POWERED SOLUTIONS

2.8L I-4 TURBO DURAMAX DIESEL, LWN

SMALL FOOTPRINT. BIG IMPRESSION.

Compared to 2024 and earlier 2.8L variants, our latest Duramax 2.8L LWN turbo diesel engine offers increased horsepower with a broader torque band for impressive power and no-compromise durability. A broad torque band helps make the 2.8L Duramax very powerful at low rpm, while the all-new turbocharger's performance provides a confident feeling of immediate and smooth horsepower on demand.

2.8L Turbo LWN Truck Engine
Art Rendering Shown

STATE-OF-THE-ART TECHNOLOGIES

Cast-iron Engine Block

- Oil jet-spray piston-cooling feature enhances durability, ensuring piston robustness at critical operating conditions.
- Forged-steel crankshaft anchors rotating assembly, reducing noise and vibration, which in turn leads to enhanced durability.

Aluminum Pistons

- Lightweight aluminum pistons result in less mass inside the engine – leading to more efficiency, decreased vibration, and bolstering performance at high rpm.

Aluminum Cylinder Head

- Aluminum cylinder head cast with advanced semi-permanent mold technology provides excellent strength and reduced machining with optimal port flow.
- Heat-treated casting reduces residual stress, enhancing engine durability.
- Four-valve architecture ensures optimized breathing of the engine and clean combustion process.
- Includes premium valve seat, valve guide, and valve materials, ensuring good durability without required adjustments found on other engines.

Rotating Assembly

- Feature's friction-reducing polymer coating on skirts to help reduce friction.
- Less piston weight results in less reciprocating mass in the engine – resulting in less inertia for greater operating efficiency.

Latest Refinements Vs 2024 and Earlier Models

- Horsepower increase from 181 hp to 204 hp.
- Torque increase from 369 lb-ft. to 376 lb-ft with broader plateau.
- Redesigned water-cooled, variable geometry turbo charger with electric actuator.
- Aluminum pistons with new bowl design for combustion and heat resistance.
- Increased fuel pressure (2000 to 2200 bar).
- Redesigned fuel injector nozzles.
- New E71 electronic control module. Can also use GM Powered Solutions D-MEFI 1 controller.
- Available electronic radiator cooling fan.

ADDITIONAL FEATURES

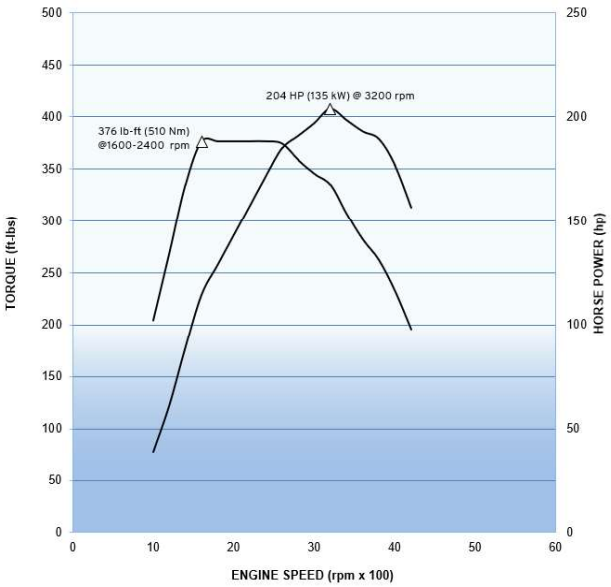
- Iron cylinder block and aluminum DOHC cylinder head
- Oiling circuit that includes a dedicated feed for the turbocharger to provide increased pressure at the turbo and faster oil delivery
- Piston-cooling oil jets
- Balanced shaft that contributes to smoothness and drives the oil pump
- Laminated steel oil pan with upper aluminum section that contributes to engine rigidity and quietness
- B20 biodiesel capability

2.8L I-4 TURBO DURAMAX DIESEL, LWN

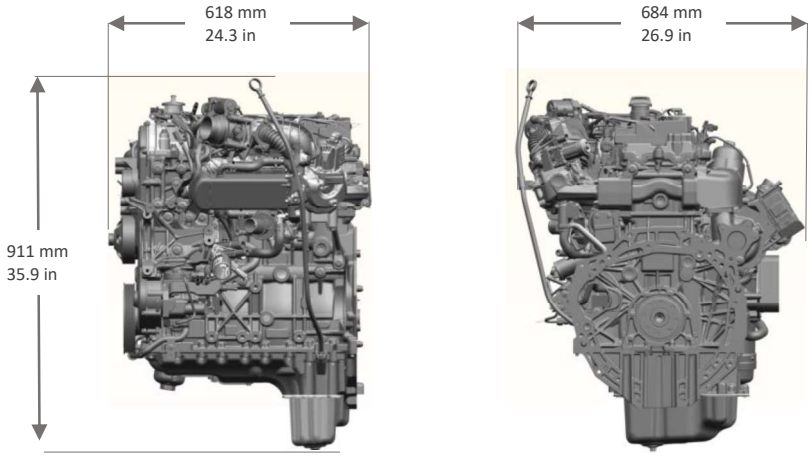
SPECIFICATIONS

Type:	2.8L I-4
Displacement:	2776 CC (169 CI)
Engine Orientation:	Longitudinal
Compression Ratio:	15.5:1
Valve Configuration:	Dual overhead camshafts
Valves Per Cylinder:	Four
Assembly Site:	São Jose dos Campos, Brazil
Firing Order:	1-3-4-2
Bore x Stroke:	94.0 x 100.0mm
Fuel System:	Direct Injection common rail
Fuel Type:	Ultra-low sulfur diesel and B20 Biodiesel
Horsepower:	204 hp (152 kW) @ 3200 rpm*
Torque:	376 lb-ft (510 Nm) @ 1600-2400rpm*
	*As tested in Chevrolet S10, South America
Maximum Engine Speed:	5000 RPM
Engine Controls:	E71 ECM or GM Powered Solutions D-MEFI 1
Emission Control:	Close Coupled Diesel Oxide Catalyst (CCDOC) Selective Catalytic Reduction with urea injection, particulate Filter, cooled exhaust gas recirculation valve, positive crankcase ventilation
Emission Standard:	Euro 5 / Proconve L7 (PL7)
	Euro 6c / Proconve L8 (PL8)
Block:	Grey cast iron
Cylinder Head:	Aluminum
Intake Manifold:	Composite
Exhaust Manifold:	Cast iron
Crankshaft:	Forged steel
Camshaft:	Powdered metal/sintered lobes
Connecting Rod:	Forged steel
Turbo Charger:	Variable geometry

2.8L Turbo Duramax Diesel, LWN



2025 Chevrolet S10, South America



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