SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 1.2L I4 (LL0)
RA-G12-123456-20261028

# 2014 Chevrolet Spark · M300 (2013–2015) · FWD

KL8CD6S90EC123456

ODOMETER IN: 96,000 | DOOR-JAMB BUILD (MM/YY): | RO #: | TECHNICIAN / DATE:

## A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

| | |
|---|---|
| **22V-640** · Latches/locks/linkages · hood · latch | ☐ Open ☐ Done ☐ N/A |
| **14V-593** · Latches/locks/linkages · hood · latch | ☐ Open ☐ Done ☐ N/A |
| **14V-440** · Suspension · front · control arm | ☐ Open ☐ Done ☐ N/A |

## B · INSPECTION POINTS, IN PLAN ORDER

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

Check now · Inside the range (50,000–105,000 mi, the middle half of 31 owner reports)

| | |
|---|---|
| Road test for slip and shudder | ☐ OK ☐ Watch ☐ Fix |
| Scan the TCM for codes (P0871, P2714) | ☐ OK ☐ Watch ☐ Fix |
| Check CVT fluid condition | ☐ OK ☐ Watch ☐ Fix |

CVT: smooth / shudder / slipping

Scan for: P0871, P2714

Parts (M300): Ask your parts supplier for the OE part number for this VIN.

### 2. Leaking coolant reservoir

Watch · Any mileage (owner complaints)

| | |
|---|---|
| Pressure test the cooling system | ☐ OK ☐ Watch ☐ Fix |
| Inspect the tank seam and hose inlet | ☐ OK ☐ Watch ☐ Fix |

Coolant tank: dry / weeping

Parts (M300): Ask your parts supplier for the OE part number for this VIN.

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

Watch · Any mileage (2014–2015 Spark (GM bulletin))

| | |
|---|---|
| Inspect the harness at the ECM lower stud and ECM corner | ☐ OK ☐ Watch ☐ Fix |
| Check for chafed or shorted wires | ☐ OK ☐ Watch ☐ Fix |

Harness: clear / touching / damaged

Parts (M300): Ask your parts supplier for the OE part number for this VIN.

## FACTORY MAINTENANCE DUE BY 126,000 MI (ASK FOR RECORDS)

| | |
|---|---|
| **Spark plugs** · every 97,500 mi · at 97,500 mi · $249 | ☐ Done (records) ☐ Due ☐ Quoted |
| **Engine coolant** · every 150,000 mi or 5 years · due by age: every 5 years (check records) · From $179 | ☐ Done (records) ☐ Due ☐ Quoted |
| **Automatic transmission fluid** · every 97,500 mi · at 97,500 mi · $259 | ☐ Done (records) ☐ Due ☐ Quoted |
| **Brake fluid** · every 30,000 mi or 2 years · was due at 90,000 mi and by age (check records) · $129 | ☐ Done (records) ☐ Due ☐ Quoted |

## C · ALSO REPORTED FOR THE 1.2L I4 (LL0), QUICK CHECKS

- **Air bags / hood latch** (70 complaints): Covered by recalls (air bag inflator weld, hood latch corrosion); not engine faults.
- **Loss of power / stalling** (62 complaints): 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 complaints): Mixed causes, often with the transmission or traction-control lights; see the CVT and harness items.
- **A/C** (29 complaints): Air-conditioning complaints (weak cooling at idle); not engine faults.

## WHAT TO SAY AT THE COUNTER (ADVISOR)

**1. CVT pulley and belt damage (slipping, shudder, loss of drive)**
The 2014–2015 Spark offered a continuously variable automatic (CVT). At 96,000 mi your car is in the mileage range where owners report it.
Ask: have you noticed slipping, flare or high revs without speed, or shudder or jerk when slowing or pulling away?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

## NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.



Reference only. Follow Chevrolet repair procedures and your shop's judgment.