## 2007 Chevy Silverado 2500 4WD LT2 Crew Cab

<u>The Good</u> ⊚ Amazing torque for hauling. Super large for handling the roughest terrain. Comfortable interior with great safety features.

The Bad @ Terrible gas mileage. Still a bit too noisy. Drivetrain should feel more like a car.

6.6L Turbo Diesel V8, Bio-Diesel Engine

Compatible
Output 365 hp / 660 lb-ft

Weight 6,169 lbs
Price As Tested \$49,629

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For 2007 the all new Silverado packs quite a punch delivering a bold and refreshing exterior with wonderful comfort inside and some luxury vehicle amenities. Safety features such as traction control were not forgotten as well.

"Silverado has always been the most dependable, longest lasting pickup truck, and the 2007 lineup extends that legacy with industry-leading advancements in capability, quality, safety and fuel economy," said Ed Peper, Chevrolet general manager. "Silverado owners form a partnership with their trucks; they are the everyday heroes who value the durability and dependability of a Silverado to get the job done. Our guiding philosophy during the development of the new truck was delivering the confidence that comes with driving the strongest, most dependable and longest lasting trucks on the road."

Exterior design is bold and quite in your face. The front end is large and wide with muscular shoulders and clear headlamps. Extensive use of chrome around the front bumper and below the headlamps makes for a particularly exciting front end. Wrap around headlamps also make the Silverado look more aerodynamic. The side profile is more truck like in a traditional sense of the word. The high height makes the Silverado stand tall, too tall to easily get in and out without a step. Wheels could have been larger to fill the very large wheel gaps.

Interior fit and finish is very high with good quality parts used on the dash trim and on the doors. The feeling is also roomy and spacious inside without any large deep dashboard which you can put a large pizza on. More storage room is also important so a double glove box is built into the instrument panel. We would have liked there to be regular AC outlets rather than the standard car outlet for power. Also these should have been in the center console rather than on the dash up high to prevent wires from being everywhere when things are plugged in.

A large leather wrapped steering wheel with multifunction controls feels very good. We also liked the trip computer with useful mileage information. We averaged 13 miles per gallon in mixed driving. Gear shifts can be manually don't on the shift lever where plus and minus buttons are located.

Useful are the adjustable gas pedals which move forward or back at the touch of a button so that even shorter drivers can properly control the vehicle. GM has also gone ahead and finally concealed seat hardware at the bottom of the seats.

The large range of configurations - three cab styles, three cargo box styles and five wheelbase lengths - delivers tremendous choice. Some full-size truck manufacturers do not even offer three-quarter-ton or one-ton heavy-duty trucks. And among those that do, the 2007 Silverado and Sierra HD pickups offer many













segment-best capabilities, including 18,500-pound (8,392 kg) gross combined vehicle weight rating for vehicles with a gas V-8 and a 13,000-pound (5,897 kg) conventional trailer weight rating enabled by a larger-capacity trailer hitch platform. Maximum towing capacity is 16,700 pounds (7,575 kg), when equipped with a fifth-wheel hitch.

The driving feel is much improved over previous heavy duty trucks from GM. The Chevy Silverado feels quieter and the engine is definitely much quieter than on previous models. At highway speeds the truck is much like a large suv with a comfortable ride and a quiet interior to make for a high quality drive.

A cleaner, more powerful Duramax 6.6L turbo-diesel engine is featured in our test car. It can run on biodisel which is a great and usually free oil, just get it from your local restaurant. The engine is rated at 365 horsepower and a whopping 660 lbs.-ft. of torque. Upgrades to the engine and a new diesel particulate filter system help provide a 90-percent reduction in particulate matter and a 50-percent reduction in NOx (compared with current standards), meeting a new federal government mandate. Another great new technology we would like to see in this engine would be some hydrogen injection generated by distilled water electrolysis on board. This would further reduce emissions and raise fuel economy. The renowned Allison 1000 six-speed automatic transmission is partnered with the Duramax 6.6L turbo-diesel engine. It delivers good fuel economy, quietness and control. It features a class-first range selection function, which allows the driver to easily select the desired gears to match driving conditions, such as towing a trailer on a steep grade.

Parking is made easier with useful parking sensors in the rear bumper. The tailgate is not very heavy and easier to life when closing. We would like it to have a self opening feature which slowly lets the tailgate down when opening however. A remote starter makes it nice and comfortable as you approach the vehicle when it is hot outside as the air conditioner has a chance to work before you step in. Other available features like a navigation system and heated windshield washer fluid also make every day driving more like a large SUV than a pickup truck.

