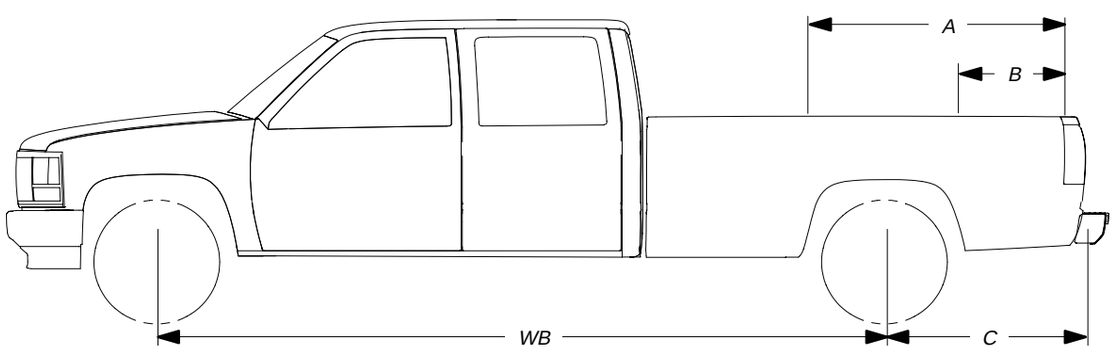
Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	“C”* mm (in.)
C/K/Sierra 1500	C/K 10753	1981 (6.5’)	Fleetside/Wideside (E63)	3595 (141.5”)	979 (38.5”)
C/K/Sierra 3500	C/K 30953	2438 (8.0’)	Fleetside/Wideside (E63)	3950 (155.5”)	1104 (43.5”)



Crew Cab Models

Series	Model Number	Pickup Box Length mm (ft.)	Pickup Style	WB mm (in.)	“C”* mm (in.)
C/K/Sierra 3500	C/K 20743	1981 (6.5’)	Fleetside/Wideside (E63)	3924 (154.5”)	979 (38.53”)
	C/K 30743	1981 (6.5’)	Fleetside/Wideside (E63)	3924 (154.5”)	979 (38.53”)
	C/K 30943	2438 (8.0’)	Fleetside/Wideside (E63)	4280 (168.5”)	1104 (43.46”)

* Dimension “C” is the distance from the centerline of the rear axle to the end of the pickup box floor. Dimension A and B can be calculated by using the formula on page 12.



Calculations to Determine Forward (A) and Rearward (B) Location of Center of Gravity for Cargo Weight Rating

Calculations for Dimension A

$$A = \left\{ \frac{\text{Front GAWR} - (1.05 \times \text{Front Weight* of Truck})}{\text{Cargo Weight Rating}} \right\} \times WB + C$$

Enter Front GAWR		_____
Subtract Front Weight* of Truck x 1.05	–	_____
Answer		_____
Divide Answer by Cargo Weight Rating (CWR)	÷	_____
Answer		_____
Multiply Answer by Wheelbase (See Charts on pages 9, 10 or 11)	x	_____
Answer		_____
Add C Dimension to Answer (See Charts on pages 9, 10 or 11)	+C	_____
Dimension A in centimeters (in inches)	=	_____

NOTE: If “A” is greater than pickup box length, use box length for “A” dimension.

Calculations for Dimension B

$$B = \left\{ 1 - \frac{\text{Rear GAWR} - (1.1 \times \text{Rear Weight* of Truck})}{\text{Cargo Weight Rating}} \right\} \times WB + C$$

Enter Rear GAWR		_____
Subtract Rear Weight* of Truck x 1.1	–	_____
Answer		_____
Divide Answer by Cargo Weight Rating (CWR)	÷	_____
Answer		_____
Subtract Answer from 1.000	–	_____
Multiply Answer by Wheelbase (See Charts on pages 9, 10 or 11)	x	_____
Answer		_____
Add C Dimension to Answer (See Charts on pages 9, 10 or 11)	+C	_____
Dimension B in centimeters (in inches)	=	_____

NOTE: If “B” dimension is negative, use 0 (zero) for “B” dimension.
If “B” dimension is greater than “A” dimension, camper usage is not recommended at the Calculated Cargo Weight Rating. Camper usage may be possible for a lighter camper. Substitute known specific camper weight (less than Cargo Weight Rating) for Cargo Weight Rating in calculations above to determine “A” to “B” range for that specific camper.

Record dimension A and B on page 3. ***From page 6, line 4a.**

Method of Certification by GM

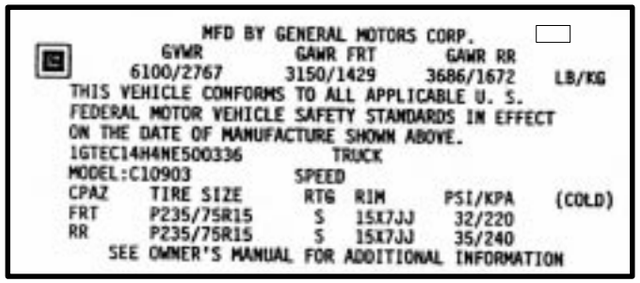
Completed Vehicle

A completed vehicle will have the certification label installed before shipment from the factory.

Certification Labels

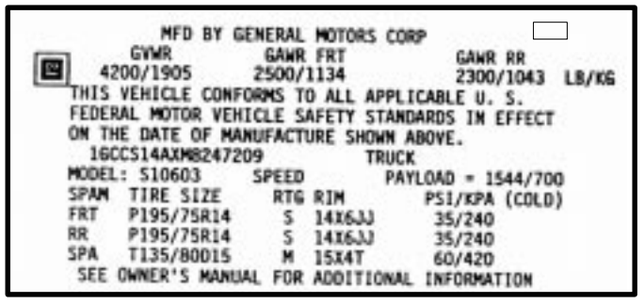
Models:

C/K 1500-3500 Pickups, C/K 1500-2500 Tahoe/Yukon, Suburban;
G 10/1500–30/3500 Chevy Van/Savana, Express/Savana; G30/3500 Cutaway;
P 30/3500.



Models:

M/L Van Astro/Safari; S 10/15 Pickup, S 10/15 Blazer/Jimmy



Method of Certification

Incomplete Vehicles

Will have a label affixed to the Document for Incomplete Vehicles. This is placed in a clear container and shipped with the incomplete vehicle from the factory.

DOCUMENT FOR INCOMPLETE VEHICLE

PLACE LABEL HERE

This document is furnished as required by government regulation to aid intermediate and final stage manufacturers in determining conformity to applicable Federal Motor Vehicle Safety Standards. Also included are instructions which must be followed in order to assure that Environmental Protection Agency (EPA) and California emission certification requirements and NHTSA Fuel Economy Regulations are met. As a result of certifying Heavy Duty Vehicles with GVW's up to 10,000 pounds by Federal Light Duty Emission Standards, Part II of this document – U.S. EPA and California Exhaust & Evaporative Emission Requirements and NHTSA Fuel Economy Regulations–has been significantly revised and should be reviewed. This document is not a substitute for knowledge and understanding of the requirements of these standards and regulations. Intermediate and final stage manufacturers should be familiar with all Federal Motor Vehicle Safety Standards and Emission Regulations to be aware of their specific responsibilities as manufacturers.

Any 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 each such alteration. No alteration should be made to the incomplete vehicle which either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Federal Motor Vehicle Safety Standard or Emission Regulation.

CANADA MOTOR VEHICLE SAFETY STANDARDS

The following statement, which is required by Section 6.(4) (a) of the Canada Motor Vehicle Safety Regulations is applicable only to incomplete vehicles manufactured in or imported to Canada:

THIS INCOMPLETE VEHICLE CONFORMS TO THE APPLICABLE CANADA MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF ITS MANUFACTURE SHOWN ABOVE. THE STANDARDS TO WHICH THIS INCOMPLETE VEHICLE CONFORMS IN FULL ARE DESIGNATED IN THE LIST OF FEDERAL MOTOR VEHICLE SAFETY STANDARDS ON PAGE 3 BY AN ASTERISK (*) IN THE COLUMN FOR THE BASIC TYPE OF INCOMPLETE VEHICLE.

GM

Printed in U.S.A.

Models

All incomplete vehicles; C/K 3500 Chassis-Cab; G 30/3500 Cutaway Van;. P 30/3500 Forward Control Chassis; P 30/3500 Motorhome Chassis, Series 60 and 70.

Vehicle Classification and GM Application

Model	Application (Chevy/GMC)	Vehicle Classification		
		MPV	Truck[1)]	Bus[1)]
M/L Series	Astro/Safari–Cargo/ Passenger Van	X[3)]	X	
S/T Series	S-Series/Sonoma Regular/Extended Cab Pickups	X[2)]	X	
S/T Series	Blazer/Jimmy (2/4 Door)	X[3)]	X	
C/K 1500 Series	Tahoe (2/4 Door)/ Yukon (4 Door)	X[3)]	X	
C/K 1500-3500 Series	C/K/Silverado/Sierra Chassis-Cabs/Regular/Extended Cab Pickups	X[2)]	X	
C/K 1500-2500 Series	Suburban	X[3)]	X	
G 1500-3500	Chevy Van/ Savanna Cargo Van	X[2)]	X	X
G 1500-3500	Express/ Savanna Passenger Van	X[3)]		
G 3500 Series	Commercial/RV Cutaway/ Savanna Special	X[2)]	X	X
P 3500 Series	All models	X[2)]	X	X

1) It is assumed that Cab and Chassis only will be completed as a truck. Chassis only with RPO B3D or B3M will be completed into a school bus.

2) MPV Classification may apply only when unit is completed as a Recreation Vehicle (Camper)

3) MPV is a vehicle with 2 or 3 rows of seats

Federal Regulation – Tires

The National Highway Traffic Safety Administration has issued regulations dealing with tire identification and record keeping which became effective May 22, 1971. Under these regulations important legal responsibilities are imposed upon tire manufacturers, brand name owners, retreaders, distributors and dealers, and motor vehicle manufacturers and dealers, to maintain and/or report certain information concerning tires. This information will be used to facilitate interest of safety. If you have any questions concerning the application of these regulations to your business, we suggest you consult with your attorney.

In order for GM to meet its responsibility under these tire regulations we have a record of the tires on each vehicle we shipped to you. If you do not change a tire on a GM vehicle, it is important that you make sure that it is reshipped with the same tires that were on it when the vehicle was received by you. This will mean that any tires which you remove from a vehicle during the course of your work should be put back on the same vehicle.

If you do change a tire on a GM vehicle, it is necessary that you furnish us with such information on vehicles which are returned to us after you have completed your work. It is important that you report to us the full tire identification number (TIN) for each tire you install and the full vehicle identification number (VIN) of the vehicle on which the tire is installed.

If you change a tire on a GM vehicle which is not returned to us, you may be responsible for maintaining records of the vehicle identification number (VIN) and the vehicle owner to allow notification, through your records, it tire problems are found.

In case you should receive a defect notification from a tire manufacturer concerning tires which you installed on vehicle returned to us, you may forward it to us so that we can send it to the vehicle owner whose name will appear on our records.

