

2001-2002 General Motors LSSV Military Trucks Owner's Manual Supplement

1-1	Seats and Restraint Systems	
	Ø Troop Seats (If Equipped)	1-1
2-1	Features and Controls	
	Ø Starting Your Diesel Engine.	2-1
	Ø Exterior Lamps.	2-1
	Ø Storage Compartments.	2-5
	Ø Cargo Tie Down.	2-8
	Ø Weapons Holders (If Equipped).	2-9
	Ø 12V/ 24V Power Souce (If Equipped).	2-11
4-1	Your Driving and the Road	
	Ø Loading Your Vehicle.	4-1
	Ø Towing a Trailer.	4-1
	Ø Trailer Wiring Connector.	4-5
5-1	Problems on the Road	
	Ø Jump Starting.	5-1
	Ø Towing Your Vehicle.	5-8
	Ø Maximum Allowable Loads on each Clevis/Towing Shackle.	5-10
	Ø If You're Stuck: In Sand, Mud, Ice or Snow.	5-8
	Ø Winch (If Equipped).	5-11

Table of Contents (cont'd)

6-1	Service and Appearance Care	
	Ø Rear Axle.	6-1
	Ø Transmission/Transfer Case.	6-1
	Ø Front Axle.	6-1
	Ø Tires and Wheels.	6-1
	Ø Fuses and Circuit Breakers.	6-2
	Ø Cleaning the Outside of the Vehicle.	6-2
	Ø Government Vehicle Data Plate.	6-3
	Ø Replacement Bulbs.	6-4
7-1	Maintenance Schedule	
	Ø Part C: Periodic Maintenance Inspections.	7-1
9-1	Index.	9-1
	An alphabetical listing of almost every subject in this manual. You can use it to quickly find something you want to read.	

This supplement contains information that pertains to the operation of your vehicle. The sections in this supplement correspond to the sections in the 2001/02 C/K Owner's manual and the 2001/02 Diesel Manual Supplement. This supplement, along with your owner's manual, and diesel supplement will assist you in the proper use of the vehicle.

Please keep this supplement with the owner's manual and diesel supplement in the vehicle, so it will be there if you ever need it while you're on the road.

This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without notice.

Customer assistance phone numbers refer to contact information.

Contact Information

Department	Phone Number
General Information	1-248-680-5214
Military Service Parts Assistance	1-248-680-5222
Technical/Warranty Assistance	1-248-680-2843
Vehicle Sales	1-248-680-5222

Mailing Address:

GM Defense
Military Trucks
MC: 483-619-114
1996 Technology Drive
Troy, MI 48083

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Index

A good place to look for what you need is the Index in back of the manual. It's an alphabetical list of what's in the manual, and the page number where you'll find it.

About Driving Your Vehicle

As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or an accident. Be sure to read the "on-pavement" and "off-road" driving guidelines. Refer to "Your Driving, the Road and Your Vehicle" and "Off-Road Driving with Your Four-Wheel-Drive Vehicle" in the 2001/02 C/K Owner Manual.

Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box and the word CAUTION to tell you about things that could cause personal injury if you were to ignore the warning.



CAUTION:

These mean there is something that could hurt you or other people.

In the caution area, we tell you what the hazard is. Then we tell you what to do to help avoid or reduce the hazard. Please read these cautions. If you don't, you or others could suffer personal injury.

Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

These mean there is something that could damage your vehicle.

In the notice area, we tell you about something that can damage your vehicle. Many times, this damage would not be covered by your warranty, and it could be costly. But the notice will tell you what to do to help avoid the damage.

When you read other manuals, you might see CAUTION and NOTICE warnings in different colors or in different words.

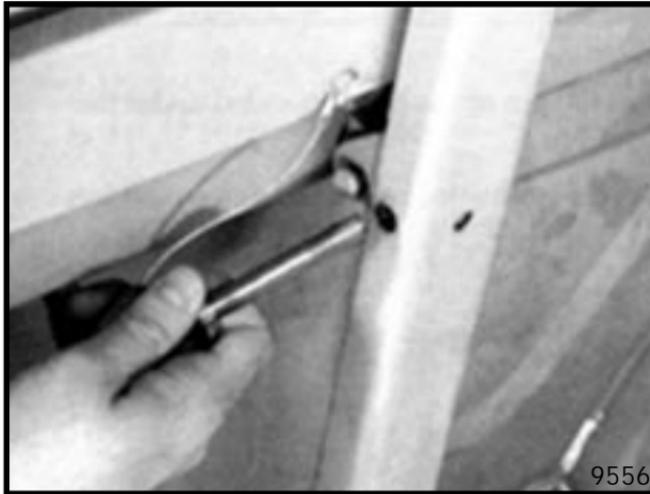
You'll also see warning labels on your vehicle. They use the same words, CAUTION or NOTICE.

Section 1 Seats and Restraint Systems

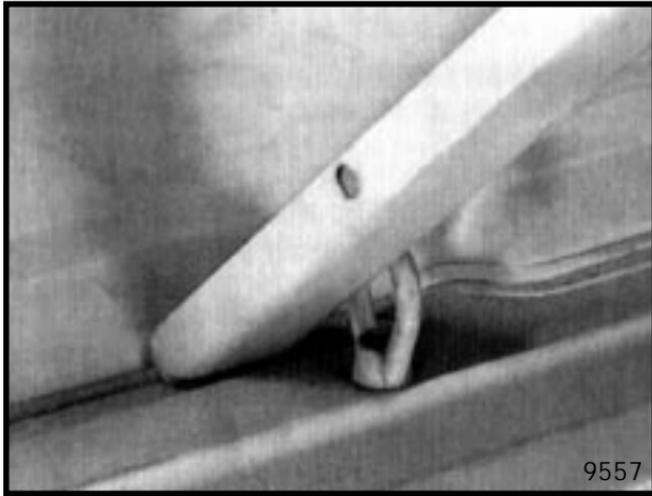
Troop Seats (If Equipped)

The troop seat kit provides space for up to eight passengers in the cargo area of the pickup model. The seats can be lowered individually for use or raised for storage. The seats lock in both the up and down positions.

