VEHICLE GUIDE

2027 Chevrolet Silverado 1500. *The first real redesign since 2019.*

New V8s, new trim names, and a dashboard full of screens. The specs and prices are out, and the first trucks are being built now.

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THE SHORT VERSION

This is a ground-up redesign, not a refresh. Two new V8s replace the 5.3 and the 6.2, and both make more power: 402 hp and 481 hp. 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. Prices start at $41,395 for a WT and run to $79,995 for a ZR2. The first trucks came off the line in October and are reaching dealers now. Every one so far is a Crew Cab short bed with a V8 or the diesel. The 2.7L four-cylinder, the base engine on most trims, does not arrive until early 2027.

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 and makes 402 hp. A 6.6L replaces the 420-horsepower 6.2L and makes 481 hp. It is the most powerful Silverado yet.
- **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.** It now makes 350 hp and 455 lb-ft. The four-cylinder was the weak link on paper. The extra gears and power 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. The 5.7L V8 is standard; the 6.6L and diesel are options. 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. The Duramax diesel is standard; the 6.6L V8 is the option. 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, two of them brand new. All four use a 10-speed automatic. Here is what each one makes, and the most it can tow when properly equipped.

5.7L

New V8

402 hp, 428 lb-ft. Replaces the 5.3L. The volume V8 and the towing champ: up to 13,700 lbs with the Max Trailering Package.

6.6L

New V8

481 hp, 501 lb-ft. Replaces the 6.2L. An option on High Country and ZR2 only. About $2,800 over the High Country 5.7L, and about $2,500 over the ZR2 diesel. Rated to tow up to 9,700 lbs, less than the 5.7L. Buy it for the power, not the towing.

3.0L

Duramax Diesel

305 hp, 495 lb-ft. The turbodiesel inline-six carries on, and nobody else in the segment offers one. Tows up to 12,000 lbs. GM estimates 27 mpg highway on a 2WD truck.

2.7L

TurboMax Four

350 hp, 455 lb-ft. The base engine, now with a 10-speed automatic instead of eight. Tows up to 9,400 lbs. 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, and it is available now, 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

Pricing is out, so you can budget for it today. Order the configuration you want as soon as its order bank opens. First allocation is small, and it goes to whoever is already in line.

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

Terry responds personally



Book a Time

Set up a no-pressure conversation

Chevrolet revealed the 2027 Silverado 1500 in June 2026 and published specifications and pricing in September 2026. Horsepower, torque, towing and pricing on this page come from Chevrolet's announcements. Towing figures are the maximums Chevrolet lists for specific cab, bed and package combinations, so check the rating on the exact truck. Production and order bank timing comes from GM Authority reporting and is subject to change. Prices are starting MSRPs with destination and do not include options, tax, title or fees. Accurate as of November 23, 2026. Always confirm final specifications and pricing on the window sticker.

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