имportant words

wheels, tires & suspension

the 2014 sierra is the most capable light-duty truck in the segment, and is designed to be tough and durable. its go-anywhere capability is unmatched, with 10-speed transmission that allows for smooth, efficient driving.

safety & security

the sierra offers a variety of safety features, including lane departure warning, forward collision alert, and rear cross traffic alert. it also comes with a 10-year/100,000-mile structural limited warranty.

infotainment

the sierra offers mylink, which is a hands-free interface that allows you to control your phone and music using voice commands. it also comes with 4g lte connectivity, allowing you to stay connected on the road.

external dimensions

the all-new 2014 sierra is designed to be more aerodynamic than its predecessor, with a lower coefficient of drag. it also offers more cargo space with its available 8-foot box option.

features & options

the sierra offers a variety of features and options, including adaptive cruise control, rear view camera, and remote start. it also offers available features like adaptive grill, automatic headlamps, and head-up display.
ONE HUNDRED YEARS of continuous innovation results from a steadfast refusal to engineer anything less than Professional Grade trucks.

From the very beginning, GMC has been dedicated to the highest standards of design and engineering. That’s why we’ve taken refinement, performance and ingenuity to a whole new level to create a truck that is precision-crafted like no other in the world—introducing the re-engineered 2014 GMC Sierra.

Available this summer. Preproduction model shown. Production models may vary.
2014 GMC Sierra. Like you, the new Sierra turns obstacles into achievements, constantly making easy work of your hardest jobs. Once in the cabin, you’ll find it as accommodating as it is supportive. Out on the road, you’ll be rewarded with a system of engine technologies that produces robust power with ruthless efficiency. Even the cargo box is redesigned to make it easier to use and more versatile. Surrounding everything is a body engineered to direct and manage airflow. In addition, the new Sierra is the loudest you’ve ever imagined. Conveniently, it also makes the one you’ve always wanted.

You won’t hear a quieter pickup. When you’re always pushing the limits of what’s possible, you relish breaking through new barriers. That’s exactly what we’ve accomplished with Sierra, setting new standards for just how quiet a truck can be. You won’t experience a quieter full-size pickup thanks to the seamless integration of engineering and design details such as exterior aerodynamics, triple door seals, sound-absorbing materials and engine exhaust valving. Climb into Sierra and your desire for comfort is immediately met by new highly supportive seats, while premium materials like available leather-appointed seating and real aluminum trim surround you in purposeful style. You’ll also find convenient and generous storage options so everything is at your fingertips.
A COMFORTABLY QUIET INTERIOR, ESPECIALLY WHEN CONDITIONS ARE ANYTHING BUT.

COMFORTABLY QUIET IN A design standard that focuses on materials for an interior that's not only quiet, but also comfortable. In a world of side mirrors that wobble in the wind, and sound deadening that adds weight, Sierra's interior is designed to be quiet and comfortable. The materials used in the instrument panel and door trims are made from a material that is lightweight and also allows for easy cleaning. The seats are designed to provide lasting comfort with dual-firmness foam that helps ensure they retain their shape over time, reducing driver and passenger fatigue.

PREMIUM MATERIALS Setting a design standard for truck interiors means the SL and SLT models surround you with attractive, durable materials. On select models, the instrument panel provides a new premium, soft-touch feel, real aluminum trim and contrasting stitching that gives the interior an overall contemporary and finished appearance. Purposeful design also means crafting door trim panels that look good and are made from a material that is reinforced to stand up to everyday wear and tear.

GENEROUS STORAGE We understand that Sierra may be your mobile office. GMC designers kept that in mind when constructing the new available center floor console. It’s been designed to help maximize space. Moveable cupholders provide flexibility, and two cavernous storage bins offer enough room to accommodate your hanging files. You’ll also appreciate the convenience of easy “grab and go” storage pockets integrated into the doors so everything you need is at your fingertips.

COMFORTABLE SEATS Hard work shouldn’t be without its comforts. That’s why the seats in Sierra feature a new sculpted design and also provide lasting comfort with dual-firmness foam. This helps ensure they retain their shape over time, reducing driver and passenger fatigue. The seats are also smart. Thanks to the new available Driver Alert Package, the driver’s seat vibrates depending on inputs from the Forward Collision alert and Lane Departure warning. See page 9 to learn more.

