2003 Chevrolet Silverado 2500 HD at 120,000 mi

1GCHK23103F123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Silverado 2500 HD · Silverado 2500 HD LT Crew Cab 6.6 Duramax LB7 4x4	GM 6.6L Duramax turbo diesel V8, early generations (LB7, LLY, LBZ, LMM)	120,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '3' = 2003, 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

1 to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 4)

- **05V-163** · Seat belts · rear center (crew cab): On crew cabs, the rear center lap belt can be hard to position low on the hips, so a small occupant may be less protected in a crash. Use a child or booster seat as recommended.
- **04V-045** · Brakes · hydro-boost relief valve: A seal in the hydro-boost relief valve can crack, so steering and brake pedal effort may rise slightly when braking or parking.

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

Fuel injector failure (LB7): Inside the range (36,000–159,000 mi, the middle half of 22 owner reports)
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 132,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 150,000 mi

Nothing else enters its reported range in this window.

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

Turbo and boost leaks (charge air hoses, oil feed, vane sensor) — No published price

Any mileage (All years; GM bulletins for LB7, LLY and LBZ turbos) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi

$100–$160

Nothing else on the list before 150,000 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 120K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Fuel injector failure (LB7)	36,000–159,000 mi (middle half of 22 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Turbo and boost leaks (charge air hoses, oil feed, vane sensor)	All years; GM bulletins for LB7, LLY and LBZ turbos 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 2003 Chevrolet Silverado 2500 HD

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 1GCHK23103F123456.
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 (LB7 / LLY / LBZ / LMM) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 6.6L Duramax V8 (LB7 / LLY / LBZ / LMM) as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2003 CHEVROLET SILVERADO 2500 HD (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-163	Seat belts · rear center (crew cab)	On crew cabs, the rear center lap belt can be hard to position low on the hips, so a small occupant may be less protected in a crash. Use a child or booster seat as recommended. Details
04V-045	Brakes · hydro-boost relief valve	A seal in the hydro-boost relief valve can crack, so steering and brake pedal effort may rise slightly when braking or parking. Details
04V-129	Body · tailgate support cables	The tailgate support cables can corrode and break, letting the open tailgate drop suddenly onto the bumper. Details
03V-018	Windshield · mounting	On some trucks the windshield lacks a continuous urethane bead, so it may not stay in place in a crash. 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): Nine listings are left out of this 6.6L Duramax sample: 08E-050, 06E-064, 06E-060 and 06E-023 (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 04V-225 (compressed natural gas conversions of regular and extended cabs). 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 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 (GMT800). Left out because they apply to other models, years, engine sizes or body codes: Overheating when towing (LLY); EGR valve (rough idle, smoke); Diesel particulate filter clogging (LMM).

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1 Fuel injector failure (LB7)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 87 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is inside the reported range (36,000–159,000 mi (middle half of 22 owner complaints that state a mileage)), 84,000 miles past where reports start. Range: 36,000–159,000 mi (middle half of 22 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2001–2004 LB7 engines; GM special coverage 04039 ran 7 years or 200,000 miles and has ended

WHAT FAILS OFFICIAL [2]

On the LB7, the fuel injectors can crack in the body, wear the ball seat or push out a high-pressure seal. Fuel then returns at a high rate or leaks into the crankcase. GM covered the injectors for 7 years or 200,000 miles under special coverage 04039; that coverage has ended on every truck.

SYMPTOMS

- Check-engine light
- Low power and hard starting
- White or black smoke
- Fuel in the oil (oil level rising)

IF IT'S LEFT TOO LONG

Fuel in the crankcase thins the oil and can damage the bearings; a stuck injector can melt a piston.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil for fuel at every change; ask for injector balance rates before buying.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=11)	**$4,000–$5,430** COMPUTED FROM NHTSA DATA [1] independent shop, installed
No published price for engine damage	**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: Computed from 11 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $4,760). Examples: ODI 10545280, 10347427, 10321743, 10531537. 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

- Injectors replaced? When and with which part?
- Any fuel smell in the oil?

2 Turbo and boost leaks (charge air hoses, oil feed, vane sensor)

Any mileage

Severity: Medium: leaks and wear · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All years; GM bulletins for LB7, LLY and LBZ turbos), so mileage doesn't say much here. Range: All years; GM bulletins for LB7, LLY and LBZ turbos OFFICIAL [6][7][12]

WHAT FAILS OFFICIAL [6][7][12]

GM bulletins cover oil seeping from the charge air cooler hoses or a hose blowing off under acceleration (code P0299), turbo failures from lack of oil, and a chafed turbo vane position sensor wire that sets turbo codes and cuts power.

