

Silverado 2500 HD

5th Wheel Towing

Supplement



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Introduction

This Owner's Manual Supplement is an addition to the GMSV Silverado HD Owner's Manual Supplement and the Chevrolet Silverado 2500HD/3500HD Owner's Manual and 6.6L Duramax Diesel Engine Supplement also supplied with your vehicle.

It should be read in conjunction with the other manuals to provide you with all the necessary information to enable you to drive your vehicle safely and efficiently.

Make sure your passengers are aware of the possible risk of accident and injury which may result from improper use of the vehicle.

Warning

Never attempt to couple a trailer or operate a 5th wheel hitch before reading and following these instructions and becoming familiar with all components and their operation.

Overview

The Silverado 2500 5th wheel system enables a higher towing capacity when compared to conventional towbar systems. This is due to the trailer weight being distributed directly over the axle rather than the rear of the vehicle.

Safety is also improved with the possibility of swaying and fishtailing significantly reduced while towing, and the need for stabilisers, etc. is removed.

Improved manoeuvrability is another benefit of a 5th wheel setup over a towbar hitch, as the trailer turning angle is greatly increased to as much as 90 degrees.

Connecting a 5th wheel trailer can be performed with just one or two people.

Two types of 5th wheel systems are described in this Supplement; 5th wheel hitch and gooseneck hitch. The only difference is the connection, as the vehicle structure, air brake system and electrical systems are the same for both.

The vehicle and towing specifications are the same for both systems also.

5th Wheel Hitch

The 5th wheel hitch assembly mounts through the tub floor to a sub-floor structure at four points.

It is easily removed by two people to return the vehicle to a usable pickup.



Gooseball Hitch

The gooseball hitch is a 3" tow ball mounted through the tub floor to the same sub-floor structure as the 5th wheel hitch.

The ball can easily be removed.



Air Brake System

An integrated air brake system is provided to ensure optimal trailer braking.

It includes three ports for:

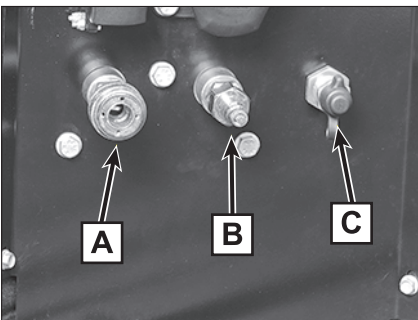
A: Service Brakes

B: Park Brake

C: Test Port

The test port can also be used to power a tyre inflator or air blower, etc.

Two air compressors are mounted under the vehicle that operate automatically upon connection and during use as needed.



It may take several minutes for the system to reach normal operating pressure, and for the vehicle to be driven.

Introduction

Indicators are provided on the instrument panel that alert the driver should a fault be detected.

Should an indicator illuminate while driving, pull over as soon as it is safe to do so and inspect the trailer connections, vehicle and trailer. If the cause of the fault cannot be found, contact a dealer.

A: Trailer Warning.

Illuminates if a fault is detected by the trailer EBS controller (see below).

B: Low Air Pressure or Brake Failure.

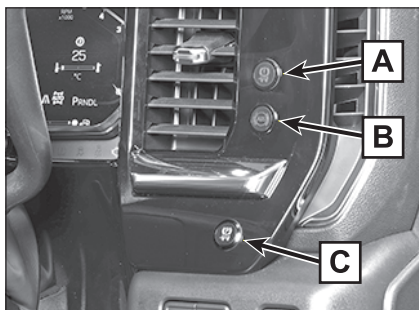
Illuminates if low air pressure is detected below 410 kpa. This will illuminate when a trailer is first connected until the system reaches normal operating pressure.

C: Park Brake Override Button.

Allows for manual operation of the trailer park brake independently of the vehicle's park brake. This is not intended to be used for normal park brake operation as the vehicle park brake also controls the trailer park brake.

This is used to perform a 'tug test' which should be performed each time a coupling is made to ensure the trailer is connected securely.

Holding the Park brake override button for three seconds while the vehicle is parked will operate the air brake system to enable troubleshooting or provide constant air supply for a tyre inflator or such.



Caution

The park brake override button is not to be used for parking or trailer emergency brake application. It is to be used for performing tug tests only. This function is disabled at speeds of 10 km/h or greater.

Trailer EBS

Similar to the vehicle's anti-lock braking system (ABS), trailer EBS (Electronic Braking System) is a computer controlled trailer braking system that enhances mechanical trailer brakes.

By adding electronic control to conventional air or electric trailer brakes, EBS optimises stopping distance, improves lag-time and provides active safety features to control the trailer during harsh braking.

Electrical System

Several electrical connections are provided.

A: Anderson Plug.

