



Phone: 905-317-7154

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1968 GMC K-10 3 Door Suburban 4X4

Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses. All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

Owners

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at WWW.dpconsult.ca

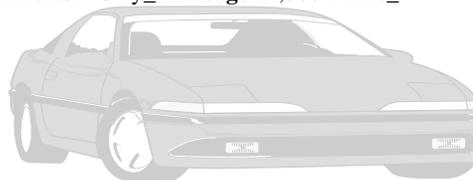
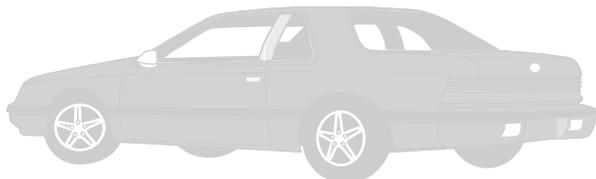
Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .

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Customers Name: _____ **Address** _____ **City/Town** _____ **Province /State Ontario Country Canada**

Phone _____ **Postal code** _____ **Vehicle Year 1968 Vin Number** _____ **Brand GMC** _____

Model K 10 Suburban_ **Body Style** 3 Door **Body Colour** Green/ White **Interior** Gray_ **Mileage** 24,366 Miles_



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof	x				Grill	x			
Rear deck lid					Hood	x			
Rear tail light	x				Body Condition	Exle	Aver	Poor	Comments
Left front Fender	x				Front light	x			
Left front door	x				Right front Fender	x			
Left rear door	x				Right front door	x			
Left rear quarter	x				Right rear door	x			
Left side Windows	x				Right rear quarter	x			
Rear window	x				Right side Windows	x			
Front tire wear	100%				Winshield	x			
Rear Bumper	x				Rear tire wear	100%			
Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	x				Engine Running	x			
Rear Upholstery	x				Engine Visual	x			
Carpeting	x				Transmit ion	x			
Dash	x				Clutch				
Interior panels	x				Exhaust	x			
					Steering	x			

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering	x		Power locks			Traction Control	x		m/Fm MP3 Blue Tooth	x	
Power Brakes	x		Power Trunk			Anti lock Brakes			Air Bags		
Leather Upholstery			Automatic transmit ion	x		Over Drive	x		A/C	x	
Bucket seats	x		Manual Transmit ion			Tilt Wheel	x		Convertible Top		
Power mirrors			Power seats	x		Cruise control	x		T/Top		
Power windows			Power doors			Alarm System	x		Sun Roof		
Aluminium Wheels	x		Running boards	x		Driving lights			AM/FM Stereo		
Posi- Traction			Trailer tow package	x		Rear back up sensing			T Tops		
Privacy Glass	x		4 wheel drive	x					AM Radio		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value			
3 Cyl	8 Cyl	x		Gas	x	Natural Gas		Excellent	X	Poor	
4 Cyl	10 Cyl			Diesel		Dual Fuel		Above Average		Rough	
6 Cyl	12 Cyl			Propane				Average			

Comments

See Next Pages For Details

Appraised By Daniel Sporbeck **Business Number** 120798590 **Signature** _____

Date _____

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Bibliography and Reference Martial:

Auto Trader publication On line
Nada Appraisal Guide
VMR Appraisal Guide
Barrett Jackson Auction Results
Collector Car Trader On Line
RM Auction Results
Owners Records
GM Archives
Company Records
Hemmings Collectible Value Guide 2022

Summary:

This is an appraisal for a 1968 Chevrolet 3 door Suburban K-10 Silverado 4 X 4. This is a southern truck that has recently under gone a complete ground up restoration . The first impression of this truck is excellent shows well. Pride of owner ship is very evident. This truck has never been seen winter always kept inside under cover . The owner has documented there build . This is not a numbers matching truck. This is a very rare vehicle with limited production I rate this truck as a #1. 5 quality truck. A close to perfect original or a very well restored vehicle. Generally a body-off restoration, but a well done body-on restoration that has been fully detailed may qualify. The vehicle is stunning to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. The Chevrolet Suburban is a full-size SUV from Chevrolet. It is the longest continuous use automobile nameplate in production, starting in 1935 for the 1935 U.S. model year, and has traditionally been one of General Motors' most profitable vehicles. The 1935 first generation Carryall Suburban was one of the first production all-metal bodied station wagons .In addition to the Chevrolet brand, the Suburban was produced under the GMC marque until its version was rebranded Yukon XL, and also briefly as a Holden. For most of its recent history, the Suburban has been a station wagon-bodied version of the Chevrolet pickup truck, including the Chevrolet C/K and Silverado series of truck-based vehicles. Cadillac offers a version called the Escalade ESV. The Suburban is sold in the United States (including the insular territories), Canada, Central America, Chile, Mexico, Myanmar, Laos, Angola, the Philippines, and the Middle East (except Israel) while the Yukon XL is sold only in North America (United States and Canada) and the Middle East territories (except Israel). Several automotive companies in the United States used the "Suburban" designation to indicate a windowed, station wagon type body on a commercial frame including DeSoto, Dodge, Plymouth, Studebaker, Nash, Chevrolet, and GMC. The (Westchester) Suburban name was, in fact, a trademark of U.S. Body and Forging Co. of Tell City, Indiana, which built wooden station wagon bodies for all of these automobile and light truck chassis and more. Chevrolet began production of its all-steel "carryall-suburban" in 1935. GMC brought out its version in 1937. These vehicles were also known as the "Suburban Carryall" until GM shortened the name to simply "Suburban". GMC's equivalent to the Chevrolet model was originally named "Suburban" as well, until being rebranded as "Yukon XL" for the 2000 model year. With the end of production of the Dodge Town Wagon in 1966 and the Plymouth Fury Suburban station wagon in 1978, only General Motors continued to manufacture a vehicle branded as a "Suburban", and GM was awarded an exclusive trademark on the name in 1988.

