2011 Cadillac Escalade at 132,000 mi

1GYS4BEF0BR123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Escalade · Escalade 6.2L V8 (L94) AWD	GM 6.2L Gen IV small-block V8 (L92, L94, L9H, L99, LS3; supercharged LSA)	132,000 mi	AWD
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 'B' = 2011, 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 (5)

- **21V-050** · Air bags · frontal · passenger side: Cars first sold or registered in hot, humid states: the passenger front air bag inflator can explode in a crash and throw metal fragments.
- **21V-054** · Air bags · frontal · passenger side: Cars first sold or registered in hot, humid states: the passenger front air bag inflator can explode in a crash and throw metal fragments.
- **14V-827** · Electrical system · ignition: The ignition lock can stick in Start and then snap back to Accessory while driving, cutting engine power, power steering and brake assist.
- **11V-339** · Steering · linkages: The intermediate steering shaft bolts may not have been tightened properly; the joint can separate and steering can be lost.
- **11V-007** · Suspension · rear · axle: A rear axle cross pin may not have been heat treated and can break and lock the rear axle, so the driver may lose control.

A model-year list, not a VIN check. Repairs are free at a Cadillac 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 Cadillac dealer for a campaign printout, including 21V-050. 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

AFM valve lifters and camshaft (tick, misfire, cam damage): Inside the range (90,500–141,400 mi, the middle half of 15 owner reports) · if it fails: $7,500

Oil consumption on AFM engines: Long past the range (GM says it shows from about 30,000–40,000 mi)

The ones long past their range may already be fixed: we check the records first.

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 141,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 162,000 mi

Nothing else enters its reported range in this window.

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

Low oil pressure warnings and cam timing code P0011 — No published price

Any mileage (mostly 2007 Escalade owners in the complaints) · Inspect at each service; fix at the first sign

Aftermarket tunes and melted pistons (no compression) — No published price

Any mileage (engines with aftermarket calibrations or parts) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 162,000 mi

$100–$160

No other repairs on the list before 162,000 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 132,000 mi to 162,000 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]
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]
Automatic transmission fluid Every 100,000 mi normal; 50,000 mi severe.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2]

M1. 2007 Cadillac Escalade Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2007_cadillac_escalade_owners.pdf

M2. 2010 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2010_chevrolet_silverado_owners.pdf

M3. 2009 Pontiac G8 Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/pontiac/2009_pontiac_g8_owners.pdf

M4. 2013 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2013_chevrolet_silverado_owners.pdf

M5. 2015 Chevrolet Camaro Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2015_chevrolet_camaro_owners.pdf

WHERE 132K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	AFM valve lifters and camshaft (tick, misfire, cam damage)	90,500–141,400 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Oil consumption on AFM engines	GM says it shows from about 30,000–40,000 mi OFFICIAL	Long past the range
3	Low oil pressure warnings and cam timing code P0011	Any mileage; mostly 2007 Escalade owners in the complaints OFFICIAL	Any mileage
4	Aftermarket tunes and melted pistons (no compression)	Any mileage; engines with aftermarket calibrations or parts 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 2011 Cadillac Escalade

Safety recall repairs are free at Cadillac 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 1GYS4BEF0BR123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Cadillac dealer for a campaign printout; it also lists completed campaigns.

6.2L V8 GEN IV (L92 / L94 / L9H / L99 / LS3 / LSA) RECALLS WE TRACK

21V-050 · Passenger air bag inflator can explode (2007–2011 Escalade, Yukon, Sierra, Silverado; hot-state cars)

NHTSA lists this model and year: check by VIN

On vehicles first sold or registered in hot, humid states, the passenger front air bag inflator can explode in a crash. Dealers replace the inflator, free. OFFICIAL [14]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 6.2L V8 Gen IV (L92 / L94 / L9H / L99 / LS3 / LSA) recalls we track, not listed by NHTSA for this model and year: 09V-154 (fuel pump control module can fail and stall the engine (2009 Escalade and Yukon)), 10V-240 (heated washer fluid module can overheat (2007–2009 Escalade, Yukon, Sierra, H2)), 09V-155 (battery cable can rub on the starter (2010 Camaro V8)).

