2018 Chevrolet Volt at 90,000 mi

1G1RC6S52JU123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Volt · 2018 Volt LT hatchback (gen 2, 1.5L range extender)	Chevrolet Volt Voltec plug-in hybrid drive (gen 1 with 1.4L range extender, gen 2 with 1.5L)	90,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '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.

1
inspection recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **18V-673** · Seat belts · rear retractor (child seat locking): Some rear seat belt retractors may not lock when fully pulled out, so a child seat may not be held securely. Dealer inspects and replaces them.
- **18V-576** · Brakes · rear caliper pistons: Rear brake caliper pistons may have a poor coating that lets gas form and reduces braking. Dealer replaces affected calipers.

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. 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

EGR valve failure (1.5L range extender): Past the range (35,000–61,000 mi, the middle half of 25 owner reports) · if it fails: $1,420–$3,550

Battery energy control module (BECM) failure, 2016–2019: Inside the range (56,000–108,000 mi, the middle half of 35 owner reports) · **may be free at a Chevrolet dealer** (free under special coverage N232432680 (2016–2018, 15 yr / 150k mi)) · if it fails outside that coverage: $530–$850 labor only, parts extra

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 102,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 120,000 mi

Nothing else enters its reported range in this window.

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

Shift to Park message: shifter park switch

$87–$700

independent shop, installed

Past the range (27,000–47,000 mi, the middle half of 20 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 120,000 mi

$100–$160

No other repairs on the list before 120,000 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 90,000 mi to 120,000 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 97,500 mi	**Due at 97,500 mi** [M1][M2]
Engine, power electronics and battery coolant Drain and fill engine, power-electronics and high-voltage battery cooling systems every 150,000 mi or 5 years.	every 150,000 mi or 5 years	**Due by age: 5-year limit passed (check records)** [M1][M2]

M1. 2015 Chevrolet Volt Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2015_chevrolet_volt_owners.pdf

M2. 2014 Cadillac ELR Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2014_cadillac_elr_owners.pdf

WHERE 90K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Battery energy control module (BECM) failure, 2016–2019	56,000–108,000 mi (middle half of 35 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	EGR valve failure (1.5L range extender)	35,000–61,000 mi (middle half of 25 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Shift to Park message: shifter park switch	27,000–47,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past 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 2018 Chevrolet Volt

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 1G1RC6S52JU123456.
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.

VOLTEC (1.4L / 1.5L) RECALLS WE TRACK

Other Voltec (1.4L / 1.5L) recalls we track, not listed by NHTSA for this model and year: 15V-145 (gasoline engine can start by itself if the car is left on (2011–2013 Volt)).

EVERY RECALL NHTSA LISTS FOR THE 2018 CHEVROLET VOLT (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
18V-673	Seat belts · rear retractor (child seat locking)	Some rear seat belt retractors may not lock when fully pulled out, so a child seat may not be held securely. Dealer inspects and replaces them. Details
18V-576	Brakes · rear caliper pistons	Rear brake caliper pistons may have a poor coating that lets gas form and reduces braking. Dealer replaces affected calipers. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: VOLT. 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 (Volt). Left out because they apply to other models, years, engine sizes or body codes: Loss of propulsion: low battery cell voltage or drive motor stator, 2011–2015; Battery coolant loss: level sensor or radiator (Service High Voltage Charging System).

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1 Battery energy control module (BECM) failure, 2016–2019

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 226 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is inside the reported range (56,000–108,000 mi (middle half of 35 owner complaints that state a mileage)), 34,000 miles past where reports start. Range: 56,000–108,000 mi (middle half of 35 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2016–2018 Volt under special coverage N232432680; bulletin covers 2016–2019

WHAT FAILS OFFICIAL [5][6]

The battery energy control module can fail. The car may go into reduced power, refuse to start or refuse to charge, often with U2603–U2624 codes for lost communication with the battery interface modules. GM covers BECM replacement on 2016–2018 Volts for 15 years or 150,000 miles and reimburses owners who paid.

SYMPTOMS

- Propulsion Power is Reduced
- Car will not start
- Car will not charge
- MIL with U2603–U2624

IF IT'S LEFT TOO LONG

The car can be stranded; a reduced-power event in traffic is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

On 2016–2018 cars the repair is free inside 15 years / 150,000 miles; check the VIN for N232432680. Keep receipts if you paid before March 2024.