All 2500HD and 3500HD models ride on a wide, 68.6-inch front track. The rear track on 2500HD trucks is 66 inches while the 3500HD models offer a wider 74.7 inches, giving Silverado and Sierra heavy-duty models a firmly planted feel.

Dual-stage frontal air bags are standard on all models. A Segment-first front safety belt pretensioners with both front and rear crash sensing are also offered. A tire pressure monitor is standard on all models now as well. OnStar is also standard which can be a big help in almost every daily driving situation. It offers traffic, weather, emergency notification if you are in a accident and a live advisor should you need anything at all.

The all new Silverado is a great redesign of a useful everyday truck. While better fuel economy by using Hydrogen made from water would help this truck a great deal, and is something many owners can implement themselves the capabilities of the truck speak for themselves. It's styling is unique enough that you can tell it is a Chevy and a great deal of improvement to the interior cabin is what makes this truck excellent.











	POWERTRAIN/ DRIVETRAIN LIMITED WARRANTY (1,2)	ROADSIDE ASSISTANCE (1,2)	COURTESY TRANSPORTATION (1,3)	POWERTRAIN WARRANTY TRANSFERABLE (4)	DEDUCTIBLE (3)	ONSTAR OR COMPARABLE (3)	BASIC LIMITED WARRANTY (1,2)	RUST WARRANTY (1,2)
CHEVY	100K/ 5 YEARS	100K/ 5 YEARS	100K/ 5 YEARS	YES	NO	YES	36K/ 3 YEARS	100K/ 6 YEARS
тоуота	60K/ 5 YEARS	NA	MAY BE AVAILABLE (6)	YES	NO	NO	36K/ 3 YEARS	UNLIMITED MILES/ 5 YEARS
HONDA	60K/ 5 YEARS	NA	NO	YES	NO W/ EXCEPTIONS	NO	36K/ 3 YEARS	UNLIMITED MILES/ 5 YEARS
FORD	60K/ 5 YEARS 100K/ 5 YEARS (FORD FOCUS) (5)	60K/ 5 YEARS	NO	YES (7)	NO	NO	36K/ 3 YEARS	UNLIMITED MILES/ 5 YEARS
CHRYSLER GROUP	36K/ 3 YEARS	36K/ 3 YEARS	NO	YES \$150 FEE	NO	NO	36K/ 3 YEARS	100K/ 5 YEARS













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PRICING	INVOICE	RETAIL
Base Pricing	\$33,613	\$36,735
Destination	\$900	\$900

LMM Duramax 6.6L Turbodiesel V8 Engine	\$5,972	\$7,195
MW7 Allison 6-Speed Automatic Transmission	\$996	\$1,200
Leather Bucket Seats	\$664	\$800
Power Glass Sunroof	\$119	\$183
Rear Seat DVD Entertainment System	\$1,075	\$1,295







