

2007 Chevrolet Suburban 4WD 1/2 Ton LT

The Good ☺ Lots of room inside for everything. Comfortable living room like seats. Easy to control.

The Bad ☹ Needs better fuel economy. Hydrogen Injection. Some interior parts could be higher quality.

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The new styling of GM products is certainly big and bold with smooth surfaces and a modern look. The front end of the Suburban is large and nicely rounded for a clean appearance. Body colored bumpers and door handles also give it an upscale appearance.



Inside the quality of parts used is high with nice wood grain trim used on the dash and leather look materials on the upper dash. Most plastic parts without texture are gone which is a great thing. The steering wheel is leather covered and a touch of aluminum looking trim around the air vents was also quite nice. The steering wheel is only tilting and does not telescope and the key position is rather dated. The large gear shift lever should also be changed to push buttons or something much smaller. The passenger seat is not powered and this should be changed on such a high priced vehicle. The seat also is not height adjustable.



We liked the easy to use climate control system and would have liked it to send air around the cabin rather than just in the front air vents in the automatic setting. If you select feet and upward air vents the system turns off the automatic setting. The flush mounted appearance of the stereo and climate controls looks very nice. There is also a auxiliary input jack for the stereo system for your Ipod. We would have also liked real electrical outlets rather than the 12 volt outlets in the Suburban. The second row also features a separate climate control system which functions in the auto setting quite nicely sending air in any direction you like. There is a RCA jack for connecting a game player and a 12 volt jack for power.



We would also like all glass to be UV proof so that the suns rays do not affect the driver and front passenger. Rear windows are dark tinted and they make a big difference. Automatic headlights make driving easy and useful controls on the steering wheel are the same as that found on other GM vehicles. More differentiation in brands would be nice.

Rear seats are comfortable and the third row is also descent though not as good as in Denali versions of GM products. The rear hatch is very large and too heavy to close yourself easily. It should have been powered. The third row also cannot fold from the 2nd row area, you have to go behind them and pull a rather hard lever to fold them. This was too complicated. All seats are very heavy to fold. We also wanted to use interior items without starting the car, at least for a little bit of time, but you have to use the key to turn the ignition a few steps towards on to get anything working which

was a bummer.

The E85 Flex Fuel choice allows you to use 85 % ethanol and 15% fuel. It is produced from corn and other grain products, however we would like people to be able to use water to make hydrogen and use that as a fuel, emitting only water vapor in our internal combustion engines. Why GM has not done this is a mystery. We encourage owners to get on this band wagon and start doing this on their own.

Our sport red metallic Suburban with ebony interior color started off at a base price of \$40,435. This for the Four wheel drive - ton LT version. Optional equipment was the LT2 equipment group for \$2,440 which adds the leather seats in the first and second row, tri zone automatic air conditioning, power adjustable pedals, remote vehicle starter, 6 Disc CD changer, universal home report and rear parking assist sensors. The rear seat entertainment system with screen up on the roof adds \$1,295. The Bose premium speaker system costs \$495. The luggage rack cross bars were \$45. This brought our total to \$45,610 with \$900 for destination charges, rather high charges we think. The vehicle is rated on the window sticker as giving 15 city / 20 highway miles per gallon although we got considerable less at around 15 all the time. 70% of the parts come from the US or Canada. Mexico accounts for 28% of the foreign parts content. The suburban is assembled in Janesville, WI.



New for 2008

- Head-curtain side impact air bags standard on all models
- StabiliTrak standard on 2500 models
- Six-speed automatic transmission on 2500 models
- New 17-inch wheels on 2500 models
- Two new exterior colors: Blue Granite Metallic and Deep Ruby Metallic



Model Lineup

	Engines					Transmissions		
	Vortec 5.3L V-8 (LY5)	Vortec 5.3L V-8 (LMG)	Vortec 5.3L V-8 (LC9)	Vortec 6.0L V-8 (L76)	Vortec 6.0L V-8 (LY6)	4-spd auto (Hydra-Matic 4L60)	4-spd auto (Hydra-Matic 4L70)	6-spd auto (Hydra-Matic 6L80)
Suburban 1500 2WD	s	o	-	o	-	s	o	-
Suburban 1500 4WD	-	-	s	o	-	s	o	-
Suburban 2500 2WD	-	-	-	-	s	-	-	s
Suburban 2500 4WD	-	-	-	-	s	-	-	s