ESTIMATED REPAIR COST

Free under special coverage N232432680 (2016–2018, 15 yr / 150k mi)	**Free if covered** OFFICIAL [5] independent shop, installed
Labor only, 5.3 h GM warranty time plus the module	**$530–$850** OUR ESTIMATE [5][14] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: If it fails outside the special coverage (2019 cars, or past 15 years / 150,000 miles): Estimate: GM warranty labor time of 5.3 h (bulletin [5]) × $100–$160/h independent-shop labor rate [14]. Parts are extra unless stated; check the VIN for open warranty coverage first. Owners in NHTSA complaints report dealer bills of about $2,000–$3,100.

PARTS FOR VOLT

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

WHAT TO ASK YOUR SHOP

- Any reduced power, no-start or no-charge events?
- BECM ever replaced?

2 EGR valve failure (1.5L range extender)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 176 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 90,000 mi this car is past the reported range (35,000–61,000 mi (middle half of 25 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 35,000–61,000 mi (middle half of 25 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2016–2019 Volt 1.5L (L3A)

WHAT FAILS OFFICIAL [7][8]

The exhaust gas recirculation (EGR) valve on the 1.5L engine can fail and set codes such as P0401, P0403 and P0405. GM bulletins also mention an open fuse F3UA; technicians check the harness for chafing, then replace the valve. Owners report the engine shutting down, reduced propulsion and long waits for parts.

SYMPTOMS

- Check-engine light
- Engine Unavailable or Propulsion Power is Reduced
- Engine misses or shuts off when the battery is empty
- DTC P0401, P0403, P0405

IF IT'S LEFT TOO LONG

With a depleted battery and no engine, the car can lose power on the road.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the valve at the first EGR code; check the harness first as GM directs.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=15)	**$1,420–$3,550** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=15)	**$1,420–$3,550** 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 ($2,485) is about 1.0× the early-fix midpoint ($2,485). A cost ratio, not a probability.

Where the numbers come from: Computed from 15 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,400). Examples: ODI 11717029, 11604830, 11595024, 11726050. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR VOLT

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

WHAT TO ASK YOUR SHOP

- Any check-engine light or Engine Unavailable message?
- EGR valve ever replaced?

3 Shift to Park message: shifter park switch

Past the range

Severity: Medium: leaks and wear · 418 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 90,000 mi this car is past the reported range (27,000–47,000 mi (middle half of 20 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 27,000–47,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2016–2019 Volt

WHAT FAILS OFFICIAL [9]

The park switch in the shifter may not signal that the car is in Park. A Shift to Park message stays on after shutting down, and the car may not power off. GM installs a new shifter harness and an in-line jumper harness.

SYMPTOMS

- Shift to Park message while already in Park
- Car will not turn off
- DTC B000A
- 12V battery drained overnight

IF IT'S LEFT TOO LONG

The car may stay on and drain the 12V battery; owners report being unable to leave the car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it when the message starts; the harness repair is a short job.

ESTIMATED REPAIR COST

Shifter or harness repair (owner reports)	**$87–$700** FORUM/BLOG [16] independent shop, installed
Same job	**$87–$700** FORUM/BLOG [16] 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 ($394) is about 1.0× the early-fix midpoint ($394). A cost ratio, not a probability.

PARTS FOR VOLT

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

WHAT TO ASK YOUR SHOP

- Any Shift to Park messages?
- Shifter or harness replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in Voltec (1.4L / 1.5L) owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Air bags	322	Passenger air-bag warning complaints; not part of the drivetrain.
Brakes	163	Brake complaints include recalls 13V-271 (2012) and 18V-576 (2018–2019 rear calipers); not part of the drivetrain.
Charging	46	Mixed causes (charge cords, the battery coolant message, BECM faults); the main documented causes are listed above.

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 HPCM2 and BECM for history codes
- VIN check for BECM special coverage N232432680 (2016–2018)
- EGR codes and fuse F3UA (1.5L)
- Battery coolant level (2011–2015)

Ask the seller

- Any Propulsion Power is Reduced or Engine Unavailable messages?
- BECM, EGR valve or battery sections replaced?
- Any Shift to Park messages?