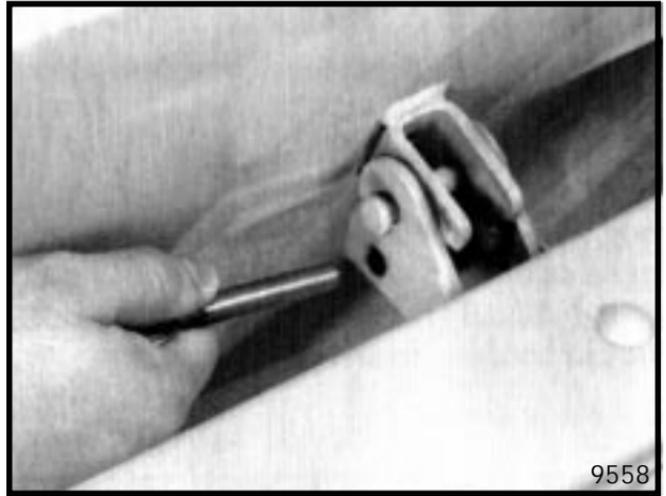
To fold the seat down:



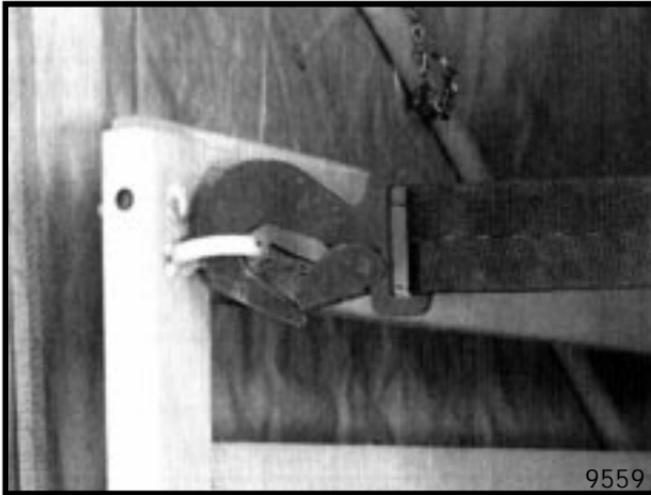
1. A quick-release pin is located on the left or right side of the troop seat leg immediately under the hinge pin.
2. When the seat is in the up position, the quick release pin will go through the left-hand leg for passenger's side seats or a right-hand leg for driver's side seats. It will then go through the seat channel and will be placed in front of the hinge pin.



3. Remove the pin and place the legs into the joint of the truck side and the truck floor.



4. Place the pin in the hole provided under the hinge pin.
5. The seat is now locked in the down position.



6. Whenever the troop seats are occupied, the safety strap should be attached across the top of the rear seatbacks using the eye-bolts provided.
7. To fold the troop seat up, reverse Steps 1 through 6.

To remove the troop seats, refer to Seats in the service manual supplement.

Section 2 Features and Controls

Starting Your Diesel Engine

Your diesel engine starts differently than a gasoline engine.



CAUTION:

Do not use gasoline or starting "aids," such as ether, in the air intake. They could damage your engine. There could also be a fire, which could cause serious personal injury.

Refer to the 2001/02 Diesel Manual Supplement located in your glove compartment.

Exterior Lamps

Service and Blackout Lighting
(If Equipped)



Service Lights/Blackout Control

The switch located on the instrument panel next to the 24v voltmeter is the service lights/blackout control.

Pull and flip the left switch upward to SERVICE ON position, all normal service lamps will be operational with normal controls.

Move the left switch to the center position to OFF, in order to turn off all lamps or accessory power to the vehicle.

Move the left switch to B/O position, and only the blackout lighting will be operative. The front and rear marker lamps will be on. The blackout stoplamps will illuminate when the brakes are applied. The horn will be inoperative.

The instrument panel warning lights and hazard lights will remain functional.

The vehicle's 12-pin trailer wiring connector and trailer lamps are also controlled by this switch.

Blackout Drive Light

The switch located on the instrument panel next to the 24v voltmeter drive light switch.

Pull the switch out and then left to ON, to activate the front blackout drive lamp. The service lights/blackout control switch must be in B/O position or in the down position for the blackout drive lights to function.

Pull the switch out and then right to OFF to deactivate the blackout drive light.

The switch will return to the center position automatically after you release it from either ON or OFF.

Operating Service and Blackout (B/O) Lighting

Exterior Lamp or Device	Service Lights/Blackout Switch	Blackout Drive Light Switch
Headlamps and Taillamps	SERVICE ON	OFF
Daytime Running Lamps	SERVICE ON	OFF
Fog Lamps (If Equipped)	SERVICE ON	OFF
Parking Lamps	SERVICE ON	OFF
Front/Rear Sidemarkers Lamps	SERVICE ON	OFF
Marker Lamps; Roof, Fender and Endgate (If Equipped)	SERVICE ON	OFF
Stoplamps	SERVICE ON	OFF
Back-Up Lamps	SERVICE ON	OFF
License Plate Lamp (If Equipped)	SERVICE ON	OFF
Front/Rear Turn Signals	SERVICE ON	OFF
Hazard Warning Lamps	SERVICE ON	ON/OFF
Cargo Lamp (If Equipped)	SERVICE ON	OFF
Horn	SERVICE ON	OFF
Front/Rear Blackout Marker Lamps	B/O	ON/OFF
Blackout Stoplamps	B/O	ON/OFF
Blackout Drive Lamp (Headlamp)	B/O	ON

Exterior Lamp or Device	Service Lights/Blackout Switch	Blackout Drive Light Switch
Instrument Panel/Switch Illumination	SERVICE ON	OFF
Radio/Clock Illumination (If Equipped)*	SERVICE ON	OFF
Headlamp High-Beam Indicator	SERVICE ON	OFF
Turn Signal/Hazard Warning Indicators	SERVICE ON	OFF
Four-Wheel-Drive Indicator	SERVICE ON	OFF
Dome/Courtesy Lamps	SERVICE ON	OFF
Ashtray Lamp	SERVICE ON	OFF
Glove Compartment Lamp	SERVICE ON	OFF
Underhood Lamp	ALL POSITIONS	OFF
Warning Chime: Headlamps On, Instrument Cluster Warning Lights*	SERVICE ON	ON/OFF

* Clock numerals and DRL indicator will remain illuminated.

