

NEW

FOR 1956



GMC Models and Features



GMC
TRUCKS



The purpose of this book is to provide you with ready information about GMC MODELS and NEW GMC FEATURES for 1956. 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.

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INTRODUCTION

OVER THE short span of the last six months of 1955, GMC Dealers turned in the greatest sales gains in their history. Over 6,000 units behind Dodge at the end of April, GMC ended the year well over 14,000 registrations ahead. During the final four months of 1955, GMC Dealers outsold their traditional rival, IHC, to prove it could be done. These gains were accomplished with the greatest line of motor trucks ever offered to the truck-buying public—the handsome, powerful Blue Chip GMC's. Now, in 1956, GMC continues this line which has won such favor with Dealers and users alike. To it are added improvements and refinements which place competitors on the defensive and establish the GMC Dealers in a strong sales position which will make the sales and profit possibilities greater than ever before.

These changes include—

- New models
- Increased power
- New axles
- New transmissions
- Simplification of the line
- New engineering developments

and many others such as tubeless tires, 12-volt electrical systems, and miscellaneous chassis improvements.

This booklet summarizes these changes and sets them forth simply in several sections. It is recommended that each GMC salesman read it carefully a number of times and make frequent reference to the new Data Book pages covering the revised line. Particular attention should be paid to the new optional heavy ratings on several of the models because they will be the means of making many sales that have been lost to competition in the past.



STYLING

The Blue Chip styling that swept the industry in 1955, the same styling that others have attempted to copy in 1956, is being retained almost without change in the improved GMC trucks for 1956. This will provide a continuity of design that will be welcome news to the thousands of GMC Dealers who capitalized on the "Blue Chip Look" last year to create the greatest sales gains in GMC history.

The following minor changes are made in appearance:

The grille extension panel, a small steel stamping which extended from the bottom of the parking light to the top of the bumper, has been removed from all models—both standard and deluxe. This change heightens the simplicity of the front end and adds to the effect of rugged strength.



The GMC emblems on the front of the hood and in the grille, and the model designations on the side of the cowl will be painted instead of chrome on the standard cabs. These items are still chrome on the deluxe models.



The Fleet Option has been greatly improved in 1956 by replacing the light, single bar grille with an expanded metal, honeycomb grille on models 100-250. The new grille provides a much neater

and more attractive appearance. The much more favorable price differential that the Fleet Option provides in 1956, coupled with this improved appearance should enable many dealers to close sales they have previously missed.

Suburban models in 1956 have a painted grille, bumper, and other exterior items as installed on standard cabs. A deluxe option is available that offers all of the items included in the deluxe cab equipment. This applies both to tail-gate and panel door bodies.

To meet the widespread demand for a front bumper and grille installation that would permit ready installation of front-mounted equipment, such as a snow plow, GMC now offers a "Utility Front End" option in models 300-370. This option includes an expanded sheet metal grille to replace the standard grille, bombs, grille header bar, and model insignia. Standard formed, ribbed channel bumper remains unchanged. This option will eliminate the need for local modification of the standard grille to permit mounting of auxiliary equipment at the front of the truck.



The brush guard type grille, designed especially for car haulers and available in 1955 only in the #1 wheelbase of models F350 and F370, is extended in 1956 to all wheelbases of these models. This option saves 2½ inches in overall length. Where the length dimension is critical, this option can frequently save the sale.

ENGINES

GMC's condensed power line-up for 1956, featuring more power in most gasoline engines, is as follows:

Six Cylinder Gasoline Engines

Engine	Gross Horsepower	Net Horsepower	Model
270A	130 @ 3600 RPM	121 @ 3400 RPM	100-300
270B	140 @ 3600 RPM	127 @ 3400 RPM	310-370
270C	120 @ 3200 RPM	109 @ 3100 RPM	PM136, PM250
302	160 @ 3600 RPM	141 @ 3600 RPM	450
302A	205 @ 3000 RPM	187 @ 2800 RPM	630
302B	225 @ 3200 RPM	199 @ 2850 RPM	630V, 660 & 670

V-8 Gasoline Engines

316	180 @ 4400 RPM	156 @ 3600 RPM	100-W300
324	210 @ 4200 RPM	176 @ 3600 RPM	580-600

Diesel Engines

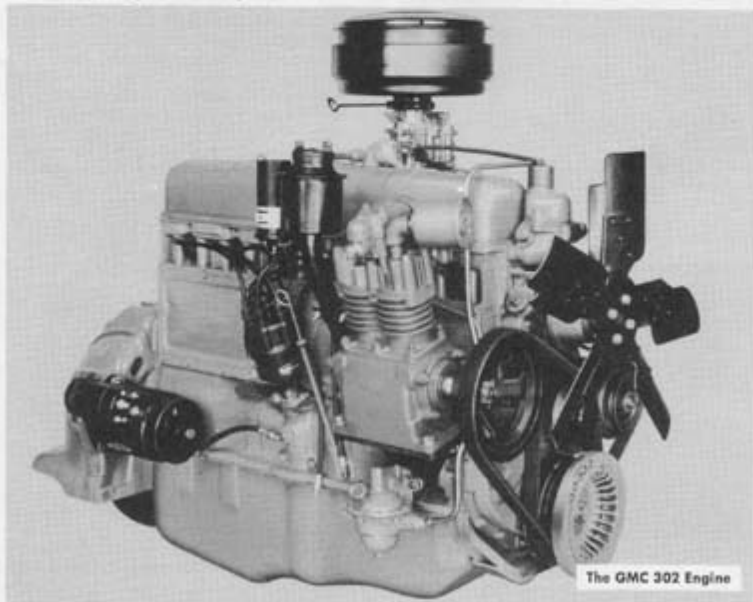
4-71	150 @ 2300 RPM	124 @ 2300 RPM	D430-D640
6-71	172 @ 2000 RPM	152 @ 2000 RPM	DF 960 Manual
6-71	200 @ 2300 RPM	181 @ 2300 RPM	DF 910 Hydra-Matic
6-71	230 @ 2300 RPM	212 @ 2300 RPM	DF 920-DW 570

The 270C engine with 120 gross horsepower at 3200 RPM is standard in the PM150 and PM250 models—this gives a 15 horsepower increase over the old 105 horsepower 248 engine.

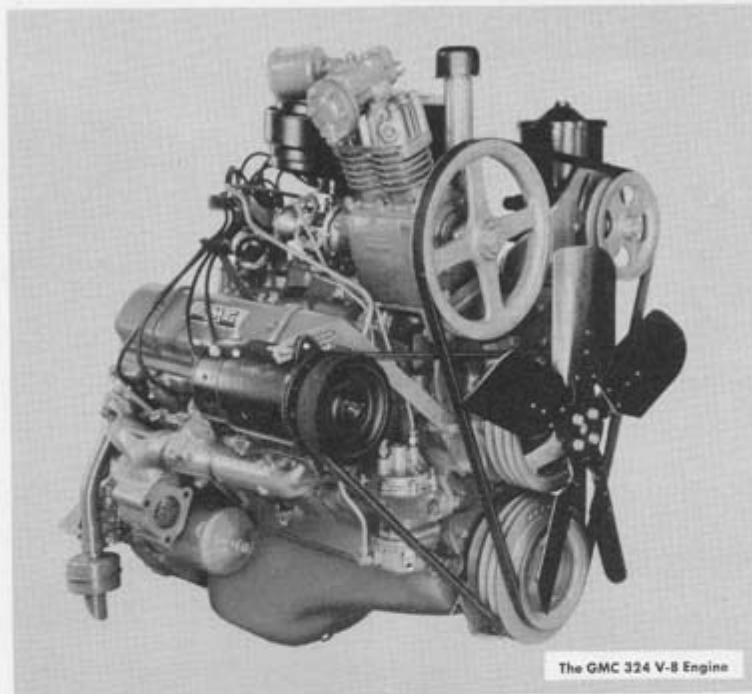
The 270 engine with 130 gross horsepower is standard in the 100 through 300 series succeeding the discontinued 125-horsepower 248 engine. This advance gives GMC a standard 6-cylinder engine in the ½-1½ ton range of 270 cubic inch displacement with a 130 gross horsepower rating and a 7.75 to 1 compression ratio—the biggest six in the business! As compared with 1955, horsepower increases from 125 to 130 and torque from 210 to 238 pound feet.

