

2007 GMC TOPKICK/T-SERIES



2007 TOPKICK AND T-SERIES THE TRUCKS WITH A PROFESSIONAL GRADE WORK ETHIC.

You demand a great deal from your trucks. Power. Strength. Hauling capacities. Durability. Comfort. The list goes on. You need a hard-working truck that you can count on every day. And you need a truck that's built to your exact specifications. Presenting the TopKick and T-Series line of medium-duty trucks – from the company that's built nothing but trucks for more than 100 years. The C4500/5500/6500/7500/8500 and T6500/7500/8500 – all built to a consistently high quality standard at the state-of-the-art manufacturing facility in Flint, Michigan. The Professional Grade medium-duty trucks: GMC.



2007 TOPKICK – C4500/5500 FOR GENUINE MEDIUM-DUTY CAPABILITIES, START HERE.

Bigger isn't always better. C4500 and C5500 Series TopKicks deliver the real medium-duty capabilities you need with GVWRs* up to 7938 kg (17,500 lb.) on C4500 and up to 11,794 kg (26,000 lb.) on C5500. But these trucks are also easy to manoeuvre and efficient to operate. And they deliver GMC's proven record of durability.

Finding the right truck is all about having the right choice. C4500/5500 TopKicks have it covered with both Vortec gasoline and Duramax diesel engines, plus a wide selection of wheelbase lengths, GVWRs, Regular and Crew Cab models, and 2WD and 4x4 configurations. Cutaway models for ambulance, fire and rescue, shuttle bus, motorhome and school bus applications are also available.

The right-sized trucks with the right capabilities:
TopKick C4500 and C5500.

*Gross Vehicle Weight Rating (GVWR) is the maximum rated weight of the vehicle, passengers, cargo, body and equipment.



REGULAR CAB MODELS

Wheelbase mm (in.)	Cab-to-Axle mm (in.)	Cab-to-End of Frame mm (in.)	Overall Length mm (in.)	Body Length m (ft.)
3251 (128.0)*	1524 (60.0)	2540 (100.0)	5220 (205.5)	2.4 (8)
3861 (152.0)	2134 (84.0)	3708 (146.0)	6365 (250.6)	3.0 (10)
4470 (176.0)	2743 (108.0)	4521 (178.0)	7180 (282.7)	3.6-4.3 (12-14)
4775 (188.0)	3048 (120.0)	5182 (204.0)	7851 (309.1)	4.3-4.9 (14-16)
4928 (194.0)**	3200 (126.0)	5334 (210.0)	8001 (315.0)	4.9-5.5 (16-18)
5232 (206.0)**	3505 (138.0)	5639 (222.0)	8306 (327.0)	4.9-6.1 (16-20)
5689 (224.0)**	3962 (156.0)	6100 (240.0)	8763 (345.0)	5.5-7.3 (18-24)

CREW CAB MODELS

Wheelbase mm (in.)	Cab-to-Axle mm (in.)	Cab-to-End of Frame mm (in.)	Overall Length mm (in.)	Body Length m (ft.)
4293 (169.0)	1524 (60.0)	3073 (121.0)	6799 (267.7)	2.4 (8)
4928 (194.0)	2134 (84.0)	3734 (147.0)	7434 (292.7)	2.4-3.6 (8-12)
5512 (217.0)	2743 (108.0)	4877 (192.0)	8582 (337.9)	3.0-4.9 (10-16)
5817 (229.0)	3048 (120.0)	5182 (204.0)	8890 (350.0)	3.6-5.5 (12-18)
5969 (235.0)**	3200 (126.0)	5334 (210.0)	9042 (356.0)	3.6-5.5 (12-18)

*Not available on 4x4s. **C5500 models only.

2007 TOPKICK – C4500/5500 – 4X4 MODEL YOU'RE ON VERY FIRM GROUND.

The impediments are formidable. So is the truck. That means you can look at muddy jobsites, loose gravel, dirt roads and bad Canadian weather in a whole new light – thanks to the C4500/5500 4x4s. They have all the built-in strength of other TopKicks, only with the added capability of advanced traction. It's the product of a factory-engineered, fully-integrated 4x4 system – a heavy-duty, part-time, two-speed transfer case that's electronically controlled by a convenient switch mounted on the instrument panel.

That's not all that helps you master the challenges of different driving conditions. Electronic throttle control adapts to changing conditions, to ensure a smooth throttle progression no matter what the driving surface.

Like all GMC TopKicks, these trucks can be measured by their immense hauling capacities, with GVWRs of 7938 kg (17,500 lb.) for C4500 and 8845 kg (19,500 lb.) for C5500 trucks. With the C4500/5500 TopKick 4x4s, you're on very firm ground indeed.





The front-drive axle is rated at 3629 kg (8000 lb.) and features durable manual locking hubs.



A standard limited-slip differential further enhances traction. And an in-wheel rear park brake makes the truck more secure when the transfer case is in neutral.

2007 HEAVY-DUTY TOPKICK – C6500/7500/8500 STRENGTH, POWER AND CAPACITY IS WHAT IT'S ALL ABOUT.

It's all about strength – with full-depth C-channel Class 8 frame rails available from 50,000 to 120,000 psi yield strength.

It's all about power – with a range of Isuzu and Caterpillar in-line six-cylinder diesels, plus the gas-powered Vortec 8.1L V8 – with horsepower ratings up to 300 and torque ratings of up to a massive 860 pounds-feet.

It's all about capacities: GVWRs range from 9979 kg (22,000 lb.) to 11,771 kg (25,900 lb.) on C6500s and all the way up to 27,670 kg (61,000 lb.) on C8500 Tandems. Regular Cab models offer a selection of wheelbases up to 7823 mm (308 in.) and can handle body lengths up to 9.1 m (30 ft.). Crew Cab models offer wheelbases of up to 6604 mm (260 in.) with a cab-to-axle dimension of 3810 mm (150 in.) that can accommodate body lengths up to 6.1 m (20 ft.).

And knowing that you can count on your medium-duty trucks to perform every day – it's all about durability. Features like the Dana-Spicer rear axles have proven themselves in the toughest applications.

It takes more than just strength – or power – or capacities to give you what you need from your medium-duty truck. It takes all those attributes and more combined into one solid truck: the heavy-duty performers – TopKick C6500/7500/8500.



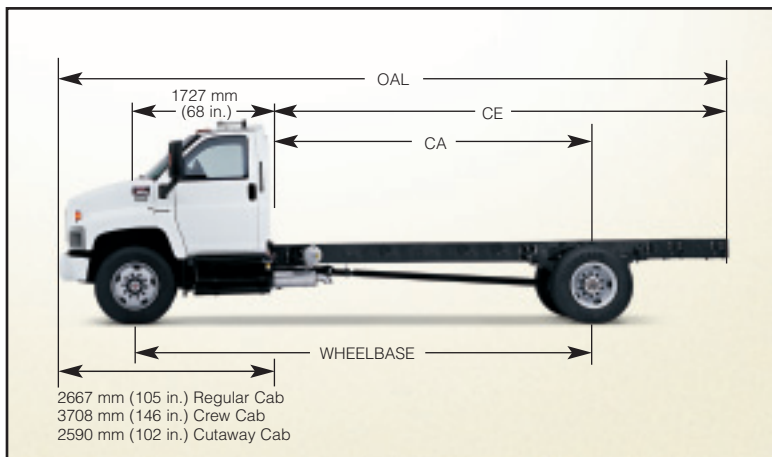


REGULAR CAB AVAILABILITY†

Wheelbase mm (in.)	Cab-to-Axle (CA) mm (in.)	Cab-to-End of Frame (CE) mm (in.)	Overall Length (OAL) mm (in.)	Body Length m (ft.)
3251 (128) ^{††*}	1524 (60)	3437 (135.3)	6104 (240.3)	2.4 (8)
3556 (140) ^{††}	1829 (72)	3437 (135.3)	6104 (240.3)	2.4 – 3.0 (8 – 10)
3861 (152)	2134 (84)	3437 (135.3)	6104 (240.3)	2.4 – 3.6 (8 – 12)
4318 (170)	2591 (102)	4346 (171.1)	7013 (276.1)	3.0 – 4.3 (10 – 14)
4470 (176)	2743 (108)	4798 (188.9)	7463 (293.8)	3.0 – 4.8 (10 – 16)
4775 (188)	3048 (120)	4798 (188.9)	7463 (293.8)	3.6 – 5.5 (12 – 18)
4928 (194)	3200 (126)	5867 (231.0)	8532 (335.9)	4.3 – 5.5 (14 – 18)
5232 (206)	3505 (138)	5867 (231.0)	8532 (335.9)	4.8 – 6.1 (16 – 20)
5384 (212)	3657 (144)	6327 (249.1)	8992 (353.9)	4.8 – 6.7 (16 – 22)
5690 (224)	3962 (156)	6327 (249.1)	8992 (353.9)	4.8 – 7.3 (16 – 24)
5994 (236)	4267 (168)	6937 (273.1)	9604 (378.1)	5.5 – 7.9 (18 – 26)
6299 (248)	4572 (180)	6937 (273.1)	9604 (378.1)	5.5 – 8.5 (18 – 28)
6604 (260)	4877 (192)	7727 (304.2)	10394 (409.2)	6.1 – 8.5 (20 – 28)
6609 (272) ^{††}	5182 (204)	7727 (304.2)	10394 (409.2)	6.1 – 9.1 (20 – 30)
7214 (284) ^{††}	5486 (216)	8918 (351.1)	11582 (456.0)	6.7 – 9.1 (22 – 30)
7518 (296) ^{††}	5791 (228)	8918 (351.1)	11582 (456.0)	6.7 – 9.1 (22 – 30)
7823 (308) ^{**}	6096 (240)	8918 (351.1)	11582 (456.0)	7.3 – 9.1 (24 – 30)

†Please see your Sales Consultant for detailed dimensional measurements for Crew Cab and Cutaway Cab models.

