2011 Chevrolet Tahoe at 122,000 mi

1GNSKBE02BR123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Tahoe · Tahoe LT 5.3 V8 4WD	GM Gen IV small-block V8 (4.8L, 5.3L, 6.0L Vortec)	122,000 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 'B' = 2011, 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

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (5)

- **21V-054** · Air bags · passenger frontal inflator (Zone A states): An inflator explosion may result in sharp metal fragments striking the driver or other occupants, resulting in serious injury or death.
- **21V-050** · Air bags · passenger frontal inflator (Zone A states): An inflator explosion may result in sharp metal fragments striking the driver or other occupants, resulting in serious injury or death.
- **14V-827** · Ignition · lock actuator: If the key sticks in Start it can snap back to Accessory and cut engine, power steering and power brake assist.
- **11V-339** · Steering · intermediate shaft bolts: The steering shaft bolts may not be tight enough; the joint can separate and the driver can lose steering.
- **11V-007** · Rear axle · cross pin: A rear axle cross pin that was not heat-treated can break and jam the axle, and the driver may lose control without warning.

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

AFM lifter tick and misfire (cylinders 1, 4, 6, 7): Past the range (52,000–106,000 mi, the middle half of 68 owner reports) · if it fails: $3,000–$5,000

Oil consumption on AFM engines: Past the range (54,000–120,000 mi, the middle half of 50 owner reports)

Low oil pressure (relief valve or lifter oil filter): Inside the range (68,000–137,000 mi, the middle half of 26 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 134,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 152,000 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 152,000 mi

$100–$160

No other repairs on the list before 152,000 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 122,000 mi to 152,000 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][M3][M6]
Automatic transmission fluid Every 100,000 mi normal; 50,000 mi severe or GVWR over 8,600 lb.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M3][M4][M7][M5]

M1. 2007 Chevrolet Tahoe Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2007_chevrolet_tahoe_owners.pdf

M2. 2008 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2008_chevrolet_silverado_owners.pdf

M3. 2010 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2010_chevrolet_silverado_owners.pdf

M4. 2009 Chevrolet TrailBlazer Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2009_chevrolet_trailblazer_owners.pdf

M5. 2009 Pontiac G8 Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/pontiac/2009_pontiac_g8_owners.pdf

M6. 2013 Chevrolet Silverado Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2013_chevrolet_silverado_owners.pdf

M7. 2008 Chevrolet Express Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2008_chevrolet_express_owners.pdf

WHERE 122K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Oil consumption on AFM engines	54,000–120,000 mi (middle half of 50 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	AFM lifter tick and misfire (cylinders 1, 4, 6, 7)	52,000–106,000 mi (middle half of 68 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Low oil pressure (relief valve or lifter oil filter)	68,000–137,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside 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 2011 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 1GNSKBE02BR123456.
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 IV VORTEC) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 4.8 / 5.3 / 6.0L V8 (Gen IV Vortec) as of 2026-10-28. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2011 CHEVROLET TAHOE (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-054	Air bags · passenger frontal inflator (Zone A states)	An inflator explosion may result in sharp metal fragments striking the driver or other occupants, resulting in serious injury or death. Details
21V-050	Air bags · passenger frontal inflator (Zone A states)	An inflator explosion may result in sharp metal fragments striking the driver or other occupants, resulting in serious injury or death. Details
14V-827	Ignition · lock actuator	If the key sticks in Start it can snap back to Accessory and cut engine, power steering and power brake assist. Details
11V-339	Steering · intermediate shaft bolts	The steering shaft bolts may not be tight enough; the joint can separate and the driver can lose steering. Details
11V-007	Rear axle · cross pin	A rear axle cross pin that was not heat-treated can break and jam the axle, and the driver may lose control without warning. Details

Source: NHTSA recalls API, fetched 2026-10-27 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

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 3 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 (GMT900).

1 Oil consumption on AFM engines

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 172 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 122,000 mi this car is past the reported range (54,000–120,000 mi (middle half of 50 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 54,000–120,000 mi (middle half of 50 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2007–2014 trucks and SUVs with AFM, 2010–2012 Colorado/Canyon V8 and 2008–2009 G8 GT (not the TrailBlazer, Envoy, Rainier or front-drive LS4 cars, which GM excludes)

WHAT FAILS OFFICIAL [2]

GM's bulletin says oil sprayed from the Active Fuel Management pressure-relief valve and the PCV system can be pulled into the engine and burned, leaving carbon on the rings. The fix is an oil deflector, an updated left valve cover and carbon cleaning. If the engine still uses more than 1 quart in 2,000 miles, GM replaces the pistons and rings.

SYMPTOMS

- Adding oil between changes
- Fouled spark plugs or misfires
- Blue smoke at start-up

IF IT'S LEFT TOO LONG

Low oil can damage the engine; burned oil fouls plugs and the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Track oil use; the deflector, valve cover and carbon cleaning cost much less than pistons and rings.

ESTIMATED REPAIR COST

Labor only, 2.6–5.2 h GM warranty time plus the deflector and valve cover	**$260–$830** OUR ESTIMATE [2][6] labor only, parts extra
Piston and ring replacement (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

Where the numbers come from: Estimate: GM warranty labor time of 2.6–5.2 h (bulletin [2]) × $100–$160/h independent-shop labor rate [6]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- How much oil between changes?
- Was the AFM deflector or updated valve cover installed?