GMC's 350 series for 1956 has a 140 gross horsepower version of the 270 as standard—an increase of 10 horsepower over the old 248 engine used in 1955. Torque advances from 238 to 246 pound feet. The 1956 370 models continue to have as standard the 140 horsepower 270 engine.

The 302 engine used in the 450 series is increased from 155 to 160 gross horsepower, and features a new Bendix-Stromberg carburetor and new intake manifold.



The GMC 302 Engine



The GMC 324 V-8 Engine

Both the 270 and 302 engines in 1956 have larger piston pins, new connecting rods and when used with a Hydra-Matic transmission, a hot air automatic choke. A newly designed starter driving pinion on the starting motor provides greater starting torque and eliminates the hot stall problem.

A 205 gross horsepower 503 cubic inch engine replaces the discontinued 190-horsepower 426 engine in all 630 series GMC's for 1956. This gives 15 more horsepower in the 630's over 1955 production. Torque increase for 1956 is 86 pounds feet to 436.

The 225-horsepower 503 engine used in models in the 660 series is unchanged.

All 503 engines for 1956 have the improved starter driving pinion and new suppressor wiring to eliminate radio and TV interference.

A major feature of GMC's power story for 1956

is centered around the two V-8 engines used in the 100-8 through the 600 models.

The new 316 cubic inch V-8 replaces the 288 engine used in 1955. Horsepower jumps from 155 to an amazing 180 . . . GMC's new 316 V-8 is truly the biggest short-stroke V-8 in its field! It is standard in all 8-cylinder GMC's in 1956 from the 100 through the WS00. A new method of mounting the engine to the frame reduces vibration and increases mounting life.

Its big brother, the 324-cubic inch V-8, is now rated at 210 gross horsepower and is standard in the 550 and 600 series. GMC offers more standard V-8 power at no extra cost in this weight class than any other manufacturer. As compared with 1955, gross horsepower has been increased from 175 to 210, and net horsepower jumps from 158 to 176. Major improvements on this powerful V-8 include a Holly 4-barrel carburetor as standard, a higher compression ratio of 7.65 to 1, new intake manifold and larger exhaust valves.

TRANSMISSIONS

HYDRA-MATICS

Hydra-Matic is now an option on 1956 4-wheel GMC Trucks, Models 100 through 600. This eliminates 38 base "M" models carried in the Data Book in 1955 but does not reduce model coverage.

Single axle models starting with the 630 series and continuing through the DFM920 utilize the Twin Hydra-Matic transmission and will continue to be designated as "M" models.

All tandem axle models with Hydra-Matic trans-

Usage of Hydra-Matic transmissions in all GMC models for 1956 is shown in the following table:

Model	Hydra-Matic	Usage
100	177C	Optional
100-8	177C	Optional
150	210U	Optional
150-8	210U	Optional
PM150	210U	Standard
250	210U	Optional
250-8	210U	Optional
PM250	210U	Standard
300	210UC	Optional
300-8	210UC	Optional
350	220YA	Optional
350-8	220YA	Optional
F350	220YA	Optional
F350-8	220YA	Optional
370	220YA	Optional
370-8	220YA	Optional
F370	220YA	Optional
F370-8	220YA	Optional
S370	220YA	Optional
S370-8	220YA	Optional
450	245GA	Optional
450-8	245GA	Optional
F450	245GA	Optional
F450-8	245GA	Optional
S450	245GA	Optional
MW500	245G	Standard
S50	245GA	Optional
F500	245GA	Optional
MW550	245G	Standard
FMW550	245G	Standard
600	245GA	Optional
F600	245GA	Optional
M630	425T	Standard
FM630	425T	Standard
MW630	425T	Standard
M660	425T	Standard
FM660	425T	Standard
DFM660	380T	Standard
MW660	425T	Standard
FMW660	425T	Standard
DFM860	600T	Standard
DFMW860	600T	Standard
DFM920	600T	Standard
DMW950	600T	Standard
DFMW950	600T	Standard

mission will continue to be designated as "M" models and will use the same type reduction units as heretofore. A major improvement in the optional 3-speed reduction unit is the change in low gear ratio from 2.0 to 1 to 2.59 to 1. Ratios in the 3-speed reduction unit are now

Creep 3.87 to 1
Low 2.59 to 1
High 1.00 to 1

This will provide more reduction in low gear and a better relationship between gradeability and road speed in all gears.

The reduction unit on all 4-wheel models is replaced by the revolutionary new wide-range, one-shift rear axle described elsewhere in this booklet. The GMC Hydra-Matic, coupled with the new wide-range one-shift axle, brings unprecedented simplicity and driving ease to medium and heavy duty vehicles.

NEW PROCESS TRANSMISSIONS

All Clark constant-mesh type transmissions are replaced in 1956 by two sizes of New Process 5-speed synchro-mesh transmissions. This means that every GMC transmission in 1956 is either synchro-mesh or Hydra-Matic.

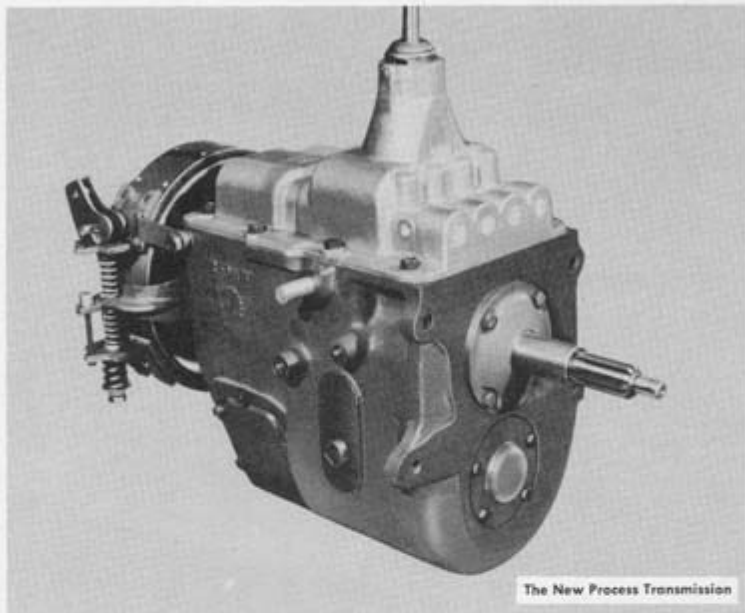
The New Process 540G synchro-mesh transmission is optional on the 300, 350 and 370 series. Gear ratios on the 540G transmission are:

1st-7.40
2nd-4.05
3rd-1.94
4th-1.39
5th-1.00
Reverse-7.85

Besides replacing the constant-mesh transmission with the more advanced synchro-mesh type, the New Process transmission weighs 11 pounds less than the Clark.

Standard transmission in 1956 on the 450, 550 and 600 models is the New Process 5-speed direct-in-fifth 5400 series. Gear ratios are the same as the 540G. This provides a synchro-mesh transmission as standard on the 450, where before only the constant-mesh type was offered.

The 5-speed overdrive New Process 5400 series transmission replaces the Clark 207VO and 267VO as an option on all single axle 450, 550



The New Process Transmission

and 600 models (except schoolbuses). Gear ratios are as follows:

	Direct	Overdrive
1st.....	7.40	6.05
2nd.....	4.05	3.31
3rd.....	1.94	1.84
4th.....	1.39	1.00
5th.....	1.00	.82
Reverse.....	7.85	

SPICER 6850 SERIES

Replacing the Spicer 4950, 5550 and 750 series of transmissions in 1956 is one new Spicer 6850 series.

This new transmission combines the strength and torque capacity of the 750 series with the relatively light weight of the 5550 series. Its torque rating exceeds the torque capacity of the 6-71 diesel engine and the increased torque of the 503 engine. As a long range benefit, it will ultimately reduce inventory and parts storage problems for dealers and customers.

The new Spicer 6850 series is available in three different models and types. These are the 6852D, direct in fifth; the 6852E, direct in fifth with a

short fourth gear; and the 6853C overdrive. Gear ratios are:

	6852D	6852E	6853C
1st.....	5.71	5.71	5.71
2nd.....	3.02	3.02	3.02
3rd.....	1.78	1.78	1.78
4th.....	1.34	1.16	1.00
5th.....	1.00	1.00	.85
Reverse.....	5.73	5.73	5.73

Usage of the new Spicer 6850 series transmissions parallels that of the 5550 series.

