

## **2014 GMC SIERRA 1500**

### **Vehicle Highlights:**

- All-new design advances GMC's 111-year legacy
- Segment-best standard V-6 torque and trailering – and best V-8 fuel economy
- New double cab design enhances rear-seat entry and exit
- Next-generation IntelliLink connectivity
- Exceptional attention to detail

### **2014 GMC SIERRA 1500 BRINGS BOLD REFINEMENT TO FULL-SIZE TRUCKS**

The all-new 2014 GMC Sierra 1500 [full-size pickup](#) is the most powerful, most advanced and most refined truck in the brand's 111-year history. Sierra's bold new exterior houses one of three all-new EcoTec3 engines, a fully updated cabin with available next-generation IntelliLink connectivity and other features designed for the most discerning truck owners.

"Our engineers and designers left nothing on the table when developing this latest Sierra pickup," said Tony DiSalle, vice president of GMC Marketing. "These trucks have all the power and capability expected in today's market, excellent fuel efficiency, plus a lot of unexpected, purposeful features developed with truck owners in mind."

In addition to all-new design and technology, the 2014 Sierra boasts the longest list of standard features ever for a full-size GMC pickup. From connectivity solutions, to a standard tie-down system in the rear, to the segment's only standard projector beam headlamps, many premium features are found on each and every all-new Sierra.

### **Sierra Denali details**

The distinctive Sierra Denali returns for 2014, delivering GMC capability with unique design cues and exclusive features.

On the exterior, the truck has a signature Denali chrome grille, unique 20-inch chrome wheels, unique interior decorative trim, a polished stainless steel exhaust outlet and body-color front and rear bumpers. Denali-specific interior details include script on the bright door sills and embossed into the front seats and real aluminum trim.

Sierra Denali's high-tech interior also features an exclusive eight-inch Customizable Driver Display that can show relevant settings, audio and navigation information in the instrument panel. Sierra Denali's standard eight-inch Color Touch navigation radio with Intellilink, located above the center console, serves as the main hub for Bluetooth-connected phones and portable devices connected through five standard USB ports.

Other features standard on Sierra Denali include projector-style headlamps with LED signature daytime running lights, a Bose audio system, heated and cooled leather front bucket seats, a heated steering wheel, front and rear park assist and a power sliding rear window with defogger.

### **New EcoTec3 engines**

Sierra's engine portfolio is updated for 2014 with increased power, torque and [fuel efficiency](#) across the board. New 4.3L V-6, 5.3L V-8 and 6.2L V-8 powertrains are offered, all from a shared EcoTec3 engine family. Each engine features standard direct injection, continuously variable valve timing and Active Fuel Management, which means they seamlessly switch to run on four cylinders during light-load driving to save fuel.

The increased power and efficiency of the new engines are the result of more than 10 million hours of sophisticated computer modeling, more than half of which were used to make the best of the combustion process.

The new 4.3L V-6 EcoTec3 engine offers the most torque of any standard V-6 in the segment, with 305 lb.-ft. (413 Nm). Torque is the turning force that generates off-the-line acceleration and confident trailering performance. Sierras equipped with the 4.3L EcoTec3 V-6 will have [trailering](#) ratings up to 7,600 pounds (3,447 kg) for a regular cab, short bed, four-wheel-drive model – 900 pounds more than the most capable Ford F-150 3.7L and 700 pounds more than a Ram 1500 3.6L.

Sierra's standard V-6 also produces an SAE-certified 285 horsepower (212 kW) and is matched with a proven, efficient six-speed automatic transmission – a combination that helps achieve EPA-estimated 24 mpg on the highway and 18 mpg in the city. Sierra V-6 4x4 models are rated at a segment-best 17 mpg in the city and 22 mpg on the highway.

“Rather than adapting a V-6 intended for use in passenger cars, we built a new engine from the ground up based on the unique demands of a truck,” said Jordan Lee, powertrain chief engineer. “Sierra's 4.3L shares its basic design architecture with the latest iterations of the V-8 engines that GMC owners have trusted for generations.”

The new 5.3L EcoTec3 is SAE-certified at 355 horsepower (250 kW) and 383 lb.-ft. of torque (519 Nm). With EPA-estimated fuel economy of 23 mpg highway (2WD), it offers the best fuel economy of any V-8 pickup, and beats the fuel economy estimates of the Ford EcoBoost V-6.

The new 6.2L V-8 is available in Sierra SLT and Denali models. It is rated at an SAE-certified at 420 horsepower and 460 lb.-ft. of torque – the most horsepower and torque of any light truck in the industry. The new 6.2L also enables a 12,000-pound maximum towing capacity for Sierra 1500, which is expected to the highest rating in the class.

EPA fuel economy estimates for the 6.2L are 15 city and 21 highway (2WD).

With the new engine designs and additional developments, customers should expect Sierra's second-generation Active Fuel Management to be more seamless and capable of operating longer in four-cylinder mode.

All three engines use lightweight aluminum blocks and heads and are mated with durable six-speed automatic transmissions. A "cruise grade braking" feature down-shifts the transmission on downgrades, which is intended to reduce brake wear. V-8 models use new, larger 9.5- and 9.76-inch rear axles with the strength to accommodate the engines' higher output.

### **Duralife brake rotors and electric power steering**

Strong brakes are important for stopping trucks, whether they're full of people, payload or both. The 2014 Sierra features four-wheel disc brakes with Duralife brake rotors, which feature a hardened and strengthened surface to reduce corrosion. Duralife rotors – a GM-exclusive technology – are expected to last twice as long as conventional rotors and provide quieter braking with less vibration.