††NA on C8500 Tandems. *C6500 Series only. **C8500 Tandems only.



2007 T-SERIES TILT CAB TILT-CAB MANOEUVRABILITY AND GMC STRENGTH.

It's exactly what you need to do business in urban centres. Wheelcut angles up to 53 degrees create a tight turning radius and contribute to excellent manoeuvrability – just what's needed to make easy work of tight city streets and narrow loading docks. Visibility is also enhanced, thanks to large, unobstructed window areas.

The GMC T-Series also helps maximize its capacity, with usable frame length extended by its cab-over-engine configuration. And that's not all that's made easier by the tilt-cab design: it also provides easy access for maintenance.

With the T-Series, you get the added reassurance of knowing it's a GMC – built on a modified full-depth frame that is shared with the C-Series. And its credentials are what you'd expect from a GMC: GVWRs range all the way up to 25,402 kg (56,000 lb.). And power is delivered by the Isuzu Diesel 7.8L in-line 6-cylinder engine with horsepower ratings up to 300 – mated with standard 5- or 6-speed Allison automatic transmissions.

That means you not only get the strength of a GMC and the advantages of a tilt cab, you can also spec out the T-Series that meets the precise requirements of your particular application.

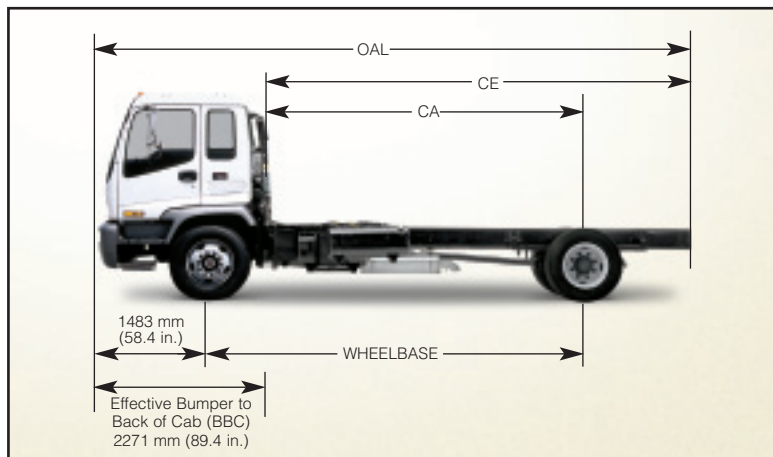




T-SERIES AVAILABILITY

Wheelbase mm (in.)	Cab-to-Axle (CA) mm (in.)	Cab-to-End of Frame (CE) mm (in.)	Overall Length (OAL) mm (in.)	Body Length m (ft.)
3251 (128) [†]	2464 (97)	3833 (150.9)	6101 (240.2)	3-4.3 (10-14)
3556 (140) [†]	2769 (109)	4293 (169.0)	6563 (258.4)	3-4.8 (10-16)
3861 (152)	3073 (121)	4747 (186.9)	7018 (276.3)	3.6-5.5 (12-18)
4318 (170)	3531 (139)	5436 (214.0)	7706 (303.4)	4.3-6.1 (14-20)
4775 (188)	3988 (157)	6121 (241.0)	8392 (330.4)	4.8-6.7 (16-22)
5080 (200)	4293 (169)	6576 (258.9)	8847 (348.3)	5.5-7.3 (18-24)
5384 (212)	4597 (181)	7036 (277.0)	9307 (366.4)	5.5-7.9 (18-26)
5690 (224)	4902 (193)	7493 (295.0)	9761 (384.3)	6.1-8.5 (20-28)
5994 (236)	5207 (205)	7953 (313.1)	10220 (402.5)	6.7-9.1 (22-30)
6299 (248)	5512 (217)	8407 (331.0)	10680 (420.4)	6.7-9.7 (22-32)
6604 (260)	5817 (229)	8867 (349.1)	11140 (438.5)	7.3-10.1 (24-34)

[†]NA on T8500 Tandems.



2007 C-SERIES DRIVER ENVIRONMENT YOU CAN SEE AND FEEL THE DIFFERENCE.

GMC TopKick C-Series cabs are designed with a thorough understanding of what drivers of medium-duty trucks face on a daily basis. The priorities were placed on visibility and comfort.

Visibility doesn't only make manoeuvring easier; it also enhances safety. The large windshield and sloped hood provide an excellent all-around view.

The high level of comfort is the product of a driver-centred approach to engineering. It features a low-effort integrated steering system that's specifically tuned for TopKick, providing a very smooth feel. The small 406 mm (16 in.) steering wheel and thoughtfully arranged instrument layout create a driving experience that is more like a light-duty truck. There's also an available tilt adjustable steering column to make the driving position that much more comfortable.

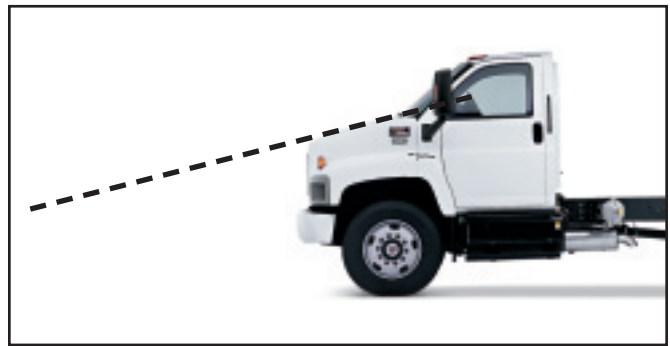
TopKick C-Series – the medium-duty trucks that are both capable and comfortable.



TopKick's tight turning diameter can cut the length of a turn significantly, enabling a driver to get out of tight spots without having to back up.



TopKick is designed for sure-footed entry and exit, with well-spaced steps featuring a non-slip tread pattern.



Drivers can't avoid what they can't see. TopKick's sloped hood helps increase forward visibility and margins of safety.



TopKick's aerodynamic, cowl-mounted mirrors are fixed onto the rigid structure of the truck, resulting in less vibration and shake. The mirrors are large with 813 sq. cm (126 sq. in.) and a 15 x 18 cm (6 x 7 in.) convex area for excellent visibility.



Available with combinations of power, light and heat functions, the mirrors also fold inward 90°, making them flush with the body of the truck to prevent broken mirrors and damaged sheet metal on the doors.

Air bags for both driver and passenger are available.

The instrument panel information centre displays the status of numerous vehicle functions – so you can prevent problems before they occur.

An available in-dash CD player raises the entertainment value.

Provisions for up to 12 additional control switches and gauges are included for upfitting equipment.



Air suspension bucket seats are available.

A centre console with cupholder and lighter/power source is available.

A 2-person passenger seat with underseat storage and fold-down backrest/workstation is available.



Driver and passenger fix-mounted bucket seats are standard. Air suspension bucket seats are available, as is a 2-person passenger seat with underseat storage, fold-down backrest/workstation and centre console. All seats are available in cloth or vinyl.



2007 C-SERIES CAB

EVERYONE CAN TAKE COMFORT IN IT.

Cabs aren't used by a driver alone. TopKick C-Series cabs are built with everyone's comfort and convenience in mind. This becomes evident even before you enter the cab: for example, TopKick Crew Cabs feature four wide-opening doors for ease of entry.

Once inside the cab, two other attributes reveal themselves. The first is the smooth and quiet ride. This is the result of a sophisticated cab and powertrain mounting system, that is combined with an extensive body sealing at doors and seams to reduce noise and vibration. To help counteract severe driving conditions, Hystec® body mounts are available.

The cab is also distinguished by its practicality, with plenty of storage areas – in the centre console and stepwells – plus cupholders distributed throughout. Just one more example of how TopKicks are engineered for the real world you work in.



Spacious TopKick Crew Cabs can seat up to 6 and provide easy access through the four wide-opening doors. Each door includes a cupholder and an audio speaker. Solar-Ray tinted glass, as well as a full-length headliner and door trim all contribute to the feeling of quality inside the cab.



The available extra-wide 2-person passenger seat features a handy under-seat storage area, in addition to a fold-down backrest/workstation.



Two-person passenger seat with fold-down workstation includes centre console, cupholder and power source.

2007 T-SERIES CAB SEE THE BIG PICTURE.

There is no substitute for the space efficiency of a tilt cab. But that's only one of the many benefits of the GMC T-Series cabs. The 75° door opening, combined with large, skid-resistant steps, well-positioned grab handles and a three-point entry system, all make it easy to get in or out of the cab.