FULLER R96

A new Fuller R96 transmission replaces the Fuller R95C in 1956. The R96 is approximately 60 pounds lighter and 2½ inches shorter in overall length than the R95C. The shorter length will permit its use in shorter wheelbase trucks. Gear ratios are the same as the R95C.

The R96 Fuller transmission is standard on D930 and tandem models W660, DW660, FW660, DFW860 and DFW 950. It is optional on single axle models F660, DF660, DF860 and DF920, and on tandem model W630.

AXLES

Numerous improvements have been made in front and rear axle installations. It is very important that all GMC salesmen be fully familiar with these changes, for they have a direct effect on several GVW ratings. In addition, ratio changes and the new Timken axles affect performance and should be studied carefully.

FRONT AXLES

OPTIONAL GMC F-045 FRONT AXLE ON 300 SERIES

All 300 series GMC Trucks (except schoolbuses) for 1956 offer as an option the GMC F-045 front axle, rated at 4,500 pounds, to replace the standard 4,000 pound axle. This heavy front axle option includes heavy front springs and is available with either the standard 14,000 pound GVW rating or the increased 15,000 pound GVW.

OPTIONAL GMC F-070 FRONT AXLE ON 370 SERIES

In all 370 series models GMC offers in 1956 as an option the GMC F-070 7,000 pound front axle to replace the standard 4,500 pound axle. This axle option is available with either the standard 19,500 pound GVW rating or the increased 21,000 pound GVW. The heavy front axle should be specified when front axle loads are such that the standard 4,500 pound axle rating is exceeded.

OPTIONAL TIMKEN 27465 FRONT AXLE ON W670A

The Timken 27465 front axle, rated at 14,000 pounds, is optional on Model W670A replacing the standard 11,000 pound Timken FE-900. It must be specified along with the 50,000 pound optional rear axle when the increased warranted

GVW of 63,000 pounds is needed. An important sales feature of the optional Timken 27465 front axle is that the RPO price includes heavy-duty power steering—a necessity when these heavy loads are carried, particularly in off-highway work.

REAR AXLES

OPTIONAL FAST-RATIO CRUISING AXLE ON 100 SERIES

For the first time, GMC is offering an optional Spicer axle with a 3.07 ratio on all 100 models. Fuel economy tests made to date show an improvement of two to four miles per gallon in gasoline mileage. Combined with either Hydra-Matic or manual transmissions, this optional axle gives any 100 model outstanding performance and economical operation. Priced at \$10.50 list, this fast-ratio cruising axle provides substantially the same results as overdrive transmission options offered by competitors at prices at least ten times higher. The economy benefits of the GMC optional axle are obtained in all gear ranges, and not just in the overdrive range as on competitive trucks.

NEW WIDE-RANGE ONE-SHIFT AXLES

One of the biggest improvements in GMC for 1956 is the introduction of wide-range one-shift axles. When coupled with a Hydra-Matic transmission, they replace the reduction unit. These results are accomplished through the wide spreads provided in the two basic types of axles available—one has a 2.0-1 spread between high and low ranges, and the other a 2.6-1 spread. For



The New Timken Wide-Range One-Shift Rear Axle

example, the Timken E-350 wide-range axle that is optional on the 350 series has ratios of 5.53-10.46 or 6.44-12.19. The Timken E-370—another wide-range axle option on the 350 series has ratios of 6.45-15.91. When used with Hydra-Matic transmissions, they give the same performance results as the 2.0 or 2.59-1 reduction units they replace. Offered for the first time in the industry, these entirely new 2-speed axles eliminate the need of split shifting between axle and manual transmission. Electrically controlled by a simple flick switch mounted on the left side of the steering column, they bring a new simplicity and driving ease to operations requiring the gear range of a two-speed axle.

The wide-range one-shift axle is standard on single rear axle Twin Hydra-Matic models, and optional on all other single axle models from the 350 series up (except the 630V fire truck). Major advantages are easier shifting, improved vehicle performance, lighter weight and in some cases, shorter wheelbases.

When used with the Hydra-Matic transmission option in models 350 through 600, and with Twin Hydra-Matic single axle models, the wide-range one-shift rear axle replaces the two speed 2.0-1 and 2.59-1 reduction units.



Although the Hydra-Matic transmission portion of 1955 models with reduction units was completely automatic, shifting of the reduction units was manual. Now with the introduction of the wide range rear axles, shifting sequence of transmission and axle gears is almost entirely automatic. Operator control of the two axle ranges is maintained by the use of a flick switch mounted on the left side of the steering column just under the steering wheel. Electrical contact in the rear

axle is instantaneous; however, the rear axle will not shift ranges until the operator provides a slight release of accelerator pressure.

With either the four speed or Twin Hydra-Matics, the same operating procedure holds true. In accelerating the loaded vehicle the operator starts with the axle in the "low" range and permits the Hydra-Matic to upshift through all its gears. When the vehicle reaches the maximum road speed with the axle in low range, the operator simply flicks the switch to "high" and releases the throttle pressure slightly, permitting the axle to shift from "low" to "high". The Hydra-Matic will at the same time downshift to find the correct gear and then continue to upshift as accelerating continues.

In decelerating the vehicle, the axle shift from "high" to "low" will not take place until the vehicle road speed has diminished to at least the maximum road speed of the low range. A rear axle governor will prevent the axle shift from being made at a higher speed.

All wide range one-shift axles include the flyball type governor as standard, supplementing the standard engine governor. In addition to permitting the rear axle to shift to the low range at the proper speed, this rear axle control eliminates the possibility of the driver making the axle shift at too high a road speed thus preventing damage to the axle and transmission.

When used with manual shift transmissions, the wide range one-shift rear axle and manual transmission combination provide up to eight closely spaced gear ratios, accomplishing the same results as with Fuller Roadranger transmissions. The Timken wide range one-shift axles are not used as split shifting axles, but rather to provide closely spaced gear steps with a minimum of shifting by the operator. For split shifting operations, Eaton two speed axles continue to be available as options.

The wide range axle in COE Twin Hydra-Matic models permits 12 inch shorter wheelbases. Shortest wheelbase in 1955 of 426, 503 and 6-71 engine models with the two speed reduction unit was 128" resulting in an 84" CA. With the wide-range axle replacing the reduction unit minimum wheelbase is now 116" with a 72" CA.

Weight saving is an advantage of the wide spread axle. This is particularly important in Twin Hydra-Matic models, where the reduction unit is eliminated and only a slight additional weight added to the rear axle.

Models 350, 350-8, F350, F350-8, S370 and S370-8 have the Timken E350 and E370 wide-range axles available for use with either the optional New Process five speed or Hydra-Matic 220YA transmissions.

In models 370, 370-8, F370 and F370-8 the Timken E350 or E370 is included as part of the 220YA Hydra-Matic option and is also available for use with the optional New Process five speed transmission. Models 450 and F450 have the Timken H350 or H370 wide-range axle included in the 245GA Hydra-Matic option and also available as a separate option for use with manual transmissions. School bus S450 has the H350 axle available as a separate option.

Models 550 and F550 have the Timken L350 or L370 wide-range axle included in the 245GA Hydra-Matic option and also available as a separate option with the manual transmission. Similarly, models 600 and F600 follow the same pattern, except the Timken Q380 is used.

Starting with Twin Hydra-Matic models the wide-range one-shift rear axle is part of the base chassis specifications. Behind the 205 horsepower 503 engine the Q390 axle is used and behind the 225 horsepower 503, 4-71 and 6-71 engines we use the Timken R390.

Other single axle manual transmission models with the 205 horsepower 503 engine and 4-71 diesel engine will have the optional Q390 wide-range axle and models with the 225 horsepower 503, and 6-71 diesel engines will have the R390 optional.

Wide-range axles with manual transmissions also feature the fly-ball control governor the same as with Hydra-Matic transmissions. All Timken wide-range one-shift axles are the electric shift type.

REAR AXLES

OPTIONAL GMC HEAVY-DUTY TWO-SPEED REAR AXLE ON 370 SERIES

The GMC heavy-duty two-speed rear axle rated at 15,000 pounds is offered as an option on all 370 series models instead of the optional 14,000 pound Eaton axle offered in 1955. An electric shifting mechanism is a feature of the new optional two-speed axle.

