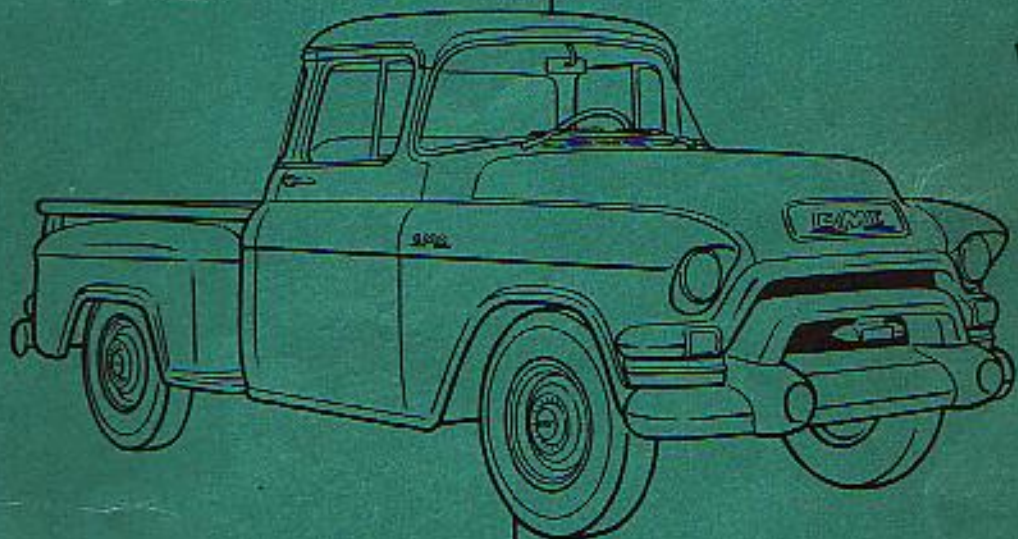
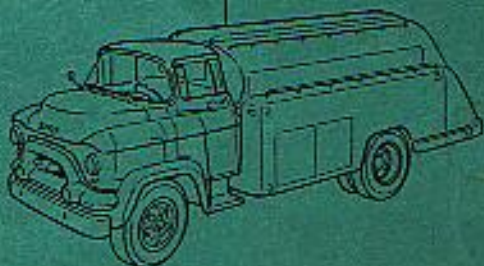


GMC **TRUCKS**

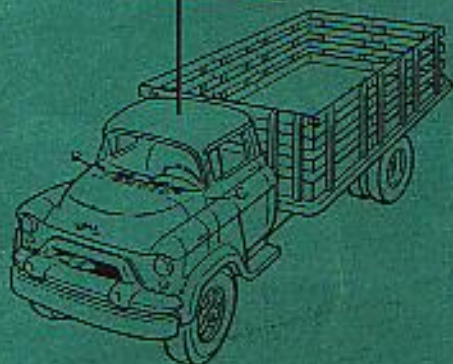
NEW MODELS AND FEATURES



for



1955



GMC TRUCK & COACH DIVISION
TRUCK ANNOUNCEMENT PROGRAM
FEBRUARY 28, 1955

The purpose of this book is to provide you with ready information about **NEW GMC MODELS** and **NEW GMC FEATURES** for 1955. For detailed technical data and other material covering the entire new GMC line, please refer to your Data Book and other sources.

Specifications and illustrations contained in this book are based on the latest information available at the time of publication. GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, colors, material, equipment, specifications and models, and also to discontinue models.

**NEW
MODELS
and
NEW
FEATURES**
of
**GMC
TRUCKS**
for
1955

**GMC TRUCK & COACH DIVISION
PONTIAC, MICHIGAN**

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GME
HYDRA-MATIC

NEW GMC APPEARANCE FEATURES



A NEW STYLE CONCEPT

GMC's design for 1955 is a new concept in truck appearance, one which will appeal to the truck buyer desiring styling and comfort — as well as ruggedness and dependability that only a *real* truck can offer.

APPEARANCE AND STYLING

"Speed-Line" styling is the new, advanced appearance for 1955. This modern styling is featured on all conventional models through 670-50 and on all Short Bumper to Back of Cab (SBBC) models through FM550 and FM650.

NEW WRAP-AROUND PANORAMIC WINDSHIELD

All cab and unit body models, conventional series through 670-50 and SBBC models through FM 550 and FM 650 series, feature a new one-piece, full wrap-around, panoramic front windshield. This windshield completely eliminates blind spots at the hinge post and presents a wide, unobstructed view of the road ahead. Front windshield glass area has been increased 36%. This panoramic windshield is standard on the Fleet, Standard and Deluxe series in untinted glass. E-Z Eye tinted glass is still available as an option.



DISTINCTIVE NEW FRONT END

Front-end appearance has been completely re-designed. The distinctive GMC grille and header bar have been streamlined and enough of the typical GMC look retained to make GMC's still stand apart from the "open mouth" design vehicles.

The "grille-and-bumper assembly" for models 100-250 consists of a bumper bar, bombs, bumper guard bar, header bar, grille extensions, bumper filler panel. The grille and bumper are an integrated assembly which looks like a one-piece assembly, but it actually can be readily disassembled for repair or replacement. On Models 300-410 a formed curved front bumper is standard and separate from the grille assembly.

The bumper and grille assembly on models 450 and up consists of a channel-type front bumper, bombs, bumper guard bar, grille lower bar, and model number and support bar.

MODEL NUMBER IN CHROME

Located in the center of the grille assembly of the Standard and DeLuxe series of all models—as though it were suspended in midair—is the model number and support bar with the model series number in chrome. This makes each GMC model readily identifiable from the front.

JET-AIR SCOOP GRILLE

Midway down the front curvature of the hood on all Standard and Deluxe models of conventional trucks is a big chrome jet-air scoop grille with the famous "GMC" emblem in large letters. Emblems on both Standard and Deluxe models are chrome with Canton Red fill-in. On Fleet models, the jet-air scoop is eliminated and in the same location a painted "GMC" emblem is mounted.

STREAMLINED PROFILE STYLING

Front fenders are gradually blended back, with the fender lines carried high through the cowl and cab doors. The old style running board has been eliminated. The crease line starting at the front of the fenders is carried back through the doors and blends into the back of the cab. On bodies with rear fenders, this crease line is carried through the fenders to the rear of the body.

CADET PEAKS ON HEADLIGHTS

The position of the headlights has been lowered and the upper portion of the fender overlaps the headlight to form a cadet peak, adding to the general streamlining and offering protection to the headlamp. Surrounding the headlight and extending slightly downward and outward is a Dover White painted headlamp adapter and chrome headlamp ring—on all Fleet and Standard series models 100-250 and on Standard series 300-370. On all Deluxe models the headlamp adapter is in chrome instead of paint. Front parking lamps on all conventional models 100-410 have been relocated and increased in size, providing greater lighting surface than 1954 models.

RE-STYLED HUB CAPS

Even the hub caps on models 100-250 have been restyled and streamlined. Instead of the old elliptical styling, the new hub caps have a raised flat perimeter sharply sloping towards the wheel. The center portion of the cap is recessed and bears the GMC emblem. For Standard models, the caps are painted Dover White. They are chrome-plated in the Deluxe series. Fleet series models will continue to use an elliptical design hub cap.

A COMPARISON OF 1954 AND 1955 STEP HEIGHTS ARE AS FOLLOWS:

1954 Model	*Ground To Running Board	*Running Board To Cab	Tires
400-27	23 $\frac{1}{2}$ "	10 $\frac{1}{2}$ "	9.00/20
450-30	24 $\frac{1}{2}$ "	10 $\frac{1}{2}$ "	9.00/20
630-12	25"	15 $\frac{1}{2}$ "	10.00/20

*Approximate

1955 Model	*Ground To Running Board	Running Board To Built-In Step	Built-In Step To Cab	Tires
400	24 $\frac{1}{2}$ "		8 $\frac{1}{2}$ "	9.00/20
450	17 $\frac{1}{2}$ "	8 $\frac{1}{2}$ "	8 $\frac{1}{2}$ "	9.00/20
630-42	19 $\frac{1}{2}$ "	12 $\frac{1}{2}$ "	8 $\frac{1}{2}$ "	10.00/20

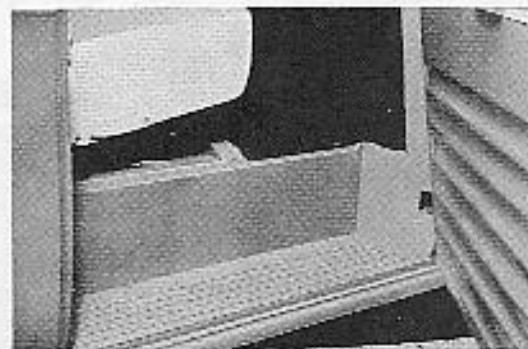
*Built-in step on 400 models

EASIER, SAFER ACCESS TO CAB

As previously explained, the running board has been eliminated through models 400 and 410 and the bottom of the door has been dropped downward to occupy this space. Actually the running board is still there but it has become a built-in part of the cab, accessible when the cab door is open. The built-in running board or step helps strengthen and stabilize the cab structure. It also provides a cleaner, safer step up into the cab, protected against ice, snow, rain or mud.

On models 100-250 based on 6.00/16, 6-ply tires, height of the built-in step is 14 $\frac{1}{2}$ " from the ground and 8 $\frac{1}{2}$ " from step to cab floor. On former models it was 15" from ground to running boards and 9 $\frac{3}{4}$ " from running board to cab floor. Therefore, on models 100-250 the first step is 2 $\frac{1}{2}$ " lower and the ground to cab 1 $\frac{1}{2}$ " lower, providing easier access to the cab.

In 1955, for models 450 and up there is an exterior running board as a first step up into the cab. Because of the size of these vehicles it is not practical to step directly from the ground to the built-in cab step. The first step is the running board type; the second step is an integral part of the cab, concealed from the weather; and the third step is the cab floor. The



third step, normally will not be used as the driver will be able to take a sitting position directly from the built-in step.

In 1954 Hydra-Matic transmission models, step-heights were even higher than the dimensions shown above, and a comparison between 1954 Hydra-Matic models and 1955 models shows an even greater spread in dimensions. Note that the first step on 1955 models 450 and up is as much as 7 $\frac{1}{4}$ " inches lower than comparable 1954 models.

MUCH WIDER CABS

Through model 410, the over-all width of the cab has been greatly increased so that it is approximately the same width as the front fenders. The side doors extend down, taking up the space formerly occupied by the running boards and making the truck look much lower.

On conventional models 450 through 670-50, because of the wider track front axle and larger tires, the fenders extend a little wider and blend back into the cab contour.

NEW CAB CONTOURS GIVE NEW LOW LOOK

The contour of the cab roof has been changed, so that now the new-style roof is flat on top over a larger area, with corners having a sharper curvature. Moreover, the windows have been extended upward, and the increased glass area also adds to the appearance of lower height.

CADET PEAK OVER WINDSHIELD

One of the most distinctive styling features of the new cab is the extension of the roof out past the windshield to form a smart cadet peak. Even the door pillars of the cab lean slightly forward, a feature which is characteristic of the best in modern vehicle styling.

BETTER VISION

The cowl and hood on conventional models have been lowered approximately 2 $\frac{3}{8}$ ", improving the driver's visibility ahead of the hood. Formerly the high hood design limited visibility immediately in front of the truck. Now, the lower height of hood and cowl increases the vertical angle of vision and, at the same time, improves the styling of the truck.

FILLER NECK RE-POSITIONED

Through model 670-50, the fuel tank filler neck of all cab models has been repositioned to the left side.

IMPROVED ACCESSIBILITY

The hood and the opening have been widened, permitting better accessibility to the engine compartment for servicing.

NEW HOOD LOCK

All trucks utilizing the new cab—both conventional and "F" models—now have a new type hood lock permitting easy closing of the hood. The difficulties experienced with the previous type lock have been eliminated. With the new lock the hood is pre-positioned as it comes into contact with the lock mechanism and with a slight pressure, the pre-loaded lock automatically holds and locks the hood in place.

NEW DOOR LOCK

A new door-locking mechanism on all cabs and bodies, Models 100 through 670-50 and FM340 through F550 and F650, is designed to provide much improved performance over the previous type lock.

WRAP-AROUND REAR WINDOW

For all models through series 400 and 410, both the conventional and SBBC types, a full wrap-around rear window is available as an option. This window, extending from door post to door post, permits a completely unobstructed view out of the back of the cab and greatly enhances the appearance of the unit.

On conventional models 450 through 670-50 and "F" models 450, 500, 550 and 650, rear quarter windows will continue to be available as an option.

Both the wrap-around rear window and the quarter rear windows are available in either clear glass or E-Z Eye tinted glass.

ATTRACTIVE ALL-NEW INTERIORS

Interior styling of conventional models through 670-50 and SBBC models through F650 has also been greatly improved with the introduction of new colors, painting scheme, upholstery, new instrument panel, seats and many other features.



DRIVER-POSITIONED CONTROLS

Instrument board features of the 1955 models are outstanding selling points. In addition to being attractive in appearance, instruments and controls are positioned to provide quick and easy viewing by the operator with a minimum of distraction from the road ahead.

Instruments, with large, easy-to-read numerals, are mounted in two cluster panels directly in front of the driver. Panels are held in position by four screws and are readily removable for servicing. To reduce the reflection of the lighted instruments on the windshield, the top of the instrument panel has a cadet peak extending across its entire width.

On the passenger side, the instrument panel is recessed to provide greater knee room. In the center of the instrument panel are attractive wide ash trays and heater controls, within easy reach of both the driver and passengers.

NEW VINYL CEILING LINERS

Composition-type ceiling liners have been eliminated. Instead, a vinyl material is installed directly on the underside of the roof panel and painted a harmonizing interior color. The use of vinyl eliminates the problems previously encountered with the old type liners, increases the headroom of the cab several inches, and results in a more attractive appearance.

ADJUSTABLE SEAT BACK

Another new feature of the seat is an adjustable back. The operator can now adjust the back cushion to the slope he finds most comfortable.

LARGER DOOR PANEL

The inside door panel is larger in size and readily removable. This provides better access to the window glass and operating mechanism.

NEW LEFT-HAND PARKING BRAKE

On light duty models, the former parking brake levers of the right hand- or foot-operated types have been replaced by the new hand-operated type, located on the left side of the steering column and attached horizontally under the instrument panel. Relocating the lever eliminates unnecessary floor obstructions and permits easy engaging and disengaging of the lever with the left hand.

FOAM RUBBER SEAT CUSHIONS

Included in the deluxe package RPO through model 410 is a foam rubber seat cushion in place of the rubberized hair. This foam rubber seat cushion is standard construction on all other models 450 and up, in both Standard and Deluxe series. This item, for which there have been many requests, will be popular with drivers and will meet competition.

WINDSHIELD WIPERS

Vacuum-operated windshield wipers remain standard on 1955 models through 410. And, in order to satisfy the demand and meet ICC regulations for constant-operating windshield wipers, electric wipers are available as an RPO.

ELECTRIC WINDSHIELD WIPERS

Replacing vacuum or air operated windshield wipers on all conventional cab models 450 through 670 and SBBC models F410A, F450, F500, F550 and F650, are new electric wipers, providing constant operation at all times. Heretofore these electric wipers were not available either as an option or on Special Quotation.

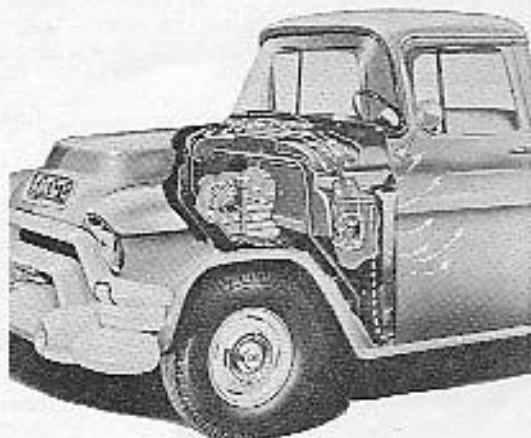
NEW SEAT CONSTRUCTION

The seat riser has been eliminated and the seat cushions are now bolted directly to an adjustable regulator which is fastened to the floor. This provides a much stronger seat and a much cleaner space under the seat. The tubular frame construction has been eliminated from the seat cushion and back assembly, and now supporting members are built in the assembly, as is done with passenger cars. For easier operation of the seat adjuster, the track is so constructed that the

load is supported by ball bearings in place of the former roller bearings. Fore and aft adjustments have been increased by one-half inch.

REMARKABLE NEW VENTILATING SYSTEM

A new type of louvered opening, extending half way across the top of the cowl, has replaced the former hand-operated cowl ventilator. Now fresh air enters through the louvered opening, consisting of 5 banks of 6 louvers each, and flows into a plenum chamber which redistributes the fresh air to both sides of the cab. The air enters the cab along the right and left interior cowl panels near the floor and is distributed evenly. The old-style air opening is eliminated from the cab and now, instead of a high-pressure flow of air directed to one spot, fresh air circulates comfortably throughout the entire cab.



LEFT HAND DOOR LOCK OPTION

In answer to the many requests from the field, a new option has been established for conventional models through 670-50 and SBBC models through F550 and F650 providing a door lock on the left hand door of all cabs and unit bodies. This enables the driver to lock or unlock his cab more conveniently from the driver's side.

FRONT DIRECTIONAL SIGNAL OPTION

For all models, a new "front only" directional signal option has been established providing Class A Type I, double-faced directional signals. Positioning of front Class A type signals permits access to the engine compartment without interference and meets State regulations.

When a "rear only" directional signal is required, a separate RPO is available.

CHROME RADIATOR GRILLE OPTION

In 1955 a new option is established making the chrome radiator grille available for use with the

optional flat back cowls on all conventional models through 600 and 630-50 in addition to the present availability with the cab on conventional models D930-67 through DW970-67.

Previously when a flat back cowl was ordered, the customer was unable to get the deluxe option to obtain the chrome radiator grille. This new option will enable milk delivery trucks, school buses, and similar unit-body type vehicles to obtain the chrome grille as a factory-installed item.

STRONGER CABS

Structural strength of the new cab, conventional and SBBC models through 670-50, has been greatly increased by a completely new design of the rear outer panel. This one-piece panel, extending from left to right door openings and from the floor panel to the roof, is formed from a single piece of sheet metal having the drip molding around the outer edge.

Lower half of the panel is strengthened by the addition of deeply drawn ribs.

STRONGER ROOF

The cab roof consists of an outer and inner panel with a front reinforcement above the windshield. This forms a strong, sturdy structure, eliminating the necessity of cross bows and windshield top header. With the new roof construction, the cab drip molding extends horizontally around the top to protect the rear window, where previously the drip molding extended downward at the rear of the door.

STRONGER FLOOR

Cab floor strength has been increased by large embossments in the floor panel and by the elimination of the battery box opening.

SHORT BUMPER TO BACK OF CAB MODELS

All Cabs on "SBBC" models FM340 through FM650 will incorporate all of conventional cab interior features as well as most of the exterior features previously described. Because of the design characteristics of the SBBC models, certain exterior changes are necessary.

Basically the same cab as used with conventional models is used in the F series through the FM550 and FM650 models. Panoramic front windshield with picture-window visibility, distinctive GMC instrument panel and instruments, and other advanced features are found in this series.

EXTERIOR FEATURES

On the exterior, the same GMC grille is featured with minor modifications required by the slightly higher sheet metal. Channel-type front bumper is used, starting with the FM340.



This bumper, located directly below the guard bar and bombs, provides ample protection for the grille assembly. Header bar extends downward and slightly outward joining the horizontal guard bar and bombs. Model insignia remains suspended between the header bar and guard bar.

Instead of the quarter round hood common to past F350-24 through F470-30 models, 1955 SBBC models have a more conventional type hood. Hood opening is the alligator type and permits ready accessibility.

Front lower portion of the hood joins a new type header panel which extends the full width of the front end. The new easy closing hood lock found on conventional models is also used on the SBBC models.

The header panel extending across the front of the vehicle contains widely spaced headlights and oval shaped parking lamps. The top portion of the header panel extends slightly forward and downward over the headlight to form an abbreviated cadet peak.

