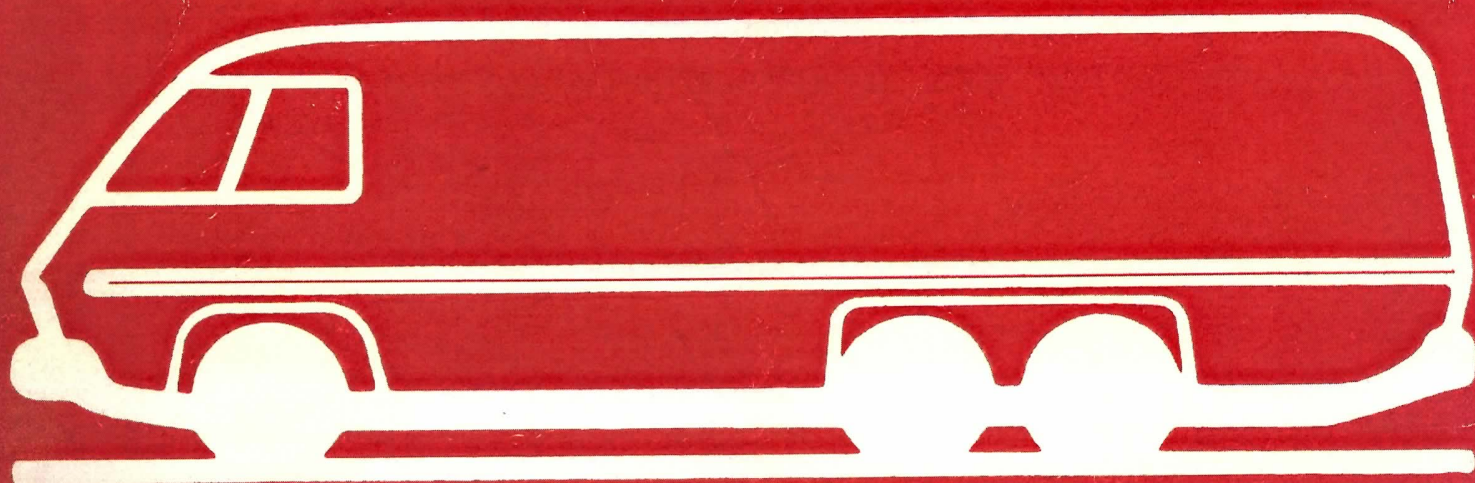




**GMC**  
**Trans Mode**  
**VEHICLE**

**BODY BUILDERS DRAWINGS  
AND SUPPORTING DATA**

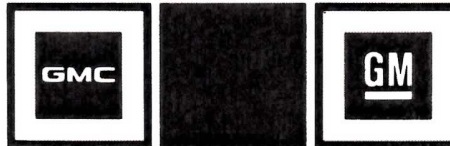


# TABLE OF CONTENTS

Introduction.....	2
Incomplete Vehicle Label & Documents .....	2
Federal Regulations—Tires.....	3
Vehicle Loading Instructions.....	4-6
Body Builder Drawing 23'	
Body Builder Drawing 26'	
Chassis Wiring Diagram	

This book has been designed as a source of basic information for the many manufacturers of equipment to be installed into the GMC TransMode Vehicle. It has been prepared to provide Body Builder Instruction drawings, a wiring diagram, and Vehicle Loading Instructions.

If you require additional data please contact MotorHome Sales Engineer, GMC Truck & Coach Division, 660 South Boulevard East, Pontiac, Michigan 48053.



PUBLISHED: APRIL, 1976

**GMC TRUCK & COACH DIVISION**

**GENERAL MOTORS CORPORATION**

660 South Boulevard East  
PONTIAC, MICHIGAN 48053



## INTRODUCTION

THE FEDERAL GOVERNMENT HAS ESTABLISHED MOTOR VEHICLE SAFETY STANDARDS for various categories of motor vehicles and motor vehicle equipment under the provisions of the National Traffic and Motor Vehicle Safety Act of 1966. The Act imposes important legal responsibilities on manufacturers, dealers, body builders and others engaged in the manufacturing and marketing of motor vehicles and motor vehicle equipment. Questions dealing with the specific application of the Act or the standards to your business should be dis-

cussed with your legal counsel. This is particularly so because the standards and other requirements or interpretations are subject to change by the government agency in charge, the National Highway Traffic Safety Administration. New standards and amendments issued by the National Highway Traffic Safety Administration will appear in the Federal Register from time to time.

You may obtain the Federal Register, through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

**Incomplete Vehicles**—Will have an incomplete vehicle label affixed to document for Incomplete Vehicles. Accompanying and attached to the inside cover of this document is the Incomplete Vehicle Document Supplement for GMC Commercial TransMode Vehicle. These documents are placed in a clear container, and shipped with the vehicle from the factory.

### DOCUMENT FOR INCOMPLETE VEHICLE

INCOMPLETE VEHICLE MANUFACTURED BY  
GENERAL MOTORS CORP.  
DETROIT, MICHIGAN 48202      MONTH/YEAR:  
VIN  
GVWR  
GAWR FRONT  
GAWR 1ST INT.  
GAWR 2ND INT.  
GAWR REAR

THIS INCOMPLETE VEHICLE MAY BE COMPLETED INTO A "TRUCK"  
"MULTIPURPOSE PASSENGER VEHICLE", OR "BUS"

328073

This document is furnished as required by government regulation to aid intermediate and final stage manufacturers in determining conformity to applicable Motor Vehicle Safety Standards. This document is not a substitute for knowledge of the requirements of these standards. Intermediate and final stage manufacturers should maintain current familiarity with all Motor Vehicle Safety Standards to be aware of their specific responsibilities as manufacturers in regard to each standard.

Any manufacturer that makes material alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly vigilant to recognize all the effects, either direct or indirect, on other components, assemblies or systems caused by each such alteration. No alteration should be made to the incomplete vehicle which either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Motor Vehicle Safety Standard.

#### CANADA MOTOR VEHICLE SAFETY STANDARDS

The following statement, which is required by Section 6. (3) (a) of the Canadian Motor Vehicle Safety Regulations is applicable only to incomplete vehicles manufactured in or imported into Canada: THIS INCOMPLETE VEHICLE CONFORMS TO THE APPLICABLE CANADA MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF ITS MANUFACTURE SHOWN ABOVE. THE STANDARDS TO WHICH THIS INCOMPLETE VEHICLE CONFORMS IN FULL ARE DESIGNATED IN THE LIST OF FEDERAL MOTOR VEHICLE SAFETY STANDARDS ON PAGE 1 BY AN ASTERISK (\*) IN THE COLUMN FOR THE BASIC TYPE OF INCOMPLETE VEHICLE.

PRINTED IN U. S. A.

1



460309

**Models:** Incomplete TransMode. Vehicles, ZE06083 (23') & ZE06583 (26')

## **FEDERAL REGULATIONS—TIRES**

The National Highway Traffic Safety Administration has issued regulations dealing with tire identification and record keeping which became effective May 22, 1971. Under these regulations important legal responsibilities are imposed upon tire manufacturers, brand name owners, retreaders, distributors and dealers, and motor vehicle manufacturers and dealers, to maintain and/or report certain information concerning tires. This information will be used to facilitate the notification of purchasers of defective or non-conforming tires so that they may take appropriate action in the interest of safety. If you have any questions concerning the application of these regulations to your business, we suggest you consult with your attorney.

In order for GM to meet its responsibility under these tire regulations, we have a record of the tires on each vehicle we shipped to you. If you do not change a tire on a GM vehicle, it is important that you make sure that it is reshipped with the same tires that were on it when the vehicle was received by you. This will mean that any tires which you remove from a vehicle during the course of your work should be put back on the same vehicle.

If you do change a tire on a GM vehicle, it is necessary that you furnish us with such information on vehicles which are returned to us after you have completed your work. It is important that you report to us the full tire identification number (TIN) for each tire you install and the full vehicle identification number (VIN) of the vehicle on which the tire is installed.

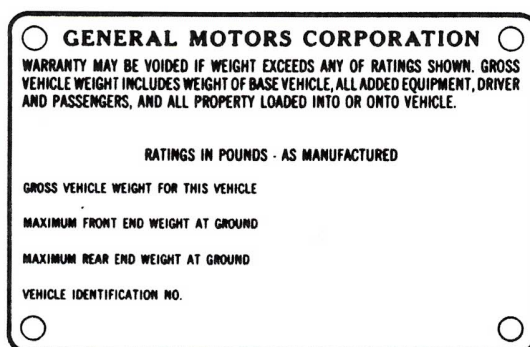
In case you should receive a defect notification from a tire manufacturer concerning tires which you installed on a vehicle returned to us, you may forward it to us so that we can send it to the vehicle owner whose name will appear in our records.



## VEHICLE LOADING

A vehicle identification number plate is attached to each TransMode Vehicle and shows the Gross Vehicle Weight

Rating (or GVWR) and the front and rear Gross Axle Weight Ratings (or GAWR's) for each particular vehicle.



*Vehicle Identification Plate*

The Gross Vehicle Weight Rating (GVWR) represents the recommended maximum weight of the completed vehicle and its total load. This total load includes all items added to the vehicle after it has left the factory, all fluids, the driver and occupants of designated seating positions and everything and anything that is loaded into (or onto) the vehicle.