In addition to a capacity increase of 1,000 pounds, the new optional rear axle has larger and stronger axle shafts as shown by the following comparison:

1955 Eaton 13600

14,000 pounds	Capacity	15,000 pounds
1 1/2"	Axle Shaft, Minimum Diam.	1 1/2"
1.750"	Diameter over Splines	1.850"
19	Number of Splines	29

1956 GMC Heavy Duty Two-Speed

OPTIONAL EATON 17500 OR TIMKEN L350 AND L370 REAR AXLES ON 450 SERIES

All three optional rear axles offered on the 450 series are rated at 18,000 pounds as compared with the standard H100 16,000 pound rear axle. When the heavy rear axle option is specified, heavier rear springs are included, and the warranted GVW can be increased from the standard 22,000 pounds to an optional 25,000, and GCW from standard 38,000 to an optional 50,000 pounds.

OPTIONAL EATON 28M REAR AXLE ON MODEL W500V

The Eaton 28M rear axle rated at 28,000 pounds is offered as an option on Model W500V to replace the standard Eaton 22,000 pound rear axle. When the heavy axle option is specified the warranted GVW can be increased from the regular 28,000 pounds to the optional 32,000 pounds, and the GCW from 45,000 to the optional 55,000 pounds. *This new rear axle option will give the vacuum brake W500V the same GVW and GCW ratings of the air brake W500 on which the 28M axle is standard.*

OPTIONAL TIMKEN SFDD 4600 DOUBLE REDUCTION REAR AXLE ON MODEL 670A

Optional on the W670A is the Timken SFDD 4600 double reduction rear axle rated at 50,000 pounds to replace the standard Timken 48,000-pound 8W-456. When this SFDD rear axle option is specified along with the 14,000 pound front axle, warranted GVW can be increased from the standard 59,000 pounds to the optional 63,000 pounds.

NEW ELECTRIC SHIFT IN OPTIONAL EATON TWO-SPEED AXLES ON MODELS 300 AND 350

In 1956, both the Eaton 1350 and 13600 two-speed axles, offered as options on 300 series and 350 series respectively, feature an electric shifting mechanism replacing the old vacuum actuated mechanism. This assures more positive control of two-speed shifting.



WHEELS AND TIRES

TUBELESS TIRES ARE STANDARD ON ALL GMC TRUCKS IN 1956

GMC, as another forward step in maintaining its reputation for leadership, has standardized on tubeless tires for all size vehicles. All standard and optional tires from the 6.70 x 15 4-ply on Model 100 to the 12-24.5 12-ply on Model DW970 are the new tubeless type.

Tubeless truck tires offer important and revolutionary design, performance and servicing advantages which establish new standards for the trucking industry in . . .

- Blowout Protection
- Reduced Downtime
- Lower Operating Expense
- Less Weight—More Payload
- Puncture Protection
- Cooler Running
- Greater Driving Safety
- Easier, Faster and Safer Tire Servicing

TUBELESS TIRES ARE SIMPLER

The simplicity of the 2-piece tubeless tire and rim assembly is readily apparent when compared with the 5- or 6-piece tubed type assembly of tire, tube, flap, rim, side ring and, in some cases, locking ring. (See comparison below.)

The tubeless tire provides a positive air seal with both beads on the one-piece rim. There are no rim parts to spring, break or deteriorate with age. The tube and flap, two major causes of tire servicing problems, are completely eliminated.

TUBELESS TIRES OFFER MORE BLOWOUT AND PUNCTURE PROTECTION

The inner tube in a tubed-type tire is stretched and under tension. When punctured it tears and causes a flat. Instead of a tube, the tubeless tire has an air-retaining inner liner which is cured in as an integral part of the tire. This liner is in a relaxed condition and will cling to a puncturing object to provide an effective seal until the object is removed.

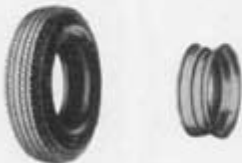
More blowout protection is given by this same inner liner in a tubeless tire. When a tubed-type tire is damaged, the ruptured cord body sets up a pinching or chafing action causing the tube to fail suddenly and "blow".

In a tubeless tire, the inner liner encases the break, and instead of a blowout there is merely a slow leak. Through the elimination of the tube and flap, tubeless tires allow more rapid heat dissipation through the rim, and run up to 25 degrees cooler than the tubed type, affording additional blowout protection.

REDUCED DOWNTIME MEANS LOWER OPERATING EXPENSE

Tubeless tires eliminate the punctures and blowouts caused by pinched or chafed tubes. This greatly reduces road service calls, downtime and the loss from run-flat or damaged tires. In many sizes, the elimination of tube, flap, side ring and locking ring means less weight per wheel—and correspondingly higher payload capacity. It all adds up to reduced tire cost per mile . . . and lower operating expense.

TUBELESS TIRE



TIRE

DROP CENTER RIM

CONVENTIONAL TIRE



TIRE

TUBE

FLAP

RIM

SIDE RING

LOCKING RING

TUBELESS TIRES ARE SAFER

Tubeless tires are safer to operate on the road—and to service. There is no side ring to blow off either in operation or while being inflated. A tubeless tire will not run off the rim in case of a flat. If deflated, the 15-degree taper and drop center rim construction force the tire beads into the well where they are held like a V-belt in a pulley.

TUBELESS TIRES ARE SIMPLE TO REPAIR AND RETREAD

Repair of tubeless truck tires is simple—standard hot patch and the new self-vulcanizing cold patch repairs effectively take care of small punctures. Tubeless truck tires are as easy to retread as tubed tires. The cooler running characteristics of the tubeless tire give more miles before retreading and more retreads per tire.

For details on tubeless tire dimensions, interchangeability, and use with tubed type tires, see folder TSP-56-1, "Tubeless Tires for GMC Trucks."

A conversion table showing 1956 tubeless tire sizes and the corresponding tubed-type size used in 1955 is shown below.

10-22.5 18-PLY TIRES ON 350 MODELS

In 1956, 10-22.5 10-ply tires will be available on both front and rear of models 350, 350-8, F350 and F350-8. The corresponding tubed tire size of 9.00/20-10 was available in past years on the rear wheels only.

11-22.5 12-PLY REAR TIRES ON 370 MODELS

Another GMC improvement in 1956 and one designed to provide the 370 model with another competitive feature is the availability of 11-22.5 12-ply tires on rear wheels. This tire is the same capacity as the 1955 tubed-type size 10.00/20 12 ply.



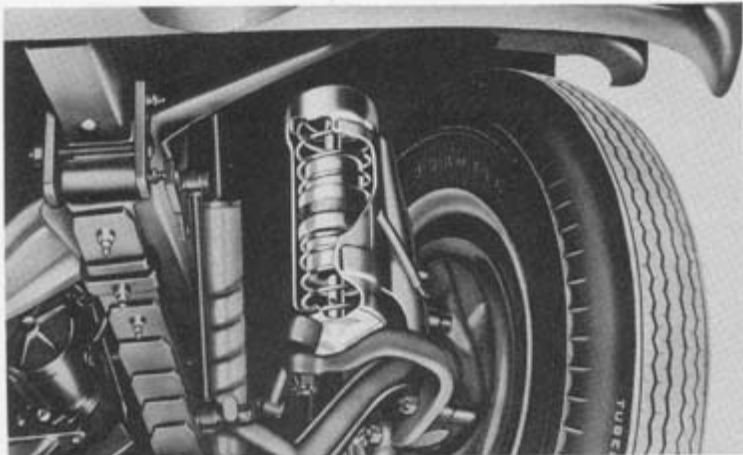
NEW BUDD-TYPE WHEELS

Standard equipment in 1956 on all 350, 370 and W500V (when equipped with 22M axle) models will be a new 6-stud Budd type wheel replacing the Kelsey Hayes wheel used in the past. This change answers a long-standing dealer demand.