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The Chevrolet Suburban is one of the largest SUVs on the market today. It has outlasted competitive vehicles such as the International Harvester Travel all, Jeep Wagoneer, and the Ford Excursion. The latest competitor is the extended Ford Expedition EL, which replaced the Excursion. The Suburban of today is a full-size SUV (upgraded to extended length from 1967 onward to make room for the then-new K5 Blazer that debuted in 1968) with three rows of seating, a full pickup truck frame, and V8 engine. It is one of the few station wagons available with all bench rows. The Suburban is the same height and width as the Chevrolet Tahoe, although the Suburban is 20 inches (510 mm) longer. The extra length provides a full-sized cargo area behind the 9 passenger seating area. From 1973 to 2013 it had been available in half-ton and 3/4-ton versions, the latter discontinued after the 2013 model year, but was revived in 2015 as a fleet-exclusive vehicle for the 2016 model year. In recent years, the Suburban has been used as a police truck, fire chief's vehicle, or EMS vehicle. Suburbans are also used as limousines. Gothic black Suburban vehicles are commonly used by federal intelligence services, such as Secret Service for example. Secret Service operates fully armored versions of the Suburban for the President of the United States when he attends less formal engagements. In the late 1990s, GM also introduced a RHD version of the Suburban, badged as a Holden, for the Australian market. Sales were low and GM withdrew the model in 2000 from Holden's lineup. There have been twelve generations of Chevrolet Suburbans since its 1935 debut, the most recent (starting with the 2015 model year) entering showrooms in February 2014. In 2015, Chevrolet celebrated the Suburban's 80th anniversary with the Arlington Assembly plant unveiling the ten millionth vehicle built at the facility since its 1954 opening, a black 2015 Suburban LTZ. This marked the second time in the Suburban's history that it has achieved this honor, as the tenth generation Suburban from the 2011 model year was also the nine millionth vehicle built there. A 2018 iSeeCars.com study identified the Chevrolet Suburban as the car that is driven the most each year. A 2019 iSeeCars.com study named the Chevrolet Suburban the second-ranked longest-lasting vehicle. In 2015, the Suburban commemorated its 80th anniversary at General Motors Arlington Assembly Plant where the 10 millionth Suburban was produced. A video was posted on Chevrolet's YouTube channel about its eighty-year legacy. In a February 26, 2018 article celebrating the vehicle's 83rd year, Car and Driver notes that the Suburban's longevity is due to being one of GM's best selling brands, its appeal to customers across the board regardless of race, gender, class, or political affiliation, and a unique loyalty to the SUV. In an interview from Chevrolet's truck/SUV marketing executive Sandor Pizar, who recalls an event celebrating the truck division's 100th anniversary when they asked about what they named their vehicles, "It's a funny question, but it really is an intriguing point," Pizar says. "People name what they love. And they love their Suburbans. Prior to this first generation Suburban, in 1933 Chevrolet had offered a station wagon body, built on the 1/2 ton truck frame. This model was specifically built for National Guard and Civilian Conservation Corps units. Much of the body was constructed from wood, and could seat up to eight occupants. The actual first generation model was offered by Chevrolet as a "Carryall Suburban" – a tough, no-nonsense load carrier featuring a station wagon body on the chassis of a small truck. Focused on functionality, the concept was literally to "carry all the whole family and their gear were to find sufficient space in one truck. It shared the front sheet metal and frames of the 1/2 ton pickup models of the same year, but featured all-metal wagon bodies differing very little in shape from contemporary "woodie" wagons. Seating for up to eight occupants was available, with three in front row, two in the middle row, and three in the rear row.

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Either the side-hinged rear panel doors or a rear tailgate/lift window could be selected for cargo area access. Suburbans were built in model years 1941, 1942, and 1946. It was also produced during the war as a military transport vehicle.[15][13] Seating for up to eight occupants was available. Models with rear panel doors were designated "3106," while those with tailgates were designated "3116." The Chevrolet versions were equipped a 216-cubic-inch 6-cylinder engine. The GMC version was equipped with a 228-cubic-inch 6-cylinder engine. It shared much of its mechanicals with the AK Series trucks .This model generation was based on the Chevrolet Advance Design series of pickups. Beginning in 1953, the Hydra-Matic 4-speed automatic transmission was available in GMC models and in the 1954 model year Chevrolet Suburbans . Models with rear panel doors were designated "3106," while those with tailgates were designated "3116." In 1952, the Suburban came with either a tailgate or panel doors.[13] The front bench seat was split, with two seats on the driver's side and a single seat on the passenger side, which slid forward for access to the rear two rows of seats. The second row was a "2/3" seat, requiring occupants to move past the front passenger seat, as well as the second-row seats to access the third row. This was the last series to feature "Canopy express" models.The design of the 1947 Suburban would inspire the design of the Chevrolet HHR over half a century later. Updated engineering and styling on Chevrolet trucks was not introduced until March 25, 1955, in the middle of the model year that GM called the Chevrolet Task Force/GMC Blue Chip series. All Chevrolet and GMC truck models received new styling that included a flatter hood, front fenders flush with the body, and a trapezoid grill. The trucks' V-shaped speedometer was shared with passenger car models .Engines included I-6 and the small block V8s. Chevrolet used its 265 V8 engine, later evolving it to a 283-cubic-inch version. GMC based their V8 on a Pontiac design. Standard Suburban model numbers continued from the previous series, but the introduction of four-wheel-drive models in 1957 added the numbers "3156" for 4WD Suburbans with panel doors, and "3166" for 4WD Suburbans with tailgates. The "Suburban" name was also used on GM's fancy 2-door GMC 100 series pickup trucks from 1955–1959, called the Suburban Pickup, which was similar to the Chevrolet Cameo Carrier, but it was dropped at the same time as Chevy's Cameo in March 1958 when GM released the new all-steel "Fleetside" bed option replacing the Cameo / Suburban Pickup fiberglass bedsides. The Suburban name was never used again on a 1/2 ton pickup after the discontinuance of the Suburban Pickup. Although not documented due to a fire which destroyed the records, the production of Suburban Pickups is understood to be 300 or fewer each model year it was offered from 1955–1958. The styling of the 1960 – 1961 model year took cues from the late 1950s Chevrolet vehicles and had large oval ports above the grille. Front independent suspension was new for 1960. The cab featured a "wrap around" windshield. Tailgate and panel door rear openings were available. From 1962 onwards, the hood styling was more conservative, with hoods that eliminated the large ports. In 1964, the front glass area was updated to a flatter windshield and larger door glass. 1,150 lb (520 kg) of cargo could be carried in the back .This model series introduced a factory-equipped 4WD ("K") option for the first time. The 2WD ("C") models introduced a torsion bar-based independent front suspension and trailing arm and coil spring rear, but by 1963, returned to a more conventional coil-spring approach. Engine options included I-6 and small-block V8s. A 305 cu in (5.0 L) GMC V6 engine was also available on GMC models.