EASIER ACCESS Sierra has always been easy to get into. But we’ve made it even easier with our newest and smarter way of getting in. Entering Sierra has never been easier or more comfortable. Sierra now offers a new, available 2-inch of legroom on Crew Cab, making it easier to get in and out. Sierra has also made the doors bigger to provide easy entry to and exit from the second row. This was accomplished without enlarging the cabin, but by cleverly using the existing space.

Sierra 1500 Crew Cab SLT in Jet Black shown with available equipment.
SIERRA '1500 CREW CAB SLT IN JET BLACK shown with available equipment.
A COMMAND CENTER THAT ACTUALLY COMMANDS YOUR ATTENTION.

GMC design has a decidedly practical side evidenced by the all-new instrument panel. It’s arranged to put controls where they’re more visible and easily accessible. In fact, all knobs and buttons are larger to accommodate gloved hands, while gauges are easier to read and LED back-lit. Opt for the available bucket seats with center console and never be far from a convenient power supply: five USB ports,1 four auxiliary power outlets and a new available 110-volt outlet keep first- and second-row passengers connected and powered up. Plus, there’s a spot designed specifically for cell phone storage.

*Not compatible with all devices.
A powerful statement.

From drawing board to reality, GMC designers have given new meaning to what Professional Grade looks like. The challenge was to evolve Sierra’s already classically strong character into a look powerful enough to be worthy of an all-new Sierra. From a new three-dimensional grille, bold, sculpted lines race up the rake of the windshield and around the wheel wells, wrapping Sierra’s advanced engineering in a body that’s equally purposeful and precise. Its refined aerodynamics help reduce wind noise and increase fuel efficiency.1 Sierra comes ready, willing and able with solutions for any challenge; even the cargo box is designed to help you work smarter. The new Sierra turns a job worth doing into one worth doing well.

1 EPA-estimated mpg for 5.3L EcoTec3 engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec3 engines not yet available.
POPPULAR WISDOM SAYS YOU CAN’T JUDGE A BOOK BY ITS COVER. WE SAY DO RIGHT AHEAD.

STYLING WITH A PURPOSE. The engineering of the new Sierra was crafted with the purpose of commanding plenty of attention. Its exterior is bold with striking, muscular lines and distinctive curves. Even the way the wheel arch moldings are tightly integrated into the fender helps prevent the finish against chipping from stones and debris. The design also does an awesome job of managing airflow.

ENGINEERING A CURVE. Projector-beam headlamps are fully integrated into the grille surround. The headlamps create a bold, distinctive appearance, further enhanced with available LED signature lighting (standard on SLT).

MANAGING AIRFLOW. Engineering and optimizing airflow to put it to work for your benefit is an achievement shared by GMC engineers and designers. The new dimensional grille captures a larger portion of air to help cool the engine. Now, only air necessary for cooling is directed into the engine compartment, while the rest flows smoothly around the truck. Sierra’s sculpted styling also serves the purpose of reducing wind noise to create a quieter cabin. The resulting lower drag coefficient also enhances Sierra’s fuel efficiency. Air deflectors are now located in front of the rear tires to direct air around the wheel openings to help reduce turbulence and drag. The result is a more efficient driving experience.

SIGNS OF DISTINGUISHING WITH A PURPOSE. Engineered with a purpose, Sierra features a new projector-beam headlamp fully integrated into the grille surround. The headlamp creates a bold, distinctive appearance, further enhanced with available LED signature lighting (standard on SLT).
A TRUCK SMART ENOUGH TO MANAGE YOUR CARGO FOR YOU.

You already work hard. The 2014 Sierra helps you work smarter by solving everyday cargo challenges. The addition of the new available 6.6-foot cargo box on Crew Cab now gives you a choice of hauling options. Getting to the cargo box is now easier with the new available EZ-Lift and Lower Tailgate. A torsion bar reduces effort to raise the tailgate, and a rotary damper allows for gradual lowering when opening it. To help reduce turbulence, a rear spoiler is integrated into the top of the tailgate. But in true GMC fashion, we didn’t stop there.
WE’VE REMADE THE BOX In the new Sierra, easy-to-use cargo solutions are fully integrated to anticipate your needs long before you do. It starts with simple, yet all-too-important elements like rail protectors at the top of the box and the tailgate to help prevent damage load after load.

UNDER-RAIL BOX LIGHTS Available LED lights are conveniently positioned under each cargo box rail to make it easier to load or unload at night, or when the box is enclosed by a tonneau cover.

