2008 Chevrolet Cobalt at 110,000 mi

1G1AK55F387123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Cobalt · Cobalt LS Sedan 2.2L	GM Ecotec 2.2L (L61) and 2.4L (LE5) four-cylinder, first generation	110,000 mi	FWD
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 '8' = 2008, 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.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **12V-459** · Fuel system · fuel pump module (Arizona cars): The plastic port on the fuel pump module can crack and leak fuel, which can start a fire.
- **14V-171** · Ignition · key removal: The key can come out of the ignition when it is not in Off, so the car could roll away if it is not in Park (or in gear with the parking brake on).
- **14V-047** · Ignition switch · air bags: A heavy key ring or a jolt can turn the ignition switch out of Run. The engine shuts off and the air bags may not deploy in a crash.
- **10V-073** · Steering · electric power assist: Power steering assist can cut out suddenly, making the car much harder to steer at low speed.

A model-year list, not a VIN check. 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, including 12V-459. 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

Timing chain, guide and tensioner failure: Past the range (55,000–89,000 mi, the middle half of 138 owner reports) · if it fails: $2,000–$3,400
In-tank fuel pump failure (stall, no start): Past the range (52,000–80,000 mi, the middle half of 198 owner reports) · if it fails: $550–$830
Rusted fuel lines leak under the car: Inside the range (77,000–129,000 mi, the middle half of 34 owner reports) · if it fails: $700–$1,000
Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Fuel pump module reservoir can crack and leak (recall)

`Free if open`

Recall 12V-459 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 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Nothing scheduled here.

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

$100–$160

No other repairs on the list before 140,000 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 110,000 mi to 140,000 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]
Automatic transmission fluid No change on the normal schedule; every 50,000 mi under severe service.	no fixed interval	— [M4][M5]

M1. 2003 Chevrolet Cavalier Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2003_chevrolet_cavalier_owners.pdf

M2. 2005 Chevrolet Cavalier Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2005_chevrolet_cavalier_owners.pdf

M3. 2005 Saturn Ion Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/saturn/2005_saturn_ion_owners.pdf

M4. 2007 Chevrolet Cobalt Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2007_chevrolet_cobalt_owners.pdf

M5. 2009 Chevrolet HHR Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2009_chevrolet_hhr_owners.pdf

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chain, guide and tensioner failure	55,000–89,000 mi (middle half of 138 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
2	In-tank fuel pump failure (stall, no start)	52,000–80,000 mi (middle half of 198 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range
3	Rusted fuel lines leak under the car	77,000–129,000 mi (middle half of 34 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Inside the range
4	Fuel pump module reservoir can crack and leak (recall)	61,000–100,000 mi (middle half of 29 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Past the range

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 2008 Chevrolet Cobalt

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 1G1AK55F387123456.
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.

2.2L / 2.4L ECOTEC (L61 / LE5) RECALLS WE TRACK

09V-419 · Fuel pump module reservoir port can crack (2006–2007 Cobalt, G5 and Ion, hot states)

Not listed for MY2008

The plastic supply or return port on the fuel module can crack and leak fuel, a fire risk. Dealers replace the module, free. OFFICIAL [3]

12V-459 · Fuel pump module reservoir port can crack (2007–2009 Cobalt and G5, 2007 Ion, hot states)

NHTSA lists this model and year: check by VIN

The plastic supply or return port on the fuel module can crack and leak fuel, a fire risk. Dealers replace the module, free. OFFICIAL [3]

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

Other 2.2L / 2.4L Ecotec (L61 / LE5) recalls we track, not listed by NHTSA for this model and year: 04V-003 (fuel filter can corrode (2003–2004 Ion 2.2L)), 04V-301 (fuel tank weld can leak (2004 Classic and Grand Am)).

