2021 Chevrolet Silverado 1500 at 60,000 mi

1GCUYDET1MZ123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Silverado 1500 · Silverado 1500 Crew Cab 3.0L Duramax 4WD	GM 3.0L Duramax inline-six turbo diesel (LM2, LZ0)	60,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'M' = 2021, 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

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (7)

- **26V-083** · Transmission · control valve (re-repair of 24V-797): Trucks repaired incorrectly under recall 24V-797 can still have a transmission control valve failure that locks the rear wheels.
- **24V-797** · Transmission · control valve (diesel trucks): The transmission control valve can fail and lock the rear wheels.
- **21V-985** · Tires · 17-inch spare with accessory wheels: The 17-inch spare does not match the accessory wheels, so anti-lock brakes may not work properly with the spare fitted.
- **21V-495** · Air bags · driver frontal module cover tabs: The driver air bag cover may be missing metal tabs, so the bag may not deploy properly.
- **20V-811** · Seat belts · anchor bolts: Wrong bolts may have been used to fasten seat belts, so a belt may not restrain properly in a crash.
- **20V-792** · Seat belts · front center seat bracket: The front-center seat belt bracket may not be secured to the seat frame.
- **20V-684** · Tires · overcured Continental tires: Overcured tires can break in the sidewall or lose the tread, causing sudden air loss.

A model-year list, not a VIN check. 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 24V-797, 26V-083. 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

Coolant control valve failure: Inside the range (47,000–111,000 mi, the middle half of 16 owner reports) · **may be free at a Chevrolet dealer** (free under special coverage N252508341 (2021–2023, 15 yr / 150k mi)) · if it fails outside that coverage: $340–$540 labor only, parts extra

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 72,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 90,000 mi

Nothing else enters its reported range in this window.

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

Oil pump drive belt service (rear of engine) — No published price

Below the range (Service at 150,000 miles on the LM2 (200,000 miles on the LZ0)) · Beyond the next 30,000 miles

Rear main seal oil leak — No published price

Any mileage (2020–2022 trucks and SUVs with the LM2) · Inspect at each service; fix at the first sign

10-speed transmission control valve wear (harsh shifts, P0747) — `Free if covered` check the VIN

Any mileage (2020–2022 trucks and 2021–2022 SUVs: transmission control valve covered to 15 years / 150,000 miles) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 90,000 mi

$100–$160

Nothing else on the list before 90,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 60K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant control valve failure	47,000–111,000 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Oil pump drive belt service (rear of engine)	Service at 150,000 miles on the LM2 (200,000 miles on the LZ0) FORUM/BLOG	Below the range
3	Rear main seal oil leak	2020–2022 trucks and SUVs with the LM2 OFFICIAL	Any mileage
4	10-speed transmission control valve wear (harsh shifts, P0747)	2020–2022 trucks and 2021–2022 SUVs: transmission control valve covered to 15 years / 150,000 miles 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 2021 Chevrolet Silverado 1500

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 1GCUYDET1MZ123456.
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.

3.0L DURAMAX I6 DIESEL (LM2 / LZ0) RECALLS WE TRACK

24V-797 · Transmission control valve may fail (2020–2022 diesel trucks and 2021 SUVs)

NHTSA lists this model and year: check by VIN

The transmission control valve may fail and lock the rear wheels. Free repair. OFFICIAL [6]

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

26V-083 · Re-repair of recall 24V-797 (2020–2022) NHTSA lists this model and year: check by VIN

Some trucks may have been repaired incorrectly under 24V-797; dealers redo the repair, free. OFFICIAL [6]

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

Other 3.0L Duramax I6 diesel (LM2 / LZ0) recalls we track, not listed by NHTSA for this model and year: 25V-619 (wrong replacement fuel tank (some diesel SUVs)).

EVERY RECALL NHTSA LISTS FOR THE 2021 CHEVROLET SILVERADO 1500 (7)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
26V-083 3.0L Duramax I6 diesel (LM2 / LZ0) tracked	Transmission · control valve (re-repair of 24V-797)	Trucks repaired incorrectly under recall 24V-797 can still have a transmission control valve failure that locks the rear wheels. Details
24V-797 3.0L Duramax I6 diesel (LM2 / LZ0) tracked	Transmission · control valve (diesel trucks)	The transmission control valve can fail and lock the rear wheels. Details
21V-985	Tires · 17-inch spare with accessory wheels	The 17-inch spare does not match the accessory wheels, so anti-lock brakes may not work properly with the spare fitted. Details
21V-495	Air bags · driver frontal module cover tabs	The driver air bag cover may be missing metal tabs, so the bag may not deploy properly. Details
20V-811	Seat belts · anchor bolts	Wrong bolts may have been used to fasten seat belts, so a belt may not restrain properly in a crash. Details
20V-792	Seat belts · front center seat bracket	The front-center seat belt bracket may not be secured to the seat frame. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-684	Tires · overcured Continental tires	Overcured tires can break in the sidewall or lose the tread, causing sudden air loss. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: SILVERADO 1500. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (SILVERADO 1500): One listing is left out of this diesel sample: 25V-274 (6.2L gas V8 connecting rod and crankshaft defects). A VIN check would show it if it 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 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 (T1XX). Left out because they apply to other models, years, engine sizes or body codes: Crankshaft thrust bearing failure (2025–2026 LZ0); Cylinder 2 glow plug failure (2021 SUVs).