Chevrolet Regions Sales/Service – Commercial/Personal Use

Region	Zone	Mailing Address	Telephone	
			Truck	Commercial
Northeast	Boston	100 Foxborough Blvd. Foxborough, MA 02035	(508) 698-6023	(508) 698-6084
Eastern	Philadelphia	P.O. Box 9015 Wayne, PA 19087	(610) 296-6637	(610) 296-6640
Mid-Atlantic	Charlotte	P.O. Box 30548 Charlotte, NC 28230	(704) 551-2714	(704) 551-2704
North Central	Detroit	P.O. Box 33108 Detroit, MI 48232-3008	(313) 974-1479	(313) 974-1042
Mid-East	Cincinnati	P.O. Box 465615 Cincinnati, OH 45246	(513) 552-3842	(513) 552-3812
Southeast	Atlanta	P.O. Box 50282 Atlanta, GA 30302	(404) 257-3650	(404) 257-3922
South Central	Memphis	P.O. Box 171802 Memphis, TN 38187-1802	(901) 746-7001	(901) 746-7068
Great Lakes	Chicago	P.O. Box 3005 Naperville, IL 60566-7005	—	(603) 961-6372
Northern	Minneapolis	P.O. Box 509 Minneapolis, MN 55440	(612) 830-4358	(612) 830-4334
Southwest	Dallas	P.O. Box 660115 Dallas, TX 75266-0115	(972) 541-5420	(972) 541-5431
Midwest	Kansas City	P.O. Box 419348 Kansas City, MO 64141	(913) 451-4119	(913) 451-4386
Rocky Mountain	Denver	P.O. Box 5520 Denver, CO 80217-5520	(303) 930-5722	(303) 930-5730
Pacific Coast	San Francisco	P.O. Box 23550 Oakland, CA 94623	(510) 498-5036	(510) 498-5175
Western	Los Angeles	P.O. Box Box 5053 Thousand Oaks, CA 91359-5053	(805) 373-8421	(805) 373-9687

Pontiac/GMC Regions Sales/Service – Commercial/Personal Use

Region	Zone	Mailing Address	Telephone
North East	New York	2500 Westchester Ave.* P.O. Box 0890, Purchase, New York 10577-0890	Ph: (914) 251-5235 Fx: (914) 251-5015
	Boston	1700 W. Park Drive, First Floor, Westborough, MA 01581	Ph: (508) 871-7703 Fx: (508) 871-7716
Eastern	Philadelphia	851 Duportall Road P.O. Box 9025, Wayne, PA 19087	Ph: (610) 296-6560 Fx: (610) 251-1351
	Pittsburgh	3104 Unionville Road, Suite 100, Cranberry Twp., PA 16066	Ph: (412) 742-4216 Fx: (412) 742-4238
Mid-Atlantic	Washington	1395 Picard Avenue P.O. Box 6060, Rockville, MD 20850-4306	Ph: (301) 258-1503 Fx: (301) 258-1549
	Charlotte	The Rotunda Building, Suite 110, Box 117 4201 Congress Street, Charlotte, NC 28209	Ph: (704) 551-2798/2751 Fx: (704) 551-2794
North Central	Detroit	New Center One Building* 3031 W. Grand Blvd. P.O. Box 33110, Detroit, MI 48202	Ph: (313) 974-1998 Fx: (313) 974-7701
	Cleveland	24950 Country Club Dr., Suite 333 North Olmsted, OH 44070	Ph: (216) 779-3171 Fx: (216) 779-3171
Mid-East	Cincinnati	Tri–County Parkway P.O. Box 465616, Cincinnati, OH	Ph: (513) 552-3869 Fx: (513) 552-3955
Southeast	Atlanta	5730 Glenridge Drive, Suite 203* P.O. Box 50267, Atlanta, GA 30302	Ph: (404) 257-3660 Fx: (404) 257-3595
	Orlando	2250 Lucien Way, Suite 24 Maitland, FL 32751	Ph: (407) 667-3434 Fx: (407) 667-3432
South Central	Memphis	8275 Tournament Drive, Suite 270 Memphis, TN 38125-8866	Ph: (901) 748-6400 Fx: (901) 748-6403
Great Lakes	Chicago	387 Shuman Boulevard, Suite 350E P.O. Box 3006, Naperville, IL 60566-7006	Ph: (630) 961-6322 Fx: (630) 961-6471
Northern	Minneapolis	3800 W. 80th Street, Suite 930 Minneapolis, MN 55431	Ph: (612) 931-0399 Fx: (612) 831-6673

Region	Zone	Mailing Address	Telephone
Southwest	Dallas	130 E. Carpenter Freeway, Suite 275 Irving, TX 77060	Ph: (972) 541-5030 Fx: (972) 541-5053
		515 Martin Street, Suite 203*, Dallas, TX 91360	Ph: (805) 379-9550
	Houston	2 Northpointe Drive, Suite 605 Houston, TX 77060	Ph: (805) 379-9550 Fx: (281) 272-4640
Midwest	Kansas City	10800 Farley Overland Park, KS 66210	Ph: (913) 451-4230 Fx: (913) 451-4233
Rocky Mountain	Denver	5460 S. Quebec, Suite 340 Englewood, CO 80111-1904	Ph: (303) 930-5880 Fx: (303) 930-5930
Pacific Coast	San Francisco	39465 Paseo Padra Pkwy., Suite 3100 Fremont, CA 94538	Ph: (510) 498-5227 Fx: (510) 498-5238
	Seattle	10900 N.E. 4th Street, Suite 1630 Bellevue, WA 98004	Ph: (425) 452-3265 Fx: (425) 452-3298
Western	Los Angeles	515 Marin Street, Suite 118 P.O. Box 5015, Thousand Oaks, CA 91360	Ph: (805) 373-9550 Fx: (805) 494-0650
	Phoenix	9630 N. 25th Avenue, Suite 115 Phoenix, AZ 85021	Ph: (602) 336-3416 Fx: (602) 336-3418

* GMC commercial use regions sales/service

Base Model Weight Information

Payload Definition

The maximum allowable weight of cargo to be carried in a vehicle, including occupants; computed by subtracting total curb weight from GVWR.

Cargo Weight Definition

The weight of the load carrying capability; computed by subtracting passenger and curb weight from GVWR.

NOTE: Due to option content and product changes, the base payloads listed below are for reference only. If it becomes necessary to have an actual payload figure, the vehicle must be weighed.

Model	GVWR (lbs.)	Payload RPO	Front Curb Weight GVWR (lbs.)	Rear Curb Weight (lbs.)	Total Curb Weight (lbs.)	Base Payload (lbs.)
S–Series Pickup						
S 10603	4200	C5T	1738.7	1292.1	3030.8	1169.2
S 10653	4400	C3A	1864.8	1375.4	3240.2	1159.8
S 10803	4600	C5D	1785.0	1282.6	3067.6	1532.4
T 10603	4650	C5X	2201.4	1362.4	3563.8	1086.2
T 10653	4650	C5X	2355.9	1400.7	3756.6	893.4
T 10803	5150	C6F	2664.0	1388.6	4052.6	1097.4
C/K Pickup (Current)						
C 10753	6200	Q4B	2454.2	1690.5	4144.7	2055.3
C 10953	6200	Q4B	2647.8	1758.2	4405.9	1794.1
C 20753	7200	C5Z	2601.5	1831.2	4432.6	2767.4
C 20953	8600	C6P	2903.0	2204.0	5107.0	3493.0
C 30903	9000	C6P	2691.0	2179.4	4870.4	4129.6
C 30943	9000	C6U	3036.6	2540.4	5577.0	3423.0
C 30953	10,000	C7A	2941.8	2516.6	5458.4	4541.6
K 10753	6200	Q4B	2782.2	1779.1	4561.4	1638.6
K 10953	6200	Q4B	2952.6	1880.5	4833.1	1366.9
K 20753	8600	C6P	3157.9	2142.9	5300.8	3299.2
K 20953	8600	C6P	3260.4	2247.2	5507.6	3092.4
K 30903	9200	C6W	2996.6	2260.0	5256.3	3943.7
K 30943	9200	C6U	3370.4	2612.7	5983.1	3216.9
K 30953	10,000	C7A	3280.7	2609.0	5889.7	4110.3
C/K Pickup (New)						
C 15703	6100	C5M	2277.4	1671.1	3948.5	2151.5
C 15903	6400	C7H	2572.8	1786.6	4359.4	2040.6
C 15753	6200	Q4B	2545.0	1765.4	4310.4	1889.6
C 15953	6200	Q4B	2742.1	1792.3	4534.4	1665.6
C 25753	7200	C5Z	2765.0	2851.4	5616.4	1583.6
C 25903	7200	C5Z	2660.5	1930.8	4591.3	2608.7
C 25953	8600	C6P	3065.3	2137.6	5202.9	3397.1
K 15703	6100	C5M	2528.2	1716.1	4244.3	1855.7
K 15903	6400	C7H	2635.8	1721.8	4357.6	2042.4
K 15753	6400	C7H	2866.4	1816.2	4682.6	1717.4
K 15953	6400	C7H	2981.1	1823.6	4804.7	1595.3

Model	GVWR (lbs.)	Payload RPO	Front Curb Weight GVWR (lbs.)	Rear Curb Weight (lbs.)	Total Curb Weight (lbs.)	Base Payload (lbs.)
K 25753	8600	C6P	3240.8	2205.0	5445.8	3154.2
K 25903	8600	C6P	3184.8	2107.1	5291.9	3308.1
K 25953	8600	C6P	3368.6	2177.7	5546.3	3053.7
C/K Chassis Cab						
C 20903	8600	C6P	2886.5	1498.0	4384.6	4215.4
C 30903	9000	C6U	2689.4	1805.6	4495.0	4505.0
C 31003	10,000	C7A	2801.6	2148.8	4950.5	5049.5
C 31403	10,000	C7A	3070.2	2175.1	5245.2	4754.8
K 20903	8600	C6P	3006.4	1791.9	4798.4	3801.6
K 30903	9200	C6W	3000.3	1884.3	4884.6	4315.4
K 31003	12,000	C7L	3108.1	2309.6	5417.6	6582.4
K 31403	12,000	C7L	3126.4	2366.4	5492.8	6507.2
C 3500 HD Chassis Cab						
C 31003	15,000	C5B	3495.9	2608.5	6104.4	8895.6
C 31403	15,000	C5B	3674.7	2607.6	6282.3	8717.7
C 31803	15,000	C5B	3783.1	2603.4	6386.6	8613.4
S/T Utility						
S 10516	4450	C3G	1880.4	1637.7	3518.2	931.8
S 10506	5000	C5C	2040.0	1630.7	3670.7	1329.3
T 10516	4850	C6I	2148.9	1699.0	3848.0	1002.0
T 10506	5350	C5H	2313.2	1735.6	4048.8	1301.2
C/K Utility						
C 10516	6100	C5M	2415.4	2107.8	4523.2	1576.8
C 10706	6300	C5Q	2583.8	2327.2	4911.0	1389.0
K 10516	6250	C5P	2678.8	2197.8	4876.6	1373.4
K 10706	6800	C5U	2829.6	2502.2	5331.9	1468.1

Model	GVWR (lbs.)	Payload RPO	Front Curb Weight GVWR (lbs.)	Rear Curb Weight (lbs.)	Total Curb Weight (lbs.)	Base Payload (lbs.)
C/K Suburban						
C 10906	6800	C5U	2369.5	2450.4	4820.0	1980.0
K 10906	7300	C6A	2702.9	2594.8	5297.7	2002.3
C 20906	8600	C6P	2437.4	2848.8	5286.2	3313.8
K 20906	8600	C6P	2736.4	2837.8	5574.2	3025.8
M/L Cargo Van						
M 11005	5600	C5G	2280.0	1629.0	3909.0	1691.0
L 11005	5850	C7X	2488.0	1653.0	4141.0	1709.0
M/L Passenger Van						
M 11006	5950	C6M	2351.0	1813.0	4164.0	1786.0
L 11006	6100	C5M	2553.0	1879.0	4432.0	1668.0
G Van Cargo						
G 11405	6100	C5M	2537.0	2123.0	4661.0	1439.0
G 21405	7300	C6A	2563.0	2288.0	4850.0	2450.0
G 21705	7300	C6A	2722.0	2330.0	5052.0	2248.0
G 31405	9500	E23	2841.0	2546.0	5387.0	4113.0
G 31705	9500	E23	2980.0	2610.0	5589.0	3911.0
G Van Passenger						
G 11406	7100	C5Y	2712.0	2429.0	5142.0	1958.0
G 21406	8600	C6P	3105.0	2719.0	5823.0	2776.0
G 21706	8600	C6P	3148.0	2897.0	6045.0	2555.0
G 31406	9500	E23	2997.0	2990.0	5987.0	3513.0
G 31706	9500	E23	3125.0	3080.0	6205.0	3294.0
Commercial Cutaway						
G 31503	9500	E23	2749.5	1724.8	4474.3	5025.7
G 31803	10,000	C7A	2834.8	1854.9	4689.7	5310.3
G 31903	12,000	C7L	2868.1	1850.2	4718.3	7281.7
R/V Cutaway						
G 31532	9500	E23	2812.3	1774.6	4586.9	4913.1
G 31832	11,500	C7G	2931.3	1896.5	4827.8	6672.2
G 31932	12,300	C7N	2925.6	1924.1	4849.7	7450.3

Model	GVWR (lbs.)	Payload RPO	Front Curb Weight GVWR (lbs.)	Rear Curb Weight (lbs.)	Total Curb Weight (lbs.)	Base Payload (lbs.)
Forward Control Chassis						
P 30542	8600	C6P	2248.7	1257.9	3506.6	5093.4
P 30842	9400	C6E	2340.8	1260.6	3601.4	5798.6
P 31042	9400	C6E	2344.8	1269.0	3613.8	5786.2
P 31432	12,300	C7N	2502.0	1889.0	4391.0	7909.0
P 31442	9400	C6E	2412.7	1351.4	3764.1	5635.9
P 31832	14,800	C3D	2604.5	2218.1	4822.6	9977.4
P 31842	10,000	C7A	2500.9	1504.4	4005.3	5994.7
P 31932	14,800	C3D	2643.0	2244.1	4887.1	9912.9
P 32032	14,800	C3D	2666.5	2247.0	4913.5	9886.5
P 32132	16,500	C7R	2832.5	2292.1	5124.6	11,375.4
Forward Control School Bus Chassis						
P 30842	14,500	C7S	2433.3	1907.0	4340.0	10,160.0
P 31042	14,500	C7S	2436.0	1920.0	4356.0	10,144.0
P 31442	14,500	C7S	2465.0	1934.0	4400.0	10,101.0

Payload Determination

Payload Definition

Maximum allowable weight of cargo to be carried in a vehicle, including occupants. Computed by subtracting curb weight from GVWR.