The 2014 Sierra also uses electric power steering. An electric motor in place of an engine-driven hydraulic pump saves fuel and allows for tuning that's expected to result in a more consistent, crisp steering feel and plenty of assist for parking maneuvers.

### **The new standard in truck interiors**

Premium materials, attention to detail and purposeful technology define Sierra's all-new cabin. New soft-touch materials and available aluminum trim line an interior that's focused on usable and productive space.

"Truck owners want a well-crafted cabin, but also one that still feels like a truck," said Helen Emsley, Sierra interior design director. "They want a purposeful interior, not one that's flowing like you'd find in a car or crossover."

Sierra has an upright instrument panel designed for visibility and accessibility. Knobs and buttons are large, legible and within reach. All knobs are coated using a rubber-over-mold technology, so they're easy to grip even through gloves.

A new instrument cluster on all models features six gauges with an available centrally located, 4.2-inch color Driver Information Center with vehicle status information, a trip computer and other information, such as radio and navigation.

A second, high-mounted glove box with a flat floor joins the traditional box below. Each of Sierra's doors has storage crafted to hold most beverage containers and other personal items. Along the center stack and center console are additional cupholders, discreet compartments large enough for most laptop computers, and connectivity options. Sierra is available with a 110-volt outlet, up to five USB ports, four 12-volt outlets and an SD card slot.

"Sierra sets a new standard for what's expected of a pickup truck interior," said DiSalle. "Our customers told us how they use their trucks and we listened. The combination of comfort, safety, space and technology is unprecedented in the segment."

Available IntelliLink connectivity uses a high-definition, fully reconfigurable eight-inch color touch screen with an intuitive layout and easy-to-read icons that control audio features, a Pandora app, Bluetooth phone features, and available navigation with all-new map displays. Many of the system's features can be controlled by voice command, allowing drivers to keep their eyes on the road and hands on the wheel.

Sierra's seats use dual-density foam designed to stay comfortable over long hours and continue to look great after years of use. Leather and cloth are offered, and Sierra's new high-wear cloth is designed to last longer and resist staining. A spilled drink will bead on the fabric, not soak in. Heated front seats are available with cloth seats and standard with leather.

### **New door and bed configurations**

For the first time on double cab models, the 2014 Sierra has new front-hinged rear doors with outside pull handles at the rear, providing improved access in tight parking spaces. Unlike trucks with rear-hinged doors, Sierra's layout allows rear passengers to enter and exit the vehicle with the front doors remaining closed.

Crew cab customers, who represent more than 60 percent of retail Sierra owners, can choose between two bed lengths: a new 6-foot, 6-inch box is available in addition to the standard 5-foot, 8-inch box. Regular cabs continue to be available with the 6-foot, 6-inch or 8-foot box lengths, while the double cab will come exclusively with a 6-foot, 6-inch box.

### **Cargo box innovations**

Sierra's rear bumper features standard corner steps that make climbing into the bed easy, regardless of whether the tailgate is up or down. The steps are paired with grips formed into the top of each bed side. Four movable upper tie downs are also standard. They can be placed in nine different locations and can bear a 250-pound (113 kg) load. Available LED cargo lights integrated beneath the bed rails will illuminate the bed when a tonneau cover is in place. The available EZ Lift and Lower tailgate uses an integrated torsion bar and damper to ease lifting and lowering.

### **Driver Alert Technology**

Several active safety features are available for the 2014 Sierra, including Forward Collision Alert, which uses a forward-facing camera to notify the driver of an imminent collision, and Lane Departure Warning, which uses the same camera to track the truck's position in relation to a road's lane markers.

The camera technology was recently named a ["Top Ten Tech Breakthrough of 2012"](#) by *Popular Mechanics*.

Paired with Forward Collision Alert and Lane Departure Warning is GMC's first-ever Driver Alert Seat, which generates vibrating pulse patterns on the left and/or right side of the lower seat cushion bolster to alert the driver of potential dangers, such as an un-signalized lane change or approaching another vehicle too quickly. According to GM research, the seat's vibrations may direct driver attention to the location of a potential collision more quickly and accurately than audible alerts. Drivers have the option of selecting either audible or vibrating alerts.

### **Quieter, stronger, more aerodynamic**

Quietness doesn't only come from factors within the cabin. The 2014 Sierra features new aerodynamic measures that benefit fuel efficiency and reduce wind noise. Updated mirrors that reduce wind turbulence, triple-sealed inlaid doors, as well as roof and tailgate design features all help air flow smoothly and quietly over the Sierra. Additional sealing around the grille, headlamps and space between the cab and box are also designed to lower drag for the new trucks, along with new aerodynamic spats located in front of the rear wheels.

Updates to Sierra's body and chassis are designed to improve ride and handling, comfort and capability. The fully boxed frame uses high-strength steel and hydroforming to provide more strength and rigidity with less weight. New cab structures incorporate high-strength steel in the A-pillars, B-pillars, roof rails and rocker panels, while ultra-high-strength steel segments of the rocker panels provide added protection for shallow offset crashes.

Sierra's aluminum hood saves approximately 17 pounds versus a comparable steel hood. At the rear, a roll-formed box is stronger, lighter and more durable than a traditional stamped steel box.

Sierra uses aluminum for some suspension components for additional rigidity and weight saving, and new lightweight wheels are paired with low-rolling-resistance tires in most applications. The tires, along with new shear-style and redesigned hydraulic cab mounts, are designed to help reduce noise and vibration in the cabin.

