2018 Chevrolet Equinox at 70,000 mi

2GNAXVEX5J6123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Equinox · Equinox Premier 2.0L turbo AWD	GM 2.0L turbo four-cylinder (LTG, LSY)	70,000 mi	AWD
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 'J' = 2018, 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.

0	0	3
jobs recommended now	to plan in the next 30,000 miles · plus 1 factory maintenance item	to watch or check at each service

Safety recalls NHTSA lists for this model year (4 of 5)

- **20V-668** · Power train · automatic transmission (start/stop accumulator): Missing bolts on the start-stop accumulator endcap could result in a transmission oil leak and may progress to a loss of propulsion, increasing the risk of a crash.
- **18V-576** · Service brakes · front disc brakes: A reduction of braking performance can increase the risk of a crash.
- **18V-358** · Fuel system, gasoline · delivery · fuel pump: A damaged fuel line can create a fuel leak, increasing the risk of a fire.
- **17V-516** · Power train · driveline · driveshaft: If the front right intermediate drive shaft assembly separates while driving, the vehicle will lose propulsion, increasing the risk of a crash.

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. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Good news: nothing on the 2.0L turbo I4 (LTG / LSY) watch list is due at this mileage. Worth a fresh look at about 80,000 mi.

Next 12 months up to about 82,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 100,000 mi

Nothing else enters its reported range in this window.

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

Piston damage if the wrong oil is used — **No published price**
Any mileage (Any LTG engine; risk is set by the oil used) · Ask for this check at every service

Fuel in the oil from short trips (PCV valve) — **$200–$720** labor only, parts extra
Any mileage (2013–2019 LTG engines driven mostly on short trips) · Inspect at each service; fix at the first sign

Oil leaks (bedplate bolt, timing chain guide bolt, cam carrier) — **No published price**
Any mileage (2016–2021 LTG and 2019–2025 LSY in the GM bulletins) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 100,000 mi

No repairs planned

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 70,000 mi to 100,000 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
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: 5-year limit passed (check records)** [M1][M3][M4]

M1. 2014 Cadillac ATS Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2014_cadillac_ats_owners.pdf

M2. 2015 Cadillac ATS Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2015_cadillac_ats_owners.pdf

M3. 2015 Chevrolet Malibu Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2015_chevrolet_malibu_owners.pdf

M4. 2015 Buick Regal Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/buick/2015_buick_regal_owners.pdf

WHERE 70K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Piston damage if the wrong oil is used	Any LTG engine; risk is set by the oil used OFFICIAL	Any mileage
2	Fuel in the oil from short trips (PCV valve)	2013–2019 LTG engines driven mostly on short trips OFFICIAL	Any mileage
3	Oil leaks (bedplate bolt, timing chain guide bolt, cam carrier)	2016–2021 LTG and 2019–2025 LSY in the GM bulletins 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 2018 Chevrolet Equinox

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 2GNAXVEX5J6123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Chevrolet dealer for a campaign printout; it also lists completed campaigns.

2.0L TURBO I4 (LTG / LSY) RECALLS WE TRACK

Other 2.0L turbo I4 (LTG / LSY) recalls we track, not listed by NHTSA for this model and year: 25V-148 (10-speed transmission may be damaged internally (2020–2022 Camaro, 2020–2021 CT4)), 23V-013 (fuel pump module may not supply enough fuel (2021–2022 Equinox, 2022 Terrain)).

EVERY RECALL NHTSA LISTS FOR THE 2018 CHEVROLET EQUINOX (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-668	Power train · automatic transmission (start/stop accumulator)	Missing bolts on the start-stop accumulator endcap could result in a transmission oil leak and may progress to a loss of propulsion, increasing the risk of a crash. Details
18V-576	Service brakes · front disc brakes	A reduction of braking performance can increase the risk of a crash. Details
18V-358	Fuel system, gasoline · delivery · fuel pump	A damaged fuel line can create a fuel leak, increasing the risk of a fire. Details
17V-516	Power train · driveline · driveshaft	If the front right intermediate drive shaft assembly separates while driving, the vehicle will lose propulsion, increasing the risk of a crash. Details
18V-252	Visibility · window glass	If the glass is not tempered properly, and the window is broken, the glass can break into large pieces, increasing the risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: EQUINOX. 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 (D2XX). Left out because they apply to other models, years, engine sizes or body codes: Turbo wastegate sticks (LSY, P2B81).