Light trucks are designed to offer the customer a selection of payload capacities to meet their varying needs. This section of the Data Book lists the base and max payload capacity of all truck models. It does not list payloads for vehicles with optional suspensions, axles, wheels or tires, aftermarket accessories, equipment or bodies.

The reason is that each additional piece of equipment affects payload. With the number and variety of options, bodies and accessories available, there is an almost infinite number of possible payloads.

When a customer wants to know the payload of a truck in stock or a truck being ordered, and that truck is a model with optional equipment, you must perform a simple calculation to provide the information.

Here's how to do this

What to Do	Where to Find the Information
1. Determine truck's Gross Vehicle Weight Rating (GVWR)	GVWR Selector Section
2. Determine the truck's Curb Weight (Curb weight = full fuel, no occupants)	Model and Option Weights
3. Determine the truck's option content and the weight of each piece of optional equipment.	Model and Option Weights
4. Subtract the Curb Weight and the Option Weight(s) from the truck's Gross Vehicle Weight Rating	

NOTE: The following example is based on 1999 model and option weights contained in the 1999 Weights section.

Example

A customer asks you for the payload of a C 1500 Regular Cab Pickup (TC 15903/C5M) with an optional 5.7L V8 engine, Automatic 4-speed transmission and a chromed rear step bumper. You perform the following calculation:

1. Gross Vehicle Weight Rating (GVWR) (C5M)		**6100.0 lbs.**
2. Curb Weight	–	4032.0 lbs.
3. 5.3L V8 Engine (CM7)	–	120.8 lbs.
(VB3) Rear Step Bumper (Chromed)	–	00.0 lbs.
Payload	=	1938.1 lbs

Incomplete Vehicle Payload Determination

Payload Definition;

Maximum allowable weight of cargo to be carried in a vehicle, including occupants. Computed by subtracting curb weight from GVWR.

Determining the available payload for an incomplete vehicle (such as a chassis-cab) is similar to a completed vehicle, but the weight of the added body and any accessories must also be subtracted from the GVWR.

What to Do	Where to Find the Information
1. Determine truck's Gross Vehicle Weight Rating (GVWR)	GVWR Selector Section
2. Determine the truck's Curb Weight (Curb weight = full fuel, no occupants)	Model and Option Weights
3. Determine the truck's option content and the weight of each piece of optional equipment.	Model and Option Weights
4. Subtract the Curb Weight and the Option Weight(s) from the truck's Gross Vehicle Weight Rating to determine the payload capacity.	
5. Subtract the determined weight of body and accessories	Body Manufacturer/Distributor

NOTE: The following example is based on 1999 model and option weights contained in the 1999 Weights section.

Example

A customer asks you for the payload of a standard C/K Chassis-Cab (C 31003) with a standard 5700 V8 engine, a 5-speed manual transmission, an aftermarket stake body, as well as factory options consisting of exterior west coast style mirrors and air conditioning. You perform the following calculation:

1.	Gross Vehicle Weight Rating (GVWR) (C7A)		**10,000.0 lbs.**
2.	Curb Weight (TC31003)	–	4950.4 lbs.
3.	Air Conditioning (C60)	–	40.1 lbs.
	5700 V8 Engine (L31)	–	0.0 lbs.
	5-Speed Manual Transmission (MW 3)	–	0.0 lbs.
	Mirrors, Exterior West Coast Style (DG 5)	–	12.8 lbs.
5.	Stake Body	–	850.0 lbs.
	Payload	=	4146.7 lbs

Percentage Body and Payload Weight at Front Axle

To determine percentage of load at rear axle, subtract percentage of load at front axle from 100.0%. Tables are calculated using the following formula:

100 x (X) = % Body and Payload at Front Axle

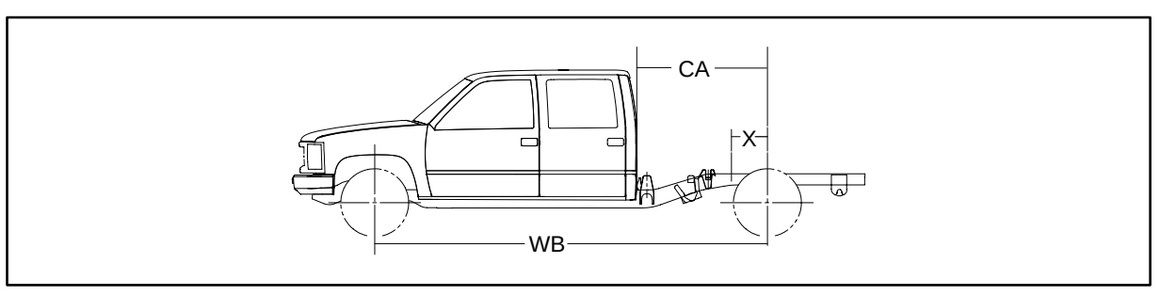
Wheelbase

NOTE: Body Length is in inches for equation:

CA = Cab to rear Axle dimension
BC = Body Clearance between body and cab
B = Body length
WB = Wheel Base
X = Center of gravity of payload to rear axle dimension

100 x CA – [(BC) + B/2] = % Body Payload at Front Axle

Wheelbase



Body lengths, and percentage figures are found in the Body-Payload Weight Distribution Charts located in the model weight section for pickup and C/K chassis cabs. These charts represent all lengths that are possible to use. The shortest length in each case represents the smallest body that will reach the approximate end of the chassis frame at the maximum cut off. The longest length represents the largest body which can be used without placing the center of gravity behind the rear axle.

Body lengths shown in the Body-Payload Weight Distribution Charts represent the entire outside length of the body (not necessarily nominal length) including sills or extensions of any kind. The center of gravity used is the exact center of the body length. For specific cases the exact center of gravity of body and payload should be determined. Body and payload center of gravity should always be ahead of the center line of the rear axle or bogie suspension. If the center of the load is behind the rear axle it will result in reduced steering control and may even lift the front wheels off the ground.

Weight distribution should be computed for all body applications. Some clearance must be maintained between the cab and body.

Results of a weight distribution calculation should show:

1. Weight at front as close as possible, but not exceeding, front suspension capacity
2. Weight at rear as close as possible, but not exceeding, rear axle capacity
3. Front weight at ground of the loaded vehicle must exceed the front weight at ground of the unloaded vehicle

If these conditions do not exist, recalculate the weight distribution using either different body or chassis size or using a different location of the body.

Extreme caution should be exercised in selecting the shortest or longest allowable body lengths. The shortest lengths will usually shift a major portion of the body and payload weight to the front axle of the vehicle. This will limit driver control of steering and reduce traction at the rear wheels. The longest bodies will usually restrict the weight distributed to the front axle. This will reduce the effect the steering mechanism and front wheels have on controlling the vehicle's direction of movement. In cases of special body and/or load distribution or where axle capacities are extremely over or under loaded, consult the factory for recommendations.

Reserve Capacity Determination

Cargo Weight Definition

Weight of the load carrying capability. Computed by subtracting passenger and curb weight from GVWR.

It is important to sell your customer the right truck for the right job. One way to make sure your customer are buying the right truck is to determine what they will be carrying, how much it weight and then recommend a truck capable of carrying the load.

GMC Truck offers a variety of models in each truck line. Each model has specific capacities. It is essential to determine the weight of the payload your customers will be carrying to determine if the truck you're recommending will carry the load.

The following process will help you accomplish that task

What to Do	Where to Find the Information
1. Select the approximate weight of the material your prospect wishes to carry.	**Model/Option Weights** section to find approximate weights of a variety of cargos.
2. Determine which truck the would best suit the customer. Use the pages at the beginning of this section to find a model with a payload in the range of the weight of the cargo the customer wishes to carry.	Payload/GVWR Calculations
3. Select the percentage weight distribution of the model you have chosen. If the payload for your vehicle is not at a water level load you must calculate the the percent of weight the payload will put on the front axle using the formula provided.	Consult the **Percentage Weight Distribution Table** in the **Model and Option Weights** section for pickup and chassis cab water level loading.
4. Determine the percentage weight distribution of the cargo your prospect wishes to carry. Use the percentage weight distribution figures to determine the front percentage and rear percentage.	
5. Determine the front and rear curb weight of the vehicle you are considering (no passenger weight).	Consult the **Model and Option Weights** section for weights of the vehicle you are considering.
6. Determine the front and rear weight of any optional equipment.	Consult the **Model and Option Weights** section for the weights of the vehicle you are considering.
7. Add the total front and rear cargo weights, front and rear curb weight, and the option weights together. The result will be the amount of weight to be supported by the front axle of the vehicle you've chosen, and the amount of weight to be supported by the rear axle. This is called the **Front Gross Axle Weight** and the **Rear Gross Axle Weight**.	
8. Determine the front and rear **Gross Axle Weight Rating** of the vehicle you are considering. If the Gross Axle Weight Rating of the vehicle you are considering is higher than the Gross Axle Weight you've calculated, the vehicle you are considering should be right for the job. If not, you'll need to find a model with **Gross Axle Weight Rating** high enough to carry the load you've calculated.	Consult the **GVWR Selector** of the vehicle ordering sections.
9. One more step is necessary before recommending the model. Add the front and rear Gross Axle Weight together. This number is the Gross Vehicle Weight.	
10. Insert the Gross Vehicle Weight Rating of the model you have selected and compare it to the Gross Vehicle Weight. If the (GVW) is lower, then the model should be right for the job. If not, consult the Base Payload pages at the beginning of this section to find a vehicle with a higher GVWR.	Consult the **Axle/Suspensions** pages to find GAWRs in the range required. The models possessing these GAWRs are listed. GVWRs are also listed.
11. Add the front Gross Axle Weight and the rear Gross Axle Weight together to determine the Gross Vehicle Weight. Subtract the Gross Vehicle Weight from the Gross Vehicle Weight Rating.	
12. Subtract the passenger weight to determine the total reserve capacity.	Calculated Value: (Number of passengers and driver x 150 lbs. per person)

Reserve Capacity Determination Sample

NOTE: The following example is based on 1999 model and Option Weights contained in the 1998 Weights section.

1. Cargo: Cement (Bags)
   Weight: 15 Bags x 94 lbs. each = 1,410 lbs.
   Vehicle: C 1500 4 x 2 Regular Cab — 6100 lbs.
2. Model # TC 15903 — Opt. # C5M

		Front	Rear
3. % Cargo Weight Distribution		4%	96%
4. Cargo Weight Distribution		56.0 lbs.	1,354.0 lbs.
5. Curb Weight Distribution		2311.8 lbs.	1721.0 lbs.
6. Option Weight			
RPO	Order Code		
Air Conditioning	C60	42.3 lbs.	–2.2 lbs.
Body			
Rear Axle			
Trailering Equipment			
Engine	LM7	119.9 lbs.	0.9 lbs.
Transmission			
Rear Wheels			
Rear Bumper			
Tire			
Convenience Features			
		Frt. Gross Axle Wgt.	Rr.. Gross Axle Wgt.
7. Total of Cargo, Curb and Option Weight (GAW)		2529.2 lbs.	3073.7 lbs.
8. Gross Axle Weight Rating for Suggested Vehicle (GAWR)		2950 lbs.	3750 lbs.
9. Gross Vehicle Weight (GVW) (Front GAW) + (Rear GAW)		5602.9 lbs.	
10. Gross Vehicle Weight Rating (GVWR)		6100 lbs.	
11. (GVWR) – (GVW)		497.1 lbs.	
		TOTAL	
12. Subtract Passenger Weight (No. Passengers x 150 lbs.) To Calculate Total Reserve Capacity		450 lbs.	
		47.1 lbs.	

