# Service Bulletin

Bulletin No.: 23-NA-080
Date: May, 2023

# INFORMATION

**Subject: 2024 Chevrolet Silverado EV (WT) New Model Features**

| Brand: | Model: | Model Year: | | VIN: | | Engine: | Transmission: |
|---|---|---|---|---|---|---|---|
| | | from | to | from | to | | |
| Chevrolet | Silverado EV | 2024 | 2024 | - | - | All | All |

**Important:** Available features, trim levels and equipment content may differ in Canada. Consult the vehicle's window label or the GM Canada Vehicle Order Guide.

## Vehicle Highlights

**Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.**

- Silverado EV is supremely functional, all-electric and ready to bring EVs to the mainstream
- This will be one of the first EVs engineered with fleets in mind, bringing the functionality of Silverado and the smooth ride and handling of an electric propulsion system to commercial drivers
- Silverado EV will be the first Chevrolet to implement GM's new Ultium architecture, which allows incredible features like the eTrunk™
- This truck is expected to offer EV segment-leading cabin comfort, utility and storage solutions, along with best-in-class legroom for passengers

## ARCHITECTURE

- Silverado EV will be the first Chevrolet vehicle to implement the new EV architecture, which is powered by proprietary Ultium batteries
- The truck's clean-slate architecture enables a more efficiently packaged body harness that acts as a communication highway down the center of the truck and helps maximize interior space
- The new platform will underpin future Chevrolet innovations and is central to GM's vision for a world with zero crashes, zero emissions and zero congestion
- An enhanced version of GM's Vehicle Intelligence Platform supports Silverado EV's expansive technologies and powers an electronic system capable of providing 5 times more processing and communication power than the current Chevrolet full-size trucks — all to manage the complexity of multiple electrical machines
- Its architecture enables beneficial features for both retail and fleet customers, including the eTrunk™

## SILVERADO EV IS THE NEXT EVOLUTION OF GM'S MODULAR ARCHITECTURE

- GM's all-new electric vehicle (EV) architecture sets the foundation for the Silverado EV. GM first introduced its all-electric future with the 2022 GMC HUMMER EV Pickup. Chevrolet takes that architecture and brings it to the everyday vehicle with Silverado EV.
- The architecture represents the third major generation of GM's dedicated electric propulsion technology. However, unlike the previous generations, this new architecture is not a specific vehicle platform. Rather, it's a global platform that's flexible enough to build a wide range of trucks, SUVs, crossovers, cars, and commercial vehicles. Silverado EV is the latest in the lineup.
- By integrating the structure with the battery packs, the vehicle is more durable, more structurally sound, and more than capable to handle the toughest jobs.


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## SAFETY IS BUILT INTO THE BODY

- Because Silverado EV's architecture and Ultium batteries were simultaneously engineered, its propulsion system cleverly doubles as part of the vehicle's structure. Large-scale, high-energy Ultium battery cells are the system's key building blocks. They're mounted beneath the passenger compartment for optimized weight distribution and a lower center of gravity, which helps improve overall handling.
- The cells are housed within modules. The modules are contained within battery pack enclosures that have stiffening ribs to increase torsional rigidity. Added torsional rigidity allows for more suspension travel, needed when tackling different road conditions.
- Two high-strength structural shear plates connect the battery pack lower enclosure to the front and rear suspension cradles for added strength and stiffness.

## ELECTRICAL ARCHITECTURE

- The vehicle's EV architecture removes several significant physical constraints associated with conventional trucks, including the gas tank, engine, radiator, exhaust pipes and the floor tunnel. This allowed the wiring engineers to take a blank-slate approach and develop a new wiring harness architecture for Silverado EV.
- With the goal of reducing mass, complexity and harness interconnects to improve reliability, the team developed a single main wire harness that runs through the center of the floor. It exits in the front and in the back panel in a way that most efficiently minimizes the amount of wire needed.
- The truck's main body wire harness integrates the typical separate chassis harness found in the current gas engine full-size trucks, which eliminates the interconnections between wire harnesses that impact vehicle reliability, ultimately improving customer satisfaction.
- This main body wire harness acts as the vehicle's central nervous system. It delivers power and relays signals and information to more than 260 electrical components, thereby playing a critical role in all vehicle systems, including active safety, active suspension, comfort, infotainment, and propulsion. It's something customers never see, but it's a crucial vehicle component that enables the technologies they want. A wiring harness should be invisible and indiscernible to the customer, but highly reliable.
- A typical body harness in today's vehicles has an "H"-type shape that runs down the sides of the floor by the doors. It interconnects to other harnesses under the hood, under the body and in the chassis. The Silverado EV body harness is routed in the center of the floor away from the doors.
- This strategic approach reduces complexity and better enables entry/egress at the doors because there is no wiring to impede the pathway like in an "H" configuration. It also moves critical wiring away from the side crash zones of the vehicle and acts like a communication highway, distributing power and signals to arms in the underhood and legs in the rear underbody.

## ENHANCED VEHICLE INTELLIGENCE PLATFORM

- An enhanced version of GM's Vehicle Intelligence Platform (VIP) supports Silverado EV's expansive technologies and powers an electronic system capable of providing five times more processing and communication power than the current Chevrolet full-size trucks — all to manage the complexity of multiple electrical machines.
- The greater performance supports Silverado EV's expansive in-vehicle technologies, allowing its electric propulsion systems, next-gen Super Cruise hands-free driver assistance feature, advanced active safety systems, and infotainment and connectivity features to run in conjunction. Ethernet connections of 100 MBs and 1 Gbps offer rapid data transmissions both within the truck and to outside sources.
- Another prominent customer-facing benefit is the ability to perform smartphone-like, Over-the-Air (OTA) software updates, while also enabling functionality upgrades throughout the lifespan of the vehicle.

## CYBERSECURITY

- Cybersecurity is a key pillar of VIP. The system's DNA includes protective features at both the hardware and software levels that reflect GM's foresight in this regard. In fact, the company was among the first automakers to create an integrated and dedicated global Product Cybersecurity organization, a team of experts within the company focused on protecting customers against the potential risk of unauthorized access to vehicles and customer data.
- GM also chairs the Automotive Information Sharing and Analysis Center (Auto ISAC), a community of private- and public-sector partners that shares and analyzes intelligence about emerging cybersecurity risks for the automotive industry. Belonging to this community helps the company build the resiliency of its connected vehicle systems by proactively incorporating strong security measures into every phase of a vehicle's life cycle.

