2002 Chevrolet Silverado 1500 at 125,000 mi

1GCEC14W92Z123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Silverado 1500 · Silverado 1500 Regular Cab 4.3L V6 2WD	GM 4.3L Vortec 4300 V6 (L35, LU3, LF6)	125,000 mi	2WD
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 '2' = 2002, 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 3 factory maintenance items

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 2)

- **05V-379** · Brakes · ABS wheel speed sensors (salt-belt states): In salt-belt states, corrosion can make the anti-lock brakes kick in when they are not needed at low speed, so the truck takes longer to stop.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Chevrolet dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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

Coolant leak at the intake manifold gasket: Past the range (49,000–75,000 mi, the middle half of 17 owner reports)

In-tank fuel pump failure (stall, no start): Past the range (39,000–72,000 mi, the middle half of 28 owner reports) · if it fails: $390–$1,170

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 137,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

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

Clogged or corroded fuel injectors (misfire, rough idle) — No published price

Any mileage (GM bulletins for 2002–2004 trucks, vans and S-series models) · Inspect at each service; fix at the first sign

Distributor cap and rotor corrosion from A/C condensation — No published price

Any mileage (Owner reports on 2000–2003 Silverado and Sierra 4.3L) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 155,000 mi

$100–$160

No other repairs on the list before 155,000 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 125,000 mi to 155,000 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 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2][M3][M4][M5]
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][M2][M4][M5][M6]
Automatic transmission fluid Every 100,000 mi normal; 50,000 mi severe or GVWR over 8,600 lb.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M9][M4][M10][M5]

M1. 2002 Chevrolet S-10 Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2002_chevrolet_s10_owners.pdf

M2. 2004 Chevrolet Astro Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2004_chevrolet_astro_owners.pdf

M3. 2004 Chevrolet Blazer Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2004_chevrolet_blazer_owners.pdf

M4. 2005 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2005_chevrolet_silverado_owners.pdf

M5. 2010 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2010_chevrolet_silverado_owners.pdf

M6. 2013 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2013_chevrolet_silverado_owners.pdf

M7. 2000 Chevrolet S-10 Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2000_chevrolet_s10_owners.pdf

M8. 2003 Chevrolet S-10 Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2003_chevrolet_s10_owners.pdf

M9. 2001 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2001_chevrolet_silverado_owners.pdf

M10. 2008 Chevrolet Express Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2008_chevrolet_express_owners.pdf

WHERE 125K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant leak at the intake manifold gasket	49,000–75,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	In-tank fuel pump failure (stall, no start)	39,000–72,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Clogged or corroded fuel injectors (misfire, rough idle)	GM bulletins for 2002–2004 trucks, vans and S-series models OFFICIAL	Any mileage
4	Distributor cap and rotor corrosion from A/C condensation	Owner reports on 2000–2003 Silverado and Sierra 4.3L 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 2002 Chevrolet Silverado 1500

Safety recall repairs are free at Chevrolet dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 1GCEC14W92Z123456.
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.

4.3L VORTEC V6 (L35 / LU3 / LF6) RECALLS WE TRACK

Other 4.3L Vortec V6 (L35 / LU3 / LF6) recalls we track, not listed by NHTSA for this model and year: 12V-388 (fuel tank filler pipe can corrode (2003–2004 Express and Savana, salt-belt states)).

EVERY RECALL NHTSA LISTS FOR THE 2002 CHEVROLET SILVERADO 1500 (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-379	Brakes · ABS wheel speed sensors (salt-belt states)	In salt-belt states, corrosion can make the anti-lock brakes kick in when they are not needed at low speed, so the truck takes longer to stop. Details
04V-129	Body · tailgate support cables	The tailgate support cables can corrode and break, letting the open tailgate drop suddenly. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: SILVERADO. 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 (SILVERADO): Thirteen listings are left out of this 4.3L sample: 09E-025, 09E-012, 08E-050, 06E-075, 06E-060, 06E-057, 06E-042 and 06E-026 (aftermarket lamps), 07E-106 (aftermarket wheel hubs), 07E-066 (aftermarket trailer-wiring adaptor), 04E-022 (aftermarket bedliner), 05V-161 (parking brake on manual-transmission trucks; this sample has the automatic) and 03V-435 (compressed natural gas conversions). A VIN check would show them if they 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 4 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 (GMT800). Left out because they apply to other models, years, engine sizes or body codes: Timing chain tensioner rattle (2003–2004).