The Gross Axle Weight Ratings (GAWR's) represent the recommended maximum weight that each axle system can carry. These capacities include by axle, all of the same items considered in the determination of the Gross Vehicle Weight Rating.

To provide satisfactory and safe service the actual weight of a completed vehicle and its total load should never exceed its GVWR, and the sum of a vehicle's GAWR's should always equal or exceed its GVWR. Therefore if the sum of a vehicle's GAWR's equals its GVWR then each axle may be loaded to its maximum capacity, since the

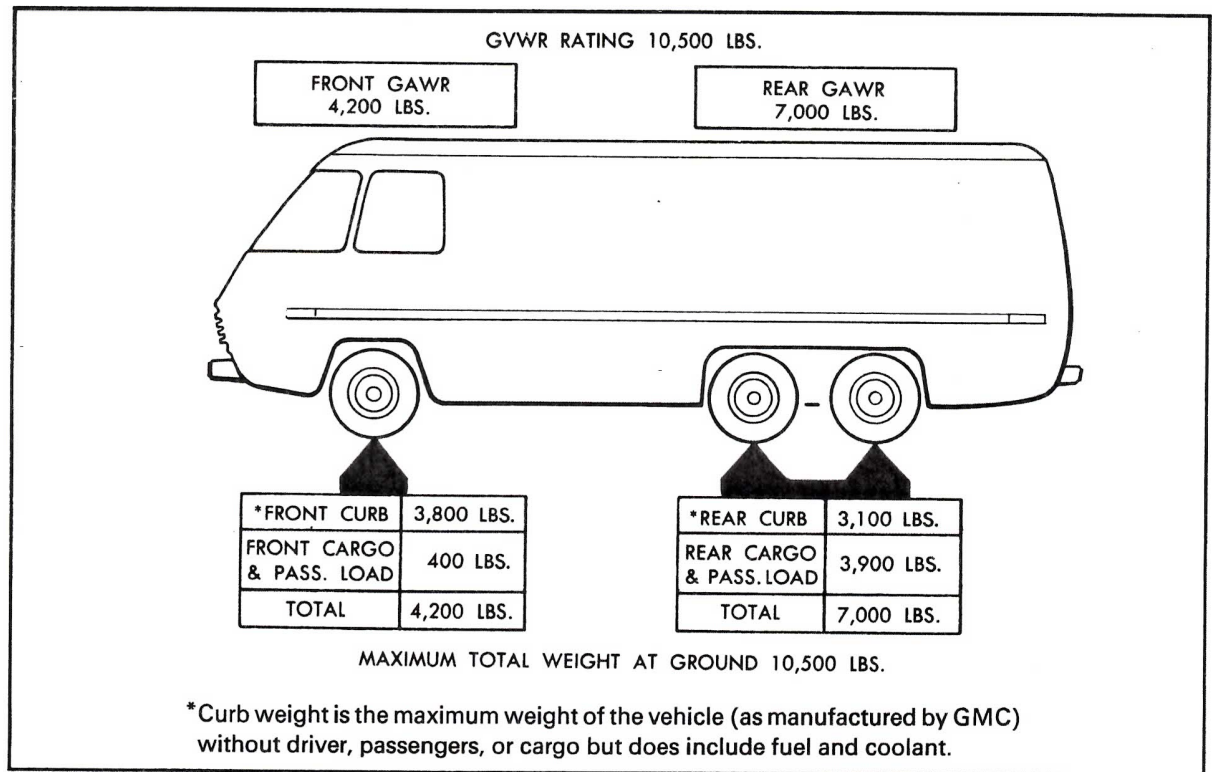
GVWR on such vehicle would not be exceeded.

If the sum of a vehicle's GAWR's exceeds its GVWR then each axle may not be loaded to its maximum capacities, since the GVWR on such a vehicle would be improperly exceeded, but each axle could be loaded so that the sum of the weights over each axle does not exceed the vehicle's GVWR.

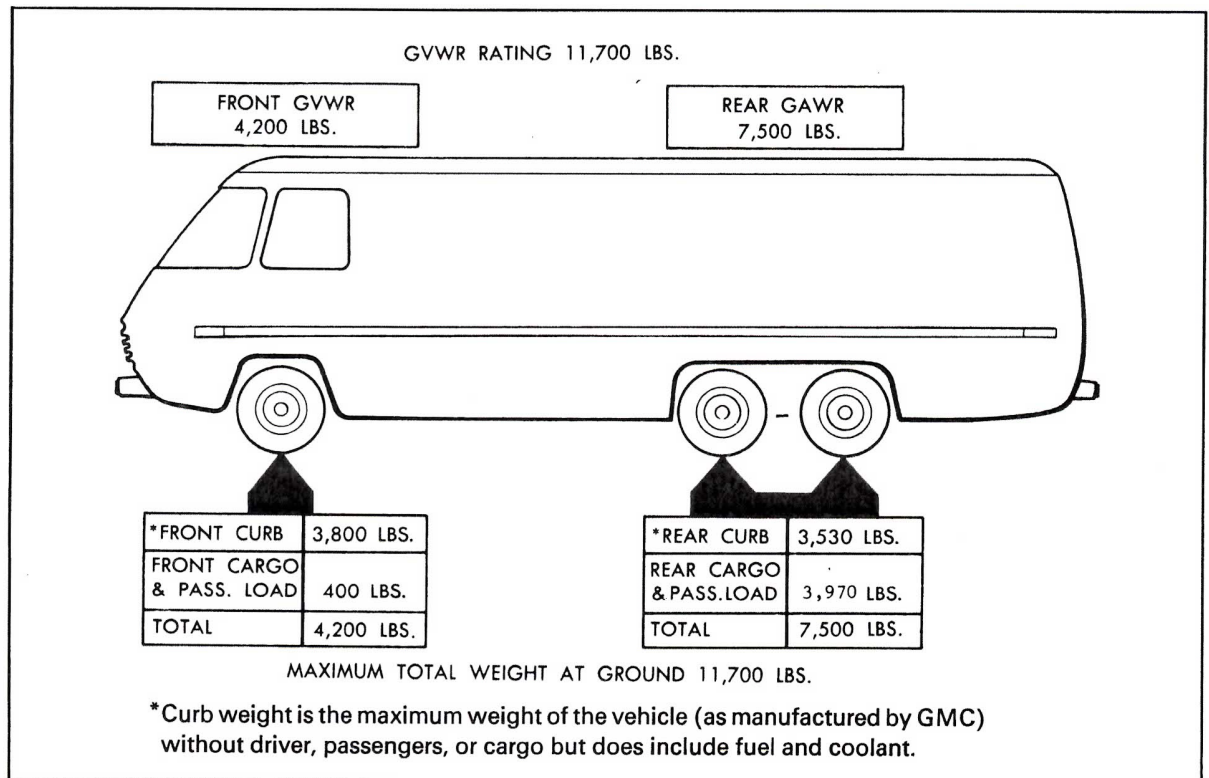
A GMC Motor Home Dealer can advise you concerning proper loading conditions of your vehicle.

Actual front and rear end weights at the ground can only be determined by weighing the vehicle. This can be accomplished through highway weigh stations or other such commercial facilities. For assistance in this regard, consult a GMC MotorHome Dealer. Care should also be exercised to see that the cargo load is distributed on both sides of the centerline of the vehicle as equally as possible.

## VEHICLE LOADING (Continued)



23' ZE06083



26' ZE06583



## VEHICLE LOADING (Continued)

### EFFECT ON WARRANTY

Your new Vehicle Warranty does not apply to any part of your vehicle "which has been subject to misuse". Any part which fails because of overloading has been subject to misuse within the meaning of this provision of the warranty.

#### ALLOWABLE LATERAL WEIGHT VARIATION

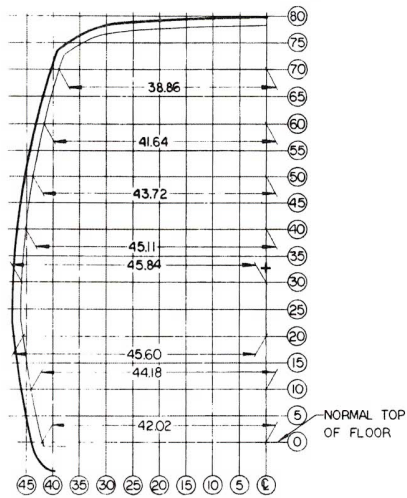
The independent suspension on this vehicle could be adversely affected by an unbalanced load on either side of the vehicle. The allowable front lateral weight variation is 250 lbs. The allowable rear lateral weight variation is 600 lbs.