Reserve Capacity Determination

1. Cargo:
   Weight:
   Vehicle:
2. Model # — GVWR:

		Front	Rear
3. % Cargo Weight Distribution			
4. Cargo Weight Distribution			
5. Curb Weight Distribution			
6. Option Weight			
RPO	Order Code		
Air Conditioning			
Body			
Rear Axle			
Trailering Equipment			
Engine			
Transmission			
Rear Wheels			
Rear Bumper			
Tire			
Convenience Features			
		Frt. Gross Axle Wgt.	Rr.. Gross Axle Wgt.
7. Total of Cargo, Curb and Option Weight (GAW)			
8. Gross Axle Weight Rating for Suggested Vehicle (GAWR)			
9. Gross Vehicle Weight (GVW) (Front GAW) + (Rear GAW)			
10. Gross Vehicle Weight Rating (GVWR)			
11. (GVWR) – (GVW)			
		TOTAL	
12. Subtract Passenger Weight (No. Passengers x 150 lbs.) To Calculate Total Reserve Capacity			

TRAILERING ELECTRICAL INFORMATION

Trailer Harness Release		
Model	**Standard**	**Optional**
S/T Pickup	N/A	N/A
S/T Utility	6-Wire	8-Wire (UY7, part of Z82)
M/L Van	6-Wire	8-Wire (UY7, part of Z82)
C/K Truck (Current)	8-Wire	N/A
G Van	N/A	8-Wire (UY7, part of Z82)

Trailer Harness Wire Colors	
Wire Color	**Wire Usage**
Blue	Electric trailer brakes or auxiliary wiring
Red/Orange	Battery charging
Light Green	Backup lamps
Brown	Tail lamps and running lamps
Yellow	Left, stop and turn signal
Dark Green	Right, stop and turn signal
Thick White	Ground
Thin White	Independent stop lamp (CHMSL)

Vehicle to Trailer Electrical System Setup					
Model	**Junction Block Location (Battery Feed)**	**Brake Pedal Switch Splice Location**	**Interior Ground Location**	**Forward Trailer Harness Location**	**Rear Trailer Harness Location**
C/K Truck (Current)	Under hood electrical center stud, left rear corner behind washer bottle.	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near brake booster. Orange & blue wires strapped together.	Pickups: in front of license plate area of rear bumper (except battery charge, trailer brake and independent stop wires taped back at left frame rail). Utilities: inside left lower quarter panel. Cut straps and route harness over frame rail.
G Van	Under hood electrical center stud, left rear corner behind washer bottle.	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near brake booster. Red & blue wires strapped together.	Inside vehicle, right rear corner, in jack compartment (Above jack).
M/L Van	Front of dash, left side under steering column (covered).	Under dash at brake pedal switch (white wire).	Under left side trim panel. Use self tapping screw & ring terminal to plenum side panel.	Passenger compartment, under dash. Orange & blue wires strapped together.	Inside vehicle, right rear corner, in jack compartment (behind jack).
S/T Truck	Under hood electrical center stud near left front fender (covered).	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near under hood electrical center. Red & blue wires strapped together. N/A for pickups.	Inside left frame rail.

General Information

To provide battery charging to the trailer, place ring terminal on red (or orange) wire over one of the junction block studs. When installing an electrical connector to the vehicle's trailer wiring harness, follow the color codes shown in the chart above.

How to Use GCWRs to Determine Powertrain and Rear Axle Ratio for Trailering

Use Gross Combination Weight Ratings (GCWRs) to determine the engine, transmission, and rear axle ratio you will require to tow a trailer with your vehicle. The chart below shows you the maximum allowable GCWR based on all the available engines and rear axle ratios with automatic or manual transmissions.

The GCWR includes the total loaded weight of both the vehicle and trailer. Any available engine may be used for trailering if the GCWR shown is not exceeded. The trailer weight can be increased by 25% if the vehicle speed will not exceed 25 mph.

GCWR Rating For Rear Axle Ratio and Engine Combination with Automatic Transmission

GCWR Rating																	
Engine	**6500**	**8500**	**9000**	**9500**	**10,000**	**10,500**	**11,000**	**11,500**	**12,000**	**12,500**	**13,000**	**13,500**	**14,500**	**15,000**	**16,000**	**17,000**	**19,000**
2.2L L4 Gas	4.10																
4.3L V6 Gas		3.08	3.23	3.42	3.73[1)]	4.10	4.56										
5.0L V8 Gas				3.08		3.42		3.73									
5.7L V8 Gas					3.08		3.42		3.73			4.10		4.56			
6.5L V8 Turbo Diesel							3.08		3.42		3.73		4.10		4.56	5.13	
															4.63		
7.4L V8 Gas												3.42		3.73		4.10	4.56
																	4.63
																	5.13

Maximum GCWR for S/T models is 9500 lbs.

1) GCWR reduced 500 lbs. for all S/T models, reduced 1000 lb. for S/T models with ZR2 suspension package. To attain GCWR, KC4 engine oil cooler is required on C/K models with 3.08 or 3.42 axle ratio.

GCWR Rating Sierra (All-New Model)										
Engine	**9000**	**9500**	**10,000**	**11,000**	**12,000**	**13,000**	**14,000**	**15,000**	**16,000**	**17,000**
4.3L L35 Gas	3.08	3.42	3.73							
4.8L LR4 Gas				3.42	3.73	4.10				
5.3L LM7 Gas					3.42	3.73	4.10			
6.0L LQ4 Gas							3.73		4.10	

* 9.5 RG on C25 & C5Z

GCWR Rating For Rear Axle Ratio and Engine Combination with Manual Transmission

GCWR Rating																
Engine	**5000**	**5500**	**6500**	**7000**	**7500**	**8000**	**9000**	**10,000**	**11,000**	**12,000**	**13,000**	**13,500**	**14,500**	**15,000**	**16,000**	**17,000**	**19,000**
2.2L L4 Gas	3.73	4.10															
4.3L V6 Gas			3.08[2)]	3.42[2)]	3.73[2)]	4.10	4.56										
5.0L V8 Gas				3.08		3.42	3.73										
5.7L V8 Gas								3.08	3.42	3.73		4.10		4.56			
6.5L V8 Turbo Diesel									3.08	3.42	3.73		4.10		4.56	5.13	
															4.63		
7.4L V8 Gas												3.42		3.73		4.10	4.56
																	4.63
																	5.13

GCWR Rating Sierra (All-New Model)										
Engine	**8000**	**8500**	**9000**	**10,000**	**11,000**	**13,000**	**14,000**	**15,000**	**16,000**	**17,000**
4.3L L35 Gas	3.08	3.42	3.73							
4.8L LR4 Gas			3.42	3.73	4.10					
6.0L LQ4 Gas							3.73		4.10	

[2)] GCWR increased by 1000 lbs. on all S/T models.

To attain GCWR, KC4 engine oil cooler is required on C/K models with 3.08 or 3.42 axle ratio.

Trailering Special Packages

For towing a light trailer (up to 2000 lbs. gross weight), the optional rear step bumper is an appropriate deadweight hitch and requires *1 7/8"-diameter hitch ball*, available as an accessory.

For towing a medium trailer (up to 4000 lbs. gross weight, or with a tongue weight of 400 lbs. or under), a 2" diameter hitch ball (also available as an accessory) is required for the Sierra's rear step bumper.

For towing a heavy trailer (up to 10,000 lbs. gross weight), a weight-distributing hitch platform is required. It's included in RPO Z82–Heavy-Duty Trailering Special Package-Note: after you have purchased our Z82 Heavy-Duty Trailering Special Package, you will also need to purchase from an outside supplier the rest of the components that make up the weight distributing hitch. They are the ball mount and ball, the equalizing arms and snap up brackets, and the sway control system and all attachments. If you plan to "fifth wheel" a trailer, please take special note of the following.

There are two types of pickup fifth-wheel hitch installations. The first has the fifth wheel on a bar mounted on brackets attached to the frame and the bed of the pickup and supported by braces on the fender housings.

NOTE: Diagonal bracing between the brackets is required. The kingpin is mounted on the trailer. With the second type, the kingpin is mounted in the bed of the pickup box, and the fifth wheel is mounted on the trailer. This type of hitch is supplied and installed by the trailer manufacturer.

Fifth wheel trailers have a greater percentage of their weight on the kingpin (tongue load) than a conventional trailer. Because of this fact, greater attention must be given to the maximum allowable payload and GVWR. The maximum allowable payload and GVWR for each application should not be exceeded. The weight of any additional equipment and all passengers must be subtracted from the payload weight to determine the available kingpin load.

You will also have to splice a wiring harness into your pickup special connector to activate your trailer lights and other electrical systems. A 8-wire electrical harness is standard on Sierra.

Other important trailering information is available in the Owner's Manual of every Chevrolet/GMC Truck.

Chassis Cab Maximum Trailer Weight can be calculated using the following formula:

Vocational Body Weight – 500 lbs. = X lbs.
X lbs. + Additional Options, Passengers and Cargo = Y lbs.
Published Towing Capacity – Y = True Towing Capacity

All–New Sierra Maximum Trailer Ratings

Trailering Information

A vehicle control setting provides the All-New Sierra with an automatic transmission 1-2 shift point (at approximately 22 mph) and 2-3 & 3-4 (at appropriately higher vehicle speeds) in the tow/haul mode. This provides more power to get the load moving, and keep it moving in stop and go traffic and hilly terain; but generates only the power necessary for good truck performance and greater fuel economy. Automatic transmission line pressure ensures smooth, crisp transmission shifts for heavily loaded/towing conditions in high gear. The automatic transmission shift stabilization also selects the proper gear and only shifts to a higher gear if operating conditions determine that the higher gear can be maintained. (See Transmission Section for further explanation.) Electronic dynamic brake proportioning makes better use of rear brakes, improved braking performance, prevents tire squeal and reduces front brake wear, and provides the maximum braking forces at rear wheels. (See Brake Section for further explanation.

Suspension Chart

(RPO) Chassis Package	Customer Benefits	Content Description	Model Availability
Z85 Handling/Trailering	Provides increased damping for firmer highway ride and improved handling while trailering.	• Same load carrying capacity springs as Z83 • 1500 Series–Blue color Monroe™ Shock Absorber Tubes (high pressure gas charged 36 mm piston diameter) • 2500 Series Black color shock absorber tubes (low pressure gas charged with 35 mm piston dia.) • Heavy duty engine and transmission oil cooling capability is provided with internal cooling • Wider aspect ration tires with greater load carrying capacity than standard Z83	All 1500 and 2500 Series

	Vortec 4.3L V6 Engine		Vortec 4.8L V8 Engine		Vortec 5.3L V8 Engine		Vortec 6.0L V8 Engine	
	Automatic Transmission							
	Max. Traler Wt. (lbs.)	Req. Axle Ratio	Max. Traler Wt. (lbs.)	Req. Axle Ratio	Max. Traler Wt. (lbs.)	Req. Axle Ratio	Max. Traler Wt. (lbs.)	Req. Axle Ratio
1500 2WD Reg. Cab/Ext. Cab	5000	3.73	7000	3.73	8200	3.73	—	—
1500 4WD Reg. Cab/Ext. Cab	4500	3.73	7500	4.10	8000	4.10	—	—
2500 2WD Reg. Cab/Ext. Cab	—	—	—	—	8500	4.10	10,500	4.10
2500 4WD Reg. Cab/Ext. Cab	—	—	—	—	—	—	10,000	4.10

P Truck Forward Control Chassis Trailering Information

- All P 300 (42) models (Commercial) GVW = GCW
- All P 300 (32) models (Motor Home)
  - — Option C3D (14,800 lb. GVW) the GCW = 19,000 lb.
  - — Option C7R (16,500 lb. GVW) and Option L19/L29 the GCW = 21,000 lb.
  - — Option C7R (16,500 lb. GVW) and Option L65 the GCW = 20,000 lb.
  - — Option C7N (12,300 lb. GVW) the GCW = 19,000 lb.
- All P 300 (12) models (Motor Home)
  - — Option C7V (21,000 lb. GVW) the GCW = 26,000 lb.
  - — Option C7T (22,500 lb. GVW) the GCW = 26,000 lb.

