

**PREMIERE!
EDITION!**

RVs of NASCAR's Stars



RVXTREME

MAGAZINE

MARATHON COACH
Luxury Without Limits

10 RVs
FEATURED

Sand and Surf:
in Central California

Biodiesel:
*The Affordable
Fuel Solution*

Test Drive:
2007 Chevy Silverado



0 1 >

JANUARY 2007

\$3.99 US \$5.99 CANADA
DISPLAY UNTIL DEC. 31

RVXTREME.COM

BY GARY WITZENBURG

2007 CHEVROLET SILVERADO

The Old West, updated!



Anyone who has owned a Silverado lately knows the previous-generation is a pretty good pickup. But Ford's latest F-150...face it, Chevy folks...one-ups it in many ways, especially inside its roomy cabin. The Dodge Ram is somewhat bolder and badder, especially with its optional Hemi V-8. Nissan's Titan is a macho hunk, and here comes Toyota's new full-size Tundra. GM's truck guys had to respond, and now they have.

The 2007 Silverado (along with sister ship GMC Sierra) addresses these issues and then some. For starters, its new fully boxed frame is much stiffer than before, enabling the development engineers to tune it for both a smoother ride and more athletic handling. Its precise rack and pinion steering is a huge improvement, braking feel is greatly

improved, the new front suspension is a highly tunable coil-over-shock design, and its tracks are wider (by three inches in front and one in back) for much-improved road-holding and stability.

POWERTRAIN AND CHASSIS

The lineup of available engines extends from a 195-hp 4.3-liter V-6 through a half-dozen Gen IV small-block V-8s. The V-8 range is bounded by a 295-hp 4.8-liter iron-block workhorse on one end and a 367-horse aluminum-block 6.0-liter on the other. Equipped with GM's Active Fuel Management (AFM), which disables four cylinders to save fuel during light loads, this muscle motor is available on LT and LTZ extended-and crew-cabs with a maximum trailer package that provides class-leading (2,160 lb.) payload and (10,500 lb.)

tow capacity. In between are a quartet of 315-hp 5.3-liter AFM V-8s—two iron and two aluminum (depending on the application), of which one each is FlexFuel E85-capable. All are mated to electronically controlled (but ratio-challenged) Hydra-Matic 4-speed automatic transmissions.

No fewer than five specifically tuned suspensions offer a selection of ride, surface and load-carrying capabilities:

- Z83 – monotube front and twin-tube rear shocks tuned for a smooth, solid ride
- Z85 – monotube shocks front and rear for enhanced handling and trailer towing
- Z71 – front and rear monotube shocks tuned for enhanced off-road capability
- Z60 – tuned for maximum street performance with available 20-inch wheels



2007 CHEVROLET SILVERADO

The Old West, updated!

- NHT – tuned for maximum towing capacity with monotube rear shocks, heavy duty rear springs and off-road tires on 17-inch wheels

DESIGN

The new look is crisp, clean, broad-shouldered and powerful. The big Chevy signature grille, bumpers, front fenders, vertically stacked reflector-optics headlamps, power-dome hood, tail lamps, box design and flared rear fenders are

all unique to Silverado, not shared with Sierra. The fast 57-degree sloped windshield highlights the substantially sleeker shape and attention to detail that (along with AFM) provides class-leading EPA fuel economy. Three cab styles (regular, extended and crew), three bed lengths (5 ft. 8 in., 6 ft. 6 in. and 8 ft.), three trim levels (WT, LT and LTZ) and three wheel sizes (17, 18 and 20 inches) are offered, plus a smart-looking optional LS exterior package.

There are two completely different interiors: a bench-seat, column-shift pure pickup cabin in WT (work truck) and LT models and a bucket-seat, big-console luxury interior (shared with Chevy's top-of-the-line Tahoe LTZ.) Both offer a large double glovebox and ample storage capacity, including a huge console box in the LTZ and a laptop-size

lockable bin in the pure pickup's 40/20/40 bench seat's center section. Both available instrument panels are pushed down and forward for better visibility, making the spacious cabin feel even roomier than it is, and both inside and out door handles are large grab-handle types designed (like all major controls) for easy use with gloves.

FEATURES

Extended- and crew-cab rear passengers will appreciate more supportive seats with improved seatback angles and added legroom. A new stadium-style 60/40 split rear seat, both sections of which can be folded up easily with one hand (no release handle) to provide a flat cargo floor, is standard in crew cabs and optional in extended cabs. Perhaps the best rear-cabin feature is the rear



doors, which open 170 degrees, nearly flat against the bed, for ultra-easy access, and the rear power windows lower completely into them.