Conversion 1956 Tubeless Tires from 1955 Tubed-Type Tires on GMC Trucks

1956			1955		
Tubeless Size	Ply Rating	Capacity	Tubed-Type Size	Ply Rating	Capacity
6.70 x 15	4	925 lbs.	6.70 x 15	4	925 lbs.
6.70 x 15	6	1055 lbs.	6.70 x 15	6	1055 lbs.
6.50 x 16	6	1215 lbs.	6.50 x 16	6	1215 lbs.
7-17.5	6	1520 lbs.	15"	6	1605 lbs.
7-17.5	8	1800 lbs.	15"	8	1900 lbs.
8-17.5	6	1735 lbs.	7.00 x 17	6	1740 lbs.
8-17.5	8	2060 lbs.	7.00 x 17	8	2060 lbs.
8-19.5	8	2440 lbs.	7.50 x 17	8	2420 lbs.
8-19.5	8	2440 lbs.	7.00 x 18	8	2140 lbs.
7-22.5	6	1870 lbs.	6.50 x 20	6	1870 lbs.
7-22.5	8	2180 lbs.	7.00 x 20	8	2210 lbs.
8-22.5	8	2740 lbs.	7.00 x 20	10	2630 lbs.
8-22.5	8	2740 lbs.*	7.50 x 20	8	2740 lbs.
8-22.5	10	2980 lbs.	7.50 x 20	10	2980 lbs.
9-22.5	10	3330 lbs.	8.25 x 20	10	3330 lbs.
9-22.5	12	3600 lbs.	8.25 x 20	12	3600 lbs.
10-22.5	10	3960 lbs.	9.00 x 20	10	3960 lbs.
10-22.5	12	4280 lbs.	9.00 x 20	12	4280 lbs.
11-22.5	12	4580 lbs.	10.00 x 20	12	4580 lbs.
12-22.5	12	5150 lbs.	11.00 x 20	12	5150 lbs.
11-24.5	12	4880 lbs.	10.00 x 22	12	4880 lbs.
12-24.5	12	5480 lbs.	11.00 x 22	12	5480 lbs.

CHASSIS IMPROVEMENTS



RSD (ROAD SHOCK DAMPER) SUSPENSION

RSD Suspension, a sensational new GM development, is optional on all 100 models except the Suburban, on which it is standard.

The result of two years of research, this Road Shock Damper literally gives light trucks the riding qualities of an expensive passenger car. It not only minimizes road jolts, but tends to keep the front wheels in contact with the road surface even under the most severe driving conditions.

This new option consists of an 11.8" by 4.4" metal cylinder containing a 12-pound steel weight held in suspension by coil springs at the top and bottom. The weight slides up and down on a steel rod in a vertical plane. One cylinder is mounted on the backing plate of each front wheel hub in a vertical position. The option also includes smoother-riding front springs and revised valving in the front shock absorbers.

The Road Shock Dampers apply the theory of dynamic vibration absorption in dampening road shocks. Axle vibrations are quickly dampened out as the bounce of the damper weight opposes the vibration frequency of the front wheels. RSD Suspension is equally effective on loaded and empty trucks, and does not reduce the capacity of the truck.

The smoothness of an RSD ride on rough roads has to be experienced to be appreciated. To anyone accustomed to riding in light trucks, the phenomenal improvement made possible by RSD Suspension is almost unbelievable. It is a real sales-maker for an aggressive salesman.

KUDU STABILIZER



Standard on all models 100 through 250 in 1956 is the new GMC Kudu Stabilizer. Consisting of two heavy metal braces running from a steel shock plate mounted on the engine side of the cowl fire wall down to the frame rail, this device eliminates body shake and steering wheel vibration that was so troublesome on some 1955 light duty units. Driver comfort and steering stability are greatly improved.

POWER STEERING OPTION ON LIGHT DUTY MODELS

For the first time, GMC now has a power steering option on models 100 through 250.

This new low cost Hydraulic power steering option is of the in-line type having the control valve and power cylinder integral with the steering gear. Power is thus applied directly to the Pitman arm rather than to the tie rod.

NEW CHANNEL FRAME REINFORCEMENT

Especially developed for off the road service in dump, mixer and similar operations, GMC has in 1956 a factory engineered and installed inner channel frame reinforcement. It is a data book option on models W550, MW550, FW550, FMW550, W630, MW630, W660, MW660 and DW660. It is standard on models W670, DW950, DMW950 and DW970. Formerly available only on special quotation, this reinforcement is now readily available at a lower price.

NO. 7 WHEELBASE NOW OFFERED ON S370 SERIES

This new 240-inch wheelbase, the S377 and S377-8, now enables S370 models to handle a 60-passenger schoolbus body.

This highly competitive, low price schoolbus chassis has an optional 7000-pound front axle available, and meets all National Schoolbus Standards. It is your answer this year to Ford and I.H.C.

NEW BENDIX HAND BRAKE

Standard equipment on all manual and Hydra-Matic models using 503, 4-71 and 6-71 engines is the new Bendix Hand Brake. Mounted behind the transmission, this drum type hand brake consists of two 5-inch by 12-inch shoes which expand against the drum. In addition to being a much more effective brake than the replaced band and Tru-Stop type, the new Bendix brake saves up to 90 pounds in weight. Actuation is by means of the normal floor hand lever.

NEW BEARING SUPPORTS

All conventional models 450 and up are now equipped with soft center bearing supports for smoother drive line operation and reduced vibration. This feature continues to be standard on "F" models.

STURDIER HYDRA-MATIC SHIFT CONTROLS

All Twin Hydra-Matic models now have a new

Hydra-Matic shift quadrant and controls mounted on the steering column. These controls are sturdier in construction and appearance, and more appropriate to the powerful Twin Hydra-Matic models.

NEW 22½ GALLON FUEL TANKS

A 22½-gallon fuel tank replaces the 17½-gallon tank on conventional cab models 450 through 600, and COE models F350 through F600. The larger fuel tank will continue to be located inside the cab behind the seat back.

IMPROVED 316 ENGINE MOUNTING

The 316 V-8 engine, which replaces the 288, has a new and improved method of mounting to the frame, designed to reduce vibration and increase mounting life.

NEW AIR COOLED AIR COMPRESSORS

A reduction in chassis weight is anticipated through the use of new air cooled Midland and Westinghouse air compressors to replace the water-cooled type. The new air cooled compressors have a capacity of 7¼ cubic feet per minute. Optional 12 cubic feet per minute compressors will continue to be water cooled.

POWER TAKE-OFF GEAR BOX

All Hydra-Matic single axle models 350 and up will have available an optional power take-off gear box, mounted behind the Hydra-Matic transmission to provide a mounting and power source for power take-offs. The gear box option includes the necessary engaging and disengaging controls and hand throttle controls. Included in the gear box are restrictions preventing the engagement of a power take-off with the gear box unless the shift quadrant lever is in the "Hold" position.

The modest cost of this new gear box is more than offset by the lower cost of a standard power take-off as compared with the specialized power take-off formerly required on Hydra-Matics with a reduction unit.

Dealers ordering Hydra-Matic single-axle models 350 and up *MUST* order this Gear Box Option if a power take-off installation is anticipated.

The new gear box will permit the use of any standard power take-off. Standard SAE opening is provided on the left side of the case.



12-VOLT ELECTRICAL SYSTEM STANDARD ON ALL GMC TRUCKS IN 1956

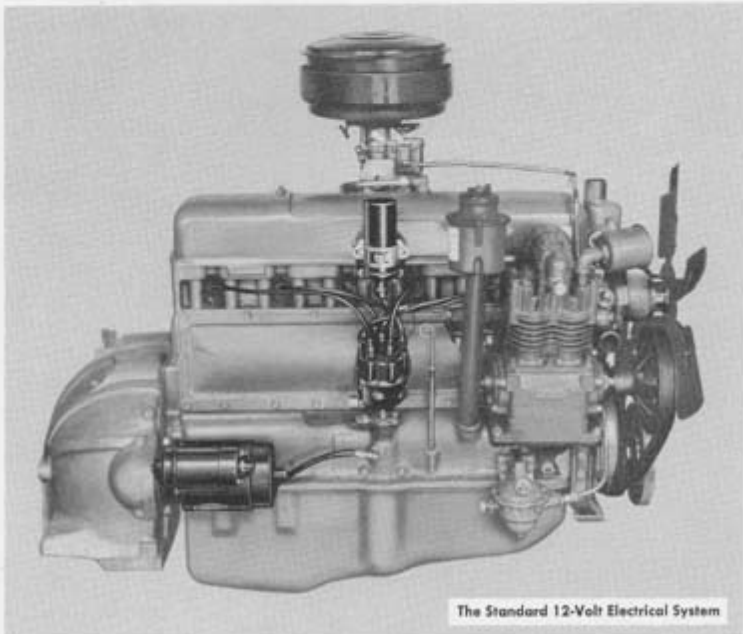
All GMC Trucks have a 12-volt electrical system in 1956.