Documents to request

- Dealer service-history printout for the VIN (recalls, campaigns and battery work)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Battery energy control module (BECM) failure, 2016–2019: fault found on inspection	$530–$850 + parts
EGR valve failure (1.5L range extender): symptoms or fault codes present	$1,420–$3,550
Shift to Park message: shifter park switch: symptoms or fault codes present	$87–$700
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 All complaints for the Chevrolet Volt in the years shown: 1,872 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Shift to Park message	418	Item 3
Reduced propulsion / loss of power	416	Other years or engine sizes
Air bags	322	Also reported
Battery control module (BECM)	226	Item 1
EGR valve	176	Item 2
Brakes	163	Also reported
Charging	46	Also reported
Battery coolant / charging system message	13	Other years or engine sizes

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 2011–2019 Chevrolet Volt, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Chevrolet Customer Satisfaction Program N172130462 (18217): Loss of propulsion due to low cell voltage: HPCM2 software update to give more warning time (0.4 h), 2012–2015 Volt; program ended Oct 31, 2021 (2019-09-24), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10166248-9999.pdf

3. NHTSA recall records: 18V-397 (2013 Volt: an HPCM2 update may have disabled cell balancing, low voltage can cause a loss of propulsion), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=18V397000

4. Chevrolet Service Bulletin 21-NA-218: Reduced Propulsion, MIL with DTC P0C17, P1B03 and/or P0C01: inspect the drive motor 1 stator; replace stator, position sensor and internal harness, 2011–2015 Volt (2021-12-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10207913-9999.pdf

5. Chevrolet Special Coverage N232432680: Battery energy control module (BECM) malfunction: reduced power, no start or no charge; replace the BECM (5.3 h), 2016–2018 Volt, 15 years / 150,000 miles (2024-04-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10253040-0001.pdf

6. Chevrolet Service Bulletin 18-NA-261: No start, MIL with DTCs U2603–U2624 (BECM lost communication with battery interface modules): replace and reprogram the BECM, 2016–2019 Volt (2022-03-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10209256-0001.pdf

7. Chevrolet Service Bulletin 21-NA-116: MIL illuminated, multiple DTCs, open fuse F3UA: check the harness, then replace the EGR valve, 2016–2019 Volt 1.5L (L3A) (2023-02-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10231892-0001.pdf

8. Chevrolet Service Bulletin 24-NA-080: MIL with DTC P0401, P0403, P0405 and others: check the harness, then replace the EGR valve, 2016–2019 Volt 1.5L (L3A) (2024-10-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11010577-0001.pdf

9. Chevrolet Service Bulletin 19-NA-206: Intermittent Shift to Park message while in Park, DTC B000A: park switch in the shifter; install a new shifter harness and an in-line jumper harness (Volt 2016 on) (2024-03-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251901-0001.pdf

10. Chevrolet Preliminary Information PI0961A: SERVICE HIGH VOLTAGE CHARGING SYSTEM message, charging disabled: test and replace the drive motor battery coolant level sensor and harness, 2011–2014 Volt (2013-11-18), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/MC-10118878-9999.pdf

11. Chevrolet Service Bulletin 13-06-02-001A: Coolant leak from the drive motor battery coolant radiator after stone impact: replace the radiator and add grille screens, 2011–2015 Volt (2014-08-18), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10138680-9999.pdf

12. RepairPal: 2014 Chevrolet Volt hybrid high voltage battery replacement cost ($9,869–$10,177 before taxes; via search extract Oct 28, 2026) SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/volt/2014/hybrid-high-voltage-battery-replacement-cost

13. RepairPal: 2016 Chevrolet Volt hybrid high voltage battery replacement cost ($9,307–$9,615 before taxes; labor $659–$967; via search extract Oct 28, 2026) SHOP/RETAILER
https://repairpal.com/estimator/chevrolet/volt/2016/hybrid-high-voltage-battery-replacement-cost

14. 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

15. NHTSA recall records: 15V-145 (2011–2013 Volt: if left on, the gasoline engine can start by itself to recharge the battery; software limits time left on), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V145000

16. TrueDelta: Chevrolet Volt transmission problems, owner-reported repairs for the Shift to Park fault (about $87 to $700; via search extract Oct 28, 2026) FORUM/BLOG
https://www.truedelta.com/Chevrolet-Volt/transmission-problems-1048

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

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