EVERY RECALL NHTSA LISTS FOR THE 2008 CHEVROLET COBALT (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
12V-459 2.2L / 2.4L Ecotec (L61 / LE5) tracked	Fuel system · fuel pump module (Arizona cars)	The plastic port on the fuel pump module can crack and leak fuel, which can start a fire. Details
14V-171	Ignition · key removal	The key can come out of the ignition when it is not in Off, so the car could roll away if it is not in Park (or in gear with the parking brake on). Details
14V-047	Ignition switch · air bags	A heavy key ring or a jolt can turn the ignition switch out of Run. The engine shuts off and the air bags may not deploy in a crash. Details
10V-073	Steering · electric power assist	Power steering assist can cut out suddenly, making the car much harder to steer at low speed. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: COBALT. 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 (COBALT): 14E-021 (aftermarket replacement ignition switches) is left out of this sample; it only applies if one of those parts was fitted. 12V-459 covers 2008 Cobalts first sold or registered in Arizona only; a VIN check shows whether this car is included.

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 (Delta).

1 Timing chain, guide and tensioner failure

Past the range

Severity: Critical: rare, but can badly damage the engine · 412 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (55,000–89,000 mi (middle half of 138 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 55,000–89,000 mi (middle half of 138 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Mostly 2002–2007 2.2L engines in owner reports

WHAT FAILS OFFICIAL [1][2]

Owners in NHTSA complaints report broken or stretched timing chains, broken guide bolts and failed tensioners, sometimes with a rattle first and sometimes with a sudden stall. A broken chain on this engine can bend valves. GM released a redesigned timing chain tensioner as a parts update.

SYMPTOMS

- Rattle from the timing cover, often at idle or start-up
- Check-engine light with cam/crank correlation codes
- Sudden stall and no restart

IF IT'S LEFT TOO LONG

A broken chain can bend valves and ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Have any rattle checked right away; ask whether the updated tensioner is fitted.

ESTIMATED REPAIR COST

No owner-reported bill	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=105)	**$2,000–$3,400** COMPUTED FROM NHTSA DATA [1] 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 105 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,700). Examples: ODI 10565391, 11020991, 10262487, 10248886. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR DELTA

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

WHAT TO ASK YOUR SHOP

- Timing chain or tensioner ever replaced?
- Any rattle at start-up or idle?
- Oil changed on time?

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

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 1412 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (52,000–80,000 mi (middle half of 198 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 52,000–80,000 mi (middle half of 198 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage

WHAT FAILS OFFICIAL [1]

Fuel pump failure is one of the most common powertrain complaints for these cars. Owners report stalling while driving, hard starts and no-starts that were fixed by replacing the in-tank fuel pump module.

SYMPTOMS

- Stalling while driving
- Hard start or no start
- Whine from the fuel tank

IF IT'S LEFT TOO LONG

A stall in traffic is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pump module at the first symptoms.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=207)	**$550–$830** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=207)	**$550–$830** 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 ($690) is about 1.0× the early-fix midpoint ($690). A cost ratio, not a probability.

Where the numbers come from: Computed from 207 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $690). Examples: ODI 10281106, 10425854, 10409339, 10398033. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR DELTA

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

WHAT TO ASK YOUR SHOP

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

3 Rusted fuel lines leak under the car

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 383 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is inside the reported range (77,000–129,000 mi (middle half of 34 owner complaints that state a mileage)), 33,000 miles past where reports start. Range: 77,000–129,000 mi (middle half of 34 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Older cars in salt-belt states

WHAT FAILS OFFICIAL [1]

Hundreds of owners report fuel leaks from steel fuel lines that rusted under the car, often near the rear wheel or where the lines pass the exhaust heat shield. Many smelled gas before they saw the leak.

SYMPTOMS

- Gas smell around the car
- Wet spot or drips under the driver side
- Fuel gauge dropping fast

IF IT'S LEFT TOO LONG

Leaking fuel near the exhaust can start a fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Inspect the lines at every oil change on older cars; replace rusted sections before they leak.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=49)	**$700–$1,000** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=49)	**$700–$1,000** COMPUTED FROM NHTSA DATA [1] 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 49 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $850). Examples: ODI 11338378, 10585601, 11515820, 11362547. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR DELTA

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

WHAT TO ASK YOUR SHOP

- Any gas smell?
- Fuel lines ever replaced?

