

2027 Chevrolet Silverado 1500.

The first real redesign since 2019.

New V8s, new trim names, and a dashboard full of screens. Chevy showed the truck in June. The numbers that decide whether you buy it land in September.

THE SHORT VERSION

This is a ground-up redesign, not a refresh. Two new V8s replace the 5.3 and the 6.2. The trim walk drops from nine names to seven, and LT, RST and LTZ are gone. Every truck gets a 16.3-inch center screen and a 12.2-inch digital cluster. Here is the catch: Chevy has not published horsepower, towing, payload or pricing yet. Specs are due September 17 and pricing September 18. Production starts in October. Order banks are not open yet, so right now all any dealer can do is put you on a list.

WHAT CHANGED

Almost everything, including the names.

If you shopped a Silverado in the last few years, half the trims you knew no longer exist. Start here.

- **Two new V8s.** A 5.7L replaces the 355-horsepower 5.3L. A 6.6L replaces the 420-horsepower 6.2L. Chevy is calling it the most powerful Silverado ever but has not released a single output figure.
- **LT, RST and LTZ are gone.** Seven trims now: WT, Custom, Custom Trail Boss, Silverado, Trail Boss, High Country and ZR2.
- **Silverado is a trim level.** Order it with 4x4 in the US and the Z71 off-road package comes standard. That is the trim replacing the volume LT and RST business.
- **Screens on every truck.** A 16.3-inch center display and a 12.2-inch digital gauge cluster are standard, even on a WT. High Country and ZR2 add an 11.5-inch passenger screen and a head-up display.
- **Super Cruise spreads down the lineup.** More trims can get it than any Silverado before, and it now works while towing.
- **The 2.7L TurboMax gets the 10-speed.** The four-cylinder was the weak link on paper. The extra gears help.
- **ZR2 got more serious.** Two-inch lift, 35-inch tires, front and rear electronic lockers, Multimatic DSSV dampers.

THE LINEUP

Seven trims, and only three of them matter to most

people.

Three of the seven ride lifted from the factory. Here is what each one is actually for.

WORK TRUCK

WT

Fleet and job site. Vinyl or cloth, steel wheels, nothing decorative. Gets the same 16.3-inch screen and digital cluster as the expensive trims, which is new. Buy it if the truck earns money.

ENTRY, BUT LIVABLE

Custom

The cheapest one you would drive every day. Body-color trim, alloy wheels, a real interior. This is where a lot of the old LT budget lands.

LIFT ON A BUDGET

Custom Trail Boss

Custom with the factory lift and off-road hardware. The cheapest way into a lifted Silverado. You give up interior content, not capability.

BEST VALUE

Silverado

New name, and the one I would steer most buyers to. Order it with 4x4 and Z71 comes standard: off-road suspension, skid plates, hill descent. This is the LT and RST replacement, and it is where the money makes the most sense.

WINTER PICK

Trail Boss

Two-inch factory lift and 34-inch off-road tires. Formerly the Trail Boss LT. Good for unplowed side streets and a steep driveway. Expect a firmer ride and worse mileage than a Z71.

FLAGSHIP

High Country

22-inch wheels, real wood, the Multi-Flex console, and the first panoramic sunroof Silverado has offered. Head-up display, rear camera mirror, and Super Cruise standard. It is the loaded one and it will price like it.

OFF-ROAD

ZR2

Two-inch lift, 35s, lockers front and rear, Multimatic DSSV dampers, forged carbon fiber inside. A genuinely capable desert and rock truck. It is more truck than a Buffalo winter asks for.

WINTER DRIVING

Four-wheel drive, and how much of it you need.

Four-wheel drive is available across the lineup. The question is what you pair it with. Order the Silverado trim with 4x4 and the Z71 package is standard, which covers off-road suspension, skid plates and hill descent control. For a Williamsville driveway and a lake-effect commute, that is enough truck.

The lifted trims are a different decision. Trail Boss rides two inches higher on 34-inch tires. ZR2 goes to 35s with Multimatic dampers and lockers at both ends. Both are great in deep snow. Both also ride firmer, burn more fuel, and cost more to re-tire. If you are picking between a Trail Boss and a Z71 Silverado for winter, the Z71 is the smarter buy for most people.

Four engines carry into the new truck, two of them brand new. Chevy has not released horsepower or torque for any of them. The displacements below are confirmed. The numbers are not.

5.7L

New V8

Replaces the 5.3L. This will be the volume V8. Output not published.

6.6L

New V8

Replaces the 6.2L. The big one, on High Country and ZR2. Output not published.

3.0L

Duramax Diesel

The turbodiesel inline-six carries on. Nobody else in the segment offers one. The outgoing version made 305 hp and 495 lb-ft and returned up to 29 mpg highway.

2.7L

TurboMax Four

The base engine, now with a 10-speed automatic instead of eight. Strong torque for a four-cylinder. Fine for a daily driver, light for heavy towing.

MY HONEST TAKE

Three situations, three different answers.

The new truck is genuinely better. That does not automatically make it your truck this year.

You need a truck before winter

Buy a 2026. Pricing is published, incentives are on the hood, and dealers want them moved before the new generation lands. It is a truck people have driven for years, with the bugs worked out. You are giving up screens and a new V8, not capability.

You want the new one

Get on the interest list now, because first allocation is small and it goes to whoever is already in line. But do not commit to anything until September 18. Order early, know the number first. Those are not in conflict.

You are eyeing the ZR2

Be honest about how you drive. The 35s, the lockers and the DSSV dampers are real hardware for rock and sand. Around here they mostly cost you ride quality, fuel and tire money. A 4x4 Silverado with Z71 handles a Western New York winter without complaint.

NEXT STEP

Questions? Let's talk it through.



Call

716-932-4793
Terry direct



Text

716-932-4793
Terry responds personally



Book a Time

Set up a no-pressure conversation

Chevrolet revealed the 2027 Silverado 1500 in June 2026 but has not released horsepower, torque, towing, payload, weights or pricing. Specifications are scheduled for September 17, 2026 and pricing for September 18, 2026. Trim, feature and screen details on this page come from Chevrolet's reveal materials. Production and order bank timing comes from GM Authority and GM-Trucks reporting and is subject to change. Any towing or output figure you see elsewhere for the 2027 truck is currently an estimate or a carryover 2026 number. Accurate as of August 27, 2026. Always confirm final specifications and pricing on the window sticker.

Terry Thompson · West Herr Chevrolet of Williamsville · Buffalo, New York
terry.thompson@westherr.com · 716-932-4793

© 2026 Terry Thompson · All rights reserved · Not the dealership — Terry's personal brand site