2021 Dodge Charger Scat Pack at 52,000 mi

2C3CDXGJ0MH123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Charger Scat Pack · Charger Scat Pack 6.4 392 V8	Stellantis 6.4L HEMI V8 (392 / Apache)	52,000 mi	RWD
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

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 2)

- **24V-198** · Air bags · side curtain inflators: An inflator rupture may result in sharp metal fragments striking occupants, resulting in injury or death.

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

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Dodge 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**

Camshaft lobe and lifter roller wear: Inside the range (46,000–76,000 mi, the middle half of 28 owner reports)
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 64,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 82,000 mi

Nothing else enters its reported range in this window.

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

Fuel injector high-flow misfire (2021) — **$30–$110** labor only, parts extra

Any mileage (2021 models with the 6.4L) · Inspect at each service; fix at the first sign

Broken valve spring (2021–2022) — **No published price**

Any mileage (2021–2022 Challenger, Charger, Ram and Wrangler Hemi engines) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 82,000 mi

$100–$160

Nothing else on the list before 82,000 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 52K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Camshaft lobe and lifter roller wear	46,000–76,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Fuel injector high-flow misfire (2021)	2021 models with the 6.4L OFFICIAL	Any mileage
3	Broken valve spring (2021–2022)	2021–2022 Challenger, Charger, Ram and Wrangler Hemi engines 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 Dodge Charger Scat Pack

Safety recall repairs are free at Dodge 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 2C3CDXGJ0MH123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Dodge dealer for a campaign printout; it also lists completed campaigns.

6.4L HEMI V8 (392) RECALLS WE TRACK

NHTSA lists no engine-specific recall campaign for the 6.4L HEMI V8 (392) as of 2026-10-27. Recalls on the rest of the car are in the model-year list below.

EVERY RECALL NHTSA LISTS FOR THE 2021 DODGE CHARGER SCAT PACK (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-198	Air bags · side curtain inflators	An inflator rupture may result in sharp metal fragments striking occupants, resulting in injury or death. Details
21V-516	Windshield · bonding	A windshield that separates from the vehicle during a crash can increase the risk of injury. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: CHARGER. 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 (LD). Left out because they apply to other models, years, engine sizes or body codes: Water pump and coolant leaks.

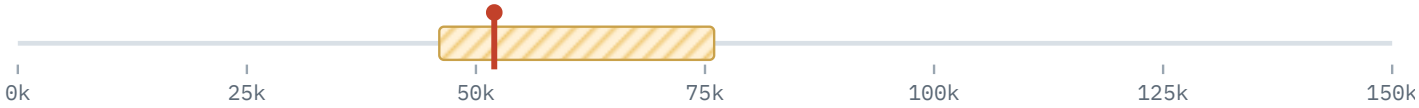
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1 Camshaft lobe and lifter roller wear

Inside the range

Severity: Critical: rare, but can badly damage the engine · 98 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 52,000 mi this car is inside the reported range (46,000–76,000 mi (middle half of 28 owner complaints that state a mileage)), 6,000 miles past where reports start. Range: 46,000–76,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; FCA STAR case covers 2015-on 6.4L applications

WHAT FAILS OFFICIAL [2][3]

A lifter roller can fail and wear the camshaft lobe it rides on. FCA's case tells technicians to pull the VVT oil control valve and check its screens: with no metal debris, the camshaft and lifters are replaced; with debris, the engine is replaced. A separate FCA note says an MDS lifter whose pin looks out of line is normal and should not be replaced for that alone.

SYMPTOMS

- Ticking or knocking from the engine
- Misfire codes and rough idle
- Lack of power

IF IT'S LEFT TOO LONG

A failed roller sends metal through the engine; caught late it means a new engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Act on any new tick or misfire right away; check the oil control valve screens for metal.

ESTIMATED REPAIR COST

Camshaft and lifter replacement (no published price)	**No published price** independent shop, installed
Engine replacement if debris is found (no published price)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR LD

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

WHAT TO ASK YOUR SHOP

- Any tick or misfire codes?
- Camshaft or lifters ever replaced?

2 Fuel injector high-flow misfire (2021)

Any mileage

Severity: Medium: leaks and wear · 4 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2021 models with the 6.4L), so mileage doesn't say much here. Range: 2021 models with the 6.4L OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

Some 2021 6.4L engines got fuel injectors from a bad batch that flow too much fuel and cause misfires. FCA checks the date codes on the fuel rails and injectors and replaces only the affected injectors.

SYMPTOMS

- Check-engine light
- Misfire codes
- Rough running

IF IT'S LEFT TOO LONG

Misfires can damage the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask a dealer to check the VIN for TSB 14-003-22 / RSU 22-028.