Take your position in the high-back front bucket seats and other benefits become clear. For starters, the panoramic view. And then there's the comfort – the driver's seat includes adjustable back angle and lumbar support. An available air suspension driver's seat takes comfort to the next level. And a series of storage areas help keep items close at hand.

GMC T-Series cabs – where a wide-angle view is complemented by a high level of functionality.



Gauges and controls are carefully positioned for ease of use. The standard automatic transmission adds to the convenience. For extra comfort, an air suspension driver's seat (at right) is available.



All the important details are well thought out. Circuit breakers are used instead of fuses and are positioned on the instrument panel for easy access. For the driver's convenience, fluid checks can be done without tilting the cab.



There are numerous storage areas in the T-Series cab. They're above you, in front of you and behind you, so you can keep everything from paperwork to snacks handy.



There's plenty of room for 3 in the T-Series cab. And the available centre seat folds down to create a work area or writing surface – your mobile office.



A standard tilt and telescopic steering column enables drivers to select the most comfortable driving position. The steering column is also designed to absorb energy in a collision.



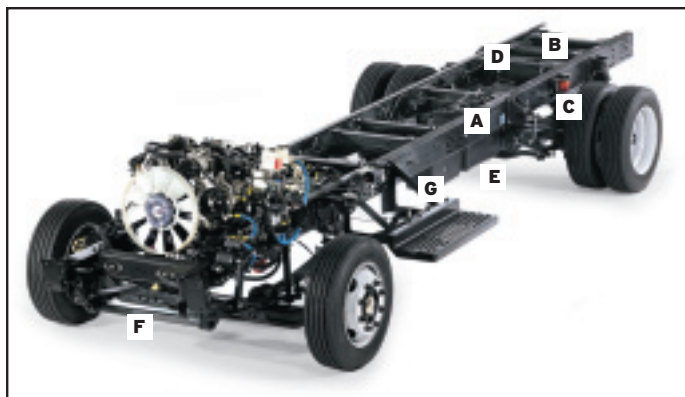
A special visibility window on the passenger side is standard. It allows you to see what's on your right – eliminating a potential blind spot. Yet another advantage you'll see with the T-Series cab.

2007 C-4500/5500 – STRENGTH

BUILD YOUR BUSINESS ON A SOLID FOUNDATION.

Your business relies on its trucks to deliver the goods. A solid work truck begins with a solid foundation. A strong 50,000 psi* frame is standard on Cutaway models; an 80,000 psi* frame is standard on all Regular and Crew Cab models. You can choose between a standard “C” frame or add an available inverted “L” reinforcement on Regular and Crew Cab models, for even greater strength.

*344,750 kPa (50,000 PSI) yield strength steel.
551,600 kPa (80,000 PSI) yield strength steel.



- A** Straight, flat rails.
- B** 851 mm (33.5 in.) frame rail width.
- C** Progressive spring aids provide an additional 75 mm (3 in.) of compression for a smoother ride.
- D** 8-bolt web-mounted cross member fasteners for impressive rigidity.
- E** Fuel tank or tanks mounted inside frame rails.
- F** Anti-roll stabilizer bar (standard front and available rear).
- G** Slide-out battery box keeps up to 3 batteries readily accessible (passenger side only).

EASIER UPFITTING. TopKicks are engineered with features that enhance their suitability for a wide range of commercial applications. The fully weldable frames feature straight, flat rails and a frame width of 851 mm (33.5 in.) that accepts industry-standard body sills. GMC Truck has also developed a series of available dedicated commercial packages that contain the specific equipment needed to meet industry and government requirements.

REGULAR CAB PACKAGES

- Snow Plow Prep Package
- Wrecker Package
- Fire and Rescue Package
- Ambulance Package

COMMERCIAL CUTAWAY PACKAGES

- Shuttle Bus Package
- Fire and Rescue Package
- Ambulance Package



THE RIGHT SUSPENSION FOR YOUR APPLICATION. TopKicks offer a wide range of suspensions, allowing you to match your system to the size and type of load you carry. The longer and stronger parabolic tapered-leaf springs are designed to provide a smooth ride and extended durability. Multi-leaf springs are designed to help stabilize loads with high centres of gravity. Front and rear suspensions also feature standard encapsulated-rubber spring eye bushings that require no lubrication. Please refer to pages 20 and 22 for axle and spring availability.



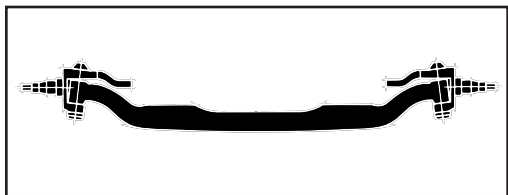
BRAKES: STOPPING POWER MEETS DURABILITY. Big rotors and brake pads create a large swept area that not only increase stopping power, they also help extend the life of the 4-wheel disc brakes. Four-channel anti-lock brakes with 2-piston calipers are standard. Four-piston front brake calipers are included on 3175 kg (7000 lb.) and 3629 kg (8000 lb.) front axles to handle the added load. Also helping extend brake life and enhance braking performance is standard Electronic Brake Distribution (EBD) that optimizes brake usage front to rear. In addition, the Wrecker Package and 4x4 models include rear in-wheel parking brakes.

2007 C/T SERIES 6500/7500/8500 – STRENGTH WORK FROM A POSITION OF STRENGTH.

Strong where it really matters – GMC TopKick and T-Series 6500/7500/8500 Series trucks are engineered with frames, axles, brakes and suspension components that not only handle a demanding workload, but are also exceptionally durable.

The TopKick and T-Series are known for the strength of their full-depth C-channel Class 8 frames. The cross members are web-mounted with eight fasteners. The rail tops are flat and clean to facilitate body installation. Rails are available in fully weldable 50,000- and 80,000-psi versions and a heat-treated 120,000-psi version, plus a LoPro version for C6500s.

The other mechanical components are equally strong, with axles, suspensions and brakes all engineered for rigorous duty.

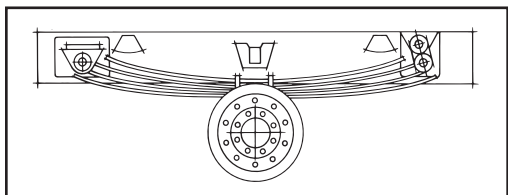


FRONT AXLES – THE STRENGTH UP FRONT.

The wide-track design permits a wheel cut of up to 54 degrees for exceptional manoeuvrability. Front axles have large diameter kingpins for durability. The front axle capacities range from 3629 kg (8000 lb.) to 7258 kg (16,000 lb.) on the C-Series. A 4536 kg (10,000 lb.) front axle on the T-Series allows for higher front axle loading. Axles with ratings to 7257 kg (16,000 lb.) are available.

REAR AXLES – YOU CAN COUNT ON THEM.

Dana-Spicer has earned a solid reputation for its axles. So you can take reassurance from the fact Dana-Spicer™ rear axles are on board TopKick and T-Series 6500/7500/8500 Series trucks. The axles feature high contact spiral bevel hypoid gearing, precision flow-forged differential gears and synthetic lubricant for lower noise level and greater durability. Axle capacities range from 6804 kg (15,000 lb.) to 10,433 kg (23,000 lb.) on both C- and T-Series, with 2-speed versions on all except the base 6804 kg (15,000 lb.) axle. C-Series TopKicks also offer 10,433 kg (23,000 lb.) and 11,794 kg (26,000 lb.) axles in either single or 2-speed versions. Dana single speed tandem axles are available with 15,424 kg (34,000 lb.), 18,144 kg (40,000 lb.) or 20,412 kg (45,000 lb.) capacity on C8500 Tandems. A DS404 tandem axle with a capacity of 18,144 kg (40,000 lb.) is used on T8500 Tandem models.

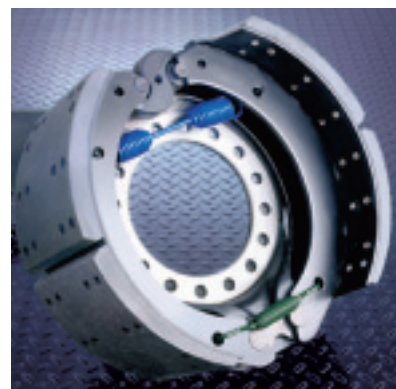


SUSPENSIONS – TAILORED TO YOUR APPLICATION.

GMC offers a range of suspension systems, enabling you to select one engineered for your specific application. Parabolic tapered-leaf springs are designed for smooth ride and longer life, while multi-leaf springs help stabilize loads with high centres of gravity. Rear air suspensions are available on single rear axle models to provide an even smoother ride, under heavier loads. Front and rear stabilizer bars are standard or available. Progressive spring aids absorb up to 75 mm (3 in.) of extra compression to cushion heavy impacts. Auxiliary springs are available for most rear suspensions. Maintenance requirements are reduced, thanks to the encapsulated rubber spring eye bushings that need no lubrication.

BRAKES – THE REASSURANCE YOU'RE LOOKING FOR.