National Traffic



COMPARISONS	2007 Chevrolet Silverado 2500HD LT2 4dr Crew Cab 4WD LB (6.0L 8cyl 6A)	2007 Dodge Ram Pickup 2500 SLT 4dr Mega Cab 4WD SB (5.7L 8cyl 5A)	2007 Ford F-250 Super Duty XLT 4dr Crew Cab 4WD LB (5.4L 8cyl 6M)	2007 GMC Sierra 2500HD SLE2 4dr Crew Cab 4WD LB (6.0L 8cyl 6A)	2007 Toyota Tundra Limited 4dr Double Cab SB (5.7L 8cyl 6A)
MSRP	\$36,735	\$38,195	\$34,865	\$37,135	\$35,490
Invoice	\$33,613	\$33,648	\$31,168	\$33,979	\$32,116
Destination Charge	\$900	\$900	\$925	\$900	\$645
Basic	3 yr. / 36000 mi.	3 yr. / 36000 mi.	3 yr. / 36000 mi.	3 yr. / 36000 mi.	3 yr. / 36000 mi.
Drivetrain	5 yr. / 100000 mi.	3 yr. / 36000 mi.	5 year/100,000 mile	5 yr. / 100000 mi.	5 yr. / 60000 mi.
Roadside	5 yr. / 100000 mi.	3 yr. / 36000 mi.	5 yr. / 60000 mi.	5 yr. / 100000 mi.	Being Researched / Being Researched
Rust	6 yr. / 100000 mi.	5 yr. / 100000 mi.	5 yr. / Unlimited mi.	6 yr. / 100000 mi.	5 yr. / Unlimited mi.
Base Engine Type & Cylinders	V8	V8	V8	V8	V8
Base Engine Displacement	6.0 liters	5.7 liters	5.4 liters	6.0 liters	5.7 liters
Valvetrain	16 Valves overhead valves (OHV)	16 Valves overhead valves (OHV)	24 Valves single overhead cam (SOHC)	16 Valves overhead valves (OHV)	32 Valves double overhead cam (DOHC)
Variable Valve Timing	Standard	Not Available	Standard	Standard	Standard
•					
Horsepower	353 hp @ 5400 rpm	345 hp @ 5400 rpm	300 hp @ 5000 rpm	353 hp @ 5400 rpm	381 hp @ 5600 rpm
Horsepower Torque		rpm		. •	
·	rpm 373 ft-lbs. @ 4400 rpm	rpm 375 ft-lbs. @ 4200	rpm 365 ft-lbs. @ 3750 rpm	rpm 373 ft-lbs. @ 4400	rpm 401 ft-lbs. @ 3600
Torque  Available	rpm 373 ft-lbs. @ 4400 rpm	rpm 375 ft-lbs. @ 4200 rpm	rpm 365 ft-lbs. @ 3750 rpm	rpm 373 ft-lbs. @ 4400 rpm	rpm 401 ft-lbs. @ 3600 rpm
Torque Available Engines 6 Speed	rpm 373 ft-lbs. @ 4400 rpm Silverado 2500HD	rpm 375 ft-lbs. @ 4200 rpm Ram Pickup 2500	rpm 365 ft-lbs. @ 3750 rpm F-250 Super Duty	rpm 373 ft-lbs. @ 4400 rpm Sierra 2500HD	rpm 401 ft-lbs. @ 3600 rpm Tundra
Torque  Available Engines 6 Speed Automatic	rpm 373 ft-lbs. @ 4400 rpm Silverado 2500HD Standard/Optional LT245/75R16 E	rpm 375 ft-lbs. @ 4200 rpm Ram Pickup 2500 Optional LT265/70R17 E	rpm 365 ft-lbs. @ 3750 rpm F-250 Super Duty Not Available LT265/70R17 E	rpm 373 ft-lbs. @ 4400 rpm Sierra 2500HD Standard/Optional LT245/75R16 E	rpm 401 ft-lbs. @ 3600 rpm Tundra Standard P275/65R18
Torque  Available Engines 6 Speed Automatic Tires	rpm 373 ft-lbs. @ 4400 rpm Silverado 2500HD Standard/Optional LT245/75R16 E all season polished alloy	rpm 375 ft-lbs. @ 4200 rpm Ram Pickup 2500 Optional LT265/70R17 E all season chrome steel	rpm 365 ft-lbs. @ 3750 rpm F-250 Super Duty Not Available LT265/70R17 E all season chrome steel	rpm 373 ft-lbs. @ 4400 rpm Sierra 2500HD Standard/Optional LT245/75R16 E all season polished alloy	rpm 401 ft-lbs. @ 3600 rpm Tundra Standard P275/65R18 all season alloy
Torque  Available Engines 6 Speed Automatic Tires  Wheels  Passenger Seat Height	rpm 373 ft-lbs. @ 4400 rpm Silverado 2500HD Standard/Optional LT245/75R16 E all season polished alloy 16 x 6.5 in.	rpm 375 ft-lbs. @ 4200 rpm  Ram Pickup 2500  Optional  LT265/70R17 E all season chrome steel 17 x 8.0 in.	rpm 365 ft-lbs. @ 3750 rpm F-250 Super Duty Not Available LT265/70R17 E all season chrome steel 17 x 7.0 in.	rpm 373 ft-lbs. @ 4400 rpm Sierra 2500HD Standard/Optional LT245/75R16 E all season polished alloy 16 x 6.5 in.	rpm 401 ft-lbs. @ 3600 rpm Tundra Standard P275/65R18 all season alloy 18 x 8 in.
Torque  Available Engines 6 Speed Automatic  Tires  Wheels  Passenger Seat Height Adjustable	rpm 373 ft-lbs. @ 4400 rpm Silverado 2500HD Standard/Optional LT245/75R16 E all season polished alloy 16 x 6.5 in. Standard rear ventilation ducts with fan	rpm 375 ft-lbs. @ 4200 rpm  Ram Pickup 2500  Optional  LT265/70R17 E all season chrome steel 17 x 8.0 in.  Optional	rpm 365 ft-lbs. @ 3750 rpm F-250 Super Duty Not Available LT265/70R17 E all season chrome steel 17 x 7.0 in. Optional	rpm 373 ft-lbs. @ 4400 rpm Sierra 2500HD Standard/Optional LT245/75R16 E all season polished alloy 16 x 6.5 in. Standard rear ventilation	rpm 401 ft-lbs. @ 3600 rpm  Tundra  Standard  P275/65R18 all season alloy 18 x 8 in.  Not Available  rear ventilation

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