2013 Chevrolet Cruze at 98,000 mi

1G1PA5SH7D7123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Cruze · Cruze LS 1.8L automatic	GM Ecotec 1.8L four-cylinder (LUW, LWE, 2H0; Family 1)	98,000 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 'D' = 2013, 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 · plus 3 factory maintenance items

5
to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 3)

- **16V-502** · Electrical system · ignition: Only cars serviced with a faulty replacement park lock lever: the key can come out when the transmission is not in Park, so the car can roll away.
- **14V-372** · Air bags: The driver front air bag inflator may have been built with a wrong part and can rupture in a crash, so the air bag may not inflate.

A model-year list, not a VIN check. The full report lists the others. 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 14V-417. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — **$1,184–$1,694**

Timing belt, tensioner and idler — **$1,184–$1,694**
Past the range (Replace at 97,500 mi (schedule for the 2011–2015 Cruze 1.8L))
independent shop, installed

Next 12 months up to about 107,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 128,000 mi

Nothing else enters its reported range in this window.

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

Oil leak from the camshaft actuators into the timing belt area — **No published price**
Any mileage (2014–2015 engines in the GM notes; the same parts are used on other years) · Inspect at each service; fix at the first sign

Plastic thermostat housing coolant leak — **$516–$690** independent shop, installed
Any mileage (2011–2012 Cruze 1.8L automatics had GM special coverage; leaks are reported on other years too) · Inspect at each service; fix at the first sign

Camshaft position sensor and actuator codes — **$243–$289** independent shop, installed
Any mileage (GM notes cover 2008–2016 engines) · Inspect at each service; fix at the first sign

Catalytic converter damage (GM emission recall 16186) — `Free if covered` check the VIN
Any mileage (Emission recall 16186: 2013–2014 Cruze and Sonic with the 1.8L LWE) · Ask for this check at every service

Low oil pressure light at idle after an oil change — **No published price**
Any mileage (Usually right after an oil change) · Ask for this check at every service

Recommended now

$1,184–$1,694

Independent shop, installed. Dealers often charge more.

Planned through 128,000 mi

$1,184–$1,694

No other repairs on the list before 128,000 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 98,000 mi to 128,000 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 2015-2016 assumed same as 2012-2014.	every 97,500 mi	**Was due at 97,500 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][M3]
Automatic transmission fluid	every 97,500 mi	**Was due at 97,500 mi (check records)** [M1][M2][M3]

M1. 2012 Chevrolet Cruze Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2012_chevrolet_cruze_owners.pdf

M2. 2012 Chevrolet Sonic Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2012_chevrolet_sonic_owners.pdf

M3. 2014 Chevrolet Cruze Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2014_chevrolet_cruze_owners.pdf

WHERE 98K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing belt, tensioner and idler	Replace at 97,500 mi (schedule for the 2011–2015 Cruze 1.8L) SHOP/RETAILER	Past the range
2	Oil leak from the camshaft actuators into the timing belt area	2014–2015 engines in the GM notes; the same parts are used on other years OFFICIAL	Any mileage
3	Plastic thermostat housing coolant leak	2011–2012 Cruze 1.8L automatics had GM special coverage; leaks are reported on other years too OFFICIAL	Any mileage
4	Camshaft position sensor and actuator codes	Any mileage; GM notes cover 2008–2016 engines OFFICIAL	Any mileage
5	Catalytic converter damage (GM emission recall 16186)	Emission recall 16186: 2013–2014 Cruze and Sonic with the 1.8L LWE OFFICIAL	Any mileage
6	Low oil pressure light at idle after an oil change	Usually right after an oil change 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 2013 Chevrolet Cruze

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 1G1PA5SH7D7123456.
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.

1.8L ECOTEC I4 (LUW / LWE) RECALLS WE TRACK

14V-417 · Engine block heater cord can crack (2013–2014 Cruze, 2012–2014 Sonic)

NHTSA lists this model and year: check by VIN

On cars with the optional block heater, the cord insulation can crack in the cold and expose wires, a shock risk while plugged in. Dealers replace the cord, free. OFFICIAL [15]

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

Other 1.8L Ecotec I4 (LUW / LWE) recalls we track, not listed by NHTSA for this model and year: 12V-288 (spilled oil can catch fire in the engine shield (2011–2012 Cruze)), 14V-315 (transmission turbine shaft can break (2012 Sonic 1.8L automatic)), 16V-063 (driver air bag inflator can rupture (2008–2009 Astra)).