COMMERCIAL TRANSMODE VEHICLE WEIGHT DISTRIBUTION		
	23 FT.	26 FT.
Front GAWR	4,200	4,200
Rear GAWR	7,000	7,500
GVWR	10,500	11,700
Allowable Front Lateral Weight Variation	250	250
Allowable Rear Lateral Weight Variation	600	600

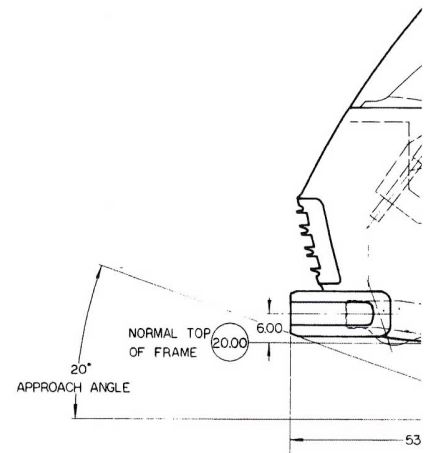
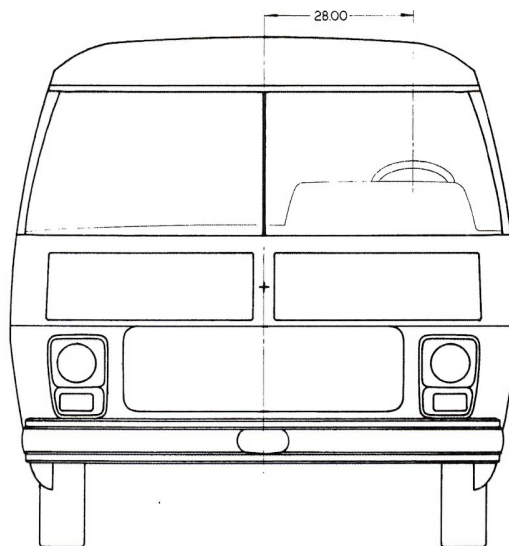
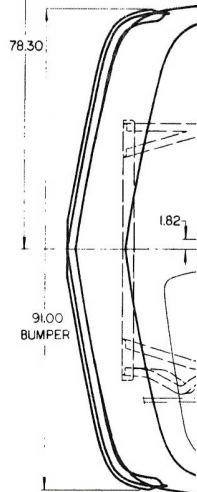
**NOTE:** When using your vehicle to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution will help prevent such items from becoming dangerous projectiles in the event of an accident.

#### TIRES

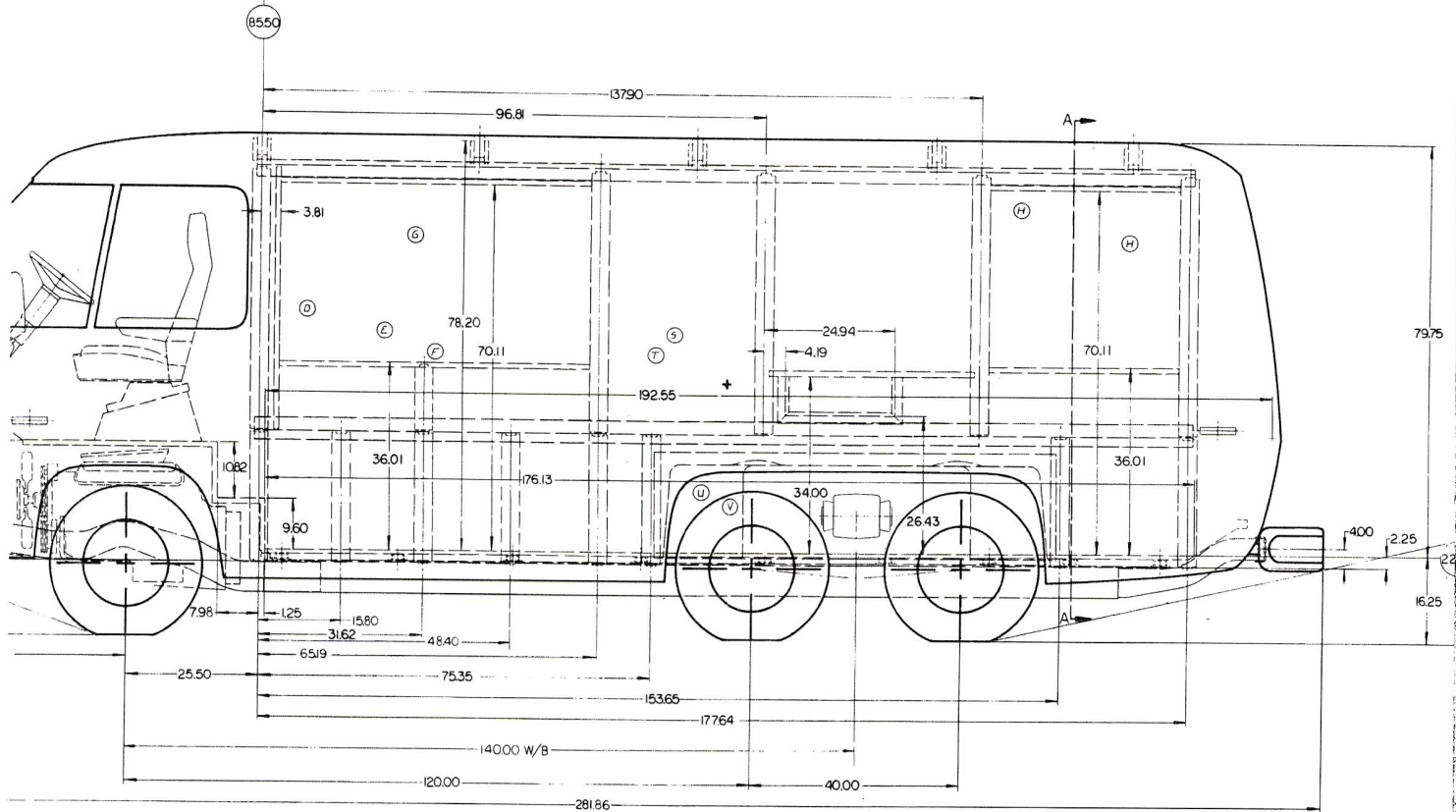
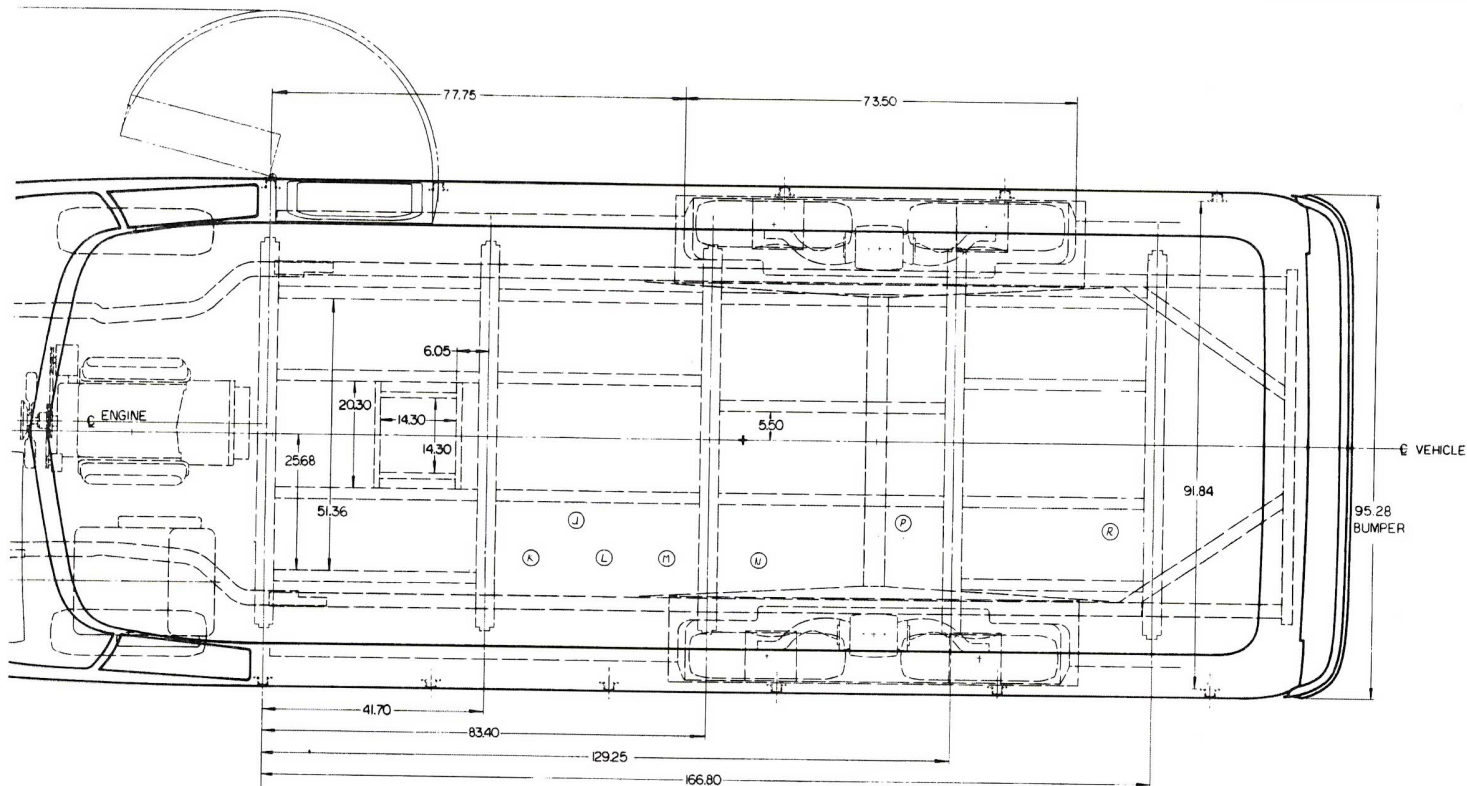
It is important that the tires on your vehicle be of the proper size, and be properly inflated. It is important to avoid over-inflation as well as under-inflation. See the Service and Maintenance section for proper tire inflation pressures.