Key:

Standard s
 Optional o
 Not available -

2008 CHEVROLET SUBURBAN: THE STANDARD BEARER FOR FULL-SIZE SUVs

Redesigned for 2007, Chevrolet Suburban holds a unique place in the industry, proving

to be an indispensable partner for those with varied and demanding lifestyles. Despite challenging market conditions, the redesigned Suburban has continued to draw new customers, with sales up more than 10 percent during the first quarter of 2007.

All models receive standard head-curtain side impact air bags (they were previously optional on some models) and the Suburban 2500 receives significant and noteworthy changes, including a fuel-saving six-speed automatic transmission, standard StabiliTrak electronic stability control system and available 17-inch aluminum wheels.

Additional changes for '08 reflect customer preferences and further refine Suburban's style. They include a change to a 40/20/40-split bench seat in LS models that provides convenient storage space in the center section; woodgrain trim added to the forward center console and brighter instrument pointers in the gauge cluster. There are also two new exterior colors: Blue Granite Metallic and Deep Ruby Metallic.

Returning to Suburban is the popular Z71 Off Road appearance package. This optional package includes the Z71 Off Road suspension with high-pressure, gas-charged monotube shocks, 18-inch on/off road tires, automatic-locking differential, front recovery hooks, a durable skid plate and high-capacity air cleaner. Large, color-keyed wheel flares, an aggressive front fascia and chrome tubular assist steps, door handle centers, mirror caps and front grille inserts provide a one-of-a kind appearance. On the inside, a brushed metal look replaces the woodgrain accents for a more rugged appearance. Also included are leather-appointed bucket seats that are available in solid Ebony, Ebony with Light Titanium inserts, and Ebony with Morocco Brown inserts.

Suburban also offers power articulated running boards. They blend smoothly with the vehicle's design, but automatically move downward and outward when the doors are opened, providing a lower step-in height.

An SUV like no other

Suburban's success is derived from its capability of hauling more passengers and cargo than any other vehicle in the segment. It is based on GM's full-size SUV architecture, which features sleek exterior styling, a sharper, more precise driving feel, more power with improved fuel economy, increased interior refinement and improved quietness. Suburban rides on a 130-inch (3,302 mm) wheelbase, which supports generous passenger and cargo capability, while enabling a smooth ride.

The '08 Suburban is offered in LS, LT and LTZ models, with 2WD and 4WD, as well as 1500 and heavy-duty 2500 series. Suburban 1500 models come standard with an efficient 5.3L V-8 with Active Fuel Management fuel-saving technology. Also available is an all-aluminum 6.0L V-8 with Active Fuel Management and variable valve timing (VVT). A 6.0L engine with an iron cylinder block is offered on 2500 models. Several available engines run on E85, a renewable fuel made of 85 percent ethyl alcohol (ethanol) and 15 percent gasoline.

Suburban 1500 offers up to 8,100 pounds (3,674 kg) of towing capability (2WD models), when properly equipped; Suburban 2500 can tow up to 9,700 pounds (4,400 kg).

Superior safety

The '08 Suburban offers security in the form of a 360-degree perimeter safety system of occupant protection and crash avoidance technologies. Standard features include roof-mounted head-curtain side air bags with rollover protection for all seating rows and front-seat safety belt pretensioners that are linked to the vehicle's sensing system to provide segment-exclusive deployment in rear-end crashes. These features are integrated into a stronger vehicle structure that is also designed for improved compatibility with other vehicles.

The roof-mounted head curtain air bags include design features that provide increased rollover protection and occupant containment. These head curtain side air bags stay inflated longer than air bags developed only for side impacts, since rollover incidents can last longer. The deployment duration and other design features of the air bags combine to provide increased occupant protection and the ability to help keep occupants inside the vehicle.



