2016 Chevrolet Silverado 1500 at 112,000 mi

3GCUKREC8GG123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Silverado 1500 · Silverado 1500 Crew Cab 4WD	5.3L V8 (L83 / L84 / L82, EcoTec3)	112,000 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 'G' = 2016, 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

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (10)

- **19V-645** · Brakes · power assist · vacuum pump: Falling vacuum reduces brake assist and lengthens stopping distance.
- **26V-611** · Air bags · curtain inflator: A detached end cap or ruptured inflator can project parts into the cabin.
- **21V-504** · Air bags · curtain inflator: A roof-rail air bag inflator can rupture or lose its end cap, sending parts into the cabin.
- **21V-245** · Seat belts · front: An incorrect replacement pretensioner cable can break and weaken the driver seat belt.
- **20V-736** · Air bags · curtain inflator: A roof-rail air bag inflator end cap can separate and strike an occupant. Superseded by 21V-504.
- **19V-761** · ABS · wheel speed sensor: On 5.3L 4WD trucks with a 3.08 axle, a failed wheel-speed sensor can brake one side and pull the truck sideways.
- **17V-437** · Air bags · frontal: Trucks repaired under 16V-651 may not have the full software update, so the air bags may not deploy.
- **16V-651** · Air bags · frontal: Front air bags and pretensioners may not deploy in a crash.
- **16V-256** · Suspension · upper control arm: Weak welds can let the upper control arm separate from its bushing, affecting steering.
- **16V-069** · Brakes · pedal pivot: A loose pedal pivot nut can make the brake pedal loose or inoperative.

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 19V-645. 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/DFM lifters: Past the range (35,000–97,000 mi, the middle half of 80 owner reports) · if it fails: $2,500–$7,000

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 125,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 142,000 mi

Nothing else enters its reported range in this window.

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

Timing chain and cam phaser wear — $1,200–$2,500

independent shop, installed

Any mileage (L83 and L86 engines 2014–2019; no mileage figure) · Inspect at each service; fix at the first sign

6L80 transmission control module — $300–$1,600

independent shop, installed

Any mileage (no reliable figure) · Inspect at each service; fix at the first sign

Brake vacuum pump wear (hard brake pedal, 2014–2018) — Free if covered check the VIN

Any mileage (2014–2018 trucks and SUVs: brake vacuum pump covered to 10 years / 150,000 miles) · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 142,000 mi

$100–$160

No other repairs on the list before 142,000 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 112,000 mi to 142,000 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 2016-on model years were not checked against a GM owner manual (GM does not host them as PDFs); plug and coolant intervals assumed unchanged from 2012-2015.	every 97,500 mi	**Was due at 97,500 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]

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

M2. 2015 GMC Sierra Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/gmc/2015_gmc_sierra_owners.pdf

M3. 2015 Cadillac Escalade Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2015_cadillac_escalade_owners.pdf

M4. Vandergriff Chevrolet: Chevrolet Silverado 1500 service intervals (dealer page) SHOP/RETAILER
https://www.vandergriffchevrolet.com/service/chevrolet-silverado-1500-service-intervals.htm

M5. 2016 GMC Yukon Owner Manual, Maintenance Schedule (ManualsLib copy) OFFICIAL
https://www.manualslib.com/manual/977898/Gmc-2016-Yukon.html?page=364

WHERE 112K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	AFM/DFM lifters	35,000–97,000 mi (middle half of 80 owner complaints that name a lifter and state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Timing chain and cam phaser wear	L83 and L86 engines 2014–2019; no mileage figure FORUM/BLOG	Any mileage
3	6L80 transmission control module	Any mileage; no reliable figure FORUM/BLOG	Any mileage
4	Brake vacuum pump wear (hard brake pedal, 2014–2018)	2014–2018 trucks and SUVs: brake vacuum pump covered to 10 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 2016 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 3GCUKREC8GG123456.
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.

5.3L V8 RECALLS WE TRACK

19V-645 · Engine-driven brake vacuum pump loses vacuum NHTSA lists this model and year: check by VIN

Certain 2014–2018 Silverado and Sierra 1500 with the 5.3L or 6.2L: falling vacuum reduces brake assist and lengthens stopping distance. Free software remedy. OFFICIAL [1]