MOVABLE TIE-DOWN HOOKS Four new patented, load-bearing upper tie-down hooks are standard. Rated at 250 pounds each, they can be repositioned in several places around the box depending on the cargo being secured.

CORNERSTEP REAR BUMPER Integrated into the corners on most models, these new bumper steps make it easy to access the cargo box. The deep tread of the step is designed to accommodate large steel-toed boots.
MEET THE NEW FACE OF PROFESSIONAL GRADE.

Sierra All-Terrain
To keep going even when the pavement ends, Sierra, with the available All-Terrain Package, includes the Z71 Off-Road Suspension, Hill Descent Control and adds off-road jounce bumpers, a high-capacity air cleaner, underbody shield protection and Rancho® Tenneco® shocks. Further enhancing its unique appearance are a body-colored grille and bumpers, 18” chrome aluminum wheels and a carbon-fiber-inspired interior.

Sierra 1500 Double Cab SLT with available all-terrain package in quicksilver Metallic shown with available equipment.

CARRY A TON. COMFORTABLY.

The 2014 Sierra is strong, thanks to meticulous attention to detail throughout its body structure. It’s strong enough to produce a new maximum payload of more than one ton, as well as a best-in-class trailer weight rating of up to 11,500 lbs.1 Providing the ultimate support is a hydroformed, boxed, high-strength steel frame. Connecting the body to the frame are new shear and redesigned hydraulic body mounts. They work together to help manage side-to-side and up-and-down vibrations. You’ll enjoy improved comfort and a smoother, quieter ride.

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

PERFORMANCE: THE BEST FUEL ECONOMY OF ANY V-8 PICKUP, AND EVEN SOME V-6s.

The all-new GMC Ecotec® engine family features GMC’s latest technologies: Direct Injection (DI), Active Fuel Management (AFM) and continuously Variable Valve Timing (CVVT) to deliver power, value and fuel efficiency1 that free power is valued for its other competing pickups offer. A new standard six-speed automatic transmission is included at all three engine sizes. Compared to competitors, Sierra has more cylinders, a larger displacement and a high-capacity fuel tank.

The new Sierra Double Cab features forward-hinged rear doors to help improve access and reduce wind noise. To quiet the interior further, all Sierra models feature new triple door seals and an inlaid door design to fit the doors precisely into the body.

PERFOMANCE
the best fuel economy of any V-8 pickup, and even some V-6s.

The all-new GMC Ecotec® engine family features GMC’s latest technologies: Direct Injection (DI), Active Fuel Management (AFM) and continuously Variable Valve Timing (CVVT) to deliver power, value and fuel efficiency1 that free power is valued for its other competing pickups offer. A new standard six-speed automatic transmission is included at all three engine sizes. Compared to competitors, Sierra has more cylinders, a larger displacement and a high-capacity fuel tank.

The all-new Sierra EcoTec® engine family features GMC’s latest technologies: Direct Injection (DI), Active Fuel Management (AFM) and continuously Variable Valve Timing (CVVT) to deliver power, value and fuel efficiency1 that free power is valued for its other competing pickups offer. A new standard six-speed automatic transmission is included at all three engine sizes. Compared to competitors, Sierra has more cylinders, a larger displacement and a high-capacity fuel tank.

The EPA-estimated mpg for 5.3L EcoTec® engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec® engines not yet available. Based on GM 2013 Large Pickup segment.

The new Sierra EcoTec® engine family features GMC’s latest technologies: Direct Injection (DI), Active Fuel Management (AFM) and continuously Variable Valve Timing (CVVT) to deliver power, value and fuel efficiency1 that free power is valued for its other competing pickups offer. A new standard six-speed automatic transmission is included at all three engine sizes. Compared to competitors, Sierra has more cylinders, a larger displacement and a high-capacity fuel tank.

The EPA-estimated mpg for 5.3L EcoTec® engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec® engines not yet available. Based on GM 2013 Large Pickup segment.

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ACTIVE FUEL MANAGEMENT: By sensing load and demand, AFM optimizes fuel efficiency by activating or deactivating cylinders (two on the V-6 and four on the V-8). Under high-demand conditions, such as at high speeds or when loads demand more power, the valve’s switching mechanism is depressurized, re-engaging the cylinder and restoring full power—without you ever noticing the transition.