SECTION A-A  
TYPICAL BODY CONTOUR SECTION  
R.H. SHOWN-L.H. SYM. OPPOSITE



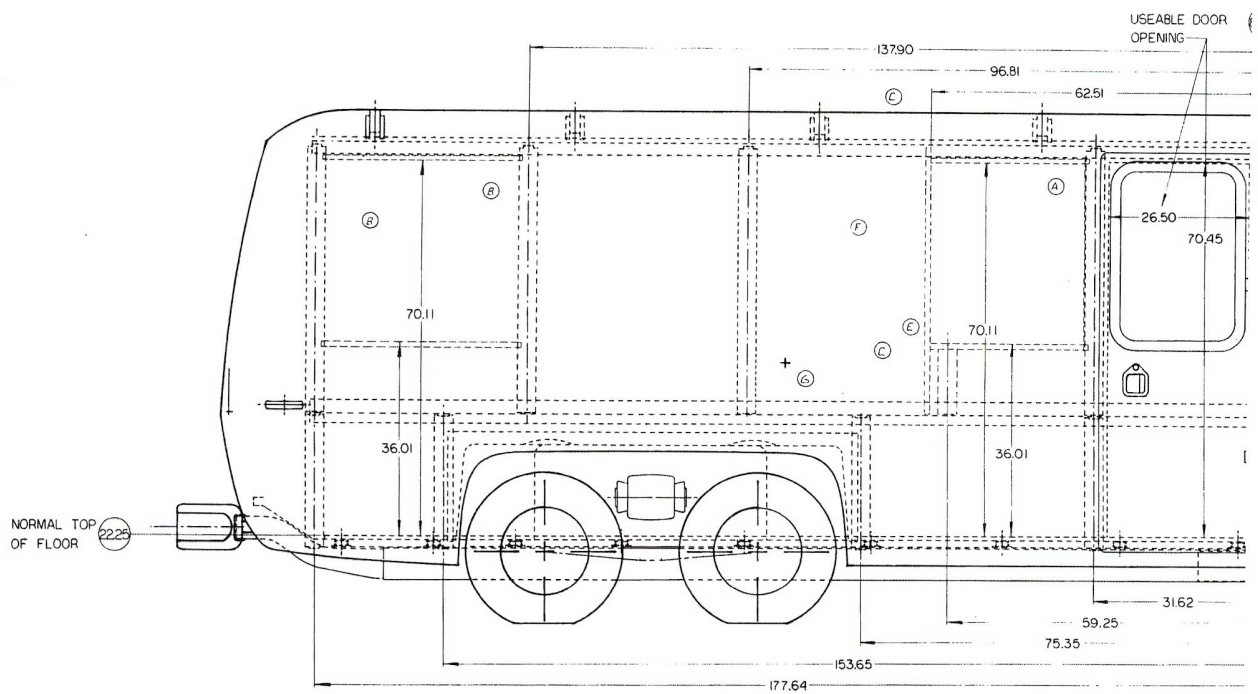




Technical drawing of the rear view of a vehicle, showing dimensions in inches. The drawing includes the following dimensions:

- Overall width: 107.28
- Width of the rear window opening: 65.92
- Width of the rear window opening (inner): 69.61
- Width of the rear window opening (outer): 72.12
- Width of the rear window opening (inner, lower): 74.20
- Width of the rear window opening (inner, lower): 64.61
- Width of the rear window opening (inner, lower): 67.18
- Width of the rear window opening (inner, lower): 62.04 W/HOUSE
- Width of the rear window opening (inner, lower): 17.93
- Width of the rear window opening (inner, lower): 17.09
- Width of the rear window opening (inner, lower): 7.12
- Width of the rear window opening (inner, lower): 67.48 W/HOUSE
- Width of the rear window opening (inner, lower): 95.04 WIDTH OF BODY
- Width of the rear window opening (inner, lower): 96.00 WIDTH WITH RUB RAILS
- Width of the rear window opening (inner, lower): 45.00 WIDE POINT
- Width of the rear window opening (inner, lower): 12° TURE ANGLE
- Width of the rear window opening (inner, lower): 67.75
- Width of the rear window opening (inner, lower): 57.75
- Width of the rear window opening (inner, lower): 47.75
- Width of the rear window opening (inner, lower): 32.75
- Width of the rear window opening (inner, lower): 17.09
- Width of the rear window opening (inner, lower): 17.93
- Width of the rear window opening (inner, lower): 62.04 W/HOUSE
- Width of the rear window opening (inner, lower): 67.18
- Width of the rear window opening (inner, lower): 74.20
- Width of the rear window opening (inner, lower): 69.61
- Width of the rear window opening (inner, lower): 65.92
- Width of the rear window opening (inner, lower): 107.28





PART NO  
MD12761

REV SHEET 2 OF 2  
PAGE 2 OF 2

(S)

(C)

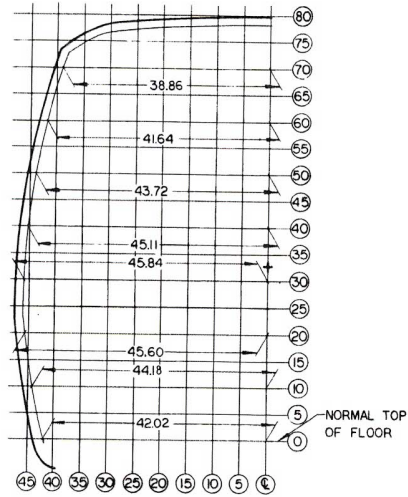
(D) (V) (L) (F)

(H)

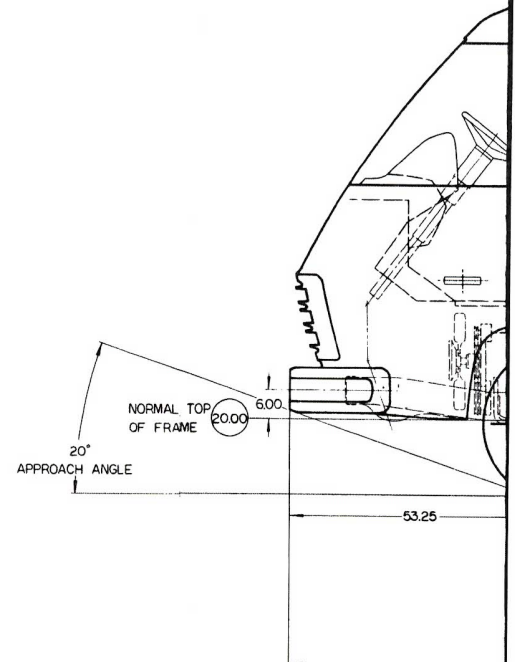
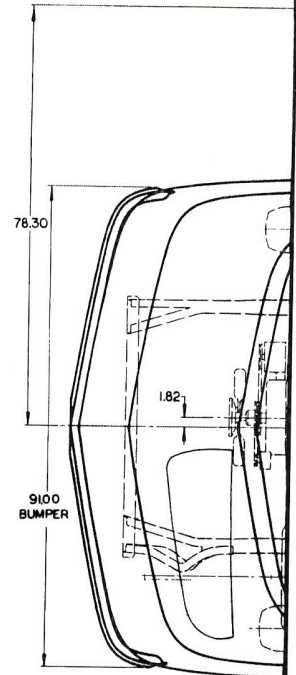
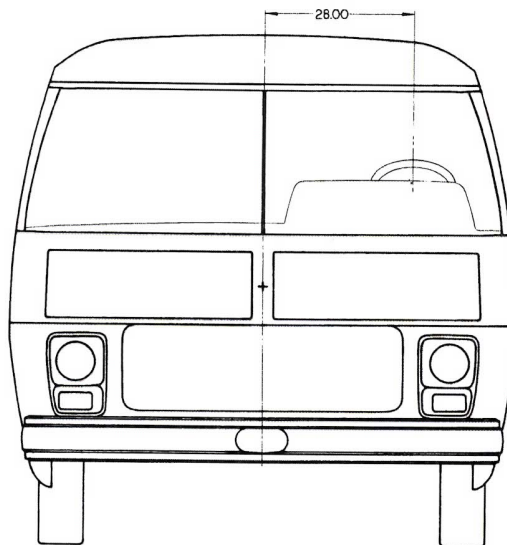
This technical drawing illustrates the front chassis and suspension of a vehicle. It shows the front wheel with a solid disc and dashed lines indicating the hub and axle assembly. The steering knuckle is connected to a steering arm, which is part of a rack-and-pinion steering system. The rack is shown in cross-section, with a pinion gear meshing with the steering arm. The suspension includes a coil spring and a shock absorber. The entire assembly is mounted on a frame, with various mounting points and bolts indicated by small circles and lines. The drawing uses solid lines for visible components and dashed lines for hidden internal parts.