EVERY RECALL NHTSA LISTS FOR THE 2013 CHEVROLET CRUZE (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-502	Electrical system · ignition	Only cars serviced with a faulty replacement park lock lever: the key can come out when the transmission is not in Park, so the car can roll away. Details
14V-372	Air bags	The driver front air bag inflator may have been built with a wrong part and can rupture in a crash, so the air bag may not inflate. Details
14V-417 1.8L Ecotec I4 (LUW / LWE) tracked	Equipment · electrical	Cars with the optional engine block heater: the heater cord insulation can crack in the cold and expose wires, a shock risk while it is plugged in. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: CRUZE. 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 (CRUZE): 14V-151 (right front half shaft, 1.4L turbo cars only) and 13V-452 (right front half shaft, manual-transmission cars only; this sample is an automatic). A VIN check would show either if it applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Special coverage 14773: thermostat housing coolant leak and shift cable grommet	For 2011–2012 Cruze 1.8L automatics GM covered a leaking thermostat housing and a shift cable adjuster damaged by the coolant for 8 years or 120,000 miles from the in-service date. OFFICIAL [5]	Ended (8 years from in-service have passed)

CAMPAIGN	WHAT IT SAYS	THIS CAR
Emission recall 16186: catalytic converter damage (2013–2014 Cruze and Sonic, LWE)	Dealers reprogram the engine computer so exhaust temperatures do not crack the converter. GM pays a customer reimbursement for related earlier repairs if approved. OFFICIAL [12]	May apply: check by VIN

4 · THE 6 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 (J300).

1 Timing belt, tensioner and idler

Past the range

Severity: Critical: rare, but can badly damage the engine · 6 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 98,000 mi this car is past the reported range (Replace at 97,500 mi (schedule for the 2011–2015 Cruze 1.8L)). If the original parts are still fitted, have them checked and plan for them. Range: Replace at 97,500 mi (schedule for the 2011–2015 Cruze 1.8L) SHOP/RETAILER [3]



WHAT FAILS OFFICIAL [2]

The 1.8L uses a rubber timing belt. GM updated its service procedure in 2013: when the belt is replaced on schedule, the tensioner and idler pulley must be replaced with it. Oil leaking from the camshaft actuators (see the oil leak item) can soak the belt and shorten its life.

SYMPTOMS

- No warning before it breaks
- Rattle or whine from the belt area if the tensioner or idler is worn
- Oil on the belt cover

IF IT'S LEFT TOO LONG

If the belt breaks, the engine stops at once and can need major repair.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Replace the belt with a new tensioner and idler at the scheduled mileage, or sooner if oil has reached the belt.

ESTIMATED REPAIR COST

Timing belt replacement, 2011–2015 Cruze 1.8L (YourMechanic estimates; shop and dealer prices run higher)	**$1,184–$1,694** SHOP/RETAILER [4] independent shop, installed
No published price for repairs after a broken belt	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR J300

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

WHAT TO ASK YOUR SHOP

- Has the timing belt been replaced? At what mileage?
- Were the tensioner and idler replaced with it?

2 Oil leak from the camshaft actuators into the timing belt area

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2014–2015 engines in the GM notes; the same parts are used on other years), so mileage doesn't say much here. Range: 2014–2015 engines in the GM notes; the same parts are used on other years OFFICIAL [7][8]

WHAT FAILS OFFICIAL [7][8]

GM tells technicians that an engine oil leak on these cars may come from the camshaft actuators or sprockets, which can throw oil into the timing belt area behind the upper cover. That area should be dry. If oil is ejected, GM says to replace the leaking actuator or sprocket and the timing belt.

SYMPTOMS

- Oil seeping from behind the upper timing cover
- Oil spots under the front of the engine
- Burning oil smell

IF IT'S LEFT TOO LONG

Oil softens the timing belt, which can then slip or break.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix as soon as oil shows at the timing cover; the belt has to be replaced with the leaking part.