1 Coolant leak at the intake manifold gasket

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 53 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (49,000–75,000 mi (middle half of 17 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 49,000–75,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Older, high-mileage engines; GM bulletin for 2000–2003 trucks and vans

WHAT FAILS OFFICIAL [2][1]

GM has a bulletin for engine coolant leaking at the intake gasket on the 4.3L. Owners in NHTSA complaints describe coolant leaking outside the intake or into the engine, and some say their mechanic blamed the gasket breaking down.

SYMPTOMS

- Coolant level keeps dropping
- Sweet smell or coolant crust around the intake
- Milky oil
- Engine runs hot

IF IT'S LEFT TOO LONG

Coolant in the oil can ruin the bearings; low coolant can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes, at the first sign of coolant loss. Ask for revised gaskets and a coolant flush.

ESTIMATED REPAIR COST

Intake manifold gasket replacement, 2007 Silverado 1500 Classic 4.3L (YourMechanic shop/dealer range)	**$550–$714** SHOP/RETAILER [8] independent shop, installed
No owner-reported 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 GMT800

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

WHAT TO ASK YOUR SHOP

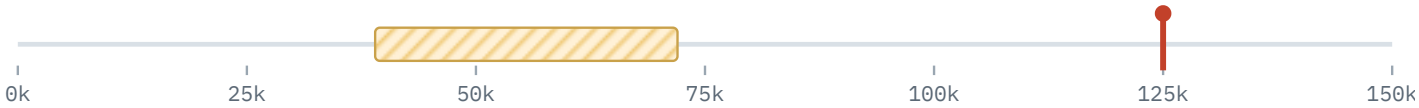
- Intake gaskets ever replaced?
- Any coolant top-ups or milky oil?

2 In-tank fuel pump failure (stall, no start)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 115 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (39,000–72,000 mi (middle half of 28 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 39,000–72,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; GM coverage for 2010–2014 Express and Savana vans

WHAT FAILS OFFICIAL [1][6]

The in-tank fuel pump is the most common engine-related failure in owner complaints for these trucks and vans. Owners report stalling, hard starts and no-starts that dealers traced to the pump. GM extended coverage on 2010–2014 Express and Savana vans because the pump can stop working from an open circuit or an overheating terminal at the pump module; that 10-year / 120,000-mile coverage has ended.

SYMPTOMS

- Hard starting or no start
- Stalling while driving
- Whine from the fuel tank
- Fuel gauge acting up

IF IT'S LEFT TOO LONG

A stall in traffic is a safety risk; the truck can strand you.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace with a quality pump at the first symptoms; check the connector for heat damage.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=12)	**$390–$1,170** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=12)	**$390–$1,170** COMPUTED FROM NHTSA DATA [1] 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 ($780) is about 1.0× the early-fix midpoint ($780). A cost ratio, not a probability.

Where the numbers come from: Computed from 12 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $700). Examples: ODI 10028795, 10252111, 10107950, 10074817. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR GMT800

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

WHAT TO ASK YOUR SHOP

- Fuel pump ever replaced?
- Any hard starts or stalls?

3 Clogged or corroded fuel injectors (misfire, rough idle)

Any mileage

Severity: Medium: leaks and wear · 31 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (GM bulletins for 2002–2004 trucks, vans and S-series models), so mileage doesn't say much here. Range: GM bulletins for 2002–2004 trucks, vans and S-series models OFFICIAL [3][4]

WHAT FAILS OFFICIAL [3][4]

GM has bulletins for long or hard starts, chuggle, rough idle and light misfire caused by clogged fuel injectors, and for misfires from fretting corrosion at the injectors. GM also publishes injector cleaning as maintenance.

SYMPTOMS

- Long cranking or hard starts
- Rough idle
- Light or on-and-off misfire
- Check-engine light

IF IT'S LEFT TOO LONG

A steady misfire can overheat the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean or replace injectors when misfire codes point to fuel delivery; check injector connectors.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No owner-reported 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 GMT800

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

WHAT TO ASK YOUR SHOP

- Any misfire codes or rough idle?
- Injectors cleaned or replaced?