Sway Control

Even if your vehicle and trailer are set up properly, you may occasionally encounter trailer sway. A common way to dampen minor trailer oscillations and help maintain stability is a sliding friction device developed for this purpose. Sway control devices are required when towing over 3500 lbs. with S/T, M/L models and when towing over 4000 lbs. with G Van models, and 5000 lbs. with C/K models.

Weight Carrying Trailer Hitch

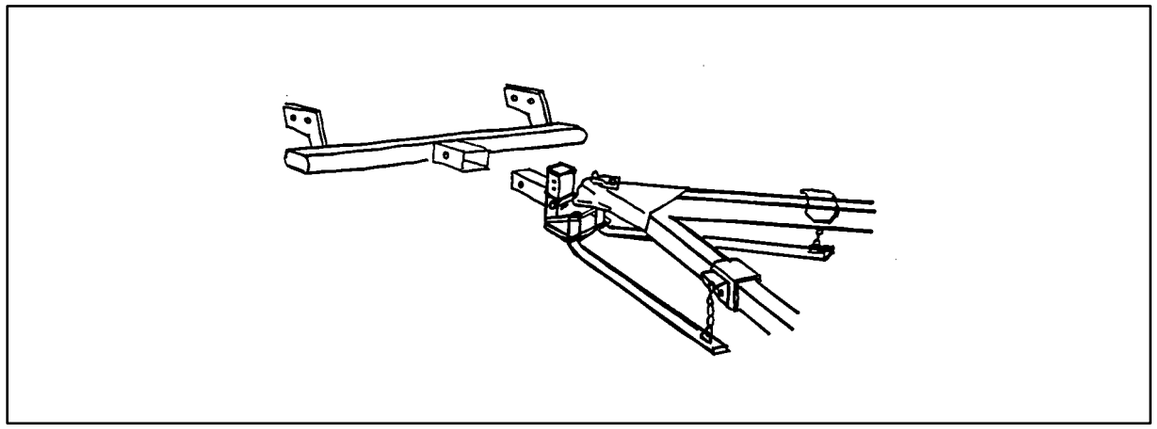
To Qualify for "Weight Carrying Type": GM Trucks equipped with a rear step bumper (except G Van) may add a hitchball or, GM Trucks equipped with RPO Z82 trailer provisions, special equipment, HD (or its equivalent) without equalizer bars and snap–up brackets up to the trailer ratings shown below.

Product Line	Maximum Rating Trailer/Tongue Weight
S/T	3500/350 lb.
M/L	2000/200 lb.
G	4000/400 lb.
C/K (Current)*	5000/500 lb.

* Maximum trailer rating may be less based upon powertrain combinations. Reference attached charts.

Weight Distributing Trailer Hitch Platform

GM Truck products equipped with RPO Z82 trailer provisions, special equipment, HD (or its equivalent) and including equalizer bars and snap-up brackets will use the trailer ratings shown on charts following this section.



Fifth–Wheel Trailer Hitch

Pickup and chassis cab models can be equipped with a fifth-wheel or gooseneck trailer hitch. Follow the hitch manufacturer's directions for installation, but note that the hitch must be attached to the truck frame. Do not use the pickup bed for additional support. For proper kingpin tongue load distribution and control of the trailer, the hitch must be mounted so the kingpin load is placed ahead of the rear axle centerline. Fifth-wheel trailer kingpin loads are higher than conventional trailer tongue loads, so pay careful attention to the truck's payload capacity and rear-axle weight ratings.

C/K Pickup Maximum Trailer Ratings (Manual Transmission)

Weight Carrying Hitch Limit: 5000 lb. Trailer with 500 lb. Tongue Weight.
Weight Distributing Hitch Required Over 5000 lb. Trailer Weight

Current C/K Model Only	Vortec 4.3L L35 Engine			Vortec 5.0L L30 Engine		
	Manual Transmission					
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 Series Pickup 2WD	3.08	2500	200	3.08	2000	200
	3.42	2500	250	3.42	3000	300
K 1500 Series Pickup 4WD				3.42	2500	250
	3.73	2500	250	3.73	3500	350
C 2500 Series Pickup 2WD				3.42	3000	300
				3.73	4000	400

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L65 Turbo Diesel Engine			Vortec 7.4L L29 Engine		
	Manual Transmission								
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 2WD	3.08	5000	600						
	3.42	6000	750						
	3.73	7000	850						
K 1500 4WD	3.42	5500	700	3.42	6000	750			
	3.73	6500	800	3.73	7000	850			
C 2500 2WD	3.42	6000	750	3.42	6500	800			
	3.73	7000	850	3.73	7500	900	3.73	9000	1000
	4.10	8000	950	4.10	8500	1000	4.10	10,000	1000
K 2500 4WD	3.73	6000	750	3.73	6500	800	3.73	8500	1000
	4.10	7500	900	4.10	8000	950	4.10	10,000	1000
C 3500 2WD	4.10	7500	900	4.10	8000	950	4.10	10,000	1000
	4.56	9000	1000				4.56	10,000	1000
K 3500 4WD	4.10	7000	850	4.10	7500	900	4.10	10,000	1000
							4.56	10,000	1000

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L65 Turbo Diesel Engine			Vortec 7.4L L29 Engine		
	Manual Transmission								
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 3500 HD Chassis Cab				4.63	9000	1000	4.63	10,000	1000
				5.13	10,000	1000	5.13	10,000	1000
C 3500 2WD Crew Cab	4.10	7000	850				4.10	10,000	1000
	4.56	8500	1000	4.10	8000	950	4.56	10,000	1000
K 3500 4WD Crew Cab	4.10	6500	800				4.10	10,000	1000
	4.56	8000	950	4.10	7500	900	4.56	10,000	1000

* Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Above 2000 lb. trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.08 or 3.42 axle ratio.
Engine oil cooler is standard on all other models.
Above 5000 lb. trailer rating, heavy duty or gas shock absorbers (F51/FG5) are required on C 1500 models, and heavy duty shock absorbers or off-road chassis package (F51/Z71) is required on K 1500 models.
8-Wire trailer wiring harness is standard on all C/K pickup models.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform, engine oil cooler and heavy duty shock absorbers (where required).

C/K Pickup Maximum Trailer Ratings (Automatic Transmission)

Weight Carrying Hitch Limit: 5000 lb. Trailer with 500 lb. Tongue Weight
Weight Distributing Hitch Required Over 5000 lb. Trailer Weight

Current C/K Model Only	Vortec 4.3L L35 Engine			Vortec 5.0L L30 Engine		
	Automatic Transmission					
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 Series Pickup 2WD	3.08	4000	500	3.08	4500	550
	3.42	5000	600	3.42	5500	700
				3.73	6500	800
K 1500 Series Pickup 4WD				3.42	5000	600
	3.73	5000	600	3.73	6000	750
C 2500 Series Pickup 2WD				3.42	5500	700
				3.73	6500	800

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L56/L65 Turbo Diesel Engine			Vortec 7.4L L29 Engine		
	Automatic Transmission								
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 2WD	3.08	5000	600						
	3.42	6000	750						
	3.73	7000	850						
K 1500 4WD	3.42	5500	700	3.42	6000	750			
	3.73	6500	800	3.73	7000	850			
C 2500 2WD	3.42	6000	750	3.42	6500	800			
	3.73	7000	850	3.73	7500	900	3.73	9000	1000
	4.10	8000	950	4.10	8500	1000	4.10	10,000	1000
K 2500 4WD	3.73	6000	750	3.73	6500	800	3.73	8500	1000
	4.10	7500	900	4.10	8000	950	4.10	10,000	1000
C 3500 2WD	4.10	7500	900	4.10	8000	950	4.10	10,000	1000
	4.56	9000	1000				4.56	10,000	1000
K 3500 4WD	4.10	7000	850	4.10	7500	900	4.10	10,000	1000
							4.56	10,000	1000
C 3500 HD Chassis Cab				4.63	9000	1000	4.63	10,000	1000
				5.13	10,000	1000	5.13	10,000	1000
C 3500 2WD Crew Cab	4.10	7000	850	4.10	8000	950	4.10	10,000	1000
	4.56	8500	1000				4.56	10,000	1000
K 3500 4WD Crew Cab	4.10	6500	800				4.10	10,000	1000
	4.56	8000	950	4.10	7500	900	4.56	10,000	1000

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Transmission oil cooler is standard. Additional air-to-oil cooler (KNP) is standard on 8600 (or more) lb. GVWR models and available on all other models.
Above 2000 lb. trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.08 or 3.42 axle ratio.
Engine oil cooler is standard on all other models.
Above 5000 lb. trailer rating, heavy duty or gas shock absorbers (F51/FG5) are required on C 1500 models, and heavy duty shock absorbers or off-road chassis package (F51/Z71) is required on K 1500 models.
8-Wire trailer wiring harness is standard on all C/K pickup models.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform, engine oil cooler and heavy duty shock absorbers (where required).

C/K Pickup Maximum Trailer Ratings (5th Wheel Hitch)

Current C/K Model Only	Vortec 5.0L L30 Engine Automatic Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)
C 1500 Series Pickup 2WD	3.42	5500	1200
	3.73	6500	1200
K 1500 Series Pickup 4WD	3.42	5000	1000
	3.73	6000	1000
C 2500 Series Pickup 2WD	3.42	5500	2000
	3.73	6500	2000

Current C/K Model Only	Vortec 5.7L L31 Engine Auto or Manual Transmission			6.5L L56/L65 Turbo Diesel Engine Manual Transmission			6.5L L56/L65 Turbo Diesel Engine Auto Transmission			Vortec 7.4L L29 Engine Auto or Manual Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)
C 1500 2WD	3.42	6000	1200									
	3.73	7000	1200									
K 1500 4WD	3.42	5500	1000									
	3.73	6500	1000									
C 2500 2WD 7200 lb. GVWR	3.42	6000	2000	3.42	5500	1600	3.42	6500	1600			
	3.73	7000	2000	3.73	6500	1600	3.73	7500	1600			
C 2500 2WD 8600 lb. GVWR	3.73	6500	3000	3.73	6000	2500	3.73	7000	2500	3.73	9000	2500
	4.10	8000	3000	4.10	7500	2500	4.10	8500	2500	4.10	11,000	2500
K 2500 2WD 8600 lb. GVWR	3.73	6000	2500	3.73	5500	2000	3.73	6500	2000	3.73	8500	2000
	4.10	7500	2500	4.10	7000	2000	4.10	8000	2000	4.10	10,500	2000
C 3500 2WD	4.10	7500	3000	4.10	7000	3000	4.10	8000	3000	4.10	10,500	3000
	4.56	9000	3000							4.56	12,500	3000
K 3500 4WD	4.10	7000	3000	4.10	6500	3000	4.10	7500	3000	4.10	10,000	3000
										4.56	12,000	3000
C 3500 HD Chassis Cab				4.63	8000	4000	4.63	9000	4000	4.63	12,000	4000
				5.13	9000	4000	5.13	10,000	4000	5.13	12,000	4000

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L56/L65 Turbo Diesel Engine			6.5L L56/L65 Turbo Diesel Engine			Vortec 7.4L L29 Engine		
	Auto or Manual Transmission			Manual Transmission			Auto Transmission			Auto or Manual Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Kingpin Load (lbs.)
C 3500 Crew Cab	4.10	7000	3000							4.10	10,500	3000
	4.56	8500	3000	4.10	7000	3000	4.10	8000	3000	4.56	12,500	3000
K 3500 Crew Cab	4.10	6500	3000							4.10	10,000	3000
	4.56	8000	3000	4.10	6500	3000	4.10	7500	3000	4.56	12,000	3000

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Kingpin weight cannot exceed available payload. Subtract vehicle weight plus passengers and cargo from the GVWR to determine available payload.
C/K 1500 model rating may be limited by insufficient payload for kingpin weight.
Transmission oil cooler is standard equipment on all automatic transmission models.
Additional air-to-oil cooler (KNP) is standard on 8600 lb. (or more) GVWR models, and available on all other models.
Engine oil cooler (KC4) is required on all models with gas engine and 3.42 axle ratio.
Engine cooler is standard on all other models.