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This 305 was actually from GMC's medium-duty truck line. It featured high torque but was also notable for poor fuel economy. Transmissions were a 3-speed and 4-speed manual, the automatic Power glide and the dual-range Hydramatic in the GMC models. A 15-passenger conversion was done by Stage way of Fort Smith, Ark. These modified Suburbans had three doors on the right, a 171 in (4,343 mm) wheelbase, were 273 in (6,934 mm) long, and weighed 6,300 lb (2,858 kg). One ton (C-30), 10-foot (3 m) panel truck models were no longer available after 1966. Chevrolet Suburban C10 The 6th generation Suburbans featured a single driver-side door and two passenger-side doors, and were available in both 2WD and 4WD models. Engines offered over the six model years included the 250 and 292 CI inline 6, 283, 307, 327, and 350 CI small block V-8, and 396/402 CI big block V-8. For the first time, a three-quarter ton version was available. It also became a larger size vehicle as well with the introduction of the K5 Blazer that debuted in 1968 for the 1969 model year. This series would also be the last to offer C-10 & C-20 panel truck models for commercial purposes, with 1970 as the last year. 1971 models featured disc brakes on the front wheels,[30] and 1972 was the last year for coil-spring rear suspension on 2WD models. 1972 also introduced a smaller housing for the rear seat air conditioning (a unit that ran the full length of the roof had been available since 1967). The Comfort-Tilt steering wheel became optional in 1971. This generation of Suburban coincided with the rapid growth of the recreational vehicle market. While only about 6,200 Suburbans were produced in 1967, by 1972 that number had grown to some 27,000. In 1964, Chevrolet in Brazil introduced a 5-door version of the Suburban called C-1416 (known as Veraneio from 1969 onwards, which is Portuguese for "summertime"). It was based on the contemporary Brazilian Chevrolet C-14. Like the C-14, the C-1416/Veraneio used the instrument cluster from the US C/K series although the exterior sheet metal layout is exclusive to Brazil. It was initially powered with a Chevrolet 4.2 L inline six based on the pre-1962 "Stove bolt" engines. Later it used the 250-cid 4.1 L engine from Chevrolet's Brazilian mid-size sedan – the Opala. The original version of the Veraneio was kept in production, with another grille and interior, until 1988 (model year 1989), but it was eventually replaced with an updated version based on the Série 20 family. The second generation of Veraneio was produced from 1989 to 1995. In 1997 GM introduced in Brazil the North American pickups for the local market, replacing the "C Series". The Brazilian version of the Suburban was also converted to the current generation at the time and lasted until 2001, was called the Grand Blazer, a successor to the Veraneio. The 4.1 L inline six engine with 138 hp (103 kW) was offered on both models with option for a MWM 4.2 L turbodiesel unit with 168 hp (125 kW). In 2015, Auto week ranked the Veraneio fourth among the Chevrolet station wagons that America never got. It also cited the vehicle's design as "baroque" and summed it up as "It's a 1960s Brazilian crossover." Autoweek notes that The Veraneio can be imported to the United States, depending on the condition of the vehicle. With the third generation Rounded-Line C/R & K/V models, the Suburban became a four-door vehicle.[34] The Rounded-Line 1970s body style remained largely unchanged for 19 model years – making this series the longest Suburban generation in production. 2WD (C/R) and 4WD models (K/V) were both available in 1/2 and 3/4 ton ("10" and "20") chassis. Suburbans for model year 1973 now had two doors on each side (the previous generation had just one door on the driver's side), front-and-rear air conditioning, a baggage rack, a heater under the third seat and step-plates for easier access. A new Eaton Automatic Differential Lock was introduced as an option extra for the rear differential. For the 1973 model year the base engine was the 250 CID inline six (100 net HP), with a 307 or 350-cubic-inch small block V8 (115 or 155 net), or the new-for-1973 454 CID big block V8 (240 net HP) optional.