VARIABLE VALVE TIMING: For responsiveness in low-speed city driving and bold power for open-road passing or trailering, all Sierra engines feature continuously VVT. It monitors and adjusts valve open and close points for near-peak levels of torque across the entire range of engine speeds. A unique dual-equal phaser adjusts the camshaft timing by both intake and exhaust location.

INSTANTANEOUS RESPONSE: Electronic Throttle Control plays a key role in optimizing DI, AFM and VVT. A sensor measures pedal position, signaling the throttle to open at the precise rate and angle.

KEEPS IT COOL: A new composite intake manifold reduces mass and helps thermally isolate air from under-hood heat. This improves volumetric efficiency (power and torque) during hot conditions.

PERFORMANCE HARMONY: The new plenum design delivers the precise balance of power and torque. Manifold geometry was analyzed to develop robust combustion for maximum performance.

NEW BLOCK ON THE BLOCK: EcoTec3 engines utilize a deep-skirt block, enhanced cooling and newly designed cylinder heads. An engine-driven high-pressure fuel pump optimizes Direct Injection for outstanding performance and efficiency.

EcoTec3 = MORE POWER WITH LESS ENERGY, THAT’S OUR BIG BANG THEORY.

DIRECT INJECTION: For precise fuel delivery and fast, efficient combustion, all engines benefit from DI technology. The system moves the fuel closer to the ignition point in the engine—the combustion chamber. By injecting fuel at over 2000 psi, the air and fuel mix completely. This enhances the charge for fast and complete combustion for maximum efficiency. 5.3L V-8 EcoTec3

5.3L 366ci 537cu in

EPA-estimated mpg for 5.3L EcoTec3 engine: 16 city/23 hwy 2WD, 16 city/22 hwy 4WD. EPA estimates for 4.3L and 6.2L EcoTec3 engines not yet available.
RIDE. HANDLED.

ONE WITH THE ROAD This is where every single aero-
dynamic, power, torque and handling innovation engineered
into Sierra meets the pavement. That’s why new half-inch-
wider 17-, 18- and 20-inch wheels provide greater on-center
feel and crisper control during subtle steering movements.
STEERING ANGLE

WHEEL SPEED

APPLIED BRAKING

VEHICLE ACCELERATION

DRIVE-WHEEL SLIP

MAINTAINING CONTROL StabiliTrak, an electronic stability control system, helps improve stability by detecting and reducing traction loss. It senses when Sierra is not responding to steering inputs, adjusting engine speed and applying brake pressure to any individual wheel to help maintain directional control. For rollover mitigation, StabiliTrak anticipates a vehicle “tip up” situation, rapidly braking to help reduce lateral forces and the likelihood of a rollover. See Sierra’s Stability Control System in Action at gmc.com/stabiliTrak.

HILL DESCENT CONTROL Activated by pushing a button within easy reach on the instrument panel, Hill Descent Control, included on 271 models, uses antilock braking to provide a smooth and controlled hill descent in rough terrain without you having to touch the brake pedal.

HILL START ASSIST Sensors automatically detect when Sierra is on a 5 percent grade or more. It holds the brakes for up to 1.5 seconds or until the accelerator is pressed, preventing rollback. It is most effective when trailering, giving you time to switch from the brake to the accelerator without rolling.

TOW/HAUL MODE To give you even more power to accelerate when trailering or hauling heavy loads, Tow/Haul mode raises transmission upshift points. This feature also helps you slow Sierra by raising downshift points, which use engine compression to slow your Sierra instead of merely braking.

TRAILER BRAKE CONTROLLER For fingertip control and easy monitoring of your trailer brakes, Sierra offers an available integrated trailer brake controller. Now conveniently located to the left of the steering wheel, it even displays the level of brake force or “gain” in the Driver Information Center.
This fully independent system is precisely tuned for improved handling. The front shock module has been enhanced to increase road isolation in response to even smaller vibration inputs. A thicker spring isolator and a higher spring rate produce a more controlled ride. The new 34-millimeter hollow stabilizer bar reduces weight without sacrificing vehicle stability.

At GMC, our engineers and designers put all of their ingenuity into crafting the most advanced Sierra ever. Now it’s your turn to pick the exterior and interior colors, premium materials and wheel style you like most. You can also select the Professional Grade accessories that will help personalize Sierra just the way you like it. And discover how more than 6 million drivers stay safe, connected and heading in the right direction with OnStar 1 (with service standard for 6 months).

