2027 CHEVROLET SILVERADO 2500 HD

Silverado HD Gets New Diesel

PRESS RELEASE

The 2027 Chevrolet Silverado HD arrives with two reworked heavy-duty V8 engines, segment-first electric power steering and a new, segment-first electronic brake-boost system, setting a new standard in control for towing and off-road driving.

While its exterior may look familiar, big changes abound for the 2027 Silverado 2500 HD. Two new engines, advanced electric power steering, new eBoost braking and advanced trailering technology are all aimed at giving owners more capability and confidence than ever before.



The 2027 Chevrolet Silverado HD offers an available all-new Duramax 8.3-liter turbo-diesel V8 rated at 555 horsepower and 1,230 lb-ft of torque, along with an enhanced 412-horsepower 6.6-liter gas V8.

BY THE NUMBERS

Base price: $47,200
Wheelbase: 141.6–172.0 in.
Length: 235.5–266.0 in.
Width: 81.8–81.9 in.
Height: 79.7–80.0 in.
Engine: 6.6L V8, 412 hp, 472 lb-ft
Max towing: 38,000 lbs. (gooseneck)

TWO NEW ENGINES

The all-new available Duramax 8.3-liter turbo-diesel V8 is a clean-sheet heavy-duty engine designed, developed and manufactured in-house for the Silverado HD. It produces best-in-class diesel ratings of 555 horsepower and 1,230 lb-ft of torque and is built at GM's DMAX facility in Brookville, Ohio, which now covers 1.4 million square feet after a $920 million investment.

The enhanced 6.6-liter gas V8 makes 412 horsepower and 472 lb-ft of torque, best-in-class standard torque among 2027 model-year heavy-duty gas engines, and is built in Tonawanda, New York. Both engines pair with an Allison 10-speed transmission.

STEERING AND BRAKES

For 2027, the Silverado HD moves to an all-new rack-and-pinion electric power steering system, a segment first for heavy-duty trucks, replacing the previous hydraulic setup. It is tuned for precise, responsive steering with quiet operation, and it reduces steering kickback off-road.

The new eBoost braking system adds larger 14.6-inch front rotors and four-piston front calipers. It is designed to give a more predictable brake feel, faster brake response and improved braking power and consistency, especially on long downhill grades or during repeated stops while towing.

SERIOUS TOWING

Properly equipped Silverado HD models can tow up to 20,000 pounds conventional and up to 38,000 pounds with a gooseneck setup, with a gross combined weight rating of up to 46,500 pounds.

An enhanced drive-mode strategy coordinates the powertrain, steering, brakes and chassis. Tow/Haul mode tailors engine mapping, shifting, exhaust braking and steering assist for heavy towing. Off-Road mode adjusts the antilock braking, traction control and stability control systems. Trailering technology includes available Trailer Side Blind Zone Alert, an in-vehicle trailering app, trailer tire pressure and temperature monitoring and up to 14 available camera views.

INSIDE THE CAB

The Silverado HD gets an available 13.4-inch touchscreen and a 12.3-inch Driver Information Center. Adaptive cruise control is now standard, and OnStar Basics now comes standard for eight years. An oil-level readout is standard with the gas V8.

OFF-ROAD MODELS

The ZR2 arrives with a 1.5-inch factory lift, new larger Multimatic DSSV dampers, a rear electronic locker, 35-inch mud-terrain tires and aluminum skid plates. Its new Terrain Mode, a first for the Silverado HD, allows one-pedal off-road driving by automatically braking when the driver lifts off the accelerator.

The Trail Boss package is now available on the Custom for the first time, adding a Z71 suspension package, a two-speed transfer case, a skid plate and 20-inch wheels with BFGoodrich All-Terrain tires.

PRICING

The 2027 Silverado HD is offered in WT, Custom, LT, LTZ, ZR2 and High Country trims. The Silverado 2500 HD and 3500 HD are expected to arrive at U.S. dealers beginning in late 2026. The 2027 Silverado HD WT starts at $47,200. The Custom is priced at $50,500, the LT at $53,900, the LTZ at $64,900, the ZR2 at $74,900 and the High Country at $75,400. Prices exclude destination freight charge, tax, title, license and dealer fees.