EVERY RECALL NHTSA LISTS FOR THE 2011 CADILLAC ESCALADE (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-050 6.2L V8 Gen IV (L92 / L94 / L9H / L99 / LS3 / LSA) tracked	Air bags · frontal · passenger side	Cars first sold or registered in hot, humid states: the passenger front air bag inflator can explode in a crash and throw metal fragments. Details
21V-054	Air bags · frontal · passenger side	Cars first sold or registered in hot, humid states: the passenger front air bag inflator can explode in a crash and throw metal fragments. Details
14V-827	Electrical system · ignition	The ignition lock can stick in Start and then snap back to Accessory while driving, cutting engine power, power steering and brake assist. Details
11V-339	Steering · linkages	The intermediate steering shaft bolts may not have been tightened properly; the joint can separate and steering can be lost. Details
11V-007	Suspension · rear · axle	A rear axle cross pin may not have been heat treated and can break and lock the rear axle, so the driver may lose control. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: ESCALADE. 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 (ESCALADE): 10V-643 (rear axle cross pin, Escalade EXT pickup only). 11V-007 covers the same fault on other 2011 builds and stays listed; a VIN check shows whether either applies.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
AFM oil consumption bulletin 10-06-01-008	For 2007–2014 Escalade, Yukon and Sierra and 2010–2015 Camaro AFM V8s using more than 1 quart per 2,000–3,000 miles, GM installs an oil deflector and an updated left valve cover and cleans carbon from the pistons. It is a warranty repair procedure, not an extended warranty. OFFICIAL [3]	Owner's cost out of warranty
Special coverage 15682: Corvette left fuel pump module flange leak	GM replaced the left fuel tank pump module for 10 years or 120,000 miles on 2007–2013 Corvettes with fuel odor or fuel drips from the left tank. OFFICIAL [8]	Ended (10 years from in-service have passed)
Special coverage 13313: LSA supercharger	For 2009–2013 CTS-V and 2012–2013 Camaro ZL1, GM replaced a supercharger that rattles at idle, for 10 years or 120,000 miles. OFFICIAL [11]	Ended (10 years from in-service have passed)
Customer satisfaction program 12138: transmission dipstick tube	On 2010–2011 Escalade, Yukon, Sierra and Silverado, engine vibration in AFM mode can crack the transmission dipstick tube and cause a tick or rattle at the front of the dash; dealers inspected and replaced the tube. OFFICIAL [13]	Ended for most vehicles; ask a dealer by VIN

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 (GMT900). Left out because they apply to other models, years, engine sizes or body codes: Corvette left fuel tank pump module leak (fuel smell); LSA supercharger rattle and bearing (CTS-V, Camaro ZL1).

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1 AFM valve lifters and camshaft (tick, misfire, cam damage)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 31 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 132,000 mi this car is inside the reported range (90,500–141,400 mi (middle half of 15 owner complaints that state a mileage)), 41,500 miles past where reports start. Range: 90,500–141,400 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Escalade, Yukon and Sierra Denali, Silverado/Sierra 1500 6.2L and Camaro SS automatic (engines with AFM)

WHAT FAILS OFFICIAL [2][1]

On engines with Active Fuel Management (cylinder deactivation), the special lifters that switch cylinders off can stick or collapse. GM has a bulletin for AFM lifter tick at start-up from debris or fast leak-down. Owners report a stuck lifter that wears the camshaft lobe, a bent pushrod and a steady misfire; many repairs replace the camshaft and all 16 lifters.

SYMPTOMS

- Ticking from the top of the engine, worst after a cold start
- Misfire on one cylinder, often 1, 4 or 7
- Check-engine light with P0300–P0308 or P3400

IF IT'S LEFT TOO LONG

A collapsed lifter wears the camshaft and can bend a pushrod; the bill grows from lifters to a camshaft or a replacement engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Act at the first steady tick or misfire; do not keep driving on a dead cylinder. Keep oil changes on time with the specified oil.