1 Go to onstar.com for details and system limitations.

To reinvent the brake rotor, GMC engineers used Ferritic Nitro-Carburizing (FNC) technology, which can double rotor life. FNC is a patented GM-exclusive corrosion protection process designed to prolong rotor life by hardening the rotor surface. It provides protection against rust to help prevent steering-wheel shudder when applying the brakes.

For the all-new Sierra, the challenge was far from simple. Engineers were asked to reduce weight to handle increased engine output to the road and build upon Sierra’s already impressive ride and handling qualities, all without diminishing its legendary power, capability and durability. The successful result epitomizes the Sierra philosophy that just being good enough is never enough—there are always new goals to overachieve.

Sierra’s increased horsepower and torque call for an enhanced way to transmit that power to the pavement. That’s why the rear axle features a larger (9.5-inch) ring gear on the V-8s, and the redesigned rear axles are now stronger and beefier to handle the increased power capacity. This robust axle design also provides improved durability.

The new electric variable assist power rack-and-pinion steering system on Sierra improves vehicle efficiency since engine power is conserved. The variable assist is tuned to provide less assist at highway speeds for a smoother ride and more assist for less steering effort when you’re maneuvering in tight spaces.
Set your Sierra apart.

A selection of stylish GMC wheels in a range of sizes is available to help tailor Sierra to your personal style.

1. 17" Painted steel • RD6
   Standard: sierra

2. 17" Stainless-steel clad • RD7
   Available: sierra with Sierra appearance package only

3. 17" Bright machined • Q5W
   Standard: sle

4. 18" Bright machined • UHN
   Available: sle with Z71 off-road suspension package or max trailering package only

5. 20" Chrome aluminum • NZM
   Available: slt and slt with Z71 off-road suspension package or max trailering package

6. 18" Polished aluminum • RCW
   Standard: slt and slt with all-terrain package

7. 20" Ultra-bright machined aluminum with Dark Argent painted accents • NZH
   Available: sle and sle with Z71 off-road suspension package or max trailering package

8. 18" Chrome aluminum • RT5
   Standard: sle and slt with all-terrain package

For more information, see gmc.com/2014sierra.

NOTE: SLE and SLT are offered in 3 standard seating color choices.

1. Included with Cocoa/Dune interior color only.
2. Included with Jet Black and Jet Black/Dark Ash interior color only.

For more information, see gmc.com/2014sierra.
ACCESSORIES Engineered to the same Professional Grade standards as your Sierra, GMC Accessories range from functional enhancements like assist steps and bed management systems to stylish wheels and accents.

1. **Soft Tonneau Cover** A roll-up soft folding tonneau with integrated crossbows shields cargo and allows full access to the bed. The cover also helps protect the bed itself from debris and harsh weather conditions.

2. ** Assist Steps** Make it easier to get in and out of your truck with these stylish steps. The 6-inch oval are aluminum and the 4-inch round are stainless steel. Both are rust-resistant and available in either chrome or black powder coat.

3. **22” Accessory Wheels** Stand out from the crowd with these factory-engineered and -approved wheels from GMC Accessories! All wheels feature a brilliant, durable finish and are available with matching lugs and GMC logo center caps.

4. **Chrome Recovery Hooks** Add functionality and enhance the appearance of your Sierra with chrome Recovery Hooks. These front hooks are for vehicle recovery only. For more information, see your GMC Owner’s Manual.
ACCESSORY WHEELS\(^1\) To lend your own personal look to Sierra, choose from a range of wheels in a variety of finishes and styles.

**Chrome Fuel Door** Add a distinct personality to the exterior of your Sierra with this stylish dealer-installed chrome fuel door.

**Chrome Tailgate Handle** To help distinguish your Sierra, this good-looking chrome tailgate handle helps set off the tailgate.

**Chrome Exhaust Tips** These polished exhaust tips add a sporty appearance to your Sierra and feature the GMC logo.

**All-Weather Floor Mats** Be prepared for all conditions with these premium all-weather floor mats. Their deep-ribbed pattern collects debris.