Sensors located at the front of the vehicle, in the side doors and within the occupant compartment provide increased and more immediate crash detection.

Crash avoidance is bolstered through enhanced design and driver control dynamics, such as wider front and rear tracks, as well as more responsive suspensions - including a new coil-over-shock front suspension design and new rack-and-pinion steering. The vehicles are built on a stronger and stiffer, fully-boxed frame that contributes to enhanced crash energy management. The front frame section has been designed to optimize crush progression, resulting in improved energy absorption efficiency. The improved crush performance, enabled by hydroformed frame rails and efficient chassis component packaging, also comprehends design provisions for improved vehicle-to-vehicle compatibility in the event of a frontal impact with a smaller vehicle.

Additional safety features include:

- Standard StabiliTrak stability control system with rollover mitigation technology
- Standard dual-stage driver's front air bag
- Standard dual-stage outboard-front passenger air bag with Passenger Sensing System
- Standard tire pressure monitoring system
- Available rain-sensing wiper system
- Available Ultrasonic Rear Parking Assist that can detect certain stationary objects in the rearward path of the vehicle and send an audible warning sound and display via three LEDs on the right D-pillar
- Available rear-view camera system designed to provide the driver with a view of people or objects in the rearward path of the vehicle
- Standard pull-up/push-down power window switches

All models come with the OnStar system (with a one-year Safe & Sound service plan). The system includes the General Motors Advanced Automatic Crash Notification (AACN) system, making crash data available to emergency services to potentially dispatch the appropriate life-saving personnel and equipment to crash scenes faster. All '08 Suburban LT and LTZ models feature OnStar's Directions & Connections service, which includes Turn-By-Turn Navigation.

Strong structure

Suburban is built on GM's full-size SUV platform, which incorporates features such as a fully boxed frame, coil-over-shock front suspension, rack-and-pinion steering and an all-new, premium interior system that bolster the vehicle's comfort, quality and capability. Wider front and rear tracks enhance handling and lower the center of gravity for a more confident road feel.

Extensive attention to detail was paid to ensure a quiet driving experience. It centers on the stiff frame, which reduces vibrations transmitted to the passenger cabin. The strength and accuracy of the fully boxed frame also enable more precise mounting and tuning of chassis and suspension components, which also help reduce vibration. Even the tires on the large, 17-inch standard and 20-inch available wheels (1500 models) were designed to reduce noise. Also, a sleeker shape - thanks to improved aerodynamics, streamlined exterior mirrors and roof rack, more steeply raked windshield and tighter body gap tolerances - assures a quiet ride.

Suburban's quietness and smoothness is complemented by the Autoride suspension system, which is standard on LTZ. This segment-exclusive bi-state, real-time damping system provides an extremely refined ride with greatly reduced body motion. The system consists of a semi-active, two-position damping control system that responds in real time to road and driving conditions, based on body and wheel motion sensors.

Design details

Suburban wears the new face of Chevrolet, with a large Chevy gold bowtie, centered on a twin-port horizontal grille. The body-colored grille surround is inset with an argent texture mesh. Fog lamps and headlamps feature jewel-like optics. The lower fascia, incorporating the front license plate holder and integrated tow hooks, is aggressively



styled with a skid plate look that enhances Suburban's rugged, off-road appearance.

Suburban's front end styling reflects its capability. It includes the fast-rake windshield; a bulging power dome hood; a prominent new fender design with integrated wheel flares; a distinctive new grille and headlamps; and a full-wrap fascia. The wraparound fascia, which eliminates the conventional bumper-to-body gap, is one of the numerous attributes that give the Suburban a more refined look. It also enhances aerodynamics.

Seventeen-inch wheels and tires are standard on 1500 models, with 20-inch factory-installed wheels available (standard on LTZ). The larger wheels fill Suburban's wheelhouses, giving the vehicle a confident stance. Suburban 2500 come with standard 16-inch wheels and, new for 2008, is offered with stylish 17-inch aluminum wheels.

Available on LTZ models is the Chrome Appearance Package. It includes a stainless steel exhaust tip, chrome recovery hooks, and the choice of one of six 20-inch wheel designs.