"Pickups aren't just a tool for GMC owners – they're part of their everyday lives, and Sierra needs to be as useful on the way to the movies as it is on the way to a job site," said DiSalle. "The most important thing about the engineering behind this new truck is that it benefits owners in so many different ways."

### **Attention to detail**

GMC designers approached the exterior of the 2014 Sierra with respect for its predecessors, evolving its familiar shape while adding distinctive details like standard projector headlamps, available LED signature accent lighting and detailed new grilles. All Sierra models have chrome grille surrounds and premium black wheel arch moldings. Different trim levels feature chrome belt moldings, mirror caps and door handles, as well as unique wheel designs and grille details.

Other new features include available front Park Assist, in addition to the rear Park Assist already available, and a sliding rear window with a defroster.

## **Distinctive All-Terrain model**

Sierra All-Terrain has all-new styling for 2014. It includes a unique exterior appearance with a painted grille and less chrome, and is available as a double cab or crew cab in a limited number of colors.

Standard equipment for Sierra All-Terrain includes the Z71 off-road suspension with monotube Rancho shocks, hill descent control, front recovery hooks, a transfer case shield and unique wheels and tires, along with an automatic locking rear differential that reacts in milliseconds in low-traction situations to improve safety and confidence on wet, snowy or muddy surfaces.

Sierra All Terrain is available exclusively with an ebony interior and with front bucket seats on SLE models. A carbon fiber-look seat accent is standard on SLT models.

## **OnStar details**

Six months of OnStar Directions and Connections service is standard on Sierra. OnStar is the global leading provider of connected safety, security and mobility solutions and advanced information technology.

OnStar's RemoteLink Mobile App allows smartphone users to control vehicle functions, access vehicle information and send directions directly to the vehicle. An opt-in service called FamilyLink allows subscribers to stay connected to loved ones by checking the location of their vehicle online or by signing up for vehicle location alerts.

More information about OnStar can be found at [www.onstar.com](http://www.onstar.com).

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## 2014 GMC SIERRA 1500 REGULAR CAB SPECIFICATIONS

### Overview

Models:	TC/TK 15703: regular cab 6' 6" box, 2WD and 4WD TC/TK 15903: regular cab 8' box, 2WD and 4WD
Body style / driveline:	2/3-passenger regular cab, half-ton, 2- and, 4-wheel drive light-duty pickups available with 6' 6" box and 8' box
EPA vehicle class:	full-size truck
Manufacturing location:	Fort Wayne, Ind.
Key competitors:	Ford F-150, Ram 1500, Toyota Tundra

### Engines

	<b>EcoTec3 4.3L V-6 FlexFuel (LV3)</b>	<b>EcoTec3 5.3L V-8 FlexFuel (L83)</b>
Type:	4.3L V-6	5.3L V-8
Displacement (cu in / cc):	262 / 4300	325 / 5328
Bore & stroke (in / mm):	3.92 x 3.62 / 99.6 x 92	3.78 x 3.62 / 96 x 92
Block material:	cast aluminum	cast aluminum
Cylinder head material:	cast aluminum	cast aluminum
Valvetrain:	overhead valve, two valves per cylinder, variable valve timing	overhead valve, two valves per cylinder, variable valve timing
Ignition system:	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires
Fuel delivery:	direct fuel injection with Active Fuel Management	direct fuel injection with Active Fuel Management
Compression ratio:	11.0:1	11.0:1
Horsepower (hp / kW @ rpm):	285 / 212 @ 5300 (gas – SAE certified) 297 / 221 @ 5300 (E85 – SAE certified)	355 / 250 @ 5600 (gas – SAE certified) 380 / 283 @ 5600 (E85 – SAE certified)
Torque (lb-ft / Nm @ rpm):	305 / 413 @ 3900 (gas – SAE certified) 330 / 447 @ 3900 (E85 – SAE certified)	383 / 519 @ 4100 (gas – SAE certified) 416 / 564 @ 4100 (E85 – SAE certified)
Recommended fuel:	regular unleaded or E85	regular unleaded or E85
Maximum engine speed (rpm):	5800	5800
Emissions controls:	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sup>2</sup> sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sup>2</sup> sensor
Estimated fuel economy (city / hwy):	18 / 24 (2WD) 17 / 22 (4WD)	16 / 23 (2WD) 16 / 22 (4WD)

### Transmission

	<b>Hydra-Matic 6L80</b>
Type:	six-speed automatic
Gear ratios (:1):	
First:	4.03
Second:	2.36
Third:	1.53
Fourth:	1.15
Fifth:	0.85
Sixth:	0.67
Reverse:	3.06
Final drive ratio (std. & avail.):	3.08, 3.23 or 3.42; 3.73 with Max Trailering Package

**Chassis / Suspension**

Front:	independent coil-over-shock; twin-tube shock absorbers
Rear:	solid axle with semi-elliptic, variable-rate, two-stage multileaf springs; splayed shock absorbers; twin-tube shocks
Steering type:	electric power-assisted rack-and-pinion
Steering ratio:	18.4:1
Steering wheel turns, lock-to-lock:	3.46
Turning circle, curb-to-curb (ft / m):	2WD with 6' 6" box: 40 / 12.2 4WD with 6' 6" box: 40 / 12.2 2WD with 8' box: 44 / 13.4 4WD with 8' box: 44 / 13.4

**Brakes**

Type:	power-assisted, four-wheel disc, four-wheel ABS, with Duralife™ rotors; vented front and rear rotors
Rotor diameter x thickness (in / mm)	front: 13 x 1.18 / x 330 x 30 rear: 13.6 x 0.79 / 345 x 20
Total swept area (sq in / sq cm)	front: 250 / 1612 rear: 252 / 1628