FLOWING LINES

Blending back from the header panel and cadet peaks, a smooth flow of lines extend to the rear of the cab—similar to the conventional cab—and forms part of the front fenders. Additional coverage of the tires is accomplished by a narrow fender starting down at a point near the

bumper and gracefully curving up and down following the wheel contour and blending into the side of the cab to form supports for the side step.

For additional engine compartment accessibility, the SBBC models feature swinging panels directly in back of the header panel cadet peaks, permitting ready access to both sides of the engine.

COMPLETELY NEW BODIES FOR THE PANEL AND SUBURBAN



THE NEW PANEL BODY

Replacing 1658, 1659, 1751 and 1752 panel bodies, are completely new restyled and redesigned panel bodies 1781 and 1783 Standard—and 1782 and 1784 Deluxe panels. For the first time passenger car styling is brought to truck panels.

All of the good looks of the front end, panoramic windshield, and the advanced interior and exterior styling found in the new cab models are included in the design of the panel body. The high front fender line is carried completely through the side of the body to the end, presenting a smooth unbroken flow of lines from the front to back of the unit.

Again as in the case of the cabs, a much lower, streamlined unit is presented. Outside over-all height has been reduced approximately 3" while the interior working height increased $\frac{1}{4}$ ". Floor space has been increased from a maximum length of 95" in the 7-foot panel to $97\frac{25}{32}$ " or an increase of $2\frac{3}{16}$ ". Inside width at the wheelhouses remains substantially unchanged. However, the maximum inside width at the floor has been increased from $61\frac{1}{4}$ " to $66\frac{7}{16}$ " or $4\frac{11}{16}$ ".

On the above basis, floor area of the 7-foot body has increased approximately 6% and of the 9-foot body approximately 7%. The all-important rear step loading-height has been decreased ap-

proximately $2\frac{1}{8}$ " compared to 1954 bodies.

In keeping with the attractive styling of the panel body, the gasoline tank filler neck and cap have been moved inside the body shell. Access to the filler neck is made possible by a hinged door opening.

THE NEW SUBURBAN BODY

New Deluxe suburban bodies 1785 and 1786 incorporate all the modern styling and appearance advantages found in the new, modern GMC cabs. Front fender contours are carried high, through the body, presenting a smooth unbroken flow of lines. Panoramic front windshield and larger window area are also featured.

Over-all height of the suburban body has been lowered more than 2 inches, while head room inside the body has been increased approximately 1 inch. Width of single passenger seat has been increased $\frac{3}{4}$ inch. Ground-to-floor height has been decreased.

All window pillars are forward slanting to match the front windshield pillar and add to the appearance and styling.

As with the panel body, the fuel tank filler neck and cap are concealed from view—and access to the filler neck is made possible by a hinged door opening.

SUBURBAN PICKUP

Available only with the 101 and 101-8 Deluxe series is the new suburban pickup body, combining the ultimate in streamlined, modern appearance with multi-purpose usefulness. Although distinctively different in appearance, it has the same basic dimensions of the Standard 101 pickup body.

PLASTIC SIDE PANELS

Replacing the pickup body fenders and short steps, are reinforced plastic body outer side panels, extending from the back of the cab to the rear bumper. These panels blend perfectly into the fender and door contours and continue the smooth unbroken flow of lines to the rear. Liberal use is made of bright metal moldings which further add to the attractiveness of the new design and also mask necessary mounting bolts and attachments. A number of spaced diagonal brace rods, attached to the concealed side of the box and to the panel, provide extra sturdy supporting members. An additional channel-type brace is located at the center of the wheelhouse opening.

CONCEALED TIRE STORAGE

Additional reinforced plastic panels are used to blend the tailgate with the side panels and also provide a concealed tire-storage compartment. This tire-storage compartment, which is below the body floor and attached to the frame rails, is designed to protect the spare tire from the weather and at the same time make the tire readily accessible for removal.

Unsightly tailgate chains have been removed—built-in cable-type reels are used to permit use of the tailgate in a horizontal position.

FLAT FACE COWL

Front-end appearance of all flat back cowl also features the new styling and beauty of GMC. This cowl—standard on school bus models and optional on most of the other conventional gasoline models—permits, for the first time, passenger car type styling and beauty in school buses and other integral type body units.

For a maximum of interchangeability between bodies with a minimum of body reworking, flat face contours of the previous cowl have been retained as much as possible. Fenders which otherwise would continue high through the side of the cowl blend back into the cowl face, so that the contour of the face remains unchanged.

Because of the construction of the flat face cowl, the new type lowered opening and plenum chamber fresh air system are not used—the old style fresh air system has been retained.

FLEET, STANDARD AND DELUXE SERIES

MODELS 100-250

All 6-cylinder engine models 100 through 250 will be available in three series: Fleet, Standard, and Deluxe. All other models, conventional 100-8 through 670-50 and SBBC models FM340 through F550 and F650 will be available in both Standard and Deluxe series. Chassis prices will be based on the Standard series with an allowance made for the optional Fleet series and an added charge for the Deluxe series.

THE NEW FLEET SERIES

The Fleet series has been established to give GMC a "price line" of trucks to obtain business from fleet accounts and price buyers which is often lost to volume producers. Quality of the product is not sacrificed as items of appearance only are omitted.

The Fleet option will consist of removing from the exterior of the vehicle the model number and support bar from the grille, the insignia from the side of the fenders, grille bar, bumper and bombs and the hood jet air opening. In the interior of the cab, a single tone color scheme including the upholstery, will be used. The standard tools, consisting of the jack, jack handle and wrench, will also be omitted. Replacing the grille bar, bumper and bombs will be a channel type bumper, and a light weight grille bar. On the front part of the hood a painted GMC emblem will replace the air opening grille. On pickup tailgates, the raised GMC letters will be painted the body exterior color instead of being scotchlite reflective decal.

TRUCK COLORS

For all Fleet, Standard, and Deluxe models, 13 exterior color- and 4 prime color-combinations are available. Of these 13 exterior colors, 10 are new colors—Delta Green, Aqua Blue, Aspen Green, Ebony Black, Seminole Brown, Panama Cream, Marlin Blue, Placid Blue, Dover White and Harmony Gray. Omaha Orange, Chrome Yellow and Flame Red colors are retained.

On Fleet and Standard series, the solid-color interior treatment will consist of Harmony Gray and Panama Cream. For Deluxe series the interior colors will be two-toned Delta Green and Aspen Green, Aqua Blue and Dover White, or Seminole Brown and Panama Cream, depending upon exterior color. See following chart for proper colors.

Available at an additional charge will be eight two-toned exterior color-combinations with matching two-toned interior colors.

Included in the two-tone series are 3 blue, 2 green, 1 brown, 1 gray and 1 red two-tone combinations.

See charts on the following pages

for details of color and

trim for all series.

MODELS 100-250 PAINT AND COLOR TREATMENT

ITEM	FLEET	STANDARD	DELUXE
Exterior			
Bumper Bar.....	†Dover White	Dover White	Chrome
Bombs.....	—	Dover White	Chrome
Bumper Guard Bar.....	—	Dover White	Chrome
Header Bar.....	Dover White	Dover White	Chrome
Grille Extension.....	—	Dover White	Chrome
Bumper Filler Panel.....	—	Dover White	Chrome
Model Number Support Bar.....	—	Chrome	Chrome
Air Scoop Grille.....	—	Chrome	Chrome
GMC Emblem.....	—	Chrome	Chrome
Hub Caps.....	Dover White	Dover White	Chrome
Headlamp Adapter.....	Dover White	Dover White	Chrome
Parking Lamp Bezel.....	Chrome	Chrome	Chrome
Fender Ornaments.....	—	Chrome	Chrome
Window & W/S Mouldings.....	—	—	Chrome
Tailgate Letters.....	Body Color	Scotchlite	Scotchlite
Fuel Tank Cap.....	Chrome	Chrome	Chrome
"Fill-in" Frt. Emblem, Model Numerals and Hub Covers.....	Canton Red	Canton Red	Canton Red
Interior			
Cab & Lower Instrument Panel.....	Harmony Gray	Harmony Gray	Dark Two Tone
Upper Instrument Panel.....	Textured Gray	Textured Gray	Textured Body Color
Instrument Clusters.....	Hammered Gray	Hammered Gray	Chrome
Control Knobs.....	Polar Gray Plastic	Polar Gray Plastic	Polar Gray Plastic
Ash Tray Face.....	Chrome	Chrome	Chrome
Radio Controls Hole Cover.....	Gray	Gray	Dark Two Tone
Heater Controls Hole Cover.....	Gray	Gray	Dark Two Tone
Steering Column.....	Gray	Gray	Dark Two Tone
Steering Wheel.....	Gray	Gray	Light-Dark Two Tone
Horn Button.....	Chrome	Chrome	Chrome
Rubber Floor Mat.....	Black	Black	Black
Sun Visor (Vinyl).....	—	Gray	Dual-Dark Two Tone
Arm Rest (Vinyl).....	—	—	Dark Two Tone
Seat Cushion.....	Rubberized Hair	Rubberized Hair	Foam Rubber
Seat Covering (Vinyl).....	Black	Gray & Cream	Two Tone Deluxe
Head Lining.....	Gray	Panama Cream	Light Two Tone
Inside Door Panel.....	Harmony Gray	Panama Cream	Light Two Tone
		Textured Gray Insert	Textured Color Insert
"Fill-in" Horn Button.....	Dover White	Dover White	Dover White

†Channel bumper.

PAINT AND COLOR TREATMENT

MODELS 300-370

ITEM	STANDARD	DELUXE	ITEM	STANDARD	DELUXE
Exterior			Interior		
Bumper Bar	Dover White	Chrome	Cab & Lower Instrument Panel	Harmony Gray	Dark Two Tone
Bombs	Dover White	Chrome	Upper Instrument Panel	Anti-glare Gray	Anti-glare Body Color
Bumper Guard Bar	Dover White	Chrome	Instrument Clusters	Hammered Gray	Hammered Gray
Header Bar	Dover White	Chrome	Control Knobs	Polar Gray Plastic	Polar Gray Plastic
Grille Extensions	Dover White	Chrome	Ash Tray (face)	Chrome	Chrome
Bumper Filler Panel	Dover White	Chrome	Radio Controls Hole Cover	Gray	Dark Two Tone
Model Number & Support Bar	Chrome	Chrome	Heater Controls Hole Cover	Gray	Dark Two Tone
Air Scoop Grille	Chrome	Chrome	Steering Column	Gray	Gray
Front GMC Emblem	Chrome	Chrome	Steering Wheel	Gray	Gray
Headlamp Adapter	Dover White	Chrome	Horn Button	Chrome	Chrome
Parking Lamp Bezel	Chrome	Chrome	Rubber Floor Mat	Black	Black
Fender Ornaments*	Chrome	Chrome	Sun Visor (Vinyl)	Gray	Dark Two Tone (dual)
Window & W/S Mouldings	—	Chrome	Arm Rest (Vinyl)	—	Dark Two Tone
Fuel Tank Cap	Chrome	Chrome	Seat Cushion	Rubberized Hair	Foam Rubber
"Fill-in" on Front Emblem	—	Chrome	Seat Covering (Vinyl)	Gray & Cream	Two Tone Deluxe
Model Numerals	Canton Red	Canton Red	Head Lining	Panama Cream	Light Two Tone
*Includes "GMC," Hydra-Matic & Diesel Designations.			Dome Light Bezel	Chrome	Chrome
			Inside Door Trim Panel	Panama Cream with Textured Gray Insert	Light Two Tone with Textured Gray Insert
			"Fill-in" Horn Button	Dover White	Dover White

MODELS 400-410

	Standard	Deluxe
Exterior		
Bumper Bar	Dover White	Chrome
Bombs and Bumper Guard Bar	Dover White	Chrome
Grille Lower Bar	—	—
Header Bar and Grille Extensions	Dover White	Chrome
Bumper Filler Panel	Dover White	Chrome
Model No. & Support Bar	Chrome	Chrome
Air Scoop Grille	Chrome	Chrome
Front GMC Emblem	Chrome	Chrome
Headlamp Ring	—	—
Headlamp Adapter	Dover White	Chrome
Parking Lamp Bezel	Chrome	Chrome
Fender Ornaments	Chrome	Chrome
Window & W/S Mouldings	—	—
Fenders (Roll Type)	—	—
Outside Mirror	Black	Black
Fuel Tank Cap	Chrome	Chrome
Running Boards and Splash Apron	—	—
Parking Lamp Housing	—	—
"Fill-in" on Front Emblem, Model Numerals	Canton Red	Canton Red
Interior		
Cab & Lower Instrument Panel	Harmony Gray	Dark Two Tone
Upper Instrument Panel	Anti Glare Gray	Anti Glare Body Color
Instrument Clusters	Hammered Gray	Hammered Gray
Control Knobs (Plastic)	Polar Gray	Polar Gray
Ash Tray (Face)	Chrome	Chrome
Radio Controls and Heater Hole Covers	Gray	Dark Two Tone
Steering Column and Steering Wheel	Gray	Gray
Horn Button	Chrome	Chrome
Floor Mat (Rubber)	Black	Black
Sun Visor (Vinyl)	Gray	Dark Two Tone (Dual)
Arm Rest (Vinyl)	—	Dark Two Tone
Seat Cushion	Rubberized Hair	Foam Rubber
Seat Covering (Vinyl)	Gray & Cream	Two Tone Deluxe
Headlining	Light Gray	Light Two Tone
Dome Lamp Bezel	Chrome	Chrome
Inside Door Trim Panel	Panama Cream	Light Two Tone
"Fill-in" on Horn Button	Dover White	Textured Color Insert Dover White

MODELS 450-670-50

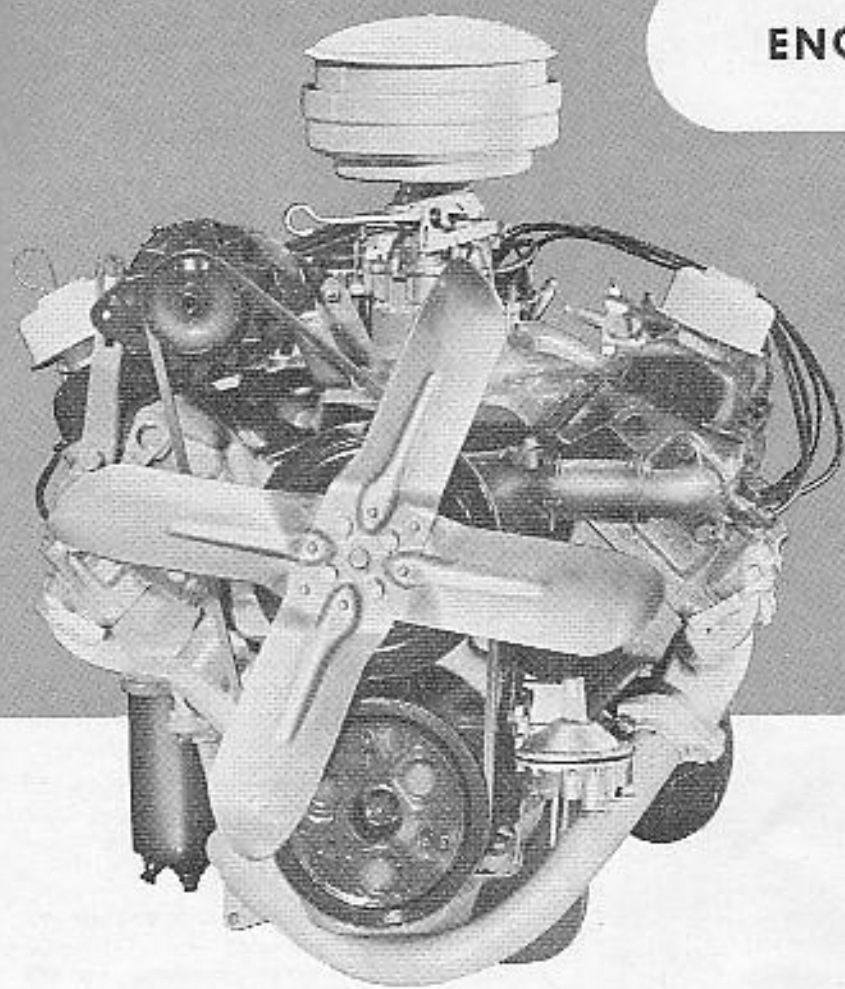
	Standard	Deluxe
Exterior		
Bumper Bar	Black	Black
Bombs and Bumper Guard Bar	Dover White	Chrome
Grille Lower Bar	Dover White	Chrome
Header Bar and Grille Extensions	—	—
Bumper Filler Panel	—	—
Model No. & Support Bar	Chrome	Chrome
Air Scoop Grille	Chrome	Chrome
Front GMC Emblem	Chrome	Chrome
Headlamp Ring	Chrome	Chrome
Headlamp Adapter	—	—
Parking Lamp Bezel	Chrome	Chrome
Fender Ornaments	Chrome	Chrome
Window & W/S Mouldings	—	—
Fenders (Roll Type)	Body Color	Body Color
Outside Mirror	Black	Black
Fuel Tank Cap	Chrome	Chrome
Running Boards and Splash Apron	Body Color	Body Color
Parking Lamp Housing	Body Color	Body Color
"Fill-in" on Front Emblem, Model Numerals	Canton Red	Canton Red
Interior		
Cab & Lower Instrument Panel	Harmony Gray	Dark Two Tone
Upper Instrument Panel	Anti Glare Gray	Anti Glare Body Color
Instrument Clusters	Hammered Gray	Hammered Gray
Control Knobs (Plastic)	Polar Gray	Polar Gray
Ash Tray (Face)	Chrome	Chrome
Radio Controls and Heater Hole Covers	Gray	Dark Two Tone
Steering Column and Steering Wheel	Gray	Gray
Horn Button	Chrome	Chrome
Floor Mat (Rubber)	Black	Black
Sun Visor (Vinyl)	Gray	Dark Two Tone (Dual)
Arm Rest (Vinyl)	—	Dark Two Tone
Seat Cushion	Foam Rubber	Foam Rubber
Seat Covering (Vinyl)	Gray & Cream	Two Tone Deluxe
Headlining	Light Gray	Light Two Tone
Dome Lamp Bezel	Chrome	Chrome
Inside Door Trim Panel	Panama Cream	Light Two Tone
"Fill-in" on Horn Button	Dover White	Textured Color Insert Dover White

1955 TRUCK COLORS

Combination No.	Lower Cab or Body	Upper Cab or Body	Wheels	*Interior Trim Two Tone
1	Delta Green	Delta Green	Aspen Green	Delta Green & Aspen Green
2	Aqua Blue	Aqua Blue	Dover White	Aqua Blue & Dover White
3	Aspen Green	Aspen Green	Aspen Green	Delta Green & Aspen Green
4	Ebony Black	Ebony Black	Aspen Green	Delta Green & Aspen Green
5	Seminole Brown	Seminole Brown	Panama Cream	Seminole Brown & Panama Cream
6	Panama Cream	Panama Cream	Panama Cream	Seminole Brown & Panama Cream
7	Omaha Orange	Omaha Orange	Panama Cream	Seminole Brown & Panama Cream
8	Chrome Yellow	Chrome Yellow	Panama Cream	Seminole Brown & Panama Cream
9	Flame Red	Flame Red	Panama Cream	Seminole Brown & Panama Cream
10	Marlin Blue	Marlin Blue	Placid Blue	Aqua Blue & Dover White
11	Placid Blue	Placid Blue	Placid Blue	Aqua Blue & Dover White
12	Dover White	Dover White	Dover White	Aqua Blue & Dover White
13	Harmony Gray	Harmony Gray	Dover White	Aqua Blue & Dover White
14	Prime	Prime	Prime	Harmony Gray & Panama Cream
15	Prime	Prime	Prime	Seminole Brown & Panama Cream
16	Prime	Prime	Prime	Aqua Blue & Dover White
17	Prime	Prime	Prime	Delta Green & Aspen Green
Two Tone				
18	Seminole Brown	Panama Cream	Panama Cream	Seminole Brown & Panama Cream
19	Flame Red	Dover White	Dover White	Seminole Brown & Panama Cream
20	Marlin Blue	Placid Blue	Placid Blue	Aqua Blue & Dover White
21	Marlin Blue	Dover White	Dover White	Aqua Blue & Dover White
22	Aqua Blue	Dover White	Dover White	Aqua Blue & Dover White
23	Delta Green	Dover White	Dover White	Delta Green & Aspen Green
24	Harmony Gray	Dover White	Dover White	Aqua Blue & Dover White
25	Delta Green	Aspen Green	Aspen Green	Delta Green & Aspen Green

*Deluxe interiors shown—standard interior is Harmony Gray & Panama Cream.