Mechanical Device	Service Lights/Blackout Switch	Blackout Drive Light Switch
Automatic Transmission Shiftlock Control	SERVICE ON	ON/OFF
Torque Converter Lockup Clutch	SERVICE ON	ON/OFF

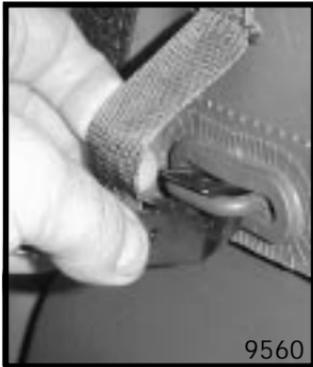
Storage Compartments

Cargo Cover-Soft Top (If Equipped)

If the vehicle is equipped with a soft top cargo cover, it must be fully installed and properly anchored before traveling on the highway.

The sides of the cargo cover can be rolled up.

To Roll Up the Side Panels:

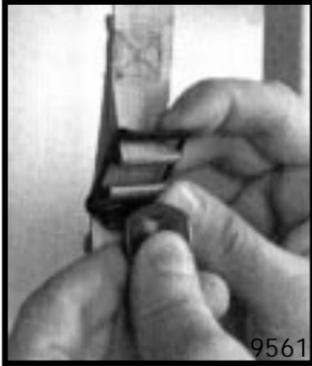


1. To release tension on hooks push release on the front of the hook.
2. Remove plastic hook from the bed fastener.

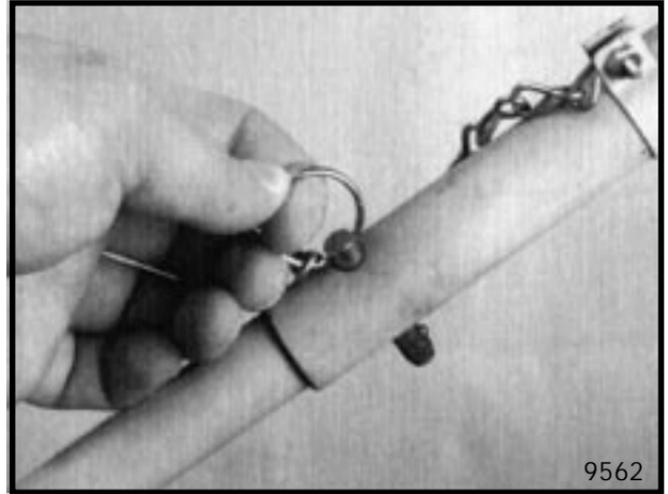
3. Unsnap the flaps on both side panels near the truck cab to expose the zipper.
4. Unzip the front and rear panels.
5. Roll the sides upward.
6. When the sides reach the top, they can be held in place by inserting the cargo cover straps in the clips at the top of the cargo cover.

To Store the Cargo Cover:

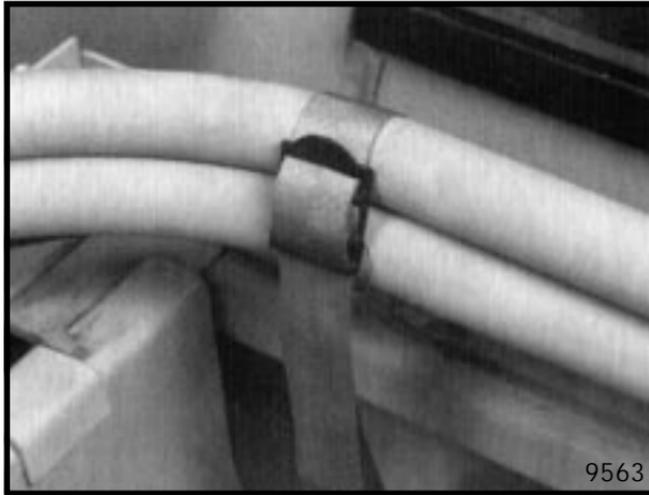
1. Release tension on hooks and push release on the front of the hook.
2. Remove the plastic hook from the bed fastener.
3. Unsnap the flaps on both side panels near the truck cab to expose the zipper.
4. Unzip the front and rear panels.
5. Release the two cover straps, located inside the cargo box near the truck cab, that attach the cover to the cargo box.
6. Remove the canvas cover from the cargo cover bows.
7. Fold the cover neatly and store it behind the seat in the truck cab.



8. Release the two front and rear corner support straps.

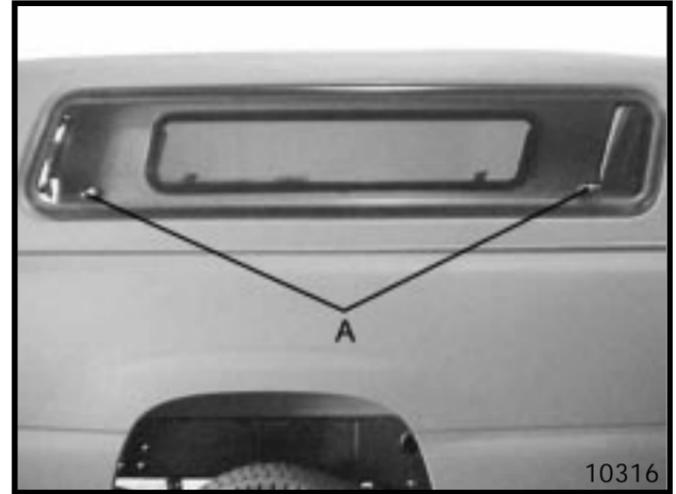


9. Remove the six quick release pins from the sides of the cargo cover bows.
10. To get the bows to stack on top of each other without striking the cab or the troop seats (if equipped), push down equally on both sides of the upper part of the front and rear bows.
11. Pull upward equally on both sides of the upper part of the center bow.
12. Standing at the rear of the vehicle, push the bows forward.



