2021 GMC Yukon Denali at 62,000 mi

1GKS2DKLXMR123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Yukon Denali · Yukon Denali 6.2 V8 4WD	GM 6.2L V8 (L86, 2014–2020; L87, 2019-on; LT1/LT4 car versions)	62,000 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 '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.

2
jobs recommended now

0
to plan in the next 30,000 miles · plus 1 factory maintenance item

0
to watch or check at each service

Safety recalls NHTSA lists for this model year (10 of 12)

- **25V-274** · Engine · 6.2L connecting rods and crankshaft: Manufacturing defects in the connecting rods or crankshaft can lead to engine failure while driving.
- **22V-617** · Seat belts · third-row buckle rivet: A seat belt with a deformed rivet may not properly restrain an occupant, increasing the risk of injury during a crash.
- **22V-036** · Driveline · rear driveshaft heat treatment: Driveshaft failure can cause a sudden loss of drive power, increasing the risk of a crash.
- **21V-739** · Fuel system · fuel pump control module: An engine stall increases the risk of a crash.
- **21V-579** · Brakes · electric brake booster calibration: Overall braking performance may be compromised, increasing the risk of a crash.
- **21V-455** · Steering · power steering software: Increased steering effort, particularly at lower speeds, increases the risk of a crash.
- **21V-421** · Air bags · warning light: The air bag malfunction indicator light may fail to warn the driver of a problem with the air bag, increasing the risk of injury.
- **21V-190** · Seat belts · third-row belts misrouted: A damaged seat belt can break during a crash, increasing the risk of injury to the occupant.
- **21V-064** · Fuel system · fuel tank layers: A fuel leak in the presence of an ignition source increases the risk of a fire.
- **20V-811** · Seat belts · incorrect anchor bolts: An incorrect bolt may leave a seat belt poorly anchored, so it may not hold an occupant in a crash.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a GMC dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a GMC dealer for a campaign printout, including 25V-274. 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

Collapsed or broken valve lifters (misfire, tick): Inside the range (16,000–84,000 mi, the middle half of 227 owner reports) · if it fails: $7,340–$13,000
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Connecting rod and crankshaft defects (L87, 2021–2024) — Free if open

Recall 25V-274 is listed for this model year. Check the VIN; the repair is free at a GMC dealer if it is open.

Next 12 months up to about 74,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 92,000 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 92,000 mi

$100–$160

No other repairs on the list before 92,000 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 62,000 mi to 92,000 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][M2][M4]

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

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

M3. Vandergriff Chevrolet: Chevrolet Silverado 1500 service intervals (dealer page) SHOP/RETAILER
https://www.vandergriffchevrolet.com/service/chevrolet-silverado-1500-service-intervals.htm

M4. 2015 Chevrolet Camaro Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/chevrolet/2015_chevrolet_camaro_owners.pdf

M5. 2015 GMC Sierra Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/gmc/2015_gmc_sierra_owners.pdf

M6. 2016 GMC Yukon Owner Manual, Maintenance Schedule (ManualsLib copy) OFFICIAL
https://www.manualslib.com/manual/977898/Gmc-2016-Yukon.html?page=364

WHERE 62K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Connecting rod and crankshaft defects (L87, 2021–2024)	22,000–63,000 mi (middle half of 306 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	● Inside the range
2	Collapsed or broken valve lifters (misfire, tick)	16,000–84,000 mi (middle half of 227 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 2021 GMC Yukon Denali

Safety recall repairs are free at GMC 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 1GKS2DKLXMR123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a GMC dealer for a campaign printout; it also lists completed campaigns.

6.2L V8 (L86 / L87 / LT1) RECALLS WE TRACK

25V-274 · Connecting rod / crankshaft defects can cause engine failure (2021–2024 6.2L L87)

NHTSA lists this model and year: check by VIN

GM is recalling certain 2021–2024 Escalade, Silverado 1500, Suburban, Tahoe, Sierra 1500, Yukon and Yukon XL with the 6.2L V8. The connecting rods and/or crankshaft may have manufacturing defects that can lead to engine failure. Dealers inspect and, as needed, repair or replace the engine; engines that pass get a higher-viscosity oil and a new oil cap. Free. OFFICIAL [2]