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4 Distributor cap and rotor corrosion from A/C condensation

Any mileage

Severity: Medium: leaks and wear · 17 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Owner reports on 2000–2003 Silverado and Sierra 4.3L), so mileage doesn't say much here. Range: Owner reports on 2000–2003 Silverado and Sierra 4.3L OFFICIAL [1]

WHAT FAILS OFFICIAL [1]

Owners in NHTSA complaints say dealers found water from the A/C system dripping onto the distributor, corroding the cap and rotor and causing misfire, hesitation or stalling. Dealers cleaned or replaced the cap and rotor or the distributor and insulated the A/C line.

SYMPTOMS

- Misfire or hesitation, often in humid weather or with the A/C on
- Stalling
- Rough running after rain

IF IT'S LEFT TOO LONG

Misfire and stalling in traffic; repeated misfire can damage the catalytic converter.

ESTIMATED REPAIR COST

No owner-reported bill	**No published price** independent shop, installed
No owner-reported 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 GMT800

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

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the cap and rotor when corroded; keep A/C condensation off the distributor.

WHAT TO ASK YOUR SHOP

- Cap and rotor replaced recently?
- Misfire in wet weather?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.3L Vortec V6 (L35 / LU3 / LF6) 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
Transmission	286	Counts every transmission complaint (4L60-E automatic); not an engine fault.
Stalling / loss of power	238	Mixed causes: fuel pumps, ignition and sensors.
Brake lines	82	Rusted brake lines on 1999–2007 trucks are a body/brake issue, not the engine; check them on any older truck.

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

- Coolant level, oil for milkiness, intake gasket edges
- Fuel pressure and pump noise
- Distributor cap for corrosion
- Misfire counts

Ask the seller

- Fuel pump or intake gaskets ever replaced?
- Any stalling or hard starts?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant leak at the intake manifold gasket: seeping or leaking	$550–$714
In-tank fuel pump failure (stall, no start): symptoms or fault codes present	$390–$1,170
Clogged or corroded fuel injectors (misfire, rough idle): symptoms or fault codes present	No published price
Distributor cap and rotor corrosion from A/C condensation: 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

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 2000–2013 Silverado and Sierra 1500 and 2000–2014 Express and Savana 1500 complaints that mention the 4.3L or V6; all 2000–2005 Blazer, 2000–2004 Jimmy, 2000–2005 Astro and Safari and 2000–2001 Oldsmobile Bravada complaints; and 2000–2004 S-10 and Sonoma complaints that do not mention the 2.2L four. The 2014-on 4.3L (LV3) has its own page: 4,023 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text. Silverado, Sierra, Express and Savana complaints that do not name the engine are not counted. Older GM bulletins have no PDF on NHTSA; titles are from the NHTSA bulletin index.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission	286	Also reported
Stalling / loss of power	238	Also reported
Fuel pump	115	Item 2
Brake lines	82	Also reported
Intake gasket / coolant leak	53	Item 1
Injectors / misfire	31	Item 3
Distributor	17	Item 4
Timing chain rattle	4	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 2000–2001 Bravada, 2000–2013 Silverado and Sierra 1500 and 2000–2014 Express and Savana 1500 complaints that mention the 4.3L or V6, plus 2000–2004 S-10 and Sonoma (four-cylinder excluded), 2000–2005 Blazer, 2000–2004 Jimmy and 2000–2005 Astro and Safari, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Bulletin 01225: Engine coolant leak at intake gasket (4.3L trucks and vans, 2000–2003) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007717

3. GM Bulletin 03-06-04-030: Multiple driveability symptoms of long or hard starts, chuggle, rough idle and light or intermittent misfire due to clogged fuel injectors (2007-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10002166

4. GM Bulletin 01353: Engine misfire due to injector fretting corrosion (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007937

5. GM Bulletin 01485B (supplement to 03-06-01-024B): Timing chain tensioner service kit or production fix for a rattle-type noise from the engine at about 1,800–2,200 rpm, 4.3L LU3 / L35 (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007272

6. GM Special Coverage 14634: Fuel pump module battery terminal: the fuel pump can stop working from an open circuit or overheating terminal (2010–2014 Express and Savana; 10 years / 120,000 miles) (2015-02-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10134765-9999.pdf

7. NHTSA recall records: 12V-388 (2003–2004 Express and Savana with a left-side cargo door in salt-belt states: fuel tank filler pipe), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V388000

8. YourMechanic: Chevrolet Silverado 1500 Classic (2007, V6-4.3L) intake manifold gaskets replacement estimate, via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/silverado-1500-classic/intake-manifold-gaskets-replacement

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-GM43V-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.