1 Piston damage if the wrong oil is used

Any mileage

Severity: Critical: rare, but can badly damage the engine · 16 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any LTG engine; risk is set by the oil used), so mileage doesn't say much here.

Range: Any LTG engine; risk is set by the oil used OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

GM's bulletin for the 2.0L turbo (RPO LTG) says certain engine oils can cause premature piston failure. GM tells owners and shops to use only a dexos1 full synthetic 5W-30 that is low in calcium, and to change the oil on time.

SYMPTOMS

- Misfire or rough running
- Loss of power
- Check-engine light

IF IT'S LEFT TOO LONG

A cracked piston means engine repair or replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Use only the oil GM specifies and keep the receipts.

ESTIMATED REPAIR COST

No published price (oil change with the right oil)	**No published price** independent shop, installed
No published price (piston or engine repair)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR D2XX

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

WHAT TO ASK YOUR SHOP

- Which oil was used at each change?
- Any misfire codes?

2 Fuel in the oil from short trips (PCV valve)

Any mileage

Severity: Medium: leaks and wear · 2 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2013–2019 LTG engines driven mostly on short trips), so mileage doesn't say much here. Range: 2013–2019 LTG engines driven mostly on short trips OFFICIAL [3]

WHAT FAILS OFFICIAL [3]

GM says repeated short trips can let fuel build up in the oil, with code P0172 (system too rich). The fix is a camshaft cover with a revised PCV valve, plus an oil change.

ESTIMATED REPAIR COST

Labor only, 2–4.5 h GM warranty time plus the	**$200–$720** OUR ESTIMATE [3][8] labor only, parts extra

SYMPTOMS

- Check-engine light, P0172
- Oil smells of fuel
- Oil level rising on the dipstick

IF IT'S LEFT TOO LONG

Fuel-thinned oil protects the engine less.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes, if the car sees mostly short trips or sets P0172. Ask if the revised cover is fitted.

camshaft cover with the revised PCV valve	
Labor only, 2–4.5 h GM warranty time plus the camshaft cover with the revised PCV valve	**$200–$720** OUR ESTIMATE [3][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($460) is about 1.0× the early-fix midpoint ($460). A cost ratio, not a probability.

Where the numbers come from: Estimate: GM warranty labor time of 2–4.5 h (bulletin [3]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. The time depends on the car: GM lists 1.5 h (Regal) to 4.0 h for the cover.

PARTS FOR D2XX

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

WHAT TO ASK YOUR SHOP

- Mostly short trips?
- Camshaft cover replaced for P0172?

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3 Oil leaks (bedplate bolt, timing chain guide bolt, cam carrier)

Any mileage

Severity: Medium: leaks and wear · 10 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2016–2021 LTG and 2019–2025 LSY in the GM bulletins), so mileage doesn't say much here. Range: 2016–2021 LTG and 2019–2025 LSY in the GM bulletins OFFICIAL [4][5][6]

WHAT FAILS OFFICIAL [4][5][6]

GM has bulletins for several oil leaks. On the LTG, oil can seep past a bedplate bolt through porous metal, or past a loose upper timing chain guide bolt. On the LSY, oil can leak where the sealant meets at the camshaft carrier.

SYMPTOMS

- Oil spots under the car
- Burning oil smell
- Oil on the engine sides

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

IF IT'S LEFT TOO LONG

A growing leak lowers the oil level and can drip on hot parts.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix small leaks early; ask which bulletin the shop used.