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

EVERY RECALL NHTSA LISTS FOR THE 2016 CHEVROLET SILVERADO 1500 (10)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-645 5.3L V8 tracked	Brakes · power assist · vacuum pump	Falling vacuum reduces brake assist and lengthens stopping distance. Details
26V-611	Air bags · curtain inflator	A detached end cap or ruptured inflator can project parts into the cabin. Details
21V-504	Air bags · curtain inflator	A roof-rail air bag inflator can rupture or lose its end cap, sending parts into the cabin. Details
21V-245	Seat belts · front	An incorrect replacement pretensioner cable can break and weaken the driver seat belt. Details
20V-736	Air bags · curtain inflator	A roof-rail air bag inflator end cap can separate and strike an occupant. Superseded by 21V-504. Details
19V-761	ABS · wheel speed sensor	On 5.3L 4WD trucks with a 3.08 axle, a failed wheel-speed sensor can brake one side and pull the truck sideways. Details
17V-437	Air bags · frontal	Trucks repaired under 16V-651 may not have the full software update, so the air bags may not deploy. Details
16V-651	Air bags · frontal	Front air bags and pretensioners may not deploy in a crash. Details
16V-256	Suspension · upper control arm	Weak welds can let the upper control arm separate from its bushing, affecting steering. Details
16V-069	Brakes · pedal pivot	A loose pedal pivot nut can make the brake pedal loose or inoperative. 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): 18V-578 and 18V-291 cover police and special-service trucks only and are left out of this sample; a VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
Lifter failures on 2019–2021 trucks	A trade report (Dec 2021) says GM issued a service update for lifter failures on L84 5.3L and L87 6.2L engines built September 2020 to March 2021; the fix replaces the lifters on the damaged bank. No recall was issued. FORUM/BLOG [3]	Warranty or owner's cost

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 (K2).

1 AFM/DFM lifters

Past the range

Severity: Critical: rare, but can badly damage the engine · 319 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 112,000 mi this car is past the reported range (35,000–97,000 mi (middle half of 80 owner complaints that name a lifter and state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 35,000–97,000 mi (middle half of 80 owner complaints that name a lifter and state a mileage) COMPUTED FROM NHTSA DATA [4]



Half of the 80 lifter complaints to NHTSA on these engines that state a mileage came before about 73,000 miles, and about one in ten came before 9,000 miles.

WHAT FAILS FORUM/BLOG [2]

The special lifters on cylinders that shut off to save fuel can stick or collapse, often on cylinder 7, and a failed lifter can wipe the camshaft lobe.

SYMPTOMS

- Ticking or knocking
- Misfire codes, often cylinder 7
- Flashing check-engine light
- Loss of power

IF IT'S LEFT TOO LONG

A collapsed lifter can damage the camshaft and pushrods; the repair grows if it is driven on.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for a misfire-counter check at each service and act on any tick right away.

ESTIMATED REPAIR COST

Listen and scan at a service visit	**$0–$150** OUR ESTIMATE independent shop, installed
Lifter and camshaft repair (reported range)	**$2,500–$7,000** FORUM/BLOG [2] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Au7o lists two overlapping ranges: $2,000–$4,500 for AFM lifter failure and $2,500–$7,000 for a collapsed lifter; we show the wider one.

PARTS FOR K2

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

WHAT TO ASK YOUR SHOP

- Any tick or misfire codes? Lifters ever replaced?

2 Timing chain and cam phaser wear

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 4 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (L83 and L86 engines 2014–2019; no mileage figure), so mileage doesn't say much here. Range: L83 and L86 engines 2014–2019; no mileage figure FORUM/BLOG [2]

WHAT FAILS FORUM/BLOG [2]

The timing chain stretches or the cam phaser wears, setting cam/crank correlation codes.

SYMPTOMS

- Rattle at a cold start
- Cam timing codes
- Rough idle

IF IT'S LEFT TOO LONG

Timing faults reduce power and can lead to engine damage if ignored.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when codes or rattle appear.

ESTIMATED REPAIR COST

Chain/phaser repair (reported range)	**$1,200–$2,500** FORUM/BLOG [2] independent shop, installed
Same range	**$1,200–$2,500** FORUM/BLOG [2] 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 ($1,850) is about 1.0× the early-fix midpoint ($1,850). A cost ratio, not a probability.

PARTS FOR K2

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

WHAT TO ASK YOUR SHOP

- Any cold-start rattle or cam timing codes?

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3 6L80 transmission control module

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; no reliable figure), so mileage doesn't say much here. Range: Any mileage; no reliable figure FORUM/BLOG [2]

Applies to: trucks and SUVs with the 6-speed 6L80 (mostly 2014–2020)

WHAT FAILS FORUM/BLOG [2]

On 6-speed 6L80 trucks the transmission control module inside the transmission can fail.

SYMPTOMS

- Limp mode
- Harsh or delayed shifts
- P0700

IF IT'S LEFT TOO LONG

The truck can get stuck in limp mode.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix on failure.