13. Secure the bows in place with the front support straps.
14. To reinstall the cargo cover, reverse Steps 1 through 13.

Cargo Cover - Hard Top (If Equipped)



To Open Side Window Doors

If the vehicle is equipped with a fiberglass cap and opening side window access doors.

1. Turn both handles (A) clockwise 90°.
2. Pull open window door, a cylinder on both sides of window will assist with opening and hold window in the open position.

To Close Side Window Doors

1. Pull window door down.
2. Turn both handles (A) counter clockwise 90°.



To Open Rear Window Door

1. Turn both handles (A) clockwise 90°.
2. Pull open window door, a cylinder on both sides of window will assist with opening and hold window in the open position.

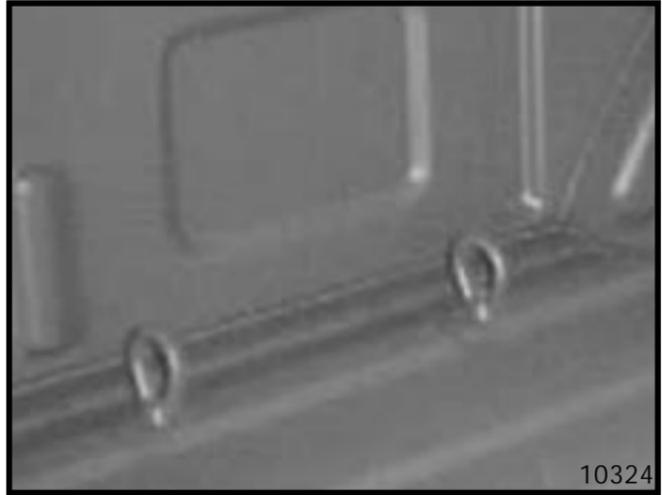
To Close Rear Window Door

1. Pull window door down.
2. Turn both handles (A) counter clockwise 90°.

Cargo Tie Downs (If Equipped)

On base pickup and crew cab models, four cargo tie downs are provided on each side of the rear cargo area.

2-8



On extended cab models, two cargo tie downs are provided on each side of the rear cargo area.

The cargo tie downs are used to strap cargo in and keep it from moving inside the cargo area.

Each of these rings are rated for a maximum pull of 660 lbs. (300 kg) upward or 450 lbs. (200 kg) of horizontal force.

On Tahoe models, the tie down rings may be flipped down out of the way when not in use.

Weapon Holders (If Equipped) Behind Seat Weapon Holders

Lower Weapon Holder



To secure weapons in the vehicle, first place the stock in the lower weapon support.

Upper Weapon Holder



Place the barrel into the upper weapon support. Pull the strap outward and slide it over the barrel of the rifle and secure buckle.

Floor Mount Weapon Holder (If Equipped)



On Tahoe/Suburban models, place the barrel into the upper weapon support. Pull the strap outward and slide it over the barrel of the rifle and secure buckle.

24-Volt Power Source (If Equipped) Tahoe Models

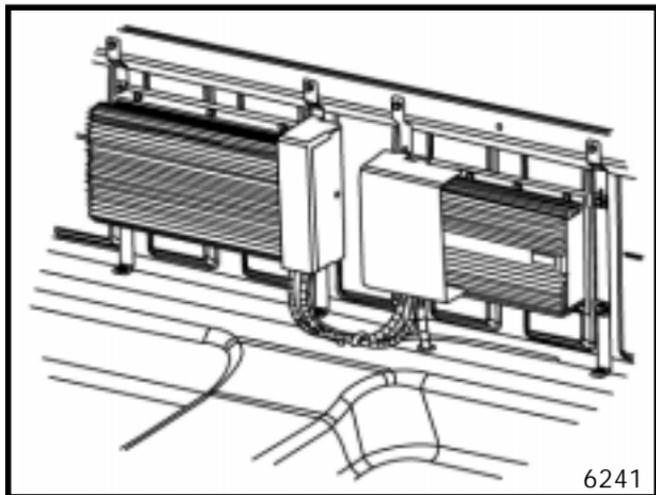


Suburban Models



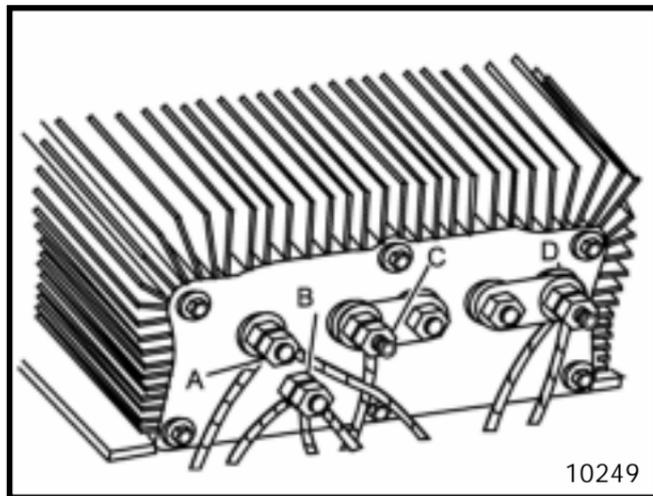
The vehicle may be equipped with a 24-volt power converter for charging on board 24V battery .
The converter is located at the left rear panel of Tahoe / Suburban vehicles.

Pickup Models



The converter is located behind the seat in all pickup models.

In order to access the connections to attach communications equipment, remove the bolts that hold the outer cover in place.



- A. Ground
- B. Ignition
- C. 12-Volt (Battery)
- D. 24-Volt

24v Voltmeter (If Equipped)

The 24v voltmeter is located in the instrument panel next to the service and black out lighting switch.

Load Reading



The voltmeter needle should be in the green band during normal load operation. If the needle is not in the green band, the fuse may have blown. If the fuse is not blown and the system still does not work properly, report it to your maintenance support activity.

