

by Dan Lyons • *Special to The Daily Gazette*

2024 Chevrolet Silverado HD 2500

MSRP: \$43,400 (WT) As Tested: \$64,445 (2500 Crew Cab LT 4WD)



Chevy's Silverado HD lineup stretches six models wide for 2024: Work Truck, Custom, LT, LTZ, ZR2 and High Country. Starting sticker prices range from \$43,400 to \$71,000, and my test truck this time was an LT with an as-tested price of \$64,445. Silverado HD is offered in 2500 and 3500 series models with the choice of Regular Cab, Double Cab or Crew Cab configurations. Dual rear wheel models are available in the 3500 series. The most notable changes to the lineup for MY '24 include more muscle for the motors, infotainment screen upgrades, and new trailering technology.

Powering Silverado HD are a pair of available engines. Standard is a 6.6L V-8 (401 h.p. @ 5,200 rpm, 464 lb.-ft. of torque @ 4,000 rpm). Available is the 6.6L V-8 Duramax turbo-diesel (470 h.p. @ 2,800 rpm, 975 lb.-ft. of torque @ 1,600 rpm). As of this model year, both engines are paired with the Allison 10-speed automatic transmission. The job description for most HD trucks includes at least a modest amount of towing. The rating for trailering depends on a number of factors (engine size, cab size, type of hitch...), but Chevy lists the maximum towing package capability as 22,500 lb. for the 6.6L turbo diesel, and 26,000 lb. for the 6.6L gas engine. The available, Transparent Trailer technology has been expanded to work with fifth-wheel and gooseneck trailers. And, the area covered by the Side Blind Zone Alert feature has been extended, to improve situational awareness for the driver. Finally on towing, Adaptive Cruise Control has been improved to account for the increased demands when trailering (added drag, greater braking distances).

Crew models are the largest cab choices for Silverado, and present some impressively large passenger space in row two. Legroom checks in at 43.4" in back, along with 40.1" of headroom



Photos courtesy of the manufacturer



and 60" of hip room. Those in back may complain about your driving, but they won't have a beef with the accommodations. The back seat also lifts up and pins easily to the seatback, revealing a flat floor. It's big enough that you can carry a wide screen TV box (or similar sized objects) that you'd rather store inside, rather than outside in the box.

One thing that many people (including me) have always liked about trucks is that traditionally, the dash designs are straight forward. The new Silverado keeps that tradition for its HVAC controls: a pad of buttons and knobs stationed midway up the center stack control all functions. On all trim levels LT and above, the top level of the dash is headlined by a new, 13.4" infotainment touchscreen. Here, the look and feel is decidedly more modern car than traditional truck. The amount of drilling down required to make adjustments is average by touchscreen standards; above average compared to what long time truck owners are used to. The revised center console incorporates side by side cup holders and an optional, wireless phone charger with a handy, drop-in design.

Lastly on cabins, a 2500 series 4x4 is a fairly tall truck. The distance between the ground and the floor of the cab is 27". My test truck wasn't equipped with a side step, and while I didn't mind using the grab bar and hoisting myself into the seat, I suggest adding a step, for easier access. A quick scan of Chevy's option sheet reveals seven, optional side steps for Crew Cabs, ranging from \$495-\$1,145. Pick one and make it easy on yourself – and your crew.