2019 Chevrolet Bolt EV at 62,000 mi

1G1FY6S0XK4123456

MODEL / CHASSIS	DRIVETRAIN	MILEAGE	DRIVETRAIN
Bolt EV · 2019 Bolt EV LT hatchback	Chevrolet Bolt EV and Bolt EUV electric drive (single front motor, 60–65 kWh battery)	62,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'K' = 2019, 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
job recommended now

0
to plan in the next 30,000 miles

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (6)

- **21V-560** · High-voltage battery · battery modules: The high-voltage battery can catch fire when charged to full or nearly full. GM replaces defective battery modules free.
- **20V-701** · High-voltage battery · interim charge limit (superseded by 21V-560): The high-voltage battery can catch fire when charged to full or nearly full. The interim fix limited charge to 90%; the final remedy is under 21V-560.
- **23V-845** · Seat belt pretensioner · carpet near B-pillar (re-repair of 22V-930): After a crash that fires the seat belt pretensioner, hot exhaust from it can ignite the carpet near the B-pillar. Covers cars repaired incorrectly under 22V-930.
- **22V-930** · Seat belt pretensioner · carpet near B-pillar: After a crash that fires the seat belt pretensioner, hot exhaust from it can ignite the carpet near the B-pillar.
- **20V-184** · Doors · rear door handle cable: If the rear door opens while driving, or the door handle fails to open the rear door, there is an increased risk of injury to the rear passengers.
- **18V-576** · Brakes · rear calipers: Gas pockets in the rear caliper pistons can reduce rear braking.

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, including 20V-701, 21V-560. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

High-voltage battery fire recall (battery module replacement) — Free if open

Recalls 20V-701, 21V-560 are listed for this model year. Check the VIN; the repair is free at a Chevrolet dealer if it is open.

Next 12 months up to about 74,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 92,000 mi

Nothing else enters its reported range in this window.

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

Sudden loss of propulsion, 2017–2020 Bolt EV — **No published price**

Any mileage (2017–2020 Bolt EV; four separate GM bulletins and programs) · Inspect at each service; fix at the first sign

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 92,000 mi

Free recall check

Nothing else on the list before 92,000 mi. 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 (tires, brakes, cabin filter) isn't included; factory fluid 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 and battery coolant aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 62K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-voltage battery fire recall (battery module replacement)	14,000–51,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Sudden loss of propulsion, 2017–2020 Bolt EV	2017–2020 Bolt EV; four separate GM bulletins and programs 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 2019 Chevrolet Bolt EV

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 1G1FY6S0XK4123456.
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.

BOLT EV / EUV RECALLS WE TRACK

20V-701 · High-voltage battery could catch fire when charged to full (2017–2019 Bolt EV; interim software)

NHTSA lists this model and year: check by VIN

Interim fix limited the charge to 90%. Superseded by 21V-560. OFFICIAL [2]

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

21V-560 · High-voltage battery could catch fire when charged to full (2017–2019 Bolt EV)

NHTSA lists this model and year: check by VIN

Defective battery modules replaced free of charge. OFFICIAL [2]

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

21V-650 · High-voltage battery could catch fire when charged to full (2020–2022 Bolt EV, 2022 Bolt EUV)

Not listed for MY2019

Defective battery modules replaced free; advanced diagnostic software installed. OFFICIAL [2]

24V-481 · Battery diagnostic software may have been installed incorrectly after 21V-650

Not listed for MY2019

Dealer re-installs the advanced diagnostic software free of charge. OFFICIAL [2]

24V-812 · Battery diagnostic software installation may have failed after 21V-650

Not listed for MY2019

Dealer re-installs the advanced diagnostic software free of charge. OFFICIAL [2]