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The 307 V8 was dropped for 1974, supplanted by the 305 and 400 small block V8's in 1976. The 400 was dropped after 1980, leaving the 350 as the only available engine in K-series Suburbans as the 454 was not yet offered in 4x4's. In 1982 a new 6.2 L (379 cu in) Detroit Diesel V8 engine was available, producing 130 horsepower and 240 lb.-ft. of torque.[37] The Diesel later became the engine of choice for Suburbans exported to Europe from USA. Except for the discontinuation of the 305 V8 in '88 the engine line-up continued mostly unchanged, with the 350, 454, and 6.2 diesel, until the Suburban was redesigned onto the GMT400 chassis in 1992. Three-speed Turbo Hydra-Matic 350 and 400 automatic transmissions were available, and the four-speed Turbo Hydra-Matic 700R4 was introduced in 1981 and was available with the small block and 6.2-liter diesel. Towing packages, with lower axle ratio and heavy-duty cooling additions, were optional. Trim options included base (Scottsdale) level and upgraded Silverado versions. An optional 3rd row bench seat allowed for nine-passenger configurations. A rear heating system was optional. For model year 1981, automatic locking front hubs were added for shift-on-the-move four-wheel drive models, and the NP208 transfer case replaced the NP205 in most models. For 1984, asbestos was removed from rear brakes. For 1985, a new grille was used.[39] A total of 64,670 Suburbans were made in 1985. For model year 1987, the method of fuel delivery for the engines was switched from carburetors to electronic fuel injection. (However, for the 454 cubic inch or 7.4 liter displacement engine, carburetors were still made available along with electronic fuel injection for the 1987–1989 model years).[40] The system that GM chose was called throttle body injection, or TBI. Suburban gained rear-wheel anti-lock braking system (ABS) for the 1990 model year. A heavy-duty four-speed automatic transmission, the 4L80-E was added for 1991. Also for 1989, the grille was redesigned to accommodate a quad side-by-side headlight setup and larger marker lights/turn signals than the previous dual filament single headlight setup, which was styled concurrently with the GMT400 light duty trucks. Economy models (usually for fleet usage) were available with only two headlights (again, based on the base L model C/K series). GM temporarily changed the usual "C/K" designation to "R" and "V" for the 1987 through 1991 model years. This was done to avoid confusion with the GMT400-based Chevrolet C/K pickup trucks, which were introduced in 1987, during the overlap period. The GMT400-based Suburbans were introduced in December 1991 for the 1992 model year. The similar pickup truck models had switched to the newer platforms in the 1988 model year. Both 2WD and 4WD models, designated "C" and "K", were offered, as well as half ton and three-quarter ton ("1500" and "2500") models. The base engine for all variants was the small-block 5.7 liter (350 cu in) V8. The big-block 7.4 L (454 cu in) V8 was optional for the 2500 series. The optional 6.5 L Turbo diesel was available on all models – though rare on the 1500 series. The 6.5 L Turbo diesel used in the Tahoe was detuned to 380 lb-ft (520 N·m) torque due to the limitation of the 8.5-inch (220 mm) axle capacity. 1500 Suburbans with the 6.5 L Turbo diesel used the 14 bolt axle from the 2500 series. Ground clearance was 6.9 inches, the approach angle was 18 degrees for the K-1500 (28 degrees for the K-2500) and the break over angle was 18 degrees. Transmissions included the 4L60 four-speed automatic in the 1500 series, and the heavier duty 4L80 four-speed automatic in the 2500 series and the 1500 series fitted with the 6.5 L Turbo diesel. The manual transmission option from the previous generation was dropped. The GMT400 series introduced independent front suspension. The 2WD models used coil springs and 4WD models used torsion bars in the front suspension. All models used a live axle and leaf springs in the rear. 0–60 mph time for a 1995 Suburban was 9.3 seconds. Top speed of a 1995 Suburban is governed on the engine for economy. A maximum of 98 mph (158 km/h) can be obtained. City fuel economy was 13 mpg-US (18 L/100 km) and highway was 15 mpg-US (16 L/100 km). The turning circle was 47.8 ft (14.6 m). In 1996, fuel economy had improved to 17 mpg-US (14 L/100 km) highway .