## PROPULSION

- Silverado EV's all-electric propulsion system offers the same Silverado DNA to get the job done in a smooth, zero-emissions drive
- Silverado EV is the first Chevrolet product powered by GM's Ultium Battery system, which combines a proprietary cell chemistry, smart modules with wireless Battery Management System and advanced thermal management
- Silverado EV was built from the ground up using GM's innovative Ultium Platform
- The truck launches with a 24-module battery pack that works in conjunction with two propulsion motors to make efficient use of up to ~ 200 kWh of available energy for long driving range.
- bevHEAT — an innovative heat pump thermal system — maximizes every watt possible to boost cold-weather range and supply warm air to the cabin within a minute of a customer starting the vehicle in normal conditions with a charged vehicle
- One Pedal Driving harnesses the power of regenerative braking to help drivers maximize range
- Silverado EV launches with a 24-module battery system for the Work Truck. These modules are double stacked and built into a rectangular battery pack enclosure. The pack — capable of storing up to ~200 kWh of energy — is enclosed with a structural foundation on the perimeter to help protect the battery in the event of a crash
- GM's proprietary Ultium Batteries are designed for the long haul and are meant to last for the life of the vehicle with a manufacturing process that is as sustainable as possible. Recently, Ultium Cells LLC (a joint venture between General Motors and LG Energy Solutions) announced an agreement to recycle up to 100% of material scrap from battery cell manufacturing, including Silverado EV battery cells. The material can be used in the production of new batteries as well as for adjacent industries. Ultium Batteries already feature a modular design allowing for easy reuse and/or recycling.

## 2-MOTOR, e4WD CAPABILITY

- The truck's drive system combines a single-motor front and rear drive unit to advance the capability Silverado owners have come to depend on.
- The motor duo takes electrical energy stored in the battery pack and converts it into mechanical energy.
- The rear motor drives the rear wheels through a fixed gear ratio of 10.5:1. The front motor drives the front wheels through a fixed gear ratio of 13.3:1.
- The ultra-responsive, permanent magnet motors are bar-wound, with an integral gear on the rotor that transfers torque from the motor to the wheels to optimize handling, traction and stability control.
- The e4WD system delivers power to all four wheels and the system adjusts automatically to the driving conditions. It continuously varies the drive power to the front and rear wheels to maximize driving efficiency and improve driving dynamics.

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## bevHEAT (THERMAL MANAGEMENT)

- EV range can suffer when temperatures turn cold. That's because battery energy is required to create heat for the cabin as well as the high voltage battery, leaving less available energy to power the vehicle. Silverado EV combats this challenge with an innovative approach to thermal management.
- The truck's patented bevHEAT system utilizes a single coolant loop for all subsystems connected to a heat-pump HVAC system. This seamlessly allows for energy to transfer between the battery/ power electronics and the cabin, minimizing

electrical energy used. The overall efficiency of the system is enabled by a condenser in the cabin.

- bevHEAT saves every watt possible to maximize range while improving cabin comfort. It does so by:
  - Using the high-voltage battery for thermal energy storage when the truck is plugged in and charging
  - Scavenging waste heat from the propulsion system for cabin and battery heating
  - Using a high-efficiency electric heat pump to heat and cool the cabin
  - Utilizing a “dual-layer” cabin HVAC module that enables partial recirculation in cold weather for improved efficiency and performance
  - Enables up to 350-kW DC fast charging by automatically cooling the battery and the charge port
  - Provides cooling to support up to 10,000-lbs (4,536 kg) (24MY WT with 24 mod) towing capability with the air conditioning on full blast

## ONE PEDAL DRIVING

- One Pedal Driving gives customers ultimate control of Silverado EV’s electric propulsion system by letting them operate the truck using only the accelerator pedal in most driving conditions.
- Silverado EV advances the One Pedal Driving experience currently found on the 2022 Chevrolet Bolt EV and Bolt EUV by:
  - Adding a new High setting that increases the intensity of peak One Pedal Driving deceleration by about 30% for more aggressive regenerative braking
  - This offers drivers more control over the truck with the accelerator pedal alone — an enhancement made based on customer feedback
  - Integrating the propulsion and braking systems for consistent control and smooth stops on steeper uphill and downhill grades
- When a driver lifts their foot off the accelerator while One Pedal Driving is engaged, the regenerative braking system temporarily turns the electric motors into generators that convert the kinetic energy of the truck’s forward momentum into electricity. That electricity is then stored in the battery pack for future use.
- Progressively stronger settings of coasting regenerative braking are offered through three driver-selectable levels — Off, On and High. Drivers can customize their One Pedal Driving level through the truck’s center stack touch-screen display.
- The driver’s preferred One Pedal Driving setting is retained over key cycles and can be changed anytime the truck is running, including when the truck is in motion. The ability to switch Silverado EV from maximum levels of regenerative braking to none on the fly will be particularly useful when entering a highway or when encountering in stop-and-go traffic
- When One Pedal Driving is set to Off, Silverado EV automatically provides the lowest level of coasting regenerative braking and requires the use of the brake pedal to bring the truck to a complete stop. On and High are progressively stronger levels of regenerative braking that, in most driving situations, allow a driver to stop the truck without using the brake pedal.
- Friction brakes are used in conjunction with the electric motors to slow the truck when full regenerative braking is not possible, such as when the battery is full. As the truck slows, high-fidelity motor controls bring the truck to a smooth and complete stop. Once stopped, friction brakes hold Silverado EV stationary without the need for the brake pedal. The brake lights illuminate as deceleration begins. They remain lit as the truck slows or if it comes to a complete stop.

**Note:** One Pedal Driving does not eliminate the need to use the brake pedal altogether, especially in emergency situations.

## CHARGING

- Silverado EV offers 800-volt DC fast charging at up to 350 kW, enabling customers to add over 100 GM-estimated miles (160 km) in just 10 minutes
- At launch, all models come standard with Level 2 AC charging at up to 19.2 kW — the fastest power transfer that’s allowed by the current Society of Automotive Engineers (SAE) standard
- A standard Dual Level Charge Cord gives customers the flexibility to charge at Level 1 (120 volts/12 amps) and Level 2 (240 volts/30amps) without the need for a standalone charging station
- Intuitive apps available in the vehicle and on smartphones mean customers can easily check for open charging stations in real time, manage charging times or plan a route based on their range

## EXCEPTIONAL RANGE PERFORMANCE

- Shifting gears to charging Silverado EV from fueling an internal combustion engine (ICE) vehicle will be easy for customers. It’ll just take getting used to plugs instead of gas pumps and, rather than going to a gas station and filling up, drivers can charge at many of the places they typically park — at home, at work or even at places around town.
- Silverado EV is capable of Level 2 AC charging up to 19.2 kW as well as high-powered public DC fast charging. Both methods require plugging the vehicle into a charger connected to the electric grid. Level 2 converts AC (alternating current) to DC (direct current) using an onboard converter in

the vehicle. With DC fast charging, the conversion from AC to DC happens in the charging station, not in the vehicle. This lets the station supply more power, charging the truck faster.

- Charging Silverado EV will be similar to how customers charge their cell phones, tablets and other mobile devices — customers just plug them in. Silverado EV has one charge port located on the driver side behind the rear wheel. It houses one port, similar to where the fuel fill is on the current ICE Silverado. For Level 2 charging, the plug will only go into the top circle area. For DC fast charging, customers can flip open the cover on the bottom oval area to insert the charge cord into both the top circle and lower oval areas.
- Finding a place to charge will be hassle-free, thanks to the in-vehicle Charge Assist feature and the Charge Assist feature in the myChevrolet mobile app. Charge Assist will provide simple tools to maximize the vehicle's range, plan a route based on available range, easily manage charging times and much more — both on the road and at home

## LEVEL 2 CHARGING

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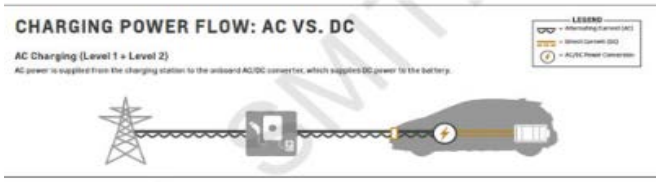


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- Level 2 chargers are found in home and workplace settings, as well as in many public locations. These stations are ideal for times when customers will be parked for at least an hour, such as a jobsite, a meal out, going to see a movie, sporting events or longer shopping trips. Silverado EV will charge on 240-volt AC power at up to 19.2 kW

**Note:** Volt customers with a 3.6-kW home charging station or Bolt EV/EUV customers with a 7.2-kW home charging station already installed can use them with Silverado EV. However, these charging stations won't provide the full 19.2 kW that Silverado EV is capable of receiving. Customers should evaluate if upgrading their home charging station is right for them.