EVERY RECALL NHTSA LISTS FOR THE 2019 CHEVROLET BOLT EV (6)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-560 Bolt EV / EUV tracked	High-voltage battery · battery modules	The high-voltage battery can catch fire when charged to full or nearly full. GM replaces defective battery modules free. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-701 Bolt EV / EUV tracked	High-voltage battery · interim charge limit (superseded by 21V-560)	The high-voltage battery can catch fire when charged to full or nearly full. The interim fix limited charge to 90%; the final remedy is under 21V-560. Details
23V-845	Seat belt pretensioner · carpet near B-pillar (re-repair of 22V-930)	After a crash that fires the seat belt pretensioner, hot exhaust from it can ignite the carpet near the B-pillar. Covers cars repaired incorrectly under 22V-930. Details
22V-930	Seat belt pretensioner · carpet near B-pillar	After a crash that fires the seat belt pretensioner, hot exhaust from it can ignite the carpet near the B-pillar. Details
20V-184	Doors · rear door handle cable	If the rear door opens while driving, or the door handle fails to open the rear door, there is an increased risk of injury to the rear passengers. Details
18V-576	Brakes · rear calipers	Gas pockets in the rear caliper pistons can reduce rear braking. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: BOLT EV. 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 drivetrain are cited on each weak point in section 4, where they apply.

4 · THE 2 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 (Bolt EV). Left out because they apply to other models, years, versions or body codes: Reduced Propulsion message with charging limited to 30%, 2020–2023; Drive unit electric fluid pump failure (P2797), 2021–2023.

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1 High-voltage battery fire recall (battery module replacement)

Past the range

Severity: Critical: rare, but can badly damage the battery or drive unit · 453 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 62,000 mi this car is past the reported range (14,000–51,000 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: 14,000–51,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2017–2022 Bolt EV and 2022 Bolt EUV in the recall ranges

WHAT FAILS SHOP/RETAILER [2][3]

GM found that the high-voltage battery could catch fire when charged to full or nearly full. GM recalled every 2017–2022 Bolt EV and 2022 Bolt EUV and replaced defective battery modules (most cars got a new pack). Some 2020–2022 cars were recalled again because the diagnostic software was not installed correctly.

SYMPTOMS

- Recall letter says to limit charge to 90% and park outside
- Charge limited to 80% or 90% after a recall visit
- Service High Voltage Charging System message

IF IT'S LEFT TOO LONG

A battery fire can destroy the car and spread to a garage or home.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN: the module or pack replacement and the software follow-ups (24V-481, 24V-812) must show as done. Replacement modules carry their own 8-year/100,000-mile warranty.

ESTIMATED REPAIR COST

Free under recall 21V-560 / 21V-650	**Free if covered** OFFICIAL [2] independent shop, installed
High voltage battery replacement, out of warranty (RepairPal)	**$18,640–$18,810** SHOP/RETAILER [11] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Out-of-pocket only if the recall work is done and the replacement-battery warranty has ended; the RepairPal figure is a full pack at list price.

PARTS FOR BOLT EV

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

WHAT TO ASK YOUR SHOP

- Battery recall completed, and on what date?
- Was the whole pack or only modules replaced?
- Any charge-limit messages since?

2 Sudden loss of propulsion, 2017–2020 Bolt EV

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 54 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2017–2020 Bolt EV; four separate GM bulletins and programs), so mileage doesn't say much here. Range: 2017–2020 Bolt EV; four separate GM bulletins and programs OFFICIAL [4][6][7][8]

WHAT FAILS OFFICIAL [4][5][6][7][8]

GM documented four causes of a sudden loss of drive power on early Bolts: low-voltage battery cell groups that the software could miss, so the range estimate was too high and gave little warning (GM replaced the pack under program 17297), a software reset in the HPCM2 module that opens the battery contactor, a blown fuse inside the high-voltage manual disconnect lever, and spread terminals at drive-unit connector X2. Each has its own codes and fix.

SYMPTOMS

- Car slows to a stop with a warning chime
- Range drops suddenly to zero
- Malfunction indicator light (MIL) with P1AEE, P0ABC, P0AFA, P0A3F or P1B03
- Car drives again after sitting

IF IT'S LEFT TOO LONG

Losing drive power on a highway is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Scan for the listed codes and match them to the bulletin; most cars have had the battery replaced under the fire recall since.