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Trim options included a base-level version, the LS, and the LT. Interior seating arrangements allowed for either bucket or bench seating in the first row, and optional third row bench. The vehicle could be configured from two- to nine-passenger seating. Beginning in 1994, GM began making numerous annual changes to the Suburban, In Australia and New Zealand, Holden imported the right-hand drive Chevrolet Suburban built by GM in Silao, Mexico, between February 1998 and January 2001. The Suburban was first previewed in October 1997 at the Sydney Motor Show. In total, 746 were sold (460 petrol and 286 diesel). After 2001, subsequent models reverted to the original Chevrolet brand, which had also been used before 1998. Over the model's lifetime there were three trim levels: a base model, the LS and the LT. Not to be confused with the trim variants is the model code, designated K8. The Holden's interior differed from that of the American version, whereby the dashboard of the Chevrolet Blazer was used instead. However, it had to be stretched to fit in the larger Suburban. A bench seat came standard on the entry-level variant as well as the LS, but the more expensive LT received bucket seats. With the omission of the center seat, the LT has a maximum seating capacity of eight, compared to nine. Creature comforts standard in all models included a LCD compass in the rear-view mirror, a tilt adjustable steering wheel, a driver's airbag, ABS brakes, and dual-zone air conditioning. The second tier LS brought alloy wheels, power windows and mirrors among some features. To further up the ante, the LT gained electric front seats, leather trim, and a horizontally slated, two-part tailgate. This came as opposed to the "barn doors" found on the other specifications. The Suburban was offered with the choice of either a 5.7-liter Vortec V8, producing 190 kW (255 hp) and 447 N·m (330 lb·ft) of torque, or a 6.5-liter turbodiesel V8 outputting 145 kW (194 hp) and 583 N·m (430 lb·ft).[48] The former choice was designated the "1500" name, while the turbodiesel saw the "2500" identify.[49] The 5.7-liter petrol engine is LPG-compatible, and such systems can be retrofitted if desired. Regardless of the engine specified, the truck was equipped with a four-speed automatic transmission. However, what differed was the type of transmission. Petrol motors were fitted with the GM 4L60-E transmission, with the GM 4L80-E reserved for the diesel. A dashboard switch allows the vehicle to power all four wheels simultaneously, or the rear wheels only, and allows the low range gearing to be engaged. The vehicle's fuel efficiency has been rated at 19.7 L/100 km (11.9 mpg-US) for the diesel specification, with that figure rising to 21.8 L/100 km (10.8 mpg-US) for the petrol model. With the hefty fuel consumption comes a 159-liter fuel tank. To combat the extra payload and towing capacity of the diesel, an improved braking package, as well as super heavy duty axles and suspension were fitted. Holden recommends a maximum 3,400 kilograms (7,500 lb) towing limit for the turbo diesels, with a reduced figure of 2,720 kilograms (6,000 lb) for the petrol models. The Holden Suburban's run actually wasn't the first or only time that Holden had sold the GMT400 platform in Oceania. Beginning in 1996, they imported GMC C/Ks for ambulance conversions. Unlike the Suburbans, these vehicles were not available to the general public, nor did they bear Holden badging. They also were not built as right-hand-drives from the factory like the Suburban was; the same company that handled the ambulance conversion (Jacab Ambulance in Tamworth) also switched the steering to the other side. The GMT800-based Suburbans were introduced in late December 1999 (Texas-only) and January 2000 (nationally) for the 2000 model year. They were sold in two series: 1/2-ton 1500 and 3/4-ton 2500. Suburbans came in Base, LS and LT trims. Optional was pushbutton 4WD with low-range transfer case. A tow hitch with trailer wiring plug was optional. For 2000, Chevrolet's long-serving 5.7 L and 7.4 L V8 engines were retired along with the 6.5 L diesel. New engines were Vortec 5300 5.3 L (325 cu in) for the 1500 series and Vortec 6000 6.0 L (364 cu in) for the 2500 series.

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For 2001, the 6.0 L V8 in 2500-series Suburbans gained 20 hp (15 kW) from a number of changes including aluminum cylinder heads. The new Vortec 8100 8.1 L (496 cu in) V8 was added as an option for the 2500 as well. OnStar became standard on LT models and LS models with the new Z71 package. Quadrasteer four-wheel steering was added as an option on 2500 models only. 2002 saw several optional features made standard equipment on the LS model, including front and rear air conditioning, alloy wheels, power windows, power front seats, side steps, fog lamps, and heated outside rear view mirrors. Base models were discontinued, leaving LS and LT. The Vortec 5300 L59 variant in the 1500 series added flex-fuel capability. The 6.0 engine was not available in the 1500 series. For 2003, all GM full-size trucks received an upgraded interior, with better-quality materials and other enhancements. New radios offered Radio Data System compatibility, XM satellite radio, Bose sound and improved ergonomics. Adjustable pedals were added as an option, and the instrument cluster-mounted Driver Information Center was improved and monitored up to 34 vehicle functions. A Panasonic DVD system was added as an option. GM's Stabilitrak system was added, and Quadrasteer became available on 2500 series Suburbans. Towing capacity for Quadrasteer-equipped vehicles was reduced by 300 lbs (the weight of the system). For 2004, 1500-series Suburbans received the Hydro boost braking system that was previously introduced in the 2500 series. The Mexican-market Suburban received a front end update this year, matching that of the Silverado. The 2005 model year saw the long-standard side-hinged panel doors discontinued in favor of the formerly optional liftgate. All engines switched to an all-electric cooling system to reduce power loss and fuel consumption. The Z71 package, long exclusive to 4WD models, became available on 2WD Suburbans. OnStar also became standard across the board. Finally, Stabilitrak became standard on all models shortly after the start of the model year. the 2005 Suburban 1500 won the J.D. Power and Associates award for highest initial quality among large SUVs, beating out its rivals the Ford Expedition and Toyota Sequoia. For 2006, the GMT800 Suburban's last year, a special LTZ trim package became available, featuring 20-inch (510 mm) wheels, all-wheel drive, and the LQ4 6.0 L engine of the 2500 series of trucks and SUVs. The catalytic converters were relocated closer to the engine. The XM radio antenna and the OnStar antenna were combined into a single unit. The 2007 model year Suburban and Yukon XL were unveiled at the 2006 Los Angeles Auto Show in January. Production of the redesigned GMT900 Suburban and Yukon XL began at Janesville Assembly and Silao Assembly in January 2006 (Suburban) April 2006 (Yukon XL), with the vehicles arriving at dealerships in April. The new models were redesigned with more modern, less boxy styling, already seen on the previously released 2007 Tahoes and Yukons. The exterior features a more aerodynamic shape, made partly by a steeply raked windshield angle. The new design is more aerodynamic. The interior has a redesigned dashboard and improved seats. It still retains its 9-passenger seating availability, which is available on LS and SLE models only. LT2, and LT3 models have leather seating and available 6-, 7-, and 8-passenger seating. A Z71 package was available on LT2 and LT3 models which includes two-tone leather seats. All Mexican-built Suburbans including the 9-seat models offer the special two-tone leather seating used by the Z71. The Suburban LTZ comes standard with a DVD player, GPS navigation enhanced radio that is touch screen.