ESTIMATED REPAIR COST

Replacement of all 16 lifters, 2013 Yukon Denali 6.2L (owner forum quotes)	**$4,000–$5,000** FORUM/BLOG [5] independent shop, installed
Camshaft and lifter repair, 2012 Yukon Denali 6.2L (one shop quote on an owner forum)	**$7,500** FORUM/BLOG [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.7× The failure-bill midpoint ($7,500) is about 1.7× the early-fix midpoint ($4,500). A cost ratio, not a probability.

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- Any ticking at start-up or misfire codes?
- Have lifters or the camshaft been replaced?
- Oil change interval?

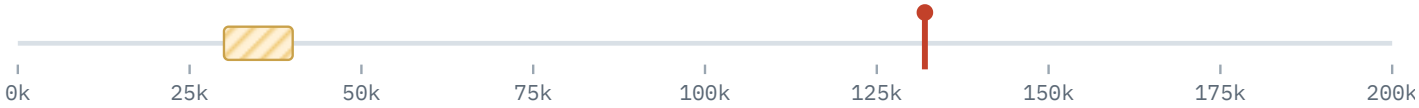
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2 Oil consumption on AFM engines

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 6 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 132,000 mi this car is long past the reported range (GM says it shows from about 30,000–40,000 mi). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: GM says it shows from about 30,000–40,000 mi OFFICIAL [3]



Applies to: Escalade, Yukon and Sierra Denali, Silverado/Sierra 1500 6.2L and Camaro SS automatic (engines with AFM)

WHAT FAILS OFFICIAL [3]

GM says oil can be pulled through the PCV system or sprayed from the AFM pressure relief valve inside the crankcase. Under some drive cycles the oil leaves deposits in the piston ring grooves, so the engine burns oil and fouls spark plugs 1 and 7. If use is more than 1 quart per 2,000–3,000 miles, GM fits an oil deflector and an updated left valve cover and cleans carbon from the pistons; pistons and rings are the last step.

SYMPTOMS

- Oil level drops between changes
- Fouled or cracked spark plugs on cylinders 1 and 7
- Rough running or check-engine light

IF IT'S LEFT TOO LONG

Running low on oil can damage the lifters and bearings; heavy use ruins the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level at every fill-up. Ask for the GM bulletin repair if use is over 1 quart per 2,000–3,000 miles.

ESTIMATED REPAIR COST

Deflector, left valve cover and carbon cleaning (2.0–4.1 bulletin hours at $100–160/h)	**$200–$656** OUR ESTIMATE [3] independent shop, installed
No published price for piston and ring replacement	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: ESTIMATE: GM bulletin labor of 2.0–4.1 hours on the trucks and SUVs (6.5 hours on the Camaro) times $100–160 per hour; parts extra.

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- How much oil does it use between changes?
- Has the AFM deflector or valve cover bulletin been done?

3 Low oil pressure warnings and cam timing code P0011

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 27 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; mostly 2007 Escalade owners in the complaints), so mileage doesn't say much here. Range: Any mileage; mostly 2007 Escalade owners in the complaints OFFICIAL [4][7][12]

WHAT FAILS OFFICIAL [4][7][12]

GM has three notes on these engines. The oil pump pressure relief valve can stick and cause low or no oil pressure and noise. Low oil pressure or P0521 soon after an oil change can come from a leaking baffle in the left valve cover or the wrong oil filter (GM specifies a PF48-type). And a P0011 cam timing code that normal diagnosis does not fix calls for checking oil pressure and the number 2 cam bearing, which feeds oil to the cam phaser. 2007 Escalade owners report worn cam bearings, low oil pressure warnings and engine shutdowns.

SYMPTOMS

- Low oil pressure warning or gauge reading low
- Check-engine light with P0011 or P0521
- Engine noise; limp mode

IF IT'S LEFT TOO LONG

Low oil pressure wears the bearings and lifters fast and can end in engine replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Stop driving and check pressure with a mechanical gauge at the first warning.