FILE NO.	PUR. DRAWING	PUR. FINISHED	MANUFACTURE
DATE			
<p>DO NOT SCALE DRAWING</p> <p>FINDING FROM DRAWING SPECIFIED</p> <p>TOLERANCE UNDER SPECIFIED</p> <p>ALL THRU PLACES DIMENSIONAL</p> <p>ALL THRU PLACES DIMENSIONAL</p>			
DATE	8-19-74	SCALE 1/8"	BY <i>B. J. [Signature]</i>
FILE NO.	ZE 06083		BY <i>B. J. [Signature]</i>
REFERENCE	1. (P.340)		DATE
MATERIAL			DATE
<p>SERVICE DETERMINATION/B</p> <p>NAME</p> <p>BODY BUILDERS' 23</p> <p>PART NO.</p> <p>MD 12761</p> <p>SHEET 2</p> <p>FILE NO.</p> <p>DATE</p>			



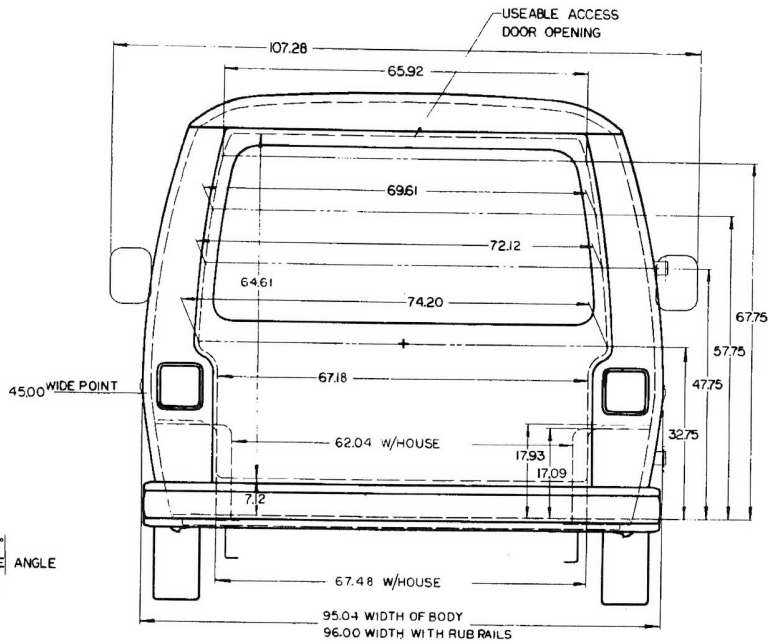
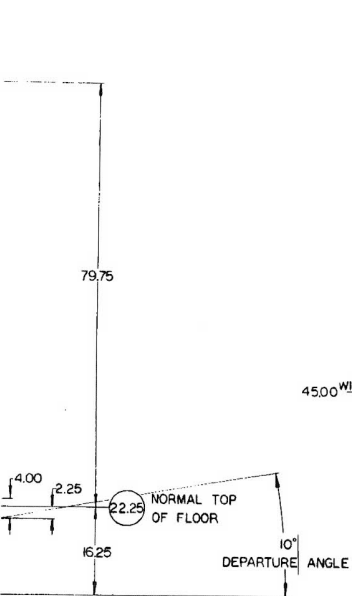
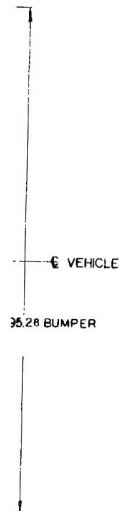


SECTION A-A  
TYPICAL BODY CONTOUR SECTION  
R.H. SHOWN-L.H. SYM OPPOSITE



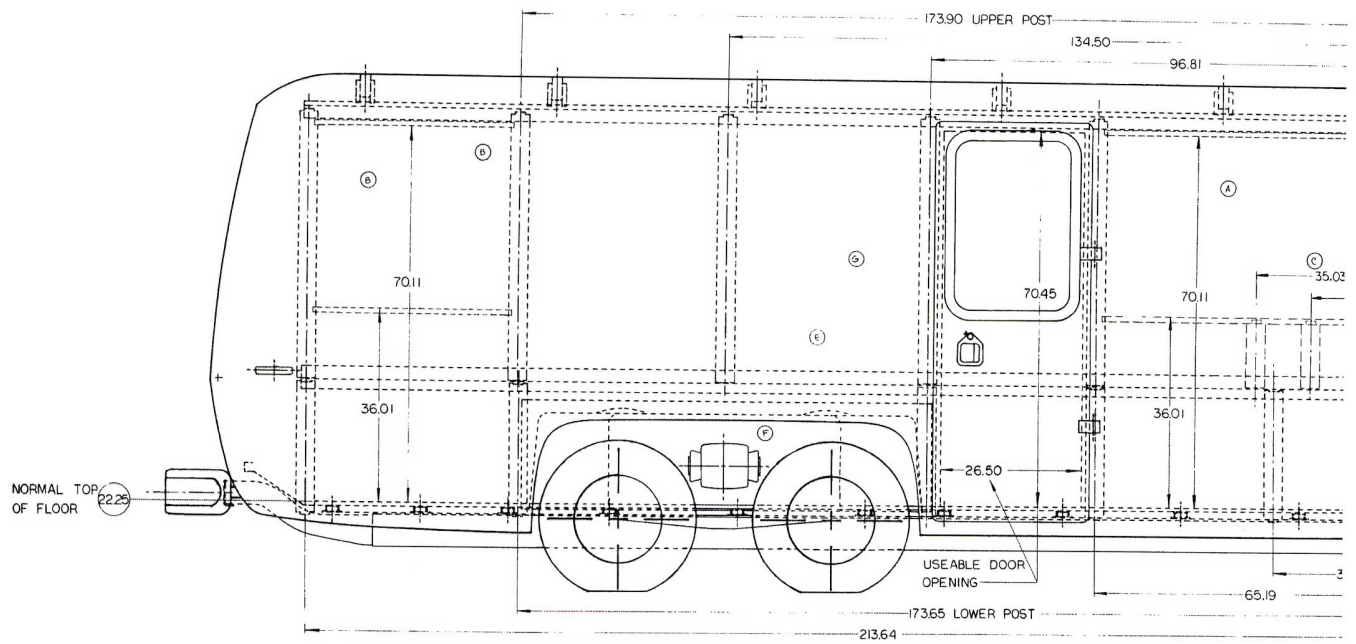


REV	DATE	DESCRIPTION	BY	CHKD	APPD
1	3/21/74	REWORKED	2552		
2		REWORKED			
3		REWORKED			
4		REWORKED			
5		REWORKED			
6		REWORKED			
7		REWORKED			
8		REWORKED			
9		REWORKED			
10		REWORKED			
11		REWORKED			
12		REWORKED			
13		REWORKED			
14		REWORKED			
15		REWORKED			
16		REWORKED			
17		REWORKED			
18		REWORKED			
19		REWORKED			
20		REWORKED			
21		REWORKED			
22		REWORKED			
23		REWORKED			
24		REWORKED			
25		REWORKED			
26		REWORKED			
27		REWORKED			
28		REWORKED			
29		REWORKED			
30		REWORKED			
31		REWORKED			
32		REWORKED			
33		REWORKED			
34		REWORKED			
35		REWORKED			
36		REWORKED			
37		REWORKED			
38		REWORKED			
39		REWORKED			
40		REWORKED			
41		REWORKED			
42		REWORKED			
43		REWORKED			
44		REWORKED			
45		REWORKED			
46		REWORKED			
47		REWORKED			
48		REWORKED			
49		REWORKED			
50		REWORKED			
51		REWORKED			
52		REWORKED			
53		REWORKED			
54		REWORKED			
55		REWORKED			
56		REWORKED			
57		REWORKED			
58		REWORKED			
59		REWORKED			
60		REWORKED			
61		REWORKED			
62		REWORKED			
63		REWORKED			
64		REWORKED			
65		REWORKED			
66		REWORKED			
67		REWORKED			
68		REWORKED			
69		REWORKED			
70		REWORKED			
71		REWORKED			
72		REWORKED			
73		REWORKED			
74		REWORKED			
75		REWORKED			
76		REWORKED			
77		REWORKED			
78		REWORKED			
79		REWORKED			
80		REWORKED			
81		REWORKED			
82		REWORKED			
83		REWORKED			
84		REWORKED			
85		REWORKED			
86		REWORKED			
87		REWORKED			
88		REWORKED			
89		REWORKED			
90		REWORKED			
91		REWORKED			
92		REWORKED			
93		REWORKED			
94		REWORKED			
95		REWORKED			
96		REWORKED			
97		REWORKED			
98		REWORKED			
99		REWORKED			
100		REWORKED			