A 12-volt system is much more efficient than the 6-volt, provides better engine performance, and easier starting under any weather conditions.

This gives a definite advantage over several major competitors. International and Dodge, for example, both retain the standard 6-volt system. IHC offers an optional 12-volt system on any model, but only at an increase in price. GMC offers another real advantage in competitive bidding where a higher wattage output can be provided at no additional charge.

All models 100 through 300 have as standard a 12-volt 25-ampere generator. Gasoline engine models 350 and up have as standard a heavy duty ball-bearing type 12-volt 30-ampere generator. Diesel engine models continue to have the 12-volt 50-ampere generator as standard.

On all models 100 through W500, a 25-ampere low-cut-in generator is optional, and on all gasoline models, 100 through W670, a 40-ampere low-cut-in generator is an additional option. These options should be specified when amperage demand is high and frequent start and stop operations are to be expected. Schoolbus, wrecker, garbage pickup and other city operations are typical examples. For the customer requiring an exceptionally high output, the 50-ampere standard cut-in generator is an option on gasoline models, 370 through W670.



Standard battery in models 100 through W500 (except schoolbuses) is the 12-volt, 9-plate, 50-ampere-hour capacity. Standard for schoolbuses and other gasoline engine models 550 through W670 is the 12-volt, 11-plate, 70-ampere-hour capacity. Diesel models continue to use the 27-plate, 205-ampere-hour battery.

Optional battery, when more capacity is needed, on models 300 through W500 (except schoolbuses) is the 12-volt, 11-plate, 70-ampere-hour unit. Available as an option on schoolbuses is an extra 70-ampere-hour battery connected in parallel with the standard battery, giving a combined capacity of 140-ampere-hours. This combination will meet most state schoolbus requirements.

Fire truck model 630V will meet Fire Underwriter's requirements with an optional 27-plate, 205-ampere-hour battery.

OPTIONAL 12 TO 6-VOLT CONVERTOR

To accommodate tractor operators using 6-volt equipped trailers, 6 and 7-wire light connectors which include a 12 to 6-volt Vari-volt Converter are available as an RPO on all gasoline models 300 through 630. Light connectors are no longer included as part of the brake connection RPO, but rather as separate options available with or without the Vari-volt Converter.

KEY TYPE IGNITION

All GMC models in 1956 have key type starting

as standard. This feature provides added convenience to the driver, and was previously offered only on Hydra-Matic models 100 through 410 and on all models 450 and up.

IMPROVED STARTING MOTORS

Starting motors on all gasoline engine models have been improved by changing the design of the starter driving pinion. This provides greater starting torque, and eliminates any hot stall problems.

NEW HEAD LAMP

The highly-publicized new T-3 Guide head lamp is standard on all models in 1956.

NEW TAIL LAMP

All models in 1956 have a new tail lamp with improved optical characteristics in the lens for greater visibility when lighted.

IMPROVED LIGHT SWITCH

Headlight and instrument light switch now includes a fuse to protect the instrument lamp rheostat against damage in case of a short.

IGNITION SUPPRESSION

All gasoline engines are equipped with new suppressor wiring from the distributor to spark plugs to eliminate radio and television interference.



The Optional 12 to 6-Volt Converter

NEW MODELS IN 1956

Ten new models are introduced by GMC in 1956 . . . and each has been engineered to meet specific vocational needs or to provide a hard-hitting answer for a specific competitive situation.

Even with the addition of ten new models, GMC's 1956 lineup has been condensed to 79 basic models, largely by making Hydra-Matic an option on all 4-wheel models in the 300 through 600 series, instead of a separate model as M350, M450, etc.

Although there are but 79 basic models in 1956, GMC's coverage of all weight classes, all vocational applications and all bid proposals has been *greatly increased* through the use of options.



450V-8, 450A-8

Heading the list of new 1956 models, and continuing GMC's expansion of V-8 engines throughout the line, new models 450V-8 and 450A-8 are introduced to provide highly competitive V-8 engine models in the 3-4½ ton market.

Basically a 450 with the 180 horsepower V-8 engine replacing the 160 horsepower 302, these 22,000 lb. GVW and 38,000 lb. GCW GMC's will be superior in both performance and specifications against Ford's F750, IHC's R185 and Dodge's K-8.

Available with either Hydrovac or full air brakes, both models have as standard the New Process 5-speed direct in fifth synco-mesh transmission, GMC 7,000 lb. front axle and Timken 16,000 lb. H-100 rear axle; new frame, 12-volt electrical system and tubeless tires. Optional New Process over-drive and 245G Hydra-Matic transmissions will be available for use with the Eaton 16600 two-speed and Timken H350 and H370 wide-range, one-shift rear axle.

F450V-8, F450A-8

These two new close-coupled cab models with an 89¼-inch BBC dimension are introduced to compete directly with the Ford C750 and IHC RC180. The new GMC's are superior in both performance and specifications against these two competitive models, and are competitive in price. They offer real competition in the COE field in the 3-4½ ton bracket.

Powered by the 316 V-8 engine with 180 horsepower and rated at 22,000 lbs. GVW and 38,000 lbs. GCW, these models are available with either Hydrovac or full air brakes. Standard are the GMC 7,000 lb. front and Timken 16,000 lb. H100 rear axles, New Process 5-speed, direct-in-fifth synco-mesh transmission, 12-volt electrical system and tubeless tires. Optional New Process over-drive and 245G Hydra-Matic transmissions are available for use with the Eaton 16600 2-speed and Timken H-350 and H-370 wide-range, one-shift rear axles.

A major improvement in our price situation is the replacing of the old 630-50V with 1956 model 630V as GMC's 750 and 1000 gallon pumper fire truck. By using lighter axles and reducing the GVW to 25,000 lbs., a more competitive price has been placed on this model.

Principal changes from the comparable 1955 model are the GMC 7,000 lb. front axle replacing the 9,000 lb. front axle, and the Eaton 1790 rear axle replacing the Eaton 1890 rear axle.

The introduction of lighter axles will not adversely affect the life or performance of this model. The 25,000 lb. GVW is more than enough to handle the total load normally imposed on a fire truck of this size. Chief considerations in determining the design of a pumper fire truck are the horsepower and dependability of the engine and transmission. Fire Underwriter's tests have proven the standard 225 horsepower 503 GMC engine one of the best power plants available to meet the Class A requirements for a 750 and 1,000 gallon-per-minute pumper. Another selling advantage of the 630V is the standard 12-volt electrical system. This is an especially important requirement for fire trucks where better engine performance and dependable starting under all conditions is absolutely essential.

The GMC 630V with the 225 horsepower 503 engine, Spicer 6853C transmission, and 12-volt electrical system as standard equipment . . . and a lower price . . . provides a fire truck chassis made to order for aggressive selling against the IHC R1856 and the Red Diamond 501 engine.

NEW TANDEM AXLE MODELS

It is our belief that more liberal highway weight laws, unprecedented volume in heavy construction contracts, and a tremendously expanded national highway construction program will create a huge future market for heavy-duty tandem axle trucks. All GMC Dealers will be ready to capitalize on this market with five new 1956 tandem axle models. These new tandem models should give us greater coverage of these markets than ever before, and enable us to get a much greater share of the tandem business.

W500A AND MWS00A

These two new V-8 tandem axle models are presented as a specific answer to field requests received in 1955 for an air brake W500. They were handled at that time on a special quotation basis, but in 1956 will be quickly and more economically available as standard models. Such requests could multiply this year, especially from mountainous areas where weight limits have been made more liberal. Ready to meet this new business head-on are the new air brake models W500A and MWS00A.

Rated at 32,000 lbs. GVW and 55,000 lbs. GCW . . . powered by the 180 horsepower V-8 engine . . . and having as standard equipment a 7,000 lb. front axle and Eaton 28,000 lb. rear axle, these units are built to take it. The W500A has a New Process 5-speed transmission as standard with the optional Spicer 5831B auxiliary, and the MWS00A is equipped with the 245G Hydraulic and 2.59 to 1 reduction unit. Both models have 12-volt electrical systems and tubeless tires as standard.



