2004 Chevrolet Tahoe at 124,000 mi

1GNEK13T34R123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Tahoe · Tahoe LS 5.3L V8 4WD	GM Gen III small-block V8 (4.8L LR4, 5.3L LM7 / L59, 6.0L LQ9)	124,000 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 '4' = 2004, 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 · plus 3 factory maintenance items

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **05V-163** · Seat belts · second-row center: The second-row 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: On trucks with hydro-boost brakes, the relief valve bore can be out of spec and its O-ring seal can crack, so brake pedal and steering effort may rise.

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. 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

In-tank fuel pump and connector failure: Past the range (43,000–87,000 mi, the middle half of 47 owner reports) · if it fails: $700–$1,000

Gradual coolant loss (cracked Castech heads, head cup plugs): Past the range (40,000–91,000 mi, the middle half of 18 owner reports)

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 136,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 154,000 mi

Nothing else enters its reported range in this window.

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

Broken exhaust manifold bolts (exhaust leak, tick) — $286–$466

independent shop, installed

Past the range (62,000–100,000 mi, the middle half of 23 owner reports) · Inspect at each service; fix at the first sign

Erratic oil pressure gauge or sensor (2003–2004) — $268–$316

independent shop, installed

Past the range (65,000–91,000 mi, the middle half of 19 owner reports) · Inspect at each service; fix at the first sign

Oil consumption — $118–$131

independent shop, installed

Any mileage (2001–2005 trucks and SUVs in the GM bulletin) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 154,000 mi

$100–$160

No other repairs on the list before 154,000 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 124,000 mi to 154,000 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]
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 100,000 mi normal; 50,000 mi if severe or GVWR over 8,600 lb.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2][M3][M4]

M1. 2001 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2001_chevrolet_silverado_owners.pdf

M2. 2003 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2003_chevrolet_silverado_owners.pdf

M3. 2005 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2005_chevrolet_silverado_owners.pdf

M4. 2002 Chevrolet TrailBlazer Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2002_chevrolet_trailblazer_owners.pdf

WHERE 124K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Broken exhaust manifold bolts (exhaust leak, tick)	62,000–100,000 mi (middle half of 23 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	In-tank fuel pump and connector failure	43,000–87,000 mi (middle half of 47 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Gradual coolant loss (cracked Castech heads, head cup plugs)	40,000–91,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Erratic oil pressure gauge or sensor (2003–2004)	65,000–91,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
5	Oil consumption	2001–2005 trucks and SUVs in the GM bulletin 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 2004 Chevrolet Tahoe

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 1GNEK13T34R123456.
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.

4.8 / 5.3 / 6.0L V8 (GEN III VORTEC) RECALLS WE TRACK

05V-155 · Fuel pump wire connectors may overheat (2000–2001 Suburban and Yukon XL)

Not listed for MY2004

Connectors in the fuel module can overheat and melt, which can stop the pump. Dealers fit a new service kit, free.
OFFICIAL [3]

Other 4.8 / 5.3 / 6.0L V8 (Gen III Vortec) recalls we track, not listed by NHTSA for this model and year: 04V-376 (fuel rail crossover tube screws may break (2005 5.3L L59)).

EVERY RECALL NHTSA LISTS FOR THE 2004 CHEVROLET TAHOE (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-163	Seat belts · second-row center	The second-row 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	On trucks with hydro-boost brakes, the relief valve bore can be out of spec and its O-ring seal can crack, so brake pedal and steering effort may rise. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: TAHOE. 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 (TAHOE): Three listings are left out of this sample: 07E-106 (aftermarket wheel hubs), 06E-043 (aftermarket fuel filters) and 06E-026 (aftermarket lamps). 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 5 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).

1 Broken exhaust manifold bolts (exhaust leak, tick)

Past the range

Severity: Medium: leaks and wear · 210 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (62,000–100,000 mi (middle half of 23 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 62,000–100,000 mi (middle half of 23 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Common on older, high-mileage trucks

WHAT FAILS FORUM/BLOG [2]

Owners report that exhaust manifold bolts break, most often at the rear of the head. The leak makes a tick that is loudest when cold and can let fumes into the cab.

SYMPTOMS

- Ticking noise, louder when cold
- Exhaust smell in the cab
- Black soot at the manifold

IF IT'S LEFT TOO LONG

Exhaust fumes in the cab are a health risk; the leak can burn nearby wiring.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when the tick starts; ask for new bolts or studs and gaskets.

ESTIMATED REPAIR COST

Exhaust manifold gasket replacement, Tahoe 5.3L (YourMechanic estimates); broken-bolt extraction extra	**$286–$466** SHOP/RETAILER [11] independent shop, installed
No published price (broken bolts add extraction time)	**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

- Any exhaust tick or fume smell?
- Manifold bolts ever replaced?