Refined interior and thoughtful convenience

Suburban's interior represents refinement, comfort, quality and convenience. The roomy interior is airy, thanks to a lower instrument panel and deep windshield that improve outward visibility. Passenger space and cargo space also are generous. Behind the first-row seats, Suburban offers 137.4 cubic feet (3,890.6 liters) of cargo room.

Suburban's seats are designed to provide more comfort, additional passenger-carrying flexibility, and easier entry/egress. Door pillar-mounted first- and second-row three-point safety belts allow slimmer seat designs (second-row, center position uses an SUV-typical three-point belt-to-seat design).

Refinement is exemplified throughout Suburban's spacious interior, creating an environment that exudes quality and precision. A two-tone color scheme is executed with soft and low-gloss materials for the instrument panel and other trim pieces. Also, there are almost no exposed metal hardware or latches, as all models feature enclosing ?close outs? around the seat bottoms and doorsill trim plates.

Accessibility and capability are enhanced with features that include a unique power-release fold-and-tumble second-row seat and a third-row seat that also is easily removable. Storage capability is maximized with the segment's largest center console storage bin, a larger glove box and additional new storage compartments.

Suburban's interior features also include:

- Power-release fold-and-tumble second-row seat
- Remote vehicle starting system
- First- and second-row heated seats
- Ultrasonic Rear Parking Assist

Suburban features an impressive new audio/navigation lineup, which provides quality entertainment and information. A new family of CD/MP3-compatible radios leads the audio lineup, with an enhanced DVD entertainment system that includes a larger, 8-inch screen (with in-dash loading). A new touch-screen navigation radio is available and incorporates the view monitor for the available rear-camera system.

Powertrain details

Standard in Suburban 1500 models is an iron-block Vortec 5.3L V-8 with 320 horsepower (239 kW)* and 340 lb.-ft. of torque (461 Nm)*, which offers Active Fuel Management fuel-saving technology. Active Fuel Management technology seamlessly switches between eight- and four-cylinder power to save fuel. Two versions of the Vortec 5.3L Gen IV V-8 - including a 310-horsepower (231 kW)* aluminum-block version that is standard in 4WD models - are compatible with E85 ethanol-based fuel, an alternative to gasoline. The engines can run on any combination of gasoline and/or E85 fuel.

Also available is an all-aluminum 6.0L V-8 with variable valve timing, as well as Active Fuel Management displacement on demand technology. The engine is rated at 366

horsepower (273 kW).* VVT helps optimize camshaft timing to improve low-rpm torque and high-rpm horsepower. The system is enabled by a unique dual-equal cam phaser - the industry's first application of VVT on a mass-produced V-8 cam-in-block engine. The unique dual-equal phaser adjusts the camshaft timing at the same rate for both the intake and exhaust valves. A Hydra-Matic 4L70 electronically controlled four-speed automatic transmission is paired with the engine.

Heavy-duty Suburban 2500 models offer a 6.0L V-8. It features an iron cylinder block and is rated at 352 horsepower (263 kW)* and 383 lb.-ft. of torque (519 Nm).* It is matched with a new, fuel-saving Hydra-Matic 6L90 six-speed automatic transmission.



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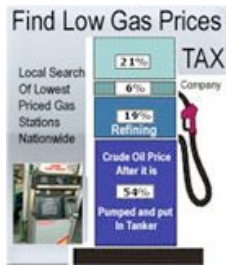
SPECIFICATIONS

Overview

Models:	Chevrolet Suburban 1500 & 2500 LS, LT and LTZ
Body style / driveline:	4-door sport utility vehicle, front-engine, 2- or 4-wheel drive, half-ton models
Construction:	body on frame
EPA vehicle class:	full-size sport utility vehicle
Manufacturing locations:	Arlington, Texas ; Janesville, Wis. ; and Silao, Mexico
Key competitors:	Ford Expedition