PARTS FOR D2XX

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

WHAT TO ASK YOUR SHOP

- Any oil leaks fixed? Which one?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L turbo I4 (LTG / LSY) 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	73	Counts every transmission complaint (6-, 8- and 10-speed automatics); not an engine fault.
Stalling / loss of power	35	Mixed causes: fuel pump modules, sensors and turbo faults.

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 receipts showing dexos1 full synthetic 5W-30
- Scan for P0172 and P2B81
- Oil leaks around the engine

Ask the seller

- Which oil was used?
- Mostly short trips?
- Any turbo or oil-leak repairs?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Piston damage if the wrong oil is used: fault found on inspection	No published price
Fuel in the oil from short trips (PCV valve): symptoms or fault codes present	$200–$720 + parts
Oil leaks (bedplate bolt, timing chain guide bolt, cam carrier): seeping or leaking	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 Malibu, ATS, CTS, CT6, Camaro, Equinox, Terrain, Regal, XT5, XT6, CT4, Envision, Blazer and Acadia complaints that point to the 2.0L turbo (Malibu 1.5T, V6 and V8 excluded), plus all XT4 complaints and CT5 complaints that do not name the V6 or V8. Nameplates with several engines are filtered by complaint text, so their counts under-count: 349 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. Items marked LTG or LSY apply only to that engine version. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission	73	Also reported
Stalling / loss of power	35	Also reported
Turbo / wastegate	28	Other years or engine sizes
Piston / engine damage	16	Item 1
Oil leak	10	Item 3
Fuel in oil / P0172	2	Item 2

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 2013–2022 Malibu 2.0T, 2013–2019 ATS and 2014–2019 CTS 2.0T, 2016–2019 CT6 2.0T, 2016–2024 Camaro 2.0T, 2018–2021 Equinox and Terrain 2.0T, 2014–2020 Regal, 2016–2023 Envision 2.0T, 2020–2024 Blazer, 2020–2023 Acadia and XT6 2.0T, 2019–2025 XT4, 2020–2025 XT5, CT4 and CT5 2.0T complaints, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. GM Service bulletin 17-NA-039: Engine oil requirement for the 2.0L turbo (RPO LTG): certain oils can cause premature piston failure; use a low-calcium dexos1 full synthetic 5W-30 (Envision, Regal, ATS, CTS, CT6, Camaro, Malibu) (2017-03-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10138042-9999.pdf

3. GM Service bulletin 18-NA-246: DTC P0172 and fuel-enriched engine oil from repeated short trips on the 2.0L LTG: replace the camshaft cover with the revised PCV valve and change the oil (2013–2019) (2019-06-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10161941-9999.pdf

4. GM Service bulletin 18-NA-201: Oil leak at engine bedplate bolt from casting porosity, 2016–2019 2.0L LTG and 2.5L LCV: seal the bolt (2021-05-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10199232-9999.pdf

5. GM PIP5803A: Oil leak from a loose upper timing chain guide bolt, 2016–2021 2.0L LTG (2021-04-19), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10193459-9999.pdf

6. GM Service bulletin 21-NA-240: Oil leak at the camshaft carrier T-joint sealant, 2.0L LSY (2019–2025 XT4, XT5, XT6, CT4, CT5, CT6; 2020 Blazer and Acadia) (2025-01-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11013243-0001.pdf

7. GM PIP6007A: DTC P2B81 from turbocharger wastegate friction on the 2.0L LSY: replace the turbocharger (Envision, CT4, CT5, XT4, XT5, XT6, Blazer) (2024-09-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11009150-0001.pdf

8. 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

9. NHTSA recall records: 25V-148 (2020–2022 Camaro and 2020–2021 CT4 with the 10-speed automatic: internal damage can lock the wheels) and 23V-013 (2021 Equinox fuel pump module, stall), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V148000

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-GMLTG-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.