2016 Chevrolet Colorado at 85,000 mi

1GCGTDE15G1123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Colorado · Colorado LT Crew Cab 2.8 Duramax diesel 4x4	GM 2.8L Duramax inline-four turbo diesel (LWN)	85,000 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 'G' = 2016, 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 (2 of 3)

- **17V-621** · Air bags · driver frontal: The driver frontal air bag may inflate incorrectly in a high-speed crash, raising the risk of injury.
- **16V-125** · Air bags · driver frontal: On trucks built January 19 to February 2, 2016, the driver frontal air bag may inflate incorrectly in a crash, raising the risk of injury.

A model-year list, not a VIN check. The full report lists the others. 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 2.8L Duramax I4 diesel (LWN) watch list is due at this mileage. Worth a fresh look at about 95,000 mi.

Next 12 months up to about 97,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 115,000 mi

Nothing else enters its reported range in this window.

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

Particulate filter clogging and limp mode — `Free if covered` check the VIN
Any mileage (2016–2019 trucks in the GM emission recall; owners report it at 20,000–60,000 miles) · Ask for this check at every service

DEF and NOx sensor faults — **No published price**
Any mileage (owners report repeat NOx sensor failures) · Inspect at each service; fix at the first sign

Diesel fuel line rubbing through (fuel leak) — **No published price**
Any mileage (Owners report it around 60,000–70,000 miles) · Ask for this check at every service

Turbocharger whine (bent compressor blade) — **$1,732–$2,046** independent shop, installed
Any mileage (All years of the 2.8L) · Inspect at each service; fix at the first sign

Oil leak at the turbo inlet or outlet duct — **$40–$60** labor only, parts extra
Any mileage (All years of the 2.8L) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 115,000 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 85K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Particulate filter clogging and limp mode	2016–2019 trucks in the GM emission recall; owners report it at 20,000–60,000 miles OFFICIAL	Any mileage
2	DEF and NOx sensor faults	Any mileage; owners report repeat NOx sensor failures OFFICIAL	Any mileage
3	Diesel fuel line rubbing through (fuel leak)	Owners report it around 60,000–70,000 miles OFFICIAL	Any mileage
4	Turbocharger whine (bent compressor blade)	All years of the 2.8L OFFICIAL	Any mileage
5	Oil leak at the turbo inlet or outlet duct	All years of the 2.8L 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 2016 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 1GCGTDE15G1123456.
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.

2.8L DURAMAX I4 DIESEL (LWN) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 2.8L Duramax I4 diesel (LWN) as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2016 CHEVROLET COLORADO (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-621	Air bags · driver frontal	The driver frontal air bag may inflate incorrectly in a high-speed crash, raising the risk of injury. Details
16V-125	Air bags · driver frontal	On trucks built January 19 to February 2, 2016, the driver frontal air bag may inflate incorrectly in a crash, raising the risk of injury. Details
15V-807	Interior · console lid latch	On trucks built August 25 to September 24, 2015, the center console lid may not stay closed in a crash, and loose items could strike occupants. Details

Source: NHTSA recalls API, fetched 2026-10-28 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

Left out of this list (COLORADO): 18V-358 (high-pressure fuel pump) covers gas engines only and is left out of this 2.8L diesel sample; a VIN check would show it if it applied.

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 (GMT31XX).

1 Particulate filter clogging and limp mode

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 12 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2016–2019 trucks in the GM emission recall; owners report it at 20,000–60,000 miles), so mileage doesn't say much here. Range: 2016–2019 trucks in the GM emission recall; owners report it at 20,000–60,000 miles OFFICIAL [2][3]

WHAT FAILS OFFICIAL [1][2][3][4]

GM recalled 2016–2019 diesel trucks to reprogram the engine computer because it did not flag too-frequent filter regenerations. A further emission recall fixed how the particulate matter sensor is checked. GM tells owners to keep driving when a "Clean Exhaust Filter" message shows; code P2463 sets when soot builds up. Owners report reduced-power and limp-mode events.