Standard 4-wheel disc brakes incorporate a 4-wheel anti-lock braking system (ABS) that helps maintain steering control during hard braking situations. Hydraulic disc brakes with a Bosch HydroMax™ booster are standard on both 6500 and 7500 Series. Meritor "S" cam-type air brakes with automatic slack adjusters are standard on 8500 Series and available on 7500 Series.



2007 C-4500/5500 – POWER

THE RIGHT ENGINE. YOU CAN DEPEND ON IT.

It's more than the fact that TopKick's engines have an impressive record of durability. It's that you get a choice of dependable engines, allowing you to match output with demand – with a choice of gasoline or diesel power. You can even choose between two different versions of the Duramax Diesel, tuned to maximize either fuel efficiency or performance. Both engines feature DEX-COOL engine coolant, which does not need changing for up to five years or 240,000 km.* In addition, an available automatic shut-down mechanism on the diesel is designed to help protect the engine from damage in the event of high coolant temperature or low oil pressure.

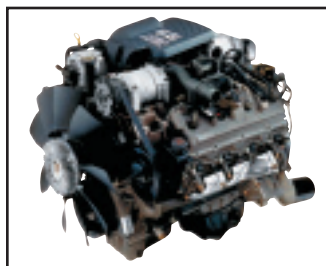
Engine	Horsepower @ rpm	Torque (lb.-ft.) @ rpm
Vortec 8.1L V8 gas	325 @ 4000	450 @ 2800
Duramax Diesel 6.6L V8	300 @ 3000	520 @ 1600
	300 @ 3000	605 @ 1600**

The Priority Access Service System simplifies engine compartment maintenance. All key fluid checks are readily accessible under the tilt hood on the driver's side. Combined with warning lights for low fluid levels, this means fluid monitoring can be done at a glance. A pull-out battery tray under the cab keeps up to three batteries ready for easy service.

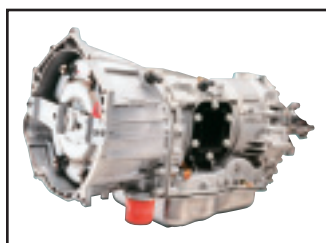
*Whichever comes first. Maintenance needs vary with different uses and driving conditions. See the TopKick Owner's Manual for more information.
 **Not available with manual transmission. Requires 7938 kg (17,500 lb.) GVWR and higher.



VORTEC 8.1L V8 GASOLINE. The advantages of the gasoline-powered Vortec 8.1L V8 engine include a low initial investment, unassisted cold starts, widespread fuel availability, faster heater/defroster warm-up and ease of use for drivers of all experience levels. Standard fuel is regular unleaded gasoline (87 Octane). The engine is also capable of running on alternative fuels (LPG or CNG) without further internal modification. The engine features Electronic Throttle Control (ETC), providing a precise throttle opening progression, optimizing driveability and fuel efficiency. The Vortec 8.1L V8 is also engineered for durability, with a series of long-life components and systems. The entire cooling system (including the surge tank) is pressurized and a high-flow pump provides more efficient cooling. Stainless steel exhaust manifolds, in addition to the stainless steel exhaust system, also improve durability.



DURAMAX DIESEL 6.6L V8. For the dependability, fuel efficiency and torque output benefits of a diesel, there's the Duramax Diesel 6.6L V8. Its advanced durability is the product of features like a deep-skirt block with induction-hardened bores, nitride treated forged steel crankshaft, oil-spray piston cooling and a gear-driven water pump and camshaft. The Duramax Diesel 6.6L V8 is also remarkably quiet, due in part to full electronic fuel injection controls that provide pilot injection capability. Pilot injection first introduces a small amount of fuel into the cylinders, followed by a slight delay before the main pulse of fuel is injected. As a result, the combustion process starts on a smaller scale and builds progressively, for smoother and quieter operation.



TRANSMISSIONS. It's the manufacturer that's recognized for transmissions that are both capable and reliable – Allison. The electronically controlled Allison 1000 series 5-speed automatic transmission is standard for both the TopKick C4500 and C5500. New for 2007 is a 6-speed Allison 1000 series automatic providing more flexibility and efficiency. TranSynd synthetic automatic transmission fluid and a spin-on type oil filter help keep operating costs under control. An Allison 2200 Series 5-speed automatic provides the extra strength to handle the loads associated with higher GVWRs on C5500 models.

Allison 1000 Series automatic transmission.

2007 C/T SERIES 6500/7500/8500 – POWER VORTEC. ISUZU. CATERPILLAR. THREE VERY POWERFUL NAMES.

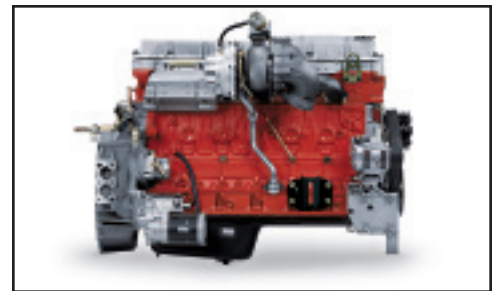
They are three of the most respected names in the truck business. Vortec, Isuzu and Caterpillar all have earned stellar reputations, not only for their power, but also their dependability. That means you can match one of the C- and T-Series engines to the needs of your specific application with the full confidence that the engine has what it takes to power your business.

VORTEC 8.1L V8 GASOLINE. This big block V8 is engineered for the specific demands of heavy hauling. The engine is standard in C6500 and C7500 TopKicks. Power output of 295 horsepower and 440 lb.-ft. of torque moves heavy loads with ease. Long-life spark plugs and DEX-COOL engine coolant help keep maintenance costs down. Heavy-duty Inconel™ exhaust valves are standard, so no internal engine modification is required for conversion to liquefied petroleum gas (LPG) or compressed natural gas (CNG) power.

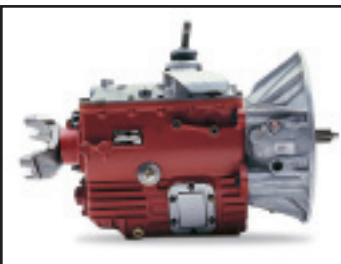


ISUZU DIESEL 7.8L I-6. This smooth running, fuel-efficient, in-line 6-cylinder diesel engine powers the T-Series tilt cabs and is available on C-Series.* It is offered with 7 different power ratings ranging from 200 up to 300 horsepower and up to 860 lb.-ft. of torque. So you can choose the performance that's right for your application. Output is optimized thanks in part to its 4-valve-per-cylinder, overhead cam design. The engine is backed by a 3-year, unlimited kilometre warranty. An available extended warranty provides coverage for 5 years or 400,000 km.**

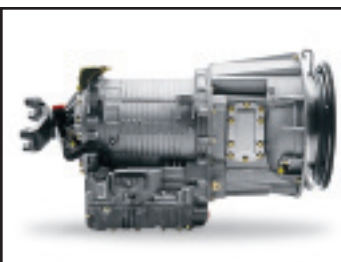
*A 215 horsepower version is standard in C8500 single axle models. A 230 horsepower engine is standard in C8500 tandems.
**Whichever comes first.



CATERPILLAR C7 7.2L DIESEL I-6. These trusted, electronically controlled 6-cylinder engines feature Advanced Combustion Emission Reduction Technology (ACERT) for more precise operation, improved fuel efficiency and lower emissions. Nine versions of the engine are available with horsepower ratings from 207 to 300. The Caterpillar C7 is available on C-Series only.



TRANSMISSIONS. The convenience of an electronically controlled automatic transmission – and the reliability of an Allison. That combination is standard on both C- and T-Series. And for 2007, new Allison 1000 and 2000 6-speed automatics are available. The complete line of automatic transmissions also includes the 2500 Series (5-speed) and MD 3000 and 3500 Series (5- and 6-speed) – all with overdrive. MD 3000 transmissions are available as close-ratio models or with a wide-ratio design providing torque multiplication up to 12.43:1. A full complement of Eaton-Fuller™ manual transmissions is also available. Five-speed models can be ordered on C-Series. Six-speed, 9-speed and a 10-speed (RT 8908LC) are available on both C- and T-Series, offering a maximum reduction of 19.58:1. Transmission availability is dependent on engine selection and compatibility with other chassis components.



CLUTCHES. The Vortec 8.1L V8 gas engines utilize a Valeo™ 13-in. clutch. A 14-in. single plate clutch is standard with diesel engines. An Eaton™ 2-plate 14-in. clutch is available.

2007 TOPKICK – C4500/5500

THE PRODUCT OF MORE THAN 100 YEARS OF TRUCK-BUILDING EXPERIENCE.

Inverted "L" frame reinforcements are available. Eight web-mounted fasteners for cross members provide impressive rigidity.

Two choices of bolt-on rear suspensions are available: longer and stronger parabolic tapered-leaf springs or multi-leaf springs engineered to stabilize loads with a high centre of gravity.

Vortec 8.1L V8 gasoline engine can be converted to run on liquefied petroleum gas (LPG) or compressed natural gas (CNG).