ESTIMATED REPAIR COST

Labor only, 0.3–0.7 h FCA warranty time plus injectors	**$30–$110** OUR ESTIMATE [4][8] labor only, parts extra
Labor only, 0.3–0.7 h FCA warranty time plus injectors	**$30–$110** OUR ESTIMATE [4][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($70) is about 1.0× the early-fix midpoint ($70). A cost ratio, not a probability.

Where the numbers come from: Estimate: FCA warranty labor time of 0.3–0.7 h (bulletin [4]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR LD

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

WHAT TO ASK YOUR SHOP

- Any misfire codes on a 2021?

3 Broken valve spring (2021–2022)

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 (2021–2022 Challenger, Charger, Ram and Wrangler Hemi engines), so mileage doesn't say much here. Range: 2021–2022 Challenger, Charger, Ram and Wrangler Hemi engines OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

FCA told dealers that when a misfire is traced to a broken valve spring on these engines, all valve springs should be replaced and the parts sent back for analysis.

SYMPTOMS

ESTIMATED REPAIR COST

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

- Misfire on one cylinder
- Check-engine light

IF IT'S LEFT TOO LONG

A broken spring can let the valve hit the piston.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose a single-cylinder misfire promptly.

	reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR LD

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

WHAT TO ASK YOUR SHOP

- Any single-cylinder misfire?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.4L HEMI V8 (392) 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
Electrical / stalling	1,181	Mostly electrical, battery and stop-start faults; not an engine-internal fault.
Transmission	441	Counts every transmission complaint (8-speed automatics); not an engine fault.

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

- Tick or misfire at idle
- Coolant leaks at the water pump weep hole

Ask the seller

- Camshaft or lifters ever replaced?
- Any misfire codes?
- Injector bulletin done (2021)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Camshaft lobe and lifter roller wear: symptoms or fault codes present	No published price
Fuel injector high-flow misfire (2021): symptoms or fault codes present	$30–$110 + parts
Broken valve spring (2021–2022): symptoms or fault codes present	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/Stellantis 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 Ram 2500/3500 complaints that mention the 6.4L, 392 or Power Wagon; Charger, Challenger, Grand Cherokee and Durango complaints that mention the 6.4L, 392, Scat Pack or SRT (2011–2014 Charger, Challenger and 300: SRT, 6.4L or 392); SRT-named models without supercharged-engine mentions; Wrangler 392; 2023 Chrysler 300 complaints that mention the 6.4L or 300C; and all 2022 plus V8-named 2023 Grand Wagoneer complaints. The 2021–2024 Wrangler 392 files hold every Wrangler complaint for those years, so only complaints that name the 392, 6.4L, V8 or Hemi are kept: 3,329 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
Electrical / stalling	1,181	Also reported
Transmission	441	Also reported
Lifter / camshaft / tick	98	Item 1
Coolant leak / overheating	75	Other years or engine sizes
Fuel injectors	4	Item 2
Valve spring	0	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 Ram 2500/3500 complaints that mention the 6.4L, 392 or Power Wagon; Charger, Challenger, Grand Cherokee and Durango complaints that mention the 6.4L, 392, Scat Pack or SRT (2011–2014 Charger, Challenger and 300: SRT, 6.4L or 392); SRT-named models without supercharged-engine mentions; Wrangler 392; 2023 Chrysler 300 complaints that mention the 6.4L or 300C; and all 2022 plus V8-named 2023 Grand Wagoneer complaints, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. FCA US STAR case S1709000010 Rev. B: Abnormal engine noise, rough idle, misfire: excessive camshaft lobe / lifter (roller) wear; inspect VVT oil control valve screens for debris (2022-03-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10212290-9999.pdf

3. FCA US Parts note 9100229: Hydraulic roller deactivating (MDS) lifters: a disconnecting pin that is not lined up is normal, not a defect (2023-09-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10244356-9999.pdf

4. FCA US TSB 14-003-22 Rev. A: 6.4L fuel injector high-flow misfire: inspect Julian dates on fuel rails and injectors, replace affected injectors (2021 Challenger, Charger, Durango, Grand Cherokee and others) (2022-06-04), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10221475-9999.pdf

5. FCA US STAR case S2607000002: Hemi water pump coolant leak inspection (2023–2026 Ram, Wrangler, Durango, Grand Cherokee, Challenger, Charger, 300) (2026-02-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11028742-0001.pdf

6. Kelley Blue Book: 2019 Dodge Challenger water pump replacement, fair repair range (ZIP 48085; engine not specified), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.kbb.com/dodge/challenger/2019/water-pump-replacement/

7. FCA US Parts note 9004444: Broken valve spring with misfire (2021–2022 Challenger, Charger, Ram 1500, Wrangler): replace all valve springs (2021-11-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10204301-9999.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

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 Dodge dealer or qualified shop. Safety recall repairs are free at Dodge 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-HEMI64-123456-20261027 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.