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For the 2010 model year, in which U.S. News & World Report ranked it as the number one affordable large SUV, the Suburban added a premium interior package that includes tri-zone climate control and handy features like Bluetooth and rear audio controls. In addition, radios that are standard in all 2010 trims get a USB port, allowing for music to be played from auxiliary devices through the radio, as well as charging other small electronics. Side blind zone alert becomes an option on LT and LTZ. The 6.0 liter engine in the 2010 models will also be flex fuel capable. Minor front end changes including a slightly raised front bumper and side torso air bags were also made standard for 2010. In February 2010, Chevrolet unveiled a 75th anniversary edition of the Suburban, which will have the LTZ trim with white diamond tricoat exterior paint and cashmere interior, along with standard 20-inch chrome-clad wheels, revised roof rails, integrated navigation radio, XM Satellite Radio, Bluetooth phone connectivity, rearview camera, rear park assist, remote starting, adjustable pedals, and leather upholstery with heated/cooled front seats. Chevrolet says that the anniversary edition will be limited to 2,570 units because of the amount of white diamond paint GM can procure. The 5.3 L and 6.0 L engines carried over, and a new 403 horsepower (301 kW) 6.2 L Vortec V8 was added for the Yukon XL Denali. For the 2011 model year, the Suburban will add three new exterior colors to the lineup: Mocha Steel Metallic, Green Steel Metallic, and Ice Blue Metallic. The trims will also get an updated modification, with the rear audio system, Bluetooth, floor console/storage area, wood grain interior, luggage rack rails, body-color exterior door handle/mirror caps and premium-cloth front bucket seats now standard on the 1LS trim, and chrome recovery hooks, two-speed transfer case, and 20-inch chrome wheels standard on its 1LS 4WD models. In addition, the trailering package will feature the trailer brake controller as a standard on all trims. For the 2012 model year, trailer sway control and Hill Start Assist become standard on all trims, while the LTZ trim added a heated steering wheel and Side Blind Zone Alert as a standard.[59] Also, the LT1/2 options for the Suburban and SLE1/2 and SLT1/2 options on the Yukon XL were discontinued, leaving the Suburban with only a LS, LT and LTZ trim and the Yukon XL with a SLE and SLT trim. In 2012, GMC celebrated its 100th anniversary by releasing a special edition of its Yukon XL, offering a Heritage Edition trim package.[60] This would also be the final year that three colors, Graystone Metallic, Gold Mist Metallic and Blue Topaz Metallic, would be offered, along with the all season black wall P265/65R18 tires. For the 2013 model year, two new colors were offered: Champagne Silver Metallic and Blue Ray Metallic (extra charge). Also new is Powertrain Grade Braking, normal mode. The 2013 arrived for Chevrolet dealers in June 2012. For the 2014 model year, power-adjustable pedals, remote vehicle starter system and rear parking assist along with rear vision camera and inside mirror with camera display will become standard on the Suburban LS trims. In addition, Concord Metallic (which was supposed to be available for the 2013 MY) will be added to the Suburban color offerings for the 2014 models. For the Yukon XL, a convenience package will now become standard on its SLE models, along with a new color, Deep Indigo Metallic. In February 2014, The Suburban came in second behind the Tahoe among the top-ranked large affordable SUVs by U.S News & World Report. This would be followed by being acknowledged as an award recipient in the large SUV category by JD Power and Associates in July 2014. The three-quarter ton model's towing capacity is 9,600 lb (4,400 kg), being one of the best of any 4x4 SUV and Unmatched by any other SUV. The three-quarter ton model also has a GCVW of 16,000 lb (7,300 kg). The 2500 Suburban was originally sourced from Silao, Mexico from 2007 to 2008 but was moved to the Arlington, Texas assembly plant for the 2009 model year, where production of all GM full size SUVs was consolidated after the closing of the Janesville plant.