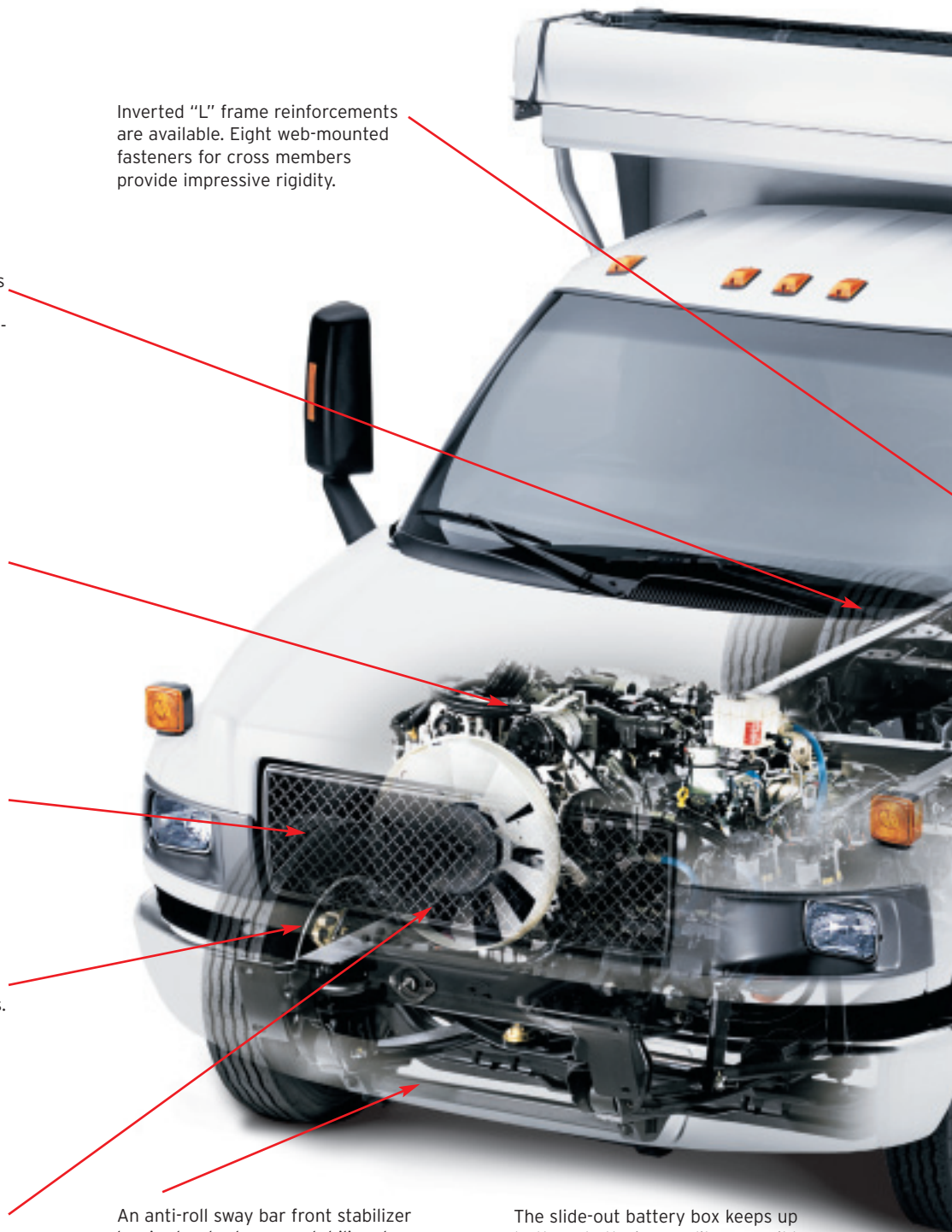
An optional stationary grille is available for specialty applications.

Large rotors help increase stopping power and extend the life of the brakes. ABS is standard.

DEX-COOL long-life engine coolant doesn't need changing for up to 5 years or 240,000 km.*

An anti-roll sway bar front stabilizer bar is standard; a rear stabilizer bar is available.

The slide-out battery box keeps up to three batteries readily accessible.





A compact 2667 mm (105 in.) bumper-to-back-of-cab measurement and a set-back front axle contribute to a very tight turning diameter.

Fuel tank or tanks mounted inside the frame rails facilitate aftermarket equipment installation.

A single 95 L tank is located midway between the frame rails, with the fuel fill neck located through the frame rail. Standard on the 3251 mm (128.0 in.) wheelbase model and available on all others. Included with the Wrecker Package on both Regular and Crew Cab models.

A single 121 L tank is available on all models.

A single 151 L tank, located behind the rear axle with a fuel fill neck through the frame is standard on all but 3251 mm (128.0 in.) wheelbase or Wrecker Package models.

A single 227 L tank, located behind the rear axle with a fuel fill neck through the frame, is available on 4775 mm (188.0 in.), 4928 mm (194.0 in.), and 5232 mm (206.0 in.) wheelbase models.

Dual tanks, with a combined capacity of 151 L, are available on all wheelbases. One 95 L front tank is located midway between the frame rails and one 56 L rear tank is positioned behind the axle with fuel necks over the frame rail.

Encapsulated-rubber spring eye bushings need little or no maintenance or lubrication.

The frame rails are clean, straight and flat, conforming to an industry-standard width.

Polished aluminum disc wheels are available for an enhanced appearance and reduced weight.

The easy-tilting fibreglass hood makes for easy fluid monitoring at a glance.

*Whichever comes first. Maintenance needs vary with different uses and driving conditions. Please refer to the Owner's Manual for additional information.

2007 TOPKICK – C4500/5500

STANDARD AND OPTIONAL FEATURES

SERIES CAB TYPE	C4500		C5500	
	Regular	Crew	Regular	Crew
GROSS VEHICLE WEIGHT RATING (GVWR)				
GVWR – 6804 kg (15,000 lb.)	0	0	–	–
GVWR – 7258 kg (16,000 lb.)	0	–	–	–
GVWR – 7484 kg (16,500 lb.)	S**	S	–	–
GVWR – 7938 kg (17,500 lb.)	0*	0*	–	–
GVWR – 8165 kg (18,000 lb.)	–	–	0**	0**
GVWR – 8845 kg (19,500 lb.)	–	–	S	S
GVWR – 9979 kg (22,000 lb.)	–	–	0**	0**
GVWR – 11,794 kg (26,000 lb.)	–	–	0**	0**

Note: Optional Gross Vehicle Weight Ratings (GVWR) require additional available equipment.

ENGINES & EQUIPMENT

Vortec 8.1L MD Gasoline V8 325 horsepower @ 4000 rpm 450 lb.-ft. torque @ 2800 rpm	S	S	S	S
Duramax Diesel 6.6L V8 300 horsepower @ 3000 rpm 520 lb.-ft. torque @ 1600 rpm	0	0	0	0
Duramax Diesel 6.6L V8 300 horsepower @ 3000 rpm 605 lb.-ft. torque @ 1600 rpm	0	0	0	0
Exhaust System – Single horizontal, with dual catalytic converters, passenger side on 2WD models, driver side on 4x4s.	S	S	S	S
Engine Exhaust Brake and Restrictor (for diesel engines – requires optional air compressor)	0	0	0	0
Air Compressor – 12 volt, electric	0	0	0	0
Alternator – 150 amp	S	S	S	S
Alternator – dual Bosch 105 amp	0	0	0	0
Battery – Single 600 CCA (gasoline engines only)	S	S	S	S
Battery – Single 770 CCA (gasoline engines only)	0	0	0	0
Battery – Dual 700 CCA (gasoline or diesel engines)	0	0	0	0
Battery – Dual 750 CCA (std. with diesel engines)	0	0	0	0
Battery – Triple 700 CCA (diesel engines only)	0	0	0	0
Battery isolator	0	0	0	0
Block Heater – 400 watt (gasoline engines only)	0	0	0	0
Block Heater – 1000 watt (diesel engines only)	0	0	0	0
Engine Shutdown – Automatic with alarm and reset feature. Activated by low or high engine oil pressure and high coolant temperature. (Standard with diesel engines, optional with gasoline engines)	0	0	0	0
Electronic Activation Switch – (Electric hand throttle.) Adjusts engine rpm to two preset factory selections that can be modified by the dealer. Includes cruise control and power take-off provisions on the LH side of transmission	0	0	0	0

TRANSMISSIONS

Automatic 5-speed – Allison 1000 Series with 0.71 overdrive. Column shifter. Includes transmission oil cooler inside radiator. Note: This transmission does not include the power take-off drive gear unless the electronic activation switch is ordered	S	S	S	S
Automatic 6-speed – Allison 1000 HS Series (Highway Series) with 4th Generation Electronic Controls and 0.61 overdrive. Column shifter and parking panel. This transmission does not include the power take-off drive gear unless specified. With the P.T.O. a 1000 RDS (Rugged Duty Series) transmission is supplied	0	0	0	0
Automatic 5-speed – Allison 2200 Series with 0.74 overdrive. Required with 9979 kg (22,000 lb.) and 11,794 kg (26,000 lb.) GVWR packages	–	–	0**	0**
Transmission Oil Cooler – Auxiliary air-to-oil	0	0	0	0
Transfer Case – New Venture Gear Model NV273, 2-Speed, Electrically actuated (4x4 only)	S	S	S	S