**Wheels / Tires**

Wheel size & type:	17 x 8-in. painted steel 17 x 8-in. stainless steel-clad 17 x 8-in. painted aluminum 18 x 8.5-in. bright machined aluminum 20 x 9-in. ultra-bright machined aluminum
Tires:	P245/70R17 all-season, blackwall P265/70R17 all-season, blackwall P265/70R17 all-terrain, blackwall LT265/70R17 all-terrain, blackwall P265/65R18 all-season, blackwall P265/65R18 all-terrain, blackwall or white-outlined letters P275/55R20 all-season blackwall P275/55R20 all-terrain blackwall



## Dimensions

### Exterior

	Regular Cab with 6' 6" box	Regular Cab with 8' box
Wheelbase (in / mm):	119 / 3023	133 / 3378
Overall length (in / mm):	205.5 / 5221	224.4 / 5701
Overall width (in / mm):	80 / 2032	80 / 2032
Overall height (in / mm)		
2WD:	74.0 / 1879	73.5 / 1867
4WD:	74.1 / 1883	73.8 / 1875
Track (in / mm)		
2WD front:	68.8 / 1747	68.8 / 1747
2WD rear:	67.6 / 1716	67.6 / 1716
4WD front:	68.7 / 1745	68.7 / 1745
4WD rear:	67.6 / 1716	67.6 / 1716
Min. running ground clearance (in / mm):		
2WD:	8.2 / 209	8.3 / 212
4WD:	8.6 / 218	8.8 / 223
Ground to top of load floor (in / mm):		
2WD:	36.3 / 922	35.9 / 913
4WD:	36.2 / 919	35.6 / 905
Step-in height		
2WD:	22.6 / 573	22.4 / 568
4WD:	22.8 / 578	22.5 / 572
Approach angle (deg)		
2WD:	14.5	14.7
4WD:	15.2	15.5
Breakover angle (deg)		
2WD:	24.4	21.1
4WD:	24.1	21.3
Departure angle (deg)		
2WD:	25.0	23.7
4WD:	24.9	23.4

### Cargo box

	Regular Cab with 6' 6" box	Regular Cab with 8' box
Cargo volume (cu ft / L):	61 / 1728	76.3 / 2162
Length at floor (in / mm):	78.9 / 2003	97.8 / 2483
Width at floor (in / mm):	64.6 / 1642	64.6 / 1642
Width between wheelhousings (in / mm):	51 / 1296	51 / 1296
Tailgate width (in / mm):	62.2 / 1579	62.2 / 1579
Inside height (in / mm):	21.1 / 536	21.1 / 536

### Interior

	Regular Cab
Headroom (in / mm):	42.4 / 1077
Legroom (in / mm):	45.3 / 1150
Shoulder room (in / mm):	66 / 1677
Hip room (in / mm):	60.7 / 1543

**Curb weight & payload**

	<b>GVWR (lb / kg)</b>	<b>Minimum Curb Weight (lb / kg)</b>	<b>Max. Payload (lb / kg)</b>	<b>Weight Distribution (% front / rear)</b>
<b>2WD:</b>				
Regular Cab, 6' 6" box	6500 / 2948 (4.3L) 6600 / 2994 (5.3L)	4387 / 1990 (4.3L) 4503 / 2042 (5.3L)	2088 / 947 (4.3L) 2072 / 940 (5.3L)	58 / 42
Regular Cab, 8' box	6700 / 3039 (4.3L) 6800 / 3084 (5.3L)	4567 / 2071 (4.3L) 4673 / 2119 (5.3L)	2108 / 956 (4.3L) 2102 / 953 (5.3L)	58 / 42
<b>4WD:</b>				
Regular Cab, 6' 6" box	6700 / 3039 (4.3L) 6800 / 3084 (5.3L)	4587 / 2080 (4.3L) 4707 / 2135 (5.3L)	2088 / 947 (4.3L) 2068 / 938 (5.3L)	60 / 40
Regular Cab, 8' box	6900 / 3130 (4.3L) 7000 / 3175 (5.3L)	4816 / 2184 (4.3L) 4922 / 2232 (5.3L)	2059 / 934 (4.3L) 2053 / 931 (5.3L)	59 / 41

**Capacities**

	<b>Regular Cab, 6' 6" box</b>	<b>Regular Cab, 8' box</b>
Seating:	3	3
Fuel tank (gal / L):	26 / 98	34 / 128
	<b>EcoTec3 4.3L</b>	<b>EcoTec3 5.3L</b>
Engine oil (qt / L):	6 / 5.7 (Dexos 5W30)	8.5 / 8 (Dexos 0W20)
Cooling system (qt / L):	14.8 / 14	15.6 / 14.8

**Trailer – maximum with ball hitch**

<b>2WD:</b>	
Regular Cab, 6' 6" box	6400 / 2903 – 4.3L (3.23 axle) 9300 / 4218 – 5.3L (3.42 axle)
Regular Cab, 8' box	6300 / 2857 – 4.3L (3.23 axle) 10200 / 4626 – 5.3L (3.42 axle)
<b>4WD:</b>	
Regular Cab, 6' 6" box	7600 / 3447 – 4.3L (3.42 axle) 9100 / 4217 – 5.3L (3.42 axle)
Regular Cab, 8' box	7000 / 3175 – 4.3L (3.42 axle) 9900 / 4490 – 5.3L (3.42 axle)

Note: Information shown is current at time of publication. Visit <http://media.gm.com> for updates.