ENGINES



ENGINES for '55

feature bigger power

★ **TWO BRAND NEW V-8's**

★ **IMPROVED SIXES**

★ **NEW DIESEL POWER**

★ **NEW 800 SERIES DIESEL**

COMPLETELY NEW V-8 MODELS

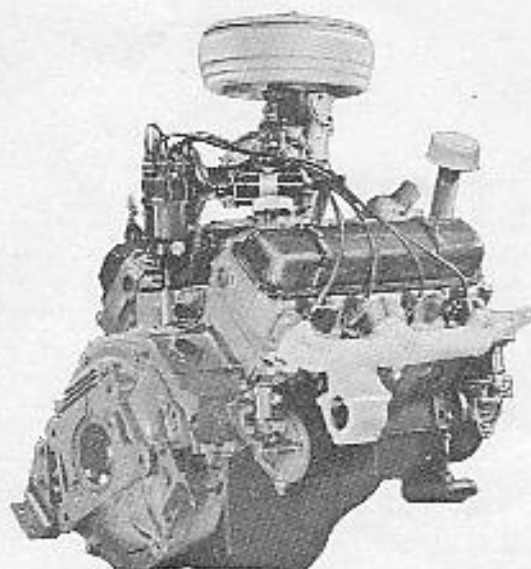
The biggest news in GMC's engine story for 1955 is the introduction of completely new V-8 engine models from the 100-8 through the F650 series, all available either with mechanical or Hydra-Matic transmissions. GMC becomes the first exclusive truck manufacturer to present a complete line of trucks with V-8 engines.

THE NEW 288 V-8

First of the new GMC V-8's is the 288 cubic inch, standard in all V-8 models 100 through the new 410 series. This high-torque, high-compression engine, developing 155 gross horsepower, is a valve-in-head type designed to operate on regular grade gasoline. On all models, oil bath air cleaner and full-flo oil filter are standard equipment. These are extra-cost features on competitive make V-8's. Valve rotators are standard in all models in the 350, 370, 400 and 410 series.

A quick comparison of competitive V-8's shows GMC far above competition in power. For example:

GMC V-8	288	155 hp at 4000 RPM
All models 100-410		
Ford V-8	230	132 hp at 4200 RPM
Comparable GMC models 100-350		
Ford V-8	256	140 hp at 3900 RPM
Comparable GMC models 370 and 400		
Ford V-8	279	152 hp at 3800 RPM
Comparable GMC models 410 and 450		
Dodge V-8	241	145 hp at 4400 RPM
Comparable GMC 100-250		
Dodge V-8	241	133 hp at 3800 RPM
Comparable GMC 300-400		
Dodge V-8	331	153 hp at 3600 RPM
Comparable GMC models 400-410		



New GMC 324 V-8 Engine

THE NEW 324 V-8

The other new GMC V-8 engine is the 324 cubic inch, standard in the new 550 and 650 series models. This high-torque, high-compression engine, developing 175 horsepower at 3800 RPM, is of valve-in-head design and will operate on regular grade gasoline. As in the 288, oil bath air cleaner and oil filter are standard equipment.

Again when compared with competition's V-8's, GMC leads the way in power:

GMC V-8	324	175 hp at 3900 RPM
Ford V-8	317	170 hp at 3900 RPM
Comparable GMC Models 550 and 650		
Dodge V-8	331	172 hp at 4000 RPM
Comparable GMC Model 550		

ALL 6-CYLINDER GASOLINE ENGINES MORE POWERFUL

All 6-cylinder gasoline engines are increased in horsepower for 1955—and other improvements made to increase their life.

THE 248 ENGINE

Horsepower of the 248 engine, when used in the 300-350 series models, is increased from 125 gross to 130 gross. Net horsepower is also increased from 115 to 120. Power has been boosted by the use of a larger intake manifold and a new $1\frac{1}{2}$ " carburetor.

Power of the 248 engine in the 100 through 250 models remains unchanged.

THE 270 ENGINE

The 270 engine as used in the 370, 400 and 410 models has been increased from 137 gross horsepower to 140 gross horsepower and the net horsepower increased from 124 to 127. Maximum peak and governed engine RPM remain unchanged.

THE 302 ENGINE

The 302 engine as used in models 450 and 500 is increased in gross horsepower from 145 to 155 and in net horsepower from 131 to 138. Compression ratio is increased from 7.2 to 7.5-1. A new camshaft with refinements to the exhaust cam permits the exhaust valves to open sooner and close later, assuring complete removal of exhaust gases.

*

Refinements are made in the 302 carburetor to provide a greater flow of air into the fuel mixture and also to increase the durability of the carburetor.

*

Combustion chambers have also been redesigned, improving the combustion of the fuel mixture.

A larger flywheel and housing to accommodate the new 13 inch clutch are used.

Starter gear ratio has been increased from 13.0-1 to 15.7-1 for improved starting.

NEW FRONT SUPPORT

The 248, 270 and 302 engines have a new front support, bolted to the sides of the crankcase instead of mounting off the timing gear cover plate. Vibration is reduced, resulting in less likelihood of gasket seal leaks.

THE 360 ENGINE

Horsepower of the 360 engine is increased from a gross of 155 to 170 and from a net of 140 to 151. Compression ratio is increased from 6.5-1 to 7.0-1. Cylinder head and combustion chamber are redesigned, improving fuel mixture combustion.

THE 426 ENGINE

In the 426 engine, gross horsepower is increased from 177 at 3200 to 190 at 3200 RPM and net horsepower increased from 154 to 164. Compression ratio is increased from 6.5 to 6.85-1. The 426 engine has a new camshaft with higher lift intake and exhaust cams, improving the flow of combustion mixture and exhaust gases.

Both the 360 and 426 engines use a "V" Beaded type air horn permitting ready servicing and removal of the air cleaner.

Both engines feature new Clearomatic pistons having a steel insert cast in place, reducing the piston-to-cylinder clearance, providing closer fitting pistons and improving piston life.

THE 503 ENGINE

Horsepower of the 503 engine is increased from 200 gross at 3000 RPM and 181 net at 2800 to 225 gross at 3200 RPM and 199 net at 2800 RPM. Compression ratio is increased from 6.50-1 to 6.85-1. Additional improvements are the introduction of a new Duplex down draft 1 3/4" carburetor and new intake manifold for better performance. As with the 360 and 426 engines, the 503 is equipped with new Clearomatic pistons.

THE 6-71 DIESEL ENGINES

All full-powered 6-71 diesel engines are equipped with 70MM injectors and are governed at 2300 RPM. Horsepower is increased from 225 to 230 gross.

ALUMINUM WEIGHT-SAVERS

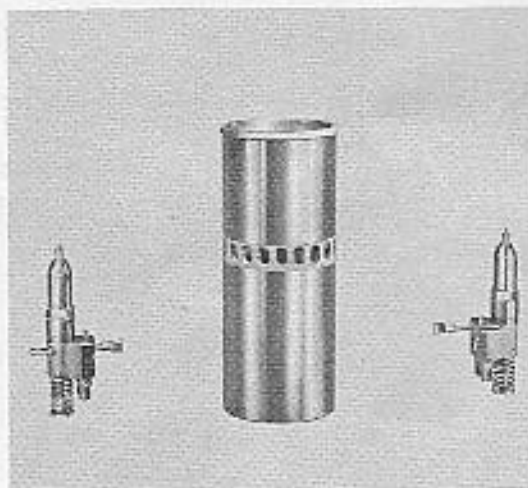
Many aluminum weight-savers are incorporated in the 6-71 diesel engine, saving approximately 115 pounds. Aluminum engine parts are: The flywheel housing, blower inlet, oil cooler housing, engine end plates, crankshaft cover and balance weight cover. These weight-savers are being offered as part of a continuing effort by GMC to provide lightweight features without sacrificing quality of the product.

*

Compression ratio of all GMC diesels is increased from 17-1 to 18-1.

*

Twenty "figure 8" ports are drilled into the circumference of each liner to permit a greater amount of fresh air to enter the combustion chamber, quickly dispersing burned gases and filling cylinder for compression stroke.



NEW 800 SERIES DIESEL ENGINE

The new 800 series 6 cylinder diesel engine is being introduced in two new truck series, the DF860-67 and DFW820-67, with both mechanical and Hydra-Matic transmissions—providing the GMC line with two completely new diesel series designed for fast, economical performance.

GROSS HORSEPOWER ON TRUCK DATA PLATE

In view of the confusion concerning "net" and "gross" horsepower ratings, at the request of many dealers GMC is now including the "gross" horsepower as well as "net" horsepower of the engine on a truck's data plate.

GMC POWER FOR 1955

6 Cylinder Gasoline Engines

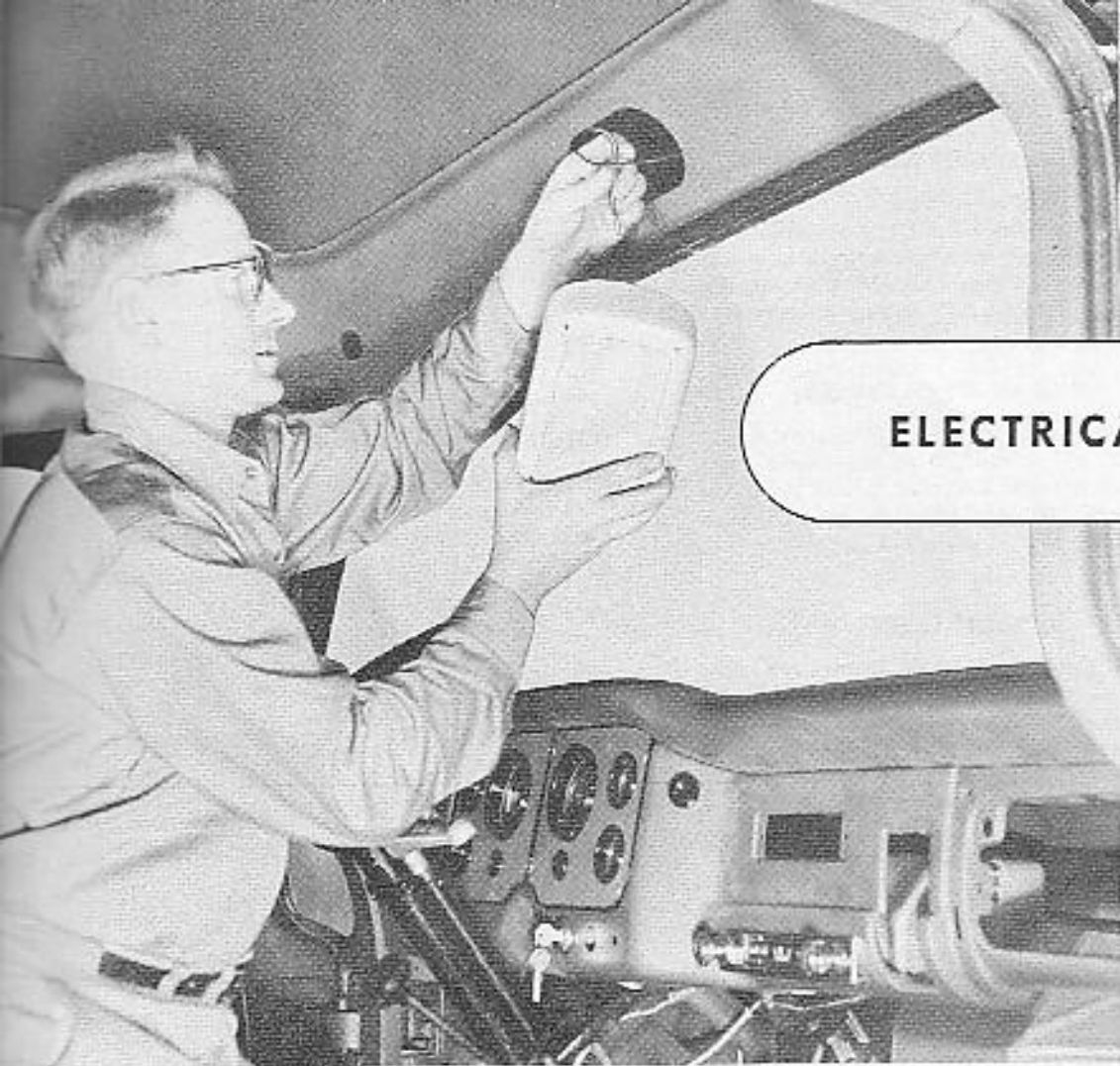
MODEL	GROSS HORSEPOWER
248	125 and 130
270	140
302	155
360	170
426	190
503	225

V-8 Gasoline Engines

MODEL	GROSS HORSEPOWER
288	155
324	175

Diesel Engines

MODEL	GROSS HORSEPOWER
4-71	150
6-71 (800 Series)...	(175-180)
6-71 (900 Series)...	230



ELECTRICAL

A new feature of GMC Cabs is built-in wiring for easier installation of radio speakers and marker lights.

New features of the **ELECTRICAL SYSTEM**

**INCLUDING MATERIAL ON BATTERIES,
LIGHTING SWITCHES, JUNCTION BLOCK,
DISTRIBUTOR, STARTING MOTORS.**

STANDARD AND OPTIONAL BATTERIES

MODELS WITH THE 248 AND 270 ENGINES

In 1955, models 100-370 using the 248 and 270 engines, except school bus models, continue to have a 15-plate 100 amp-hour battery as standard equipment. Available as option on models 300-370 is a 17-plate 115 amp-hour battery.

SERIES 400, 410, 450 AND 500

Series 400, 410, 450 and 500, except school buses, with either the 270 or 302 engine, have as standard a 6-volt electrical system and a 15-plate 6-volt 100 amp-hour battery. Optional 6-volt battery is a 17-plate 115 amp-hour.

OPTIONAL 12-VOLT

Two 12-volt electrical system options are available for the above 400-500 series, one with one 70 amp-hour 12-volt battery and the second with two 70 amp-hour 12-volt batteries producing 140 amps. at 12 volts.

12-VOLT SYSTEM FOR V-8's

All V-8 engine models 100 through 410, except school bus models, are equipped with 12-volt electrical systems including a single 12-volt 50 amp-hour battery as standard. To meet heavy duty battery requirements, models 300-370, 400 and 410 have an optional 12-volt 70 amp-hour battery, and the 370, 400 and 410 models also have as an option two 12-volt 70 amp-hour batteries producing 140 amps.

MODELS 550 AND 650

Models 550 and 650, which have the 12-volt electrical system as standard, are equipped with a 12-volt 70 amp-hour battery—and have, as optional, one extra 12-volt 70 amp-hour battery providing 140 amps. The standard 70 amp-hour battery is located in the engine compartment.

SCHOOL BUSES WITH V-8 ENGINES

On the V-8 engine models, S300-8, S370-8 and SM370-8, 12-volt electrical systems are standard with a 70 amp-hour 12-volt battery, which should meet the majority of the school bus specifications. To be able to meet requirements of higher ampere batteries, there are available as options: (1) an extra 70 amp-hour battery connected in parallel with the standard bus battery, producing 140 amps. at 12 volts . . . and (2) one 12-volt 205 amp-hour battery replacing the standard 70 amp-hour battery.

SERIES S450 SCHOOL BUS

On the S450 series school bus chassis standard electrical system is 6 volts with a 19-plate, 130 amp-hour battery. Optional 6-volt batteries for the 6-volt electrical systems are the 21-plate 160 amp-hour, the 27-plate 200 amp-hour, and the two 19-plate batteries connected in parallel and producing 260 amps. This is the same standard and optional set-up as furnished in 1954.

OPTIONAL 12-VOLT FOR S450 SCHOOL BUS

To meet various State requirements, it has been necessary to provide three different 12-volt set-ups.

When the optional 12-volt electrical system for series S450 is specified, three separate RPO's will be available. One with one 70 amp-hour 12-volt battery, the second with two 70 amp-hour 12-volt batteries producing 140 amps. and the third with one 205 amp-hour 12-volt battery. With this latter option a 50-amp. generator is included.

SCHOOL BUSES WITH 248 OR 270 ENGINES

248 and 270 engine school buses continue to be equipped with 6-volt electrical systems with a 6-volt 19-plate 130 amp-hour battery—and have available as options one 21-plate 6-volt 160 amp-hour battery or one 27-plate 6-volt 200 amp-hour battery in place of the standard 19-plate battery. Chassis S370 and SM370 also have, as optional, two 19-plate 6-volt 130 amp-hour batteries connected in parallel, producing 260 amps.

ALL 360, 426 AND 503 ENGINE MODELS

All 360, 426 and 503 engine models have as standard a 6-volt electrical system with a 17-plate 115 amp-hour battery. This is the same as in 1954. Optional 12-volt systems will continue to include an extra 17-plate battery connected in series to provide 12 volts.

FIRE TRUCK CHASSIS 630-50

In the fire truck chassis model 630-50, introduced as an option is a 6-volt 27-plate 200 amp-hour battery to meet the Fire Underwriters requirements.

DIESEL TRUCKS

Diesel trucks in 1955 continue to have as standard a 12-volt 205 amp-hour battery. No larger batteries are available as option.

COMPARE BATTERIES ON WATTAGE BASIS

It may appear that the 12-volt batteries being used in some models are not equal in capacity to either the standard or optional 6-volt batteries. However, it should be remembered that the drain upon an electrical system is in terms of watts, and that 50 amps at 12 volts is equal to 100 amps at 6 volts, since watts are the product of amperes and volts. Therefore, the new 12-volt 50 amp-hour battery is equal in capacity to a 6-volt 100 amp-hour battery.

GENERATORS

The heavy duty 45-amp. generator, as used on previous models 300 and up, is now also used on 6-volt 248 engine models 100 through 250. This generator provides a greater charging rate at lower engine RPM's and obtains maximum performance at lower speeds than the old type generator. This generator on Models 450 and up has a ball bearing at the commutator end, replacing the bushing formerly used. This and other internal improvements will greatly extend generator and brush life. No change has been made on the 400 and 410 generators.

LIGHTING SWITCHES

All conventional models through 670-50 and Short BBC Models through 650 feature a new lighting switch. This contains an additional protective circuit breaker which eliminates the stop-and-tail-lamp fuses on 400 and 410 models and the auxiliary circuit breakers on 450 and up models. The new switch also incorporates the dome lamp switch, enabling the driver to control the dome lamp from the instrument panel.

STARTING MOTORS

For the convenience of the driver, all gasoline driven models, 450 through 670, have solenoid-operated starting motors, with key-start ignition switches.

DISTRIBUTOR

The distributor rotor is improved by the addition of a spring to eliminate looseness of rotor at the distributor shaft and assure the correct position of the rotor in relation to the points.

CAB ROOF NOW WIRED

On all models with new cabs a radio speaker wire is placed in the roof to simplify the installation of the radio. On models 300 and up, a second wire is included for use with the cab marker lamps.

Including these wires in the standard wiring circuit eliminates the time-consuming expense

formerly required for rewiring, whenever cab corner lights or radio speaker were installed. It is now a simple matter to drill the necessary attaching holes in a predetermined location in the cab roof or ceiling and make the necessary electrical connections.

7-WIRE LIGHT CABLE OPTION

With many tractor operators going to a 7-wire light connector, a new option is established to meet this requirement as a factory-installed item. Formerly it was necessary to provide this item either on Special Quotation or to have it done locally. The 7-wire cable is now included in the regular trailer brake option and is available on all air brake models.

See the following
pages for information
on optional batteries
and
electrical systems.