---

4 Fuel pump module reservoir can crack and leak (recall)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 729 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (61,000–100,000 mi (middle half of 29 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 61,000–100,000 mi (middle half of 29 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2006–2009 Cobalt and G5 and 2006–2007 Ion first sold or registered in hot states

WHAT FAILS OFFICIAL [3]

GM recalled these cars because the plastic supply or return port on the fuel pump module reservoir can crack. Fuel then leaks from the top of the tank and can drip on the ground. Dealers replace the module.

SYMPTOMS

- Fuel smell, mostly after filling up
- Fuel drips under the rear seat area

IF IT'S LEFT TOO LONG

A fuel leak near an ignition source can start a fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the VIN for 09V-419 and 12V-459.

ESTIMATED REPAIR COST

Free under recalls 09V-419 / 12V-459	**Free if covered** OFFICIAL [3] 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

PARTS FOR DELTA

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

WHAT TO ASK YOUR SHOP

- Fuel pump module recall done?
- Any fuel smell?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.2L / 2.4L Ecotec (L61 / LE5) 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
Power steering	6,165	Electric power steering faults on Cobalt, G5, Ion, HHR, Malibu and G6 (recalls and special coverage); not an engine fault.
Ignition switch / key	2,991	The ignition switch recalls (14V-047 and others) cover these cars; it is not an engine fault but check that they are done.
Stalling / loss of power	2,248	Mixed causes: ignition switch, fuel pumps, sensors.
Transmission	1,691	Counts every transmission complaint; 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

- Fuel lines under the car
- Fuel smell at the tank
- Timing chain rattle at idle
- Open recalls (fuel module, ignition switch)

Ask the seller

- Timing chain or tensioner replaced?
- Fuel pump or fuel lines replaced?
- Recalls done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chain, guide and tensioner failure: symptoms or fault codes present	No published price
In-tank fuel pump failure (stall, no start): symptoms or fault codes present	$550–$830
Rusted fuel lines leak under the car: fault found on inspection	$700–$1,000
Fuel pump module reservoir can crack and leak (recall): 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 28, 2026 from NHTSA's complaints API for All 2002–2005 Cavalier and 2003–2005 Sunfire complaints (2.4L Z24 excluded); 2005–2010 Cobalt, G5, Pursuit, HHR and Ion complaints not about the SS, Red Line, supercharged or turbo models; Vue complaints not about a V6 or hybrid; Classic complaints; and Malibu (2004–2007), Grand Am, Alero, G6, Aura and 2000–2005 L-Series complaints that name the 2.2L, 2.4L or four-cylinder. The 2008 Malibu Classic file holds every 2008 Malibu complaint, so only complaints that name the Classic, 2.2L or Ecotec are kept: 21,822 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. Complaint counts are dominated by power steering and ignition switch complaints on the Cobalt and Ion; those are not engine faults and are listed separately. The 2008-on Malibu and 2010-on 2.4L are on the newer Ecotec page.
`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Power steering	6,165	Also reported
Ignition switch / key	2,991	Also reported
Stalling / loss of power	2,248	Also reported
Transmission	1,691	Also reported
Fuel pump	1,412	Item 2
Fuel smell / module leak	729	Item 4
Timing chain	412	Item 1
Fuel line rust / leak	383	Item 3

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 2002–2005 Cavalier, 2003–2005 Sunfire, 2005–2010 Cobalt and G5, 2006–2011 HHR, 2003–2007 Ion, 2002–2010 Vue (four-cylinder) and 2.2L / 2.4L Malibu (2004–2007), Classic, Grand Am, 2002–2004 Alero, G6, Aura, 2000–2005 L-Series, Sky and Solstice; supercharged and turbo models excluded, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Bulletin 4014: Parts update: timing chain tensioner design change (Cavalier, Sunfire, Ion, Vue and other 2.2L Ecotec models) (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10021074

3. NHTSA recall records: 09V-419 and 12V-459 (fuel pump module reservoir ports can crack and leak; 2006–2009 Cobalt and G5 and 2006–2007 Ion sold in hot states), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=09V419000

4. NHTSA recall records: 04V-003 (2003–2004 Ion 2.2L fuel filter corrosion) and 04V-301 (2004 Classic and Grand Am fuel tank weld), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V003000

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.

Trademarks and independence

Not affiliated with General Motors. Chevrolet and model names are trademarks of General Motors, used only to identify vehicles.

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