\(^1\)Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle’s performance characteristics. For approved tire and wheel combinations and other important information, go to gmaccessorieszone.com or see your GMC dealer for details.
ONSTAR

The level of convenience and safety provided by the various features available through OnStar offers powerfully simple connectivity and peace of mind. To place this capability at your fingertips, Sierra is available with a 6-month trial subscription to the OnStar Directions & Connections Plan. This plan includes:

COMMUNICATIONS • OnStar RemoteLink Mobile App • Hands-Free Calling with voice-activated dialing

DIAGNOSTICS • OnStar Vehicle Diagnostics

NAVIGATION • OnStar eNAV with MapQuest.com • Turn-By-Turn Navigation • Destination Download

CONFIDENCE • Stolen Vehicle Assistance • Roadside Assistance • Remote Door Unlock • Remote Horn and Lights • Crisis Assist • Emergency Services Link • Automatic Crash Response

Visit onstar.com for coverage map, details and system limitations. OnStar acts as a link to existing emergency service providers. Services vary with model and conditions. \(^1\)Available on select iPhone, Android™ and BlackBerry® devices. Services vary by phone, vehicle and conditions. Requires active OnStar subscription.

SIERRA SPECIFICATIONS

DIMENSIONS\(^2\)

<table>
<thead>
<tr>
<th>Cargo Dimensions</th>
<th>Short Box</th>
<th>Standard Box</th>
<th>Long Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo Volume</td>
<td>53.4 cu. ft.</td>
<td>61.0 cu. ft.</td>
<td>76.3 cu. ft.</td>
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<td>Inside Width at Floor</td>
<td>51.0&quot;</td>
<td>51.0&quot;</td>
<td>51.0&quot;</td>
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<tr>
<td>Box Length at Floor</td>
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<td>78.9&quot;</td>
<td>97.8&quot;</td>
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<table>
<thead>
<tr>
<th>Exterior Dimensions</th>
<th>Regular Cab</th>
<th>Double Cab</th>
<th>Crew Cab</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>73.6&quot;-74.1&quot;</td>
<td>73.9&quot;</td>
<td>73.7&quot;-73.9&quot;</td>
</tr>
<tr>
<td>Overall Length</td>
<td>—</td>
<td>—</td>
<td>229.5&quot;</td>
</tr>
<tr>
<td>Short Box</td>
<td>225.0&quot;</td>
<td>229.5&quot;</td>
<td>239.0&quot;</td>
</tr>
<tr>
<td>Standard Box</td>
<td>223.9&quot;</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Long Box</td>
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<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>Regular Cab</th>
<th>Double Cab</th>
<th>Crew Cab</th>
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<tbody>
<tr>
<td>Short Box</td>
<td>—</td>
<td>—</td>
<td>143.5&quot;</td>
</tr>
<tr>
<td>Standard Box</td>
<td>119.0&quot;</td>
<td>143.5&quot;</td>
<td>153.0&quot;</td>
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<tr>
<td>Long Box</td>
<td>133.0&quot;</td>
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STANDARD TECHNICAL DATA

<table>
<thead>
<tr>
<th>Series/Drive Type</th>
<th>1500/2WD</th>
<th>1500/4WD</th>
</tr>
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<tbody>
<tr>
<td>BRAKES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All models: Power 4-wheel antilock braking system</td>
<td>Front disc/rear disc (w/Duralife rotors)</td>
<td>Front disc/rear disc (w/Duralife rotors)</td>
</tr>
<tr>
<td>STEERING</td>
<td>Electric power rack-and-pinion with variable assist</td>
<td>Electric power rack-and-pinion with variable assist</td>
</tr>
<tr>
<td>FUEL TANK CAPACITY</td>
<td>26.0/26.0/</td>
<td>26.0/26.0/</td>
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<tr>
<td>(Approx. gals.: Short/Standard/Long Box)</td>
<td>34.0</td>
<td>34.0</td>
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<tr>
<td>ALTERNATOR (amps)</td>
<td>150</td>
<td>150</td>
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<tr>
<td>GVWR(^3) (Gross Vehicle Weight Rating, lbs)</td>
<td>6600-6800</td>
<td>6700-7000</td>
</tr>
<tr>
<td>Regular Cab</td>
<td>6600-6800</td>
<td>6700-7000</td>
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<tr>
<td>Double Cab</td>
<td>6800-7200</td>
<td>7100-7200</td>
</tr>
<tr>
<td>Crew Cab</td>
<td>6800-7200</td>
<td>7100-7200</td>
</tr>
</tbody>
</table>

\(^1\)Visit onstar.com for coverage map, details and system limitations. OnStar acts as a link to existing emergency service providers. Services vary with model and conditions. 

