2014 Chevrolet Spark at 96,000 mi

KL8CD6S90EC123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Spark · M300 (2013–2015)	GM 1.2L four-cylinder (LL0), Chevrolet Spark	96,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
inspection recommended now

0
to plan in the next 30,000 miles · plus 4 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **22V-640** · Latches/locks/linkages · hood · latch: The secondary hood latch can corrode at its pivot and fail to engage, so the hood could open unexpectedly while driving.
- **14V-593** · Latches/locks/linkages · hood · latch: The secondary hood latch can corrode and stick out of position; if the main latch is not engaged, the hood could fly open while driving.
- **14V-440** · Suspension · front · control arm: On cars built in May 2014, the front lower control arm bolts may not be tight enough; the arm can separate from the steering knuckle and the driver can lose steering.

A model-year list, not a VIN check. Repairs are free at a Chevrolet dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Chevrolet dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

$100–$160

Inspection: check now, while it's cheaper to fix

$100–$160

about 1 h of shop labor, our estimate

CVT pulley and belt damage (slipping, shudder, loss of drive): Inside the range (50,000–105,000 mi, the middle half of 31 owner reports) · if it fails: $4,738–$6,343
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 105,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 126,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Leaking coolant reservoir

$371–$431

independent shop, installed

Any mileage (owner complaints) · Inspect at each service; fix at the first sign

Engine wiring harness chafing at the ECM (no start, steering assist loss)

No published price

Any mileage (2014–2015 Spark (GM bulletin)) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 126,000 mi

$100–$160

No other repairs on the list before 126,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 96,000 mi to 126,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs	every 97,500 mi	**Due at 97,500 mi** [M1]
Engine coolant DEX-COOL: drain, flush and refill every 150,000 mi or 5 years, whichever comes first.	every 150,000 mi or 5 years	**Due by age: every 5 years (check records)** [M1]
Automatic transmission fluid Automatic models; change fluid and filter (if serviceable).	every 97,500 mi	**Due at 97,500 mi** [M1]
Brake fluid Brake/clutch fluid every 30,000 mi or 2 years.	every 30,000 mi or 2 years	**Was due at 90,000 mi and by age (check records)** [M1]

M1. 2014 Chevrolet Spark Owner Manual (Maintenance Schedule)
OFFICIAL
https://assets.gm.com/manuals/chevrolet/2014_chevrolet_spark_owners.pdf

WHERE 96K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	CVT pulley and belt damage (slipping, shudder, loss of drive)	50,000–105,000 mi (middle half of 31 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Leaking coolant reservoir	Any mileage (owner complaints) COMPUTED FROM NHTSA DATA	Any mileage
3	Engine wiring harness chafing at the ECM (no start, steering assist loss)	2014–2015 Spark (GM bulletin) OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Chevrolet Spark

Safety recall repairs are free at Chevrolet dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter KL8CD6S90EC123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Chevrolet dealer for a campaign printout; it also lists completed campaigns.

1.2L I4 (LL0) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 1.2L I4 (LL0) as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2014 CHEVROLET SPARK (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
22V-640	Latches/locks/linkages · hood · latch	The secondary hood latch can corrode at its pivot and fail to engage, so the hood could open unexpectedly while driving. Details
14V-593	Latches/locks/linkages · hood · latch	The secondary hood latch can corrode and stick out of position; if the main latch is not engaged, the hood could fly open while driving. Details
14V-440	Suspension · front · control arm	On cars built in May 2014, the front lower control arm bolts may not be tight enough; the arm can separate from the steering knuckle and the driver can lose steering. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: SPARK. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL
Left out of this list (SPARK): This sample is a 1LT with the MyLink touchscreen radio. 15V-416 (base radio with OnStar) and 16V-257 / 16V-422 (Bring Your Own Media base radio) cover radios this car does not have. They are left out; a VIN check would show any that applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Special Coverage N192271110: CVT pulley damage	GM replaced the CVT free on 2014–2015 Sparks with pulley and belt damage, for 10 years or 120,000 miles from the in-service date, and reimbursed owners who had paid. OFFICIAL [2]	Ended for nearly all cars (10 years from in-service have passed)
PIP5061A: low compression, broken camshaft actuator spring (2013)	If a 2013 Spark has low or no compression with no obvious cause, technicians check for a broken or dislodged camshaft actuator spring and replace the engine if found. OFFICIAL [5]	Owner's cost out of warranty
16-NA-118: engine harness chafing at the ECM	Reroute and repair an engine harness that rubs on the ECM stud or corner (no start, check-engine light, loss of steering assist). OFFICIAL [7]	Owner's cost out of warranty