The New W500A

FW550A AND FMW550A

Designed specifically for mixer and dump bodies in heavy construction work, these new 1956 models feature the 210 horsepower V-8 engine and close-coupled cab with a 96 inch BBC dimension. Rated at 46,000 lbs. GVW both models can carry up to 6½ yards of mix legally, and because of the various standard CA dimensions and 55 inch front axle to back of cab, practically all makes of mixers can be mounted without frame modification. Maximum front axle loading is obtained on the standard Timken 14,000 lb. T27465 front axle with power steering. Standard rear axle is the Eaton 34,000 lb. 32M with the Timken 34,000 lb. SLDD as an option. Model FW550A has the 5400 New Process five-speed direct in fifth transmission standard with the Spicer 6231B auxiliary transmission optional. Model FMW550A has the 245G Hydra-Matic and 2.59 to 1 two-speed reduction unit standard with the three-speed 3.87 to 1 reduction unit optional.

To provide CA dimensions for mounting most standard size dump bodies and concrete mixers, both models are available in 139, 151, 157, 165 and 175-inch wheelbases. Short wheelbases of the "F" series reduce frame stresses—assuring longer frame life.

The standard frame uses a 10 3/16 x 3 1/2 x 3/8 rail with a section modulus of 17.58. Optional inverted "L" type and full inner channel reinforcements are available as data book options to assure adequate factory-installed reinforcements to meet nearly any requirement. For extra long wheelbase requirements, No. 9 SL frames are available.

These two new GMC close-coupled V-8 powered tandem units offer real competition in the ever-

increasing dump and mixer fields.

W670A

This truck is introduced specifically in response to dealer requests for a heavy duty vehicle to meet and beat Mack, White and Autocar competition in those areas where extra heavy construction loads can be carried legally. Its major market is in sections (particularly in the East) where legal restrictions permit single vehicle grosses around 60,000 pounds.

This new heavy-duty tandem model, rated at 59,000 lbs. GVW, is powered by the 503 cubic inch 225 horsepower engine. Standard axles are 11,000 lb. Timken FE-900 front and 48,000 lb. Timken SW-456 rear. Optional heavier axles are the 14,000 lb. Timken T27465 with power steering front and 50,000 lb. Timken SFDD-4600 double reduction rear. Adequate frame capacity is assured by a standard full depth 10 3/16 x 3 1/2 x 3/8 with a full channel inner reinforcement resulting in a combined section modulus of 26.90. When even greater frame strength is needed inverted "L" type frame reinforcements are listed as a data book option providing a total section modulus of 33.56 per rail.

Standard wheelbase lengths are 177, 183 and 191 inches with corresponding CA dimensions of 96, 102 and 110 inches. For longer wheelbase requirements a No. 9 SL full depth frame with full inner channel reinforcements is a data book option providing up to a maximum of 250 inches wheelbase.

Standard transmission is the new Spicer 6852D main and Spicer 8031C auxiliary to provide maximum performance and reduction for both on and off the road operations.



NEW MODEL LINE-UP AND SALES STRATEGY

A number of highly advantageous changes have been made in the model lineup for 1956. By expanding the use of options, adding ten new models, and discontinuing others, the total number of base models has been reduced from 129 to 79; market coverage and flexibility of model application, however, have been markedly improved. The reduction of total base models has helped to simplify the Data Book somewhat, and Dealers generally will find that selecting the proper truck for a particular application is easier. Aside from the ten new models, which are discussed elsewhere in this booklet, several increased GVW and GCW ratings have been established. Of particular significance to the majority of Dealers is the raising of the rated GVW on model 370 to 19,500 pounds. Tables showing engine, horsepower, axle and vehicle rating data and a 1955 versus 1956 model line-up are given in the last section of this booklet. A review of these will help you to grasp the major changes quickly. Study the new model section of this booklet for details on the new models and their principal applications.

A radical departure from past practice is reflected in the sharply increased use of major options in 1956. First, the Hydra-Matic transmission has been made an option on all 4-wheel models 300 through 600, as it had been on light duty trucks in the past. Second, on conventional and COE models in the 300 through 450, the S370, W500, and the new W670, a system of optional, warranted heavy ratings has been established. Required options to secure the increased rating caution plates vary with the model. For example, specifying the optional heavy duty springs on model 350 will, if the dealer so desires, qualify the 350 for a GVW rating of 18,000 instead of the standard 16,000 pounds. By ordering the optional 7,000 pound front axle, a Dealer can get a 21,000 rating plate on model 370 instead of the standard 19,500. Similar increases are possible on

other models as shown in tables on pages 23 and 24. Although the increased ratings cannot be obtained without ordering the heavy duty options, it will be of significance to Dealers in many states to know that the increased capacity of the heavy options can be secured *without* having the increased rating caution plate installed if it is not desired.

This approach to model ratings, which is new to GMC, offers a flexibility not found heretofore. It places GMC Dealers in a much stronger competitive position. For example, model 370, when equipped with the heavy-duty options, has comparable specifications to the 1955 model 410 except for the 1956 improvements that the 370 this year offers over last year's 410. Yet, the built-up 370, carrying the same 21,000 pound rating as the 410 can actually be sold at a lower price! Similar advantages can be found in other models by a selective use of the options.

The effect of this system on competitive dealers should not be underestimated or overlooked. It will be of particular advantage when you are bidding into states, counties, cities, and towns. For example, the 370 should prove to be one of the hottest models in the GMC line in 1956. Selective use of the heavy options makes it a very tough competitor for Ford Model F-700, IHC models S-1700 and S-180. In some cases, as with IHC, you can offer specifications not available from the competitor.

A word of caution! Taking advantage of this new and strategic sales position depends on your being fully familiar with the new specifications and completely aware of how a particular GMC model can be made to compare with the different competitive models. GMC salesmen who have been only vaguely familiar with their competitors' models in the past will find that some study of this matter will pay big dividends in 1956 in increased sales and profits.



COMPARISON OF 1956 AND 1955 MODELS LIGHT DUTY

<u>1955 Model</u>	<u>Comparable 1956 Model</u>
Conventional	
100	100
100-8	100-8
150	150
150-8	150-8
250	250
250-8	250-8
300	300
M300	
300-8	300-8
M300-8	
M340	350
350	
M350	
M340-8	350-8
350-8	
M350-8	
370	370
M370	
370-8	370-8
M370-8	
Total 20	Total 12
"F" Models	
FM340	F350
F350	
FM350	
FM340-8	F350-8
F350-8	
FM350-8	
F370	F370
FM370	
F370-8	F370-8
FM370-8	
Total 10	Total 4
Schoolbus	
S300	S300
S300-8	S300-8
S370	S370
SM370	
S370-8	S370-8
SM370-8	
Total 6	Total 4
Package Delivery	
PM150	PM150
PM250	PM250
Total 2	Total 2
Total Light Duty 28	Total Light Duty 22