2 AFM lifter tick and misfire (cylinders 1, 4, 6, 7)

Past the range

Severity: Critical: rare, but can badly damage the engine · 344 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 122,000 mi this car is past the reported range (52,000–106,000 mi (middle half of 68 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 52,000–106,000 mi (middle half of 68 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2005–2014 V8 engines with AFM in the GM note (trucks and SUVs, TrailBlazer/Envoy/Rainier V8, Impala and Monte Carlo SS, Grand Prix GXP, LaCrosse Super, G8 GT, Caprice PPV); not the vans

WHAT FAILS OFFICIAL [3]

The special lifters on the cylinders that shut off to save fuel (1, 4, 6 and 7) can stick unlocked or collapse. GM says this can come from damage to the internal locking pin. The repair replaces the valve lifter oil manifold, all AFM lifters and guides, and sometimes the oil pump.

SYMPTOMS

- Tick noise
- Misfire on cylinder 1, 4, 6 or 7
- Check-engine light

IF IT'S LEFT TOO LONG

A collapsed lifter can wipe the camshaft lobe and bend push rods.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any tick or AFM-cylinder misfire right away.

ESTIMATED REPAIR COST

No published price (GM uses published labor times)	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=13)	**$3,000–$5,000** 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 13 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,800). Examples: ODI 11669867, 10660131, 10302484, 10811698. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR GMT900

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

WHAT TO ASK YOUR SHOP

- Any tick or misfire codes?
- Lifters or camshaft ever replaced?

3 Low oil pressure (relief valve or lifter oil filter)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 80 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 122,000 mi this car is inside the reported range (68,000–137,000 mi (middle half of 26 owner complaints that state a mileage)), 54,000 miles past where reports start. Range: 68,000–137,000 mi (middle half of 26 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2006–2013 GM V8 trucks and SUVs, 2006–2017 Express and Savana, and the V8 cars in the GM notes

WHAT FAILS OFFICIAL [4][5]

GM has two bulletins for low oil pressure on these V8s: the oil pump pressure-relief valve can stick (replace the oil pump and flush the cooler lines), and the small filter screen in the valve lifter oil manifold can clog.

SYMPTOMS

- Low oil pressure message or light
- Gauge dropping at idle
- Engine noise

IF IT'S LEFT TOO LONG

Low oil pressure can damage bearings and lifters quickly.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Stop and diagnose at the first low-pressure warning; check the oil level first.

ESTIMATED REPAIR COST

No published price	**No published price** 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 GMT900

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

WHAT TO ASK YOUR SHOP

- Any low oil pressure warnings?
- Oil pump ever replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.8 / 5.3 / 6.0L V8 (Gen IV 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
Transmission	585	Counts every transmission complaint; not an engine fault.
Throttle body / reduced power	200	Owners report throttle body and sensor faults; GM ran a throttle position sensor special coverage (11273) on some 2009–2010 trucks. Not one engine-internal 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

- Oil level and consumption history
- Tick or misfire on cylinders 1, 4, 6, 7
- Oil pressure at hot idle

Ask the seller

- How much oil between changes?
- AFM deflector / valve cover update done?
- Lifters ever replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Oil consumption on AFM engines: symptoms or fault codes present	$260–$830 + parts
AFM lifter tick and misfire (cylinders 1, 4, 6, 7): symptoms or fault codes present	No published price
Low oil pressure (relief valve or lifter oil filter): 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

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 2007–2013 Silverado/Sierra 1500 and 2007–2014 Tahoe, Suburban, Yukon and Yukon XL complaints that do not mention the 6.2L, 4.3L, V6 or hybrid (Yukon Denali left out), plus 2007–2013 Avalanche; and Express/Savana, TrailBlazer, Envoy, Rainier, Colorado, Canyon, H3, Impala, Monte Carlo, Grand Prix, LaCrosse, G8 and Caprice complaints that name the V8 (or the V8 trim). Those nameplates also came with other engines, so their counts under-count: 14,808 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.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission	585	Also reported
Lifter tick / misfire	344	Item 2
Throttle body / reduced power	200	Also reported
Oil consumption	172	Item 1
Low oil pressure	80	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 2007–2013 Silverado/Sierra 1500, 2007–2014 Tahoe, Suburban, Yukon and Yukon XL, and 2007–2013 Avalanche (6.2L, 4.3L and hybrid complaints left out), plus V8-naming complaints for 2008–2017 Express/Savana, 2005–2009 TrailBlazer/Envoy/Rainier, 2009–2012 Colorado/Canyon, 2008–2010 H3, 2005–2009 LS4 cars, G8 GT and Caprice PPV, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Service bulletin 10-06-01-008M: Engine oil consumption on V8 engines with Active Fuel Management: install AFM oil deflector, clean carbon from cylinders and/or install updated valve cover (2014-11-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10114272-9999.pdf

3. GM PIP4568R: Tick noise and/or misfires on AFM cylinders 1, 4, 6 and/or 7 (2015-01-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10114354-9999.pdf

4. GM PIP4158H: Low oil pump pressure due to a sticking oil pressure relief valve (V8 engines) (2019-08-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10164752-9999.pdf

5. GM PIP4786B: Low oil pressure message/light: inspect valve lifter oil filter (AFM V8 engines) (2015-07-14), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10114601-9999.pdf

6. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

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-GMG4-123456-20261028 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.