\(^2\)Available on select iPhone, Android™ and BlackBerry® devices. Services vary by phone, vehicle and conditions. Requires active OnStar subscription.

\(^3\)Gross Vehicle Weight Rating is the maximum permissible weight of the vehicle, including the weight of the vehicle, the weight of passengers, luggage, and all other loads.

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### SIERRA 1500 SPECIFICATIONS

#### ENGINES

<table>
<thead>
<tr>
<th>Capacity</th>
<th>4.3 liters [262 cu. in.]</th>
<th>5.3 liters [326 cu. in.]</th>
<th>6.2 liters [376 cu. in.]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HORSEPOWER @ RPM</strong></td>
<td>285/5300</td>
<td>355/5600 87 octane gasoline</td>
<td>6.2 liters [376 cu. in.]</td>
</tr>
<tr>
<td><strong>SAE NET</strong></td>
<td>305/3900</td>
<td>380/400 87 octane gasoline</td>
<td>6.2 liters [376 cu. in.]</td>
</tr>
</tbody>
</table>

#### ENGINE / MODEL AVAILABILITY

- **Regular Cab, Standard Box**: Available
- **Regular Cab, Long Box**: Available
- **Double Cab, Standard Box**: Available
- **Crew Cab, Short Box**: Available
- **Crew Cab, Standard Box**: Available

#### FUEL ECONOMY (city/hwy mpg)

- **2WD (EPA-est.)**: EPA estimates not yet available. 16/23 EPA estimates not yet available.
- **4WD (EPA-est.)**: EPA estimates not yet available. 16/22 EPA estimates not yet available.

#### TRANSMISSION

- 1500: Electronically controlled 6-speed automatic transmission with overdrive, electronic engine grade braking and Tow/Haul mode.

#### SIERRA 1500 SUSPENSIONS

<table>
<thead>
<tr>
<th>FRONT AXLE/SPRING CAPACITY (lbs)</th>
<th>2WD [Short/Standard/Long Box]</th>
<th>4WD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>~3200/3300</td>
<td>~3950/3950</td>
</tr>
<tr>
<td>Double Cab</td>
<td><del>3600/</del></td>
<td><del>3950/</del></td>
</tr>
<tr>
<td>Crew Cab</td>
<td>3850/3850/~</td>
<td>3950/3950/~</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REAR AXLE/SPRING CAPACITY (lbs)</th>
<th>2WD [Short/Standard/Long Box]</th>
<th>4WD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>~3850/3950</td>
<td>~3850/3950</td>
</tr>
<tr>
<td>Double Cab</td>
<td><del>3950/</del></td>
<td><del>3950/</del></td>
</tr>
<tr>
<td>Double Cab w/Max Trailering Package(^1)</td>
<td><del>4100/</del></td>
<td><del>4100/</del></td>
</tr>
<tr>
<td>Crew Cab</td>
<td>3950/3950/~</td>
<td>3950/3950/~</td>
</tr>
<tr>
<td>Crew Cab w/Max Trailering Package(^1)</td>
<td>4100/4100/~</td>
<td>4100/4100/~</td>
</tr>
</tbody>
</table>

\(^1\)Cargo and load capacity limited by weight and distribution. When properly equipped, includes weight of vehicle, passengers, cargo and equipment. Capacities and weight ratings are dependent on model, engine, transmission and GWV combinations. See your GMC dealer for details.

\(^2\)Late availability. See your GMC dealer for more details.
## Payload and Trailering Specifications

### Regular Cab Standard Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD</td>
<td>4.3L</td>
<td>3.23</td>
<td>2068</td>
<td>6400</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>2072</td>
<td>7300</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2072</td>
<td>9300</td>
</tr>
</tbody>
</table>

### Regular Cab Standard Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>4WD</td>
<td>4.3L</td>
<td>3.42</td>
<td>2088</td>
<td>7200</td>
</tr>
<tr>
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<td>5.3L</td>
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<td>2068</td>
<td>7100</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2068</td>
<td>9100</td>
</tr>
</tbody>
</table>

### Regular Cab Long Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD</td>
<td>4.3L</td>
<td>3.23</td>
<td>2108</td>
<td>6300</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>2102</td>
<td>7200</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2102</td>
<td>9200</td>
</tr>
</tbody>
</table>