ESTIMATED REPAIR COST

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

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- Any low oil pressure warnings?
- Which oil filter is used?
- Any P0011 codes or cam phaser work?

4 Aftermarket tunes and melted pistons (no compression)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; engines with aftermarket calibrations or parts), so mileage doesn't say much here. Range: Any mileage; engines with aftermarket calibrations or parts OFFICIAL [9]

WHAT FAILS OFFICIAL [9]

GM tells dealers that a constant misfire with no compression on a cylinder can be a piston melted by detonation, usually from an aftermarket engine calibration or parts such as intakes and exhausts. GM

ESTIMATED REPAIR COST

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

treats it as not covered by warranty when aftermarket items are found.

SYMPTOMS

- Constant misfire on one cylinder
- Tick or knock
- Compression loss into the crankcase

IF IT'S LEFT TOO LONG

A melted piston means engine repair or replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Before buying, ask if the engine has been tuned and look for aftermarket intake, exhaust or a tuner.

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

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- Has the engine been tuned or modified?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.2L V8 Gen IV (L92 / L94 / L9H / L99 / LS3 / LSA) 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	775	Mostly SUV owners asking about the Takata passenger air bag recalls (21V-050, 21V-054). Not an engine fault; check the VIN.
Transmission	128	Counts every transmission and clutch complaint (6L80 automatic in the trucks, SUVs and Camaro; manual clutch hydraulics in the Corvette and Camaro). Not an engine fault.
Stall	92	Mixed causes, including the 2009 fuel pump control module recall (09V-154) on the SUVs. Check recalls first.
Rear differential	26	Mostly CTS-V owners reporting rear differential or axle noise and failure. Not an 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

- Cold-start lifter tick after a 2-hour sit
- Misfire counters and P3400
- Oil level and plugs 1 and 7
- Oil pressure at hot idle
- Corvette: fuel smell at the left tank
- Signs of an aftermarket tune

Ask the seller

- Lifters or camshaft ever replaced?
- How much oil between changes?
- Corvette: left pump module replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
AFM valve lifters and camshaft (tick, misfire, cam damage): symptoms or fault codes present	$4,000–$5,000
Oil consumption on AFM engines: symptoms or fault codes present	$200–$656
Low oil pressure warnings and cam timing code P0011: symptoms or fault codes present	No published price
Aftermarket tunes and melted pistons (no compression): fault found on inspection	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 Escalade complaints (not hybrids); Yukon, Yukon XL and Sierra 1500 complaints that name the Denali or the 6.2L; Silverado 1500 complaints that name the 6.2L; Camaro complaints that name the SS, ZL1 or a V8 and not the V6; Corvette complaints that are not about the Z06 or ZR1; CTS complaints that name the CTS-V, the supercharger or the 6.2L; G8 complaints that name the GXP; all Chevrolet SS and 2008–2009 Hummer H2 complaints: 2,478 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. Counts under-count for the Yukon, Sierra, Silverado, Camaro, CTS and G8, where most owners do not name the engine; those complaints stay on the 5.3/6.0L, V6 or other pages. The Corvette makes up about 40% of the pool, mostly fuel-vapor complaints. The 2014-on 6.2L (L86/L87) has its own page.

`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Air bags	775	Also reported
Fuel tank / fuel pump module leak	542	Other years or engine sizes
Transmission	128	Also reported
Stall	92	Also reported
Lifters / AFM / camshaft	31	Item 1
Low oil pressure	27	Item 3
Rear differential	26	Also reported
Misfire	9	—
Oil consumption	6	Item 2
Supercharger (LSA)	3	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 2007–2014 Escalade, Yukon Denali, Sierra Denali / 6.2L, 2010–2013 Silverado 6.2L, 2010–2015 Camaro V8, 2008–2013 Corvette (not Z06/ZR1), 2014–2017 Chevrolet SS, 2008–2009 G8 GXP, 2009–2015 CTS-V and 2008–2009 Hummer H2, filtered as described in the scope, pulled Oct 28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Bulletin 10-06-01-007E: AFM engine valve lifter tick at start-up after the engine has been off 2 hours or more: evaluate the noise and/or replace AFM lifters (2010–2011 Escalade, 2010–2011 Camaro SS, 2007–2011 Sierra, Yukon Denali and others; L94, L99 and other AFM V8s) (2020-08), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2020/MC-10180695-9999.pdf