No Load Reading



The voltmeter needle should be between the yellow and the green bands in a no load situation.

NOTES

Section 4 Your Driving and the Road

Loading Your Vehicle



CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. These could cause you to lose control. Also, overloading can shorten the life of your vehicle.

NOTICE:

Your warranty does not cover parts or components that fail because of overloading.

Make sure that all cargo is properly secured to prevent the load from shifting. All loads must be distributed evenly over the axle and secured to the tie down rings provided. Refer to "Loading Your Vehicle" in the Index of the 2001/02 C/K Owner's Manual for more information on vehicle loading.

If the vehicle is equipped with troop seats, you can carry up to eight passengers. Passengers must stay seated at all times.

Towing a Trailer

Your vehicle is equipped for towing a trailer. You should not exceed the maximum allowable weight your vehicle is designed to carry. Exceeding the maximum allowable weight may cause damage to your vehicle. Refer to "Towing a Trailer" in the Index of the 2001/02 C/K Owner's Manual for more information on trailer towing.

Your vehicle is equipped with a pintle hitch for towing a trailer. And must not exceed the maximum trailer weight towing capacity for that vehicle.

Weight of the Trailer

	Vehicle Load Capabilities		Maximum Trailer Weight Towing Capacity	
	Base Curb Weight*	GVWR**	On Highway***	On/Off Road
4-Door Tahoe	5,431 lbs. (2 463 kg)	6,900 lbs. (3 129 kg)	8,700 lbs. (3 946 kg)	****
Regular Cab Pickup	5,802 lbs. (2 631kg)	9,200 lbs. (4 173 kg)	12,000 lbs. (5 443 kg)	****
Extended Cab Pickup	6,205 lbs. (2 814 kg)	9,200 lbs. (4 173 kg)	12,000 lbs. (5 443 kg)	****
Crew Cab Pickup	6,406 lbs. (2 905 kg)	9,200 lbs. (4 173 kg)	12,000 lbs. (5 443 kg)	****
Suburban	6,141 lbs. (2 785 kg)	8,600 lbs. (3 900 kg)	12,000 lbs. (5 443 kg)	****

*Base Curb Weight is for basic LSSV upfitting and will vary with the equipment provided on the vehicle.

** GVWR: Gross Vehicle Weight Rating: maximum weight of vehicle, payload and crew.

***Towing capacity is limited by the military hitch, not vehicle performance.

There is a 10/15% reduction in trailer weight pending load carried in the rear of vehicle.

**** The towing capacity must be reduced when trailer towing is used in On/Off road conditions.

Pintle Hitch



A pintle hitch is located at the rear of the vehicle, and is removable from the receiver.

To Operate the Pintle Hitch:

1. Rotate the hitch so that the t-handle faces upward.
2. Remove the locking pin from the side of the hitch.
3. Move the t-handle toward you.
4. Lift the upper part of the hitch upward.

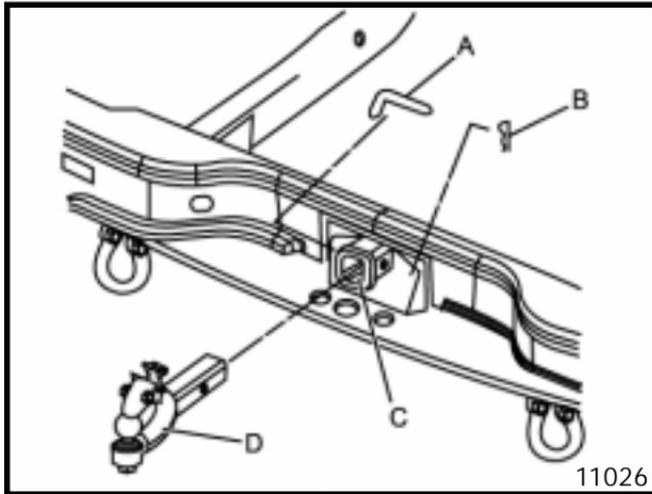
5. Attach the trailer tongue to the lower part of the hitch.
6. Lower the upper part of the hitch over the trailer tongue.
7. Insert the locking pin into the hole on the side of the hitch.

To Remove the Pintle Hitch:

1. Remove spring clip from retaining pin.
2. Remove retaining pin from receiver.
3. Pull pintle hitch out of receiver.

To Install the Pintle Hitch:

1. Remove any debris from the inside (C) of the receiver.
2. Push pintle hitch (D) into receiver.
3. Install retaining pin (A) into the receiver and through the pintle hitch (D).
4. Install spring clip (B) into the retaining pin (A).

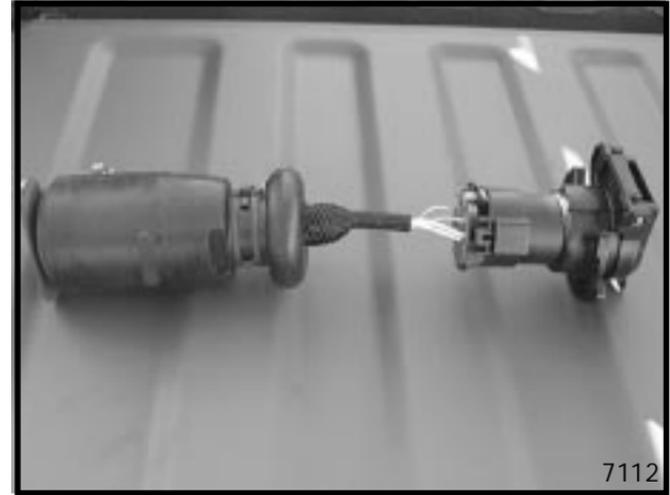


Trailer Wiring Connector



The NATO standard 12-pin trailer lamp and brake connector is located on the rear bumper to the right of the pintle hitch, or on the hitch receiver to the left of the pintle hitch.

When connecting a trailer wiring harness to the connector, make sure the dog ears of the connector are properly aligned when inserting it into the connector.