CAMPAIGN	WHAT IT SAYS	THIS CAR
PIP5251B: knock sensor code P0324	A test procedure for a check-engine light with P0324 and a rattle or spark-knock noise on 2014–2015 Sparks; it starts with checking the oil level. OFFICIAL [9]	Owner's cost out of warranty
Service update 13106: purge solenoid valve	Dealers replaced a purge solenoid valve with an internal gasket out of position on 2013 Sparks. OFFICIAL [10]	Ended with the base warranty

4 · THE 3 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (M300). Left out because they apply to other models, years, engine sizes or body codes: Low compression or no start (2013 camshaft actuator spring).

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1 CVT pulley and belt damage (slipping, shudder, loss of drive)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 89 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 96,000 mi this car is inside the reported range (50,000–105,000 mi (middle half of 31 owner complaints that state a mileage)), 46,000 miles past where reports start. Range: 50,000–105,000 mi (middle half of 31 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2015 Spark with the CVT automatic (not the manual)

WHAT FAILS OFFICIAL [2][3][1]

The 2014–2015 Spark offered a continuously variable automatic (CVT). GM found that a sudden harsh shift can damage the drive pulleys and internal belt; debris then spreads through the transmission. It starts as poorer drive or shift quality and can go on to a check-engine light, reduced power and loss of drive. GM replaced the transmission free under a special coverage that ran 10 years or 120,000 miles from the in-service date, so it has now ended for nearly all cars.

SYMPTOMS

- Slipping, flare or high revs without speed
- Shudder or jerk when slowing or pulling away
- Check-engine light, reduced power or no drive

IF IT'S LEFT TOO LONG

Debris keeps damaging the transmission until the car loses drive, sometimes in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have the CVT checked at the first slip or shudder; ask GM about the special coverage if the car is inside 10 years or 120,000 miles from first sale.

ESTIMATED REPAIR COST

CVT fluid check and change if degraded (GM procedure; no published price)	**No published price** independent shop, installed
Transmission replacement, 2014 Spark (KBB fair repair range, one ZIP code)	**$4,738–$6,343** SHOP/RETAILER [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Mileage: COMPUTED from 31 owner complaints on 2014–2015 Sparks that name the transmission and state a mileage. Owner quotes in complaints for a replacement CVT run $3,500–$7,500 (ODI 11464129, 11589714, 11748357, 11728668; too few for a computed range).

PARTS FOR M300

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any slipping, shudder or loss of drive?
- Transmission replaced under the special coverage?
- CVT fluid ever changed?

2 Leaking coolant reservoir

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage (owner complaints)), so mileage doesn't say much here. Range: Any mileage (owner complaints) COMPUTED FROM NHTSA DATA [1]

WHAT FAILS COMPUTED FROM NHTSA DATA [1]

Owners report the plastic coolant reservoir (expansion tank) cracking at its seam or at the hose inlet, and some have replaced it more than once. The engine then slowly loses coolant.

SYMPTOMS

- Coolant smell or drips at the front of the car
- Coolant level dropping
- Weak A/C when coolant is low (owner reports)

IF IT'S LEFT TOO LONG

Running low on coolant can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the coolant level and the tank seams at each oil change; replace a weeping tank.

ESTIMATED REPAIR COST

Coolant reservoir replacement, Chevrolet Spark (RepairPal)	**$371–$431** SHOP/RETAILER [8] independent shop, installed
Same job; overheating damage costs more	**$371–$431** SHOP/RETAILER [8] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($401) is about 1.0× the early-fix midpoint ($401). A cost ratio, not a probability.

Where the numbers come from: Owner complaints that describe a leaking reservoir: ODI 11545278, 11252518, 11230832, 11151047, 11062738, 10662849, 11320732.

PARTS FOR M300

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Does it lose coolant?
- Coolant tank ever replaced?

3 Engine wiring harness chafing at the ECM (no start, steering assist loss)

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2014–2015 Spark (GM bulletin)), so mileage doesn't say much here. Range: 2014–2015 Spark (GM bulletin) OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

GM found the engine harness can be routed too close to the engine computer's lower mounting stud or its corner, which can pierce and short wires inside the harness. That can cause a no start, a check-engine light or a loss of power steering assist. The fix is to reroute and repair the harness.