REV	DATE	DESCRIPTION	BY	CHKD	APPD
1	3/21/74	REWORKED	2552		
2		REWORKED			
3		REWORKED			
4		REWORKED			
5		REWORKED			
6		REWORKED			
7		REWORKED			
8		REWORKED			
9		REWORKED			
10		REWORKED			
11		REWORKED			
12		REWORKED			
13		REWORKED			
14		REWORKED			
15		REWORKED			
16		REWORKED			
17		REWORKED			
18		REWORKED			
19		REWORKED			
20		REWORKED			
21		REWORKED			
22		REWORKED			
23		REWORKED			
24		REWORKED			
25		REWORKED			
26		REWORKED			
27		REWORKED			
28		REWORKED			
29		REWORKED			
30		REWORKED			
31		REWORKED			
32		REWORKED			
33		REWORKED			
34		REWORKED			
35		REWORKED			
36		REWORKED			
37		REWORKED			
38		REWORKED			
39		REWORKED			
40		REWORKED			
41		REWORKED			
42		REWORKED			
43		REWORKED			
44		REWORKED			
45		REWORKED			
46		REWORKED			
47		REWORKED			
48		REWORKED			
49		REWORKED			
50		REWORKED			
51		REWORKED			
52		REWORKED			
53		REWORKED			
54		REWORKED			
55		REWORKED			
56		REWORKED			
57		REWORKED			
58		REWORKED			
59		REWORKED			
60		REWORKED			
61		REWORKED			
62		REWORKED			
63		REWORKED			
64		REWORKED			
65		REWORKED			
66		REWORKED			
67		REWORKED			
68		REWORKED			
69		REWORKED			
70		REWORKED			
71		REWORKED			
72		REWORKED			
73		REWORKED			
74		REWORKED			
75		REWORKED			
76		REWORKED			
77		REWORKED			
78		REWORKED			
79		REWORKED			
80		REWORKED			
81		REWORKED			
82		REWORKED			
83		REWORKED			
84		REWORKED			
85		REWORKED			
86		REWORKED			
87		REWORKED			
88		REWORKED			
89		REWORKED			
90		REWORKED			
91		REWORKED			
92		REWORKED			
93		REWORKED			
94		REWORKED			
95		REWORKED			
96		REWORKED			
97		REWORKED			
98		REWORKED			
99		REWORKED			
100		REWORKED			





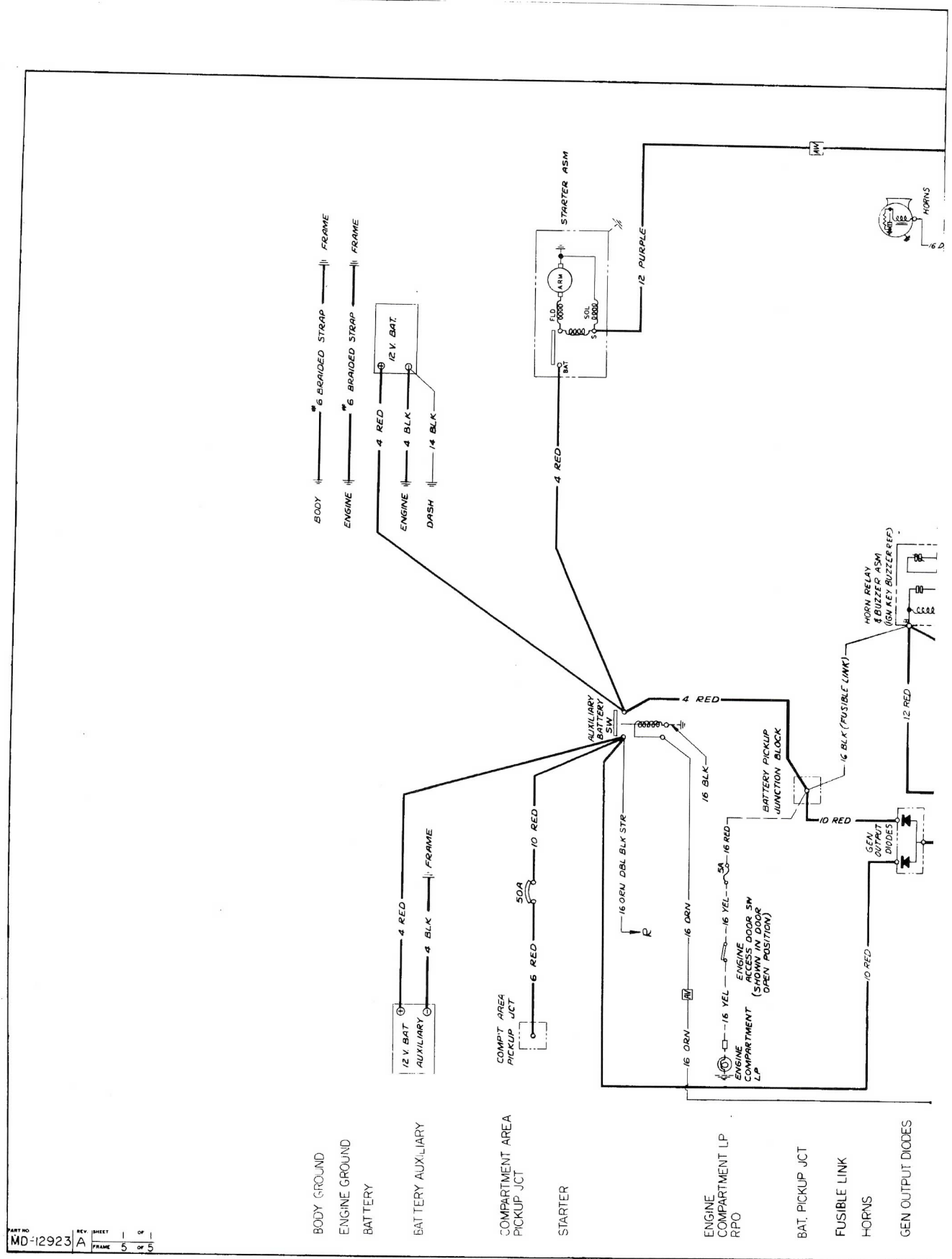
PART NO. MD 12760  
 REV. SHEET 2 OF 2  
 G. FRAME 2 OF 2

(P) (H)  
 (E) (L) (G)

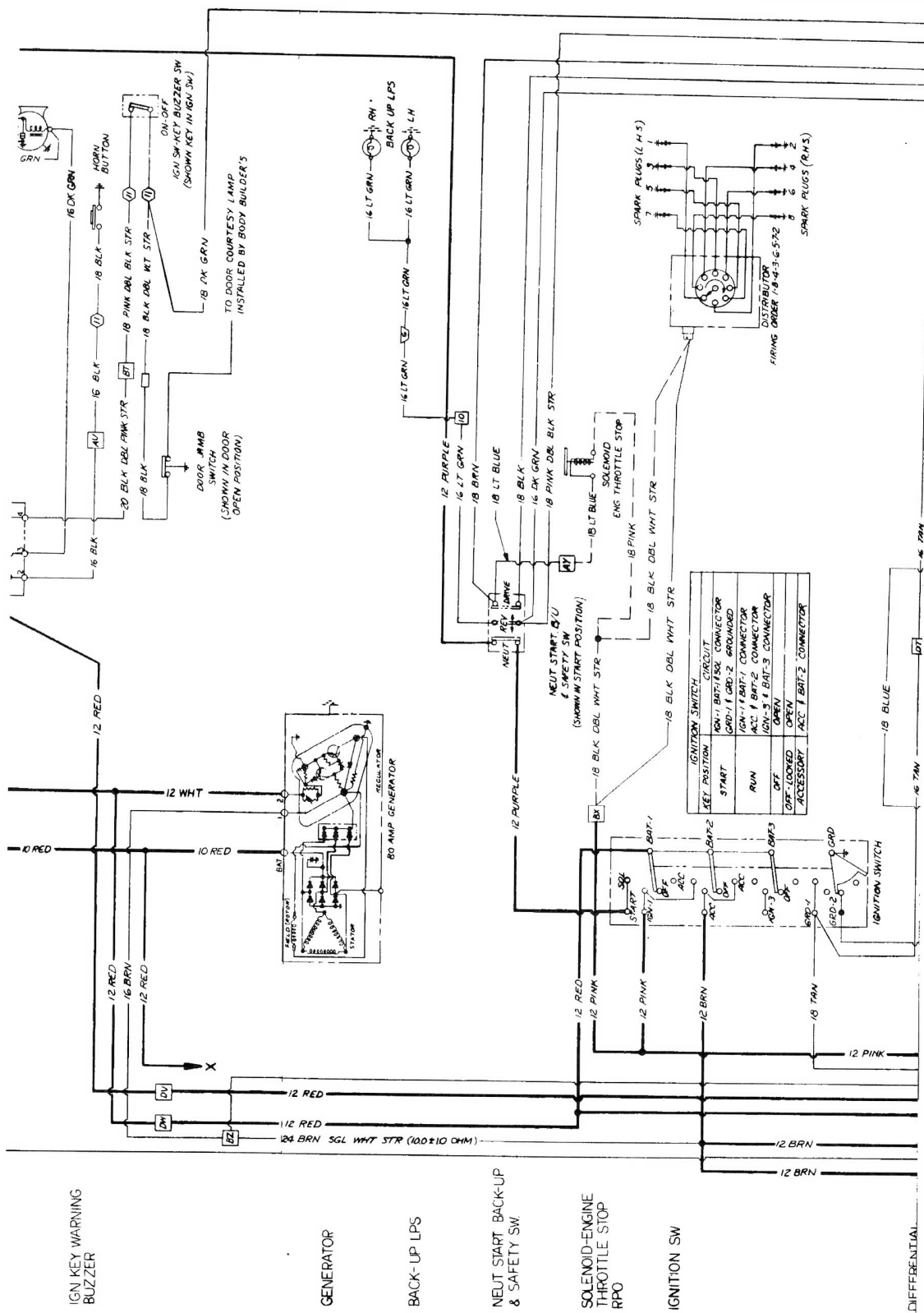
(A) (C)

Technical drawing of a car body in profile, showing dimensions and assembly points. The drawing includes a vertical dimension line on the left with a circle at the top containing the number 8550. Below this, a dimension of 3.81 is indicated. Further down, a dimension of 4.65 is shown. The drawing depicts the car's outline, including the roof, windows, and wheels. Dashed lines indicate internal components and assembly points. A horizontal dimension line at the bottom is labeled with 'F' and 'G'.