BATTERY AND ELECTRICAL SYSTEMS

Models 100-370

Model	Standard	Optional Battery 17-plate, 6-volt 115 amp.-hour	Optional Battery 21-plate, 6-volt 160 amp.-hour	Optional Battery 27-plate, 6-volt 200 amp.-hour	Optional Battery 12-volt, 70 amp.-hr.	Optional Batteries 12-volt, two 70 amp.-hour	Optional Batteries two 19-plate, 6-volt 260 amp.-hour	Optional Battery 12-volt, 205 amp.-hr.	Extra Battery 70 amp.-hr. 12-volt
100	6V, 1-100AH								
150	6V, 1-100AH								
PM150	6V, 1-100AH								
250	6V, 1-100AH								
PM250	6V, 1-100AH								
300	6V, 1-100AH	X							
M300	6V, 1-100AH	X							
M340	6V, 1-100AH	X							
FM340	6V, 1-100AH	X							
350	6V, 1-100AH	X							
M350	6V, 1-100AH	X							
F350	6V, 1-100AH	X							
FM350	6V, 1-100AH	X							
370	6V, 1-100AH	X							
M370	6V, 1-100AH	X							
F370	6V, 1-100AH	X							
FM370	6V, 1-100AH	X							
100-8	12V, 1-50AH								
150-8	12V, 1-50AH								
250-8	12V, 1-50AH								
300-8	12V, 1-50AH				X				
M300-8	12V, 1-50AH				X				
M340-8	12V, 1-50AH				X				
FM340-8	12V, 1-50AH				X				
350-8	12V, 1-50AH				X				
M350-8	12V, 1-50AH				X				
F350-8	12V, 1-50AH				X				
FM350-8	12V, 1-50AH				X				
370-8	12V, 1-50AH				X	X			
M370-8	12V, 1-50AH				X	X			
F370-8	12V, 1-50AH				X	X			
FM370-8	12V, 1-50AH				X	X			
S300	6V, 1-130AH		X	X					
S370	6V, 1-130AH		X	X			X		
SM370	6V, 1-130AH		X	X			X		
S300-8	12V, 1-70AH							X	X
S370-8	12V, 1-70AH							X	X
SM370-8	12V, 1-70AH							X	X

AH - Amp. hour
 100 AH - 1-6-volt 15-plate battery.
 115 AH - 1-6-volt 17-plate battery.
 130 AH - 1-6-volt 19-plate battery.
 160 AH - 1-6-volt 21-plate battery.

200 AH - 1-6-volt 27-plate battery.
 260 AH - 2-6-volt 19-plate batteries.
 205 AH - 1-12-volt 205 amp. hr. battery.
 50 AH - 1-12-volt 50 amp. hr. battery.
 70 AH - 1-12-volt 70 amp. hr. battery.

BATTERY AND ELECTRICAL SYSTEMS

Models 400 and up

Model	Standard	Optional Battery 17-plate, 6-volt 115 amp.-hr.	Optional Battery 21-plate, 6-volt 160 amp.-hr.	Optional Battery 27-plate, 6-volt 200 amp.-hr.	Optional Battery 32-plate, 6-volt 240 amp.-hr.	Optional Batteries 12-volt, 2-70 amp.-hr.	Optional Batteries 2-19-plate, 6-volt 260 amp.-hr.	Optional 12-volt system, 1-70 amp.-hr. 12-volt battery	Optional 12-volt system, 2-70 amp.-hr. 12-volt battery	Optional 12-volt system, 1-205 amp.-hr. 12-volt battery	Extra Battery 70 amp.-hr. 12-volt
400	6V, 1-100AH	X						X	X		
M400	6V, 1-100AH	X						X	X		
410	6V, 1-100AH	X						X	X		
M410	6V, 1-100AH	X						X	X		
F410	6V, 1-100AH	X						X	X		
FM410	6V, 1-100AH	X						X	X		
450	6V, 1-100AH	X						X	X		
M450	6V, 1-100AH	X						X	X		
F450	6V, 1-100AH	X						X	X		
FM450	6V, 1-100AH	X						X	X		
500	6V, 1-100AH	X						X	X		
M500	6V, 1-100AH	X						X	X		
F500	6V, 1-100AH	X						X	X		
FM500	6V, 1-100AH	X						X	X		
W500	6V, 1-100AH	X						X	X		
MW500	6V, 1-100AH	X						X	X		
S450	6V, 1-130AH		X	X			X	X	X	X	
SM450	6V, 1-130AH		X	X			X	X	X	X	
630-50	6V, 1-115AH			X				X	X		
400-8	12V, 1-50AH				X	X					
M400-8	12V, 1-50AH				X	X					
410-8	12V, 1-50AH				X	X					
M410-8	12V, 1-50AH				X	X					
F410-8	12V, 1-50AH				X	X					
FM410-8	12V, 1-50AH				X	X					
550	12V, 1-70AH										X
M550	12V, 1-70AH										X
F550	12V, 1-70AH										X
FM550	12V, 1-70AH										X
W550	12V, 1-70AH										X
MW550	12V, 1-70AH										X

Continued on the following page

BATTERY AND ELECTRICAL SYSTEMS

Models 400 and up—Continued

Model	Standard	Optional 12-volt system includes extra 17-plate 6-volt battery.	Model	Standard	Optional 12-volt system includes extra 17-plate 6-volt battery.
600	6V, 1—115AH	X	FM630-42	6V, 1—115AH	X
W620-42	6V, 1—115AH	X	FW630-50	6V, 1—115AH	X
MW620-42	6V, 1—115AH	X	MW630-50	6V, 1—115AH	X
FW620-42	6V, 1—115AH	X	E60-50	6V, 1—115AH	X
FMW620-42	6V, 1—115AH	X	M660-50	6V, 1—115AH	X
E30-42	6V, 1—115AH	X	F660-50	6V, 1—115AH	X
M630-42	6V, 1—115AH	X	FM660-50	6V, 1—115AH	X
W630-50	6V, 1—115AH	X	E70-50	6V, 1—115AH	X
MW630-50	6V, 1—115AH	X	All Diesels	12V, 1—205AH	
F630-42	6V, 1—115AH	X			

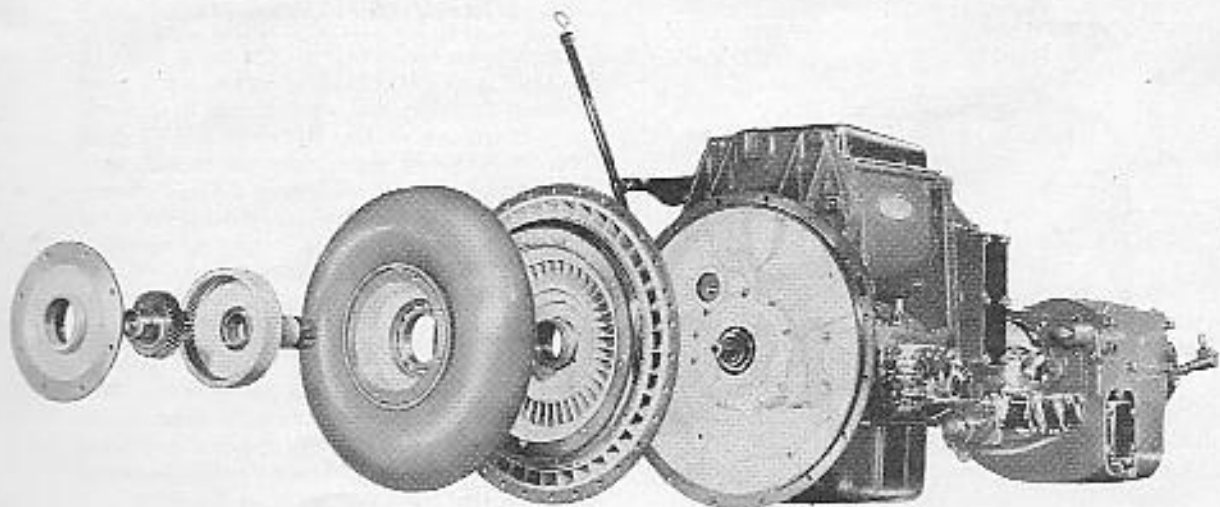
AH = Amp. hour
 100 AH = 1—6-volt 15-plate battery.
 115 AH = 1—6-volt 17-plate battery.
 130 AH = 1—6-volt 19-plate battery.
 160 AH = 1—6-volt 21-plate battery.

200 AH = 1—6-volt 27-plate battery.
 260 AH = 2—6-volt 19-plate batteries.
 205 AH = 1—12-volt 27-plate battery.
 50 AH = 1—12-volt 50 amp. hr. battery.
 70 AH = 1—12-volt 70 amp. hr. battery.

NEW AND IMPROVED TRANSMISSIONS

The new GMC line features more and better Hydra-Matics . . . new, improved mechanical transmissions . . . new Hydra-Matic shifting mechanism . . . new auxiliary transmission . . . heavier duty components in new R46—and other new introductions and improvements for better truck performance.

TRANSMISSIONS



COMPLETE COVERAGE WITH HYDRA-MATIC TRANSMISSIONS

New 4-speed Hydra-Matics, 8-speed Hydra-Matics and Twin Hydra-Matics are introduced into the GMC line, providing—for the first time by any manufacturer—complete coverage of all models with automatic transmissions. Furthermore, improvements in the Hydra-Matic transmissions themselves now provide even greater operating performance and economy.

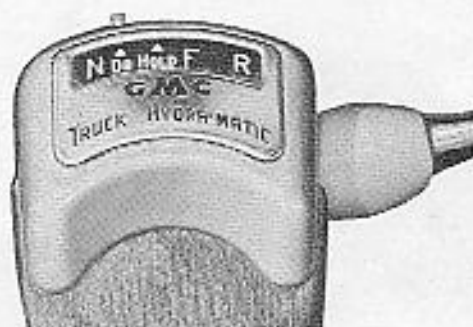
NEW 4-SPEED HYDRA-MATIC MODELS

To meet the demand for automatic transmissions for city and highway truck operations that do not require a two-speed reduction unit, new models M300, M340 and FM340 are introduced, equipped with a 4-speed Hydra-Matic unit, model 210UC. Gear ratios are the same as the 210U, 4.70-1 first, 3.03-1 second, 1.55-1 third and 1.0-1 fourth. However, the Hydra-Matic transmission model 210UC has, as standard equipment, an oil cooler similar to that used in the M350 . . . Experience has proven that in many start-and-stop operations, especially in hilly terrain, the oil cooler is a necessity to prevent the transmission from operating at excessive temperatures.

On Hydra-Matic transmission models 150 and 250 equipped with the 210U transmission, the oil cooler is available as an option.

8-SPEED HYDRA-MATICS

For 1955, Hydra-Matic transmissions 220Y and 245G in models 350 through 500 are modified, replacing the "1-2", "1-3", "1-4", "Reverse" and "Neutral" positions with "Drive", "Hold", "Forward", "Reverse" and "Neutral" positions.



ADVANTAGES OF THE "HOLD" POSITION

The advantages of the "Hold" position with the 8-speed Hydra-Matic are the same as for the Twin Hydra-Matic.

The "Hold" position prevents upshifting beyond the gear in which the Hydra-Matic is operating at the time the selector lever is moved to the

"Hold" position. This is highly desirable when using the engine as a brake.

The use of "Hold" also permits downshifts in all gears to occur at a greater vehicle speed than would normally occur in "Drive" position. This is particularly advantageous when approaching an incline and vehicle speed is still relatively high. Moving the selector lever to "Hold" position will cause all downshifts to occur at maximum vehicle speed, which permits the engine to operate at higher RPM, for maximum horsepower and efficiency.

POWER TAKE-OFF IN "HOLD"

The "Hold" position is definitely an advantage in a number of power take-off operations with 8-speed Hydra-Matic models. It permits shifting of the reduction unit from one range to another without returning the selector lever to "Neutral."

Most PTO's are designed to operate only with the selector lever in the "Hold" position. This permits the transmission to start in first gear and remain in first gear throughout the work cycle, without upshifting or downshifting with varying throttle pressure.

The previous PTO set-up could only operate with the selector lever in the "1-2" range. The solenoid in the Hydra-Matic was inoperative in this range, so, if the PTO operation was begun as a stationary operation, it became impossible to move the reduction unit from "Neutral" to "Low" without first disengaging the PTO and moving the selector lever. This disadvantage is now overcome by the use of the "Hold" position.

VALVE BODY CHANGES FOR IMPROVED PERFORMANCE

Changes have been made in the valve body of the 220Y and 245G Hydra-Matics which close up the shift points and are designed to improve the performance of the Hydra-Matic. Upshifts occur at governed engine speeds—permitting a higher road speed in each gear position before the next shift is made. Similarly downshifts occur at higher points permitting engine to maintain maximum RPM's for best performance.

NEW SYNCHRONIZER FOR REDUCTION UNITS

In the 2-speed reduction units used with the 220Y and 245G Hydra-Matics, a new 7" synchronizer now replaces the former 6" synchronizer. This larger synchronizer permits easier shifting of the reduction unit from one range to the other.

In all Hydra-Matic models, the two-speed, 2.0-1 reduction is standard and the 2.59-1, two-speed is available as an option.

TWIN HYDRA-MATIC REDUCTION UNIT MODIFICATIONS

Twin Hydra-Matic models M630 and up have the seven speed Twin Hydra-Matic as standard with a completely new 2-speed reduction unit. The 2.0-1 reduction is standard with the 2.59-1 available as RPO. This new 2-speed reduction is also used in the 550 and 650 series. Utilizing the two-speed reduction as standard decreases the weight over the 3-speed reduction by approximately 100 pounds.

The 2-speed reduction unit answers requirements for most tractor and truck operations, as in many cases the low range will be used only for starting when loaded. For heavier loads and mountainous terrain, and also for off-road operations, the 3-speed 3.87, 2.10, and 1-1 reduction unit is available as an option.

NEW FULLER R95C 10-SPEED DIRECT-IN-10TH TRANSMISSION

Overdrive Fuller ten-speed transmission R950C as standard in models W630-50, FW 630-50, DFW820-67, D930-67 and DFW950-67 is replaced by a new direct-in-tenth Fuller R95C transmission. Corresponding axle ratios have also been changed to provide approximately the same horsepower speed as before and to reduce top geared speed down closer to the horsepower speed.

One of the faults of the overdrive type transmission is its inability to operate under full load in the overdrive gear. Difference between the horsepower speed of the engine and the geared speed of the vehicle is always too great and in the use of the R950C, most of the loaded operations occur in the 9th gear. Use of the R95C will permit operation in the direct gear and the use of new axle ratios will bring the geared and horsepower speeds closer together, providing better performance at the high speed range.

Increased over-all gear reduction is greater with the R95C, providing improved performance in the low speed range. Longer transmission life as well as longer life for the prop shafts and rear axle can also be expected.

AIR-CONTROLLED SHIFT

Instead of an electrically controlled air shift, the new R95C is equipped with an air-controlled shifting mechanism offering a more positive shifting actuation and increased life of the shifting mechanism.

★

In the supply line furnishing pressured air to the control valve and cylinder, a strainer is added to assure clean air.

NEW R46 TRANSMISSION REPLACING R45

In models W620-42 and FW620-42 standard transmission has been changed from the eight-speed Fuller R45 to the new eight-speed Fuller R46. The principle difference between the two transmissions is the use of heavier third-gear and output shaft components. For example, the output shaft has been increased in size from 1 $\frac{3}{4}$ " to 2" diameter.

The new air line strainer and air controlled shifting mechanism will be added to the new model R46 transmission later in the year. At the start of production the electrical controls will be used.

HEAVY DUTY 3-SPEED TRANSMISSION

In answer to the many field requests there is available, as an option on models 100, 150 and 250, a heavy duty 3-speed transmission. This transmission, with steering column control on all models, has a 3.17-1 first, 1.75-1 second and 1-1 third gears and is ideally suited for house-to-house delivery work where many starts and stops are made.

This transmission should be used when the convenience of the steering-column type lever is desired and when greater reduction than provided by the regular three-speed transmission is required. If even further reduction is required, then the 4-speed standard or optional transmission should be specified.

NEW SPICER 5831B AUXILIARY

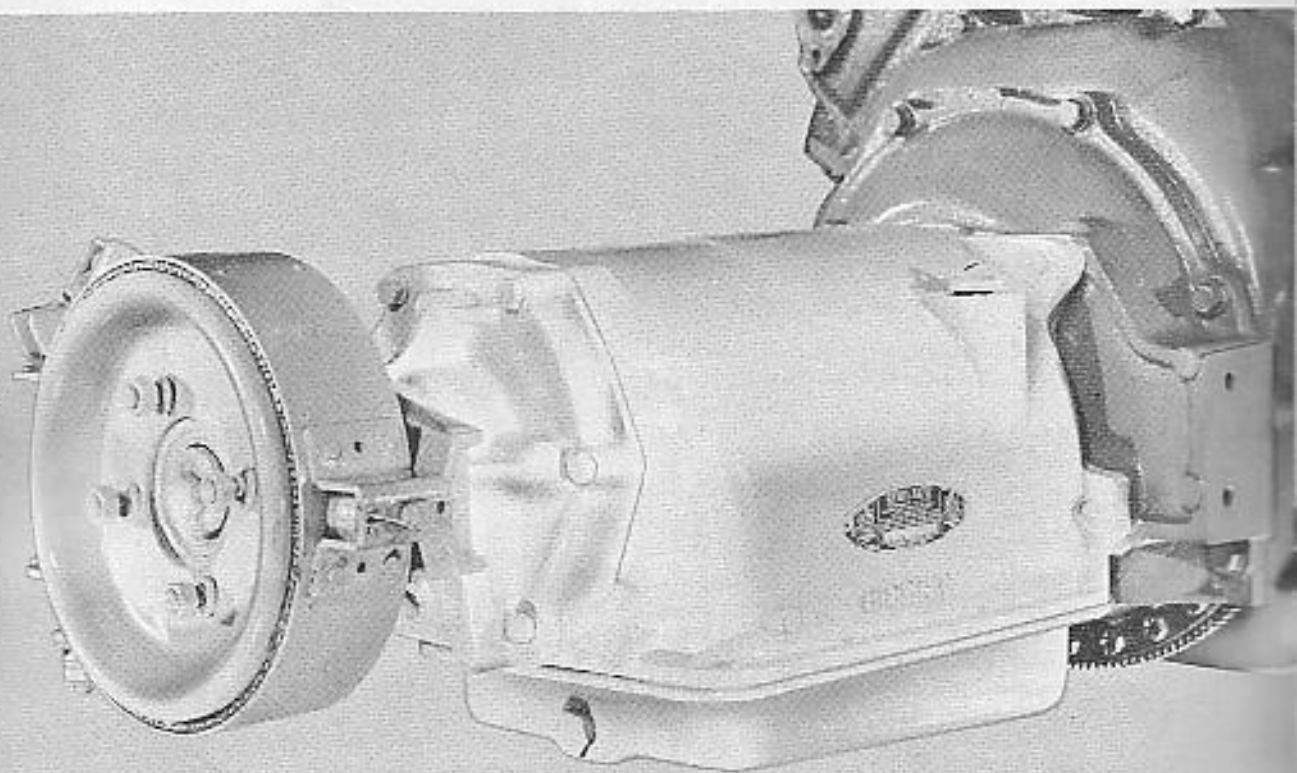
To provide increased life and service, the Spicer 5531B auxiliary in the W500 model is replaced by the Spicer 5831B auxiliary, with its much larger and stronger gears and output shaft. Gear ratios are the same as the 5531B, 2.36 underdrive, 1.0 direct, and .85 overdrive.

TELEFLEX CABLE

Teleflex cables replace steel control rods from the accelerator to Hydra-Matic transmission controls on all COE Twin Hydra-Matics. Use of the Teleflex cable provides a more positive action of the accelerator upon the control valve, eliminates a large number of rods requiring service and adjustment, and reduces chassis weight. On all Twin Hydra-Matics the Teleflex cable replaces the steel rod controls on the shift control lever, another maintenance- and weight-saver.