FRONT AXLE AND EQUIPMENT

Axle – 2835 kg (6250 lb.) I-beam Wide-trac	S	–	–	–
Axle – 3175 kg (7000 lb.) I-beam Wide-trac	0	S	S	S
Axle – 3629 kg (8000 lb.) I-beam Wide-trac	–	–	0	0
Axle – 3629 kg (8000 lb.) Solid drive axle with manual locking hubs and 3629 kg (8000 lb.) tapered leaf front suspension (4x4 only)	S	S	S	S
Tapered leaf Suspension – 3175 kg (7000 lb.) capacity	S	S	S**	S
Tapered leaf Suspension – 3629 kg (8000 lb.) capacity	–	–	0*	0*
Shock Absorbers – 35 mm diameter	S	S	S	S
Stabilizer Bar – 50 mm x 50 mm (2 in. x 2 in.) square tube	S	S	S	S

SERIES CAB TYPE	C4500		C5500	
	Regular	Crew	Regular	Crew
REAR AXLE AND EQUIPMENT				
Axle – Single speed, 4990 kg (11,000 lb.) capacity	S	S	–	–
Axle – Single speed, 6124 kg (13,500 lb.) capacity	0*	0*	S	S
Axle – Dana S 150-S, 6804 kg (15,000 lb.) capacity	–	–	0**	0**
Axle – Dana 19060S, 8618 kg (19,000 lb.) capacity	–	–	0**	0**
Axle Ratios – Range from 4.30:1 to 5.29:1 depending on model and powertrain components selected. Note: Use caution when selecting rear-axle ratios. Engine rpm and vehicle top speed are affected by axle ratios				
Multi-leaf Suspension – 4990 kg (11,000 lb.) capacity	S	0	–	–
Multi-leaf Suspension – 6124 kg (13,500 lb.) capacity	0*	0*	0	0
Multi-leaf Suspension – 6804 kg (15,000 lb.) capacity	0	0	S	S
Multi-leaf Suspension – 8618 kg (19,000 lb.) capacity	–	–	0	0
Tapered leaf Suspension – 4990 kg (11,000 lb.) capacity	0	S	–	–
Tapered leaf Suspension – 6124 kg (13,500 lb.) capacity	0	0	0	0
Tapered leaf Suspension – 6804 kg (15,000 lb.) capacity	–	–	0	0
Tapered leaf Suspension – 8618 kg (19,000 lb.) capacity	–	–	0	0
Shock Absorbers – 35 mm; standard with tapered leaf suspension	0	0	0	0
Stabilizer Bar – 44 mm diameter	0	0	0	0
Electronic Traction Control – Utilizes ABS	0**	0**	0**	0**
Limited-Slip Differential	0*	0*	0*	0*

WHEELS AND TIRES

Wheels – 19.5 x 6.0 in. steel, 8-hole	S	–	–	–
Wheels – 19.5 x 6.75 in. steel, 8-hole	0*	S	S	S
Wheels – 19.5 x 6.75 in. polished aluminum	0	0	0	0
Tires – 225/70R19.5F, premium highway	S	S	S	S
Tires – 245/70R19.5G, premium highway	–	–	0*	0*
Tires – 245/70R19.5H, extra strength	–	–	0	0
Tires – Note: Goodyear tires are standard. Michelin or Bridgestone can be specified. Premium Highway tread is standard (Highway Traction on 4x4s) but extra strength or various traction designs can be specified				

WHEELBASES AND FRAMES

NOTE: Available wheelbases with Cab-to-Axle (CA) and Cab to End-of-Frame (CE) dimensions are shown on page 3 for Regular and Crew Cab models. These frames are fabricated from 80,000 psi yield strength, weldable steel. Models with a wheelbase shorter than 4064 mm (160 in.) use a 6 mm thick frame rail providing a Section Modulus of 7.63. Longer wheelbase models use an 8 mm rail with a 10.31 Section Modulus. Frame width over the side rails is 33.5 in. (34.0 in. with frame reinforcements) to easily accept standard aftermarket body equipment.				
Frame Reinforcement – Inverted “L” 50,000 psi	0	0	0	0
Front Tow Hooks – Frame-mounted	0	0	0	0

EXTERIOR FEATURES

Bumper – Front, styled to minimize wall-to-wall turning diameter, steel, painted argent	S	S	S	S
Bumper – Front, chromed steel	0	0	0	0
Cab Mounts – Hystec® style cab-to-frame mounts	0	0	0	0
Deluxe Front Appearance Package – Includes up-level fixed grille, chrome front bumper, quad headlights with chrome trim	0	0	0	0
Grille – Integral with hood and fenders and same colour as hood with single halogen headlights	S	S	S	S
Grille – Stationary, attached to radiator support with single headlights	0	0	0	0
Mirrors – Exterior driver and passenger side, manual, wide load, integral arm, black moulded composite – 305 x 178 mm (12 x 7 in.) with 152 x 178 mm (6 x 7 in.) convex section	S	S	S	S
Mirrors – Electric remote control, lighted and/or heated features added to above	0	0	0	0
Mouldings – Exterior roof drip	S	S	S	S
Steps – Under cab doors based on fuel tank type	S	S	S	S
Wiring Harness – Trailering, 7-lead routed to end of frame	0	0	0	0

*Standard on 4x4s. **Not available on 4x4s.

Note: The following selected features reflect only a portion of the content and available equipment for Regular Cab and Crew Cab models. For a complete list and details plus additional information on other cab types, please contact your GMC Medium Duty Truck dealer.

SERIES CAB TYPE	C4500		C5500	
	Regular	Crew	Regular	Crew
INTERIOR FEATURES				
Air Conditioning	0	0	0	0
Air Bag – Driver-side only supplemental inflatable restraint	0	0	0	0
Air Bags – Driver and passenger with on-off switch for passenger side	0	0	0	0
Console – Located next to driver's seat with two cupholders	S	S	S	S
Convenience Package – Includes tilt adjustable steering column and cruise control	0	0	0	0
Convenience Package – Includes power door locks and power windows	0	0	0	0
Door Trim Panels – Moulded vinyl with storage pocket, beverage holders and reflectors	S	S	S	S
Floor Covering – Moulded vinyl	S	S	S	S
Gauges – Tachometer, engine hour meter, low oil pressure and coolant levels, high coolant and engine oil temperature indicators. "Check Gauges" telltale light and buzzer for engine oil pressure	S	S	S	S
Air Cleaner Restriction Gauge – on instrument panel – deletes standard underhood gauge	0	0	0	0
Automatic Transmission Temperature Gauge	0	0	0	0
Power Outlets – One 12-volt power source in addition to optional cigarette lighter	S	S	S	S
Power Supply – Underhood bodybuilder connections – provides 12-volt battery power with two separate 30 amp fused circuits	S	S	S	S
Radio – AM/FM stereo with coaxial speakers in door panels	0	0	0	0
Seats – Driver and front passenger high-back buckets with manual adjusters and storage compartments	S	S	S	S
Seats – Driver only or driver and front passenger high-back buckets with air suspension and manual lumbar adjustment	0	0	0	0
Seats – Front, 2-person passenger split seat with storage under fold-up seat and in centre seatback	0	0	0	0
Seats – Front, 2-person passenger with expanded centre occupant roominess. Includes under-seat storage area – deletes centre console	0	0	0	0

S = Standard 0 = Optional

A WORD ABOUT THIS BROCHURE

Some of the equipment shown or described throughout this brochure may be available at extra cost. We have tried to make this brochure comprehensive and factual. We reserve the right, however, to make changes at any time, without notice, in prices, colours, materials, equipment, specifications, models and availability. Specifications, dimensions, measurements, ratings and other numbers in this brochure and other printed materials provided at the dealership or affixed to vehicles are approximates based upon design and engineering drawings and prototypes and laboratory tests. Your vehicle may differ due to variations in manufacture and equipment. Since some information may have been adapted since the time of the printing, please check with your GMC dealer for complete details. General Motors of Canada Limited reserves the right to lengthen or shorten the model year for any product, for any reason, or to start and end model years at different times.

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Printed in Canada, October 2006.

GRILLE TREATMENTS:

- A** Standard grille treatment.
- B** Available stationary grille.
- C** Fixed grille with dual headlights and Deluxe Front Appearance Package.
- D** Available fixed chrome grille with dual headlights and Deluxe Front Appearance Package.



A



B



C



D

2007 TOPKICK – C6500/C7500/C8500

STANDARD AND OPTIONAL FEATURES

STANDARD WEIGHT RATINGS BY MODEL AND CAB TYPE

MODEL	BASE GVWR	FRONT GAWR	REAR GAWR
C6C042 – Regular Cab	9979 kg (22,000 lb.)	3175 kg (7000 lb.)	6804 kg (15,000 lb.)
C6E042 – Crew Cab	11,045 kg (24,350 lb.)	4241 kg (9350 lb.)	6804 kg (15,000 lb.)
C6V042 – Cutaway Cab	9979 kg (22,000 lb.)	3175 kg (7000 lb.)	6804 kg (15,000 lb.)
C7C042 – Regular Cab	12,242 kg (26,990 lb.)	4241 kg (9350 lb.)	8001 kg (17,640 lb.)
C7E042 – Crew Cab	12,242 kg (26,990 lb.)	4241 kg (9350 lb.)	8001 kg (17,640 lb.)
C7V042 – Cutaway Cab	12,242 kg (26,990 lb.)	4241 kg (9350 lb.)	8001 kg (17,640 lb.)