SERVICE DETERMINATION/S	
X-SERVICE SUBJECT PART/S	
Y-NOT SERVICED USE	
Z-CAN REPLACE FOR SERVICE	
FIELD WORK	TER NO APP.







11,475,000 MC

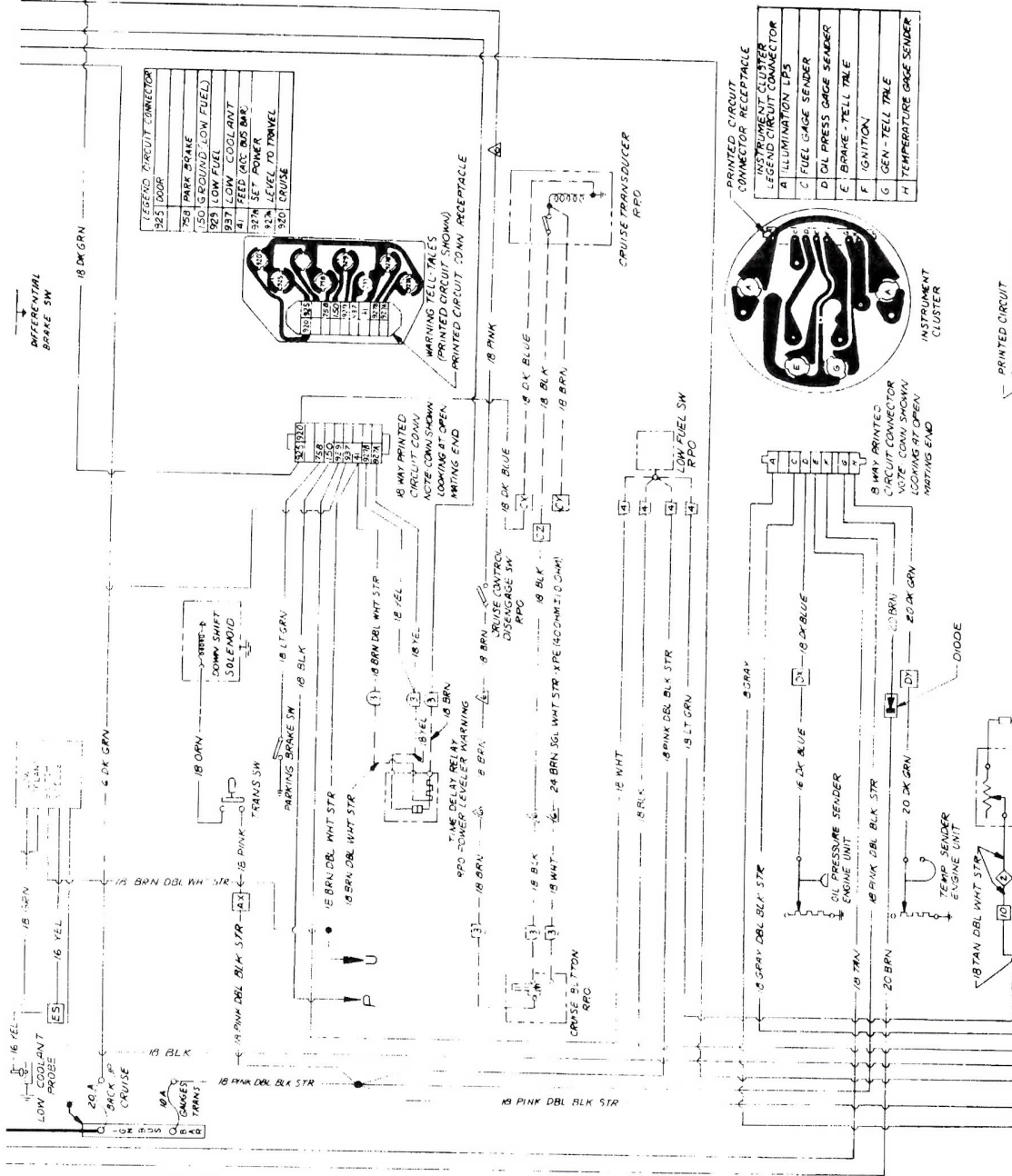
MD-

TRANSMISSION  
CONTROL

WARNING  
TELL-TALES

POWER LEVELER  
WARNING RPOCRUISE CONTROL  
RPO.

LOW FUEL  
INDICATOR RPO.

INSTRUMENT  
CLUSTER

LEGEND	CIRCUIT CONNECTOR
925	DOOR
758	PARK BRAKE
150	GROUND (LOW FUEL)
929	LOW FUEL
937	LOW COOLANT
4	FEED (ACC BUS BAR)
927A	SET POWER
927	LEVEL TO TRAVEL
930	CRUISE

A	ILLUMINATION LPS
B	FUEL GAGE SENDER
C	OIL PRESS GAGE SENDER
D	BRAKE - TELL TALE
E	IGNITION
F	GEN - TELL TALE
G	TEMPERATURE GAGE SENDER