ESTIMATED REPAIR COST

Module or solenoid repair (reported range)	**$300–$1,600** FORUM/BLOG [2] independent shop, installed
Same range	**$300–$1,600** FORUM/BLOG [2] 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 ($950) is about 1.0× the early-fix midpoint ($950). A cost ratio, not a probability.

PARTS FOR K2

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

WHAT TO ASK YOUR SHOP

- Any shift problems or limp mode?

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4 Brake vacuum pump wear (hard brake pedal, 2014–2018)

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 (2014–2018 trucks and SUVs: brake vacuum pump covered to 10 years / 150,000 miles), so mileage doesn't say much here. Range: 2014–2018 trucks and SUVs: brake vacuum pump covered to 10 years / 150,000 miles OFFICIAL [5]

Applies to: 2014–2018 Silverado 1500 and Sierra 1500, 2015–2018 Tahoe, Suburban, Yukon and Yukon XL, and 2015–2017 Escalade listed on the VIN under special coverage N182202780

WHAT FAILS OFFICIAL [5]

The vacuum pump on the engine that powers the brake booster can lose output over time. The brake pedal gets hard, mostly at low speed with a light foot, stopping can take more effort, and a “Service brake assist” message and a code set. GM says late oil changes can add to it. GM covers the pump for 10 years or 150,000 miles from the date the vehicle was first put in service, whoever owns it, and reimburses owners who paid.

SYMPTOMS

- Hard brake pedal at low speed
- “Service brake assist” message
- Longer stops with the same pedal effort

IF IT'S LEFT TOO LONG

The brakes still work but need more pedal force, which can lengthen a stop.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Free at a GM dealer inside 10 years / 150,000 miles; check the VIN for N182202780 before paying.

ESTIMATED REPAIR COST

Free under special coverage N182202780 (10 yr / 150k mi)	**Free if covered** OFFICIAL [5] 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 N182202780 inside 10 years / 150,000 miles from the in-service date [5]. GM warranty time to replace the pump is 1.3 h; no published bill for a vehicle outside the coverage.

PARTS FOR K2

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

WHAT TO ASK YOUR SHOP

- Brake pedal ever hard at low speed?
- Any “Service brake assist” message?

5 · ALSO REPORTED, NOT RANKED

Other themes in 5.3L V8 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 (any complaint)	633	Counts every transmission complaint; a failed 6L80 control module is one cause.
Brake vacuum pump (recall)	304	Covered by recall 19V-645; check it is done.

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

- Misfire counters and lifter tick
- Cold-start rattle
- Transmission shift quality
- Recall 19V-645 status

Ask the seller

- Lifters or camshaft ever replaced?
- Any transmission work?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
AFM/DFM lifters: fault found on inspection	$2,500–$7,000
Timing chain and cam phaser wear: symptoms or fault codes present	$1,200–$2,500
6L80 transmission control module: symptoms or fault codes present	$300–$1,600
Brake vacuum pump wear (hard brake pedal, 2014–2018): 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 Silverado/Sierra 1500 complaints that mention the 5.3L (2014–2025), plus 2015–2017 Tahoe, Suburban and Yukon (non-Denali) complaints and 2018–2025 Tahoe, Suburban, Yukon and Yukon XL complaints that mention the 5.3L: 4,129 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. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission (any complaint)	633	Also reported
Lifters / misfire	319	Item 1
Brake vacuum pump (recall)	304	Also reported
Timing chain / cam phaser	4	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 recall list for the 2016 Chevrolet Silverado 1500 (12 recalls incl. 19V-645), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=19V645000

2. Au7o known issues: Chevrolet Silverado 1500 2016 (reported cost ranges; AI-assisted site, not independently verified) FORUM/BLOG
https://au7o.io/known-issues/chevrolet-silverado-1500?year=2016

3. Pickup Truck + SUV Talk: Are there new problems with GM V-8 engine lifters lurking? (Dec 20, 2021) FORUM/BLOG
https://pickuptrucktalk.com/2021/12/are-there-new-problems-with-gm-v-8-engine-lifters-lurking/

4. NHTSA complaint flat file (complaints received through Oct 31, 2026), VIN prefixes decoded with vPIC and matched to this engine with the report matcher; complaints that name a lifter (collapsed or failed), read Nov 2, 2026 OFFICIAL
https://static.nhtsa.gov/odi/ffdd/cmpl/

5. GM Special Coverage N182202780-01: Engine-mounted brake vacuum pump (hard brake pedal, “Service brake assist”), 2014–2018 Silverado LD / Sierra LD, 2015–2018 Tahoe, Suburban, Yukon and Yukon XL, 2015–2017 Escalade: 10 years / 150,000 miles from the in-service date (2019-10-11), filed with NHTSA, read Nov 10, 2026 OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10167479-9999.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.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-GM53-123456-20261028 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.