## 2014 GMC SIERRA 1500 / SIERRA DENALI DOUBLE CAB SPECIFICATIONS

### Overview

Models:	TC/TK 15753: double cab, 2WD and 4WD
Body style / driveline:	5/6-passenger double cab, half-ton, 2-and 4-wheel drive light-duty pickup with 6' 6" box
EPA vehicle class:	full-size truck
Manufacturing location:	Fort Wayne, Ind.
Key competitors:	Ford F-150, Ram 1500, Toyota Tundra, Nissan Titan

### Engines

	<b>EcoTec3 4.3L V-6 FlexFuel (LV3)</b>	<b>EcoTec3 5.3L V-8 FlexFuel (L83)</b>	<b>EcoTec3 6.2L V-8 (L86)</b>
Type:	4.3L V-6	5.3L V-8	6.2L V-8
Displacement (cu in / cc):	262 / 4300	325 / 5328	376 / 6162
Bore & stroke (in / mm):	3.92 x 3.62 / 99.6 x 92	3.78 x 3.62 / 96 x 92	4.06 x 3.62 / 103.25 x 92
Block material:	cast aluminum	cast aluminum	cast aluminum
Cylinder head material:	cast aluminum	cast aluminum	cast aluminum
Valvetrain:	overhead valve, two valves per cylinder, variable valve timing	overhead valve, two valves per cylinder, variable valve timing	overhead valve, two valves per cylinder, variable valve timing
Ignition system:	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires
Fuel delivery:	direct fuel injection with Active Fuel Management	direct fuel injection with Active Fuel Management	direct fuel injection with Active Fuel Management
Compression ratio:	11.0:1	11.0:1	11.5:1
Horsepower (hp / kW @ rpm):	285 / 212 @ 5300 (gas – SAE certified) 297 / 221 @ 5300 (E85 – SAE certified)	355 / 250 @ 5600 (gas – SAE certified) 380 / 283 @ 5600 (E85 – SAE certified)	420 / 313 @ 5600 (SAE certified)
Torque (lb-ft / Nm @ rpm):	305 / 413 @ 3900 (gas – SAE certified) 330 / 447 @ 3900 (E85 – SAE certified)	383 / 519 @ 4100 (gas – SAE certified) 416 / 564 @ 4100 (E85 – SAE certified)	460 / 623 @ 4100 (SAE certified)
Recommended fuel:	regular unleaded or E85	regular unleaded or E85	premium recommended but not required
Maximum engine speed (rpm):	5800	5800	6000
Emissions controls:	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor
Estimated fuel economy (city / hwy):	18 / 24 (2WD) 17 / 22 (4WD)	16 / 23 (2WD) 16 / 22 (4WD)	15 / 21 (2WD) 14 / 20 (4WD)

**Transmission**

	<b>Hydra-Matic 6L80</b>
Type:	six-speed automatic
Gear ratios (:1):	
First:	4.03
Second:	2.36
Third:	1.53
Fourth:	1.15
Fifth:	0.85
Sixth:	0.67
Reverse:	3.06
Final drive ratio (std. & avail.):	3.08, 3.23 or 3.42; 3.73 with Max Trailering Package

**Chassis / Suspension**

Front:	independent coil-over-shock; twin-tube shock absorbers; monotube shocks with All Terrain
Rear:	solid axle with semi-elliptic, variable-rate, two-stage multileaf springs; splayed shock absorbers; twin-tube shock absorbers; monotube shocks with All Terrain
Steering type:	electric power-assisted rack-and-pinion
Steering ratio:	16.3:1
Steering wheel turns, lock-to-lock:	3.03
Turning circle, curb-to-curb (ft / m):	2WD with 6' 6" box: 46.9 / 14.3 4WD with 6' 6" box: 46.9 / 14.3

**Brakes**

Type:	power-assisted, four-wheel disc, four-wheel ABS, with Duralife™ rotors; vented front and rear rotors
Rotor diameter x thickness (in / mm)	front: 13 x 1.18 / x 330 x 30 rear: 13.6 x 0.79 / 345 x 20
Total swept area (sq in / sq cm)	front: 250 / 1612 rear: 252 / 1628

**Wheels / Tires**

Wheel size & type:	17 x 8-in. painted steel 17 x 8-in. stainless steel-clad 17 x 8-in. bright-machined aluminum 18 x 8.5-in. bright machined aluminum 18 x 8.5-in. polished aluminum 18 x 8.5-in. chrome aluminum 20 x 9-in. ultra-bright machined aluminum 20 x 9-in. ultra-bright machined aluminum with painted accents 20 x 9-in. chrome aluminum
Tires:	P245/70R17 all-season, blackwall P265/70R17 all-season, blackwall P265/70R17 all-terrain, blackwall LT265/70R17 all-terrain, blackwall P265/65R18 all-season, blackwall P265/65R18 all-terrain, blackwall or white-outlined letter P275/55R20 all-terrain, blackwall P275/55R20 all-season, blackwall

## Dimensions

### Exterior

	Double Cab with 6' 6" box	
Wheelbase (in / mm):	143.5 / 3645	
Overall length (in / mm):	229.5 / 5829	
Overall width (in / mm):	80 / 2032	
Overall height (in / mm)		
2WD:	73.9 / 1876	
4WD:	73.9 / 1877	
Track (in / mm)		
2WD front:	68.9 / 1750	
2WD rear:	67.9 / 1716	
4WD front:	68.9 / 1750	
4WD rear:	67.6 / 1716	
Min. running ground clearance (in / mm):		
2WD:	8.5 / 216	
4WD:	8.9 / 225	
Ground to top of load floor (in / mm):		
2WD:	34.8 / 883	
4WD:	34.5 / 876	
Step-in height		
2WD:	22.3 / 566	
4WD:	22.4 / 570	
Approach angle (deg)		
2WD:	16.2	
4WD:	17	
Breakover angle (deg)		
2WD:	18.9	
4WD:	19.1	
Departure angle (deg)		
2WD:	23.1	
4WD:	23.1	