SYMPTOMS

- No start
- Check-engine light with odd electrical faults
- Power steering assist cuts out

IF IT'S LEFT TOO LONG

A shorted harness can stall the car or take away steering assist while driving.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask the shop to inspect the harness at the ECM stud at the next visit; it is a quick check.

ESTIMATED REPAIR COST

Harness inspection and reroute (no published price)	**No published price** independent shop, installed
Wire-to-wire harness repair (no published price)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR M300

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any no-start or steering assist problems?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.2L I4 (LL0) owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Air bags / hood latch	70	Covered by recalls (air bag inflator weld, hood latch corrosion); not engine faults.
Loss of power / stalling	62	Mixed causes: transmission faults, misfires (one dealer blamed carbon, one shop an injector), the knock sensor code covered by GM PIP5251B and the harness chafing item. No single engine fault stands out.
Check-engine light / misfire	53	Mixed causes, often with the transmission or traction-control lights; see the CVT and harness items.
A/C	29	Air-conditioning complaints (weak cooling at idle); not engine faults.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- CVT road test for slip and shudder (2014–2015)
- Coolant level and tank seams
- Engine noise and misfire counters
- Harness at the ECM stud (2014–2015)

Ask the seller

- Transmission ever replaced?
- Does it lose coolant?
- Any stalling or loss of power?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
CVT pulley and belt damage (slipping, shudder, loss of drive): symptoms or fault codes present	No published price
Leaking coolant reservoir: seeping or leaking	$371–$431
Engine wiring harness chafing at the ECM (no start, steering assist loss): symptoms or fault codes present	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/GM documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for 2013–2015 Chevrolet Spark complaints, leaving out those that mention the Spark EV, charging or the drive motor: 398 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. Some Spark EV complaints are filed under the plain Spark name; those that name the EV or charging are left out, so a few EV complaints may remain. About a quarter of the complaints are about the transmission; many others are about A/C, air bags and the hood latch.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
CVT / transmission	89	Item 1
Air bags / hood latch	70	Also reported
Loss of power / stalling	62	Also reported
Check-engine light / misfire	53	Also reported
A/C	29	Also reported
Coolant leak	9	Item 2
Low compression / engine replaced	7	Other years or engine sizes

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2013–2015 Chevrolet Spark (gasoline; complaints that mention the Spark EV, charging or the drive motor are left out), pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Special Coverage N192271110: transmission pulley damage, 2014–2015 Spark with CVT (RPO M4M); transmission replaced free for 10 years or 120,000 miles from the in-service date (rev. 01, August 2020), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10213745

3. GM PIP5581: CVT fluid degradation can cause shudder on a high-to-low range downshift; replace the CVT fluid if degraded (2014–2015 Spark) (2018-07-31), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10143786

4. Kelley Blue Book: 2014 Chevrolet Spark transmission replacement, fair repair range $4,738–$6,343 for one Oklahoma ZIP code, via search extract Oct 28, 2026 SHOP/RETAILER
https://www.kbb.com/chevrolet/spark/2014/transmission-repair-and-replacement/

5. GM PIP5061A: possible no start, engine noise or check-engine light with low or no compression; inspect for a broken or dislodged camshaft actuator spring and replace the engine if found (2013 Spark 1.2L LL0) (Feb 2013), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10112873

6. GM PI0943: repair procedure for valve train or lifter noise and circular wear marks on top of the valve lifters (2013 Spark) (2013-03-28), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10134688

7. GM bulletin 16-NA-118: engine wiring harness chafing on the ECM mounting stud, causing a no start, check-engine light or loss of steering assist (2014–2015 Spark 1.2L LL0, 2013–2017 Sonic) (Dec 2017), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10139217

8. RepairPal: Chevrolet Spark coolant reservoir replacement estimate ($371–$431; labor $130–$191, parts about $241), fetched Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/spark/coolant-reservoir-replacement-cost

9. GM PIP5251B: check-engine light with knock sensor code P0324 and a rattle or spark-knock noise; knock retard test procedure (2014–2015 Spark) (2015-07-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10114588

10. GM service update 13106: purge solenoid valve may have an internal gasket out of position; dealers replace the valve (2013 Spark; covered by the base warranty only) (2013-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10246721

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Chevrolet dealer or qualified shop. Safety recall repairs are free at Chevrolet dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-G12-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.