NYLON BUSHED UNIVERSAL JOINTS

O & S nylon-bushed universal joints replace all yoke and pin joints in the control system to the reduction unit of all Twin Hydra-Matics, reducing the lost motion or play in the control system.

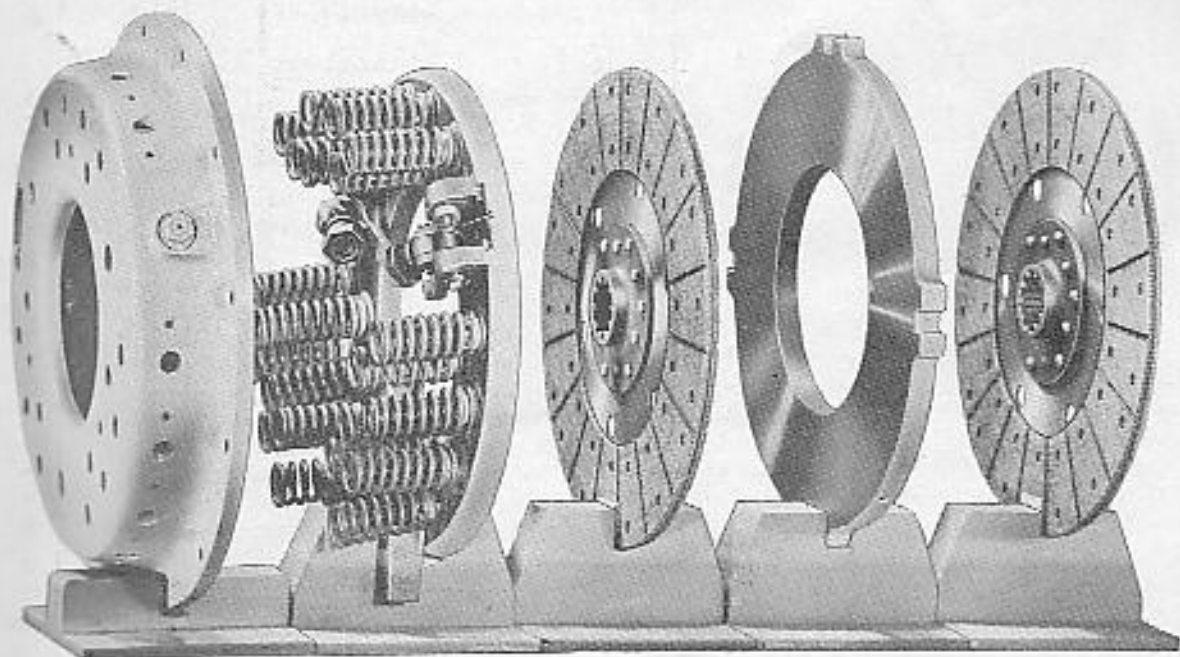


Typical GMC 4-Speed Hydra-Matic Transmission

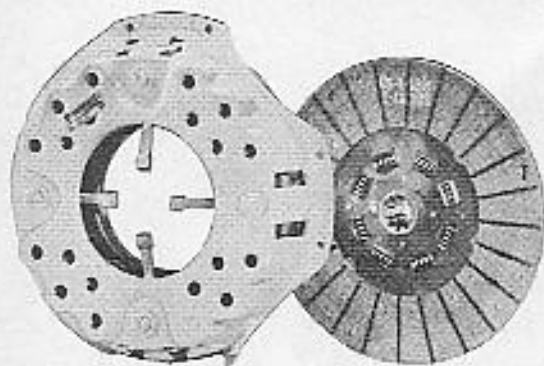
Four New CLUTCHES

New single- and double-plate models of improved design, for better performance.

CLUTCHES



THE NEW 13-INCH CLUTCH

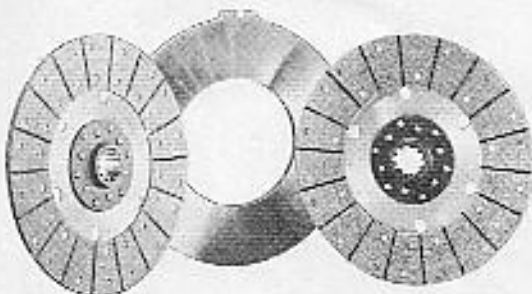


302 ENGINE

Replacing the 11½" clutch used behind the 302 engine in the 450 and 500 models is the new 13" Lipe Rollway. Total area of the 13" clutch is 178 square inches compared to 136.4 square inches of the 11½", an increase of 30% in frictional surface.

The move to a 13" clutch not only greatly increases clutch life—but gives GMC a decided advantage over competition with a 12" clutch.

NEW 2-PLATE 14-INCH CLUTCH



All 426, 503, 4-71 and 6-71 engine models having mechanical transmissions have a new 2-plate 14" clutch, standard, replacing the 14" single-plate clutch of the 426, 503 and 4-71 engines and the 15" single-plate clutch of the 6-71 diesel engine.

78% MORE FRICTIONAL AREA

Frictional surface of last year's single-plate 14" clutch was 220 square inches—and 256 square inches for the 15". Total frictional surface of the new 2-plate 14" clutch is 393 square inches, or an increase in frictional area up to 78%.

Increasing the frictional surface of a clutch will lengthen the life of the clutch. However, there definitely is a point at which it no longer becomes practical to increase the diameter of the clutch to give the larger area. As the diameter of the clutch increases, the peripheral speed of the clutch increases greatly, causing hard shifting of gears and decreasing clutch life at the outer edges.

By maintaining the same diameter and increasing the frictional surface by using an additional clutch facing, GMC has greatly improved the life of the clutch and increased the ease of shifting.

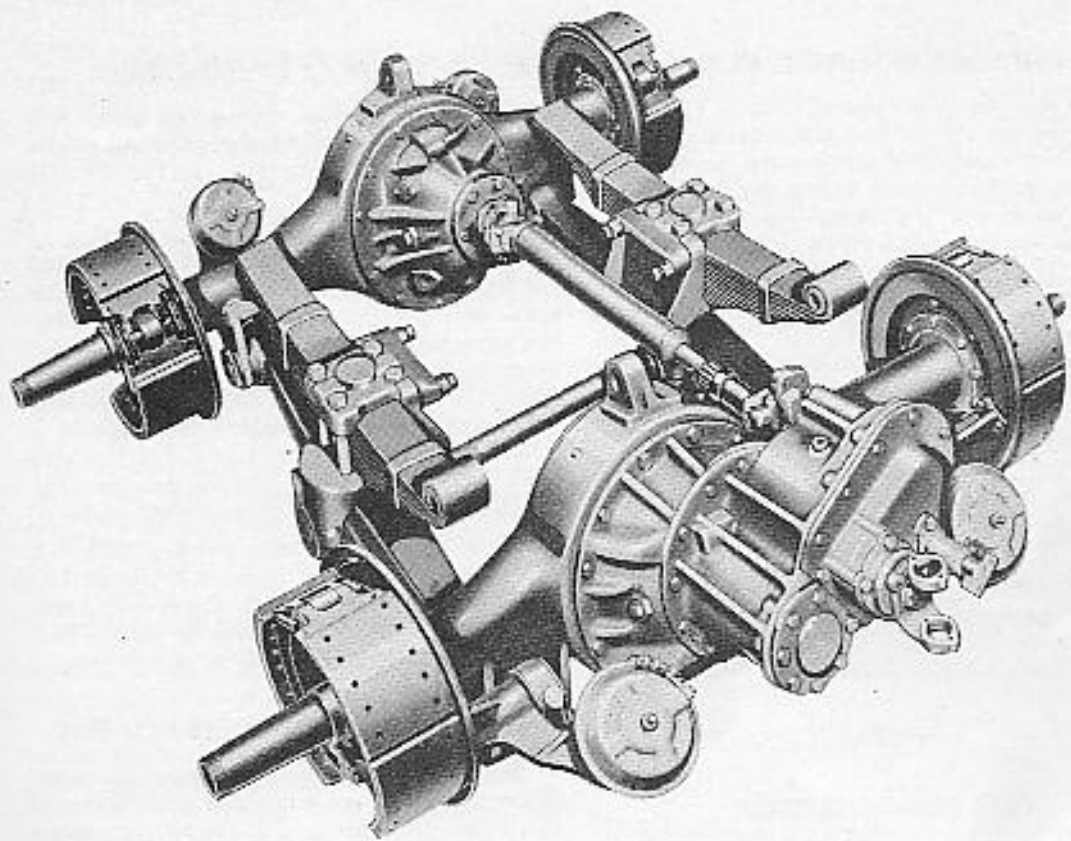
NEW 2-PLATE 11-INCH CLUTCH

Standard on the 324 engine models 550 and 650 series will be a new 2-plate 11" clutch.

As the RPM of the 324 engine is greater than normal 6-cylinder engines, larger single-plate clutches would also have high peripheral speeds. Using the 2-plate 11" clutch not only provides more frictional surface than competitive single-plate clutches, but greatly improves clutch life and ease of operation.

NEW 13-INCH CLUTCH 600 MODELS

In the 600 models behind the 360 engine, a new design 13" dry-plate single-disc type clutch replaces the previous 13" dry-plate single-disc clutch. The new clutch applies direct pressure against the pressure plate by a series of 20 equally spaced helical springs held in place by a stamped steel cover. The new design provides a better method of assuring equal pressure upon the clutch, resulting in improved clutch performance and longer life.



AXLES

Improvements in

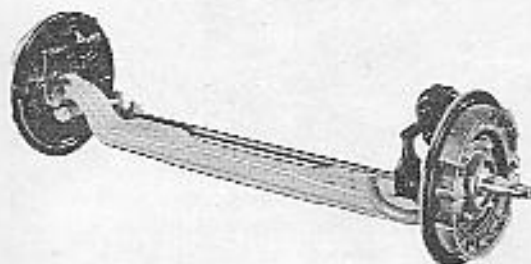
AXLES

Axle advancements include wider track, stronger design, less weight, greater capacity, improved suspensions and new GMC built front axles.

NEW HEAVY DUTY FRONT AXLES

Among the most important features of the new GMC product are the new GMC designed and built front axles. The F070, rated at 7000#, replaces the Clark F460 5000# and the Eaton 6000# axles and the F090, rated at 9000#, replaces the Eaton 585 8000# axle.

The greater capacity of these new front axles gives GMC a decided advantage over competition. Front axle capacity on the 450 and 500 conventional models increased 2000#, and all other models, F450 through the D630, increased 1000#.



WIDER FRONT AXLE TRACK

Front axle track of models 100 through 350, has been increased in amounts varying from 3 $\frac{3}{16}$ inches to 7 $\frac{1}{8}$ inches—providing shorter turning radius and improved front end stability.

Comparison of 1954 and 1955 front tracks are as follows:

Model	Tires	1954	1955	INCREASE	
100	15" 6	57 $\frac{1}{8}$ "	61 $\frac{1}{16}$ "	3 $\frac{3}{16}$ "	6%
150	15" 6	57"	61 $\frac{1}{8}$ "	4 $\frac{1}{8}$ "	8%
250	7.00 x 13-8	56 $\frac{1}{2}$ "	61 $\frac{1}{16}$ "	4 $\frac{11}{16}$ "	8.3%
300	7.50 x 20-10	54 $\frac{1}{2}$ "	62"	7 $\frac{1}{8}$ "	13%
3300	7.50 x 20-10	58 $\frac{1}{2}$ "	63 $\frac{3}{8}$ "	4 $\frac{3}{4}$ "	7%
350	8.25 x 20-10	59 $\frac{1}{2}$ "	63 $\frac{3}{8}$ "	4 $\frac{1}{8}$ "	7%

WIDER TRACK AXLES ON 450 AND 500 MODELS

All conventional and F Models 450-500 utilize as standard the new GMC F070 front axle rated at 7000# capacity, replacing the Clark F460 axle rated at 5000#. With the new axle, the front track of Models 450-500 is increased approximately 8"-8 $\frac{1}{2}$ ". With 9.00/20 tires, 1954 Model 450-30 had a 61 $\frac{3}{8}$ " track and 1954 Model 470-30 a 60 $\frac{3}{4}$ " track. On comparable size tires, 1955 Models 450 and 500 have a 69 $\frac{3}{4}$ " track, 8" greater than the 450-30 and 9" greater than the 470-30.

FRONT AXLE OPTION—MODELS 300 AND M300

Available as an option on Models 300 and M300 is the 4500# front axle for customers desiring a heavier front axle for heavier loading.

NEW H-150 REAR AXLE FOR 370 SERIES

All 370 series models, except the school bus chassis, have as standard a new H-150 single-speed spiral hypoid rear axle rated at 15,000# capacity.

This new axle has not only been designed to carry the increased GVW rating of the 370 model, but has also been provided with a gear train that is much larger in size and capacity, for increased life behind the 270 engine. For example, the ring gear in the H-150 has a 13.750" diameter and a 2.125" tooth face ring gear compared to a 12.270" diameter and a 1.525" tooth face ring gear in the H-130, formerly used in the 350-27 model. Differential side gears are also larger in diameter and tooth width.

The axle housing has a section of 4 $\frac{1}{2}$ " O.D. and a .44" wall thickness compared to the H-130 4 $\frac{1}{2}$ " O.D. and a .39" wall thickness—and a section modulus of 5.02 compared to 4.37 of the H-130, or an increase of 15.7% in strength.

IMPROVED BEARING LOADS ON H-130 AXLE

Rear wheel hubs on the H-130 rear axle used in the 350 series are redesigned and improved for better distribution of loads between inner and outer bearings. Bearing locations in the hub are altered with respect to the wheel load line so that the average load on the outer bearings is reduced by approximately 23%—resulting in considerably longer bearing life.

HEAVIER H-110 REAR AXLE FOR 300 SERIES

The H-110 rear axle used in models 300, M300 and S300 now has a larger and stronger housing. Cross section of the new H-110 axle is 4.0" O.D. by a .375" wall thickness with a section modulus of 3.54 compared to the 1954 axle of 3 $\frac{1}{2}$ " O.D. by a $\frac{1}{2}$ " wall thickness and a section modulus of 2.75. This is an increase in axle strength of approximately 28%.

NEW SQW REAR AXLE

Replacing the SW3458 aluminum housing rear axle, standard on the DW950-67, DFW950-67 and DFMW950-67 is the new Timken SQW worm rear axle, a new lightweight design utilizing the SDD type suspension.

The SW3458, with a weight-saving of 90# over the SQW, is continued as an option.

NEW SQDD REAR AXLE

In models W630-50 and MW630-50, the SQDD double reduction rear axle with inter-axle differential and lockout is available as an option, replacing the 1954 optional SFDD3020. The SQDD is approximately 290# lighter than the

SFDD 3020 and incorporates many interchangeable SLDD and QT series axle parts.

This lightweight double-reduction tandem axle is also available optionally in all DW950 series models.

NEW EATON 1792 AND 1793 REAR AXLE

New 18,000# Eaton spiral bevel single reduction rear axles are added as standard axles with the M550 series models. These vacuum and air brake axles incorporate the axle shafts and housing of the 1790 and 1791 axles together with larger and stronger gear train components.

The above axles, as well as the two-speed 17500 series and 2613 double-reduction axles, have been increased in load capacity from 17,000# to 18,000#.

NEW EATON 1892 AND 1893 REAR AXLES

To provide longer axle life, the new spiral bevel single-speed axles that are being used in the 600, 630-42, F630-42, 630-50 and D630-47 models are the Eaton 1892 and 1893 axles. A particular improvement in these axles, over the 1890 and 1891 formerly used, is the larger and stronger ring gear. The diameter of the ring gear is increased from 15½" to 16" and the tooth face increased from 2⁷/₁₆" to 2¹¹/₁₆".

RUBBER BUSHED 22M, 28M, AND 32M SUSPENSIONS

The Hendrickson Suspensions used with the 22M, 28M, and 32M rear axles are the Hendrickson RT type suspension, which has rubber-mounted equalizing beams and torque rods to eliminate the necessity of lubrication at all oscillating points.

See the
following section
for information
about new chassis
features



NEW CHASSIS FEATURES



CHASSIS

Improvements in frames...

changes in wheelbases and other dimensions...

new features of brakes and springs.

SCHOOL BUS WHEELBASES AND FRAMES

In addition to new V-8 engine and Hydra-Matic transmission, new school bus features for 1955 include revised wheelbases—to conform to the new "Minimum School Bus Standard." The following chart shows a comparison between 1954 and 1955 wheelbases and frame lengths:

	Wheelbase		Cowl to Axle		Cowl to End of Frame	
	1954	1955	1954	1955	1954	1955
S305	199	194	166 $\frac{1}{4}$	168 $\frac{1}{4}$	251 $\frac{1}{4}$	261 $\frac{1}{4}$
S375	New	194	New	168 $\frac{1}{4}$	New	261 $\frac{1}{4}$
S376	212	220	179 $\frac{1}{4}$	194 $\frac{1}{4}$	273	289
S456-30	212	224	179 $\frac{1}{4}$	194 $\frac{1}{4}$	273	289
S457-30	230	242	197 $\frac{1}{4}$	212 $\frac{1}{4}$	300 $\frac{1}{4}$	307 $\frac{1}{4}$
S458-30	251	260	218 $\frac{1}{4}$	230 $\frac{1}{4}$	333	339 $\frac{1}{4}$

MEETING NEW REGULATIONS

New regulations state that body overhang beyond the rear axle must not exceed 33% of the total body length, when based on 25" seat centers. This regulation does not go into effect until 1956. However, GMC has elected to step up and meet the new standard in 1955.

NEW CHASSIS LENGTHS

Although the general school bus body specifications require 25" spacing, the majority of the users are specifying 27" seat spacing and GMC's new chassis lengths are based on using this spacing. Formerly it was necessary for the body companies to add a piece to the rear of each chassis frame in order to extend the frame to the rear body crossmember. This, of course, entailed additional expense for the body supplier, expense which was ultimately charged back to the chassis supplier. The new GMC frame lengths have been designed to extend to the rear body crossmember and thus eliminate the necessity of this added cost.

LONGER TAIL PIPE

Another improvement in the school bus models is increased length of the tailpipe. To eliminate the expense to the body supplier of adding a piece to our tailpipe, standard tailpipe now extends at least 5" past the end of the chassis frame.

NEW FUEL TANKS ON SCHOOL BUS CHASSIS

The 30-gallon fuel tank furnished on 1955 school bus chassis conforms to ICC regulations and is mounted permanently in the brackets along the right frame rail. It is no longer necessary to ship the vehicle to the body company with the fuel tank temporarily mounted on top of the frame.

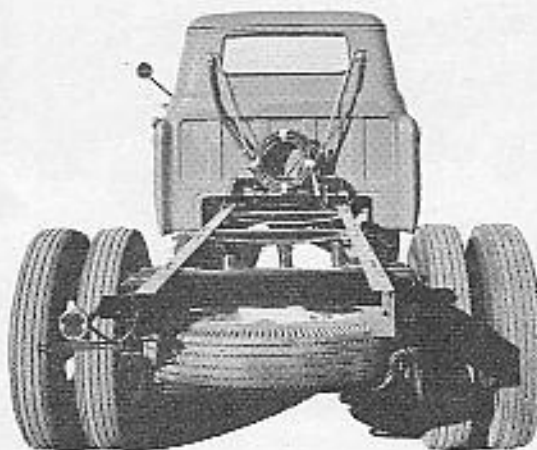
LARGER FRAMES

Frames on all models 100-370 are increased in size to provide additional strength. The new design results in increases of frame strength varying from 3.4% to 24.4%.

Frames for models 400, 410, M400 and M410, #1-#4 wheelbases, are increased in size, improving the strength of the frame approximately 7.0%. The #5 wheelbase frame is also increased in size and strengthened approximately 11.0%.

Frames for models 450, M450, F450, FM450, 500, M500, F500 and FM500 are deeper and their strength is increased 3.86%.

Frames on school bus 450 models are increased in depth with an increase in frame strength of 4.2%.