### Cargo box

	Double Cab with 6' 6" box	
Cargo volume (cu ft / L):	61 / 1728	
Length at floor (in / mm):	78.9 / 2003	
Width at floor (in / mm):	64.9 / 1642	
Width between wheelhousings (in / mm):	51 / 1296	
Tailgate width (in / mm):	62.2 / 1579	
Inside height (in / mm):	21.1 / 536	

### Interior

	Double Cab, Front	Double Cab, Rear
Headroom (in / mm):	42.8 / 1087	38.7 / 982
Legroom (in / mm):	45.2 / 1150	34.6 / 880
Shoulder room (in / mm):	64.8 / 1647	65.8 / 1671
Hip room (in / mm):	60.7 / 1543	60.2 / 1530

### Curb weight & payload

	GVWR (lb / kg)	Minimum Curb Weight (lb / kg)	Max. Payload (lb / kg)	Weight Distribution (% front / rear)
<b>2WD:</b>				
Double Cab, 6' 6" box	6900 / 3130 (4.3L)	4860 / 2204 (4.3L)	2015 / 914 (4.3L)	58 / 42
	7000 / 3175 (5.3L)	4963 / 2251 (5.3L)	2012 / 912 (5.3L)	
	7000 / 3175 (6.2L)	5074 / 2301 (6.2L)	1901 / 862 (6.2L)	
Double Cab, 6' 6" box – with Max Trailering Package	7200 / 3266 (5.3L)	5074 / 2301 (5.3L)	2101 / 953 (5.3L)	58 / 42
	7200 / 3266 (6.2L)	5231 / 2372 (6.2L)	1944 / 882 (6.2L)	
<b>4WD:</b>				
Double Cab, 6' 6" box	7100 / 3220 (4.3L)	5104 / 2315 (4.3L)	1971 / 894 (4.3L)	59 / 41
	7200 / 3266 (5.3L)	5201 / 2359 (5.3L)	1974 / 895 (5.3L)	
	7200 / 3266 (6.2L)	5352 / 2427 (6.2L)	1823 / 827 (6.2L)	
Double Cab, 6' 6" box – with Max Trailering Package	7200 / 3266 (5.3L)	5309 / 2408 (5.3L)	1866 / 846 (5.3L)	59 / 41
	7200 / 3266 (6.2L)	5489 / 2490 (6.2L)	1686 / 764 (6.2L)	

### Capacities

	Double Cab, 6' 6" box		
Seating:	5 or 6		
Fuel tank (gal / L):	26 / 98		
	<b>EcoTec3 4.3L</b>	<b>EcoTec3 5.3L</b>	<b>EcoTec3 6.2L</b>
Engine oil (qt / L):	6 / 5.7 (Dexos 5W30)	8.5 / 8 (Dexos 0W20)	8.5 / 8 (Dexos 0W20)
Cooling system (qt / L):	14.8 / 14	15.6 / 14.8	15.6 / 14.8

### Trailering – maximum with ball hitch

<b>2WD:</b>	
Double Cab, 6' 6" box	6000 / 2721 – 4.3L (3.23 axle)
	9900 / 4490 – 5.3L (3.42 axle)
	9800 / 4445 – 6.2L (3.42 axle)
Double Cab, 6' 6" box w/ Max Trailering Package	11500 / 5216 – 5.3L (3.73 axle)
	12000 / 5443 – 6.2L (3.73 axle)
<b>4WD:</b>	
Double Cab, 6' 6" box	6700 / 3039 – 4.3L (3.42 axle)
	9600 / 4354 – 5.3L (3.42 axle)
	9500 / 4309 – 6.2L (3.42 axle)
Double Cab, 6' 6" box w/ Max Trailering Package	11200 / 5080 – 5.3L (3.73 axle)
	11800 / 5352 – 6.2L (3.73 axle)

Note: Information shown is current at time of publication. Visit <http://media.gm.com> for updates.

## 2014 GMC SIERRA 1500 / SIERRA DENALI CREW CAB SPECIFICATIONS

### Overview

Models:	TC/TK 15543: crew cab with 5' 8" box, 2WD and 4WD TC/TK 15743: crew cab with 6' 6" box, 2WD and 4WD
Body style / driveline:	5/6-passenger crew cab, half-ton, 2-and 4- wheel drive light-duty pickups, available with 5' 8" or 6' 6" box
EPA vehicle class:	full-size truck
Manufacturing location:	Silao, Mexico and Flint, Mich.
Key competitors:	Ford F150, Ram 1500, Toyota Tundra, Nissan Titan