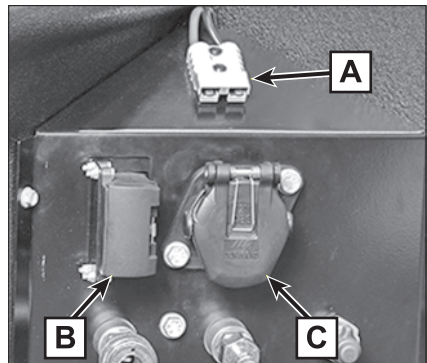
This provides a maximum current of 50 A and can be used to maintain a trailer battery system or power trailer devices such as a refrigerator, etc.

B: 12 pin Flat Trailer Socket.

This is configured in the standard format to provide circuits for trailer lighting – brake, tail, turn and reverse – along with a medium duty power circuit.

C: 7 pin EBS Socket.

This is configured in the standard format to provide circuits for a trailer anti-lock braking system (ABS).



Operation

5th Wheel Hitch

Warning

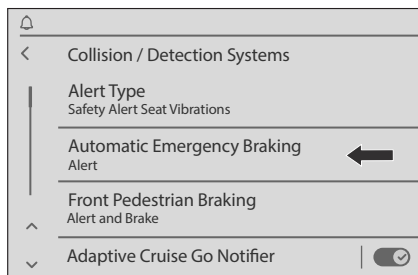
- When towing with a 5th wheel hitch, do not use Adaptive Cruise Control (ACC). If cruise control is required, only use regular Cruise Control. See the vehicle owner's manual for further information.
- Never exceed the recommended towing capacity. Doing so may result in trailer separation, damage to the 5th wheel hitch, vehicle, trailer and / or cause serious injury or death. See *"Specifications"* on page 24.
- Do not expose hands, body parts or clothing anywhere between the vehicle and trailer. Care should be taken to avoid serious injury.
- Never position yourself or others under the trailer's hitch kingpin area during coupling and uncoupling. Incorrectly coupled trailers can separate and drop without notice.

Coupling

1. Set the Automatic Emergency Braking (AEB) system to Alert.

- i. Touch Settings on the infotainment Home screen.
- ii. Select: Vehicle > Collision Detection Systems > Automatic Emergency Braking.

This is required as the AEB system can not control the trailer brakes.

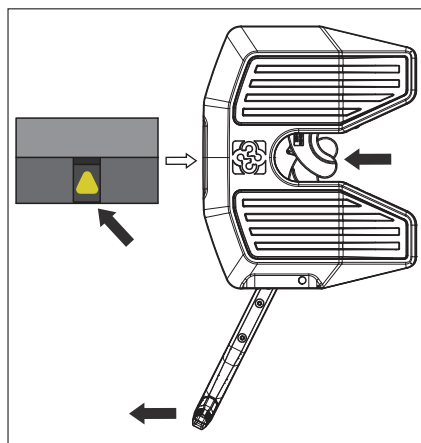


2. Chock the front and rear sides of the trailer wheels.
3. Ensure all trailer brake hoses and wiring connectors are placed out of the way to one side.
4. Open the tailgate.

Caution

Ensure the trailer will not come in to contact with the tailgate.

5. Check the hitch lever is in its forward position, the jaws are open, and the Yellow triangular indicator is visible. In this condition the 5th wheel hitch is ready to couple.

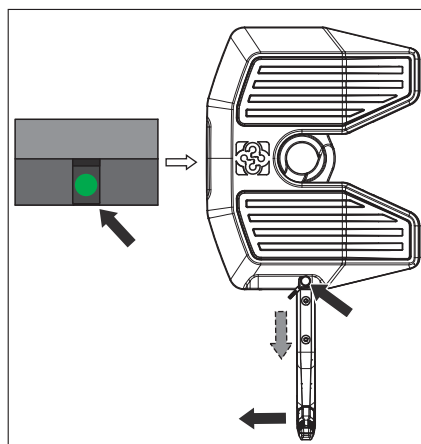


Caution

Attempting to couple a trailer to the 5th wheel hitch in any configuration other than the yellow couple position will result in damage. Always ensure the jaws are open and unobstructed prior to coupling.

If the Green circular indicator is visible and the jaws are closed, they must be unlocked.

- Remove the safety pin from the hitch lever (if fitted).
- Open the jaws by moving the lever outward approximately 13 mm and then swing it toward the front of the vehicle.
- The handle will latch in the unlocked position, and the yellow triangular indicator will become visible.