ESTIMATED REPAIR COST

No published price for the inspection	**No published price** independent shop, installed
Timing belt replacement, 2011–2015 Cruze 1.8L (YourMechanic estimates; shop and dealer prices run higher)	**$1,184–$1,694** SHOP/RETAILER [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: The repair price shown is the timing belt job; the leaking actuator or sprocket part costs extra and no published price was found.

PARTS FOR J300

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

WHAT TO ASK YOUR SHOP

- Any oil leaks at the front of the engine?
- Was a cam actuator or sprocket replaced?

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3 Plastic thermostat housing coolant leak

Any mileage

Severity: Medium: leaks and wear · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2011–2012 Cruze 1.8L automatics had GM special coverage; leaks are reported on other years too), so mileage doesn't say much here. Range: 2011–2012 Cruze 1.8L automatics had GM special coverage; leaks are reported on other years too OFFICIAL [5]

WHAT FAILS OFFICIAL [5][14]

The thermostat housing can leak coolant. On 2011–2012 Cruze 1.8L automatics GM found that the coolant drips onto the transmission shift cable grommet below it and destroys it, so the shifter feels loose, gears are hard to select or the lever binds. GM replaced the housing and the

ESTIMATED REPAIR COST

Thermostat replacement, 2012–2013 Cruze 1.8L	**$516–$690** SHOP/RETAILER [6] independent shop, installed

shift cable adjuster under special coverage 14773, which has now ended.

SYMPTOMS

- Coolant smell or low coolant
- Coolant crust around the thermostat housing
- Loose or binding gear selector (automatic)

IF IT'S LEFT TOO LONG

Low coolant can overheat the engine; a damaged shift cable can stop the car selecting or holding Park.

GOOD TO KNOW

On the 2008–2009 Astra engine, GM says a severe overheat can melt a plastic oil restrictor in the block, and the engine must then be replaced. Do not keep driving a car that is losing coolant.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix the leak early, and check the shift cable grommet at the same time.

(YourMechanic estimates)	
Shop and dealer price range for the same job, 2012–2013 Cruze 1.8L (YourMechanic)	**$611–$1,114** SHOP/RETAILER [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.4× The failure-bill midpoint ($863) is about 1.4× the early-fix midpoint ($603). A cost ratio, not a probability.

PARTS FOR J300

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

WHAT TO ASK YOUR SHOP

- Any coolant top-ups or coolant smell?
- Was the thermostat housing replaced?
- Does the shifter feel loose?

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4 Camshaft position sensor and actuator codes

Any mileage

Severity: Medium: leaks and wear · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; GM notes cover 2008–2016 engines), so mileage doesn't say much here. Range: Any mileage; GM notes cover 2008–2016 engines OFFICIAL [9][10]

WHAT FAILS OFFICIAL [9][10][16]

GM has notes for a check-engine light with P0341 or P0366 (replace the camshaft position sensor; if the code returns, check for past front-end crash damage) and for P0011, P0014, P0016 or P0017 after cam actuator work, usually a missing plastic oil sleeve behind the actuator. On the Astra, GM linked slow cam response codes to the actuator solenoid filters.

SYMPTOMS

- Check-engine light
- Rough idle or hesitation
- Hard starting

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

Camshaft position sensor replacement, 2012–2018 Sonic 1.8L (YourMechanic estimates)	**$243–$289** SHOP/RETAILER [11] independent shop, installed
No published price for actuator replacement	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Cam timing faults hurt idle, power and economy; a lazy actuator can come from dirty oil.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose the code early; a sensor is cheap. Keep oil changes on time.

PARTS FOR J300

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

WHAT TO ASK YOUR SHOP

- Any check-engine light or cam codes?
- Was a cam sensor or actuator replaced?

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5 Catalytic converter damage (GM emission recall 16186)

Any mileage

Severity: Medium: leaks and wear · 3 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Emission recall 16186: 2013–2014 Cruze and Sonic with the 1.8L LWE), so mileage doesn't say much here. Range: Emission recall 16186: 2013–2014 Cruze and Sonic with the 1.8L LWE OFFICIAL [12] Applies to: 2013–2014 Cruze and Sonic with the 1.8L (LWE)

WHAT FAILS OFFICIAL [12]

GM found that higher-than-expected exhaust temperatures can crack the ceramic inside the catalytic converter. The converter efficiency code then sets and the check-engine light comes on. Dealers reprogram the engine computer so the temperatures stay lower.