C/K Utility Maximum Trailer Ratings

Weight Carrying Hitch Limit: 5000 lb. Trailer with 500 lb. Tongue Weight
Weight Distributing Hitch Required Over 5000 lb. Trailer Weight

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L56/L65 Turbo Diesel Engine		
	Auto or Manual Transmission					
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 Series 2WD	3.08	5000	600			
	3.42	6000	750			
	3.73	7000	850			
K 1500 Series 4WD	3.42	5500	700	3.42	6000	750
	3.73	6500	800	3.73	7000	850

Suburban Maximum Trailer Ratings

Weight Carrying Hitch Limit: 5000 lb. Trailer with 500 lb. Tongue Weight
Weight Distributing Hitch Required Over 5000 lb. Trailer Weight

Current C/K Model Only	Vortec 5.7L L31 Engine			6.5L L56/L65 Turbo Diesel Engine			Vortec 7.4L L29 Engine		
	Auto or Manual Transmission			Auto or Manual Transmission			Auto or Manual Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
C 1500 2WD	3.42	5500	700	3.42	5500	700			
	3.73	6500	800						
K 1500 4WD	3.42	5000	600	3.42	5000	600			
	3.73	6000	750						
C 2500 2WD	3.73	6000	750	3.73	6500	800	3.73	8500	1000
	4.10	7500	900	4.10	8000	950	4.10	10,000	1000
K 2500 4WD				3.73	6000	750	3.73	8000	950
	4.10	7000	850	4.10	7500	900	4.10	10,000	1000

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Transmission oil cooler is standard equipment. Additional air-to-oil cooler (KNP) is standard on 8600 lb. GVWR models and available on all other models.
Above 2000 lb. trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.08 or 3.42 axle ratio.
Engine oil cooler is standard on all other models.
8-Wire trailer wiring harness is standard on all models.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform and engine oil cooler (where required).

S/T Pickup Maximum Trailer Ratings

Weight Carrying Hitch Limit: 2000 lb. Trailer with 200 lb. Tongue Weight
Weight Distributing Hitch Required Over 2000 lb. Trailer Weight

	2.2L LN2 Engine			Vortec 4.3L L35/LF6 Engine			Vortec 4.3L L35/LF6 Engine		
	Auto or Manual Transmission			Automatic Transmission			Manual Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
2WD S Pickup	3.73	2000	200	3.08	4500	550	3.08	3500	450
	4.10	2000	200	3.42	5500	650			
4WD T Pickup				3.08	4500	550	3.08	3500	450
				3.42	5500	650	3.42	4000	500
				3.73	5500	650	3.73	4500	550

Max trailer weight reduced 500 lb. on 4WD models with extended cab.

NOTE: No wiring harness is available on all S/T pickup models.

S/T Utility Maximum Trailer Ratings

Weight Carrying Hitch Limit: 2000 lb. Trailer with 200 lb. Tongue Weight
Weight Distributing Hitch Required Over 2000 lb. Trailer Weight

	Vortec 4.3L L35 Engine			Vortec 4.3L L35 Engine		
	Automatic Transmission			Manual Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
S Utility 2WD	3.08	4500	550			
	3.42	5500	650	3.42	4000	500
T Utility 4WD	3.08	4000	500			
	3.42	5000	600	3.42	3500	450
	3.73	5000	600	3.73	4000	500

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform and 8-wire trailer wiring harness.
Some models when loaded with driver, passenger and max tongue load may exceed the minimum GVW rating for that model.

M/L Van Weight Distributing Hitch Trailering Chart

Weight Carrying Hitch Limit: 2000 lb. Trailer with 200 lb. Tongue Weight
Weight Distributing Hitch Required Over 2000 lb. Trailer Weight

	Vortec 4.3L L35 Engine		
	Automatic Transmission		
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
M Van 2WD	3.23	4500	550
	3.42	5000	600
	3.73	5500	650
L Van AWD	3.42	4500	550
	3.73	5000	600

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform and 8-wire trailer wiring harness.

G Van Maximum Trailer Ratings

Weight Carrying Hitch Limit: 4000 lb. Trailer with 400 lb. Tongue Weight
Weight Distributing Hitch Required Over 4000 lb. Trailer Weight

	Vortec 4.3L L35 Engine			Vortec 5.0L L30 Engine		
	Auto or Manual Transmission					
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
G 1500	3.42	4000	500	3.42	5000	600
	3.73	4500	550			
G 2500	3.42	4000	500	3.42	5000	600
	4.10	5000	500			

GENERAL INFORMATION

	Vortec 5.7L L31 Engine			6.5L L56/L65 Turbo Diesel Diesel			Vortec 7.4L L29 Engine		
	Auto or Manual Transmission								
	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)	Axle Ratio	Max Trailer Weight (lbs.)	Max Tongue Load (lbs.)
G 1500	3.42	5500	700						
	3.73	6500	800						
G 2500	3.42	5500	700	3.73	6500	800			
	3.73	5500	700	4.10	8000	950			
	4.10	7000	850						
G 3500	3.73	5500	700	3.73	6000	750	3.42	6500	800
	4.10	7000	850	4.10	7500	900	3.73	8000	950
							4.10	10,000	1000

Max trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment.
The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the max trailer weight.
Base cooling system for each powertrain includes all content required to attain max trailer rating. No optional cooling equipment available.
Z82 Heavy duty trailering equipment package includes weight distributing hitch platform and 8-wire trailer wiring harness.

WEIGHTS AND MEASURES

Standard Weights and Measures		
Length		
12 inches	=	1 foot
3 feet	=	1 yard
5 1/2 yards	=	16 1/2 feet
	=	1 rod
1760 yards	=	5820 feet
	=	1 mile
Area		
144 square inches	=	1 square foot
9 square feet	=	1 square yard
30 1/2 sq. yards	=	1 square rod
160 sq. rods	=	43,560 sq. feet or 1 acre
640 acres	=	27,878,400 sq. feet or 1 sq. mile
1 circular inch	=	Area of circle 1 in diameter
1 square inch	=	1.2732 circular inches
Volume		
1728 cubic inches	=	1 cubic foot
27 cubic feet	=	1 cubic yard
1 cord wood	=	128 cubic feet. One cord is 8 feet long, 4 feet wide and 4 feet high
1 board foot	=	144 cubic inches or volume of board 1 foot square and 1 inch thick
1 cylindrical inch	=	Volume of cylinder 1 inch in diameter and 1 inch long or 0.7854 cubic inch
1 cubic inch	=	1.2732 cylindrical inches
Liquid or Fluid Measures		
4 gills (16 fluid ounces)	=	1 pint
2 pints	=	1 quart
4 quarts	=	1 gallon
31 11/32 gallons	=	1 barrel (there is no standard liquid 'barrel')
1 U.S. gallon	=	231 cubic inches or 0.13373 cubic feet
7.4805 gallons	=	1 cubic foot
When water is at its maximum density, 1 cubic foot weighs 62.428 pounds and 1 gallon weighs 8.345 pounds. For approximations, 1 cubic foot of water equals 7 1/2 gallons.		

Dry Measure		
2 pints	=	1 quart
8 quarts	=	1 peck
4 pecks	=	1 bushel
1 U.S. bushel	=	2150.42 cubic inches
	=	1.2445 cubic feet
1 cubic yard	=	21.7 U.S. bushels (approximate)
Measures of Angles or Arcs		
60 seconds (")	=	1 minute (')
60 minutes (')	=	1 degree (°)
90 degrees (°)	=	1 right angle or quadrant
360 degrees (°)	=	1 circle
Avoirdupois Weight (U.S.)		
437.5 grains (16 drams)	=	1 ounce
16 ounces	=	1 pound
100 pounds	=	1 hundred weight
2000 pounds	=	1 ton
2240 pounds	=	1 long ton

Metric Weights and Measures		
Length		
10 millimeters (mm.)	=	1 centimeter
10 centimeters (cm.)	=	1 decimeter
10 decimeters (dm.)	=	100 centimeters
	=	1 meter
1000 meters (m.)	=	1 kilometer (km.)
Area		
100 square millimeters (sq. mm.)	=	1 square centimeter
100 square centimeter (sp. cm.)	=	1 square decimeter
100 square decimeters (sq. dm.)	=	1 square meter
Volume		
1000 cubic millimeters (cu. mm.)	=	1 cubic centimeter
1000 cubic centimeters (cu. mm.)	=	1 cubic decimeter
1000 cubic decimeters (cu. mm.)	=	1 cubic meter
Capacity		
10 milliliters (ml.)	=	1 centiliter
10 centiliters (cl.)	=	1 deciliter
10 deciliters (dl.)	=	100 centiliter or 1 liter
1000 liters (l.)	=	1 kiloliter
Weight		
10 milligrams (mg.)	=	1 centigram
10 centigrams (cg.)	=	1 decigram
10 decigrams (dg.)	=	100 centigrams 1 gram
1000 grams (g.)	=	1 kilogram
1000 kilograms (kg.)	=	1 ton (metric)
1000 cubic centimeters (cu. cm.)	=	1 cubic decimeter
1000 cubic decimeters (cu. dm.)	=	1 cubic meter

Equivalent Weights and Measures		
Length		
1 inch	=	2.54 centimeters
1 foot	=	30.48 centimeters
1 yard	=	0.9144 meters
1 mile	=	1.609 kilometers
1 centimeter	=	0.3937 inch
1 meter	=	39.37 inches or 3.281 feet
1 kilometer	=	0.6214 mile or 1093.3 yards
Area		
1 square inch	=	6.452 sq. centimeters
1 square foot	=	0.093 square meter
1 square yard	=	0.836 square meter
1 acre	=	4047 square meters
1 square mile	=	2.59 square kilometers
1 square centimeter	=	0.155 square inch
1 square meter	=	10.76 square feet
1 square kilometer	=	0.3861 square mile
Volume		
1 cubic inch	=	16.39 cubic centimeters
1 cubic foot	=	0.0283 cubic meter
1 cubic yard	=	0.7646 cubic meter
1 (U.S.) gallon	=	3.785 liters
1 cubic centimeter	=	0.061 cubic inch
1 cubic meter	=	35.31 cubic feet
1 liter	=	61.02 cubic inches or 0.2642 gallons

Weight		
1 ounce	=	28.35 grams
1 pound	=	0.4536 kilograms
1 ton	=	907.2 kilograms
1 gram	=	15.43 grains
1 kilogram	=	2.205 pounds
1 metric ton	=	2205 pounds

Decimal Equivalents of Parts of an Inch			
1/64	0.015625	33/64	0.515625
1/32	0.03125	17/32	0.53125
3/64	0.046875	35/64	0.546875
1/16	0.0625	9/16	0.5625
5/64	0.078125	37/64	0.578125
3/32	0.09375	19/32	0.59375
7/64	0.109375	39/64	0.609375
1/8	0.125	5/8	0.625
9/64	0.140625	41/64	0.640625
5/32	0.15625	21/32	0.65626
11/64	0.171875	43/64	0.671875
3/16	0.1875	11/16	0.6875
13/64	0.203125	45/64	0.703125
7/32	0.21875	23/32	0.71875
15/64	0.234375	47/64	0.734375
1/4	0.25	3/4	0.75
17/64	0.265625	49/64	0.765625
9/32	0.28125	25/32	0.781255
19/64	0.296875	51/64	0.796875
5/16	0.3125	13/16	0.8125
21/64	0.328125	53/64	0.828125
11/32	0.34375	27/32	0.84375
23/64	0.359375	55/64	0.859375
3/8	0.375	7/8	0.875
25/64	0.309625	57/64	0.890625
13/32	0.40625	29/32	0.90625
27/64	0.421875	59/64	0.921875
7/16	0.4375	15/16	0.9375
29/64	0.453125	61/64	0.953125
15/32	0.46875	31/32	0.96875
31/64	0.484375	63/64	0.984375
1/2	0.5	1	1.0

Approximate Weight of Materials

Most materials and commodities vary in weight and containers vary in shape and size. Therefore it is impossible to list any but average weights per cubic foot or per unit of measurement and the following weights should be used only or approximation purposes. When it is necessary to figure weights accurately for recommendation of truck or tractor-trailer equipment, exact weights and dimensions should be obtained from local sources. This is particularly true of fruits and vegetables, containers for which vary widely in type, size and shape according to commodity and locality.