Operation

Caution

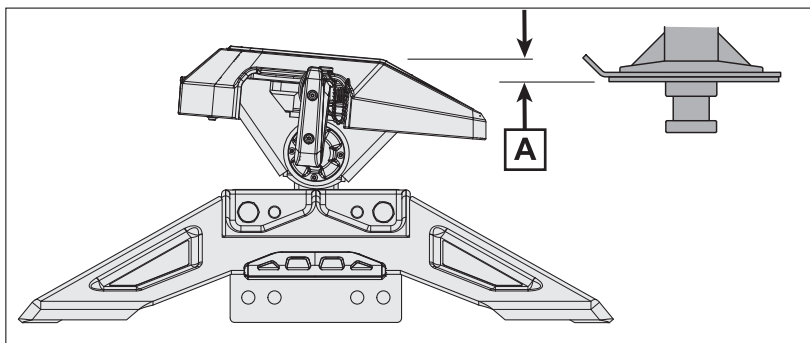
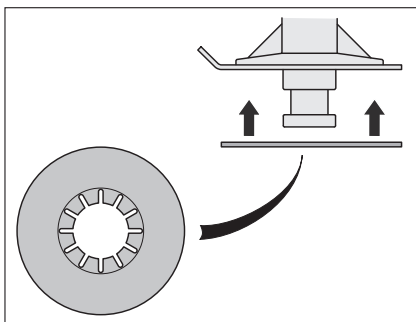
If the 5th wheel handle will not latch in the unlocked position, or the Red indicator is visible, see *"Troubleshooting" on page 13* to resolve the issue before attempting to couple the trailer.

6. Position the vehicle approximately one metre from the trailer.

7. It is advisable to fit a lube plate to the trailer kingpin. This will extend the life of the hitch wear plates.

8. Adjust the trailer lifting jacks until the trailer's kingpin skid plate aligns below the top of the head plate ramp (A).

A: 25 mm



⚠ Warning

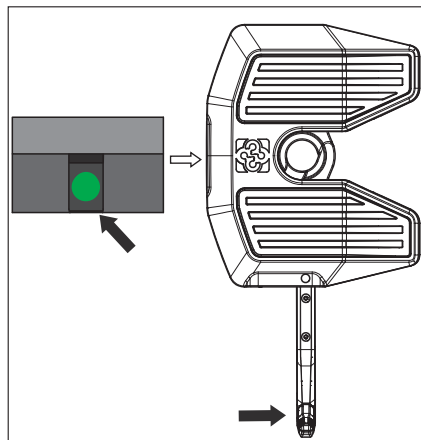
If the trailer kingpin is too high it will not connect. If the trailer kingpin is too low, damage may occur.

9. Slowly reverse the vehicle until the 5th wheel hitch is 100 – 150 mm from the trailer hitch.

10. Readjust the trailer lifting jacks as required.

11. Continue reversing the vehicle until the hitch jaws contact and close around the kingpin.

The hitch lever will swing rearward into the locked position, and the Yellow indicator will change to a Green circle, indicating a successful connection.



Caution

- Visually confirm the trailer's skid plate is resting completely on the head plate of the 5th wheel. Also confirm the jaws are locked around the trailer's kingpin. A gap may indicate the kingpin is not engaged into jaws properly or is resting on top of the jaw.
- If the kingpin is resting on top of the jaws, immediately raise the trailer to lift the kingpin off the jaws. Inspect the 5th wheel for damage that may have resulted from the incorrect coupling attempt. Under no circumstances should the 5th wheel unit be used if damage exists. If no damage exists, repeat the procedure.

12. Insert the safety pin through the locking handle to ensure it cannot be unlocked while towing.



Operation

Warning

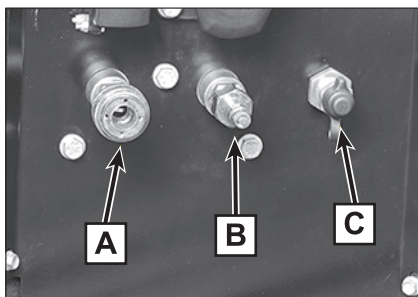
Never tow without visually ensuring the kingpin is properly coupled and the safety pin has been installed. This will ensure the handle cannot be unintentionally unlocked.

13. Connect the air brake connectors.

A: Park Brake

B: Service Brakes

C: Test Port



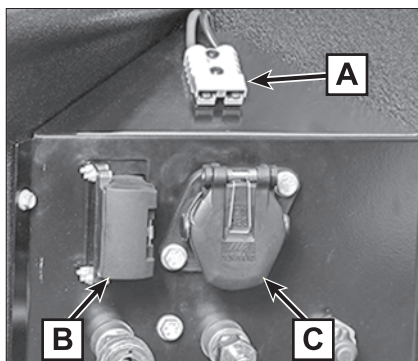
14. Connect the trailer wire connectors as required.