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GM discontinued the 2500 3/4 Ton versions of both Suburban and Yukon XL models after the 2013 model year. The tenth generation Suburban's design provided the basis for the Declasse Granger and its law enforcement counterparts, a line of fictitious SUVs that are featured in the Grand Theft Auto video game series as of Grand Theft Auto V. This article may contain an excessive amount of intricate detail that may interest only a particular audience. Please help by spinning off or relocating any relevant information, and removing excessive detail that may be against Wikipedia's inclusion policy. The eleventh generation Chevrolet Suburban, GMC Yukon XL, and Yukon Denali XL were introduced to the public on September 12, 2013, and GM unveiled the vehicles in different locations (The Suburban in New York, Yukon XL in Los Angeles) on that date. Both vehicles are based on the GMT K2XX platform and will carry unique serial designated numbers, identified by platform (K2), brand (YC for Chevrolet, YG for GMC), drivetrain (C for 2WD; K for 4WD), tonnage (15 for half-ton, 25 for 3/4-ton, 35 for 1-ton), wheelbase (7 for short, 9 for long), and 06 for SUV, which means that a K2YC-K-15-9-06 would be identified as a Chevrolet Suburban 1500 4WD. The Suburban and Yukon XL went on sale in February 2014 as a 2015 model, with the vehicles built exclusively in Arlington, Texas. The newly redesigned Suburban and Yukon XL were showcased to the public for the first time on September 27, 2013, at the State Fair of Texas. This move comes on the heels of the 80th anniversary of the first production of the Suburban in 1934. The designs and concepts were created by GM's exterior design manager Chip Thole (prior to his transfer to GM's Buick design studio in 2013), who told Truck Trend "I start with what intuition tells me about the market and get the team going on that. You look at trends around the industry – fashion, culture, what people are buying, what they say they want now – and project that into the future. The fun part is putting those ideas to paper and going from there." He then added "We wanted to take what was good about today's vehicles, bring that forward and make them new and different with that spark of freshness that people recognize, without making them gimmicky or overdone." Thole also challenged his design team to help bring ideas to the SUVs, which lead to the split headlamps and a more graphic feel for the Suburban design, while a more industrial but sculptured look was added to the Yukon XL to give it a unique identity of its own. Production on the Suburban and Tahoe began in December 2013 with the first completed SUVs being used for testing purposes. GM then officially started shipping the vehicles to dealerships on February 5, 2014. The front fascias of the Chevy Suburban and GMC Yukon XL are distinct, but from the base of the A-pillars back, they share most of the same styling cues. This now includes inlaid doors that tuck into the door sills, instead of over them, improving aerodynamics, fuel economy, and lessens interior noise. The hoods and liftgate panels are made of aluminum in an effort to reduce vehicle weight, and the wiper blades that were located on the liftgate door were moved to the rear spoiler located on the top of the rear liftgate window. Also noticeable is the SUV's length, which expands from 222.4 to 224.4 in (5,649 to 5,700 mm) (the Yukon XL's length is shorter at 224.3 in (5,697 mm)) and its width from 79.1 to 80.5 in (2,009 to 2,045 mm), while the height decreases from 76.8 to 74.4 in (1,951 to 1,890 mm), thus allowing the vehicle to become slightly leaner, a little bit wider, more streamlined, and roomier. A more-efficient, direct-injected EcoTec3 V8 powertrain (5.3 for the Suburban, 6.2 for Yukon XL/Yukon Denali XL) coupled with improved aerodynamics, helped the SUVs offer greater estimated highway fuel economy and improving its fuel economy estimates to 16MPG (City)/23MPG (Highway)/18 (Combined) for 2WD, and 15MPG (City)/22MPG (Highway)/18 (Combined) for 4WD.

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The increased fuel economy also vaulted the Suburban/Yukon XL into the top spot among large SUVs with the most efficient fuel economy rating numbers for this segment. However, when Motor Trend (which placed the 2015 Suburban on the front cover of its June 2014 issue) did a road test review on the SUVs, it estimated the 4WD MPG on the Suburban LTZ to be slightly better at around 15.2 City and 22.3 Highway, while the 4WD Yukon Denali XL, whose fuel economy (MPG) is rated at 14 City/20 Highway, was estimated lower at 12.4 City and 19.2 Highway. Like the 2007–14 version, both the Suburban and Yukon XL do not share a single piece of sheet metal or lighting element with the brands' full-size pick-up trucks (GMC Sierra and Chevy Silverado), and the front grilles of both vehicles are slightly altered to give it their own identity. The front headlights features projector-beam headlamps that flanks the Chevrolet-signature dual-port grille – chrome on all models, sweeping into the front fenders, while Tahoe and Suburban LTZ and Yukon and Yukon XL Denali trims feature projector beam high-intensity discharge headlamps and light-emitting diode daytime running lamps. The Yukon and Yukon XL also feature projector-beam halogen headlamps on all SLE and SLT trims. The improved safety features included a 360-degree radar detection for crash avoidance and occupant protection and a high-tech anti-theft system that now includes vertical and interior sensors, in-glass and window breaking, a triggering alarm and a shutdown device that prevents the vehicle from moving. The latter is expected to address the issues regarding the constant thefts of the vehicles, especially with the previous generation's removable seats and items left in the cargo space, which has become a target for carjackers who see the third row seats as valuable on the black market.[93] According to General Motors' head of Global Vehicle Security Bill Biondo, "We have engineered a layered approach to vehicle security," adding that "With new standard features and the available theft protection package, we are making the vehicles less attractive target to thieves and more secure for our customers. Also new are the addition of fold-flat second and third-row seats (replacing the aforementioned removable third seats), which is now a standard feature but can be equipped with an optional power-folding feature for the upgraded trims, and an additional two inches of leg room for second-row passengers. HD radio became a standard feature on all trims. Multiple USB ports and power outlets are now spread throughout their interiors, including one 110-volt, three-prong outlet on both Suburban and Yukon XL, with the Suburban adding an available eight-inch color touch screen radio with next-generation MyLink connectivity along with an available rear-seat entertainment system with dual screens and Blu-ray DVD player, while the Yukon XL adds a standard eight-inch-diagonal color touch screen radio with enhanced IntelliLink and available navigation. A 4G LTE WiFi access system, along with Siri Eyes Free and text messaging alerts, was included into all vehicles that feature the OnStar device around the second quarter of 2014. The Yukon XL interior has more additional features that includes seats stuffed with dual-firmness foam, a standard Bose sound system and SD card slots, and laminated glass for the windshield and front windows, decreasing interior noise. The Denali Yukon XLs comes equipped with active noise-cancellation technology, with GM's third-generation magnetic ride control suspension as a standard feature, which is only featured on the Suburban LTZ models, whose upgraded features also includes a real-time damping system that delivers more precise body motion control by "reading" the road every millisecond, and changing damping in just five milliseconds. The Suburban will have eight color palettes to choose from for the 2015 model year: Champagne Silver Metallic, Silver Ice Metallic, White Diamond Tri coat, Sable Metallic, Crystal Red Tri coat, Summit White, Tungsten Metallic, and Black.[97] The GMC Yukon XL palettes will be available in nine colors: Onyx Black, Summit White, Quicksilver Metallic, Champagne Silver Metallic, Iridium Metallic, Bronze Alloy Metallic, Crystal Red Tint coat, White Diamond Tri coat, and Midnight Amethyst Metallic. The latter three will be the most expensive color trim options.