3. GM Bulletin 10-06-01-008M: Engine oil consumption on AFM engines: install the AFM oil deflector and updated left valve cover and clean carbon from the cylinders (labor 2.0–4.1 h; Camaro 6.5 h) (2007–2014 Escalade and Yukon, 2007–2013 Sierra Denali and Silverado, 2010–2015 Camaro; L92, L94, L99 and others) (2014-12), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2014/MC-10114272-9999.pdf

4. GM PIP4158F: Low oil pump pressure due to a sticking oil pressure relief valve (2007–2013 Escalade, CTS-V, Corvette, Silverado, Sierra, Yukon, 2010–2013 Camaro, 2008–2010 H2 and G8; L92, L94, L99, L9H, LS3, LSA and others) (2013-05), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2013/SB-10052311-5425.pdf

5. Owner forum thread: 2013 Yukon Denali 6.2 lifter problem and cost (quotes of about $4,000 for all 16 lifters, up to about $5,000), via search extract Oct 28, 2026 `FORUM/BLOG`
https://www.tahoeyukonforum.com/goto/post?id=1738795

6. Owner forum thread: camshaft/lifter failure, 2012 Yukon Denali (shop quote about $7,500 for cam and lifter work vs about $9,700 for a replacement engine), via search extract Oct 28, 2026 `FORUM/BLOG`
https://www.tahoeyukonforum.com/threads/camshaft-lifter-failure-2012-yukon-denali.120510/

7. GM PIP5258: SES lamp with camshaft actuator code P0011 after SI diagnosis: check oil pressure and the number 2 cam bearing (2007–2013 Escalade, Silverado, Sierra, Yukon; 6.2L L9H and other V8s) (2015-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2016/MC-10114364-9999.pdf

8. GM Special Coverage 15682 (rev. 03): Primary tank module flange fuel and vapor leaks: replace the left fuel tank pump module; 10 years / 120,000 miles (2007–2013 Corvette, 2007–2009 XLR) (2017-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2017/MC-10130551-9999.pdf

9. GM PIP4765A: Engine misfire and no compression due to piston damage (detonation from aftermarket calibrations or components) (2007–2014 Escalade, Silverado, Sierra, Yukon, 2007–2010 H2; L92, L94, L9H and others) (2013-10), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2013/MC-10112400-9999.pdf

11. GM Special Coverage 13313: LSA supercharger may rattle at idle; grease contamination can lead to bearing squeal, overheating and engine seizure; replace the supercharger; 10 years / 120,000 miles (2009–2013 CTS-V, 2012–2013 Camaro ZL1) (2014-05), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2014/SB-10092909-0335.pdf

12. GM PIP5276G: SES lamp P0521 after an oil change and/or low oil pressure: check the left rocker cover baffle and use a PF48-type filter (2007–2013 Escalade, Yukon, Sierra, Silverado, Corvette, Camaro SS, CTS-V; L94, L9H, L99, LS3, LSA and others) (2022-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2022/MC-10208067-9999.pdf

13. GM Customer Satisfaction Program 12138: Transmission dipstick tube can fatigue and crack from engine vibration in AFM mode (tick or rattle from the front of the dash) (2010–2011 Escalade, Silverado, Sierra, Yukon and others) (2012-10), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2012/SB-10089661-2280.pdf

14. NHTSA recall records: 09V-154 (2009 fuel system control module), 10V-240 (2007–2009 heated washer module), 09V-155 (2010 Camaro V8 battery cable), 21V-050 (2007–2011 passenger air bag inflator), checked Oct 28, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=09V154000

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.

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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 Cadillac dealer or qualified shop. Safety recall repairs are free at Cadillac dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

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