NO. 9 SL FULL DEPTH FRAME

SL #9 full depth frame, non-heat treated, 10 $\frac{3}{16}$ " x 3 $\frac{1}{2}$ " x $\frac{3}{8}$ ", is available on all models 600 through 670 with the exception of the 630-50 fire truck chassis. It is also available on the D930-67 chassis. This extra long frame permits a wheelbase up to a maximum of 250", for the operator requiring a longer wheelbase to meet body needs. It also readily permits tandem axle conversions on the 4-wheel models.

On all models 630-42 and up, except 630-50, D930-67 and DW970-67, a SL #9 full depth heat-treated frame is available for the customer desiring extra long wheelbase and light weight. Maximum wheelbase possible is 250 inches.

Model DW970-67 is standard with a $\frac{3}{8}$ " full depth frame, channel reinforced. For long wheelbases and axle conversions, required by oil field and other off-road operations, the #9 SL frame $\frac{3}{8}$ " full depth with channel reinforcement is available.

NEW WHEELBASES

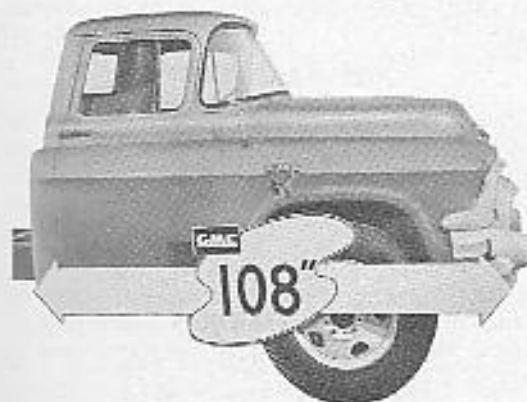
In 1955 a new wheelbase has been added to the line to permit GMC to obtain maximum front axle loading and maximum allowable GCW's for COE type vehicles.

For models DF660-47, F660-50, DFM660-47, FM660-50, DF860-67, DFM860-67, DF920-67 and DFM920-67, a new 158" wheelbase, 114" CA is added. This wheelbase enables the sleeper cab operator to obtain the maximum front axle load on the COE vehicle and to take advantage of as much of the allowable GCW as possible. With a sleeper cab that is 96" bumper to back of cab and a 35' trailer, the trailer can be located 24 inches from the cab, with ample jackknife clearance, and still stay within the 45' overall length. For nonsleeper cabs having the 72" BBC, the 140" WB, 96" CA, should be selected to obtain the highest front axle load when permitted GCW of 55,000 pounds or more, and when restricted to 18,000 pounds on a single axle.

SHORTER BBC DIMENSIONS, 300-370 SHORTER WHEELBASES

The bumper to back of cab dimension on all conventional models 300-370 is shortened from the present 114" to 108". Wheelbases are also reduced for these vehicles 7", and on models 100-250, 3" while still maintaining comparable 1954 CA dimensions.

Although the shorter wheelbase and shorter BBC dimension mean greater front axle loading, this is not too important in this size truck. The important advantages are shorter turning radius, greater maneuverability and shorter over-all length. For vehicles most likely to be used in city delivery operations and to travel in congested areas, these features are fundamentally important.



SHORTER BBC DIMENSIONS, MODELS 400 THROUGH 550 AND 650

All conventional models, 400 through 550 and 650, have shorter bumper to back of cab dimen-

sions and wheelbases. A comparison of BBC dimensions shows the following:

1954		1955	
Models	B.B.C.	Models	B.B.C.
400-27	114 $\frac{1}{2}$ "	400	108"
450-30-470-30	114 $\frac{1}{2}$ "	450-550 & 650	101 $\frac{3}{4}$ "
620-36-670-50	114"	600-670-50	114"

MODELS 450, 500, 550 AND 650

Conventional models 450, 500, 550, and 650 have 102" from bumper to back of cab. The 102" BBC has an advantage in that it can haul round-nose 35' trailers or 34' square-nose trailers in states having 45' as the maximum combined length. . . Some operators are not interested in hauling maximum cubage or may desire to make use of present equipment. In that case, this 101 $\frac{3}{4}$ " BBC will be ideally suited for them.

SHORTER WHEELBASES—MODELS 400-550

Wheelbases for models 400 are 7" shorter than comparable 1954 wheelbase models, and for models 450 through 550, 3" shorter. Advantages of the shorter wheelbases are decreased turning radius, greater maneuverability and increased front axle loading. The relation of wheelbase to CA dimension for models 600 and up remains the same as in 1954.

NEW DESIGN SBBC* MODELS

The design of the "F" series models FM340 through F650 has been drastically changed. The new SBBC models have, instead of a high three-step cab with 82 $\frac{3}{8}$ " from bumper to back of cab, a relatively low two-step cab with 90" from bumper to back of cab for series FM340-370, F410, F450 and F500—and 96" bumper to back of cab for series F550 and F650. The slight increase over 1954 in over-all length on models F350-24 through F470-30 of 7 $\frac{3}{8}$ ", and of 13 $\frac{3}{8}$ " in models F550 and F650 allows the cab to be lowered so that the cab floor is about 4" higher than the standard conventional type cab. Other advantages of this type are better engine accessibility, not found in the former COE, and partial elimination of the visibility hazard created by the high COE vehicles. This is particularly important in city delivery operations.

All the front axle loading advantages of the COE are retained with the SBBC cab design, as it is in reality a conventional set-back front axle design—with a short 90" or 96" bumper to back of cab. Maneuverability of the COE type is retained because of the short wheelbases. Wheelbases are as much as 22" shorter than conventional models with the relatively same CA's.

*Short Bumper to Back of Cab

As many of the models in the FM340-F500 group will be used in city delivery operations, maneuverability is important and, with approximately the same step heights as the conventional type vehicle, this SBBC design will be an advantageous replacement for our COE—and will also help get a good portion of conventional sales away from competition.

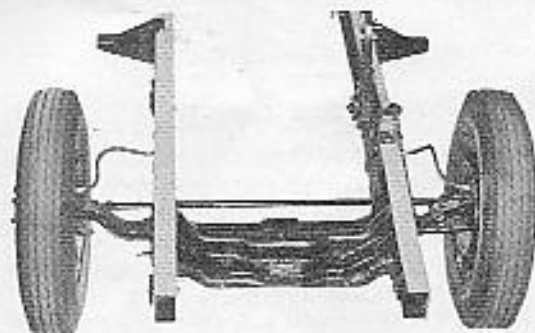
LESS DRIVER FATIGUE

Driver fatigue is greatly reduced by the lower step heights—a definite advantage over the usual high-step COE design.

TRACTOR OPERATIONS

In tractor operations when over-all combination length is an important factor, the 90" and 96" dimensions still permit use of a square-nose 35' trailer and remain within the 45' over-all. The maximum recommended bumper to back of cab dimension is 96"—now recognized by manufacturers as the ultimate in conventional cab design. This is achieved by GMC with only a slight increase in floor height.

NEW 34" FRAME WIDTH



With 1955 production, all models in the 100-370 and 400 series are changed from a 36" frame width to the standard industry width of 34".

GMC chassis no longer require specially made bodies and are able to utilize standard commercial bodies having 34" longitudinal rail spacing. Another advantage of the 34" frame width is the increased tire chain clearance provided on some models, permitting the use of dual tire chains with optional larger tires.

FRAME REINFORCEMENTS

For 1955 the inverted "L" type frame reinforcement is available as an option on all wheelbases of all the 370, 400, 410, M400 and M410 models. This provides added flexibility in selling the 370 and 400 series for dump service and other severe applications.

The RPO of the inverted "L" frame reinforcement has been extended to apply to all wheelbases on 4-wheel models 450 through 630-42, 660-50, M660-50 and 670-50, also on all 6-wheel models W500 through FMW630-50.

SINGLE-AXLE MODELS

On single-axle models, the frame reinforcements are extended so as to begin at the front spring rear bracket and terminate at the rear spring front bracket. Formerly, on some models the frame reinforcement did not extend all the way up to the front spring rear bracket. This change in reinforcements provides greater frame strength under the cab.

TANDEM AXLE MODELS

On tandem-axle models, the inverted "L" reinforcement is extended to run to the extreme end of the chassis frame. One of the criticisms of the previous reinforcement on our 6-wheelers was that the reinforcement did not extend far enough rearward. The change will aid greatly in the sale of our 6-wheelers for off-road operations.

NEW FRONT SPRINGS

Longer and heavier front springs are featured on models 100, 150 and 250, giving increased spring capacity and providing a much smoother ride.

On models 100 and 150, 44" x 2" springs rated at 1,000# capacity at spring pads, replace the 1954 models' 38" x 1 3/4" springs rated at 850# capacity at spring pads—an increase of 17.6% in capacity.

Model 250 has 44" x 2" springs rated at 1,200# capacity in place of 1954 40" x 2" springs rated at 1,000# capacity—an increase of 20% in capacity.

NEW REAR SPRINGS

All rear springs both standard and optional on models 150 through 370 are increased in length from 46" to 52", providing improved ride. Longer springs with the same relative deflection rate provide increased durability and longer life as well as a smoother ride.

Standard springs in models 300-F350 are increased in capacity from 4,700# to 5,050#. Optional heavy duty springs are also increased in capacity from 5,500# to 5,700#.

Standard springs on 370 series models are increased to 5,700# from 350-27 springs rated at 4,700#—an increase of 21% in capacity. Similarly, optional heavy duty rear springs are increased in capacity from 5,500# to 6,500# or an increase of 18%.

On 400 series models standard rear spring capacity is increased from 5500# to 5700# rating at the spring pads. All 450 series models except school buses have 15.8% greater capacity standard springs, being increased from 5700# to 6600#.

New model 500, formerly model 470-30 has rear springs rated at 7200# instead of 1954 springs rated at 6600#. This represents an increase of 9% in capacity.

AIR BRAKES TO "K" FACTOR

All air brakes for 1955 are designed to conform to the .60K factor which is the recognized standard of the industry. This necessitated, in many cases, increasing the brake lever length from the brake chamber to the cam. The "K" factor is a relative value based on the exerting force and lever arm and the gross weight of the vehicle.

NEW AIR RESERVOIRS

A new weight-saver incorporated on all air brake models is the new 2-stage single air reservoir, incorporating in one tank the wet and dry tank features formerly requiring two separate tanks. Tank capacity has not been decreased and remains the same as in 1954. Where 3 tanks were used on 1954 models, corresponding 1955 models now use the 1 two-stage tank plus the extra single-stage tank.

Weight-saving is made possible by the elimination of attaching brackets and by the combining of tanks.

RELOCATED BRAKE AIR CHAMBERS

On SLDD, SQDD and SQW rear axles, the brake air chambers are relocated and raised closer to the chassis frame rails for better protection. Brake chambers as previously used in the SLDD models were in a vulnerable position in off-road operations and were susceptible to damage.

12 CUBIC FOOT AIR COMPRESSOR

All 360, 426, 503, 4-71 and 6-71 engine air brake models have available, as an option, a 12-cubic foot air compressor, to provide the additional pumping capacity required by today's longer and bigger trailers.

Over the past several years the amount of requests for the 12-cubic foot compressor has been increasing steadily and it has been necessary to provide this item on Special Quotation. Establishing this as an RPO will reduce the delivery time of the vehicle, formerly held up by special handling, and will also provide the 12-cubic foot compressor at a competitive price.

BRAKE CONNECTIONS RELOCATED

Semi-trailer brake connection outlets on all air brake models are re-positioned to conform to the new AMA-TTMA recommendations as accepted by ATA. These outlets will be approximately 12" above the top of the frame and spaced approximately 6" either side of the centerline of the cab back. The new position of the brake connections permits a more direct connection into the trailer, avoiding unnecessary twists and turns in the air lines.

LONGER TRAILER BRAKE HOSES

In addition to the air hose connections being relocated, all semi-trailer air hoses are increased in length from 96" to 116". Increased hose lengths not only increases the life of the hoses, but eliminate the necessity of ordering longer hoses when square-nose trailers are used or when the distance between the cab and trailer is excessive.

HAND CONTROL VALVE LINKAGE

The hand control valve linkage has been re-positioned on all conventional air brake models to provide increased foot clearance at the floor.

SELF CONTAINED BRAKES

On the Eaton 1790, 17500, 1890, 18800 and 19500 series axles, the brake diaphragm and lever are relocated closer to cam and lining, reducing the amount of deflection in the brake camshaft and providing a much sturdier construction.

HAND BRAKES

On Hydra-Matic models 350-860, a 9½" diameter band type hand brake is standard—and on models 920 and up, a 10¼" diameter band type hand brake is standard. These hand brakes save upwards of 100 pounds weight over the Tru-stop type and will safely stop the loaded vehicle in a distance necessary to meet ICC regulations.

TRAILER BRAKE HAND CONTROL RELOCATED

Relocating the trailer brake hand control lever on 1955 models removes any possibility of interference with the Hydra-Matic Selector Lever.

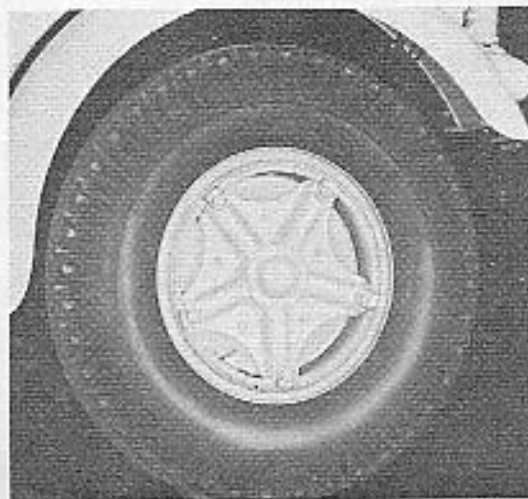
STOP-LIGHT SWITCH

To facilitate servicing, the stop-light switch on air brake models is now connected directly to the air line, threaded into a Tee, instead of being attached to a bracket at various locations.

CAST SPOKE WHEELS

All models 400 and up, except W500V and DW950-67 through DFMW950-67, have as standard, a new lightweight 5-spoke cast wheel, in place of the 1954 Dayton 6-spoke cast wheels.

These cast-spoke wheels are available from two sources—Gunitite and Dayton—and result in a considerable weight-saving for our vehicles.



BUDD HI-TENSILE LIGHTWEIGHT WHEELS

In accordance with the demand for further weight-saving items, there is available for 10.00/20 and larger tires—on all models W620-42 and up with the exception of model 670-50—a new Budd Hi-tensile lightweight 10-stud wheel.

Lightweight Budds are standard on models DW950-67, DMW950-67, DFW950-67 and DFMW950-67, and optional on the remaining models and are 8 lbs. per wheel lighter than the old style Budd Hi-tensile wheel.

INCREASED PROP SHAFT LIFE

The better positioning of the power plants—the better positioning of center bearings—and the designing of each prop shaft to suit its own wheelbase, engine and axle result in increased propeller shaft life—because of less vibration and a smoother turning shaft.

NEW SEAL IN PROP SHAFT BEARINGS

The cork-type seal in the journal needle bearing has been replaced by a new rubber seal, designed to do a very effective job of keeping out dirt, salt spray and other matter. This new seal provides approximately three times greater life than the cork-type formerly furnished.

RADIUS RODS OPTION

As models 410, M410, 410-8, M410-8, F410, F410-8, FM410 and FM410-8 will find a lot of use in off-road operations, an option for radius rods has been established for these models, giving GMC a definite advantage over competition.

SHOCK ABSORBERS

Front shocks on all models 100-370 are re-designed to provide increased travel and are positioned farther outboard for improved operation. Mounting brackets or plates attached to the frame or front axle are redesigned and made stronger and more rigid for improved shock control.

NEW WHEELBASES—PM SERIES

Two new wheelbases have been added to both the PM150 and PM250 forward control series. To PM150 has been added the 104" #1 wheelbase and 137" #3 wheelbase, permitting a choice of three wheelbases suitable for installation of 8', 10' and 12'-6" bodies.

To PM 250 series has been added the 104" #1 wheelbase and 125" #2 wheelbase along with the previous 137" #3 wheelbase, also permitting installation of 8', 10' and 12'-6" bodies.

Heretofore, with only the 125¼" wheelbase available in the PM150 and 137" wheelbase in the PM250, whenever bodies shorter or longer than 10' on the PM150 and 12'-6" on the PM250 were desired it became necessary either to shorten or lengthen the frame to suit the body—at a considerable expense to the dealer. Many times this one factor caused the loss of a sale.

With the new wheelbases, the correct chassis can be ordered to suit most body needs.

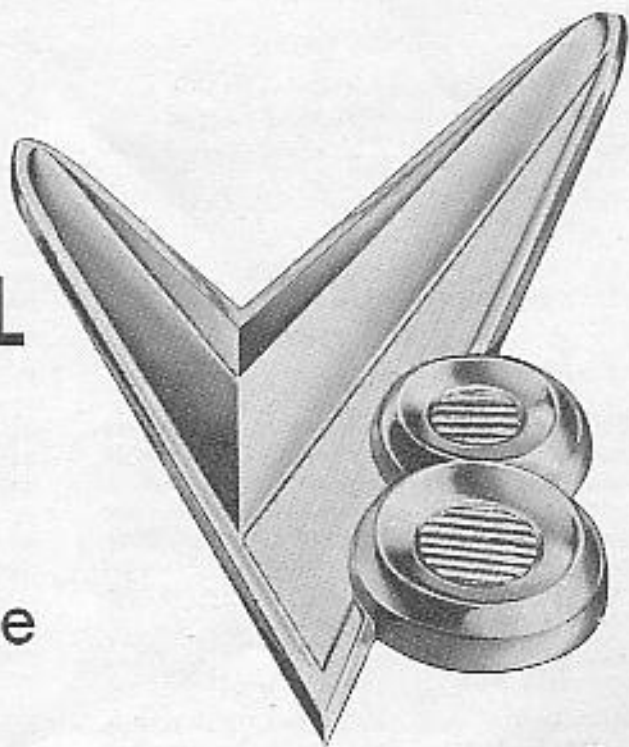
NEW PROPELLER SHAFT TYPE PARKING BRAKE

Replacing cable-controlled actuation of the rear service type parking brakes is a new propeller shaft type parking brake utilizing a 8" x 2½" drum and friction band. Standard on 250 and 250-8 models with all types of transmissions, the new parking brake is also included on Models 150 and 150-8 when the optional heavy duty three-speed, four-speed or Hydra-Matic transmissions are ordered.

The new propeller shaft type parking brake provides a simpler and more protected type system, not as susceptible as the cable type to obstructions in off-the-road traveling nor to possible binding from the presence of rust or dirt.

NEW MODEL ADDITIONS

to the GMC line



NEW MODEL ADDITIONS
NEW GVW RATINGS

Increased

GROSS VEHICLE WEIGHT Ratings



HYDRA-MATIC MODELS

6-CYLINDER ENGINES

MODELS M300 AND M340

In 1955, two new conventional models are introduced, the M300, a 14,000 \pm GVW vehicle using basic 300 components—and the M340, a 16,000 \pm GVW vehicle using basic 350 components. These models are the same as their mechanical transmission counterparts, except that the 4-speed 210 UC Hydra-Matic replaces the 4-speed SM420 transmission.

FOR MULTI-DELIVERY OPERATIONS

With the flat back cowl option, these models will be perfect for milk delivery trucks, small school buses, and other unit-body type delivery trucks. With the standard cab, the vehicles can be fitted with stake, van or other divorced-type bodies and be used for city pickup and delivery operations. In congested city traffic and multi-delivery operations the Hydra-Matic is a natural—and now such Hydra-Matic advantages as ease of operation, reduced driver fatigue, reduced maintenance costs and greater fuel economy are available at a competitive price.

MANY OTHER NEW FEATURES

Models M300 and M340 also feature the new advanced styling, wrap around panoramic windshield, increased-power 248 engine, 34-inch frame width, greater maneuverability and other improvements.

MODEL FM340

Another newcomer to the medium-duty line is Model FM340. Similar to the F350, except for having the four-speed 210 UC Hydra-Matic as standard rather than the SM420 mechanical transmission, this unit will get its greatest play in the city delivery business.

IDEAL FOR CITY DELIVERY

With the many advantages offered by the 90" bumper to back of cab and the new low floor and step heights, this unit is ideally suited for most city truck delivery operations. The shorter wheelbases and over-all length of this model

provide greater maneuverability than possible with conventional type trucks and the lower floor and step heights make this vehicle advantageous for multi-delivery operations.