- Level 1 and Level 2 charging rate is limited by the charge cord used. A charge cord can only provide as much energy to the vehicle as it is rated for, not the vehicle rated max of 19.2kw. The dual level charge cord provided with the vehicle is capable of 7.2kw.
- To Level 2 charge at home, owners will need a 240-volt power outlet. Chevrolet is partnering with Qmerit to help them easily find electricians who can install it.
- Through Qmerit, Silverado EV owners will be able to fill out a simple online survey and be provided with up to three competitive installer quotes. The survey will ensure quotes are precise based on the unique characteristics of the owner's home. Residential supply equipment is generally installed in garages, but homeowners can also purchase outdoor-rated supply equipment that's built to withstand weather and other types of stresses. Power flow through the standard cord is cut off when the vehicle is not charging.
- At-home Level 2 charging does offer consistent charge times, but temperature — specifically battery temperature — is still a factor. Silverado EV has an innovative bevHEAT system designed to precondition the battery to the optimal temperature for use.

## DC FAST CHARGING

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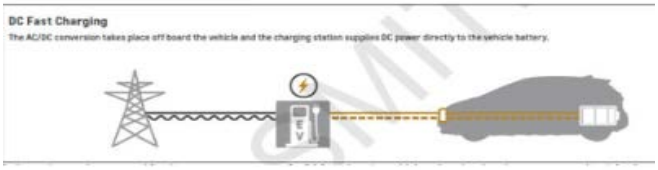


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- On long trips or when pressed for time, customers can opt for DC fast charging, which makes the charging process much quicker by offering a maximum rate of just over 100 GM-estimated miles (160 km) in about 10 minutes
- With DC fast charging, the battery follows a "charging curve" that slows charging while the vehicle monitors several factors to prolong battery life. This experience will be seamless for Silverado EV customers, as engineers worked hard to

optimize the vehicle's charging curve to provide maximum charge rate while maintaining optimal battery health.

- This helps protect against lithium plating, a non-reversible issue that causes the lithium ions to stack up on the battery surface

## 800-VOLT, 350-KW CHARGING

- At launch, Silverado EV offers 800-volt DC fast charging at up to 350 kW. This enables faster charging with less heat and thinner-gauge wiring, which helps reduce vehicle mass. Charging times are dramatically reduced too, as the amount of current required to achieve a given power level is halved
- Not all charging stations are capable of 800 volt charging. The vehicle will still support legacy charging infrastructure at the highest performance possible without the need for a converter box to step up to 800-volt charging

## CHARGING ACCESSORIES

- Chevrolet will provide charging accessories so Silverado EV drivers can always be ready to go. Most customers will install charging stations or charging outlets at home or will take advantage of stations at work or in public lots, but an unexpected need for charge can still happen. With charging accessories from Chevrolet, Silverado EV drivers can both optimize their charging stations at work or at home and can take cords with them, so they can top off at a client's site or a friend's house

## DUAL LEVEL CHARGE CORD

- Silverado EV comes with a standard Dual Level Charge Cord that allows customers to charge their truck with a standard wall receptacle or a 240-volt outlet (e.g., dryer outlet). It will also be offered as an accessory for owners who may want to keep a set at a second residence or their workplace. The cord set has "swappable" grid plugs. This functionality is similar to an international plug adapter but for regional use. It gives customers the flexibility to use most common U.S. and Canada outlets

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- Power will be limited up to 7.7 kW for Level 2 charging and 1.4 kW for Level 1 (using a standard outlet). For faster charging, customers can opt for an accessory charge station that can plug in for 9.6 kW, or they can have an electrician hardwire it for the full up to 19.2 kW.

## ENERGY-MONITORING TECHNOLOGIES

- Silverado EV will offer plenty of smart technology that puts customers in control of the vehicle's energy. Intuitive apps in the vehicle and on their smartphones will provide simple tools to maximize the vehicle's range, plan a route based on their range, easily schedule charging and much more — both on the road and at home. These clever technologies make it easier than ever to own an electric vehicle

## IN-VEHICLE CHARGING APP

- Accessed from the center stack touch-screen, there is a charging app that lets the customer monitor the vehicle's energy use, learn how to drive more efficiently, set up a charging schedule, condition the battery temperature on the way to the charge station and more. The app was designed with clear menus and simple icons, so they'll be easy to use
- The Charging App has four tabs: Next Charge, Charge Assist, Schedule and Settings

## NEXT CHARGE

- A simple-to-use charging dashboard lets customers quickly control their vehicle's charge status. Through this menu, they can opt to "Charge Now" or "Charge Later."
- If they select "Charge Now," the vehicle will immediately begin charging when they plug in. They can set their desired charge level (e.g., 85%) and see how long it will take for the vehicle to complete charging. The screen will display the vehicle's estimated range at that chosen charge level.
- If the customer selects "Charge Later," charging will be delayed so it's ready at the customer's chosen departure time. They will enter the time of day they want charging to be complete, along with the desired charge level. Additionally, the customer can choose whether or not they want to precondition the cabin.
- When charging is in progress, the app will display important information to help the customer keep tabs on the vehicle's status, including:
  - Type of charge
  - Current range (e.g., 176 miles)
  - Rate at which the range is increasing (e.g., +18 miles of range per hour)
- Time at which charge will be complete — shown as time of day when it's more than an hour or as a countdown when less than an hour remains
- The customer can tap a button on the screen to quickly stop charging the vehicle.
- Some of this active charging information will also be displayed in the cluster, letting customers peek in through their window to get a quick snapshot of the charging process when they're outside the vehicle.

## CHARGE ASSIST

- The Charge Assist feature in the myChevrolet mobile app puts control of Silverado EV in the palm of the customer's hand. The mobile app is loaded with features developed specifically for electric vehicles — from planning a worry-free route to paying for a charge session right from the app.
- In addition to using the app on their compatible smartphone, customers can access Charge Assist in the vehicle by displaying the myChevrolet mobile app on the infotainment screen through phone projection (i.e., Apple CarPlay or Android Auto) while they're on the go.
- The projection functionality of the myChevrolet mobile app is separate from the in-vehicle Charging App, which is also accessed through the infotainment system.
- To help the driver maximize their range, the in-vehicle Charging App integrates with myChevrolet mobile app's Charge Assist feature. Charge Assist shows the driver:
  - Nearby charging stations
  - "Favorite" charging stations
  - Saved routes
  - Charging provider accounts

## SETTINGS

- The in-vehicle Energy App provides a Settings menu for drivers to customize their charging-related preferences. From this menu, they can adjust their home charging location, set notifications, view the DC fast charging battery conditioning status, set the cabin precondition temperature and specify their preferred charge times to maximize charging time during lower-cost, off-peak hours.
- If the driver is routing to a DC fast charging station through the infotainment system using Google Maps, the vehicle will preemptively condition the battery temperature while en route (if range allows). This will help ensure the vehicle is ready for optimal charging upon arrival.