When connecting to a commercial trailer with an 8 pin connector the adapter must be used. This adapter allows you to connect an 8 pin trailer wiring harness into the vehicles 12 pin connector.

This adapter is located in the vehicle glove compartment.

Section 5 Problems on the Road

Jump Starting

If the battery (or batteries) on the vehicle have run down and the vehicle will not start, you may want to use another vehicle to provide power to start the vehicle.

NATO Slave Cables are the only recommended method for 24-Volt jump starting of the vehicle. You should only use NATO Slave Cables to jump start similar vehicles.

Heavy duty jumper cables can be used to jump start the 12-Volt system. Refer to jump starting from a 12-Volt system.

Slave Starting



CAUTION:

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you don't follow these steps exactly, some or all of these things can cause personal injury.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your vehicle warranty.

Trying to start your vehicle by pushing or pulling it won't work, and it could damage your vehicle.

You should only use the NATO Slave Receptacle and Slave Cable when performing this operation.

1. Get the vehicles close enough so the slave cable can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your vehicle, and the bad grounding could damage the electrical systems.

To avoid the possibility of the vehicles rolling, set the parking brake firmly on both vehicles involved in the jump start procedure. Put the automatic transmission in PARK (P). If you have a four-wheel-drive vehicle, be sure the transfer case is not in NEUTRAL (N).

2. Turn off the ignition on both vehicles. Unplug unnecessary accessories plugged into the cigarette lighter or accessory power outlets. Turn off all lamps that aren't needed as well as radios. This will avoid sparks and help save both batteries. In addition, it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.



3. Locate the slave receptacles on both vehicles and unscrew the cover.

 CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the batteries have enough water. You don't need to add water to the Delco Freedom[®] battery (or batteries) installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

 CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engine is running.



4. Connect the slave cable to the vehicle with the dead battery.
5. Start the vehicle with the good battery.
6. Connect the slave cable to the vehicle with the good battery.
7. Allow the vehicle with the dead battery to charge for 10 minutes. Note: It may take up to 30 minutes to charge the battery pending on it's state of charge.
8. Start the vehicle with the dead battery.
9. Remove the slave cable in the reverse order that it was installed. Take care not to let the cables ends touch each other or any other metal.

Jump Starting from a 12-Volt System

CAUTION:

Batteries can hurt you. They can be dangerous
Because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you don't follow these steps exactly, some or all of these things can hurt you.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your vehicle warranty.

Trying to start your vehicle by pushing or pulling it won't work, and it could damage your vehicle.

This procedure applies only to the 12-volt battery located on the passenger's side of the vehicle.

1. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your vehicle, and the bad grounding could damage the electrical systems.

To avoid the possibility of the vehicles rolling, set the parking brake firmly on both vehicles involved in the jump start procedure. Put the automatic in PARK (P). If you have a four-wheel-drive vehicle, be sure the transfer case is not in NEUTRAL (N).

2. Turn off the ignition on both vehicles. Unplug unnecessary accessories plugged into the cigarette lighter or accessory power outlets. Turn off all lamps that aren't needed as well as radios. This will avoid sparks and help save both batteries. In addition, it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.

3. Open the hoods and locate the batteries. Find the positive (+) and negative (-) terminals on each battery.



CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the batteries have enough water. You don't need to add water to the Delco Freedom battery (or batteries) installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.



CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engine is running.



4. Connect the positive (+) cable to the positive (+) side of the 12-volt battery (12-volt side) of the vehicle with the dead battery.



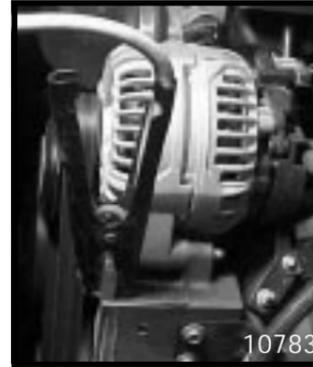
5. Connect the positive (+) cable to the positive (+) side 12-volt system of the vehicle with the good battery.



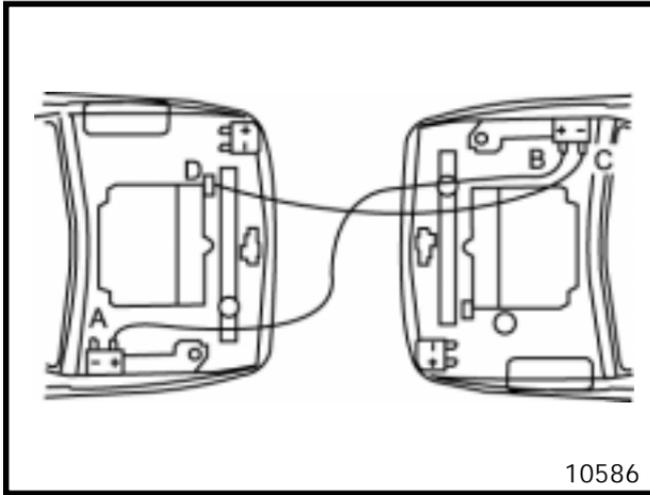
6. Connect the negative (-) cable to the negative (-) post of the 12-volt system of the vehicle with the good battery.

Don't let the other end touch anything until the next step. The other end of the negative cable doesn't go to the dead battery. It goes to a heavy unpainted metal part of the engine of the vehicle with the dead battery.

7. Attach the cable at least 45cm (18in) away from the dead battery. But not near engine parts that move. The electrical connection is just as good there, but the chance of sparks getting back to the battery is much less.



8. Start the vehicle with the good battery. Allow the vehicle to charge for 10 minutes before attempting to start the vehicle. Note: It may take up to 30 minutes to charge battery pending on the battery's state of charge.
9. Start the vehicle with the dead battery.
10. Remove the cables in reverse order to prevent electrical shorting. Take care that they do not touch each other or any other metal.



- A. 12-Volt Positive (Dead Battery)
- B. 12-Volt Positive (Good Battery)
- C. 12-Volt Negative (Good Battery)
- D. Engine Ground (Dead Battery)

If this procedure does not work, you will need to disconnect the 24-volt side battery and charge it alone for 10 minutes. Replace the battery and repeat the jump starting procedures as outlined.