MODEL	BASE GVWR	FRONT GAWR	REAR GAWR
C8C042 – Regular Cab	14,969 kg (33,000 lb.)	5443 kg (12,000 lb.)	9526 kg (21,000 lb.)
C8E042 – Crew Cab	14,969 kg (33,000 lb.)	5443 kg (12,000 lb.)	9526 kg (21,000 lb.)
C8V042 – Cutaway Cab	14,969 kg (33,000 lb.)	5443 kg (12,000 lb.)	9526 kg (21,000 lb.)
C8C064 – Regular Cab	20,865 kg (46,000 lb.)	5443 kg (12,000 lb.)	15,422 kg (34,000 lb.)
C8E064 – Crew Cab	20,865 kg (46,000 lb.)	5443 kg (12,000 lb.)	15,422 kg (34,000 lb.)
C8V064 – Cutaway Cab	20,865 kg (46,000 lb.)	5443 kg (12,000 lb.)	15,422 kg (34,000 lb.)

The following selected information and features reflect only a portion of the content and optional equipment for Regular Cab models. For complete information on equipment and cab types, please contact your GMC Medium Duty Truck dealer.

STANDARD AND SELECTED OPTIONAL FEATURES

GROSS VEHICLE WEIGHT RATING (GVWR) RANGE BY SERIES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
GVWR – 9979 - 11,771 kg (22,000 - 25,950 lb.)	0	–	–	–
GVWR – 11,771 - 14,969 kg (25,950 - 33,000 lb.)	–	0	–	–
GVWR – 14,969 - 19,051 kg (33,000 - 42,000 lb.)	–	–	0	–
GVWR – 20,865 - 27,670 kg (46,000 - 61,000 lb.)	–	–	–	0

ENGINES AND EQUIPMENT

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Vortec 8.1L V8 Gasoline – 295 hp	S	S	0	N/A
Isuzu 7.8L I-6 Diesel – 200 hp	0	0	N/A	N/A
– 215 hp	0	0	S	N/A
– 230 hp	0	0	0	S
Isuzu 7.8L I-6 Diesel also available in 250 hp, 275 hp and 300 hp versions				
Caterpillar 7.2L I-6 Diesel – 207 hp	0	0	N/A	N/A
– 210 hp	0	0	0	N/A
– 230 hp	0	0	0	0
Caterpillar 7.2L I-6 Diesel also available in 250 hp, 275 hp and 300 hp versions				
Engine Shutdown – Activated by low or high oil pressure and high coolant temperatures (standard with Duramax diesels)	0	0	0	0
Engine Exhaust Brake and Restrictor (diesel engines only)	0	0	0	0
Exhaust Systems – Single horizontal	S	S	S	S
Vertical on driver- or passenger-side with horizontal muffler (diesel engines only)	0	0	0	0

TRANSMISSIONS

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Allison 2300 5-speed automatic close ratio with 0.71 overdrive – 14,969 kg (33,000 lb.) max GVWR/GCWR	S	S	N/A	N/A
Allison 3000 RDS 6-speed automatic close ratio with 0.65 overdrive	0	0	S	S
Manual Transmissions are also available providing 5-, 6-, 7-, 9- or 10 speeds.				

FRONT AXLES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Axle – 3629 kg (8000 lb.) capacity	S	0	N/A	N/A
Axle – 4536 kg (10,000 lb.) capacity	0*	S	0	N/A
Axle – 5443 kg (12,000 lb.) capacity	N/A	0	S	S
Axle capacities of 6623 kg (14,600 lb.) and 7258 kg (16,000 lb.) and suspensions rated up to 8165 (18,000 lb.) also available.				
Tapered-leaf Suspension – 3629 kg (8000 lb.) capacity	S	0	N/A	N/A
Tapered-leaf Suspension – 4536 kg (10,000 lb.) capacity	0*	S	N/A	N/A
Tapered-leaf Suspension – 5443 kg (12,000 lb.) capacity	N/A	0	S	0
Multi-leaf Suspension – 5443 kg (12,000 lb.) capacity	N/A	0	0	S
Front Stabilizer Bar	0	0	0	0

* Standard on Crew Cab models.

STANDARD AND SELECTED OPTIONAL FEATURES

REAR AXLES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Single-speed axles				
Dana S130-S – 6804 kg (15,000 lb.)	S	N/A	N/A	N/A
Dana 19060S – 8618 kg (19,000 lb.)	0	S	N/A	N/A
Dana 21060S – 9526 kg (21,000 lb.)	N/A	0	S	N/A
Tandem Rear Axle – Dana DS344 – 15,422 kg (34,000 lb.)	N/A	N/A	N/A	S
Two-speed axles with a range of capacities from 8618 kg (19,000 lb.) to 11,790 kg (26,000 lb.) are available as are tandem axles to 20,412 kg (45,000 lb.)				
Multi-leaf Suspension – 6804 kg (15,000 lb.) capacity	S	N/A	N/A	N/A
Multi-leaf Suspension – 8618 kg (19,000 lb.) capacity	0	S	N/A	N/A
Multi-leaf Suspension – 9526 kg (21,000 lb.) capacity	0	0	S	N/A
Air Suspension – includes air release/dump valve switch	0	0	0	N/A
Auxiliary Rear Springs	0	0	0	N/A
Hendrickson Walking Beam Suspension RT343 – rubber bushings, 1321 mm (52 in.) 15,422 kg (34,000 lb.)	N/A	N/A	N/A	S

WHEELS AND TIRES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
22.5" X 7.5" Steel Disc – Accuride 10-hole, hub piloted	S	S	0	0
22.5" X 8.25" Steel Disc – Accuride 10-hole, hub piloted	0	0	S	S
245/75R 22.5G – Premium highway tread	S	S	N/A	N/A
11R 22.5G – Premium highway tread	0	0	S	S

Only standard tires and wheels are shown. Your GMC Medium Duty dealer can assist you with a selection of steel or aluminum wheels and tires.

FRAME AND EQUIPMENT

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
LoPro Modification Package: A notched, 80,000 psi yield strength frame reduces top of frame height a minimum of 71 mm (2.8 in.). Requires a rear tapered-leaf suspension and 19.5" wheels. Available on 3556 mm (140 in.) through 6299 mm (248 in.) wheelbases	0	N/A	N/A	N/A

EXTERIOR FEATURES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Grille – Integral with hood and fenders with single halogen headlights	S	S	S	S
Grille – stationary, attached to radiator support	0	0	0	0
Grille – Chrome, stationary	0	0	0	0

INTERIOR FEATURES

	C6500 SINGLE AXLE	C7500 SINGLE AXLE	C8500 SINGLE AXLE	C8500 TANDEM AXLE
Air Conditioning	0	0	0	0
Air Bags – Driver's side only, supplemental inflatable restraint	0	0	0	0
Air Bags – Driver and passenger with On/Off switch for passenger side	0	0	0	0
Convenience Package – Includes tilt adjustable steering column and cruise control	0	0	0	0
Convenience Package – Includes power door locks and power windows	0	0	0	0
Seats – High-back bucket-seats with manual adjusters for driver and passenger	S	S	S	S
Seat – Two-person passenger seat with storage under fold-up seat and in centre seatback	0	0	0	0
Seats – High-back bucket seats with air suspension, driver only or both driver and passenger sides	0	0	0	0

2007 TILT CAB T6500/T7500/T8500 SERIES

STANDARD AND OPTIONAL FEATURES

STANDARD WEIGHT RATINGS BY MODEL AND CAB TYPE

MODEL	BASE GVWR	FRONT GAWR	REAR GAWR	MODEL	BASE GVWR	FRONT GAWR	REAR GAWR
T6F042 – Tilt Cab	11,045 kg (24,350 lb.)	4241 kg (9350 lb.)	6804 kg (15,000 lb.)	T8F042 – Tilt Cab	14,969 kg (33,000 lb.)	5443 kg (12,000 lb.)	9526 kg (21,000 lb.)
T7F042 – Tilt Cab	12,242 kg (26,990 lb.)	4241 kg (9350 lb.)	8001 kg (17,640 lb.)	T8F064 – Tilt Cab	23,746 kg (52,350 lb.)	5602 kg (12,350 lb.)	18,144 kg (40,000 lb.)

The following selected information and features reflect only a portion of the content and optional equipment. For complete information on standard and available equipment please contact your GMC Medium Duty Truck dealer.