## CHARGE LEVEL AND RANGE

- Customers can view their current charge level through the app and see an Energy Bubble showing how far they can drive to make sure they get back to their starting point without charging, so they're never caught off guard.

## EV ROUTE PLANNING

- Energy Assist can help take the stress out of travel by giving customers confidence when planning a long journey or even a short trip.
- The myChevrolet mobile app assists customers in mapping their route based on their available range and chosen Points of Interest (POIs). If they'll need to charge along the way, it helps them find their preferred public charging stations on the map. Any available information about the charging location (e.g., images of the station, hours of operation and customer reviews) will be displayed.

- Their preferred charging network is just one way they can customize the route. Other factors they can select when planning a trip include:
  - Searching for their desired POIs, restaurants, stores and more along the way or as a destination
  - Optimizing their route for their battery performance, so they can plan around weather, terrain and driving conditions
  - Electing a route that offers the most roadways compatible with Super Cruise if they want to drive hands-free
- These options give the customer the ultimate flexibility in planning their journey.
- Once their route is finalized, they can take the directions with them into the vehicle using the Google built-in navigation system, or monitor their energy route on their infotainment screen through phone projection (i.e., Apple CarPlay or Android Auto)
- If the customer opts in to receive notifications, the app provides real-time alerts when the customer gets out of range of their home charging station or when the nearest charging station becomes out of reach

## MANAGED CHARGING: OFF-PEAK HOURS AND RENEWABLE SOURCES

- The cost for electricity to charge the vehicle varies depending on the region, the demands to the grid and the time of day. It may be less expensive to charge at 3 a.m. when the grid sees lower demand than during the peak evening hours. The type of power available also varies. Wind energy, for example, is typically harnessed later in the evening and throughout the night.
- If customers choose to enroll in a managed charging or demand response program, they simply enter their charging preferences through the enrollment portal. Then, using pricing and energy data provided by participating utility companies, Chevrolet can determine how to manage charging times to optimize for the power grid and ensure greater use of renewable energy sources.

**Note:** *Availability of managed charging depends on regional utility company programs. These programs are currently in the pilot phase in many regions but are expected to be more widely available in the future.*

## POWERBASE/POWERBASE+

- Silverado EV can be turned into a generator on wheels with PowerBase, a standard onboard charging module.
- This feature will be optional on all trims after launch. PowerBase = 3.0kW and Powerbase+ = 10.2kW.
- It allows owners to use the energy from their vehicle's battery to power a myriad of appliances and even other EVs.

### Key PowerBase functionalities include

- JUMP CHARGE CAPABILITY (VEHICLE-TO-VEHICLE) Like a traditional ICE truck, Silverado EV can be used to jump-start, or in this case jump charge another vehicle via accessory Jump Charge (5GO) as long as the EV truck actually discharging has bidirectional OBCM2. Conversely, in the event an owner finds themselves out of battery range with no place nearby to charge, they can receive energy from another EV using PowerBase (the other EV must have bidirectional OBCM2) along with a set of accessory EV Jump Charge (5GO) . (See the FLEET FOCUS section for more details.)
- When fully charged, Silverado EV can export up to 6 kW peak, which is about 8 miles of range per hour of charge if powering another Silverado EV. Customers start the jump charge process by double pressing the button on the Jump Charge (5GO) using the in-vehicle or myChevrolet mobile app. Then, they can simply charge the receiving vehicle until desired and disconnect the hardware. Vehicle will also stop discharging when it hit a predetermined battery capacity level.
- INVERTER (VEHICLE-TO-LOAD) = POWERBASE+ Chevrolet has developed a new 240-volt split phase inverter module. There will be two ways to power be eTrunk™ outlets
- When using the new 240-volt split phase inverter module, the truck can provide 240 and 120 volts to provide off-board power via the outlet in the eTrunk™ and the truck bed outlets, totaling up to 7.2 kW. Customers can also couple the 3-kW power bar "Power Hub" that plugs into the charge receptacle for an extra 3 kW when they select the 19.2-kW OBCM2 option.

## MOTION & MANEUVERABILITY

- Silverado EV combines legendary capability with a revolutionary all-electric propulsion system to offer the smoothest ride and handling from a Silverado yet
- The truck's Independent Rear Suspension was developed alongside its Ultium system platform to provide better ride and handling than would be possible on an ICE vehicle

## DRIVER MODE CONTROL

- Silverado EV is "purpose-built." However, as a top choice for both fleet and retail customers, this truck's purpose can vary greatly by the day, the week or the hour.
- NORMAL MODE This everyday driving mode provides a similar acceleration feel to internal combustion engine (ICE) vehicles, with chassis tuning designed for a comfortable ride and a relaxed steering feel.

- TOW/HAUL MODE The characteristics of the Silverado EV in Tow/Haul Mode are consistent with those of other GM full-size and midsize trucks, including its ICE counterpart. Unique to the electric truck is that Tow/Haul adjusts torque to the different motors due to the anticipation of high weight in the rear and optimizes power distribution so that none of the wheels are overworked.
- Tow/Haul enables the vehicle to tow with maximum continuous output capability and an easy driving pedal.
- Tow/Haul allows Trailer Sway Control to respond quickly as well. Working in conjunction with the StabiliTrak Electronic Stability Control System, Trailer Sway Control can apply braking or reduce motor torque once trailer sway is detected to help bring the trailer under control. To further allow for confident handling with a trailer, Tow/Haul also incorporates a power steering calibration with a specific, more direct feel based on speed. At lower speeds, steering effort is less to aid maneuverability, such as in parking lots or boat ramps. At highway speeds, steering effort is firmer to minimize yaw moments.

## INDEPENDENT REAR SUSPENSION

- Silverado EV features an independent rear suspension, offering more stable handling than its ICE counterpart in a wide variety of environments.
- Compared to the solid rear axle on the ICE Silverado, the independent rear is packaged higher in the chassis, eliminating one of the lowest points of the vehicle and providing increased ground clearance. It decouples the elements that carry load and handling maneuvers.

## WHEELS AND TIRES

- At launch, Silverado EV will come standard with 18-inch tires and aluminum wheels on the Work Truck.

## STEERING IMPROVEMENT AND CAPABILITIES

- Silverado EV will launch with standard Electric Power Steering that is highly adjustable and has a reduced energy consumption. This system is the next generation of what is currently featured on the ICE Silverado.

## TRAILERING

With trailer ratings ranging from 10,000 to 12,000 lbs. (4,536 to 5,443 kg) for 2024 models— similar to an ICE Silverado with the 4.3L V6 engine — Silverado EV is more than capable of common trailering needs Tow/Haul Mode, a common feature on almost all full-size trucks, is enhanced to work on an electric vehicle with virtual switches on RST and hard switch on WT/Custom. Tow/Haul adjusts the torque from the different motors when there is high weight in the rear of the vehicle, which prevents the front wheels from being overworked.