SYMPTOMS

- "Clean Exhaust Filter" or regeneration messages
- Reduced engine power or limp mode
- Check-engine light with P2463

IF IT'S LEFT TOO LONG

A clogged filter can cut power on the highway and may need a forced cleaning or replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for emission recalls N192273630 and 17337; avoid only short trips.

ESTIMATED REPAIR COST

ECM update free under emission recall N192273630	**Free if covered** OFFICIAL [2] independent shop, installed
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 GMT31XX

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

WHAT TO ASK YOUR SHOP

- Emission recalls N192273630 and 17337 done?
- Mostly short trips?
- Any limp-mode events?

2 DEF and NOx sensor faults

Any mileage

Severity: Medium: leaks and wear · 8 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; owners report repeat NOx sensor failures), so mileage doesn't say much here. Range: Any mileage; owners report repeat NOx sensor failures OFFICIAL [8]

WHAT FAILS OFFICIAL [1][8]

Owners report NOx sensor failures and DEF warnings that lead to reduced power. GM tells technicians to inspect the DEF and the system before replacing parts when an "Exhaust Fluid Quality Poor" message appears.

SYMPTOMS

- "Exhaust Fluid Quality Poor" or DEF warning
- Speed limited after a countdown
- Check-engine light with NOx codes

IF IT'S LEFT TOO LONG

The truck can be held to a low speed until the fault is fixed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use fresh, sealed DEF; diagnose the sensor before replacing parts.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
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 GMT31XX

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

WHAT TO ASK YOUR SHOP

- NOx sensors or DEF parts replaced?
- Any DEF warnings?

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3 Diesel fuel line rubbing through (fuel leak)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 4 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Owners report it around 60,000–70,000 miles), so mileage doesn't say much here. Range: Owners report it around 60,000–70,000 miles OFFICIAL [1]

WHAT FAILS OFFICIAL [1]

Several owners report in NHTSA complaints that the fuel feed line rubs against an A/C line part in the engine bay and wears a hole, spraying diesel on the engine (ODI 11520559, 11229284, 11748282).

SYMPTOMS

- Diesel smell in or around the truck
- Wet fuel on the driver side of the engine bay
- Fuel drips under the truck

IF IT'S LEFT TOO LONG

Diesel spraying onto a hot engine is a fire risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Look at the fuel feed line where it passes the A/C line at every service; add a protective sleeve if it is rubbing.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
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 GMT31XX

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

WHAT TO ASK YOUR SHOP

- Any diesel smell?
- Fuel lines ever replaced?

4 Turbocharger whine (bent compressor blade)

Any mileage

Severity: Medium: leaks and wear · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All years of the 2.8L), so mileage doesn't say much here. Range: All years of the 2.8L OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

GM says a whine during acceleration, in gear or in Neutral can come from a bent turbocharger compressor blade. If a blade is bent, the turbocharger is replaced.

SYMPTOMS

- Whine that rises with engine speed
- Noise also in Neutral

IF IT'S LEFT TOO LONG

A damaged compressor wheel can fail and send debris into the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect the compressor blades when a new whine appears.

ESTIMATED REPAIR COST

Turbocharger replacement, 2016 Colorado (RepairPal)	**$1,732–$2,046** SHOP/RETAILER [9] independent shop, installed
Same job	**$1,732–$2,046** SHOP/RETAILER [9] 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 ($1,889) is about 1.0× the early-fix midpoint ($1,889). A cost ratio, not a probability.

PARTS FOR GMT31XX

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

WHAT TO ASK YOUR SHOP

- Any turbo whine?
- Turbo replaced?