# FUEL TANKS

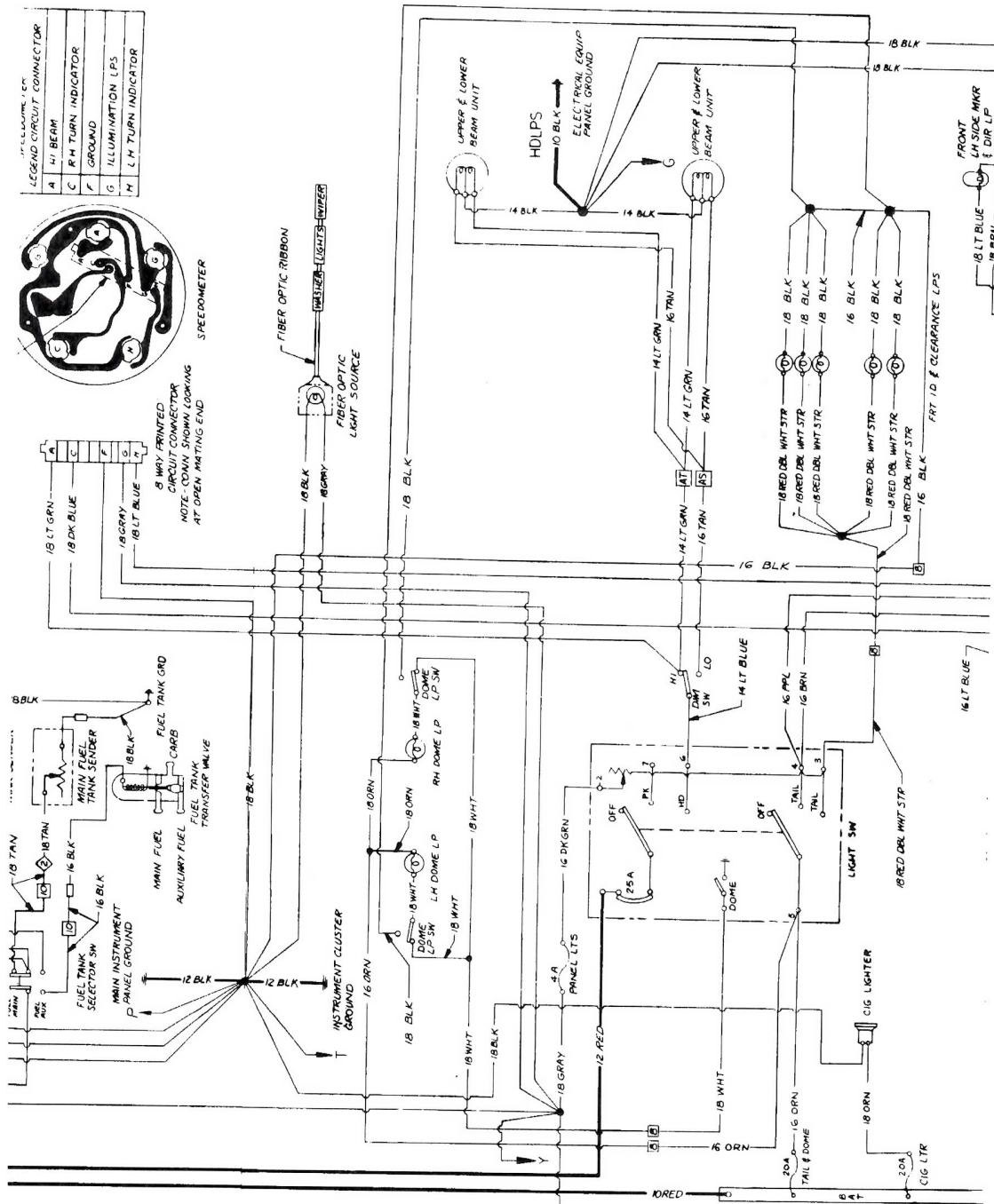
# SPEEDOMETER

# FIBER OPTICS

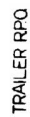
# DOME LPS

# LIGHTING

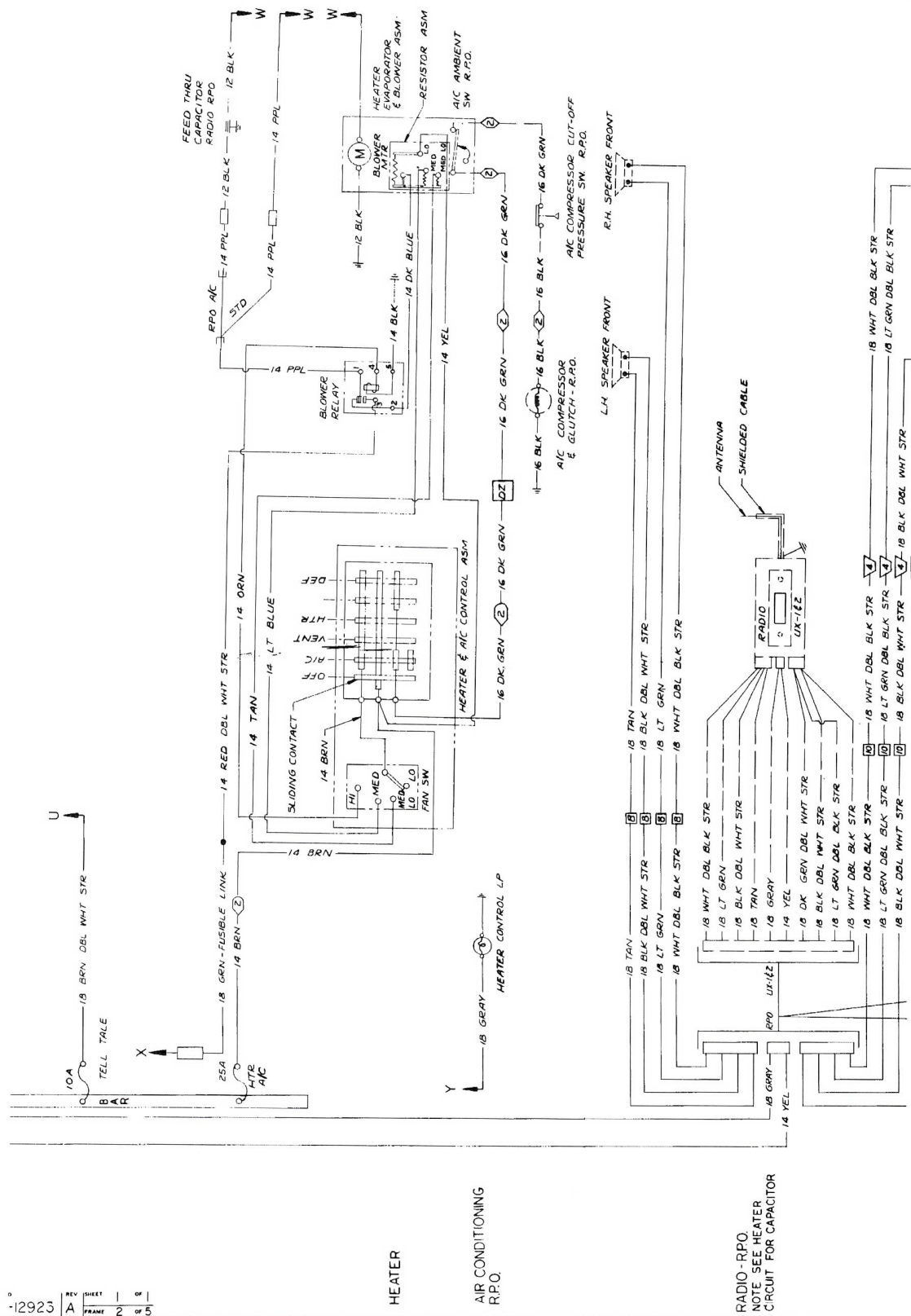
# CIG LIGHTER





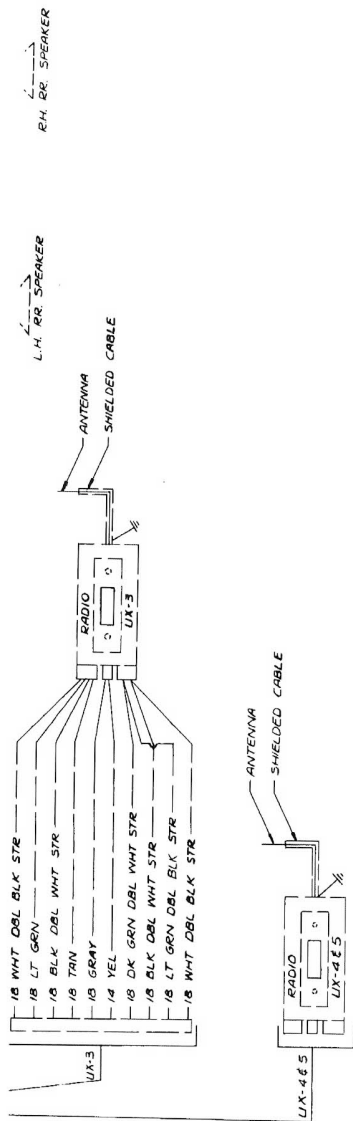






RADIO - R.P.O.  
NOTE SEE HEATER  
CIRCUIT FOR CAPACITOR





# CIRCUIT IDENTIFICATION

SYMBOL	JUNCTION	FUNCTION	LOCATION
[AS] THRU [DS]	LETTERED TERM. WIRE CAVITY @ WIRE END OF 28 WAY CONN (PART OF INSTR. PANEL HARNESS ASB)	INSTR. PANEL HARNESS TO ENGINE HARNESS	ENGINE COMPARTMENT-DASH PANEL UPPER R.H. SIDE
[3]	3 WAY MULTIPLE CONNECTOR	INSTR. PANEL HARNESS TO POWER LEVELER WARNING	UPPER INSTR. PANEL AT GAGE CLUSTER
[2]	2 WAY MULTIPLE CONNECTOR	REAR BODY HARNESS TO LICENSE LP	REAR LICENSE PLATE AREA
[11]	11 WAY MULTIPLE CONNECTOR	INSTR. PANEL HARNESS TO DIR SW HARNESS	UNDER INSTR. PANEL ON STEERING COLUMN
[2]	2 WAY MULTIPLE CONNECTOR	SIDE BODY HARNESS TO FUEL TANK SENDER	L.H. FRAME RAIL FRONT OF MAIN FUEL TANK
[3]	3 WAY MULTIPLE CONNECTOR	REAR SPEAKERS	REAR OF VEHICLE BOTH CORNERS
[4]	4 WAY MULTIPLE CONNECTOR	INSTR. PANEL HARNESS TO LOW FUEL INDICATOR	UNDER INSTR. PANEL AT TELL TALE
[6]	6 WAY MULTIPLE CONNECTOR	SIDE BODY HARNESS TO REAR BODY HARNESS	LEFT REAR CARLINS
[2]	2 WAY MULTIPLE CONNECTOR	HEATER & AIR CONDITIONING FEED	UNDER INSTR. PANEL AT HEATER CONTROLS
[10]	10 WAY MULTIPLE CONNECTOR	INSTR. PANEL HARNESS TO SIDE BODY HARNESS	UNDER INSTR. PANEL UPPER L.H. SIDE OF DASH PANEL
[O]	TERMINAL OR CONNECTOR TERMINATION	RELATED CIRCUITS	
[•]	SPLICE		
[•]	SPLICE	FRONT ROOF HARNESS GROUND CIRCUIT	FRONT ROOF NEAR COME LIGHTS & SPEAKERS
[⌋]	FUSE		

\* BUS BAR PART OF FUSE BLOCK——FUSE BLOCK-PART OF INSTR PANEL HARN

6 WAY MULTIPLE CONNECTOR — CRUISE CONTROL — UNDER INSTR PANEL AT STEERING COLUMN

3) 3 WAY MULTIPLE CONNECTOR — CRUISE CONTROL — UNDER INSTR PANEL AT STEERING COLUMN

0 JUNCTION BLOCK (FUSIBLE LINK) ——— RELATED CIRCUITS ——— ENGINE COMPARTMENT- DASH PANEL UPPER RH. SIDE

☐ SINGLE LINE CONNECTOR ——— RELATED CIRCUITS

8 WAY MULTIPLE CONNECTOR — INSTR PANEL HARN TO FRONT ROOF HARN — UNDER INSTR PANEL UPPER L.H. SIDE

LINE CIRCUIT BREAKER ——— CIRCUIT PROTECTOR FOR LIVING AREA BATTERY ——— ENGINE COMPARTMENT-DASH PANEL UPPER R.H. SIDE

2 2 WAY MULTIPLE CONNECTOR — AMBIENT SWITCH FOR AIR CONDITIONING — PART OF HEATER/AIR CONDITIONING UNIT

② 2 WAY MULTIPLE CONNECTOR \_\_\_\_\_ INSTR PANEL HARN TO LEVEL CONTROL HARN \_\_\_\_\_ UNDER INSTR PANEL AT STEERING COLUMN

[illegible]