

Chev making a statement in the truck market

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GMC calls Canyon the first premium mid-size truck. Buyers get aluminum interior trim, soft-touch instrument panel and door pads, for example.

The base engine is a 2.5-litre DOHC direct injection in-line four-cylinder with 200 hp and 191 lb/ft of torque.

Standard features include a six-speed manual transmission on the base car, power windows with express up for the driver, a rear-vision camera with dynamic guidelines and a locking tailgate.

Options include a 305 hp 3.6-litre direct injection DOHC V6, Forward Collision Alert and Lane Departure Warning.

Colorado customers can choose from two cab configurations, extended-cab and crew-cab. Crew-cab Colorados will offer a choice of five- or six-foot boxes; extended-cab models come with the six-foot box. There is no regular cab model.

All versions of Colorado and Canyon with the 3.6-litre



The Colorado/Canyon are fully box-framed with shear-style and compression body mounts. Suspension is a coil over strut system with large diameter, hollow stabilizers bars and twin-tube shocks with two-stage leaf springs and a Hotchkiss-style solid rear axle.

are equipped with the automatic. The auto is optional on the 2.5-litre.

Starting price with the base Colorado manual is \$19,900.

The Colorado LT crew cab with RWD and the five-foot box has a starting price of \$27,150. The Colorado Z71 crew cab 4x4 with the five-foot box starts at \$35,700.

Canyon pricing starts at \$20,600 for the RWD. The SLE trim level, which I expect will be the volume model, begins at \$28,800.

The 4WD Canyon SLT crew cab short box model starts at \$38,850 and includes the 3.6-litre V6 engine with 305 hp, leather-appointed seating, automatic climate control, 18-inch polished cast-aluminum wheels, remote start and an automatic locking rear differential.

GM furnished a wide assortment of trim levels, affording journalists lots of comparison opportunities.

Starting out in a base **See THESE, pg. 6**

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