2020 Chevrolet Silverado 2500 HD at 78,000 mi

1GC4YPEY5LF123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Silverado 2500 HD · Silverado 2500 HD LTZ Crew Cab 6.6 Duramax 4WD	GM 6.6L Duramax turbo diesel V8	78,000 mi	4WD
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 'L' = 2020, 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 (10)

- **24V-797** · Transmission · control valve (diesel): Rear wheel lock-up can increase the risk of a crash.
- **26V-083** · Transmission · control valve (repeat of 24V-797): On trucks repaired incorrectly under 24V-797, the transmission control valve may still fail and lock the rear wheels.
- **24V-060** · Tailgate · power release switch: An unlatched tailgate may open while driving and result in a loss of unsecured cargo, creating a road hazard and increasing the risk of a crash.
- **21V-578** · Spare tire · 17-inch spare with 18/20-inch accessory tires: Running the 17-inch spare with the 18- or 20-inch accessory tires can keep the ABS from working on the rear wheels.
- **20V-792** · Seat belts · front center seat bracket: If a seat-belt bracket is not secured, the seat belt may not properly restrain an occupant in the front-row center seat position, increasing the risk of injury in a crash.
- **20V-650** · Driveline · driveshaft weld: If the driveshaft separates, there may be a loss of propulsion, increasing the risk of crash.
- **20V-446** · Air bags · roof-rail inflator: If the diffuser separates from the inflator during deployment, RRAB performance may be degraded, increasing the risk of injury in a crash.
- **20V-324** · Hood · latch striker (repeat of 20V-142): If a striker wire fractures, the hood may open unexpectedly while driving, increasing the risk of a crash.
- **20V-142** · Hood · latch striker: If a striker wire fractures, the hood may open unexpectedly while driving, increasing the risk of a crash.
- **19V-814** · Seat belts · front pretensioner (carpet fire): A vehicle fire could result if materials ignite inside the vehicle.

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 24V-797. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Transmission control valve (rear wheel lock-up, 2020–2022) `Free if open`

Recall 24V-797 is 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 90,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 108,000 mi

Nothing else enters its reported range in this window.

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

DEF system faults and derate (L5P, 2020–2024) `Free if covered` check the VIN

Any mileage (2020–2024 Silverado/Sierra HD with the L5P) · Ask for this check at every service

Recommended now	Planned through 108,000 mi

Free recall check

Independent shop, installed. Dealers often charge more.

Free recall check

Nothing else on the list before 108,000 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 (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 78K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	DEF system faults and derate (L5P, 2020–2024)	2020–2024 Silverado/Sierra HD with the L5P OFFICIAL	Any mileage
2	Transmission control valve (rear wheel lock-up, 2020–2022)	2020–2022 Silverado/Sierra HD diesel 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 2020 Chevrolet Silverado 2500 HD

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 1GC4YPEY5LF123456.
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.

6.6L DURAMAX V8 (LML / L5P) RECALLS WE TRACK

24V-797 · Transmission control valve may fail (2020–2022 diesel)

NHTSA lists this model and year: check by VIN

The transmission control valve may fail and lock the rear wheels. Free repair. OFFICIAL [7]

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

Other 6.6L Duramax V8 (LML / L5P) recalls we track, not listed by NHTSA for this model and year: 23V-047 (rear dual fuel tank may collapse (2017–2019 HD)).

EVERY RECALL NHTSA LISTS FOR THE 2020 CHEVROLET SILVERADO 2500 HD (10)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-797 6.6L Duramax V8 (LML / L5P) tracked	Transmission · control valve (diesel)	Rear wheel lock-up can increase the risk of a crash. Details
26V-083	Transmission · control valve (repeat of 24V-797)	On trucks repaired incorrectly under 24V-797, the transmission control valve may still fail and lock the rear wheels. Details
24V-060	Tailgate · power release switch	An unlatched tailgate may open while driving and result in a loss of unsecured cargo, creating a road hazard and increasing the risk of a crash. Details
21V-578	Spare tire · 17-inch spare with 18/20-inch accessory tires	Running the 17-inch spare with the 18- or 20-inch accessory tires can keep the ABS from working on the rear wheels. Details
20V-792	Seat belts · front center seat bracket	If a seat-belt bracket is not secured, the seat belt may not properly restrain an occupant in the front-row center seat position, increasing the risk of injury in a crash. Details
20V-650	Driveline · driveshaft weld	If the driveshaft separates, there may be a loss of propulsion, increasing the risk of crash. Details
20V-446	Air bags · roof-rail inflator	If the diffuser separates from the inflator during deployment, RRAB performance may be degraded, increasing the risk of injury in a crash. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-324	Hood · latch striker (repeat of 20V-142)	If a striker wire fractures, the hood may open unexpectedly while driving, increasing the risk of a crash. Details
20V-142	Hood · latch striker	If a striker wire fractures, the hood may open unexpectedly while driving, increasing the risk of a crash. Details
19V-814	Seat belts · front pretensioner (carpet fire)	A vehicle fire could result if materials ignite inside the vehicle. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: SILVERADO 2500. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

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

4 · THE 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 (T1XX HD). Left out because they apply to other models, years, engine sizes or body codes: CP4 high-pressure fuel pump failure (LML, 2011–2016); Engine block heater cord short (2017–2019).

1 DEF system faults and derate (L5P, 2020–2024)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 67 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2024 Silverado/Sierra HD with the L5P), so mileage doesn't say much here.