SYMPTOMS

- Check-engine light with P0420
- Failed emissions test
- Rattle from the converter

IF IT'S LEFT TOO LONG

A cracked converter fails emissions and can rattle or restrict the exhaust; the reprogram does not repair one that is already damaged.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free. Check the VIN for emission recall 16186 and have it done.

ESTIMATED REPAIR COST

Free reprogramming under emission recall 16186	**Free if covered** OFFICIAL [12] independent shop, installed
No published price for a new converter	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR J300

- Recall reprogramming done by the dealer.

WHAT TO ASK YOUR SHOP

- Is emission recall 16186 done on this VIN?
- Any P0420 code?

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6 Low oil pressure light at idle after an oil change

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Usually right after an oil change), so mileage doesn't say much here. Range: Usually right after an oil change OFFICIAL [13]

WHAT FAILS OFFICIAL [13]

GM says a low oil pressure light at idle can come from a broken tab of the paper oil filter element falling into the filter housing and holding the drain-back check valve open, or from a crushed, wrongly fitted filter. Oil then drains back to the pan and pressure drops.

SYMPTOMS

- Oil pressure light on or flickering at idle
- Light comes on soon after an oil change

IF IT'S LEFT TOO LONG

Driving with low oil pressure can wear or seize the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Stop and have the pressure checked with a gauge; it is usually a cheap fix at the filter housing.

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 J300

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

WHAT TO ASK YOUR SHOP

- Any oil pressure warnings?
- Who did the last oil change?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.8L Ecotec I4 (LUW / LWE) 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	101	Most are 2008–2009 Astra owners asking about the driver air bag inflator recall 16V-063 (Takata). Not an engine fault; check the VIN.
Transmission	35	Counts every transmission complaint (6-speed automatic and manual). 2012 Sonic 1.8 automatics built March–June 2012 had a turbine shaft recall (14V-315). Not an engine fault.
Shift cable / will not go into Park	13	Mostly 2008 Astra owners whose shifter would not select or hold Park, often a worn shift cable bushing; no Astra program was found. On 2011–2012 Cruze 1.8 automatics, coolant from a leaking thermostat housing can eat the shift cable grommet (GM special coverage 14773, see the thermostat item).
Misfire / stall	11	A mix of causes. The GM coil-connector and crossed-injector-harness bulletins for these cars cover the 1.4L turbo only, so no 1.8L-specific fix is listed.

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

- Timing belt records (and tensioner/idler)
- Oil at the upper timing cover
- Coolant at the thermostat housing
- Shift cable grommet on automatics
- Scan for cam codes and P0420

Ask the seller

- When was the timing belt done?
- Any coolant top-ups?
- Emission recall 16186 done (2013–2014)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Timing belt, tensioner and idler: original, no replacement invoice	$1,184–$1,694
	Oil leak from the camshaft actuators into the timing belt area: seeping or leaking	No published price
	Plastic thermostat housing coolant leak: seeping or leaking	$516–$690
	Camshaft position sensor and actuator codes: symptoms or fault codes present	$243–$289
	Catalytic converter damage (GM emission recall 16186): fault found on inspection	No published price
	Low oil pressure light at idle after an oil change: fault found on inspection	No published price
	Pre-ticked rows (●), if no records clear them	**$1,184–$1,694**

● = 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 Saturn Astra complaints, and Cruze, Cruze Limited and Sonic complaints that name the 1.8L, the LS trim, a non-turbo engine or the timing belt and do not mention the 1.4L turbo, the diesel or the Cruze Eco: 197 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. Counts under-count: most Cruze and Sonic owners do not say which engine they have, and those complaints stay on the 1.4L turbo Ecotec page. The Pontiac Vibe 1.8 is a Toyota engine and is not on this page; the 2016–2017 Malibu Hybrid 1.8 is a different engine. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Air bags	101	Also reported
Transmission	35	Also reported
Shift cable / will not go into Park	13	Also reported
Misfire / stall	11	Also reported
Timing belt	6	Item 1
Coolant leak / thermostat housing	3	Item 3
Catalytic converter	3	Item 5
Oil leak	1	Item 2
Cam sensor / actuator codes	1	Item 4
Low oil pressure light	0	Item 6