Building Supplies, other than lumber and stone

	Pounds per	
	Cu. Ft.	Cu. Yd.
Asbestos	153	4130
Asphalt		
Brick	125	3375
Lumps	85	2300
Paving	100	2700
Cinders	50	1350
Clay(dry lumps)	85	2300
Wet lumps	110	2970
Wet packed	135	3650
Fire	125	3375
Concrete		
Cinder or slag	120	3250
Gravel or stone	150	4050
Ave. wet mi x	138	3730
Crushed stone, ave.	100	2700
Earth(loam)-loose	76	2050
Shaken	87	2350
Packed	95	2565
Moist	100	2700
Wet	125	3375
Gravel-dry	95	2565
Wet	125	3375
Motor-lime	110	2970
Rubble-dry	138	3730
Wet	154	4160
Pitch	70	1900
Plaster of Paris (gypsum)	150	4050
Quicklime-solid	95	2550
Ground-loose	55	1485
Shaken	75	2030
Rock crushed, ave.	100	2700
Sand-fine-dry	110	2970
Wet	125	3735
Course-dry	95	2565
Wet	120	3240
Tar	65	1755
Terra Cotta	110	2970
Tile-solid	115	3100
Construction	40	1080
Brick		Thousand
Soft, 2.5 x 4 x 8.25		4320
Common, 2.25 x 4 8.25		5400
Hard, 2.25 x 4.25 x 8.5		6480
Pressed, 2.375 x 4 x 8.375		7500
Paving, 2.5 x 4 x 8.5		6750
Paving block, 3.5 x 4.5 x 8.5		8750
Fire, 2.5 x 4.5 x 9		7000
Cement block		
8 x 8 x 16	42	each
8 x 12 x 16	58	each
Cinder block		
8 x 8 x 16	35	each
8 x 12 x 16	45	each
Glass		
Common window	162	cu. ft..
Plate, 1/4 thick	3.3	sq. ft..
Lime-		
Small barrel	210	barrel
Large barrel	320	barrel

Farm and Dairy Products, except Fruits and Vegetables

	Pounds	Per
Alfalfa seed	60	bushel
Barley	48	bushel
Bran	20	bushel
Buckwheat	49	bushel
Butter-15 dia x 15	25	tub
15 dia. x 15	70	tub
10.25 x 8.75 x 10.5	32	case
(30 lb.) bricks		
9 lb. pail	10	each
Calf, live (avg.)	150	head
Cheese-15 dia x 5.25	25	box
15 dia. x 7.5	35	box
15 dia x 15	70	box
Chickens		
Live-broilers (20 avg.)	58	crate
Fowl (12 avg.)	78	crate
Std. crate, empty		
24 x 35 x 13	18	each
Clover seed	60	bushel

GENERAL INFORMATION

	Pounds	Per
Corn-ear	35	bushel
Shelled	56	bushel
Sweet corn(green)	43	bushel
Corn Meal	44	bushel
Cotton		
Gin bale, 20 x 48 x 54	515	each
Std. bale, 24 x 28 x 56	515	each
Comp bale, 20 x 24 x 56	515	each
Cotton seed	32	bushel
Cow, live-feeder (avg.)	600	head
Butcher (avg.)	800	head
Heavy steer (avg.)	1000	head
Eggs, 30 doz.		
12 x 12 x 26	55	crate
Fla x seed	56	bushel
Flour, 19 1/8 head, 30 stave	215	barrel
Hay, baled		
17 x 22 x 40	60	bale
14 x 16 x 43	85	bale
Hemp seed	44	bushel
Hog, live (avg.)	235	head
Horse, live (avg.)	1350	head
Ice cream		
2.5 gal., 9 dia x 11	18	can
5 gal., 9 dia x 21	35	can
Lamb, live (avg.)	80	head
Malt-barley	28	bushel
Rye	32	bushel
Brewer's grain	40	bushel
Millet	50	bushel
Oats	32	bushel
Popcorn-ear	35	bushel
Shelled	56	bushel
Rice, unhulled	43	bushel
Rye	56	bushel
Sheep, live (avg.)	138	each
Shorts	20	bushel
Soy beans	60	bushel
Straw, baled		
17 x 22 x 40	45	bale
Tallow	60	cu. ft..
Timothy seed	45	bushel
Vetch seed	60	bushel
Wheat, bulk	60	bushel
Bag	90	1.5 bushel
Wool, pressed	82	cu. ft..

Fruits, Vegetables and Nuts (In bulk, unless container specified)		
	Size Container	Lbs. Per Bushel or Container
Apples, fresh	bushel	48
Western, box	11.5 x 12 x 20	50
New England, box	11.25 x 14.25 x 17.5	56
Standard barrel	17hc. 28.5 stone	160
Apricots, fresh	bushel	48
Western, box	5.5 x 12 x 20	23
Artichokes, box	10 x 11.5 x 22	44
Asparagus, pr. crate	11.5 high 19.375 long,	
Loose	9.75 wide top, 11 bot-	38
Bunches	tom	31
Avocados-box	5.75 x 11.25 x 17.5	16
Bananas-carton	4.25 x 14.25 x 30	38
Single stem	bunch	55
Beans, dry-castor	bushel	46
White	bushel	60
Lima	bushel	56
Fresh-lima	bushel	39
String	bushel	36
(Hamper) string	5 peck	45
Beets (avg.)	bushel	55
Small crate	9.75 x 13.25 x 24	50
Western crate	14 x 19 x 24.5	95
Berries-crate 24 pt	9.75 x 9.75 x 20	25
24 qt.	11.75 x 11.75 x 24	48
32 at.	15.5 x 11.75 x 24	63
Broccoli-bu. crate	12.75 x 12.75 x 17	30
Burssel sprouts, crate	7.75 x 10.75 x 21.375	26
Cabbage-hamper	1.5 bushel	58
Crate	12.75 x 18.5 x 19	60
Western crate	14 x 19 x 24.5	85
Bbl. crate	12.75 x 18.75 x 37.375	110
Cantaloupe, crate		
Pony	11.75 x 11.75 x 23.5	58
Standard	12.75 x 12.75 x 23.5	68
Jumbo	13.75 x 13.75 x 23.5	78
Pony flat	4.75 x 12.75 x 23.5	26
Standard flat	5.25 x 14.25 x 23.5	28
Jumbo flat	5.75 x 15.25 x 23.5	32
Carrots-topped	bushel	55
With tops	bushel	40
Crate	11.75 x 14.125 x 24	60
Cauliflower	bushel	30
Crate	9.375 x 19 x 24	50
Celery-std. crate	11.625 x 22 x 22.625	70
1/2 crate	10.75 x 13 x 20.375	35
Northern crate	16.5 x 21.25 x 22	85

	Size Container	Lbs. Per Bushel or Container
Cherries-unstemmed	bushel	56
Stemmed	bushel	64
Lug box	5.625 x 11.875 x 19.75	17
Chestnuts	bushel	50
Cranberries		
1/4 bbl. box	9.5 x 11 x 14	28
1/2 bbl. box	12.5 x 14.75 x 22	60
Cucumbers	bushel	55
Crate	9.75 x 13.75 x 24	75
Case	5 x 13.25 x 19	26
Eggplant-hamper	bushel	40
Crate	14 x 11.75 x 24	54
Endive-basket	bushel	25
Hamper	1.5 bushel	36
Grapefruit-Wstrn box	11.5 x 11.5 x 24	68
Southern box	12.75 x 12.75 x 27	90
Grapes-basket	bushel	48
Lug box	5.375 x 16.375 x 17.5	30
Western box	15.5 x dia x 14	45
Basket	12 quarts	18
Greens	bushel	25
Hickory nuts	bushel	45
Horseradish roots	bushel	35
Kale	bushel	25
Lemons, Limes-		
Western box	10 x 13 x 25	80
Southern box	12.75 x 12.75 x 27	90
Lentils	bushel	60
Lettuce-hamper	bushel	25
Hamper	1.5 bushel	38
Basket	8.5 x 11.75 x 21.375	17
Crate	13.75 x 17.5 x 24.5	75
1/2 crate	9.5 x 13.5 x 24.5	40
Okra-hamper	.5 bushel	18
Hamper	bushel	34
Onions-dry-basket	bushel	55
Bag	17 x 32	50
Crate	20.5 x 11.5 x 10.5	58
Green, with tops	bushel	32
Oranges-Wstrn box	11.5 x 11.5 x 24	80
Southern box	12.75 x 12.75 x 27	90
Bushel box	10.75 x 10.75 x 23.5	65
Parsley-bushel crate	12.75 x 12.75 x 17	30
Parsnips	bushel	48

	Size Container	Lbs. Per Bushel or Container
Peaches-basket	bushel	48
Basket	.5 bushel	25
Crate	10.5 x 11.25 x 24	50
Western box	5.5 x 11.25 x 24	22
Peanuts, unshelled	bushel	22
Bag		100
Pears-basket	bushel	50
Western box	9.625 x 12.125 x 19.75	51
Peas-dry	bushel	60
Fresh-hamper	bushel	35
Hamper	40 quarts	45
Pecans-large bag		100
Small bag		50
Peppers-basket	bushel	25
Crate	14.125 x 11.75 x 24	45
Pineapples-crate	11 x 12.5 x 36	85
Plums-basket	bushel	56
Western box	5.625 x 16.375 x 17.5	25
Potatoes-sweet	bushel	55
White or Irish	bushel	60
Bag	1 2/3 bushel	102
Barrel	barrel	185
Prunes-box	5.625 x 16.375 x 17.5	25
Quinces	bushel	50
Radishes-basket	bushel	34
Crate	9.75 x 13.75 x 24	40
Rhubarb-box	5.125 x 11.5 x 22	24
Romaine-crate	13.875 x18.875 x 24.5	64
Crate	12.25 x 13 x 15.25	27
Rutabagas	bushel	56
Spinach	bushel	27
Squash	bushel	46
Sweet corn-basket	bushel	45
Crate	13 x 13 x 24	60
Tomatoes-basket	bushel	55
Lug box	7.25 x 14 x 17.5	35
Crate	10.5 x 11.25 x 24	48
Basket	8.5 x 8.75 x 20	18
Turnips	bushel	54
Walnuts-bulk	bushel	50
Bag		100

Liquids		
	Pounds Per	
	Cu. ft..	Gallon
Acetone	50	6.6
Alcohol, commercial	51	6.8
Asphalt, hot oil	71	9.5
Carbolic acid	60	8.0
Castor oil	61	8.1
Chloroform	95	12.7
Coconut oil	58	7.8
Corn oil	58	7.8
Corn syrup	86	11.5
Cotton seed oil	58	7.8
Cream	64	8.5
Creosote	69	9.2
Crude oil	56	7.5
Ether	46	6.2
Fuel oil-Diesel	52	7.0
Fuel oil-Furnace	56	7.5
Gasoline	45	6.0
Glycerine	79	10.5
Honey	90	12.0
Kerosene	50	6.6
Linseed oil	59	7.9
Lubricating	52	7.0
Maple syrup	82	11.0
Milk, bulk	64	8.6
Molasses	90	12.0
Muriatic acid, 40%	40	10.0
Naphtha, petroleum	42	5.6
Nitric acid, 91%	94	12.5
Olive oil	58	7.7
Peanut oil	57	7.6
Petroleum	56	7.5
Sorghum syrup	86	11.5
Soybean oil	58	7.7
Sugar cane syrup	85	11.3
Sulfuric acid, 87%	112	15.0
Turpentine	54	7.3
Vinegar	64	8.5
Water, fresh	63	8.4

	Size Container	Lbs. Per Container
Beer-wood barrel	.25 barrel	
Steel barrel	.25 barrel	
Wood barrel	.25 barrel	
Steel barrel	.25 barrel	
Carton 24 12oz..		
Regular bottles	17.25 x 11.5 x 9.875	
Steinie bottles	18.375 x 12.125 x 7.375	
Tin cans	16.25 x 11 x 5.125	
Wood case-24 12oz..		
Regular bottles	21 x 13.5 x 10	
Stenin bottles	22 x 13.75 x 7.5	

Note: Beer cases are of many types with variable size and weight. Cases shown are average for popular full depth type with partitions.

	Size Container	Lbs. Per Container
Milk-5 gal. can	10.25 dia x 19	62
10 gal. can	13 dia x 23	115
Crate-21.5 pt bottles		33
20 pt. bottles		54
12 qt. bottles		64

Note: Milk bottle crates vary widely in dimensions and weights. Those shown are average weights.