- Advanced Trailering technologies integrated into the truck, including an in-vehicle Trailering App, pre-departure checklists, Trailer Tire Health and Jack-Knife Alert, help improve the experience at every stage of the customer's journey
- Multiple camera views designed specifically for trailering to help the customer monitor the surrounding area when driving or hitching a trailer — including the ability to virtually. To assist customers in planning a worry-free trip, the myChevrolet mobile app will offer tools to help them understand the impact of their trailer weight on the truck's electric range
- All Driver Control Modes have been virtualized on Silverado EV, so drivers can access Tow/Haul via the center stack touch-screen.

## TRAILERING AND VEHICLE RANGE

- Just as trailering impacts the fuel economy of a traditional ICE truck, hauling heavy loads will also impact the electric range of the Silverado EV. While the actual experience of trailering won't differ, customers will need to be aware of their reduced range and plan their trailering trips accordingly.
- To help give customers more confidence, Silverado EV will be equipped with technologies designed to give them a clearer picture of the impact of their trailer and help them plan their route without worry. The Energy Assist features within the myChevrolet mobile app will include a trailering option, allowing customers to enter the weight of their trailer and load to help determine how far they can go before charging. The app will automatically predict the additional energy consumption caused by the trailer. If they don't know the weight of their trailer, they can answer a few questions in the app to help narrow down the approximate weight and estimate of the impact on range.
- The customer will also be able to use the app to look for and route to charging stations along their journey. In addition to viewing this information in the mobile app, they'll be able to see their planned route on the infotainment screen using Android Auto or Apple CarPlay. (See the IN-VEHICLE TECHNOLOGY section for more information on myChevrolet mobile app

## TOWING CAPABILITIES

- Capability is capability, whether a vehicle has an internal combustion engine or electric motors. Silverado EV engineers wanted to ensure that customers could compare trailer ratings in an apples-to-apples way, no matter the propulsion system
- Silverado EV trailering capacities are calculated using J2807 Certification Standards determined by the Society of Automotive Engineers (SAE). The goal of the standards, which are voluntary, is to ensure automotive manufacturers test their vehicles under the same conditions and criteria (e.g., number of occupants, optional content included, testing site, etc.), so that customers can compare vehicles on equal terms.

## STANDARD TOWING RANGE

- From a capacity standpoint, the 2024 Silverado EV (with 24 mod battery) trailer ratings start at 10,000 lbs. — nearly identical to a current ICE Silverado with the 4.3L V6 engine. To put it in perspective, a Jayco 27-foot travel trailer weighs approximately 6,000 lbs. (unloaded), while a 27-foot Cobalt bowrider boat with trailer weighs approximately 7,100 lbs.

## ADVANCED TRAILERING TECHNOLOGIES

- Along with the impressive capability that allows Silverado EV to trailer heavy loads, smart technologies give customers confidence when connecting to or towing a trailer.
- Each technology was developed around three core pillars of the trailering experience, which were identified through countless hours of research with truck buyers:
  - They want to be safer while trailering
  - They want to feel more confident while trailering
  - They want better visibility when towing and hitching
- Providing an integrated, confidence-inspiring experience that encompasses those three key needs will allow Silverado EV to exceed the expectations of a trailering customer. The tools include customized trailer profiles that help the driver track maintenance needs, illustrated guides for hitching, warnings when a jack-knife situation is imminent, route planning assistance to help reduce range anxiety, cameras that help monitor the trailer and its surroundings, and more.
- New for the Silverado EV is Trailer Tire Health, an improvement upon the Trailer Tire Pressure and Temperature Monitoring System found in current Silverado trucks. This feature helps drivers understand what the limitations are when they're trailering and avoid the conditions that might lead to a blowout. There's a lot that can contribute to dangerously damaged trailer tires — age of the tires, leakage, driving speed and temperature — and this new feature monitors all of that, giving customers real-time data on their tires.

## IN-VEHICLE TRAILERING APP

- At the core of the truck's Advanced Trailering functionality is an innovative in-vehicle Trailering App, integrated and accessible through the infotainment system. The Trailering App is designed to help ease the process of trailering at all stages: during hitching and setup, on the road and when responding to potential hazards along the way
- Customizable Trailer Profiles: When a trailer is connected, it can be saved as a stored profile within the app itself. These profiles can help keep track of trailer mileage, provide reminders of trailer maintenance intervals and recall trailer brake controller gain settings, among other features
- Trailer Light Test:
  - There's no need to find a helper to run through an external light test on the truck and trailer — customers can just press a button on the screen, and the truck and trailer will run through a specific lighting sequence (e.g., apply brake lights, turn signals, etc.), making this a quick, one-person job
  - If an issue is detected, the app will automatically alert the driver to the location of the problem
- Trailer Maintenance: Keep track of the trailer's maintenance needs, such as tire condition, wheel bearings or brake checks
- Pre-Departure Checklists:
  - The center stack touch-screen can provide a step-by-step illustrated guide of the steps required to connect a trailer to the truck, which customers can "check off" as they complete
  - For those new to trailering, the steps can be expanded to show clear, illustrated examples of what connections need to be made
  - Customers can add custom checklist items to suit their needs (e.g., check that all tools are charged)
- Trailer Tire Health — Trailer Tire Pressure and Temperature Monitoring System:
  - After installing wireless tire pressure sensors in the trailer's wheels (available from Chevrolet Accessories) and completing a setup process, trailer tire pressure and temperature information is relayed to the infotainment screen, allowing the customer to monitor them while driving
  - An Overspeed Warning monitors the vehicle's speed and warns when the speed is too fast for loading conditions
  - This feature helps alleviate the worry of a tire blowout on the trailer, which is sometimes signaled by a drop in tire pressure or spike in temperature o Leak detection monitors the trailer tires' pressure to detect if a leak has

occurred, even if it leaks as little as 10%. By detecting even minimal leaks, drivers can be alerted and take action to avoid blowouts (available MY25)
    - Tire Gauge Alert monitors tire pressure and temperature
- Trailer Theft Alert:
    - To discourage trailer theft, Theft Alert extends the truck's theft alert capabilities to the trailer. If a trailer is disconnected while the truck is parked and locked, the truck's lights and horn are triggered
    - If the customer has an active OnStar Safety & Security Plan and proper notifications enabled, they can even get a text message, phone call or email to let them know the theft was detected

## TRAILERING FEATURES IN THE MYCHEVROLET MOBILE APP

In addition to the in-vehicle experience, many of the Advanced Trailering technologies are also accessible through the myChevrolet mobile app. This puts more control in the palm of the customer's hand, giving them access to important information while they're outside of or away from their truck and trailer.