OTHER IMPROVEMENTS

Also featured with this model is the new advanced styling and appearance, increased power 248 engine, 34-inch frame width and other improvements.

MODEL FM350

This new 16,000 \pm GVW model has been added to extend coverage with Hydra-Matic into the new Short Bumper to Back of Cab vehicles. For all tractor operations and truck operations requiring the extra reduction, model FM350 should be used instead of the new FM340, which is primarily for city truck operations.

NEW 90" BBC DIMENSION

This model also features the new 90" bumper to back of cab dimension with a low two-step cab, making the vehicle suitable for city operations and still permitting operation with a 35' trailer in 45' states.

REDUCTION UNITS

The 2-speed 2.0-1 reduction unit and the 6.17 ratio H-130 rear axle are standard and should be used for tractor, as well as for city and highway truck operations. For on- and off-road operations, the 2.59-1 two-speed reduction is available as an option. The new "Hold" position and other improvements made to the Hydra-Matic are also found in this model.

OTHER NEW FEATURES

Also incorporated in this model are the new increased-horsepower 248 engine, new appearance and styling, 34-inch frame width and other improvements found in the 350 series models.

MODEL FM370

A new SBBC model with Hydra-Matic is the FM370 rated at 18,000 \pm GVW. Standard is the 220Y Hydra-Matic with the 2.0-1 two-speed reduction unit. As with the FM350, this combination should be used for tractor and for city and highway truck operations. For on- and off-road operations the 2.59-1 two-speed reduction, as an RPO, is available.

90" BBC DIMENSION

Also featured is the 90" BBC, combining the load distribution and maneuverability of the COE type vehicle with the engine accessibility of the conventional. The 90" BBC permits hauling a 35' trailer in 45' length States and also allows complete interchangeability among trailers.

MODEL FOR AUTO HAULERS

This new model FM370 is sure of a good reception by the auto haulers, who demand the higher power provided by the 270 engine and who have already expressed a desire for the Hydra-Matic.

WIDE ADAPTABILITY

As with models F350, FM350 and F370, model FM370 offers the advantages of shorter wheelbases, accessibility, low floor- and step-heights, and front axle loading. These characteristics are found highly desirable for many truck operations where formerly conventional type vehicles were used.

MODELS SM370 & S370

In 1954 school bus models S400-24 and S400-27 were available in 212" and 230" wheelbases. As many of the S450-30 components—such as the frame, transmission and the Clark front axle—were used in the S400 series, the resultant price was high when compared to competitors' models using volume-produced components.

TWO NEW CHASSIS

In 1955, school bus models S400-24 and S400-27 are dropped, and in their place two new school bus chassis are introduced. These models, manual transmission S370 and Hydra-Matic transmission SM370, carry the same GVW rating of 17000#, but make use of high-production GMC front and rear axles, transmission and frame.

AXLES—TRANSMISSIONS

In both models standard front axle is the 4500# FO45, and standard rear axle the 13,000# H-130. Model S370 has the SM420 4-speed transmission standard with the Clark 205V 5-speed optional, while the SM370 has the 220Y Hydra-Matic and the 2.0-1 two-speed reduction unit standard.

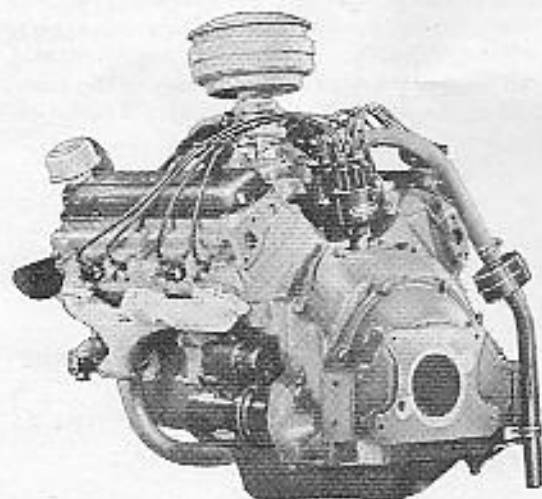
WHEELBASES

The #7 230" wheelbase has been dropped and in its place a new #5 194" wheelbase has been added. The #6 212" wheelbase has been increased to 220". Wheelbases and frame lengths have been increased to meet the new "Minimum Bus Standards."

HYDRA-MATIC A SELLING POINT

As many school districts permit their buses to be driven by women and high school pupils, the ease of operation and safety features of the Hydra-Matic become a most important selling feature. Since most schools have no servicing facilities, the reduced maintenance advantages of the Hydra-Matic are also important selling points.

V-8 ENGINE MODELS



MODELS 100-8, 150-8 AND 250-8

In answer to the demand for and in keeping with the trend to V-8 engine power, new models 100-8, 150-8 and 250-8 are introduced, featuring the GMC 288 cubic inch V-8 engine. This engine, producing 155 horsepower, is available with either 3-speed or 4-speed manual transmissions or with the Hydra-Matic transmissions.

The new V-8 models are similar in all respects to the comparable 6-cylinder models—except for a standard 12-volt electrical system.

V-8 engine models 100-250 are available in Standard series and also with the optional Deluxe series package. They are not available in the Fleet series.



MODELS 300-8 THROUGH SM370-8

Continuing with the demand for and trend to V-8 engine power, new models 300-8, M300-8, M340-8, FM340-8, 350-8, M350-8, F350-8, FM350-8, 370-8, M370-8, F370-8, FM370-8, S300-8, S370-8 and SM370-8 are established with the GMC 288 cubic inch V-8 engine, developing 155 horsepower and having a 12-volt electrical system as standard.

With the new V-8 engine models, GMC is able to offer flexibility in power plants to meet the desires of the customer. Now, whether it is a 6-cylinder valve-in-head, or a V-8 valve-in-head, GMC is the power leader. In power, GMC not only meets, but moves far ahead of competition.

MODEL M410V

Entirely new to the GMC line is Hydra-Matic model M410V, supplementing the 400 and 450 group. This model is similar to model M400, with the exception of the GMC 7000 $\frac{1}{2}$ front axle, in place of the GMC F-045 axle rated at 4500 $\frac{1}{2}$.

New model M410 is rated at 21,000 $\frac{1}{2}$ GVW and 34,000 $\frac{1}{2}$ GCW.

A COMPETITIVE MODEL

The introduction of the M410 model provides additional highly competitive models in the 21,000 $\frac{1}{2}$ GVW market to compete favorably against the Ford F-700 and F-750, Dodge KA, and International R180-2 models, a group where price and a heavy front axle are of prime importance.

ALL OTHER NEW FEATURES

All other new features found in the M400 models are incorporated in this model, including the 108" BBC, increased power 270 engine, new appearance and styling, and new cabs and cowl.

MODELS 400V-8, M400V-8, 410V-8 AND M410V-8

Newcomers to the GMC line are V-8 engine models 400V-8, M400V-8, 410V-8 and M410V-8, powered by the new GMC 288 cubic inch V-8 engine, developing 155 horsepower. These low-priced, lightweight units are GMC's answer to the customer demand for V-8 engines in the 19,500 to 21,000 $\frac{1}{2}$ GVW range. They are competitive with the Ford F-700 and F-750 models, Dodge "K" models, International R-170-175 and R180-185 models.

A 12-volt electrical system is standard on all these models. With the exception of the V-8 engine, specifications and optional equipment are the same as comparable 6-cylinder models.

MODELS FM410V, FM410A, FM410V-8 AND FM410A-8

A new series of SBBC models, known as the F410 series, has been introduced for 1955. Available with either vacuum or full air brakes, and with 270 6-cylinder or 288 V-8 gasoline engines, these models provide the advantages of the Hydra-Matic, unmatched by competition.

These four units carry a 21,000 $\frac{1}{2}$ GVW and 34,000 $\frac{1}{2}$ GCW rating and are available in 60, 72, 84, 102, 124, and 142" CA dimensions. Standard axles are the new GMC 7000 $\frac{1}{2}$ front and the H-100 rear. Standard transmission is the 220Y Hydra-Matic with the 2.0-1 two-speed reduction unit and the 2.50-1 two-speed available as an option.

APPLICATIONS

For truck operations, the new "F" (SBBC) series means greater front axle loading, greater maneuverability and shorter turning radius than possible with conventional type trucks, without the disadvantages of the cab-over design. These units are ideal for city delivery operations—for dump, mixer and other construction type operations where increased front axle loadings are desired and for highway truck operations.

TRACTOR OPERATIONS

The 90" bumper to back of cab dimension makes these models highly suitable for tractor operations, enabling the operator to pull a 35' square nose trailer in a 45' over-all length state.

MODEL M450A

Replacing 1954 air-pak brake model M450-30A is the new full air brake model M450A. The air-pak brake was originally brought into our line because it was a good brake and was lower in cost than full air. However, the accept-

ance of this type of brake has never been as good as anticipated—and the demand has continued to be for full air brakes. As hydraulic brake models will continue in the line, it will be possible to provide air-pak brakes by making conversions in the Special Installations Department.

MODELS FM450V AND FM450A

Since the introduction of the 8-speed Hydra-Matic in 1954, there has been a constant demand for the Hydra-Matic transmission in our COF models. In 1955, the same Hydra-Matic and reduction units that are in the conventional counterpart 450's are also available in these two new SBBC models.

REDUCTION UNITS

The 2-speed 2.0-1 reduction unit is standard, with the 2-speed 2.59-1 reduction unit as option. The H-100 6.50 ratio rear axle is standard and should be used for city truck and tractor operations and for highway truck operations. For highway tractor operations, a 7.20 ratio is available as an option and should be used with the 2.0-1 reduction unit. For on- and off-road applications, the 2.59-1 reduction unit should be used.

OTHER NEW FEATURES

The FM450 series also features the new 90" bumper to back of cab dimension; new GMC designed and built 7000 $\frac{1}{2}$ front axle; increased horsepower 302 engine; new appearance and styling; and full air brakes with model FM450A.

MODEL SM450V

In the 450 school bus series, the 8-speed Hydra-Matic is available in model SM450V. This model is standard with 2.0-1 reduction unit and the H-100 6.50 ratio rear axle. Since the Hydra-Matic in the S450 model became available on special quotation in 1954, there has been an increasing interest shown by school districts in the Hydra-Matic transmission. Consequently, this model should open the door to many new sales.

WHEELBASES—FRAMES

In 1955, wheelbases are changed to conform to the new minimum schoolbus standards, assuring a much better load distribution and less body overhang. The S450 series school bus chassis frame lengths have been increased as much as 18", permitting the body supplier to mount his body without extension of the chassis frame

which was formerly required. This should decrease the bus body prices to GMC dealers, as less work is required by the body supplier.

MODELS M500A AND M500V

Replacing 1954 models M470-30V and M470-30A are new models M500A and M500V, incorporating all the new styling features; GMC built 7000 $\frac{1}{2}$ front axle; and the increased horsepower 302 engine. The same reduction units as in the FM450 series are available in these models and application of the reduction units should follow the same lines as described for the FM450 series.

Bumper to back of cab has been reduced to 101 $\frac{1}{2}$ inches.

MODEL FM500A

The Hydra-Matic counterpart of the F500A is the FM500A, incorporating the 8-speed Hydra-Matic with the 2.0-1 reduction unit as standard and the 2.59-1 reduction unit as optional. The standard axle is Eaton 1791 single speed 6.50 ratio, with the 7.16-1 ratio available as an option. Also available as an option is the Eaton 2614 double reduction ratio 7.05-1.



The FM500 model features the new 90" bumper to back of cab dimension; new GMC 7000 $\frac{1}{2}$ front axle; increased horsepower 302 engine; and new appearance and styling.

MODEL MW500V

New in 1955 is the Hydra-Matic version of the W450, having the 8-speed Hydra-Matic with the 2.0-1 reduction unit as standard and, as options, the 2.59-1 2-speed unit and the 3.87-1, 3-speed unit. For the tractor operation, the 2.0-1 or the 2.59-1 reduction unit provides ample reduction when combined with the standard 6.70 ratio Eaton 22M rear axle.

For on- and off-road operations requiring the greater gear reduction, the 3-speed reduction unit should be used.

Standard front axle of model MW500V is the new 7000# front axle—and this model also features the new 101½" bumper to back of cab; new appearance and styling; and increased power 302 engine.

MODELS M550V, M550A, M650V AND M650A

These four-wheel Hydra-Matic models are brand new additions to the GMC line and are powered by the 324 cubic inch V-8 engine developing 175 horsepower. The 550 and 650 series models are brought into the line to provide keenly competitive GMC trucks in the 3-4½ ton and 5 ton field—models offering big power at an attractive price. . . . The 2-speed, 2.0-1 reduction unit is standard and the 2.59-1 reduction unit is available as an option. The 550 models utilize the GMC 7000# front axle and Eaton 1792 and 1793 rear axles—while the 650 models use the GMC 9000# front axle and Eaton 1892 and 1893 rear axles. All feature the new advanced styling found in models 100 through 670, and have a bumper to back of cab dimension of 101½ inches.

MODEL MW550A

In the six-wheel field, a new light-weight tandem model, MW550A, incorporates the same 175 HP V-8 engine as found in its four-wheel counterpart. Standard transmission is the 8-speed Hydra-Matic with the two-speed 2.0-1 reduction unit as standard. Optional two-speed 2.59-1 reduction unit is available as well as the three-speed 3.87-1 reduction unit. Standard front axle is GMC 9000# with the Timken FE-900 axle available as an option. Rear axle is the Eaton Hendrickson 32M. Cab and sheet metal are the same as used in the 450 and 500 models. With the combination of these components GMC provides a highly competitive light-weight, economically priced tandem truck or tractor with a GVW rating of 40,000# and a GCW rating of 60,000#.

MW620-42A, FMW620-42A, M630-42A, FM630-42A,
MW630-50A, FMW630-50A, FM660-50A,
M660-50A, AND DM660-47A

These nine new models have the Twin Hydra-Matic as standard equipment with basic axle, frame and engine components the same as the manual transmission models. A new two-speed reduction unit, 2.0-1 ratio, is standard with the Twin Hydra-Matic, giving a total of 14 possible forward speeds. Available as options are the 2-speed, 2.59-1 reduction unit and the 3-speed, 3.87-1 reduction unit for use when conditions or operations demand greater gear reduction or wider range of transmission ratios.

Conventional jobs utilize the new cab with the advanced styling found in the small vehicle. COE models use the GMC COE cab, featuring the 72" bumper to back of cab.

MODELS FM550V, FM550A, FM650V AND FM650A

Completing the list of SBBC V-8 Hydra-Matic models in the 550 and 650 series are new models FM550 and FM650. These new units are available with either vacuum or full air brakes, and incorporate, as standard, the new GMC 324 cubic inch V-8 engine developing 175 horsepower. Standard transmission is an eight-speed Hydra-Matic with the 2.0-1 two-speed reduction unit. Standard rear axles are the Eaton 1792 and 1793 single-speed in the FM550, and the 1892 and 1893 single-speed in the FM650. Both models have the GMC 9000# front axle. GVW and GCW ratings are 26,000# and 48,000# for the FM550, and 29,000# and 55,000# for the FM650. Both are available in 72, 84, 102, 124 and 142" CA dimensions which meet most of the demands of truck and tractor operations.

REDUCTION UNITS—AXLES

For most tractor operations the standard 2.0-1 two-speed reduction unit should be used. Available as options are the 2.59-1 two-speed and 3.87-1 three-speed reduction units. The Eaton double-reduction rear axles are available for on- and off-road operations.

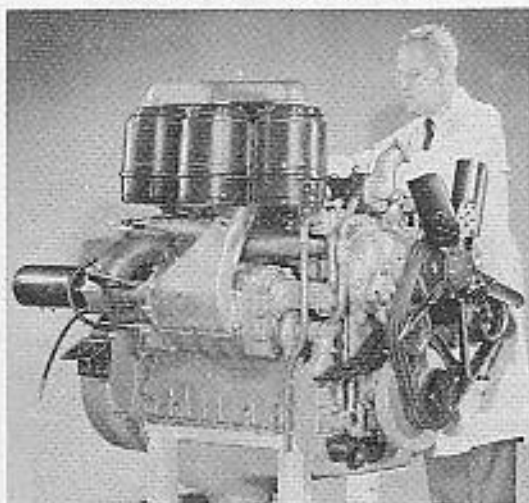
96" BBC DIMENSION

Utilizing a 96" bumper to back of cab dimension, these models offer greater front axle loading, greater maneuverability, and shorter turning radius than possible with conventional type trucks—without the disadvantages of the cab-over-engine design.

TRACTOR OPERATIONS

As lightweight units, these models are ideal for truck and tractor operations where it is desirable to gain increased front axle loading and greater maneuverability. The short 96" bumper to back of cab will permit hauling 35' square nose trailers in 45' over-all length states. This is an important selling point, as it is expected that the greater portion of the sales of these models will be for tractor operations.

DIESEL POWERED MODELS



DFMW820-67 AND DFM860-67

Four new COE 6-71 diesel-powered models have been brought into GMC's line to cover the 175-200 H.P. lightweight diesel market. Two of these models are available with Twin Hydra-Matic transmissions, and two with mechanical transmissions. These new diesels incorporate, as standard, many weight-saving items.

AXLES—WHEELBASES

Six-wheel Hydra-Matic model DFMW820-67, having a 42,000# GVW and a 65,000# GCW, utilizes the lightweight Timken SLDD rear axle, FE-900 front axle, and ¼" heat-treated frame rails. It is available in three wheelbases, 148", 164" and 194". The FE-900 less front brakes is also available on option to further reduce weight.

Four-wheel model DFM860-67, having a 33,000# GVW and a 65,000# GCW, is equipped with the lightweight Timken QT-230 double-reduction rear axle, FE-900 front axle, and ¼" heat-treated frame.

WEIGHT-SAVING

Models provide further weight-savings by using lightweight cast wheels, the two-speed 2.0-1 reduction unit, and a 9½" diameter parking brake as standard. The 2.59-1 two-speed and the 3.87-1 three-speed reduction units are available for operations requiring the greater gear reduction.

FOR THE 175-200 HP MARKET

To meet the 175-200 horsepower demand, both units are powered by the new 800 series 6-71 diesel engine.

Bumper to back of cab is 72". The GMC type

COE cab with all the engine accessibility features is used. The 72" BBC will permit hauling a 35' trailer in 45' length states or two 24' trailers in 60' length states. Model DFMW820-67 is available with 194" WB, 150" CA, permitting the use of a 22' body and a 28' trailer in 60' length states. To obtain the maximum allowable gross weights permitted in formula states, the front axle will be 28" from front bumper.

DFM920-67, DMW950-67 AND DFMW950-67

Completing GMC's Hydra-Matic line of vehicles are these three models in the 70,000# GCW range. They have the Twin Hydra-Matic with either the standard 2.0-1 two-speed reduction unit or the optional 2.59-1 two-speed or 3.87-1 three-speed reduction unit. Lightweight features include, as standard, heat-treated frames; lightweight wheels; 2-speed reduction unit; 10½" diameter hand-type parking brake; the R-230 rear axle on the DFM920; and the SQW worm axle on the six-wheelers. Additional weight-savings can be made on the tandem models with the front-axle-less-brakes and the SW3458 rear axle RPO.

On the six-wheel models, an RPO on the SQDD rear axle is available for the operator desiring a lightweight inter-axle differential, double-reduction axle instead of the worm-type.

WHEELBASES

DFM920-67 is available with 128", 140", and 158" wheelbases, the DMW950-67 with 182", 200" and 224" wheelbases and the DFMW950-67 with 164" and 194" wheelbases. COE models have a 72" BBC, and applications are the same as for the DFM860-67 and DFMW820-67.

230 HORSEPOWER

All units are powered by the 6-71 diesel engine, equipped with 70MM injectors and governed at 2300 RPM, developing 230 gross horsepower.