A: Anderson Plug 50 A

B: 12 pin Trailer Socket

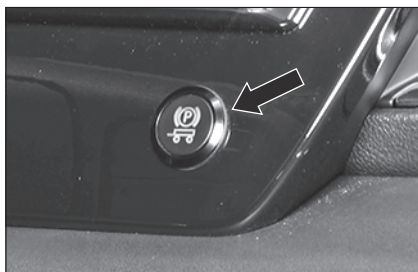
C: 7 pin EBS Socket

15. Close the tailgate.



16. Perform a Tug Test:

- i. Start the engine and place the vehicle in Drive with the brake pedal depressed. Do not press the accelerator.
- ii. Press and Hold the park brake override button to engage the trailer park brake.



- iii. Release the brake pedal and check for movement.
 - iv. Gently tap the accelerator pedal to check there is no movement or separation of the coupling.
 - v. Place the vehicle in Park and turn the engine off.
17. Raise the trailer lifting jacks fully.
 18. Remove the wheel chocks from the trailer wheels.
 19. Before driving confirm:
 - The hitch lock handle safety pin is installed.
 - All brake hoses and electrical harnesses are securely connected.
 - The trailer lifting jacks are fully retracted.
 - The tailgate is closed.
 - Trailer wheel chocks are removed.
 - Trailer lights, directional signals and brake lights operate correctly.
 - The low air pressure light is off.
Depending on trailer brake condition, the light will illuminate until the system is up to operating pressure.

Uncoupling

1. Chock the front and rear sides of the trailer wheels.
2. Disconnect all trailer brake hoses and wiring connectors. Ensure they are placed out of the way to one side.
3. Open the tailgate.
4. Raise the trailer lifting jacks just enough to remove the weight from the 5th wheel head plate.

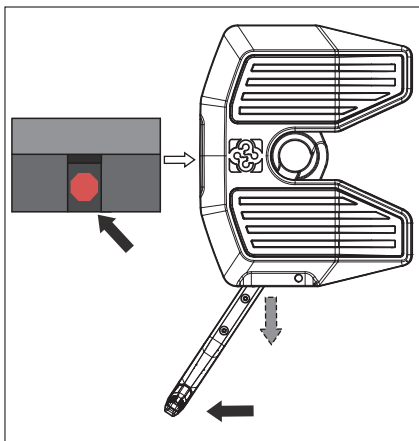
Caution
Do not create a gap between the hitch and skid plate. An excessive gap can damage the hitch components.

Operation

5. Reduce any remaining load on the hitch kingpin and jaws by reversing the vehicle slightly. Hold this position, place the vehicle in Park and apply the park brake.
6. Remove the safety pin from the locking handle.



7. Unlock the hitch jaws by pulling the locking handle out approximately 13 mm and then swinging it forward until it latches in the unlocked position. The Red octagonal indicator will be visible.



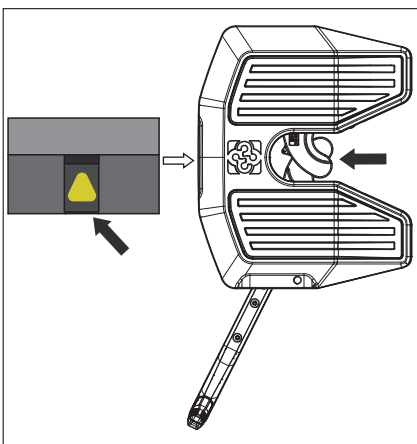
Caution

If the locking handle fails to latch in the unlock position while the kingpin is in the jaws, see *“Troubleshooting” on page 13*. Never attempt to uncouple without the handle being in the unlocked position.

8. Slowly drive the vehicle out from under the trailer. If resistance is encountered, determine the corrective action and repeat uncoupling steps.

As the kingpin moves out of the 5th wheel jaws the locking handle will drop back to the couple position. The indicator will also change from red to a yellow triangle.

The 5th wheel hitch is now safely uncoupled.



Troubleshooting

Red Hitch Indicator with Jaws Open

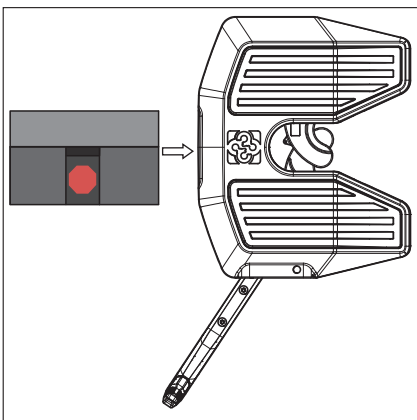
Do not tow in this configuration. The jaws will close but will not lock.

Follow the steps below to correct the issue and prepare for coupling.

The red octagonal indicator signifies the jaws are unlocked and the operating handle is latched in the unlock position.

The red indicator will remain visible if the jaws are unable to fully open and reset the operating handle to the yellow couple position.