Range: 2020–2024 Silverado/Sierra HD with the L5P OFFICIAL [4][5]

WHAT FAILS OFFICIAL [4][5]

On 2020–2021 L5P trucks the DEF tank connector can overheat and set P10D9, P143C and P10F3, which cuts engine speed; dealers reprogram the reductant control module. A later GM bulletin covers the "Service Emissions System" message with P249C or P20E8 on 2020–2024 trucks and how to clean or replace DEF parts.

SYMPTOMS

- "Service Emissions System" message
- Reduced engine speed or 65 mph limit
- Check-engine light

IF IT'S LEFT TOO LONG

The truck can be held to low speed until fixed.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for N212342980 and keep DEF fresh.

ESTIMATED REPAIR COST

Free under N212342980 during the emissions warranty	**Free if covered** OFFICIAL [4] independent shop, installed
Labor only, 0.2–0.3 h GM warranty time	**$20–$50** OUR ESTIMATE [4][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: GM warranty labor time of 0.2–0.3 h (bulletin [4]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. Reprogramming only; DEF parts are extra.

PARTS FOR T1XX HD

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

WHAT TO ASK YOUR SHOP

- Any "Service Emissions System" messages?
- DEF connector update done?

2 Transmission control valve (rear wheel lock-up, 2020–2022)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 39 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2022 Silverado/Sierra HD diesel), so mileage doesn't say much here. Range: 2020–2022 Silverado/Sierra HD diesel OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

The Allison transmission draws many complaints on these trucks. GM recalled 2020–2022 diesel trucks because a transmission control valve can fail and lock the rear wheels.

SYMPTOMS

- Harsh or unexpected downshift
- Rear wheels lock or skid

IF IT'S LEFT TOO LONG

Rear wheel lock-up can cause a loss of control.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the VIN for recall 24V-797 (and 26V-083 for re-repairs).

ESTIMATED REPAIR COST

Free under recall 24V-797 and special coverage N242454441 (15 yr / 150k mi)	**Free if covered** OFFICIAL [7][9] independent shop, installed
No published price outside the recall	**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: GM special coverage N242454441 also covers a worn transmission control valve (harsh shifts, P0747) on 2020–2022 trucks for 15 years / 150,000 miles from the in-service date [9].

PARTS FOR T1XX HD

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

WHAT TO ASK YOUR SHOP

- Transmission recall done?
- Any harsh shifts?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.6L Duramax V8 (LML / L5P) 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
Stalling / loss of power	44	Many describe CP4 pump failures on LML trucks or the dual-tank recall 23V-047; others are DEF derates.
Injectors	29	Often part of a CP4 failure; no separate GM program found for diesel injectors.
EGR / DPF	15	Emissions parts faults; we found no GM program covering them on these engines.

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

- Fuel system service history (LML)
- Emissions messages and codes
- All recalls closed

Ask the seller

- Fuel pump ever replaced?
- Any derates?
- Block heater and transmission recalls done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
DEF system faults and derate (L5P, 2020–2024): fault found on inspection	$20–$50 + parts
Transmission control valve (rear wheel lock-up, 2020–2022): 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

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 Silverado/Sierra 2500 and 3500 complaints that mention the diesel, Duramax, 6.6L or an engine code: 272 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 298 complaints; HD owners rarely name the engine. GM bulletins for 2011–2018 trucks could not be pulled (NHTSA server timeouts), so L5P items lean on 2019–2023 bulletins. 2006–2010 LBZ and LMM pickups are on the early Duramax page. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
DEF / NOx / derate	67	Item 1
Fuel pump / CP4	63	Other years or engine sizes
Stalling / loss of power	44	Also reported
Transmission	39	Item 2
Injectors	29	Also reported
EGR / DPF	15	Also reported
Block heater	9	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 2011–2025 Silverado/Sierra 2500 and 3500 complaints that mention the diesel, Duramax or 6.6L, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Diesel Power Products blog: What breaks on 2011–2016 Chevy Duramax LML (dealer CP4 repair commonly $8,000–$12,000), via search extract Oct 27, 2026 FORUM/BLOG
https://www.dieselpowerproducts.com/blog/what-breaks-when-2011-2016-chevy-duramax-lml/

3. GM Authority: Faulty diesel fuel pump settlement will cost GM $50M (2011–2016 LML Silverado/Sierra HD), May 2025, via search extract Oct 27, 2026 FORUM/BLOG
https://gmauthority.com/blog/2025/05/faulty-diesel-fuel-pump-settlement-will-cost-gm-50m/

4. GM Service Update N212342980-01: DEF tank harness connector terminal overheat / arcing, 2020–2021 Silverado/Sierra HD L5P: reprogram the reductant control module (2022-02-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10207646-0001.pdf

5. GM Service bulletin 24-NA-020: Service Emissions System message, DTC P249C and/or P20E8 (L5P 2020–2024) (2024-02-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10250789-0001.pdf

6. NHTSA recall records: 19V-328 and 21V-496 (2017–2019 Duramax block heater cord short, fire risk), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=19V328000

7. NHTSA recall records: 24V-797 (2020–2022 diesel transmission control valve, rear wheel lock-up) and 23V-047 (rear dual fuel tank collapse), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V797000

8. 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

9. GM Special Coverage N242454441-02: Transmission control valve wear (harsh shifts, P0747; momentary rear wheel lock-up), 2020–2022 Silverado / Sierra 2500/3500 and other models: 15 years / 150,000 miles from the in-service date (2025-01-28), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11013150-0001.pdf

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Chevrolet dealer or qualified shop. Safety recall repairs are free at Chevrolet dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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