---

1 Coolant control valve failure

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 53 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is inside the reported range (47,000–111,000 mi (middle half of 16 owner complaints that state a mileage)), 13,000 miles past where reports start. Range: 47,000–111,000 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2021–2023 LM2 trucks and SUVs in the GM coverage; owners report it on 2020 trucks too

WHAT FAILS OFFICIAL [2]

The engine coolant control valve can fail its self-test. The check-engine light comes on, a code sets, and the cooling fans may keep running after the engine is shut off. GM extended coverage to 15 years or 150,000 miles on 2021–2023 LM2 vehicles.

SYMPTOMS

- Check-engine light (often P1098 or P1010)
- Cooling fans running hard or after shut-off
- Reduced engine power
- Temperature swings

IF IT'S LEFT TOO LONG

The truck can drop into reduced power; overheating is possible if ignored.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for N252508341 before paying.

ESTIMATED REPAIR COST

Free under special coverage N252508341 (2021–2023, 15 yr / 150k mi)	**Free if covered** OFFICIAL [2] independent shop, installed
Labor only, 3.4 h GM warranty time plus the valve	**$340–$540** OUR ESTIMATE [2][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Free under GM special coverage N252508341 inside 15 years / 150,000 miles from the in-service date: 2021–2022 Silverado / Sierra 1500 and 2021–2023 Tahoe, Suburban, Yukon and Escalade [2]. Outside the coverage: Estimate: GM warranty labor time of 3.4 h (bulletin [2]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR T1XX

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

WHAT TO ASK YOUR SHOP

- Coolant control valve replaced?
- Any fan-run-on or reduced power?

2 Oil pump drive belt service (rear of engine)

Below the range

Severity: High: overheating, stalls, limp mode or a big bill · 9 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 60,000 mi this car is 90,000 miles before the reported range (Service at 150,000 miles on the LM2 (200,000 miles on the LZ0)) starts. Range: Service at 150,000 miles on the LM2 (200,000 miles on the LZ0) FORUM/BLOG [3]



WHAT FAILS FORUM/BLOG [3]

The oil pump is driven by a belt at the back of the engine. A trade blog reports the service interval as 150,000 miles on the LM2 and 200,000 miles on the newer LZ0, and the job is costly because the belt sits behind the engine.

SYMPTOMS

- No warning before it fails
- Low oil pressure warning if it does

IF IT'S LEFT TOO LONG

If the belt fails, oil pressure is lost and the engine can be ruined.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Plan and budget for it before the interval; do it with any rear-engine work.

ESTIMATED REPAIR COST

No published price (labor-heavy job)	**No published price** independent shop, installed
No published price (engine damage)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR T1XX

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

WHAT TO ASK YOUR SHOP

- Oil pump belt replaced? At what mileage?

3 Rear main seal oil leak

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2022 trucks and SUVs with the LM2), so mileage doesn't say much here. Range: 2020–2022 trucks and SUVs with the LM2 OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

GM says the rear main oil seal can move out of position in the timing chain lower cover and leak oil, sometimes with code P06DD. The fix replaces the lower cover, which comes with a new seal.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed

SYMPTOMS

- Oil drips between the engine and transmission
- Code P06DD

IF IT'S LEFT TOO LONG

A growing leak lowers the oil level.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix under warranty if possible; the job is at the rear of the engine.

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 T1XX

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

WHAT TO ASK YOUR SHOP

- Any oil leak at the bell housing?

---

4 10-speed transmission control valve wear (harsh shifts, P0747)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2020–2022 trucks and 2021–2022 SUVs: transmission control valve covered to 15 years / 150,000 miles), so mileage doesn't say much here. Range: 2020–2022 trucks and 2021–2022 SUVs: transmission control valve covered to 15 years / 150,000 miles OFFICIAL [8]
Applies to: 2020–2022 Silverado 1500 and Sierra 1500 and 2021–2022 Tahoe, Suburban, Yukon and Escalade listed on the VIN under special coverage N242454441

WHAT FAILS OFFICIAL [8]

A control valve inside the 10-speed automatic can wear and slowly lose pressure. That causes harsh shifts, a service-engine message, reduced power or code P0747; GM's related recall 24V-797 covers the rare case where the rear wheels lock for a moment. GM covers the repair for 15 years or 150,000 miles from the date the vehicle was first put in service, whoever owns it, and reimburses owners who paid.

