2023 Chevrolet Colorado at 42,000 mi

1GCPTDEK4P1123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Colorado · Colorado Z71 Crew Cab 2.7 Turbo 4WD	GM 2.7L Turbo four-cylinder (L3B)	42,000 mi	4WD
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 'P' = 2023, 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.

0	0	5
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **24V-703** · Seat belts · front buckle bolt: A loose seat belt may not properly restrain an occupant in a crash, increasing the risk of injury.
- **24V-237** · Wheels · front hub bolts: Damaged bolts may loosen or break, which can result in a loss of vehicle control and increase the risk of a crash.
- **24V-133** · Automatic emergency braking · false braking: Unexpected automatic emergency braking can cause the vehicle to abruptly stop or slow down, increasing the risk of a crash.

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

Good news: nothing on the 2.7L turbo four (L3B) watch list is due at this mileage. Worth a fresh look at about 52,000 mi.

Next 12 months up to about 54,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 72,000 mi

Nothing else enters its reported range in this window.

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

Sliding camshaft lobe pack binding (P30BF-type codes) — **No published price**
Any mileage (2019-on 2.7L L3B, often under 5,000 miles) · Inspect at each service; fix at the first sign

Worn exhaust rocker (tick, misfire) — **No published price**
Any mileage (2019–2025 Silverado/Sierra and 2023–2025 Colorado/Canyon with the 2.7L) · Inspect at each service; fix at the first sign

Radiator inlet hose leak (quick connector) — `Free if covered` check the VIN
Past the range (20,000–37,000 mi, the middle half of 24 owner reports) · Ask for this check at every service

Rear crankshaft seal oil leak — **No published price**
Any mileage (2022–2024 Silverado/Sierra and 2023–2024 Colorado/Canyon with the 2.7L) · Inspect at each service; fix at the first sign

Fuel injector flow control software (2023–2024) — `Free if covered` check the VIN
Any mileage (2023–2024 Silverado/Sierra 1500 and Colorado/Canyon with the 2.7L) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 72,000 mi

No repairs planned

Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 42K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Sliding camshaft lobe pack binding (P30BF-type codes)	2019-on 2.7L L3B, often under 5,000 miles OFFICIAL	Any mileage
2	Worn exhaust rocker (tick, misfire)	2019–2025 Silverado/Sierra and 2023–2025 Colorado/Canyon with the 2.7L OFFICIAL	Any mileage
3	Radiator inlet hose leak (quick connector)	20,000–37,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Rear crankshaft seal oil leak	2022–2024 Silverado/Sierra and 2023–2024 Colorado/Canyon with the 2.7L OFFICIAL	Any mileage
5	Fuel injector flow control software (2023–2024)	2023–2024 Silverado/Sierra 1500 and Colorado/Canyon with the 2.7L 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 2023 Chevrolet Colorado

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 1GCPTDEK4P1123456.
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.

2.7L TURBO FOUR (L3B) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.7L turbo four (L3B) as of 2026-11-10. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2023 CHEVROLET COLORADO (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-703	Seat belts · front buckle bolt	A loose seat belt may not properly restrain an occupant in a crash, increasing the risk of injury. Details
24V-237	Wheels · front hub bolts	Damaged bolts may loosen or break, which can result in a loss of vehicle control and increase the risk of a crash. Details
24V-133	Automatic emergency braking · false braking	Unexpected automatic emergency braking can cause the vehicle to abruptly stop or slow down, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: COLORADO. 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

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 5 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 (31XX-2). Left out because they apply to other models, years, engine sizes or body codes: Evaporative emission purge pump failure (2021 Silverado / Sierra).

1 Sliding camshaft lobe pack binding (P30BF-type codes)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 7 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2019-on 2.7L L3B, often under 5,000 miles), so mileage doesn't say much here.

Range: 2019-on 2.7L L3B, often under 5,000 miles OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

This engine shifts between cam profiles by sliding lobe packs along the camshaft. GM says a lobe pack can bind or stick and set P30BF, P30C3, P30C7 or P30CB. The fix starts with swapping the profile actuator solenoids; if codes return, the camshaft and roller followers are replaced.

SYMPTOMS

- Check-engine light with P30BF, P30C3, P30C7 or P30CB
- Rough running

IF IT'S LEFT TOO LONG

Mostly a check-engine light at first; a binding cam can lead to valvetrain wear.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have it diagnosed under warranty while the truck is new.

ESTIMATED REPAIR COST

Actuator solenoid swap (no published price)	**No published price** independent shop, installed
Labor only, 4.7–6.4 h GM warranty time plus camshaft and roller followers	**$470–$1,020** OUR ESTIMATE [2][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: GM warranty labor time of 4.7–6.4 h (bulletin [2]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first. GM lists these as add-on times for camshaft replacement.

PARTS FOR 31XX-2

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

WHAT TO ASK YOUR SHOP

- Any P30-series cam profile codes?
- Camshaft replaced?

2 Worn exhaust rocker (tick, misfire)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 25 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2019–2025 Silverado/Sierra and 2023–2025 Colorado/Canyon with the 2.7L), so mileage doesn't say much here. Range: 2019–2025 Silverado/Sierra and 2023–2025 Colorado/Canyon with the 2.7L OFFICIAL [3]

WHAT FAILS OFFICIAL [3]

GM says a ticking or tapping noise from the cam carrier, with misfire or rough running, can come from a worn exhaust roller rocker. The worn rockers are replaced, and the exhaust camshaft is inspected and replaced if scored.

SYMPTOMS

- Ticking or tapping from the top of the engine
- Misfire or rough running
- P0300 or P050D

IF IT'S LEFT TOO LONG

A worn rocker can damage the camshaft.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any new tick early.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 31XX-2

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

WHAT TO ASK YOUR SHOP

- Any tick or misfire?