The mobile app provides the following features, which operate much like in the in-vehicle Trailering App

### Trailer Profile features in the mobile app:

- Create a new trailer profile: Create a new profile and input information, such as trailer type and name, hitch type, mileage, dimensions and more, through the mobile app — which may offer a more convenient way to look up and enter the information, compared to the in-vehicle experience
- Edit a trailer profile: Make changes to their existing profiles, such as entering dimensions
- Share a trailer profile: Customers can share their profile with another myChevrolet) user who has a similarly equipped truck. For example, they can share the profile with a friend who is borrowing their trailer without losing track of its mileage or maintenance needs
- Trailer profile syncing: The in-vehicle Trailering App and the mobile app will sync trailer profile information to ensure both apps always have the latest status
- Remove or delete a trailer profile

### Trailering Tools via the mobile app:

- Trailer Light Test: Initiate a light test to conduct an inspection
- Load Calculator: Enter the weights of the truck, trailer and load to help ensure safe operation (some of this information can be found on the Trailering Label on the driver's side door jamb)
- Pre-Departure Checklists: Complete items on a checklist before a journey; this is the same list as the in-vehicle pre-departure checklist and will include customized checklist items (e.g., check that all tools are charged)

### Trailer Maintenance via the mobile app:

- Track the trailer's maintenance needs, either based on trailer mileage accrued or based on a designated time frame
- Select from suggested reminders (e.g., tire condition, wheel bearing or brake checks) or create a customer reminder

**Note:** For some trailering features in the mobile app, customers will need an active OnStar and Connected Services plan.

## CHARGE ASSIST

- To help alleviate range anxiety while trailering, the myChevrolet mobile app will offer Charge Assist features to help customers understand the impact of their trailer weight on their range and plan their route accordingly. Entering trailer details to create a custom profile provides several valuable tools, including route planning assistance to help reduce range anxiety and more.

## INTEGRATED CAMERA SYSTEMS

- With advanced camera technology integrated into the vehicles, customers will have better visibility around their truck and trailer during nearly any task or encounter. Each view can be quickly accessed using the infotainment screen when the driver needs them.
- Along with the camera technology designed to improve visibility during normal driving and other scenarios, Silverado EV will offer multiple views specifically for use while trailering — including the innovative Transparent Trailer feature

Key trailering camera views include:

### Rear Hitch View

- Provides a close-up view of the receiver hitch for proper alignment when connecting to a trailer with a conventional hitch
- While in this view, to help hold that alignment in place, Automatic Electric Parking Brake Assist is engaged when the vehicle is shifted back into PARK

### Rear Side View

- Provides a line of sight down either side of the truck looking back from the external rearview mirrors
- When a trailer is connected, you'll see a split view of the left and right sides of the truck and trailer. While driving forward or backward with a compatible trailer attached, the view automatically

biases based on the trailer's angle. While driving forward or backward with a trailer, the view automatically biases based on the trailer's angle

- When you use a turn signal with a trailer attached, a full-screen side mirror view is shown. Additionally, when enabled and driving forward with the turn signal activated, the Trailer Length Indicator displays a red overlay twice the length of the compatible trailer

**Rear Trailer View**

- Uses a customer-installed GM auxiliary accessory camera mounted on the rear of the trailer to show vehicles or objects behind the trailer
Pic-in-Pic View:
- Combines Rear Side View with Rear Trailer View, displaying a view of both sides of the trailer, as well as a picture-in-picture view of the area directly behind the trailer
- Uses a customer-installed GM auxiliary accessory camera available from Chevrolet Accessories mounted on the rear of the trailer

**Transparent Trailer**

- Uses a tailgate-mounted camera and a customer-installed GM auxiliary accessory camera on the rear of the trailer to help you virtually see right through a conventional hitched box or compatible camping trailer to view objects or vehicles behind it, a benefit when navigating parking lots, merging into traffic or making tight turns
- This feature requires a GM auxiliary accessory camera available from Chevrolet Accessories and additional setup

**Inside Trailer View**

- Uses a customer-installed GM auxiliary accessory camera mounted on the inside of the trailer to show vehicles or objects inside the trailer.

## TRAILER SIDE BLIND ZONE ALERT

- Silverado EV will also offer other driver-assistance features with trailering in mind, including Trailer Side Blind Zone Alert, which accounts for the length of the trailer when changing lanes.

## AUTOMATIC ELECTRIC PARKING BRAKE ASSIST

- The Automatic Electric Parking Brake Assist feature helps provide an easier and more precise hitching experience.
- It's not uncommon for customers to become frustrated during the hitching process when they reverse their vehicle to line up perfectly with their trailer for hitching, only to have the truck shift a few inches after putting it in PARK.
- The Automatic Electric Parking Brake Assist eases that frustration. When the customer enables Hitch View and reverses toward the trailer, the Electric Parking Brake will be set automatically when the customer shifts to PARK. This helps avoid any unintentional vehicle roll, so the customer can more easily align the hitch.
- Once the customer returns to the driver seat and shifts to DRIVE, the parking brake is automatically released upon acceleration.

**Note:** This is a component of Rear Hitch View.

## INTEGRATED TRAILER BRAKE CONTROLLER

- An Integrated Trailer Brake Controller, which provides fingertip control of the trailer brakes, is a familiar feature to GM truck owners. The Integrated Trailer Brake Controller has several benefits designed for greater customer control:
  - It modulates the trailer brakes if the vehicle brakes go into ABS, which helps maintain stability on snow and ice
  - It monitors the trailer brake circuit for wiring issues and provides indication to the driver if an issue exists
  - The system is designed to work with both electric or electric hydraulic trailer brake styles
  - The slider switch illuminates when electric trailer brakes are detected

## JACK-KNIFE ALERT

- Jack-Knife Alert provides a pop-up alert, making the customer aware when they're in a potential jack-knife situation
- Jack-knifing occurs when the driver is reversing with an attached trailer at a too-sharp angle, resulting in an L-shape between the truck and trailer. When the driver gets into this position, it can cause damage to the truck and trailer and is a difficult position to maneuver out of.
- Included with HD Surround Vision, the Jack-Knife Alert system tracks the position of the trailer in relation to the vehicle, so as the front of the trailer approaches the rear of the vehicle, a warning or alert is displayed. A warning indicates the driver should proceed with caution, and an alert means a collision is imminent. Based on vehicle equipment and user settings, the visual warning or alert may be accompanied by audible or Safety Alert Seat notifications.

## ADDITIONAL TRAILER CONTROL FEATURES

- Tow/Haul Mode: To give customers the right amount of power to accelerate when trailering, Tow/Haul Mode adjusts the torque from the different motors when there is high weight in the rear of the vehicle. A unique feature enabled by EV technology, the motors distribute more power to the rear axle where grip is needed. All Driver Control Modes have been virtualized on Silverado EV, so drivers can access Tow/Haul via the center stack touch-screen.
- After Tow/Haul Mode is engaged and the Silverado EV is turned off, the vehicle will keep Tow/Haul Mode engaged over the key cycle for up to 4 hours. This is an added convenience when the customer temporarily needs to park and shut off the truck, perhaps while recharging or stopping for a meal.

### Trailer Sway Control:

- Senses when a towed trailer begins to sway and applies the brakes and/or reduces electric motor power to bring the trailer under control and on its intended path. If the vehicle is equipped with an Integrated Trailer Brake Controller, the trailer's electric brakes may also be applied.

### StabiliTrak Electronic Vehicle Stability Control System:

- Partnered with the brake system, it helps provide more precise, controlled ABS stops, while also monitoring rollover mitigation technology.