SYMPTOMS

- Harsh shifts
- Check-engine light with P0747
- Reduced engine power

IF IT'S LEFT TOO LONG

Shifts get harsher; in rare cases the rear wheels can lock for a moment, which is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a GM dealer inside 15 years / 150,000 miles; check the VIN for N242454441 and recall 24V-797 before paying.

ESTIMATED REPAIR COST

Free under special coverage N242454441 (15 yr / 150k mi)	**Free if covered** OFFICIAL [8] independent shop, installed
No published bill outside the special coverage	**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: Free under GM special coverage N242454441 inside 15 years / 150,000 miles from the in-service date [8]. GM warranty time for the repair is 3.4 h on Silverado / Sierra 1500 and 1.7 h on the SUVs [8]. No published bill for a vehicle outside the coverage.

PARTS FOR T1XX

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

WHAT TO ASK YOUR SHOP

- Any harsh shifts or a P0747 code?
- Recall 24V-797 done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.0L Duramax I6 diesel (LM2 / LZ0) 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	51	Counts every transmission complaint (10-speed automatic; recalls 24V-797 / 26V-083 cover 2020–2022 diesel trucks).
DEF / emissions / derate	33	DEF heater, NOx and DPF faults; GM bulletins here are diagnostic, with no extended coverage found.

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

- Scan for coolant control valve codes
- Oil leaks at the bell housing
- Engine noise (LZ0)

Ask the seller

- Coolant control valve replaced?
- Oil pump belt mileage?
- Any warranty engine work?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant control valve failure: fault found on inspection	$340–$540 + parts
Oil pump drive belt service (rear of engine): original, no replacement invoice	No published price
Rear main seal oil leak: seeping or leaking	No published price
10-speed transmission control valve wear (harsh shifts, P0747): 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 27, 2026 from NHTSA's complaints API for Silverado/Sierra 1500, Tahoe, Suburban, Yukon and Escalade complaints that mention the diesel, Duramax or 3.0L: 198 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. GM bulletin lists for 2019–2022 Silverado/Sierra 1500 could not be pulled (NHTSA server errors); SUV bulletin lists were used.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Coolant valve / overheating	53	Item 1
Transmission	51	Also reported
DEF / emissions / derate	33	Also reported
Thrust bearing / engine failure	30	Other years or engine sizes
Oil pump belt / timing	9	Item 2
Oil leak	9	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 2019–2025 Silverado 1500, 2020–2025 Sierra 1500, and 2021–2025 Tahoe, Suburban, Yukon and Escalade complaints that mention the diesel, Duramax or 3.0L, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Special Coverage N252508341: LM2 coolant control valve replacement (2021–2022 Silverado/Sierra 1500, 2021–2023 Tahoe, Suburban, Yukon, Escalade): 15 years / 150,000 miles (2025-09-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11023152-0001.pdf

3. Pickup Truck + SUV Talk: Replaced already? New GM 3.0L Duramax diesel LZ0 coming (oil pump belt service 150,000 miles on the LM2, 200,000 on the LZ0), Apr 2022, via search extract Oct 27, 2026 FORUM/BLOG
https://pickuptrucktalk.com/2022/04/replaced-already-new-gm-3-0l-duramax-diesel-lz0-coming/

4. Pickup Truck + SUV Talk: GM 3.0L Duramax diesel thrust bearing problem causes engine failure, no recall? (GM bulletin 25-NA-307, 2025–2026 LZ0), Oct 2025, via search extract Oct 27, 2026 FORUM/BLOG
https://pickuptrucktalk.com/2025/10/gm-3-0l-duramax-diesel-thrust-bearing-problem-causes-engine-failure-no-recall/

5. GM Service bulletin 22-NA-022: LM2 diesel rear main oil leak with or without DTC P06DD: replace the timing chain lower cover with seal (2022-02-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10214239-9999.pdf

6. NHTSA recall records: 25V-619 (wrong replacement fuel tank, diesel SUVs) and 24V-797 / 26V-083 (2020–2022 diesel 10-speed transmission control valve), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V619000

7. 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

8. GM Special Coverage N242454441-02: Transmission control valve wear (harsh shifts, P0747; momentary rear wheel lock-up), 2020–2022 Silverado / Sierra 1500 and 2500/3500, 2021–2022 Tahoe, Suburban, Yukon and Escalade: 15 years / 150,000 miles from the in-service date (2025-01-28), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11013150-0001.pdf

9. GM Special Coverage N262552620: Glow plug, cylinder 2 (P0672, P1339, P06C6), 2021 Tahoe, Suburban, Yukon, Yukon XL, Escalade and Escalade ESV: 15 years / 150,000 miles from the in-service date (2026-05-11), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11032588-0001.pdf

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-GMLM2-123456-20261027 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.