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3 Radiator inlet hose leak (quick connector)

Past the range

Severity: Medium: leaks and wear · 50 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 42,000 mi this car is past the reported range (20,000–37,000 mi (middle half of 24 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 20,000–37,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2023–2026 Colorado and Canyon

WHAT FAILS OFFICIAL [4]

Coolant can leak where the radiator inlet hose quick-connector joins the radiator. GM extended coverage to 5 years or 60,000 miles; dealers replace the seal.

SYMPTOMS

- Coolant smell
- Coolant level dropping
- Drips at the front of the engine

IF IT'S LEFT TOO LONG

Coolant loss can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Free under special coverage N262546590 (5 yr / 60k mi)	**Free if covered** OFFICIAL [4] independent shop, installed
Labor only, 1.2 h GM warranty time plus the seal	**$120–$190** OUR ESTIMATE [4][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Free at a GM dealer within 5 years / 60,000 miles.

Where the numbers come from: Estimate: GM warranty labor time of 1.2 h (bulletin [4]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR 31XX-2

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

WHAT TO ASK YOUR SHOP

- Any coolant top-ups?

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4 Rear crankshaft seal oil leak

Any mileage

Severity: Medium: leaks and wear · 6 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2022–2024 Silverado/Sierra and 2023–2024 Colorado/Canyon with the 2.7L), so mileage doesn't say much here. Range: 2022–2024 Silverado/Sierra and 2023–2024 Colorado/Canyon with the 2.7L OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

GM has a bulletin for oil leaking from the middle of the truck, traced to the rear crankshaft seal; the seal housing is replaced.

SYMPTOMS

- Oil drips between the engine and transmission

IF IT'S LEFT TOO LONG

A growing leak lowers the oil level.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Reseal when it is an active leak; check warranty first.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 31XX-2

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

WHAT TO ASK YOUR SHOP

- Any oil spots under the middle of the truck?

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5 Fuel injector flow control software (2023–2024)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2023–2024 Silverado/Sierra 1500 and Colorado/Canyon with the 2.7L), so mileage doesn't say much here. Range: 2023–2024 Silverado/Sierra 1500 and Colorado/Canyon with the 2.7L OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

ESTIMATED REPAIR COST

GM found that the engine computer may not control fuel injector flow well enough under some conditions and released a software update.

SYMPTOMS

- Check-engine light
- Rough running

IF IT'S LEFT TOO LONG

Mostly an emissions and drivability item.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask a dealer to confirm the update is done.

Free software update	**Free if covered** OFFICIAL [6] independent shop, installed
Free software update	**Free if covered** OFFICIAL [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 31XX-2

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

WHAT TO ASK YOUR SHOP

- Was the ECM update done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.7L turbo four (L3B) 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
Turbo	38	Many reports just name the turbo engine; no GM program covers the turbocharger itself.
Stalling / loss of power	33	Mixed causes, including stop-start and electrical faults; not one engine fault.

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

- Scan for P30-series cam codes
- Tick from the cam carrier
- Radiator inlet hose connector
- Rear main seal area

Ask the seller

- Any warranty engine work?
- Special coverage N262546590 done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Sliding camshaft lobe pack binding (P30BF-type codes): symptoms or fault codes present	No published price
Worn exhaust rocker (tick, misfire): symptoms or fault codes present	No published price
Radiator inlet hose leak (quick connector): fault found on inspection	$120–$190 + parts
Rear crankshaft seal oil leak: seeping or leaking	No published price
Fuel injector flow control software (2023–2024): fault found on inspection	Free if covered
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

7 · METHOD AND SOURCES

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 Silverado and Sierra 1500 complaints that mention the 2.7L, turbo or four-cylinder, all 2023–2025 Colorado and Canyon complaints, and 2020–2025 CT4 complaints that name the 2.7L or CT4-V: 634 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Coolant leak / overheating	50	Item 3
Turbo	38	Also reported
Stalling / loss of power	33	Also reported
Engine tick / misfire	25	Item 2
Cam profile codes	7	Item 1
Oil leak	6	Item 4

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 2019–2025 Silverado/Sierra 1500 complaints that mention the 2.7L or turbo four, plus 2023–2025 Colorado and Canyon and 2020–2025 CT4-V, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM PIP5865L: Diagnostic tip: DTC P30BF, P30C3, P30C7 or P30CB on low-mile vehicles (camshaft sliding lobe pack binding), 2.7L L3B (2026-02-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11028859-0001.pdf

3. GM Service bulletin 25-NA-037: Engine ticking or tapping from the cam carrier area and possible misfire (worn exhaust rocker), DTC P0300 / P050D (2025-04-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11019748-0001.pdf

4. GM Special Coverage N262546590-01: Radiator inlet hose leak (2023–2026 Colorado and Canyon and others): 5 years / 60,000 miles (2026-07-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11035019-0001.pdf

5. GM Service bulletin 23-NA-048: Oil leak from the center of the vehicle: rear crankshaft seal housing (2.7L L3B) (2024-10-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11011029-0001.pdf

6. GM Service update N24-245213: ECM may not sufficiently control fuel injector flow rate (2023–2024 2.7L L3B); software update (2025-09-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11023425-0001.pdf

7. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

8. GM Special Coverage N232395310: Evaporative emission purge pump, 2021 Silverado LD / Sierra LD with the 2.7L (RPO L3B) and other 2020–2021 models: 15 years / 150,000 miles from the in-service date (2023-07-27), filed with NHTSA, read Nov 10, 2026
OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10239764-0001.pdf

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-GM27T-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.