Follow the steps below to reset the operating handle to the couple position.

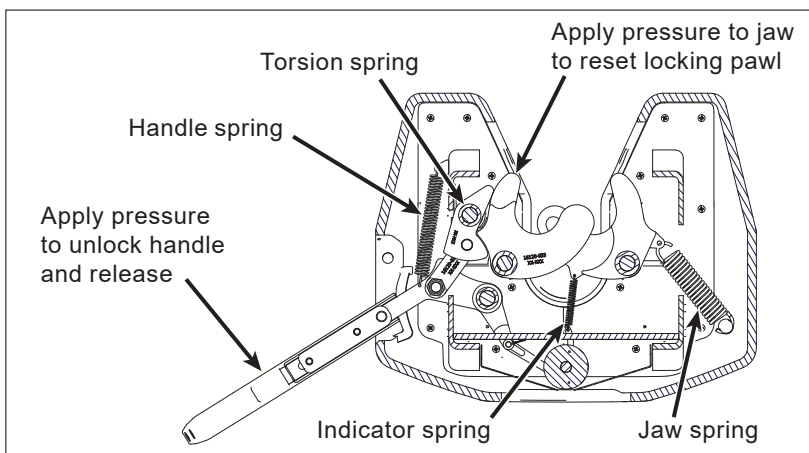


Operation

1. Check for any signs of damage to the locking mechanism.

Ensure the jaws are open and the indicator, jaw, handle and torsion springs are all attached and undamaged.

If any of the springs are missing or damaged, do not attempt to use the hitch until it has been repaired.



2. Ensure the locking mechanism is free of excessive dirt, rust, grease, snow, ice or other foreign material preventing it from cycling properly.

Clean excessive dirt, snow or ice with warm soap water. Lightly lubricate exposed surfaces with a rust inhibitor to restore proper operation. Components with excessive amounts of rust may require replacement to restore proper functionality.

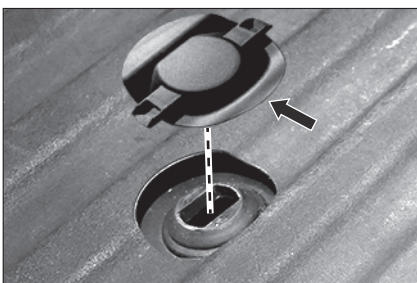
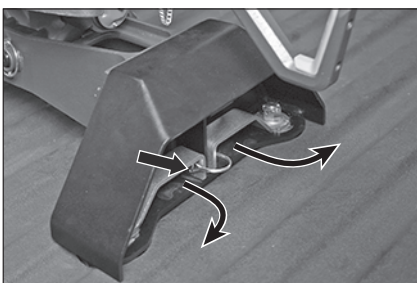
3. If cycling the handle is unsuccessful, apply pressure to the front of the jaw to manually reset the locking pawl.

If the handle drops to the couple position and the indicator turns yellow, you are ready to couple.

4. If all components are undamaged and can freely move, apply pressure to the operating handle, as if unlocking, and release. If the handle drops back to the couple position and the indicator turns yellow, you are ready to couple.

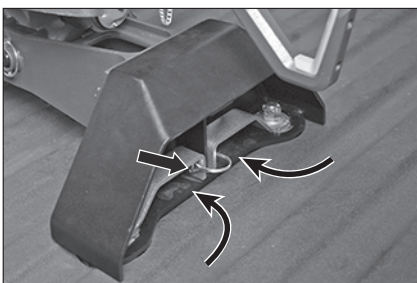
Hitch Removal

1. Remove the locking pin securing the handles in the closed position from each side.
2. Open the two locking handles each side.
3. With the aid of an assistant, lift the 5th wheel hitch assembly up and remove from the vehicle.
4. As required, fit a blanking plug in each mounting hole and the gooseball hole.



Hitch Installation

1. If fitted, remove the blanking plug from each mounting hole.
2. With the aid of an assistant, lift the 5th wheel hitch assembly into the tub and carefully install into the vehicle.
3. Close the two locking handles each side.
4. Insert the locking pin securing the handles in the closed position each side.



Operation

Gooseball Hitch

Warning

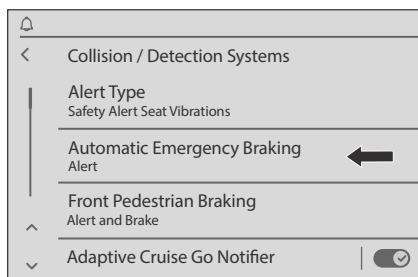
- When towing with a gooseball hitch, do not use Adaptive Cruise Control (ACC). If cruise control is required, only use regular Cruise Control. See the vehicle owner's manual for further information.
- Never exceed the recommended towing capacity. Doing so may result in trailer separation, damage to the gooseball hitch, vehicle, trailer and / or cause serious injury or death. See *"Specifications"* on page 24.
- Do not expose hands, body parts or clothing anywhere between the vehicle and trailer. Care should be taken to avoid serious injury.
- Never position yourself or others under the trailer's coupling area during coupling and uncoupling. Incorrectly coupled trailers can separate and drop without notice.