**COMPARISON OF 1956 AND 1955 MODELS
HEAVY DUTY**

<u>1955 Model</u>	<u>Comparable 1956 Model</u>	<u>1955 Model</u>	<u>Comparable 1956 Model</u>
4 Wheel Conventional—Gasoline			
400V	450V	D630-47	D630
M400V		D660-47	D660
410V		DM560-47 (Cancelled)	
M410V		D930-67	D930
450V		Total 4	Total 3
M450V	450A	4 Wheel "COE"—Diesel	
450A		DF660-47	DF660
M450A		DFM660-47	DFM660
400V-8	450V-8 (New)	DF860-67	DF860
M400V-8		DFM860-67	DFM860
410V-8		DF920-67	DF920
M410V-8		DFM920-67	DFM920
	450A-8 (New)	Total 6	Total 6
500V (Cancelled)		6 Wheel—Conventional—Gasoline	
500A (Cancelled)		W500V	W500V
M500V (Cancelled)		W500A	W500A (New)
M500A (Cancelled)		MW500V	MW500V (New)
550V	550V	MW500A	MW500A (New)
M550V		W550A	W550A
550A	550A	MW550A	MW550A
M550A		W620-42A	W620A
600V (Cancelled)		MW620-42A	MW620A
600A (Cancelled)	630A	W630-50A	W660A
630-42A	M630A	MW630-50A	MW660A
M630-42A	630V (New)		W670A (New)
630-50V		Total 8	Total 11
650V (Cancelled)	600A	6 Wheel "SBBG"—Gasoline	
M650V (Cancelled)	660A		FW500A (New)
650A	M660A		FMW500A (New)
M650A			Total 2
660-50A		6 Wheel "COE" Gasoline	
670-50A		FW620-42A (Cancelled)	
M660-50A		FMW620-42A (Cancelled)	
Total 32	Total 12	FW630-50A	FW660A
		FMW630-50A	FMW660A
		Total 4	Total 2
4 Wheel "SBBG"—Gasoline			
F410V	F450V	6 Wheel—Conventional—Diesel	
FM410V		DW630-47	DW660
F450V		DW950-67	DW950
FM450V		DMW950-67	DMW950
F410A	F450A	DW970-67	DW970
FM410A		Total 4	Total 4
F450A		6 Wheel—"COE"—Diesel	
FM450A		DFW620-67	DFW660
F410V-8	F450V-8 (New)	DFMW620-67	DFMW660
FM410V-8		DFW950-67	DFW950
F410A-8	F450A-8 (New)	DFMW950-67	DFMW950
FM410A-8		Total 4	Total 4
F500A (Cancelled)	F550V	Schoolbus	
FM500A (Cancelled)	F550A	S450V	S450V
F550V		SM450V	
FM550V		S450A	S450A
F550A		Total 3	Total 2
FM550A		Total Heavy Duty . 91	
F650V (Cancelled)	F600A	Total Heavy Duty . 67	
FM650V (Cancelled)		1956 GRAND TOTAL—129	
F600A		1955 GRAND TOTAL—79	
FM600A			
Total 22	Total 7		
4 Wheel "COE"—Gasoline			
F630-42A	F630A		
FM630-42A	FM630A		
F660-50A	F660A		
FM660-50A	FM660A		
Total 4	Total 4		

HORSEPOWER and WEIGHT RATINGS—1956 GMC TRUCKS

FEBRUARY 13, 1956

MODEL	ENGINE	GROSS			AXLE RATINGS	
		HP	*GVW	**GCW	FRONT	REAR
100	270	130	5,000	—	2,200	3,300
100-8	316	180	5,000	—	2,200	3,300
150	270	130	6,900	—	2,500	5,000
150-8	316	180	6,900	—	2,500	5,000
PM150	270	120	7,000	—	4,000	5,000
250	270	130	8,800	—	3,500	7,200
250-8	316	180	8,800	—	3,500	7,200
PM250	270	120	10,000	—	4,000	7,200
300 (Standard)	270	130	14,000	22,000	4,000	11,000
300 (Optional)	270	130	15,000	22,000	4,500	11,000
300-8 (Standard)	316	180	14,000	22,000	4,000	11,000
300-8 (Optional)	316	180	15,000	22,000	4,500	11,000
S300	270	130	15,000	—	4,750	11,000
S300-8	316	180	15,000	—	4,750	11,000
350 (Standard)	270	140	16,000	26,000	4,500	14,000
350 (Optional)	270	140	18,000	26,000	4,500	14,000
350-8 (Standard)	316	180	16,000	26,000	4,500	14,000
350-8 (Optional)	316	180	18,000	26,000	4,500	14,000
F350 (Standard)	270	140	16,000	26,000	4,500	14,000
F350 (Optional)	270	140	18,000	26,000	4,500	14,000
F350-8 (Standard)	316	180	16,000	26,000	4,500	14,000
F350-8 (Optional)	316	180	18,000	26,000	4,500	14,000
370 (Standard)	270	140	19,500	30,000	4,500	15,000
370 (Optional)	270	140	21,000	30,000	7,000	15,000
370-8 (Standard)	316	180	19,500	30,000	4,500	15,000
370-8 (Optional)	316	180	21,000	30,000	7,000	15,000
F370 (Standard)	270	140	19,500	30,000	4,500	15,000
F370 (Optional)	270	140	21,000	30,000	7,000	15,000
F370-8 (Standard)	316	180	19,500	30,000	4,500	15,000
F370-8 (Optional)	316	180	21,000	30,000	7,000	15,000
S370 (Standard)	270	140	19,500	—	4,750	15,000
S370 (Optional)	270	140	21,000	—	7,000	15,000
S370-8 (Standard)	316	180	19,500	—	4,750	15,000
S370-8 (Optional)	316	180	21,000	—	7,000	15,000
450 (Standard)	302	160	22,000	38,000	7,000	16,000
450 (Optional)	302	160	25,000	50,000	7,000	18,000
450-8 (Standard)	316	180	22,000	38,000	7,000	16,000
450-8 (Optional)	316	180	25,000	50,000	7,000	18,000
F450 (Standard)	302	160	22,000	38,000	7,000	16,000
F450 (Optional)	302	160	25,000	50,000	7,000	18,000
F450-8 (Standard)	316	180	22,000	38,000	7,000	16,000
F450-8 (Optional)	316	180	25,000	50,000	7,000	18,000
S450	302	160	22,000	—	7,000	16,000

(Continued on next page)

SUBJECT TO CHANGE WITHOUT NOTICE

*GVW—Gross Vehicle Weight—Truck Service

**GCW—Gross Combination Weight—Tractor Service

HORSEPOWER and WEIGHT RATINGS—1956 GMC TRUCKS (Continued)
FEBRUARY 13, 1956

MODEL	ENGINE	GROSS		**GCW	AXLE RATINGS	
		HP	*GVW		FRONT	REAR
W500V (Standard)	316	180	28,000	45,000	7,000	22,000
W500V (Optional)	316	180	32,000	55,000	7,000	28,000
W500A	316	180	32,000	55,000	7,000	28,000
MW500	316	180	32,000	55,000	7,000	28,000
550	324	210	25,000	50,000	7,000	18,000
F550	324	210	26,000	50,000	9,000	18,000
W550	324	210	40,000	60,000	9,000	34,000
MW550	324	210	40,000	60,000	9,000	34,000
FW550	324	210	46,000	60,000	14,000	34,000
FMW550	324	210	46,000	60,000	14,000	34,000
600	324	210	29,000	55,000	9,000	21,000
F600	324	210	29,000	55,000	9,000	21,000
630A	503	205	29,000	55,000	9,000	21,000
630V	503	225	25,000	—	7,000	18,000
M630	503	205	29,000	55,000	9,000	21,000
F630	503	205	32,000	55,000	11,000	21,000
FM630	503	205	32,000	55,000	11,000	21,000
D630	4-71	150	29,000	55,000	9,000	21,000
W630	503	205	42,000	65,000	9,000	34,000
MW630	503	205	42,000	65,000	9,000	34,000
660	503	225	30,000	65,000	9,000	22,000
M660	503	225	30,000	65,000	9,000	22,000
F660	503	225	33,000	65,000	11,000	22,000
FM660	503	225	33,000	65,000	11,000	22,000
D660	4-71	150	30,000	60,000	9,000	22,000
DF660	4-71	150	33,000	60,000	11,000	22,000
DFM660	4-71	150	33,000	60,000	11,000	22,000
W660	503	225	46,000	70,000	11,000	36,000
MW660	503	225	46,000	70,000	11,000	36,000
FW660	503	225	42,000	70,000	11,000	34,000
FMW660	503	225	42,000	70,000	11,000	34,000
DW660	4-71	150	46,000	60,000	11,000	36,000
W670 (Standard)	503	225	59,000	90,000	11,000	48,000
W670 (Optional)	503	225	63,000	90,000	14,000	50,000
DF860	6-71	172	33,000	65,000	11,000	22,000
DFM860	6-71	200	33,000	65,000	11,000	22,000
DFW860	6-71	172	42,000	65,000	11,000	34,000
DFMW860	6-71	200	42,000	65,000	11,000	34,000
DF920	6-71	230	33,000	70,000	11,000	22,000
DFM920	6-71	230	33,000	70,000	11,000	22,000
D930	6-71	230	33,000	70,000	11,000	22,000
DW950	6-71	230	43,000	76,000	11,000	34,000
DMW950	6-71	230	43,000	76,000	11,000	34,000
DFW950	6-71	230	43,000	76,000	11,000	34,000
DFMW950	6-71	230	43,000	76,000	11,000	34,000
DW970	6-71	230	59,000	90,000	11,000	48,000

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