Turn page for

manual transmission

models

MANUAL TRANSMISSION MODELS

MODEL 410V

Entirely new to the GMC line of trucks is new model 410V, supplementing the 400 and 450 group. This unit is similar to model 400, having the GMC 7000 $\frac{1}{2}$ front axle in place of the GMC FO45 axle rated at 4500 $\frac{1}{2}$.

New model 410 is rated at 21,000 $\frac{1}{2}$ GVW and 34,000 $\frac{1}{2}$ GCW.

COMPETITION

The introduction of the 410 provides an additional highly competitive model in the 21,000 $\frac{1}{2}$ GVW market, to compete favorably with Ford F-700 and F-750, Dodge KA, and International R180-2 models—a group where price and a heavy front axle are of prime importance.

The 410 should prove an excellent competitor for state or other bid-type business. And when specifications must be met, 400, 410 and 450 series should provide models to meet practically any specification written.

MODELS F410V, F410A, F410V-8 AND F410A-8

Completing the new F410 SBBC series are manual transmission models F410V, F410A, F410V-8 and F-410A-8. These units are available with either vacuum or air brakes, and with either 270 6-cylinder or 288 V-8 engines. They have the new 7000 $\frac{1}{2}$ GMC front axle, H-100 rear axle and SM-420 four-speed synchromesh transmission as standard.

All four units carry a 21,000 $\frac{1}{2}$ GVW and 34,000 $\frac{1}{2}$ GCW rating and are available in 60, 72, 84, 102, 120 and 142" CA dimensions, suitable for tractor and truck operations.

APPLICATIONS

For truck operations, the new SBBC series offers greater front axle loading, greater maneuverability and shorter turning radius than possible with conventional type trucks—without the disadvantages of cab-over design. These units perform especially well in city delivery operations; dump, mixer and other construction type operations where increased front axle loadings are desired; and in highway truck operations.

90" BBC DIMENSION

The 90" bumper to back of cab dimension makes these models highly suitable for tractor operations—enabling the operator to pull a 35' square nose trailer in a 45' over-all length state.

MODELS 450A AND F450A

Replacing 1954 air-pak brake models 450-30A and F450-30A are the new full air brake models 450A and F450A. As hydrovac models are available, air-pak brakes, if desired, can be provided by making the conversion in the Special Installations Department.

The 450 series also features both conventional and SBBC models with the new GMC designed and built 7000 $\frac{1}{2}$ front axle; increased horsepower 302 engine; new clutch; and entirely new styling.

MODEL S450A

Along with the hydrovac brake model S450V school bus chassis, a new full air brake chassis known as the S450A is available. This chassis also features such improvements as longer wheelbases, longer frames, longer exhaust pipes, and others.

With the trend in school buses to larger capacity bodies, the requirement for full air brakes has been continually increasing from many of the mountainous states . . . and now for the first time, school buses with full air brakes can be obtained as factory-engineered models.

MODEL W550A

In the six-wheel field, there is a new lightweight tandem model with manual transmission, incorporating the new GMC 175 horsepower, 324 cubic inch V-8 engine. Standard transmission is the Clark 265V. Optional auxiliaries are the Spicer 6231A and 6231B.

Standard front axle is the new GMC 9000 $\frac{1}{2}$, with the FE-900 11,000 $\frac{1}{2}$ as an option. Rear axle is the Eaton Hendrickson 32M. Cab and sheet metal are the same as used in the 450 and 500 models. Dimension from bumper to back of cab is 101 $\frac{3}{4}$ inches. With the combination of the above components, GMC offers a highly competitive lightweight, economically-priced tandem truck or tractor. GVW of this model is 40,000 $\frac{1}{2}$ and the GCW is 60,000 $\frac{1}{2}$.

MODELS 550V, 550A, 650V AND 650A

Four new V-8 engine 4-wheel trucks with manual transmissions—entirely new to the GMC line and incorporating the 324 cubic inch V-8 engine—are presented in models of the 550 and 650 series. These 175-horsepower units are introduced as highly competitive, low-cost, high-powered vehicles in the 3-4 $\frac{1}{2}$ ton and 5 ton bracket.

With the Clark 265V transmission, the GMC 7000 $\frac{1}{2}$ front axles and Eaton 1790 and 1791 rear axles as standard in the 550's and the

GMC 9,000 $\frac{1}{2}$ front axle and Eaton 1892 and 1893 rear axles in the 650's—GVW ratings are 24,000 $\frac{1}{2}$ and 29,000 $\frac{1}{2}$, and GCW ratings are 48,000 $\frac{1}{2}$ and 55,000 $\frac{1}{2}$, respectively. Utilizing the 10 $\frac{1}{8}$ " bumper to back of cab sheet metal, the 550's and 650's are lightweight, high-powered, economically-priced trucks or tractors, designed to lead the way against competition.

Available as options are the 267V direct and 267VO overdrive transmissions, and the 17500 and 18800 series two-speed axles.

MODELS F550V, F550A, F650V AND F650A

Completing the SBBC series are V-8 engine manual transmission models incorporating the 324 cubic inch, 175 HP V-8 engine, the Clark 265V five-speed direct transmission, the GMC 9000 $\frac{1}{2}$ front axle and the Eaton 1790 and 1791 and 1892 and 1893 single-reduction rear axles. These units are introduced to provide highly competitive V-8 engine vehicles in the 3-4 $\frac{1}{2}$ ton and 5 ton weight brackets.

EASY HANDLING

Utilizing a 96" bumper to back of cab dimension, these vehicles offer greater front axle loading, greater maneuverability, and shorter turning radius than possible with conventional type trucks, without the disadvantages of the cab-over-engine design.

HAULING 35' TRAILERS

The short 96" bumper to back of cab permits hauling 35' square nose trailers in 45' over-all length states. This is an important selling point as many of the sales of these models will be as tractors.

MODELS 600V AND 600A

The 1954 models 620-36V and 620-36A have become, in 1955, models 600V and 600A. Standard specifications include the new-powered 170 horsepower engine, the Clark 265V transmission, Eaton 17,500 two-speed rear axle and the GMC 7000 $\frac{1}{2}$ front axle.

Options cover the 1890-91 single-speed axles, and the 18,802-803 two-speed axles. As the heavier axle options are available, the 1954 model 630-42V has been dropped. With the Eaton 17,500 two-speed, rated at 18,000 $\frac{1}{2}$, the 600 is ideal for tractor operations—and with the heavier axle options, is perfectly suited for fuel oil trucks, dump trucks and garbage trucks.

DFW820-67 AND DF860-67

Two other new COE lightweight diesel models introduced are the six-wheel DFW820-67 and the four-wheel DF860-67.

Model DFW820-67 has the lightweight SLDD rear axle, FE-900 front axle, $\frac{1}{4}$ " heat treated frames, lightweight wheels and Fuller R-95C transmission—and is available in 148", 164" and 194" wheelbases.

Model DF860-67 has the Eaton 19,501 two-speed, FE-900 front axle, $\frac{1}{4}$ " heat treated frame, lightweight wheels and the Spicer 5553A transmission. For the operator desiring a 10-speed transmission, the Fuller R-95C and the Timken R-230 rear axle are available as an option.

To meet the 175-200 horsepower demand, both units are powered by the new 800 series 6-71 diesel engine.

Bumper to back of cab is 72". Cab is the GMC COE type with all the engine accessibility features. The 72" BBC permits hauling a 35' trailer in 45' length states or two 24' trailers in 60' length states. Model DFW820-67 is available with 194" WB, 150" CA, permitting the use of a 22' body and a 28' trailer in 60' length states. As in all GMC COE type vehicles, the front axle placement is 28" from the front bumper allowing the maximum allowable gross weights permitted in formula states.

These two COE's, together with their Hydra-Matic versions, will offer terrific competition in the 175-200 horsepower diesel field and will ideally meet the operator's demand for lightweight, economical diesels.

See the following

page for

Increased

GVW Ratings

HIGHER GVW RATINGS

In 1955, the GVW ratings of most models are increased, placing GMC in a very strong position against competition. No longer are competition's multiple rating systems a concern, as now GMC's 1955 vehicles will, in most cases, equal or exceed competition's top GVW ratings.

The following table illustrates the increase in GVW ratings from 1954 models to comparable 1955 models.

1954		1955	
Model	GVW	Model	GVW
100-24	4,800	100	5,000
150-24	5,800	150	6,500
350-27	16,000	370	18,000
400-27	18,000	400	19,500
M400-27	18,000	M400	19,500
450-30	19,500	450	21,000
M450-30	19,500	M450	21,000
F450-30	19,500	F450, FM450	21,000
S450-30	20,000	S450, SM450	21,000
470-30	22,000	500	24,000
M470-30	22,000	M500	24,000
F470-30	22,000	F500, FM500	24,000
620-36	22,000	600	24,000
W450-30	26,000	W500	28,000
W520-42	39,000	W620-42	42,000
FW620-42	40,000	FW620-42	42,000
630-42	28,000	630-42	29,000
F630-42	30,000	F630-42	32,000
D630-47	28,000	D630-47	29,000
630-50	28,000	630-50	29,000
W630-50	45,000	W630-50	46,000
FW630-50	40,000	FW630-50	42,000
660-50	29,000	660-50	30,000
F660-50	31,000	F660-50	33,000
D660-47	29,000	D660-47	30,000
DF660-47	31,000	DF660-47	33,000
DFM660-47	31,000	DFM660-47	33,000
670-50	38,000	670-50	40,000
DF920-67	31,000	DF920-67	33,000
D930-67	30,000	D930-67	33,000
DW950-67	42,000	DW950-67	43,000
DFW950-67	42,000	DFW950-67	43,000
DW970-67	57,000	DW970-67	59,000

Facts and Figures
in
CHARTS

MODEL DESIGNATIONS
WHEELBASE COMPARISONS

CHARTS

MODEL DESIGNATIONS

4-WHEEL CONVENTIONAL—GASOLINE

100	410V-8
100-8	M410V-8
150	450V
150-8	450A
250	M450V
250-8	M450A
300	500V
300-8	500A
M300	M500V
M300-8	M500A
M340	550V
M340-8	550A
350	M550V
350-8	M550A
M350	600V
M350-8	600A
370	630-42A
370-8	M630-42A
M370	630-50V
M370-8	650V
400V	650A
M400V	M650V
410V	M650A
M410V	660-50A
400V-8	M660-50A
M400V-8	670-50

Total..... 52

4-WHEEL C.O.E.—GASOLINE

FM340	F450V
FM340-8	F450A
F350	FM450V
F350-8	FM450A
FM350	F500A
FM350-8	FM500A
F370	F550V
F370-8	F550A
FM370	FM550V
FM370-8	FM550A
F410V	F630-42A
F410A	FM630-42A
FM410V	F650V
FM410A	F650A
F410V-8	FM650V
F410A-8	FM650A
FM410V-8	F660-50A
FM410A-8	FM660-50A

Total..... 36

PACKAGE DELIVERY

PM150	PN250
Total..... 2	

SCHOOL BUS

S300	SM370
S300-8	SM370-8
S370	S450V
S370-8	S450A
	SM450V

Total..... 9

4-WHEEL CONVENTIONAL—DIESEL

D630-47A	DM660-47A
D660-47A	D930-67A

Total..... 4

4-WHEEL C.O.E.—DIESEL

DF660-47A	DFM860-67A
DFM660-47A	DF920-67A
DF860-67A	DFM920-67A

Total..... 6

6-WHEEL CONVENTIONAL—GASOLINE

W500V	W620-42A
MW500V	MW620-42A
W550A	W630-50A
MW550A	MW630-50A

Total..... 8

6-WHEEL C.O.E.—GASOLINE

FW620-42A	FW630-50A
FMW620-42A	FMW630-50A

Total..... 4

6-WHEEL CONVENTIONAL—DIESEL

DW950-67A	DW970-67A
DMW950-67A	

Total..... 3

6-WHEEL C.O.E.—DIESEL

DFW820-67A	DFW950-67A
DFMW820-67A	DFMW950-67A

Total..... 4

Grand Total . . . 128

COMPARISON OF 1954 AND 1955 WHEELBASES

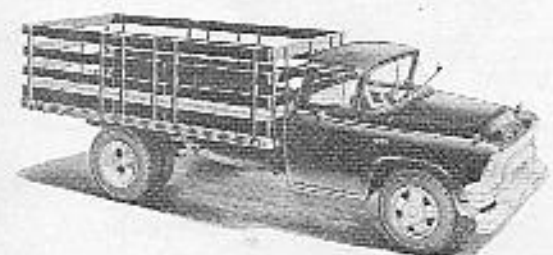
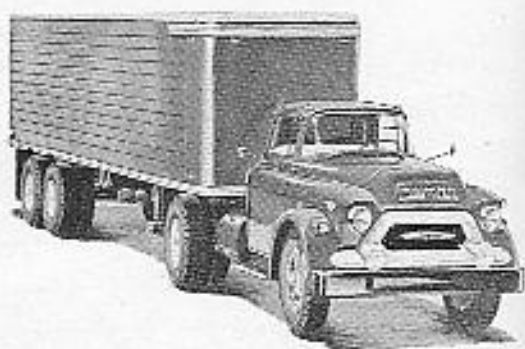
Model	1954			Model	1955		
	No.	Wheelbase Dimension	CA Dimension		No.	Wheelbase Dimension	CA Dimension
100-24	1	116	39	100 & 8	1	114	39
	2	125½	48¼		2	123¼	48¼
150-24	2	125¼	48¼	150 & 8	2	123¼	48¼
PM150-24	2	125¼		PM150	1	104	
					2	125	
					3	137	
250-24	1	116	39	250 & 8	1	114	39
	2	125¼	48¼		2	123¼	48¼
	3	137	60		3	135	60
PM250-24	3	137		PM250	1	104	
					2	125	
					3	137	
300-24	1	137	60	300 & 8	1	130	60
	2	149	72	M300 & 8	2	142	72
	3	161	84		3	154	84
	4	179	102		4	172	102
5	199		5		194	168¼ LA	
S300-24	5	199		S300 & 8	5	194	168¼ LA
350-24 M350-24	1	137	60	350 & 8	1	130	60
	2	149	72	M350 & 8	2	142	72
	3	161	84	M340 & 8	3	154	84
	4	179	102		4	172	102
	5	199	122		5	194	124
350-27 M350-27	1	137	60	370 & 8	1	130	60
	2	149	72	M370 & 8	2	142	72
	3	161	84		3	154	84
	4	179	102		4	172	102
	5	199	122		5	194	124
F350-24 F350-27	1	110	60	F350 & 8	1	115	60
	2	137	87	FM350 & 8	2	127	72
	3	161	111	FM340 & 8	3	139	84
	4	179	129	F370 & 8	4	157	102
				FM370 & 8	5	179	124
S400-24				Cancelled			
S400-27				S370 & 8	5	194	168¼ LA
	6	212	179¼ LA	SM370 & 8	6	220	194¼ LA
	7	230	197¼ LA				
400-27 M400-27V	1	137	60	400V	1	130	60
	2	149	72	410V	2	142	72
	3	161	84	M400V	3	154	84
	4	179	102	M410V	4	172	102
	5	199	122	400V-8	5	194	124
			410V-8				
			M400V-8				
			M410V-8				
450-30V	1	137	60	450V	1	134	60
450-30A	2	149	72	450A	2	146	72
M450-30V	3	161	84	M450V	3	158	84
M450-30A	4	179	102	M450A	4	176	102
	5	197	120		5	194	120
F450-30V	1	110	60	F450V	1	115	60
F450-30A	2	122	72	F450A	2	127	72
	3	137	87	FM450V	3	139	84
	4	161	111	FM450A	4	157	102
	5	179	129	F410V	5	179	124
	6	197	147	F410A	6	197	142

COMPARISON OF 1954 AND 1955 WHEELBASES (Continued)

Model	1954		CA Dimension	Model	1955		CA Dimension
	Wheelbase No.	Dimension			Wheelbase No.	Dimension	
				FM410V	1	115	60
				FM410A	2	127	72
				F410V-8	3	139	84
				F410A-8	4	157	102
				FM410V-8	5	179	124
				FM410A-8	6	197	142
S450-30V	6	212	179 $\frac{1}{4}$ LA	S450V	6	224	194 $\frac{1}{4}$ LA
	7	230	197 $\frac{1}{4}$ LA	S450A	7	242	212 $\frac{1}{4}$ LA
	8	251	218 $\frac{1}{4}$ LA	SM450V	8	260	230 $\frac{1}{4}$ LA
470-30V	1	137	60	500V	1	134	60
470-30A	2	149	72	500A	2	146	72
M470-30V	3	161	84	M500V	3	158	84
M470-30A	4	179	102	M500A	4	176	102
	5	197	120		5	194	120
F470-30A	2	122	72	F500A	2	127	72
	3	137	87	FM500A	3	139	84
	4	161	111	F550V	4	157	102
				F550A	5	179	124
				FM550V	6	197	142
				FM550A			
				F650V			
				F650A			
				FM650V			
				FM650A			
W450-30V	2	149	72	W500V	2	146	72
	3	161	84	MW500V	3	158	84
	4	179	102		4	176	102
	5	197	120		5	194	120
				M550V	1	134	60
				M550A	2	146	72
				550V	3	158	84
				550A	4	176	102
				650V	5	194	120
				650A			
				M650V			
				M650A			
				MW550A	2	146	72
				W550A	3	158	84
					4	176	102
					5	194	120
620-36V	1	141	60	600V	1	141	60
620-36A	2	153	72	600A	2	153	72
	3	165	84		3	165	84
	4	183	102		4	183	102
	5	201	120		5	201	120
W620-42A	2	153	72	W620-42A	2	153	72
	3	165	84	MW620-42A	3	165	84
	4	183	102		4	185	104
	5	201	120		5	201	120
FW620-42A	2	140	96	FW620-42A	1	140	96
					2	148	104
	3	164	120		3	164	120
				FMW620-42A	2	148	104
					3	164	120
DFW620-47A				Cancelled			

COMPARISON OF 1954 AND 1955 WHEELBASES (Continued)

Model	1955		CA Dimension	Model	1954		CA Dimension
	Wheelbase No.	Dimension			Wheelbase No.	Dimension	
630-42V	1	141	60	Cancelled			
630-42A	2	153	72	630-42A	1	141	60
	3	165	84	M630-42A	2	153	72
	4	183	102		3	165	84
	5	201	120		4	183	102
					5	201	120
630-50V	3	165	84	630-50V	3	165	84
	4	183	102		4	183	102
	5	201	120		5	201	120
F630-42A	1	116	72	F630-42A	1	116	72
	2	140	96		2	140	96
				FM630-42A	1	128	84
					2	140	96
D630-47A	1	141	60	D630-47A	1	141	60
660-50A	2	153	72	660-50A	2	153	72
D660-47A	3	165	84	D660-50A	3	165	84
670-50A				670-50A			
W630-50A	3	165	84	W630-50A	3	165	84
	4	177	96	MW630-50A	4	177	96
	5	183	102		5	185	104
	6	201	120		6	201	120
DW630-47A				Cancelled			
FW630-50A	2	140	96	FW630-50A	2	148	104
	3	164	120	FMW630-50A	3	164	120
F660-50A	1	116	72	F660-50A	1	116	72
DF660-47A	2	140	96	DF660-47A	2	140	96
DFM660-47A				DFM660-47A	3	158	114
				FM660-50A	1	128	84
					2	140	96
					3	158	114
				M660-50A	2	153	72
				DM660-47A	3	165	84
				DFW820-67A	2	148	104
					3	164	120
					4	194	150
				DFMW820-67A	2	148	104
					3	164	120
					4	194	150
				DFMW950-67A	2	164	120
					4	194	150
DF920-67A	1	116	72	DF920-67A	1	116	72
	2	140	96	DF860-67A	2	140	96
					3	158	114
				DFM920-67A	1	128	84
				DFM860-67A	2	140	96
					3	158	114
D930-67A	2	152	72	D930-67A	2	152	72
	3	164	84		3	164	84
DW950-67A	4	182	102	DW950-67A	4	182	102
DW970-67A	5	200	120	DW970-67A	5	200	120
	6	224	144	DMW950-67A	6	224	144
DFW950-67A	2	146	102	DFW950-67A	2	146	102
	4	194	150		4	194	150



1964
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