Coupling

1. Set the Automatic Emergency Braking (AEB) system to Alert.

- i. Touch Settings on the infotainment Home screen.
- ii. Select: Vehicle > Collision Detection Systems > Automatic Emergency Braking.

This is required as the AEB system can not control the trailer brakes.



2. Chock the front and rear sides of the trailer wheels.
3. Ensure all trailer brake hoses and wiring connectors are placed out of the way to one side.
4. Open the tailgate.

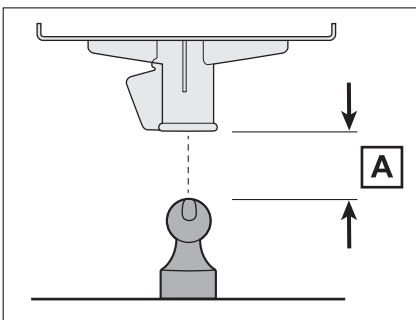
Caution

Ensure the trailer will not come in to contact with the tailgate.

- Adjust the trailer lifting jacks until the trailer coupler aligns above the gooseball (A).

A: 100 mm

- Slowly reverse the vehicle until the coupler is directly above the gooseball.
- Lower the trailer lifting jacks as required and connect the coupler to the gooseball.
- Depending on trailer coupler, secure all safety latches as required.



Warning

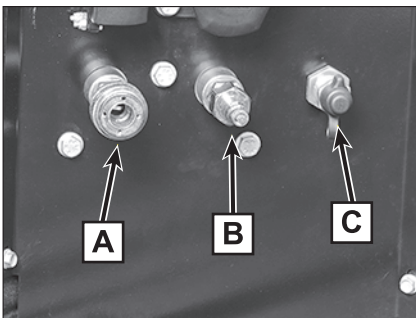
Never tow without ensuring all safety pins or latches are correctly fitted and secured.

- Connect the air brake connectors.

A: Park Brake

B: Service Brakes

C: Test Port



Operation

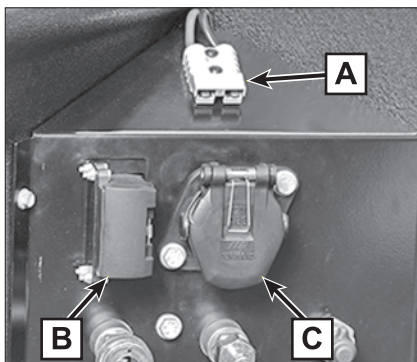
10. Connect the trailer wire connectors as required.

A: Anderson plug 50 A

B: 12 pin Trailer Socket

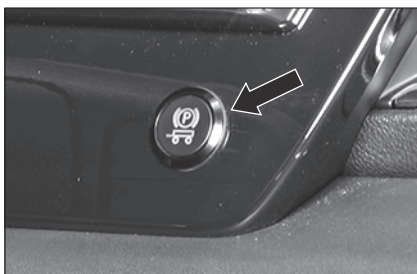
C: 7 pin EBS Socket

11. Close the tailgate.



12. Perform a Tug Test:

- i. Start the engine and place the vehicle in Drive with the brake pedal depressed. Do not press the accelerator.
- ii. Press and Hold the park brake override button to engage the trailer park brake.
- iii. Release the brake pedal and check for movement.
- iv. Gently tap the accelerator pedal to check there is no movement or separation of the coupling.
- v. Place the vehicle in Park and turn the engine off.



13. Raise the trailer lifting jacks fully.

14. Remove the wheel chocks from the trailer wheels.

15. Before driving confirm:

- The coupler safety latches and/or pins are fitted and secured.
- All brake hoses and electrical harnesses are securely connected.
- The trailer lifting jacks are fully retracted.
- The tailgate is closed.
- Trailer wheel chocks are removed.

- Trailer lights, directional signals and brake lights operate correctly.
- The low air pressure light is off.
Depending on trailer brake condition, the light will illuminate until the system is up to operating pressure.

Uncoupling

1. Chock the front and rear sides of the trailer wheels.
2. Disconnect all trailer brake hoses and wiring connectors. Ensure they are placed out of the way to one side.
3. Open the tailgate.
4. Reduce any remaining load on the coupler as required. Hold this position, place the vehicle in Park, and apply the park brake.
5. Remove the trailer coupler safety pin or latch.
6. Lower the trailer lifting jacks to raise the trailer approximately 100 mm above the gooseball.
7. Slowly drive the vehicle out from under the trailer.