2 In-tank fuel pump and connector failure

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 377 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (43,000–87,000 mi (middle half of 47 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 43,000–87,000 mi (middle half of 47 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any high-mileage truck; 2000–2001 Suburban and Yukon XL recalled

WHAT FAILS OFFICIAL [3][4]

GM recalled 2000–2001 Suburban and Yukon XL because the fuel pump wire connectors in the tank module can overheat; dealers fitted a new service kit. GM also tells technicians to replace the connector whenever the fuel pump module is replaced on 2002–2004 trucks.

SYMPTOMS

- Hard starting or no start
- Stalling or surging
- Whine from the fuel tank

IF IT'S LEFT TOO LONG

A stall in traffic is a safety risk, and an overheated connector can melt.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the pump with a new connector at the first symptoms; check recall 05V-155 on 2000–2001 Suburbans and Yukon XLs.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=17)	**$700–$1,000** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=17)	**$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

1.0× The failure-bill midpoint ($850) is about 1.0× the early-fix midpoint ($850). A cost ratio, not a probability.

Where the numbers come from: Computed from 17 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $810). Examples: ODI 10788515, 10253419, 10398397, 10107976. 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

- Fuel pump ever replaced? With a new connector?
- Recall 05V-155 done (2000–2001 Suburban / Yukon XL)?

3 Gradual coolant loss (cracked Castech heads, head cup plugs)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 160 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (40,000–91,000 mi (middle half of 18 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 40,000–91,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2001–2006 4.8L and 5.3L engines; cup-plug leaks on 2003–2004 trucks

WHAT FAILS OFFICIAL [5][6]

GM says a small share of cylinder heads cast by Castech can develop a porosity crack near the oil drain holes, so coolant slowly disappears into the engine with no visible leak; technicians look for the Castech logo and witness marks. GM also has a bulletin for coolant leaks from the head cup plugs.

SYMPTOMS

- Coolant level drops with no visible leak
- Low coolant message
- Oil looks milky or the oil level rises

IF IT'S LEFT TOO LONG

Coolant in the oil can ruin the bearings; low coolant can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Watch the coolant level; if it drops with no leak, have the heads checked before the bearings are damaged.

ESTIMATED REPAIR COST

Leak inspection, Tahoe (YourMechanic); head repair extra	**$95–$115** SHOP/RETAILER [12] independent shop, installed
No published price (cylinder head replacement)	**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

- Any coolant top-ups?
- Cylinder heads ever replaced?

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4 Erratic oil pressure gauge or sensor (2003–2004)

Past the range

Severity: Medium: leaks and wear · 142 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (65,000–91,000 mi (middle half of 19 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 65,000–91,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2003–2004 trucks and SUVs in the GM bulletins

WHAT FAILS OFFICIAL [7][8]

GM has bulletins for an erratic or inaccurate oil pressure gauge on 2003 trucks and for erratic oil pressure readings

ESTIMATED REPAIR COST

Oil pressure sensor	**$268–$316** SHOP/RETAILER [13] independent shop, installed

with codes P0522 or P0523 on 2004 trucks. A false reading must be told apart from real low pressure.

SYMPTOMS

- Oil pressure gauge drops to zero or jumps
- Check-gauges light
- Codes P0522 or P0523

IF IT'S LEFT TOO LONG

Usually a sensor or gauge fault, but real low oil pressure ruins an engine, so it must be checked with a mechanical gauge.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check real oil pressure with a gauge before replacing the sensor.

replacement, 2002–2006 Tahoe (YourMechanic estimates)	
No published bill	**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

- Any oil pressure gauge drops?
- Oil pressure sensor replaced?

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5 Oil consumption

Any mileage

Severity: Medium: leaks and wear · 32 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2001–2005 trucks and SUVs in the GM bulletin), so mileage doesn't say much here. Range: 2001–2005 trucks and SUVs in the GM bulletin OFFICIAL [9][10]

WHAT FAILS OFFICIAL [9][10]

GM has a bulletin for excessive oil consumption on 2001–2005 trucks and SUVs, and a later note that oil use and exhaust smoke can come from the PCV baffle or a lifter problem, with oil found in the intake and PCV tube.

SYMPTOMS

- Adding oil between changes
- Blue smoke at start-up
- Oil-fouled spark plugs

IF IT'S LEFT TOO LONG

Running low on oil can damage the engine; burned oil fouls plugs and catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Track oil use between changes; check the PCV system first.