### Rollover Mitigation:

- Part of the StabiliTrak system, rollover mitigation helps reduce the likelihood of a rollover. When the system senses quick or significant steering wheel inputs or high lateral g-forces, the brakes will individually apply at certain corners (tailored specifically to the scenario) to help counter — and thereby reduce — the lateral g-force to help reduce the likelihood of a rollover.

### Hill Start Assist:

- Sensors automatically detect when the truck is stopped on a 5% grade or more, in which case the system holds the brakes for 5 minutes before applying the electric park brake or until the accelerator is pressed, preventing rollback.

## TRAILERING INFORMATION LABEL

- In addition to all of the new Advanced Trailering technologies designed to boost the safety and confidence of customers, Silverado EV will also add a small, simple item designed to help better educate customers: a Trailering Information Label.
- Included as standard content, the label will be located on the B-pillar and contain information specific to the vehicle. Note that while the payload and actual curb weight shown on the label are specific to the customer's factory-built truck, the trailering numbers shown on the label are based off an EPA option-contented truck at 100% battery charge.
- Information printed on the label is dependent on vehicle equipment but may include:
  - Gross Vehicle Weight Rating (GVWR)
  - Gross Combined Weight Rating (GCWR)
  - Rear Gross Axle Weight Rating (RGAWR)
  - Maximum Payload Curb Weight
  - Conventional Hitch Information
  - Maximum Tongue Weight Including this information directly on the vehicle will help the customer understand with more accuracy whether or not it is safe to tow their trailer and load with their truck

## IN-VEHICLE TECHNOLOGY

- Silverado EV will be one of the first vehicles to launch with Virtual Cockpit System (VCS) — the latest infotainment system from GM — with Google built-in
- The infotainment system is powered by Google built-in, combining the technical expertise of Silicon Valley with Detroit's engineering expertise. Google built-in will offer a suite of features that will be both familiar and beneficial
- Work Truck will feature a rectangular 8-inch cluster and 11.3-inch center stack touch-screen
- Newly redesigned myChevrolet mobile app is more useful than ever with Silverado-specific functionality, including the ability for customers to take full control of their charging

## INFOTAINMENT THAT BRINGS TRUE FUNCTIONALITY TO SILVERADO

- Newly redesigned myChevrolet mobile app is more useful than ever with Silverado-specific functionality, including the ability for customers to take full control of their charging
- The VCS platform was engineered with these requirements in mind, ensuring that customers would get the infotainment system they want. It enables full design expression with larger, higher resolution screens and free-form displays.
- Along with the all-new VCS platform, Silverado EV will feature virtualized driver modes — there will be no physical knobs or dials for this feature. With this virtual strategy, drivers will no longer experience delays in mode selection that can

occur using a physical knob or dial. Drivers can access the vehicle's five modes via the center stack touch-screen

- Chevrolet infotainment with Google built-in compatibility provides a helpful, personalized and seamless way for drivers to enhance their in-vehicle experience. With Google Assistant, Google Maps and Google Play, drivers can access hands-free help in the vehicle, see live traffic updates, download some of their favorite apps and more.

## NAVIGATION: GOOGLE MAPS

- An embedded navigation experience powered by industry-leading Google Maps provides real-time information, crowdsourced traffic and a proven user interface. It's completely integrated in the vehicle, so customers can even select a route that utilizes Super Cruise.

## VOICE: GOOGLE ASSISTANT

- The familiar and highly capable Google Assistant technology is integrated with the vehicle's voice recognition system, expanding its usability and language options. If they prefer, customers can use Alexa as their primary voice system in the vehicle or use Siri via Apple CarPlay — giving them ultimate flexibility in how they interact with the vehicle.

## APPS: GOOGLE PLAY STORE

- In addition to GM-developed in-vehicle apps, customers have access to a robust Google Play Store made just for the vehicle, with limitless possibilities for future automotive app offerings as consumer trends evolve. It provides a more seamless experience from the customer's phone to their vehicle

## HIGH-DEFINITION TOUCH-SCREEN DISPLAY

- App-based layout: An app-based Home screen interface, with functions represented by easy-to-understand icons, mimics a smartphone Home screen App shortcuts: A launch bar along the left side of the screen keeps commonly used apps within easy access and can be customized to the customer's preferences
- The unique "floating" appearance and mounting of the infotainment screen, paired with the prominent cluster screen, are a key focus of the overall interior design language. And many of the graphics, including a unique Silverado EV startup animation, were developed to harmonize with the cabin's design
- Customizable zones: When viewing content, the screen is divided into zones that allow the user to customize the content to their liking and avoid having to bounce back and forth between different screens as often — similar to what's known as the Summary View on current systems. At the far-left side of the screen in this view, the user can choose from different widgets to display, depending on their needs
- Silverado EV graphics: The graphics of the system were developed specifically for Silverado EV, giving it a unique theme compared to other Chevrolet models. Both the graphics and interior panels designs feature diagonal lines that mirror the truck's exterior and interior lighting, creating a cohesive and exceptional design experience
- Day/night views: Two color settings for the Home screen — a white-background day view or dark-background night view — give the user options to select their preferred theme

## VOICE RECOGNITION

- Customers will have more options than ever before in selecting their preferred voice assistant and a long list of vehicle features they can control using their voice.
- In addition to the embedded voice recognition functionality, which is powered by Google Assistant, the infotainment system will also seamlessly integrate with Siri (via Apple CarPlay) and Alexa voice control through the vehicle, if the customer prefers those assistants. With these powerful voice partners, Silverado EV eliminates any connectivity gaps between the customer's vehicle, smartphone and smart home devices. For example, they can precondition the vehicle's cabin (e.g., turn on the heat or air conditioning) from their kitchen using an Alexa-enabled, Google Home or Nest Hub device or adjust their smart home thermostat from their vehicle when they're on their way home.
- In all, customers will be able to control more functions using voice control in Silverado EV compared to today's Chevrolet infotainment systems. Notably, the growing list of voice options include controlling the vehicle's climate system (e.g., "Set the temperature to 72 degrees," "Set my fan speed to medium" or "Turn on the defroster") and controlling downloaded media apps (e.g., "Play The Beatles on Spotify" or "Play Classic Vinyl on iHeart Radio"). It also enables commands, such as asking about the vehicle's tire pressure, adding items to a grocery list, ordering coffee from Starbucks and more — thanks to the multiple voice assistant ecosystems available.
- By leveraging Google Assistant, the vehicle provides a richer and more capable voice experience. It understands natural language patterns, is more context-sensitive to the customer and supports 16 languages (including 34 locales). It can also seamlessly bounce back and forth between those languages.
- Work Truck will have one digital headliner array over the driver seat for voice recognition and calling with a similar but slightly downgraded microphone for the front passenger.