Gooseball Removal

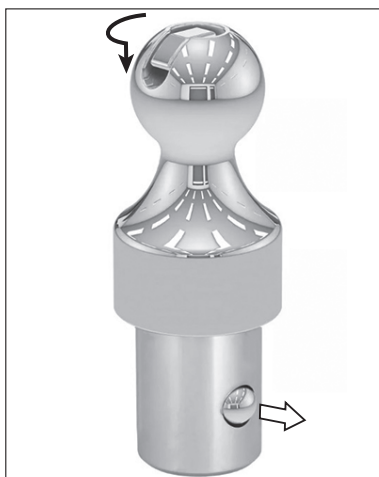
1. Lift the gooseball lever up and rotate 90 degrees anti-clockwise to release the locking ball.
2. Remove the gooseball from the vehicle.
3. As required, fit a blanking plug in the mounting hole.



Operation

Gooseball Installation

1. If fitted, remove the blanking plug from the mounting hole.
2. With the lever in the removal position, insert the gooseball into the mounting hole.
3. Rotate the lever 90 degrees clockwise and lower to engage the locking ball.



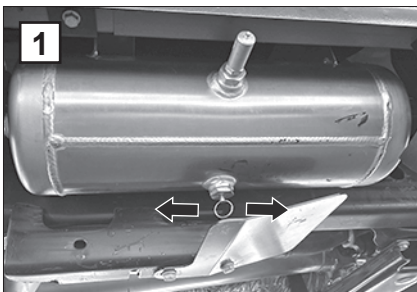
5th Wheel Hitch

Item	Description	Before Each Use	After Each Use	Every 3000 km
1	Drain water from the air tank	✓		
2	Clean the 5th wheel hitch		✓	
3	Inspect integrated wear plates	✓		✓
4	Lubricate the centre pivot point	✓		✓
5	Torque M14 hex bolts	✓		✓ *5
6	Lubricate the locking pawl	✓		
7	Lubricate the jaw pivot point			✓
8	Lubricate the linkage pivot points	✓		
9	Lubricate the head pivot points			✓

1. Drain the air tank located below the right-hand side of the vehicle.

With the system up to normal operating pressure, pull the drain valve ring (1) to either side and hold until water vapour is no longer visible.

2. For optimal service life, clean the 5th wheel hitch after each use with warm soapy water and dry with towels or compressed air.



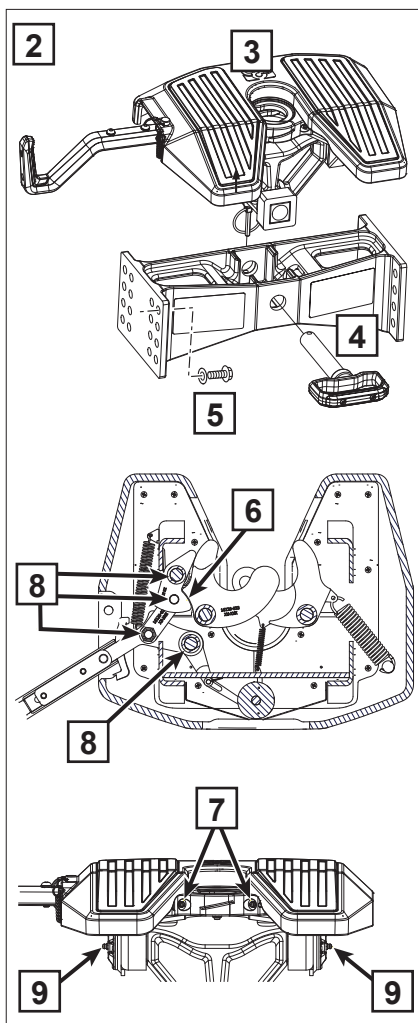
It is also recommended the 5th wheel hitch is removed from the vehicle or covered when not in use for extended periods of time.

Spray exposed surfaces with a light coat of rust inhibitor before long term storage.

3. Inspect the condition of the integrated wear plates on the skid plate's top surface (3). When the grooves have worn flush they should be replaced.
4. Remove the centre pivot pin (4) and apply a light coating of high-pressure wheel bearing grease. Replace the pin and ensure it is secured with the safety pin.