5 Oil leak at the turbo inlet or outlet duct

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All years of the 2.8L), so mileage doesn't say much here. Range: All years of the 2.8L OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

GM says oil at the turbocharger inlet or outlet duct can come from a charge air cooler pipe clamp that was not

ESTIMATED REPAIR COST

tightened properly. The fix is to tighten the clamp, not to replace the turbo.

SYMPTOMS

- Oil film at the turbo ducts
- Oily residue on the charge air pipes

IF IT'S LEFT TOO LONG

A loose duct can blow off and cut power.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Tighten the clamp before replacing a turbo for an oil leak.

Labor only, 0.4 h GM warranty time	**$40–$60** OUR ESTIMATE [6][7] labor only, parts extra
Labor only, 0.4 h GM warranty time	**$40–$60** OUR ESTIMATE [6][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($50) is about 1.0× the early-fix midpoint ($50). A cost ratio, not a probability.

Where the numbers come from: Estimate: GM warranty labor time of 0.4 h (bulletin [6]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR GMT31XX

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

WHAT TO ASK YOUR SHOP

- Any oil around the turbo ducts?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.8L Duramax I4 diesel (LWN) 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

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

- Soot load and regeneration history
- DEF and NOx codes
- Fuel feed line near the A/C line
- Turbo noise and duct clamps

Ask the seller

- Emission recalls N192273630 and 17337 done?
- Any limp-mode events?
- Any diesel smell or fuel leaks?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Particulate filter clogging and limp mode: fault found on inspection	No published price
DEF and NOx sensor faults: symptoms or fault codes present	No published price
Diesel fuel line rubbing through (fuel leak): fault found on inspection	No published price
Turbocharger whine (bent compressor blade): symptoms or fault codes present	$1,732–$2,046
Oil leak at the turbo inlet or outlet duct: seeping or leaking	$40–$60 + parts
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 27, 2026 from NHTSA's complaints API for 2016–2022 Colorado and Canyon complaints that mention the diesel, Duramax, 2.8L or LWN; Express/Savana complaints naming the 2.8L (none found): 36 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. Only 36 complaints; the gas-engine fuel pump recall 18V-358 on these nameplates does not apply to the diesel. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
DPF / regeneration / limp mode	12	Item 1
DEF / NOx	8	Item 2
Stalling / loss of power	7	—
Engine failure / pistons	6	—
Fuel leak	4	Item 3
Turbo	1	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 2016–2022 Colorado and Canyon complaints that mention the diesel, Duramax, 2.8L or LWN (2017–2022 Express/Savana 2.8L complaints were searched; none found), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Emission Recall N192273630-02: DPF regeneration frequency: ECM may not diagnose or turn on the check-engine light for too-frequent regenerations; reprogram ECM (2016–2019 Colorado/Canyon, 2017–2019 Express/Savana diesel) (2020-03-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10173955-9999.pdf

3. GM Bulletin 10-06-05-002M: "Clean Exhaust Filter" messages and DTC P2463 on diesel models including the LWN (2023-08-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10241418-0001.pdf

4. GM Emission Recall 17337: Diesel particulate matter sensor diagnostic fault: ECM update (2016–2018 Colorado/Canyon, 2017 Express/Savana 2.8L) (2018-01-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10137159-9999.pdf

5. GM Bulletin 17-NA-222: Turbocharger whine noise from a bent compressor blade, 2.8L LWN (2016–2022 Colorado/Canyon, 2017–2022 Express/Savana) (2022-01-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212598-9999.pdf

6. GM Bulletin 17-NA-114: Oil leak from turbocharger inlet or outlet duct: tighten the charge air cooler duct clamp, LWN (0.4 h) (2022-01-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212595-9999.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 PIP5370E: "Exhaust Fluid Quality Poor" message or DEF warning lamp: inspect the DEF and system before replacing parts (2019-10-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10167448-9999.pdf

9. RepairPal: 2016 Chevrolet Colorado repair costs, turbocharger assembly replacement $1,732–$2,046, via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/cars/chevrolet/colorado/2016

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-GM28D-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.