Engines

	Vortec 5.3L V-8 (LY5, LMG)	Vortec 5.3L V-8 (LC9)	Vortec 6.0L V-8 (L76)	Vortec 6.0L V-8 (LY6)
Type:	5.3L V-8	5.3L V-8	6.0L V-8	6.0L V-8
Displacement (cu in / cc):	325 / 5328	325 / 5328	364 / 5967	364 / 5967
Bore & stroke (in / mm):	3.78 x 3.62 / 96 x 92	3.78 x 3.62 / 96 x 92	4.00 x 3.62 / 101.6 x 92	4.00 x 3.62 / 101.6 x 92



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Block material:	cast iron	cast aluminum	cast aluminum	cast iron
Cylinder head material:	cast aluminum	cast aluminum	cast aluminum	cast aluminum
Valvetrain:	overhead valve, 2 valves per cylinder	overhead valve, 2 valves per cylinder	overhead valve, 2 valves per cylinder, variable valve timing	overhead valve, 2 valves per cylinder
Ignition system:	coil-near-plug ignition, iridium electrode tip/iridium core spark plugs, low resistance spark plug wires	coil-near-plug ignition, iridium electrode tip/iridium core spark plugs, low resistance spark plug wires	coil-near-plug ignition, iridium electrode tip/iridium core spark plugs, low resistance spark plug wires	coil-near-plug ignition, iridium electrode tip/iridium core spark plugs, low resistance spark plug wires
Fuel delivery:	Active Fuel Management; sequential fuel injection	Active Fuel Management; sequential fuel injection	Active Fuel Management; sequential fuel injection	sequential fuel injection
Compression ratio:	9.9:1	9.9:1	9.6:1	9.6:1
Horsepower (hp/ kW @ rpm):	320 / 239 @ 5200*	310 / 231 @ 5200*	366 / 273 @ 5500*	352 / 263 @ 5400*
Torque (lb-ft / Nm @ rpm):	340 / 461 @ 4200*	335 / 454 @ 4400*	380 / 515 @ 4300*	383 / 519 @ 4300*
Fuel:	regular unleaded, E85-capable (LMG)	regular unleaded, E85-capable	regular unleaded	regular unleaded
Maximum engine speed (rpm):	6000	6000	6000	6000
Emissions controls:	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response o2 sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response o2 sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response o2 sensor	close-coupled catalytic converter, Quick Sync 58X ignition, returnless fuel rail, fast-response o2 sensor
EPA estimated fuel economy (city / hwy):	2WD: 14 / 20 4WD: 14 / 19	2WD: 14 / 20 4WD: 14 / 19	2WD: 12 / 17 4WD: 12 / 17	N/A

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Transmissions

	Hydra-Matic 4L60, 4-speed automatic	Hydra-Matic 4L70, 4-speed automatic	Hydra-Matic 6L90, 6-speed automatic
Gear ratios (:1):			
First:	3.06	3.06	4.03
Second:	1.63	1.63	2.36
Third:	1.00	1.00	1.53
Fourth:	0.70	0.70	1.15
Fifth:	--	--	0.85

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Sixth:	--	--	0.67
Reverse:	2.29	2.29	3.06
Final drive ratio:	3.73:1 (std), 4.10 :1 (opt)	4.10	3.73

Chassis/Suspension

Front:	independent, coil over shock; Autoride real-time damping (opt.)
Rear:	five-link with coil springs (1500); multi-leaf springs (2500)
Traction assist:	all-speed traction control
Steering type:	power-assisted rack-and-pinion
Steering ratio:	17.75:1 (1500); TBD (2500)
Steering wheel turns, lock-to-lock:	3 (1500); TBD (2500)
Turning circle, curb-to-curb (ft / m):	43.0 / 13.1 (1500); 45.3 / 13.8 (2500)

Brakes

Type:	4-wheel disc, 4-wheel ABS (1500); 4-wheel disc, 4-wheel ABS with hydroboost (2500)
Rotor diameter x thickness (in / mm):	front: 13 x 1.18 / 330.2 x 30 rear: 13.5 x .787 / 345 x 20