	Size Container	Lbs. Per Container
Molasses-50 gal. bbl.	20.25 hd., 34 stave	675
Soft drinks		
Half depth bottle box		
24-6 to 8 oz.. bottles	12.25 x 18.75 x 8.5	39
Full depth bottle box		
12-24 to 32 oz.. btls	13.375 x 18.5 x 12.25	60

Lumber-Air Dried		
Kiln dried lumber averages 10% to 15% lighter, and green lumber 40% to 50% heavier than air dried.		
	Pounds Per	
	Cu.	Thousand Board Ft.
Ash-black or red	40	3330
White	46	3830
Bamboo	22	
Basswood	30	2500
Beech	30	2500
Birch	48	4000
Butternut	30	2500
Cedar	30	2500
Cherry	44	3670
Chestnut	37	3080

GENERAL INFORMATION

	Pounds Per	
	Cu.	Thousand Board Ft.
Cottonwood	37	3080
Cypress	30	2500
Elm-soft Rock	38 45	3170 3750
Fir-Douglas Eastern	32 25	2670 2080
Gum	40	3330
Hemlock	29	2420
Hickory	54	4500
Locust	42	3500
Mahogany	42	3500
Maple-hard soft	44 34	3670 2830
Oak-black Red White	42 42 48	3500 3500 4080
Pine-long leaf North Carolina Oregon Red White Yellow-Northern Southern Short leaf Long leaf	44 36 32 30 26 34 45 38 44	3670 3000 2670 2500 2170 2830 3750 3170 3670
Poplar	27	2250
Redwood	30	2500
Spruce	28	2330
Sycamore	37	3080
Walnut	43	3580
Willow	31	2580
Lath-Standard length 29 in. Put up in bundles of 50. Ave. bundle; dia. 9 in., weight 25 lbs.		
Shingles-Bundles contains the equivalent of 250 shingles, measures 24 x 20 x 10, ave. weight 50 lbs.		

Metals, Minerals, Ores, Rock, Stone, Coal		
	Pounds Per	
	Cu. Ft.	Cu. Yd.
Alabaster, gypseous	160	4320
Aluminum, pure	165	4450
Andesita stone	180	4850
Antimony	420	11650
Asbestos	153	4130
Babbit	440	11900
Barytes, mineral	280	7560
Basalt rock	185	5000
Bauxite	160	4320
Bluestone	120	3240
Borax	110	2970
Brass-cast Rolled Drawn	525 534 542	14175 14420 14635
Bronze	550	14850
Chalk	137	3700
Charcoal-oak pine	33 23	890 620
Coal, broken Anthracite Bituminous Pocahontas Cannel	 60 45 50 50	 1600 1200 1350 1350
Coke	27	730
Copper-cast Rolled	550 560	14850 15120
Diabase	185	5000
Dolomite	181	4890
Emery	250	6750
Feldspar	160	4320
Flint	185	5000
Gneiss-solid Crushed	160 95	4320 2565

	Pounds Per	
	Cu. Ft.	Cu. Yd.
Granite-solid Crushed	175 96	4725 2590
Graphite	170	4590
Greenstone-solid Crushed	187 107	5050 2900
Gypsum	150	4050
Iron-cast Wrought	450 485	12150 13100
Hornblend	187	5050
Lead-cast	710	19170
Limestone-solid Crushed	166 95	4480 2565
Magnesite	187	5050
Manganese	475	12825
Marble-solid Crushed	165 95	4455 2565
Marl	140	3800
Mercury	850	
Mica	185	5000
Nickel	537	14500
Ore: Most ores are 15% to 20% heavier than the rock which forms the bulk of the ore.		
Peat	50	1350
Phosphate rock	200	5400
Porcelain	150	4050
Porphyry	172	4645
Pumice	40	1080
Pyrites	315	8500
Quartz	165	4455
Rip-rap stone	65	1750
Salt-rock, solid Very coarse Coarse Fine Barrel, .	136 35 45 50 280	3670 950 1215 1350 per bbl.
Saltpeter	69	1860

	Pounds Per	
	Cu. Ft.	Cu. Yd.
Sandstone-solid	147	3970
Crushed	86	2325
Shale-solid	172	4645
Crushed	92	2485
Silica	135	3650
Slag-solid	175	4750
Crushed	75	2025
Screenings	100	2700
Slate	175	4725
Soapstone	169	4565
Steel-cast	490	13250
Rolled	495	13365

	Pounds Per	
	Cu. Ft.	Cu. Yd.
Stone-crushed, avg.	100	2700
Sulphur	125	3375
Talc	170	4600
Tin	460	12400
Trap rock	187	5050
Zinc	440	11880
Miscellaneous		
	Pounds per	
	Cu. Ft.	Cu. Yd.
Ashes, cool (packed)	45	1215
Bone	115	3110

	Pounds per	
	Cu. Ft.	Cu. Yd.
Cork	15	405
Furniture	6	160
Garbage		
Dry, paper wrapped	15-30	400-800
Wet	50	1240
Groceries-misc.	30	810
Ice	57	1540
Paper-solid, avg.	58	1565
Rubber goods	94	2540
Snow, moist-packed	50	1350
Street sweepings	32	865

Metric/U.S. Customary Conversion Table

	Multiply	By	To Get/Multiply	By	To Get
Linear	inches	x 25.4	millimeters (mm)	x 0.03937	inches
	inches	x 2.54	centimeters (cm)	x 0.3937	inches
	feet	x 0.3048	meters (m)	x 3.281	feet
Area	square inches	x 645.16	square millimeters (sq. mm)	x 0.00155	square inches
	square inches	x 6.452	square centimeters (sq. cm)	x 0.155	square inches
	square feet	x 0.0929	square meters (sq. m)	x 10.764	square feet
Volume	cubic inches	x 16387.0	cubic millimeters (cu. mm)	x 0.000061	cubic inches
	cubic inches	x 16.387	cubic centimeters (cu. cm)	x 0.06102	cubic inches
	cubic inches	x 0.01639	liters (l)	x 61.024	cubic inches
	quarts	x 0.94635	liters (l)	x 1.0567	quarts
	gallons	x 3.7854	liters (l)	x 0.2642	gallons
	cubic feet	x 28.317	liters (l)	x 0.03531	cubic feet
	cubic feet	x 0.02832	cubic meters (cu. m)	x 35.315	cubic feet
	fluid oz..	x 29.57	milliliters (ml)	x 0.03381	fluid oz.
Mass	ounces (av)	x 28.35	grams (g)	x 0.03527	ounces (av)
	pounds (av)	x 0.4536	kilograms (kg)	x 2.2046	pounds (av)
	tons (2000 lb)	x 907.18	kilograms (kg)	x 0.001102	tons (2000 lb)
	tons (2000 lb)	x 0.90718	tonne (t)	x 1.1023	tons (2000 lb)
Fuel Economy	miles/gal	x 0.42514	kilometers/liters (km/l)	x 2.3522	miles/gal
	gal/mile	x 2.3522	liters/kilometer (l/km)	x 0.42514	gal/mile
	gal/mile	x 235.22	liters/100 kilometers (1/100 km)	x 0.004251	gal/mile
Power	horsepower	x 0.746	kilowatts (kW)	x 1.34	horsepower
	ft.-lb./min	x 0.0226	watts (W)	x 44.25	ft..-lb./min
Torque	pound-inches	x 0.11298	newton-meters (N-m)	x 8.851	pound-inches
	pound-feet	x 1.3558	newton-meters (N-m)	x 0.7376	pound-feet
Velocity	miles/hour	x 1.6093	kilometers/hour (km/h)	x 0.6214	miles/hour
	kilometers/hour	x 0.27778	meters/sec (m/s)	x 3.600	kilometers/hour
	miles/hour	x 0.4470	meters/sec (m/s)	x 2.237	miles/hour

Common Metric Prefixes

mega (M) = 1,000,000
kilo (k) = 1,000
centi (c) = 0.01
milli (m) = 0.001
hecto (h) = 100
micro (μ) = 0.000001

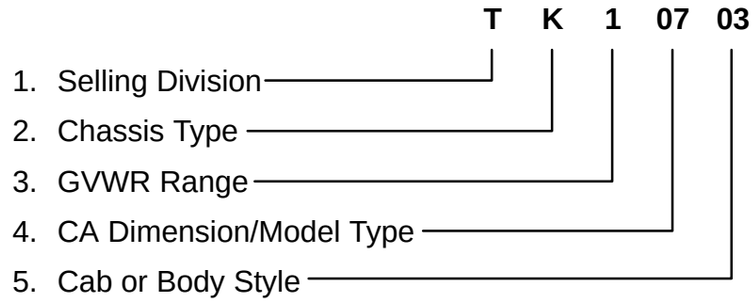
U.S. Imperial Gallon Comparison

1 U.S. Gallon = 0.833 Imperial Gallon
1 Imperial Gallon = 1.201 U.S. Gallon

LIGHT DUTY 10/1500 – 30/3500 SERIES MODEL IDENTIFICATION SYSTEM

The designation consists of 7 characters, two letters followed by five numbers. The first letter indicates the selling division and second identifies the chassis type. The first number designates the GVWR range, the second and third identify the cab-to-axle dimension (CA) or model type, and the last two identify the cab or body style.

For example:



1. Selling Division4

T – GMC Truck

C – Chevrolet Truck

2. Chassis Type

C – Pickup 4 x 2 (Two-Wheel Drive)

G – Van, Cargo/Passenger, Savana

K – Pickup 4 x 4 (Four-Wheel Drive)

L – Mid-Size Van (AWD) Astro/Safari

M – Mid-Size Van (4 x 2) Astro/Safari

P – Forward Control 4 x 2 (Conventional)

S – 4 x 2 (Two-Wheel Drive) S10 Pickup/Sonoma Jimmy/ Blazer

T – 4 x 4 (Four-Wheel Drive) S10 Pickup/Sonoma Jimmy/Blazer

3. Series/GVWR Range

1 – 3400 to 7300

2 – 6400 to 8600

3 – 7400 to 16,000

4. Model Type/CA Dimensions

05 – Blazer/Jimmy (S/T Utility)

05 – Tahoe/Yukon (C/K 2-Door Utility)

05 – Forward Control Commercial Chassis 110” WB (P30)

06 – Series/Sonoma Pickup 39” (S/T 6.1’ Cargo Box)

07 – C/K Pickup/Sierra 42” CA (C/K 6.5’ Cargo Box)

07 – Tahoe/Yukon (4-Door Utility)

08 – S Series Pickup Box/Sonoma 47” (S/T 7.4’ Cargo Box)

08 – Forward Control Commercial-125” WB

09 – Suburban (C/K 4-Door) C/K Pickup/Sierra 56” CA (C/K 8.0’ Cargo Box) C/K Chassis-Cab 56” CA

10 – Chassis-Cab 60” (C/K) Astro/ Safari (M/L Van) Forward Control Commercial-133” WB (P30)

11 – Motorhome Chassis-137”.WB (P30)

14 – Chassis Cab 84” (C/K) Forward Control Commercial & Motorhome 157/158.5” WB (P30) Chevy-Van and Express/ Savana (G Van)

15 – Cutaway/Savana Special 80” Commercial Recreational (G Van)

17 – Express and Chevy Van/Savana (G Van)

18 – Chassis Cab 108” (C/K) Cut-away/Savana Special 100” Commercial & RV (G Van) Forward Control Commercial & Motorhome-170” WB (P30)

19 – Cutaway/Savana Special 118” Commercial & RV (G Van) Forward Control Motor Home-190” WB (P30)

20 – Forward Control Motorhome 208” WB

21 – Forward Control Motorhome 228” WB

57 – Silverado/Sierra Pickup 42” CA, 6.5’ Cargo Box

59 – Silverado/Sierra Pickup 56” CA, 8.0’ Cargo Box

5. Cab or Body Type

03 – Pickup Conventional Cab (S/T, C/K) G-Cutaway Van, Savana Special

05 – Astro/Safari/Savana Cargo Chevy Van

06 – (4-Door) Suburban, Yukon/Tahoe, Blazer/Jimmy Astro/Express Passenger Van

16 – (2-Door) Jimmy/Blazer, Yukon/Tahoe

32 – RV Cutaway/Savana Camper Special Forward Control Chassis Motorhome

42 – Forward Control Chassis Commercial

43 – Crew Cab (C/K Models)

53 – Extended Cab (S/T, C/K Models)