Towing Your Vehicle

When towing the vehicle, you should always use a properly equipped wrecker/recovery vehicle. The vehicle's transmission and transfer case must both be in the NEUTRAL position and the steering wheel locked in the straight position. The ignition key should also be turned to OFF. Refer to "Towing Your Vehicle" and "Recreational Vehicle Towing" in the Index of the 2001/02 C/K Owner's Manual for further information on towing the vehicle.

If You're Stuck: In Sand, Mud, Ice or Snow

Using the Clevis/Towing Provisions

The vehicle is equipped with 2 clevis's and brackets on the front and rear ends of the vehicle.

 CAUTION:

The clevis's when used, are under a lot of force. Always pull the vehicle straight out. Never pull on the clevis's at a sideways angle. The clevis's could break off and you or others could be injured from the chain or cable snapping back.

Front Clevis/Towing Provisions



Rear Clevis/Towing Provisions



When recovering the vehicle, you should determine the direction of the recovery by the distance required to free the vehicle and the surrounding terrain.

Secure the towing cable to both front or rear clevis's with a V-device to gain an even pull on both anchor points to avoid damage to the vehicle.

Maximum Allowable Loads on Each Clevis/Towing Shackle

Load Direction	Tahoe/Suburban Models	Pickup Models
Forward-Front	12,100 lbs. (5 490 kg)	17,200 lbs. (7 800 kg)
Rearward-Rear	12,100 lbs. (5 490 kg)	17,200 lbs. (7 800 kg)
To Either Side*	2,270 lbs. (1 030 kg)	2,270 lbs. (1 030 kg)
Upward-Front	3,890 lbs. (1 760 kg)	3,890 lbs. (1 760 kg)
Upward-Rear	3,070 lbs. (1 390 kg)	6,470 lbs. (2 930 kg)
Down	3,025 lbs. (1 370 kg)	4,300 lbs. (2 150 kg)

* For tie down purposes only, not for towing and recovery.

Winch (If Equipped)

Permanent Mount



The winch is electrically powered from the vehicle batteries. The permanent mount winch has 12,000 lbs (5440 kg) of single line pull.

Refer to WARN industries operator's manual in the vehicle glove compartment for additional instructions and warnings.

Multi-Mount



The multi-mount winch has 9,000 lbs (4082 kg) of single line pull. The multi-mount slides into the hitch receiver and allows you to move and operate the winch from the front or the back of vehicle.

Refer to WARN industries operator's manual in the vehicle glove compartment for additional instructions and warnings.

Control Of Your Winch

The winch is controlled by the hand held remote control to allow the operator to stand clear while controlling the winching process. The remote control provides control of the forward or reverse rotation of the spooling drum. The winch will only work with the remote.

How the Winch Reacts to Load

The winch is rated at maximum pulling capacity. This occurs on the first layer of wire rope on the drum. As the layers increase, the pulling power decreases. Exceeding the winch capacity could cause the winch to fail or the wire rope to break.

Recommended Winch Accessories

Tow Hooks: Secured properly to your vehicle's frame, tow hooks provide an attachment point for wire rope, straps, and chains.

Clevis/D-Shackles: The D-Shackle is a safe means for connecting the looped ends of cables, straps and snatch blocks.

Snatch Block: Used properly, the multi-purpose snatch block allows you to do the following:
Increase your winch's pulling power
Change your pulling direction without damaging the wire rope.

Choker Chain: Can be used to hook-up to another vehicle or sharp objects for an anchor point.

Gloves: Wire rope, through use, will develop "barbs" which can slice skin.

Hook Strap: Use to hold the hook and keep fingers away from the fairlead as the wire rope is being spooled in.

Contact G.M. Defense service parts for winch accessories.

Section 6 Service and Appearance Care

Rear Axle

Rear Axle Vent-Tube Filter

The rear axle vent-tube filter is located on the vent hose that is attached to the top of the axle housing.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. Refer to “Part C: Periodic Maintenance Inspections” in the Table of Contents.

Transmission/Transfer Case

Transmission/Transfer Case Vent-Tube Filter

The transmission/transfer case vent-tube filter is located in front of the transfer case, on the passenger’s side of the transmission housing.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. Refer to “Part C: Periodic Maintenance Inspections” in the Table of Contents.

Front Axle

Front Axle Vent-Tube Filter

The front axle vent-tube filter is located in the engine compartment near the left inner wheel well.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. Refer to “Part C: Periodic Maintenance Inspections” in the Table of Contents.

Tires and Wheels

Inflation - Tire Pressure

Tire pressure should be within the manufacturer’s recommended range as indicated on the certification/tire label which is on the drivers door edge. When hauling heavy loads the pressure should be at the maximum allowable pressure. When operating in soft, loose soil or sand, the pressure can be reduced to improve performance.

Refer to “Inflation, Tire” in the Index of the 2001/02 C/K Owner’s Manual for additional information on tire inflation pressure.

Fuses and Circuit Breakers

The 24-volt power converter is located on the driver side rear cargo area of the Tahoe/Suburban models and at the rear of the cab, behind the seat on pickup models.

24-Volt Power Converter Circuit Breaker

These circuit breakers are on the left rear end support bracket of the engine compartment, that externally protect the convertor.



A. 12-Volt Circuit

B. 24-Volt Circuit

The 24-Volt power converter has fuse links. These protect the power converter internally. Refer to service manual supplement for replacement procedure.