STANDARD AND SELECTED OPTIONAL FEATURES

	T6500 SINGLE AXLE	T7500 SINGLE AXLE	T8500 SINGLE AXLE	T8500 TANDEM AXLE
GROSS VEHICLE WEIGHT RATING (GVWR) RANGE BY SERIES				
GVWR – 11,045 - 13,154 kg (24,350 - 29,000 lb.)	0	–	–	–
GVWR – 12,242 - 17,055 kg (26,990 - 37,600 lb.)	–	0	–	–
GVWR – 14,969 - 22,267 kg (33,000 - 49,090 lb.)	–	–	0	–
GVWR – 23,746 - 25,402 kg (52,350 - 56,000 lb.)	–	–	–	0

ENGINES AND EQUIPMENT

Isuzu 7.8L I-6 Diesel – 200 hp	S	S	N/A	N/A
– 230 hp	0	0	S	N/A
– 250 hp	N/A	0	0	S
Isuzu 7.8L I-6 Diesel also available in 275 hp and 300 hp versions				
Engine Shutdown – Automatic with alarm and reset feature. Activated by low or high oil pressure and high coolant temperature	S	S	S	S
Fuel Water Separator – 150 watt heated Racor frame-mounted with sight bowl and drain; includes water-in-fuel telltale dash light	S	S	S	S
Exhaust Brake and Restrictor	0	0	0	0
Exhaust System – Single horizontal on driver's side, aluminized steel	S	S	S	S

TRANSMISSIONS

Allison 2500 5-speed automatic wide ratio with 0.74 overdrive – 14,969 kg (33,000 lb.) max GVWR/GCWR	S	S	N/A	N/A
Allison 3000 RDS 6-speed automatic close ratio with 0.65 overdrive	0	0	S	S
Transynd Synthetic Automatic Transmission Fluid	0	0	0	0
Manual Transmissions are also available providing 6, 9 or 10 speeds.				

FRONT AXLES

Axle – 4536 kg (10,000 lb.) capacity	S	S	N/A	N/A
Axle – 5443 kg (12,000 lb.) capacity	N/A	0	S	A
Axle – 6623 kg (14,600 lb.) capacity	N/A	0	0	S
Axle capacity of 7258 kg (16,000 lb.) and suspensions rated up to 8165 (18,000 lb.) also available.				
Tapered-leaf Suspension – 4536 kg (10,000 lb.) capacity	S	S	N/A	N/A
Tapered-leaf Suspension – 5443 kg (12,000 lb.) capacity	0	0	S	A
Multi-leaf Suspension – 6623 kg (14,600 lb.) capacity	N/A	0	0	S
Front Stabilizer Bar	S	S	S	S

STANDARD AND SELECTED OPTIONAL FEATURES

	T6500 SINGLE AXLE	T7500 SINGLE AXLE	T8500 SINGLE AXLE	T8500 TANDEM AXLE
REAR AXLES				
Single-speed axles				
Dana S130-S – 6804 kg (15,000 lb.)	S	N/A	N/A	N/A
Dana 19060S – 8618 kg (19,000 lb.)	0	S	N/A	N/A
Dana 21060S – 9526 kg (21,000 lb.)	N/A	0	S	N/A
Two-speed axles with a range of capacities from 8618 kg (19,000 lb.) to 10,433 kg (23,000 lb.) are available				
Tandem Rear Axle – Dana DS404 – 18,144 kg (40,000 lb.)	N/A	N/A	N/A	S
Multi-leaf Suspension – 6804 kg (15,000 lb.) capacity	S	N/A	N/A	N/A
Multi-leaf Suspension – 8618 kg (19,000 lb.) capacity	0	S	N/A	N/A
Multi-leaf Suspension – 10,660 kg (23,500 lb.) capacity	N/A	0	S	N/A
Air Suspension – includes air release/dump valve switch	0	0	0	N/A
Auxiliary Rear Springs	0	0	0	N/A
Hendrickson Walking Beam Suspension RT403 – rubber bushings 1321 mm (52 in.) 18,144 kg (40,000 lb.)	N/A	N/A	N/A	S

WHEELS AND TIRES

22.5" x 7.5" Steel Disc – Accuride 10-hole, hub piloted	S	S	N/A	N/A
19.5" x 6.75" Steel Disc – Accuride 8-hole, hub piloted	0	N/A	N/A	N/A
22.5" x 8.25" Steel Disc – Accuride 10-hole, hub piloted	0	0	S	S
245/75R 22.5G – Premium highway tread	S	S	N/A	N/A
11R 22.5G – Premium highway tread	0	0	S	S

Only standard tires and wheels are shown. Your GMC Medium Duty dealer can assist you with a selection of steel or aluminum wheels and tires.

FRAME AND EQUIPMENT

"L" Channel Reinforcement – 80,000 psi	N/A	0	S	N/A
"L" Channel Reinforcement – 120,000 psi	N/A	0	0	S

EXTERIOR FEATURES

Passenger Door Lower Glass – Includes passenger side power window	S	S	S	S
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INTERIOR FEATURES

Air Conditioning	0	0	0	0
Driver's Seat – High-back, manual back angle and lumbar adjusters	S	S	S	S
Driver's Seat – Air Suspension	0	0	0	0
Passenger Seat – High-back, manual back angle and lumbar adjusters	S	S	S	S
Centre Passenger Seat – with folding backrest that includes storage compartment	0	0	0	0

Both the TopKick C-Series and T-Series Tilt Cabs provide comfortable accommodations for occupants who must spend long hours on the job.

INTERIOR DIMENSIONS mm (in.)	C-SERIES	C-SERIES, CREW CAB front/rear	T-SERIES
Headroom	1059 (41.7)	1059/1026 (41.7/40.4)	1092 (43.0)
Legroom	1043 (41.1)	1043/1001 (41.1/39.4)	1041 (41.0)
Shoulder room	1748 (68.8)	1748/1712 (68.8/67.4)	2007 (79.0)
Hip room	1651 (65.0)	1651/1704 (65.0/67.1)	1880 (74.0)

WARRANTY

General Motors is committed to assuring your satisfaction with your new Topkick. Your General Motors Medium Duty Truck Dealer also wants you to be completely satisfied and invites you to return for all your parts and service needs, both during and after the warranty period. The warranty coverage on C4500 and C5500 Topkick Medium Duty Trucks and 6500, 7500 and 8500 C/T Medium Duty Trucks is summarized at right.

NEW VEHICLE LIMITED WARRANTY

Coverage	2-yr/Unlimited km	3-yr/Unlimited km	5-yr/160 000 km	5-yr/Unlimited km
Base Warranty Coverage (Tires not included)				
Isuzu 7.8L Diesel				
Duramax 6.6L Diesel <small>Engine Components (\$100 deductible after 3 yrs/60,000 km whichever comes first)</small>				
Allison Transmission	If equipped with an Allison transmission ask your Sales Consultant to refer to the additional warranty publication furnished with the truck or call 1-800-252-5283.			
Sheet Metal (Corrosion)				
Sheet Metal (Rust-through)				
Frame Rails and Cross Members				

EMISSION CONTROL SYSTEM WARRANTY

Coverage	5-yr/80,000 km	5-yr/160,000 km
Vortec Gasoline Engines		
Duramax/Isuzu Diesel Engines		

Caterpillar engines are not warranted by General Motors.

Tires are warranted separately by the tire manufacturer.

See your GMC Medium Duty Truck Dealer for additional information and terms of this limited warranty.



SOLUTIONS FOR THE WORLD YOU DRIVE IN.

At General Motors we are 100 percent committed to building vehicles that answer your specific needs. Because you demand more of your vehicle than ever before, we're committed to putting more of what you want into every vehicle we make.

VALUE

Value means much more than simply the price you pay for a vehicle. We are particularly proud of the value you receive for your money when you choose a General Motors vehicle – the unique combination of style, performance, safety, quality and functionality that sets GM's diverse model lineup apart from the rest.

FUEL ECONOMY

We know how important fuel efficiency is today. GM has it covered by offering more cars that get better than 7.0 L/100 km or 40 mpg in highway* driving than any other automaker in Canada. In addition, GM offers 15 models with Active Fuel Management™ fuel-saving technology – and 17 models that can run on E85 ethanol fuel.

QUALITY

If you're looking for a vehicle that's built to exceptionally high standards, look no further than GM's long list of quality and dependability awards, media accolades and consumer recommendations – as well as the fact that GM builds the most dependable, longest-lasting full-size pickups on the road*.

INNOVATIVE DESIGNS

It required ingenuity to bring utility and dramatic style together in the Chevrolet HHR. And it required pure creativity to execute the flawless lines and purposeful design of the Pontiac Solstice open-air roadster. At GM, we break the mould to develop new designs that give you more range of selection than ever before.

SAFETY

General Motors is the only automotive manufacturer committed to offering a full range of cars, trucks and SUVs that provide safety protection before, during and after a collision. In addition, GM builds 26 vehicles that have earned U.S. Government five-star frontal or side crash test ratings for 2006 models.**

FEATURES

GM keeps you ahead of the curve, by adding the features that really make a difference to your driving experience. Features like OnStar – the first comprehensive in-vehicle communications and assistance service. And XM Satellite Radio – the largest satellite radio provider in the world – that's now offered on more than 50 GM vehicles.

*Dependability based on longevity; 1988-July 2005 full-size Chevrolet and GMC light-duty pickup registrations, including chassis cabs. Sources: R.L. Polk Canada, Inc. National Vehicle Population Profile – Canadian Vehicles in Operation as of July 1, 2005. Based on % of vehicles remaining in operation, weighted on age of vehicle.

**U.S. Government ratings are part of the National Highway Traffic Safety Administration's (NHTSA's) New Car Assessment Program (safercar.gov).

†Based on Natural Resources Canada's 2006 Fuel Consumption Guide's rating available at time of printing.

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