A high-capacity brake system with four-channel ABS is standard, and GM's excellent Stabilitrak electronic stability control system with rollover mitigation technology is standard on crew cabs and available on extended cab models—a segment exclusive (for now). Besides the dual-stage front air bags, passive safety systems include segment exclusive seatbelt pretensioners that activate during a rear crash and (available in LT and LTZ models) roof-mounted side curtain air bags. Another potentially lifesaving feature is GM's latest generation OnStar communications system with Advanced Automatic Crash Notification (AACN), available turn-by-turn navigation capability and a one-year free subscription.

Unique features include an EZ-lift locking tailgate with torque rod assistance, a power sliding rear window on extended and crew cabs and heated windshield washer fluid; a great idea! Highly appealing on the option list are (segment-exclusive) remote vehicle starting, Autotrac active 4wd transfer case, an enhanced large-screen rear DVD entertainment system and Ultrasonic Rear Parking Assist.

HEAVY-DUTY MODELS

Hard-core haulers and towers will be thrilled to know that soon after the new light-duty Silverados will come a selection of all-new 2wd and 4wd 2500HD (three-quarter ton) and 3500HD (one ton) models with available dually configurations. Standard in these is a 312-hp variable-valve-timing 6.0-liter V-8 with 373 lb.-ft. of torque, an impressive 18,500-lb. gross combined weight rating (GCWR) and a 6-speed Hydra-Matic transmission with two overdrive gears and convenient tap-up/tap-down manual gear selection. Optional is 6.6-liter Duramax turbo-diesel—upgraded and particulate-filtered to 2007 emissions requirements—that pumps a segment-leading 365 horses and 660 lb.-ft. of torque through a 6-speed Allison automatic with a class-first range selection feature that allows the driver to easily choose the optimum gear for driving conditions, such as towing a trailer up or down a steep grade.

We were privileged to try a prototype long-wheelbase, extended-cab 2007 Silverado LTZ on a brief test drive and were suitably impressed with its vastly improved steering and brakes, smooth ride, tied-down handling and surprisingly well-crafted, luxurious and quiet cabin. You really have to experience this generally terrific new truck to appreciate how much better it is than the pretty good truck it replaces. Back to you, Ford, Dodge, et al.

www.gm.com **RVX**



BY THE NUMBERS

Base Price: \$23,605

Price as Tested:..... TBA

NUTS 'N BOLTS

Engine: 5.3L

cast iron V-8

Bore X Stroke: 3.78 x 3.62

Displacement: 325 in. / 5328 cc

Compression ratio: 9.9:1

Cylinder head material:.. Cast aluminum

Valve gear: OHV, 2 valves
per cylinder

SAE horsepower @ rpm: 315 @ 5200

SAE torque @ rpm: 338 @ 4400

Transmission type: 4-speed
automatic

1st: 3.06

2nd: 1.63

3rd: 1.00

4th: 0.70

Reverse: 2.29

EPA vehicle class: Full-size truck

Recommended fuel: E85 and/
or regular unleaded

Fuel economy: TBD

Front suspension: Independent
coil-over-shock

Rear suspension: Solid axle with
two-stage multileaf springs

Steering type: Power-assisted
rack-and-pinion

Steering Ratio: 16.5:1

Turns to lock: 3

Brakes front/rear: Power-assisted
4-wheel disc with ABS

Wheels: 17 x 7.5-in.
aluminum

Tires: P265/70R17

SIZE MATTERS

Wheelbase: 157.5"

Length: 249.2"

Width: 79.9"

Height: 73.6"

Track f/r: 68.1" / 67"

Ground clearance: 9.3"

Load lift height: 33.1"

Approach angle: 16.4"

Departure angle: 22"

Headroom f/r: 41.2" / 39.2"

Legroom f/r: 41.3" / 34.33"

Hip room f/r: 62.5" / 61.9"

Shoulder room f/r: 65.2" / 65.3"

TOPPED OFF

Cargo box volume: 75.5 cu.-ft.

Curb weight: 5426 lbs.

GCWR: 7000 lbs.

Payload capacity: 1574 lbs.

Towing capacity: 8300 lbs.

Fuel capacity: 34 gal.