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

EVERY RECALL NHTSA LISTS FOR THE 2021 GMC YUKON DENALI (12)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-274 6.2L V8 (L86 / L87 / LT1) tracked	Engine · 6.2L connecting rods and crankshaft	Manufacturing defects in the connecting rods or crankshaft can lead to engine failure while driving. Details
22V-617	Seat belts · third-row buckle rivet	A seat belt with a deformed rivet may not properly restrain an occupant, increasing the risk of injury during a crash. Details
22V-036	Driveline · rear driveshaft heat treatment	Driveshaft failure can cause a sudden loss of drive power, increasing the risk of a crash. Details
21V-739	Fuel system · fuel pump control module	An engine stall increases the risk of a crash. Details
21V-579	Brakes · electric brake booster calibration	Overall braking performance may be compromised, increasing the risk of a crash. Details
21V-455	Steering · power steering software	Increased steering effort, particularly at lower speeds, increases the risk of a crash. Details
21V-421	Air bags · warning light	The air bag malfunction indicator light may fail to warn the driver of a problem with the air bag, increasing the risk of injury. Details
21V-190	Seat belts · third-row belts misrouted	A damaged seat belt can break during a crash, increasing the risk of injury to the occupant. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-064	Fuel system · fuel tank layers	A fuel leak in the presence of an ignition source increases the risk of a fire. Details
20V-811	Seat belts · incorrect anchor bolts	An incorrect bolt may leave a seat belt poorly anchored, so it may not hold an occupant in a crash. Details
22V-827	Lights · daytime running lights stay on	Daytime Running Lights that do not deactivate as intended may cause a glare, reducing visibility and increasing the risk of a crash. Details
20V-735	Seats · front seat bolts after plant repair	If an occupied front seat has loose or missing attachment bolts, it may move during a crash, increasing the risk of injury to the seated occupant. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: YUKON. 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 (YUKON): 24V-797 (transmission control valve) covers diesel-engine trucks and SUVs only and is left out of this 6.2L sample; 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 2 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: Fuel injector faults (2016–2017); Brake vacuum pump wear (hard brake pedal, 2014–2018).

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1 Connecting rod and crankshaft defects (L87, 2021–2024)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 962 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 62,000 mi this car is inside the reported range (22,000–63,000 mi (middle half of 306 owner complaints that state a mileage)), 40,000 miles past where reports start. Range: 22,000–63,000 mi (middle half of 306 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2021–2024 trucks and SUVs with the L87 6.2L built March 2021 to May 2024

WHAT FAILS OFFICIAL [2][3][7]

GM recalled 2021–2024 6.2L trucks and SUVs because the connecting rods and/or crankshaft can have manufacturing defects that damage the engine and make it fail. Dealers inspect the engine. If it passes, they fill it with a thicker oil and fit a new oil cap; if it fails, they repair or replace the engine. GM also covers an engine failure from this condition for 10 years or 150,000 miles.

SYMPTOMS

- Knocking from the bottom of the engine
- Low oil pressure warning
- Engine shuts off or loses power while driving

IF IT'S LEFT TOO LONG

The engine can fail suddenly while driving.

GOOD TO KNOW

GM covers an engine failure from this condition for 10 years or 150,000 miles (special coverage N252494003), and lists 18.2–18.6 h to replace the engine. Check the VIN before paying for any bottom-end repair.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes. Check the VIN for recall 25V-274 and the special coverage; use the oil viscosity on the new oil cap.

ESTIMATED REPAIR COST

Free inspection and repair under recall 25V-274	**Free if covered** OFFICIAL [2] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=53)	**$2,800–$12,560** 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 53 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $10,290). Examples: ODI 11769970, 11699850, 11653851, 11768822. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR T1XX

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

WHAT TO ASK YOUR SHOP

- Was recall 25V-274 done? Did the engine pass or get replaced?
- Which oil is used (the new cap shows the grade)?

2 Collapsed or broken valve lifters (misfire, tick)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 510 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 62,000 mi this car is inside the reported range (16,000–84,000 mi (middle half of 227 owner complaints that state a mileage)), 46,000 miles past where reports start. Range: 16,000–84,000 mi (middle half of 227 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2014–2020 L86 and 2014–2023 LT1/LT4 engines (GM bulletin 15-06-01-002O); 2021-on L87 engines (PIP5861)

WHAT FAILS OFFICIAL [4][5]

A valve lifter can stick, collapse or come apart. GM bulletins describe misfire codes and a ticking noise, a bent push rod in some cases, and a fix that replaces the lifters, lifter guides and sometimes the valve lifter oil manifold. If the camshaft is damaged it is replaced too.

SYMPTOMS

- Ticking noise from the engine
- Misfire codes P0300–P0308
- Check-engine light or rough running

IF IT'S LEFT TOO LONG

A failed lifter can bend a push rod and wear the camshaft; the bill grows if it is driven on.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Act on any new tick or misfire code right away.