### Engines

	<b>EcoTec3 4.3L V-6 FlexFuel (LV3)</b>	<b>EcoTec3 5.3L V-8 FlexFuel (L83)</b>	<b>EcoTec3 6.2L V-8 (L86)</b>
Type:	4.3L V-6	5.3L V-8	6.2L V-8
Displacement (cu in / cc):	262 / 4300	325 / 5328	376 / 6162
Bore & stroke (in / mm):	3.92 x 3.62 / 99.6 x 92	3.78 x 3.62 / 96 x 92	4.06 x 3.62 / 103.25 x 92
Block material:	cast aluminum	cast aluminum	cast aluminum
Cylinder head material:	cast aluminum	cast aluminum	cast aluminum
Valvetrain:	overhead valve, two valves per cylinder, variable valve timing	overhead valve, two valves per cylinder, variable valve timing	overhead valve, two valves per cylinder, variable valve timing
Ignition system:	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires	coil near plug, platinum-tipped spark plugs, low-resistance spark plug wires
Fuel delivery:	direct fuel injection with Active Fuel Management	direct fuel injection with Active Fuel Management	direct fuel injection with Active Fuel Management
Compression ratio:	11.0:1	11.0:1	11.5:1
Horsepower (hp / kW @ rpm):	285 / 212 @ 5300 (gas – SAE certified) 297 / 221 @ 5300 (E85 – SAE certified)	355 / 250 @ 5600 (gas – SAE certified) 380 / 283 @ 5600 (E85 – SAE certified)	420 / 313 @ 5600 (SAE certified)
Torque (lb-ft / Nm @ rpm):	305 / 413 @ 3900 (gas – SAE certified) 330 / 447 @ 3900 (E85 – SAE certified)	383 / 519 @ 4100 (gas – SAE certified) 416 / 564 @ 4100 (E85 – SAE certified)	460 / 623 @ 4100 (SAE certified)
Recommended fuel:	regular unleaded or E85	regular unleaded or E85	premium recommended but not required
Maximum engine speed (rpm):	5800	5800	6000
Emissions controls:	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response O <sub>2</sub> sensor
Estimated fuel economy (city / hwy):	18 / 24 (2WD) 17 / 22 (4WD)	16 / 23 (2WD) 16 / 22 (4WD)	15 / 21 (2WD) 14 / 20 (4WD)

**Transmission**

	<b>Hydra-Matic 6L80</b>
Type:	6-speed automatic
Gear ratios (:1):	
First:	4.03
Second:	2.36
Third:	1.53
Fourth:	1.15
Fifth:	0.85
Sixth:	0.67
Reverse:	3.06
Final drive ratio (std. & avail.):	3.08, 3.23 or 3.42; 3.73 with Max Trailering Package

**Chassis / Suspension**

Front:	independent coil-over-shock; twin-tube shock absorbers; monotube shocks with All Terrain
Rear:	solid axle with semi-elliptic, variable-rate, two-stage multileaf springs; splayed shock absorbers; twin-tube shock absorbers; monotube shocks with All Terrain
Steering type:	electric power-assisted rack-and-pinion
Steering ratio:	16.3:1
Steering wheel turns, lock-to-lock:	3.03
Turning circle, curb-to-curb (ft / m):	2WD with 5' 8" box: 47.2 / 14.4 4WD with 5' 8" box: 47.2 / 14.4 2WD with 6' 6" box: 48.5 / 14.8 4WD with 6' 6" box: 48.5 / 14.8

**Brakes**

Type:	power-assisted, four-wheel disc, four-wheel ABS, with Duralife™ rotors; vented front and rear rotors
Rotor diameter x thickness (in / mm)	front: 13 x 1.18 / x 330 x 30 rear: 13.6 x 0.79 / 345 x 20
Total swept area (sq in / sq cm)	front: 250 / 1612 rear: 252 / 1628

**Wheels / Tires**

Wheel size & type:	17 x 8-in. painted steel 17 x 8-in. stainless steel-clad 17 x 8-in. bright-machined aluminum 18 x 8.5-in. bright machined aluminum 18 x 8.5-in. polished aluminum 18 x 8.5-in. chrome aluminum 20 x 9-in. ultra-bright machined aluminum 20 x 9-in. ultra-bright machined aluminum with painted accents 20 x 9-in. chrome aluminum
Tires:	P245/70R17 all-season, blackwall P265/70R17 all-season, blackwall P265/70R17 all-terrain, blackwall LT265/70R17 all-terrain, blackwall P265/65R18 all-season, blackwall P265/65R18 all-terrain, blackwall or white-outlined letter P275/55R20 all-terrain, blackwall P275/55R20 all-season, blackwall



## Dimensions

### Exterior

	Crew Cab with 5' 8" box	Crew Cab with 6' 6" box
Wheelbase (in / mm):	143.5 / 3645	153 / 3886
Overall length (in / mm):	229.5 / 5829	239 / 6071
Overall width (in / mm):	80 / 2032	80 / 2032
Overall height (in / mm)		
2WD:	74.2 / 1884	73.7 / 1873
4WD:	74.0 / 1879	73.8 / 1875
Track (in / mm)		
2WD front:	68.8 / 1747	68.8 / 1747
2WD rear:	67.6 / 1716	67.6 / 1716
4WD front:	68.7 / 1745	68.7 / 1745
4WD rear:	67.6 / 1716	67.6 / 1716
Min. running ground clearance (in / mm):		
2WD:	8.7 / 222	8.5 / 216
4WD:	8.9 / 226	8.9 / 227
Ground to top of load floor (in / mm):		
2WD:	34.9 / 886	34.4 / 874
4WD:	34.3 / 872	34.1 / 867
Step-in height		
2WD:	22.3 / 566	21.9 / 557
4WD:	22.2 / 564	22.1 / 562
Approach angle (deg)		
2WD:	16.8	16.4
4WD:	17.1	17.1
Breakover angle (deg)		
2WD:	19.2	17.5
4WD:	19.0	17.7
Departure angle (deg)		
2WD:	23.9	23.3
4WD:	23.2	23.0