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 2008–2009 Saturn Astra and for 2011–2015 Cruze, 2016 Cruze Limited and 2012–2018 Sonic complaints that name the 1.8L, the LS, a non-turbo engine or the timing belt (leaving out the 1.4L turbo, diesel and Eco), pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM PI0923: Updated timing belt replacement procedure: replace the tensioner and idler pulley with the belt (2011–2014 Cruze, 2012–2014 Sonic, 1.8L LUW/LWE) (2013-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/MC-10134645-9999.pdf

3. Firestone Complete Auto Care: 2011–2015 Chevrolet Cruze maintenance schedule (timing belt on the 1.8L every 97,500 miles), via search extract Oct 28, 2026 SHOP/RETAILER
https://services.firestonecompleteautocare.com/chevrolet/cruze-2011-2015/

4. YourMechanic: Chevrolet Cruze timing belt replacement estimates (1.8L listings 2011–2015: $1,184–$1,694; shop/dealer $1,425–$2,603), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/cruze/timing-belt-replacement

5. GM Special Coverage 14773: Coolant leak from the thermostat housing onto the automatic transmission shifter grommet; 8 years / 120,000 miles (2011–2012 Cruze, 1.8L LUW, 6-speed automatic) (2015-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/SB-10089890-2280.pdf

6. YourMechanic: Chevrolet Cruze thermostat replacement estimates (1.8L: 2012 $690, 2013 $516; shop/dealer $611–$1,114), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/cruze/thermostat-replacement

7. GM PI1425: Diagnostic tips for an oil leak from the timing belt area: oil ejected from a camshaft sprocket; replace the sprocket and the timing belt (2014–2015 Cruze, Sonic, Trax, 1.8L LUW/LWE/2H0) (2015-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10113574-9999.pdf

8. GM PIP5270: Oil leak from the timing belt upper front cover: replace a camshaft position actuator that ejects oil (2014–2015 Cruze, Sonic, Trax, 1.8L) (2015-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10114565-9999.pdf

9. GM PIP5329: DTC P0341 and/or P0366 set: replace the camshaft position sensor; check for collision history if it returns (2011–2015 Cruze, 2016 Cruze Limited, 2012–2016 Sonic 1.8L; 2009–2011 Aveo 1.6L) (2015-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10127235-9999.pdf

10. GM PIP4543D: DTCs P0011, P0014, P0016 or P0017 after cylinder head or cam actuator removal: missing actuator oil sleeve (2008–2009 Astra, 2011–2015 Cruze, 2016 Cruze Limited, 2012–2016 Sonic, 1.6L/1.8L) (2015-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10114612-9999.pdf

11. YourMechanic: Chevrolet Sonic camshaft position sensor replacement estimates (1.8L listings 2012–2018: $243–$289), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/sonic/camshaft-position-sensor-replacement

12. GM Emission Recall 16186 (rev. 01): Catalytic converter internal damage: reprogram the engine control module (2013–2014 Cruze and Sonic, 1.8L LWE) (2018-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10143749-9999.pdf

13. GM PI0909B: Low oil pressure light on at idle: debris in the oil filter drain check valve or a crushed oil filter (2008–2009 Astra, 2011–2014 Cruze, 2012–2014 Sonic and others, 1.4L/1.6L/1.8L) (2013-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/MC-10113488-9999.pdf

14. GM PIP4977B: Oil feed restrictor orifice in the block can melt after a severe overheat; engine replacement required (2008–2009 Astra 1.8L, 2009–2011 Aveo 1.6L) (2016-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10119021-9999.pdf

15. NHTSA recall records: 12V-288 (2011–2012 Cruze engine shield oil fire), 14V-315 (2012 Sonic 1.8L turbine shaft), 14V-417 (block heater cord), 16V-063 (2008–2009 Astra driver air bag), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V288000

16. GM PIP-4644: Astra intake/exhaust camshaft position slow response or performance codes (P000A, P000B, P0011, P0014) from the camshaft actuator solenoid filters (2008–2009 Astra) (2009-05), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10030728

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