Wheels/Tires

Wheel size and type:	16 x 6.5-inch polished forged aluminum, 8-lug (std. 2500)
	17 x 7.5-inch machined cast aluminum, silver sparkle accent (LS, LT)
	17 x 7.5-inch cast aluminum (opt. 2500)
	18 x 8.0-inch polished aluminum (Z71 package)
	20 x 8.5-inch polished aluminum (opt. LT, std. LTZ)
Tires:	LT245/75R16E all-season, blackwall (2500)
	LT245/75R16E on-/off-road, blackwall (2500)
	LT265/70R17 all-season blackwall (2500)
	P265/70R17 blackwall Bridgestone all-season steel belt radials
	P265/70R17 white letter Goodyear all-season steel belt radials
	P265/70R17 blackwall Bridgestone on-/off-road steel belt radials (export only)
	P265/65R18 blackwall Bridgestone on-/off-road steel belt radials (Z71 package)
	P265/65R18 blackwall Bridgestone all-season steel belt radials (export only)
	P275/55R20 blackwall Bridgestone all-season steel belt radials

Dimensions Exterior

Wheelbase (in / mm):	130 / 3302
Overall length (in / mm):	222.4 / 5648
Overall width (in / mm):	79.1 / 2010.4
Overall height (in / mm):	76.8 / 1950.5
Track (in / mm):	front: 68.2 / 1731.8 rear: 67.0 / 1701.8
Minimum ground clearance (in / mm):	2WD: 8.9 / 227.1 4WD: 9.2 / 234.8
Step-in height (in / mm):	2WD: 21.9 / 555.6 4WD: 22.2 / 562.8
Ground to top of load floor (in / mm):	2WD: 31.8 / 807 4WD: 32.6 / 829.2
Approach angle (deg):	2WD: 16.91 4WD: 16.74
Departure angle (deg):	2WD: 20.45 4WD: 20.93
Curb weight (lb / kg):	1500 2WD: 5613 / 2551 1500 4WD: 5745 / 2611 2500 2WD: 6039 / 2739 2500 4WD: 6328 / 2870
Weight distribution (% front / rear)	51 / 49

Interior

	First Row	Second Row	Third Row
Seating capacity (9 total):	2 / 3	2 / 3	2 / 3
Headroom (in / mm):	41.1 / 1043.2	38.5 / 978.4	38.1 / 966.7
Legroom (in / mm):	41.3 / 1048.9	39.5 / 1002.5	34.9 / 887.5
Shoulder room (in / mm):	65.3 / 1657.9	65.2 / 1657.3	64.7 / 1643.6
Hip room (in / mm):	64.4 / 1636.7	61.8 / 1570.1	49.4 / 1254.3
Cargo volume (cu ft / L):			
Behind 1 st row, 2 nd row folded no third row	137.4 / 3890.8		
Behind 2 nd row no third row		90 / 2548.5	
Behind 3 rd row			45.8 / 1297.5
Note: 3-passenger bench and 2-passenger bucket seats standard or optional depending on the model.			

Capacities

EPA interior volume (cu ft / L):	137.4 / 3891.1
GVWR: (lb / kg):	1500 2WD: 7200 / 3265 1500 4WD: 7400 / 3966 2500 2WD: 8600 / 3901 2500 4WD: 8600 / 3901
Payload, base (lb / kg):	1500 2WD: 1593 / 722.6 (with third-row seat) 1500 4WD: 1657 / 751.6 (with third-row seat) 2500 2WD: 2561 / 1162 (with third-row seat) 2500 4WD: 2273 / 1031 (with third-row seat)

Trailer towing maximum (lb / kg):	1500 2WD: 8100 / 3674 1500 4WD: 8000 / 3628 2500 2WD: 9700 / 4400 2500 4WD: 9400 / 4264
Fuel tank (gal / L):	31.5 / 119.2 (1500) 39 / 148 (2500)
Engine oil (qt / L):	6 / 5.7
Cooling system (qt / L):	5.3L: 18.3 / 17.2 (w/ rear heat), 16.8 / 15.9 (w/o rear heat); 6.0L 17.8 / 16.9 (w/ rear heat), 16.8 / 15.9 (w/o rear heat)

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