### Cargo box

	Crew Cab with 5' 8" box	Crew Cab with 6' 6" box
Cargo volume (cu ft / L):	53.4 / 1512	61 / 1728
Length at floor (in / mm):	69.3 / 1761	78.9 / 2003
Width at floor (in / mm):	64.6 / 1642	64.6 / 1642
Width between wheelhousings (in / mm):	51 / 1296	51 / 1296
Tailgate width (in / mm):	62.2 / 1579	62.2 / 1579
Inside height (in / mm):	21.1 / 536	21.1 / 536

### Interior

	Crew Cab, Front	Crew Cab, Rear
Headroom (in / mm):	42.8 / 1087	40.5 / 1029
Legroom (in / mm):	45.3 / 1150	40.9 / 1040
Shoulder room (in / mm):	64.8 / 1647	65.7 / 1670
Hip room (in / mm):	60.7 / 1543	60.3 / 1531

### Curb weight & payload

	GVWR (lb / kg)	Minimum Curb Weight (lb / kg)	Max. Payload (lb / kg)	Weight Distribution (% front / rear)
<b>2WD:</b>				
Crew Cab, 5' 8" box	6900 / 3130 (4.3L) 7000 / 3175 (5.3L) 7000 / 3175 (6.2L)	4942 / 2241 (4.3L) 5042 / 2287 (5.3L) 5156 / 2338 (6.2L)	1933 / 877 (4.3L) 1933 / 877 (5.3L) 1819 / 825 (6.2L)	56 / 44
Crew Cab, 5' 8" box with Max Trailering Package	7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5168 / 2344 (5.3L) 5309 / 2408 (6.2L)	2007 / 910 (5.3L) 1866 / 846 (6.2L)	56 / 44
Crew Cab, 6' 6" box	6900 / 3130 (4.3L) 7000 / 3175 (5.3L) 7000 / 3175 (6.2L)	5000 / 2268 (4.3L) 5104 / 2315 (5.3L) 5216 / 2366 (6.2L)	1875 / 850 (4.3L) 1871 / 848 (5.3L) 1759 / 798 (6.2L)	57 / 43
Crew Cab, 6'6" box with Max Trailering Package	7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5229 / 2372 (5.3L) 5378 / 2439 (6.2L)	1947 / 883 (5.3L) 1797 / 815 (6.2L)	57 / 43
<b>4WD:</b>				
Crew Cab, 5' 8" box	7100 / 3220 (4.3L) 7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5139 / 2331 (4.3L) 5218 / 2367 (5.3L) 5370 / 2435 (6.2L)	1936 / 878 (4.3L) 1957 / 887 (5.3L) 1805 / 818 (6.2L)	58 / 42
Crew Cab, 5' 8" box with Max Trailering Package	7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5345 / 2424 (5.3L) 5530 / 2508 (6.2L)	1830 / 830 (5.3L) 1645 / 746 (6.2L)	58 / 42
Crew Cab, 6' 6" box	7100 / 3220 (4.3L) 7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5197 / 2357 (4.3L) 5292 / 2400 (5.3L) 5429 / 2462 (6.2L)	1878 / 852 (4.3L) 1883 / 854 (5.3L) 1746 / 792 (6.2L)	59 / 41
Crew Cab, 6'6" box with Max Trailering Package	7200 / 3266 (5.3L) 7200 / 3266 (6.2L)	5424 / 2460 (5.3L) 5598 / 2539 (6.2L)	1751 / 794 (5.3L) 1577 / 715 (6.2L)	59 / 41

### Capacities

	Crew Cab, 5' 8" box	Crew Cab, 6' 6" box	
Seating:	5 or 6	5 or 6	
Fuel tank (gal / L):	26 / 98	26 / 98	
	<b>EcoTec3 4.3L</b>	<b>EcoTec3 5.3L</b>	<b>EcoTec3 6.2L</b>
Engine oil (qt / L):	6 / 5.7 (Dexos 5W30)	8.5 / 8 (Dexos 0W20)	8.5 / 8 (Dexos 0W20)
Cooling system (qt / L):	14.8 / 14	15.6 / 14.8	15.6 / 14.8

**Trailer – maximum with ball hitch**

<b>2WD:</b>	
Crew Cab, 5' 8" box	5900 / 2676 – 4.3L (3.23 axle) 9800 / 4445 – 5.3L (3.42 axle) 9700 / 4400 – 6.2L (3.42 axle)
Crew Cab, 5' 8" box w/ Max Trailering Package	11400 / 5171 – 5.3L (3.73 axle) 12000 / 5443 – 6.2L (3.73 axle)
Crew Cab, 6' 6" box	5800 / 2630 – 4.3L (3.23 axle) 9700 / 4400 – 5.3L (3.42 axle) 9600 / 4354 – 6.2L (3.42 axle)
Crew Cab, 6' 6" box w/ Max Trailering Package	11300 / 5125 – 5.3L (3.73 axle) 12000 / 5443 – 6.2L (3.73 axle)
<b>4WD:</b>	
Crew Cab, 5' 8" box	6700 / 3039 – 4.3L (3.42 axle) 9600 / 4354 – 5.3L (3.42 axle) 9500 / 4309 – 6.2L (3.42 axle)
Crew Cab, 5' 8" box w/ Max Trailering Package	11200 / 5080 – 5.3L (3.73 axle) 11800 / 5352 – 6.2L (3.73 axle)
Crew Cab, 6' 6" box	6600 / 2994 – 4.3L (3.42 axle) 9500 / 4309 – 5.3L (3.42 axle) 9400 / 4263 – 6.2L (3.42 axle)
Crew Cab, 6' 6" box w/ Max Trailering Package	11100 / 5035 – 5.3L (3.73 axle) 11700 / 5307 – 6.2L (3.73 axle)

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