ESTIMATED REPAIR COST

No published price (bulletins use GM published labor times)	**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 BOLT EV

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

WHAT TO ASK YOUR SHOP

- Any loss of power while driving?
- Battery, HPCM2 or harness replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in Bolt EV / EUV 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
Steering	298	Many owners report the steering wheel not returning to center, mostly on 2017–2019 cars. It is a steering fault, not part of the electric drive, so it is not listed here.
Brakes	121	Brake complaints include rear-caliper recall 18V-576 and front-caliper recall 20V-808; not part of the electric drive.
Charging problems	44	Mixed causes (home outlets, charge cords, public chargers, the recall charge limit); GM bulletins cover single cases only.

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

- VIN check for the battery recalls and software follow-ups
- Scan HPCM2 and BECM for stored codes
- Charge-limit setting and battery ID label

Ask the seller

- Battery recall done (date, pack or modules)?
- Any loss of power or Reduced Propulsion messages?

Documents to request

- Dealer service-history printout for the VIN (recalls and battery work)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
High-voltage battery fire recall (battery module replacement): fault found on inspection	$18,640–$18,810
Sudden loss of propulsion, 2017–2020 Bolt EV: 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 drivetrain 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 All complaints for the Bolt EV and Bolt EUV in the years shown: 1,083 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Battery fire / battery recall	453	Item 1
Steering	298	Also reported
Brakes	121	Also reported
Loss of power while driving	54	Item 2
Charging problems	44	Also reported
Reduced propulsion / 30% charge limit	15	Other years or versions
Drive unit / fluid pump	14	Other years or versions

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about slow-building faults such as coolant seeps or noises, so those look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2017–2023 Chevrolet Bolt EV and 2022–2023 Bolt EUV, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 20V-701, 21V-560 and 21V-650 (high-voltage battery fire risk, battery module replacement) and 24V-481 / 24V-812 (diagnostic software re-install), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=21V650000

3. GM Authority: GM extends recall to all Chevy Bolt EV and Bolt EUV units (Aug 2021): replacement battery modules carry an 8-year/100,000-mile limited warranty SHOP/RETAILER
https://gmauthority.com/blog/2021/08/gm-extends-recall-to-all-chevy-bolt-ev-and-bolt-euv-units

4. Chevrolet Customer Satisfaction Program 17297: High voltage battery pack low cell voltage, 2017–2018 Bolt EV: replace the high voltage battery pack (program ended Sept 30, 2019) (2018-08-27), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10145178-9999.pdf

5. Chevrolet Customer Satisfaction Program 18125: Battery software does not detect cell-group state-of-charge differences and over-predicts range, 2017–2018 Bolt EV (2018-05-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10143682-9999.pdf

6. Chevrolet Service Bulletin 19-NA-102: Loss of propulsion, DTC P1AEE: replace the hybrid/EV powertrain control module 2 (HPCM2), 2017–2018 Bolt EV (2019-05-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10161949-9999.pdf

7. Chevrolet Service Bulletin 18-NA-225: No propulsion with DTCs P0ABC, P0AFA, P1AE6, P0D26, P0C78, P0ABB: fuse in the high voltage manual disconnect lever failed open, 2017–2019 Bolt EV (2020-09-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10181673-9999.pdf

8. Chevrolet Service Bulletin 19-NA-220: Loss of propulsion with DTC P0A3F / P1B03: damaged terminals at drive unit harness connector X2, 2017–2020 Bolt EV (2020-05-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10176614-9999.pdf

9. Chevrolet Service Bulletin 23-NA-157: MIL, Reduced Propulsion message and charging limited to 30%: HPCM2 software update for DTC U3620–U3636; battery replacement if the battery ID shows a pre-breakpoint pack, 2020–2023 Bolt EV and 2022–2023 Bolt EUV (2025-04-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11017517-0001.pdf

10. Chevrolet Service Bulletin 21-NA-148: Propulsion Power is Reduced with DTC P2797, P2798 or P0C2D: replace the electric transmission fluid pump (supplier soldering defect), 2021–2023 Bolt EV and 2022–2023 Bolt EUV (2024-06-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11001973-0001.pdf

11. RepairPal: Chevrolet Bolt EV high voltage battery replacement cost estimate (labor $366–$537, parts about $18,276; via search extract Oct 27, 2026) SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/bolt-ev/hybrid-high-voltage-battery-replacement-cost

12. 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

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 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-GMBOLT-123456-20261027 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.