ESTIMATED REPAIR COST

Labor only, 9.2–10.9 h GM warranty time plus lifters, guides and valve lifter oil manifold	**$920–$1,740** OUR ESTIMATE [4][8] labor only, parts extra
Owner-reported repair bills in NHTSA complaints (n=86)	**$7,340–$13,000** 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: Estimate: GM warranty labor time of 9.2–10.9 h (bulletin [4]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. Failed column: Computed from 86 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $10,000). Examples: ODI 11770577, 11732205, 11657583, 11696307. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR T1XX

- 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?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.2L V8 (L86 / L87 / LT1) 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
Stalling / loss of power	538	Many describe the L87 engine failures covered by recall 25V-274; others are electrical or transmission faults.
Transmission	506	Counts every transmission complaint (8- and 10-speed automatics); not an engine fault.
Engine failure / bottom-end knock (L86 trucks and SUVs, Corvette, Camaro, CTS-V)	103	Engine-failure complaints from the L86 trucks and SUVs (2014–2018 Silverado/Sierra 1500, 2019 Silverado LD / Sierra Limited, 2015–2020 Tahoe, Suburban, Yukon and Escalade) and the LT1/LT4 cars. They are counted apart because the connecting-rod and crankshaft defect (recall 25V-274) is an L87 truck and SUV problem only; these engines have no matching recall or bulletin, and the complaints mix oil starvation, lifter damage and other causes.

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

- Recall 25V-274 status and result
- Tick or misfire at idle
- Oil pressure and bottom-end noise

Ask the seller

- Recall 25V-274 done: passed or engine replaced?
- Lifters ever replaced?
- Which oil grade is used?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Connecting rod and crankshaft defects (L87, 2021–2024): fault found on inspection	$2,800–$12,560
Collapsed or broken valve lifters (misfire, tick): symptoms or fault codes present	$920–$1,740 + parts
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, Tahoe, Suburban, Yukon and Yukon XL complaints that mention the 6.2L (or Denali on GMC), plus Yukon Denali and Escalade complaints that do not mention the diesel; 2014–2019 Corvette, 2016–2019 CTS-V and Camaro SS/ZL1/LT1 complaints, and plain Camaro complaints that mention the V8. The 2017–2021 Camaro SS/ZL1/LT1, 2016–2017 CTS-V and 2015–2016 Yukon Denali files hold every complaint for that nameplate, so for those years only complaints that name the 6.2L, V8, trim or supercharger (Denali or 6.2L on the Yukon) are kept: 3,451 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
Bottom-end knock / engine failure (L87 trucks and SUVs)	962	Item 1
Stalling / loss of power	538	Also reported
Lifter tick / misfire	510	Item 2
Transmission	506	Also reported
Engine failure / bottom-end knock (L86 trucks and SUVs, Corvette, Camaro, CTS-V)	103	Also reported
Fuel injectors	32	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 2014–2025 Silverado/Sierra 1500 and 2015–2025 Tahoe, Suburban, Yukon complaints that mention the 6.2L, plus Yukon Denali and Escalade, 2014–2019 Corvette, 2016–2024 Camaro SS/ZL1 and 2016–2019 CTS-V, pulled Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 25V-274 (2021–2024 L87 6.2L connecting rod / crankshaft defects), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V274000

3. GM Special Coverage N252494003-02: L87 engine loss of propulsion: engine failure from the recall condition covered 10 years / 150,000 miles; revised parts table (2026-01-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11027714-0001.pdf

4. GM Service bulletin 15-06-01-002O: Engine misfire / tick noise, DTC P0300: repair valve lifter oil manifold and/or lifters (5.3L and 6.2L L86, LT1, LT4; trucks, SUVs, Corvette, Camaro, CTS-V) (2023-03-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10233332-0001.pdf

5. GM PIP5861: Misfire P0300–P0308 where a lifter has come apart (L87 6.2L) (2022-07-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10217780-9999.pdf

6. GM Special Coverage N182198000: Engine fuel injector, 2016–2017 trucks and SUVs with 5.3L and 6.2L (10 years / 150,000 miles, listed states) (2019-07-26), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10163854-9999.pdf

7. GM Customer Satisfaction Program N222360980: Engine main bearing cap bolts improper torque, 2022 L87 6.2L (2022-06-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212963-0001.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. 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 GMC dealer or qualified shop. Safety recall repairs are free at GMC 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-GM62-123456-20261028 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.