SYMPTOMS

- Sudden loss of power with a whoosh under load
- Oil film on the intercooler hoses
- Reduced power with turbo codes

IF IT'S LEFT TOO LONG

A blown hose leaves the truck in low power; an oil-starved turbo fails.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the hoses and clamps at every service; fix oil feed problems before replacing a turbo.

ESTIMATED REPAIR COST

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

PARTS FOR GMT800

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

WHAT TO ASK YOUR SHOP

- Turbo or intercooler hoses replaced?
- Any loss of power under load?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.6L Duramax V8 (LB7 / LLY / LBZ / LMM) 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
Brakes	85	Brake complaints, many about rusted brake lines or the hydro-boost; not engine faults.
Transmission / transfer case	60	Allison automatic and transfer case pump complaints; not engine faults.
Fuel leaks / fuel lines	42	Fuel line and fuel rail leaks; many owners describe rusted steel fuel lines on older trucks. Check lines and fittings.

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

- Injector balance rates and fuel in the oil (LB7)
- Cooling stack, fan clutch and towing temps (LLY)
- Charge air hoses and turbo oil feed
- EGR codes
- DPF soot load (LMM)

Ask the seller

- Injectors replaced (when, which part)?
- Does it run hot when towing?
- Any turbo or EGR work?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Fuel injector failure (LB7): fault found on inspection	No published price
Turbo and boost leaks (charge air hoses, oil feed, vane sensor): 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 27–28, 2026 from NHTSA's complaints API for 2001–2010 Silverado/Sierra, 2001–2009 Kodiak/TopKick and C4500/C5500, and 2006–2010 Express/Savana complaints that mention the diesel, Duramax, 6.6L or an engine code, leaving out ones that name a gas engine: 353 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. Pickups from 2011 on (LML and L5P) are on the separate 6.6L Duramax page. No engine recalls were found for these engines. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Injectors	87	Item 1
Brakes	85	Also reported
Transmission / transfer case	60	Also reported
Fuel leaks / fuel lines	42	Also reported
Overheating / cooling	24	Other years or engine sizes
Turbo / boost	22	Item 2
DPF / regeneration	6	Other years or engine sizes
EGR	1	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 2001–2010 Silverado and Sierra HD, 2001–2009 Kodiak/TopKick (C4500/C5500) and 2006–2010 Express/Savana complaints that mention the diesel, Duramax, 6.6L or an engine code (not gas engines), pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Special Coverage 04039: Fuel injectors on 2001–2004 Silverado/Sierra and 2003–2004 Kodiak/TopKick 6.6L Duramax: high fuel return from cracked injector bodies, ball-seat erosion or seal extrusion; covered 7 years or 200,000 miles (owner letter Nov 2007) (2009-12-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2009/CSC-10007861-7975.pdf

3. GM Service bulletin 040602006: Engine overheating, 2002–2005 Silverado and Sierra (2005-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10011206

4. Drivingline: Duramax history lesson, the LLY (smallest radiator of any Duramax; overheating complaints when towing, fan clutch and water pump failures, packed cooling stack), via search extract Oct 28, 2026 FORUM/BLOG
https://www.drivingline.com/articles/duramax-history-lesson-2-lly/

5. RepairPal: Chevrolet Silverado 2500 radiator fan clutch replacement cost estimate ($289–$745; non-HD page), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/silverado-2500/radiator-fan-clutch-replacement-cost

6. GM Service bulletin 3068: Oil seepage from turbo charge air cooler hoses or a hose blowing off during acceleration, possible DTC P0299 (updated Apr 2007) (2007-04-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10009606

7. GM Service bulletin 03-06-93-001: Diagnostic information on turbocharger failure due to lack of engine oil, LB7, LLY and LBZ Duramax (2006-05-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020839

8. GM Service bulletin 06-06-04-066: LBZ and LLY: rough idle, poor performance, black or white smoke, MIL with DTCs such as P0401/P0403/P2146; reprogram ECM and replace the EGR valve (2007-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10021106

9. RepairPal: 2008 Chevrolet Silverado 2500 HD EGR valve replacement cost estimate, Austin TX ($984–$1,418), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/silverado-2500-hd/2008/austin-texas/egr-valve-replacement-cost

10. GM PIP4348: Duramax diesel DPF regeneration changes, 6.6L LMM (2008-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10024712

11. GM Bulletin 10-06-05-002M: "Clean Exhaust Filter" messages and DTC P2463 on diesel models including 2007–2009 Kodiak/TopKick and 2010-on Express/Savana (2023-08-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10241418-0001.pdf

12. GM PIP-4636: Turbo vane position sensor wire chafe: reduced power or MIL with turbo DTCs (P003A, P0234, P2563 and others) (2009-05-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10030730

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-GMDMXE-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.