ESTIMATED REPAIR COST

PCV valve replacement, 2002 Tahoe 5.3L (YourMechanic shop/dealer range)	**$118–$131** SHOP/RETAILER [14] independent shop, installed
No published bill	**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

- How much oil between changes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.8 / 5.3 / 6.0L V8 (Gen III Vortec) 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	10,351	Many complaints about brakes (ABS, hydraulics); not an engine fault.
Gauges / instrument cluster	3,114	Mostly 2003–2004 instrument cluster gauges that stick or read wrong (GM program 07187); not an engine fault.
Transmission	1,487	Counts every transmission complaint (4L60-E automatic); 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

- Cold-start exhaust tick and manifold bolts
- Coolant level and oil condition
- Real oil pressure with a gauge

Ask the seller

- Fuel pump or manifold bolts replaced?
- Any coolant top-ups?
- How much oil between changes?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Broken exhaust manifold bolts (exhaust leak, tick): seeping or leaking	$286–$466
In-tank fuel pump and connector failure: symptoms or fault codes present	$700–$1,000
Gradual coolant loss (cracked Castech heads, head cup plugs): fault found on inspection	No published price
Erratic oil pressure gauge or sensor (2003–2004): symptoms or fault codes present	$268–$316
Oil consumption: symptoms or fault codes present	$118–$131
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 28, 2026 from NHTSA's complaints API for 2000–2006 Silverado and Sierra 1500 complaints that do not mention the 6.0L, 8.1L, a diesel, a V6 or HD; Tahoe, Suburban, Yukon and Yukon XL complaints that do not mention the 6.0L, 8.1L or 2500; all Avalanche, Yukon Denali, Escalade and 2003–2004 SSR complaints; and 2003–2007 Express/Savana and 2003–2004 TrailBlazer EXT, Envoy XL/XUV, Rainier and Bravada complaints that name the 4.8L, 5.3L or V8 (these under-count). The 6.0L in HD trucks is on its own page: 22,738 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. NHTSA names start at 2000, so 1999 trucks are not counted. Few shop quotes could be gathered; most items carry no published price. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Brakes	10,351	Also reported
Gauges / instrument cluster	3,114	Also reported
Transmission	1,487	Also reported
Fuel pump	377	Item 2
Exhaust manifold / tick	210	Item 1
Coolant loss	160	Item 3
Oil pressure	142	Item 4
Oil consumption	32	Item 5

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 2000–2006 Silverado and Sierra 1500 (6.0L, 8.1L, diesel, V6 and HD left out), Tahoe, Suburban, Yukon and Yukon XL (6.0L, 8.1L and 2500 left out), 2002–2006 Avalanche, Yukon Denali and Escalade, 2003–2004 SSR, and 4.8L/5.3L-naming complaints for 2003–2007 Express/Savana and 2003–2004 TrailBlazer EXT, Envoy XL/XUV, Rainier and Bravada, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM-Trucks.com forum: Manifold bolts on 1999-newer Silverado (owners report broken exhaust manifold bolts and an exhaust tick), via search extract Oct 28, 2026 FORUM/BLOG
https://www.gm-trucks.com/forums/topic/30687-manifold-bolts-on-1999-newer-silverado/

3. NHTSA recall records: 05V-155 (2000–2001 Suburban and Yukon XL fuel pump wire connectors can overheat) and 04V-376 (2005 5.3L L59 fuel rail crossover tube screws), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=05V155000

4. GM Bulletin 04-06-04-088: Replacement of the connector when replacing the fuel tank module / fuel pump module (2002–2004 trucks and SUVs) (2005-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10014959

5. GM Service bulletin 06-06-01-019C: Gradual coolant loss with no leak found: porosity crack in Castech cylinder heads near the oil drain holes (2001–2006 trucks and SUVs with the 4.8L, 5.3L Gen III) (2024-03-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251887-0001.pdf

6. GM Bulletin 02013: Coolant leak from cylinder head cup plugs on Gen III engines (2003–2004 trucks and SUVs) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007119

7. GM Bulletin 3110: Erratic oil pressure with DTC P0522 and/or P0523 (2004 trucks and SUVs) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10010025

8. GM Bulletin 03-08-49-009: Revised engine oil pressure gauge inaccurate or inoperative diagnostic information (2003 trucks and SUVs) (2003-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10002870

9. GM Bulletin 3193: Excessive oil consumption (2001–2005 Silverado, Sierra, Suburban, Yukon, Avalanche) (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10010647

10. GM PIP-4492P: Oil consumption and/or exhaust smoke: possible PCV baffle or lifter concern; oil found in the intake manifold and PCV tube (2011-05-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10036464

11. YourMechanic: Chevrolet Tahoe exhaust manifold gasket replacement estimates (5.3L, 2002–2010 listings $286–$466; broken-bolt extraction extra), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/tahoe/exhaust-manifold-gasket-replacement

12. YourMechanic: Chevrolet Tahoe oil/fluid leak inspection estimate ($95–$115 by year), via search extract Oct 28, 2026 SHOP/RETAILER
https://yourmechanic.com/estimates/chevrolet/tahoe/oil-fluid-leak-inspection

13. YourMechanic: Chevrolet Tahoe oil pressure sensor replacement estimate (2006 5.3L $268; 2002 4.8L $316), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/tahoe/oil-pressure-sensor-replacement

14. YourMechanic: Chevrolet Tahoe PCV valve replacement estimate (2002 5.3L shop/dealer $118–$131), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/chevrolet/tahoe/positive-crankcase-ventilation-pcv-valve-replacement

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.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-GGN3-123456-20261028 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.