## AUDIO SYSTEM

- Work Truck launches with a standard 6-speaker audio system
- The standard system consists of two instrumental panel speakers, two front-door speakers and two rear-door speakers.
- Silverado EV's front door speakers were strategically placed in the middle of the doors to allow for additional storage space

## USB/MEDIA PORTS

- Front row: 2 Type-C USB ports for charging and connectivity
- Second row: 2 Type-C USB ports; charging only and a 120-volt outlet are located on the back of the center console
- eTrunk™: An additional 120-volt accessory power outlet is located in the eTrunk™ (standard for Work Truck)
- Truck bed: Four additional 120-volt and one 240-volt power outlet is located in the rear of the truck bed

## SAFETY TECHNOLOGY

- Advanced safety and driver awareness features on Silverado EV represent a meaningful step toward GM's vision of a zero-crash future
- Silverado EV's body structure and battery were designed in tandem, with the goal of offering maximum electric driving range, safety and battery protection
- All of these available driver assistance technologies and camera features are supported by the Vehicle Intelligence Platform. The revolutionary electrical platform helps Silverado EV technologies run in conjunction with each other and with the other systems in the vehicle
- Silverado EV's unique vehicle structure integrates with the battery protection structure, creating both an upper and lower load path to evenly dispel energy and reduce the intrusion of a crash, helping keep both the battery and occupants safe

## DRIVER ASSISTANCE TECHNOLOGIES

- Silverado EV WT will offer a full suite of driver assistance technology features.

| RPO | Feature | 2024 WT<br>24 MOD |
|---|---|---|
| UGN | Enhanced Automatic Emergency Braking | S |
| UHY | Automatic Emergency Braking | - |
| UVZ | Reverse Automatic Braking | S |
| UFB | Rear Cross Traffic Braking | S |
| UKT | Front Pedestrian and Bicyclist Braking | S |
| UKI | Blind Zone Steering Assist | S |
| UEU | Forward Collision Alert | S |
| UKM | Lane Keep Assist with Lane Departure Warning | S |
| UHX | Lane Keep Assist | - |
| CTB | Intersection Automatic Emergency Braking, Intersection Alert, Braking | S |
| UE4 | Following Distance Indicator | S |
| TQ5 | IntelliBeam, Automatic High Beam On/Off | S |
| UKK | Rear Pedestrian Alert | S |
| HS1 | Safety Alert Seat | S |
| UOW | Side Bicyclist Alert | S |
| UIT | LED Reflective Windshield Collision Alert | S |
| ISA | Speed Limit Assist, Automatic | S |
| UVX | Traffic Sign Recognition | S |
| NKF | Pedestrian Safety Signal, Automated External Sound Generator at Low Speeds Alerts Pedestrians | S |
| UV2 | HD Surround Vision, With Trailer View Camera Provision | S |
| XVR | Surround Vision Recorder, Exterior, Multi-Camera View | S |
| UD7 | Rear Park Assist | S |
| UKZ | Enhanced Automatic Parking Assist | - |
| UKW | Blind Zone Steering Assist with Trailering | - |

| RPO | Feature | 2024 WT<br>24 MOD |
|---|---|---|
| ULM | Driver Attention Assist | - |
| UKL | Super Cruise | - |
| S = Standard<br>- = Not Available | | |

## CAMERA SYSTEMS

- The Work Truck comes standard with a basic camera system, which includes a single rear camera

## COMFORT AND CONVENIENCE

- Silverado EV builds off Chevrolet's full-size truck experience and is expected to offer ev-segment-leading cabin comfort, utility and storage solutions
- The vehicle's seating features the next generation of Chevrolet seat structure, ensuring a comfortable ride during long days on the road
- The cabin features seating capacity for up to five passengers
- Silverado EV boasts best-in-ev-class legroom and couple distance from front, offering an incredibly spacious second row
- At launch, the all-new Silverado EV interior features Steadfast, a simple all-black interior theme that evokes simple practicality. It has more physical controls and will be similar to the ICE Silverado interior

## SEATING

- Silverado EV has seating for up to five and features the latest generation of GM seating structure to provide more support and comfort, improving and building off the previous generation of seating by taking into account customer feedback
- Work Truck comes standard with a very durable vinyl seating material. Vinyl is easy to clean and holds up very well after years of tough labor compared to other materials. As an electric vehicle, Silverado strives to feature sustainable and ecological materials. Because leather is not considered a sustainable material, it will not be featured on the truck in any capacity. The truck will feature cruelty free leather substitutes in keeping with the vehicle's overall environmental goals
- Similarly to the ICE Silverado, the standard second-row seating is a split-folding bench seat that can flip up, offering bins for storage on the floor

## FLOORING

- Work Truck comes standard with vinyl flooring and carpeting available in future models. Accessory floor mats/liners will be available and will snap into the current flooring.

## CLIMATE CONTROL

- Silverado EV offers a standard dual-zone automatic climate control system to help ensure passengers remain comfortable. With dual-zone climate control, both the driver and front passenger can set independent temperatures based on their individual preferences.

## CENTER CONSOLE

- Silverado EV's center console will be a real delight for customers, featuring a whopping 28 L of available storage — 7 L or 33% more than the ICE Silverado. The cabin no longer needed to accommodate a transmission and related ICE componentry, so Silverado EV's engineers were able to utilize that space and turn it into interior storage. It is large enough to store a small cooler, a basketball or even a construction hard hat — keeping large items from taking up a seat or dangerously rolling around inside the cabin
- Work Truck will have a removable cup holder if additional console storage is needed
- On the Work Truck launch model, second-row passengers will have a place to store and charge their phones using two USB ports and 120-volt outlet

## DOORS

- The front doors feature 13.4 L (compared to 12.4 L on the ICE Silverado) of storage and were specially designed with pockets to fit multiple drink bottles and other tools or personal belongings. Silverado EV's front doors were carefully engineered to increase the amount of storage available, specifically the door speakers were moved up to the middle of the door to do that. Drivers will be able to store both a water bottle and an additional cup for coffee or another beverage

## UNDERSEAT

- Similarly to the ICE Silverado, beneath the second row will be additional storage. This storage is not accessible or even noticeable with the seat down, making it an excellent compartment to put personal belongings

## MAP POCKET

- Map pockets on each side of the center console will be the largest in the market with 1.2 L of available space. This offers an additional place to put small personal belongings or to keep papers organized in the truck. This feature is standard on all trims.
- Work Truck has lighting on the footwell and over the top of the center console

## eTRUNK™

- Silverado drivers have long enjoyed the utility of a truck bed. With electric Silverado, they'll also benefit from the storage of a car trunk thanks to an innovative, new eTrunk™ feature. Standard on all models, the eTrunk™ offers up to 303 L of lockable and watertight storage.
- The eTrunk™ was enabled by Silverado EV's electrical architecture; it fits where an ICE truck's engine and transmission would be. The new space was designed with use for storage and accessibility in mind. The load height is 1.25 inches (32 mm) shorter than the truck's bed, making it easy for customers to load and unload cargo. Petite individuals or anyone carrying a heavy or cumbersome load will be able to access the eTrunk™ with ease, whereas some storage accessories added to the truck bed may be difficult to approach
- It has a very durable textured load floor and comes standard with manual hood in WT
- The compartment also features two drains to ensure that the eTrunk™ stays dry even when cargo is wet. If a customer needs to wash or spray down the eTrunk™, it will automatically drain.
  - Two drains
  - Two cupholders
  - Four steel-ring tie downs
  - T studs to be used as hooks
  - Lighting
  - 120-volt power outlet

| | |
|---|---|
| **Version** | 1 |
| **Modified** | Released May 12, 2023 |