### Double Cab Standard Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD</td>
<td>4.3L</td>
<td>3.23</td>
<td>2115</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>2112</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>2112</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>2110&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,500&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

### Double Cab Standard Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>4WD</td>
<td>4.3L</td>
<td>3.42</td>
<td>1971</td>
<td>6700</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>1974</td>
<td>6600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1974</td>
<td>9600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1966&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,200&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

### Crew Cab Short Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>2WD</td>
<td>4.3L</td>
<td>3.23</td>
<td>1933</td>
<td>5900</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>1933</td>
<td>6800</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1933</td>
<td>9800</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>2007&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,400&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

### Crew Cab Short Box

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>Max Payload&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Max Conventional Trailering&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>4WD</td>
<td>4.3L</td>
<td>3.42</td>
<td>1936</td>
<td>6700</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.08</td>
<td>1957</td>
<td>6600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.42</td>
<td>1957</td>
<td>9600</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>3.73&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1830&lt;sup&gt;1&lt;/sup&gt;</td>
<td>11,200&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

---

### Sierra Axle Ratings and Plow Weights

#### Front Gross Axle Weight Rating (FGAWR) with Snow Plow Prep Package (4WD Models Only)

<table>
<thead>
<tr>
<th>Body</th>
<th>Engine</th>
<th>Engine Type</th>
<th>1500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>4.3L</td>
<td>Gas</td>
<td>3950</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>Gas</td>
<td>3950</td>
</tr>
</tbody>
</table>

#### Maximum Plow Weights (4WD Models Only)

<table>
<thead>
<tr>
<th>Body</th>
<th>Engine</th>
<th>Engine Type</th>
<th>1500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab</td>
<td>4.3L</td>
<td>Gas</td>
<td>40/500&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>5.3L</td>
<td>Gas</td>
<td>40/500&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

---

<sup>1</sup>Maximum payload capacity includes weight of driver, passengers, optional equipment and cargo.

<sup>2</sup>Maximum trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your GMC dealer for additional details.

<sup>3</sup>Requires Max Trailering Package. Late availability. - <sup>4</sup>100/xxx lbs maximum of permanently attached snow plow mounting hardware/xxx lbs maximum of removable snow plow blade and blade hardware. Maximum plow weights based on a vehicle with average manufacturer option content and 150 lbs each for driver and one additional front seat occupant. Additional equipment and occupants will reduce maximum plow weight. Rear compensating weight may be required to maintain front axle weight below 65% of total vehicle weight when equipped with snow plow. Consult your snow plow manufacturer for specific compensating weight recommendation.
SieRRA 1500 Crew Cab SLT in iRiDiUM MetiAlliC shown with available equipment.

2-speed includes floor-mounted shifter (4wd models only).

Power-ADJUSTABLE PEdALS

DRiVeR inFoRMA tion CenteR

Snow Plow Prep Package included and only available with Z71 off-road suspension package — autotrac active transfer case (4wd models only) — Transmission

Z71 OFF-Road SUSPENSION PACKAGe triM Levels wheels and 5.3l V-8 engine. not available with Z71 off-road suspension package. on SLT, requires RCW 18” or NZM 20”

KeY Re AR p ARK ASSiST available this fall.

6.2l V-8 ecotec3 with aluminum block. includes active fuel Management, direct injection and continuously Variable Valve timing. — — flexfuel capability.

BRAKeS

BAtteRY and integrated 7-pin and 4-pin connectors. on SLE double and Crew Cab models, included when available all-terrain package, with available all-terrain package on SLE and SLT. on SLE, includes automatic locking rear differential on 2wd models. air cleaner, hill descent Control, underbody transfer case shield on 4wd models and recovery hooks on 2wd models. included

Braking and powertrain grade Braking.

models with Z71 off-road suspension package, trailering package or Max trailering package standard

Available —

KEY FEATURES

STEERING

Quad-Cornering Assist

SLE

Crew Cab Value package.

SLT

Preferred package.

SLT CREW CAB

Value PACKAGe

SiERRA ApPEARANCE PACKAGe

ALL-TErRAiN CHROMe BUMPeRS PACKAGe

BRAKeS

7-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

6-SpeAKeR AUDio SYS teM

Power brake Booster

Bose premium audio system with 6 speakers (7-speaker system including subwoofer when ordered with bucket seats). includes — —

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Power brake Booster