Cleaning the Outside of the Vehicle

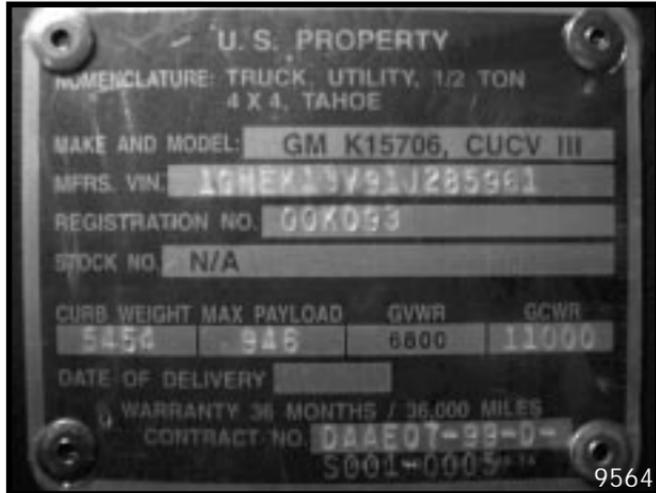
Wash the vehicle using only mild soap and water. Do not use cleaning agents that are petroleum based, or that contain acid or abrasives. All cleaning agents should be flushed promptly and not allowed to dry on the surface. Do not towel dry or wax the paint surface.

Soft Top (Cargo/Troop Carrier)

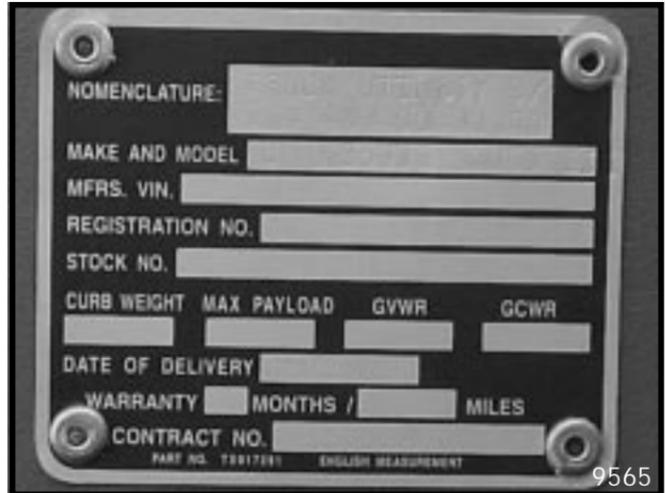
On pickup models, the soft-top canvas requires particular maintenance. Refer to the 2001/02 LSSV Service Manual Supplement for further instruction.

Government Vehicle Data Plate (Optional)

Tahoe



Suburban



The data plate is used to inform the owner of the vehicle as to the make, model, GVW, payload and contract number after upfitting.

Replacement Bulbs

Lamps	Quantity	Number
Blackout (B/O) headlamp	1	1973
24V Gage Lamp	1	194
License Plate Lamp	1	194

Note: The bulbs in the blackout B/O tail/stop lamp and front marker are not replaceable and are serviced as an assembly.

Section 7 Maintenance Schedule

Part C: Periodic Maintenance Inspections

Front / Rear Axle Inspection

Check front/rear axle fluid level and add as needed.
Check the kevlar drive axle boot covers for damage.
Check constant velocity joints and axle seals for leaking.

The front and rear axles are equipped with an in-line filter on the vent tubes. Inspect the filters for blockages and replace as needed. Refer to "Front Axle" and "Rear Axle" in the Index for further information on the location of the front and rear axle filters. Refer to "Maintenance Schedule" in the Index of the 2001/02 C/K Owner's Manual for additional maintenance information on the vehicle.

Transmission/Transfer Case Inspection

Check the transmission and transfer case fluid levels and add lubricant when necessary. On manual shift transfer case, oil the control lever pivot point and all exposed control linkage.

The transmission/transfer case is equipped with an in-line filter on the vent tube. Inspect the filter for blockages and replace as needed. Check vent hose at the transmission and transfer case for kinks and proper installation. Refer to "Transmission/Transfer Case Vent-Tube Filter" in the Index for further information on the location of the filter. Refer to "Maintenance Schedule" in the Index of the 2001/02 C/K Owner's Manual for additional maintenance information on the vehicle.

Section 9 Index

A bout Driving Your Vehicle	iiii	J ump Starting	5-1
B ehind Seat Weapons Holder	2-9	Jump Starting from a 12-Volt System	5-4
B lackout Drive Light	2-2	L oading Your Vehicle	4-1
C argo Cover-Hard Top (If Equipped)	2-7	M aximum Allowable Loads on Each	5-10
Cargo Cover-Soft Top (If Equipped)	2-5	Clevis/Towing Shackle	
Cargo Tie Downs (If Equipped)	2-8	O perating Service and Blackout (B/O) Lighting	2-3
Cleaning The Outside of the Vehicle	6-2	P art C: Periodic Maintenance	7-1
Contact Information	iii	Pintle Hitch	4-3
E xterior Lamps	2-1	R ear Axle	6-1
F loor Mount Weapon Holder (If Equipped)	2-10	Rear Axle Vent -Tube Filter	6-1
Front Axle	6-1	Recommended Winch Accessories	5-12
Front Axle Vent-Tube Filter	6-1	Replacement Blubs	6-4
Front/Rear Axle Inspection	7-1	S afety Warnings And Symbols	iiii
Fuses and Circuit Breakers	6-2	Service And Blackout Lighting (If Equipped)	2-1
G overnment Vehicle Data Plate	6-3	Service Lights/ Blackout Control	2-2
I f You're Stuck: In Sand, Mud, Ice or Snow	5-8	Slave Starting	5-1
Inflation Tire Pressure	6-1	Starting Your Diesel Engine	2-1
		Storage Compartments	2-5

Tires and Wheels	6-1
Towing a Trailer	4-1
Towing Your Vehicle	5-8
Trailer Wiring Connector	4-5
Transmission/Transfer Case Inspection	7-1
Transmission/Transfer Case Vent Tube Filter	6-1
Troop Seats (If Equipped)	1-1
24v Voltmeter (If Equipped)	2-13
24 - Volt Power Converter Circuit Breaker	6-2
24 - Volt Power Source (If Equipped)	2-11
Using The Clevis/Towing Provisions	5-8
Vehicle Damage Warnings	iiii
Weapon Holders (If Equipped)	2-9
Weight of the Trailer	4-2
Winch (If Equipped)	5-11