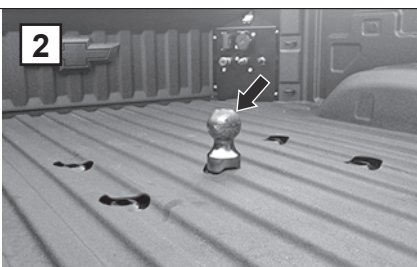
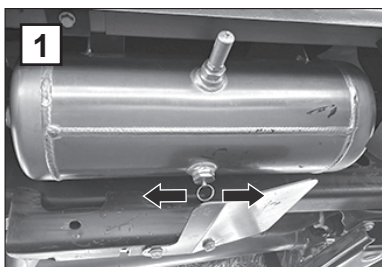
Maintenance

5. Torque the four M14 leg hex bolts (5) to 135 Nm. Torque after initial 1000 km and every 3000 km thereafter and before each individual use.
6. Open the jaws and apply a small amount of grease to the curved surface of locking pawl (6). The pawl will be accessible through the operating handle opening in the head side plate.
7. Use a grease gun to apply grease to both grease nipples (7) located on the front of each jaw. The jaws must be in the closed and locked position for the grease nipples to be accessible.
8. Use an aerosol applicator to spray a small amount of rust inhibitor or lubricant on the lock handle (8), linkage bar (8) and pawl pivot points (8).
9. Use a grease gun to apply grease to both grease nipples (9) located on both sides of the head.



Gooseball Hitch

Item	Description	Before Each Use	After Each Use	Every 3000 km
1	Drain water from the air tank	✓		
2	Lubricate the gooseball	✓		



1. Drain the air tank located below the right-hand side of the vehicle.
With the system up to normal operating pressure, pull the drain valve ring (1) to either side and hold until water vapour is no longer visible.
2. Apply a small amount of grease to the gooseball before each use.

Specifications

Silverado 2500 HD with 5th Wheel Towing

Warning

Consider all specifications and ensure none are exceeded.

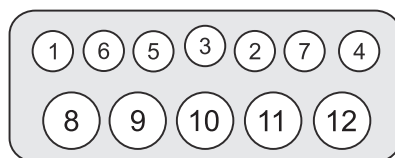
Ensure the vehicle and trailer comply with all applicable National and State regulations in which the vehicle will be operated.

Kerb weight with 5th wheel		3855 kg
Gross vehicle mass (NB2) [GVM]		5148 kg
Gross combined mass		12474 kg
Maximum payload with 5th wheel Hitch		1224 kg
Maximum payload with 5th wheel Gooseball hitch		1287 kg
Maximum 5th wheel towing capacity [ATM]		8000 kg
Maximum D value for 5th wheel towing*		20.26 kN
Maximum Pin / Ball down Load [U]		1200 kg
Maximum axle load	Front:	2540 kg
	Rear:	2994 kg

*: The D value is calculated using the following formula.

$$D = \frac{9.81}{1000} \times \frac{0.6 \times GVM \times ATM}{GVM + ATM - U}$$

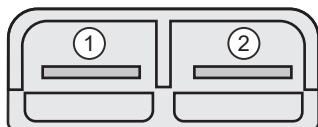
12 Pin Trailer Socket Configuration



Pin	Name	Function	Maximum Current Load	Maximum Globes/ Components Connected to Circuit
1	Left Indicator	Left indicator signal	3.5 amp	2 x 21 watt globe
2	Reverse	Reverse lamp signal	3.5 amp	2 x 21 watt globe
3	Ground	Ground. Light duty for lights	15 amp (ground return)	—
4	Right Indicator	Right indicator signal	3.5 amp	2 x 21 watt globe
5	Electric Brake	Electric brake control signal	15 amp	—
6	Brake Lamp	Brake lamp signal	3.5 amp	2 x 21 watt globe
7	Park Lamp	Brake lamp signal	6.5 amp	16 x 5 watt globe
8	Battery +	Battery positive. Medium duty for fridge	30 amp	—
9	Spare	Spare	30 amp	—
10	Ground	Ground. Medium duty for fridge	30 amp (ground return)	—
11	Spare	Spare	30 amp	—
12	Spare	Spare	30 amp	—

Specifications

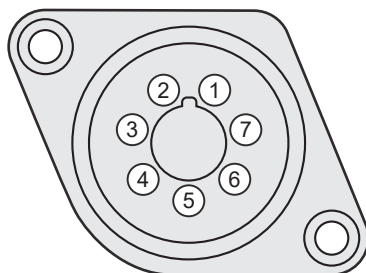
Anderson Socket Configuration



Pin	Description	Wire Colour
1	Battery Positive (+) 50 amp	Red
2	Ground	Black

Note: The Anderson plug fuse is located on the auxiliary battery in the engine compartment.

7 Pin EBS Socket Configuration



Pin	Description	Wire Colour
1	Solenoid control valves (+)	Red
2	Electronics (+)	Black
3	Electronics (-)	Yellow
4	Solenoid control valves (-)	Brown
5	Warning device	White
6	CAN (High)	White / Green
7	CAN (Low)	White / Brown

Note: The EBS fuses are located under the driver's seat.

Part No. 95713071 (WAG-00A-0007334)