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1968 Suburban production figures

1/2-Ton Commercial - Model C/Series 10 - 115-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE10703	Chassis & Cab	2320	3048	2735
CE10734	Fleetside 6.5ft	2468	3467	46483
CE10704	Step-Side 6.5ft	2430	3389	46322

1/2-Ton Commercial - Model C/Series 10 - 127-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE10902				
CE10903				
CE10934				
CE10904	Chassis & Cowl	-	-	14
CE10905	Chassis & Cab	2358	3136	1197
CE10906	Fleetside 8ft	2506	3572	204286
	Step-Side 8ft	2468	3477	18632
	Panel	2839	3641	4801

1/2-Ton Commercial 4x4 - Model K/Series 10 - 115-in. w.b

MODEL **Suburban** **3081** **3809** **11004**

KE10703				
KE10734				
KE10704	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
	Chassis & Cab	2874	3435	43

1/2-Ton Commercial 4x4 - Model K/Series 10 - 127-in. w.b

MODEL	Step-Side 6.5ft	2985	3771	1706
KE10903				
KE10934				
KE10904	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
KE10905	Chassis & Cab	2911	3512	41
KE10906	Fleetside 8ft	3060	4024	-
	Step-Side 8ft	3022	3916	552

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	Panel	3393	4123	59
<i>3/4-Ton Commercial - Model C/Series 20 - 127-in. w.b</i>				
MODEL	Suburban	3667	4212	4259
CE20902				
CE20903				
CE20934	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CS20904	Chassis & Cowl	-	12	
CE20909	Chassis & Cab	2499	3458	6636
CE20905	Fleetside 8ft	2547	3960	60646
CE20906	Step-Side 8ft	2610	3865	7666
	Stake 8ft	2702	4085	1103
<i>3/4-Ton Commercial 4x4 - Model C/Series 20 - 127-in. w.b</i>				
MODEL	Panel	2981	4035	1572
	Suburban	3264	4217	1573
KE10903				
KE10934				
KE10904	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
KE10905	Chassis & Cab	3054	3590	498
KE10906	Fleetside 8ft	3201	4030	4705
	Step-Side 8ft	3163	3940	1047
<i>Long-Horn Pickup - Model C/Series 20 - 133-in. w.b.</i>				
MODEL	Panel	3534	4111	68
	Suburban	3611	4215	299
CE21034				
<i>1-Ton Commercial - Model C/Series 30 - 133-in. w.b.</i>				
MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
	Pickup 8.5ft	2711	4084	1902
CE31003				
CE31034				
CE31004	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE30909	Chassis & Cab	2657	3665	11948
	FleetSide 8.5ft	2852	4158	213
	Step-Side 9ft	2791	4104	2836
	Stake	2971	4499	3272

Paint:

The paint is not original to this truck. The truck is currently Green & White in colour .The paint is new it is shiny, attractive paint but may have some evidence of minor imperfections.

Tires:

After market tires . P315 /75 / R16 LT The tires have 100% tread left on them .

Wheels:

Aftermarket 16 inch Aluminum wheels with center caps in like new condition

Transmission:

The transmission is a 4 L 80 4 Speed Automatic not numbers matching to the truck . This a 4X4 transfer case with locking hubs in good working condition It is in good working condition . The Transmission and front and rear transfer cases have been freshly rebuilt .

Glass:

The glass is original with factory tint . All the glass is in good condition.

Radio:

Aftermarket Am/ Fm MP3 blue tooth Stereo with 2 Amps about 2000 Watts with 6 speakers all in good working condition.

Exhaust:

The exhaust is and after market performance with headers Duel3 inch stainless steel Exhaust in like new condition.

Chrome:

The mouldings and trim are New OEM parts in like new condition. The bumpers are solid and shinny new OEM . Custom steel running boards.

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Interior:

The Interior is Gray and Black in colour. The interior is all new completed during the restoration. The seat are all in like new condition with no rips or tears. The carpet is and dash pad and door panels are also new. The rear floor is custom hard wood All the gauges all have been refurbished or new and are in working order.

Body:

The Body of this truck has under gone a complete restoration all steel and is straight and solid. This is a Southern truck not exposed to salt . All of the trim tags and vin tag are still intact as well as all other badges. The undercarriage is also in like new condition with no damage or rust present.

Engine:

This particular truck is powered by a 6.0 V8 engine with super charger . The engine has been freshly rebuilt back to factory specifications to replicate a 2015 Camaro LT1 . All the engine electronics as well as programable engine computer . The engine runs excellent .There are no sign of oil leaks or other defects with no smoke from the exhaust. The engine is not original numbers matching to this truck.

Mechanical:

Mechanically this truck is like new condition the engine runs perfectly. The brakes are new with up graded front disk brakes in good condition. Front and rear suspension has all been replaced with performance up grade with a 3 inch lift and all body mounts are new in good condition. The cooling system has also been replaced with a new OEM 4 core system with all new hoses and lines , transmission cooler and super charger intercooler also electric fans have been added . .This truck has a class 5 towing package . The heating system has also been replaced both front and rear as well as vintage air conditioning has been added . The electrical system is all new with push button start . The truck is equipped with an after market alarm with immobilizer and fuel system kill switch . The fuel system is new front to rear including lines and tank and electric fuel pump has been added . This truck has recently passed an Ontario vehicle certification .

Value

Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .

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Under Carriage



Engine





Interior



Interior



Interior



Vin Tag



Odometer Reading

