✓ CarVerdict

Take a mechanic with you to buy the car.

2023 GMC Sierra 1500 Denali 4WD

VIN	**3GTUUGE86PG143781**	Mileage	**75,105 miles**
Engine	**3.0L I6 LZ0 Duramax Turbo-Diesel**	Drivetrain	**4WD, 10-speed automatic**
Seller	**Patriot Chrysler Dodge Jeep Ram, Pryor, OK**	Asking price	**$43,507**
Report date	**October 9, 2026**	Prepared for	**Live Mechanic Call customer**

OUR VERDICT

NEGOTIATE to $41,500 — or BUY at $43,507 if it passes the 5 checks below

This truck is priced $4,000–$8,000 under comparable Denali diesels. The price is genuinely good, but the 3.0L LZ0 has documented pattern failures you must rule out in person before money moves. If it passes every check, it's a buy even at asking.

Fair-Market Value

Fair range: $46,000–$52,000. Current dealer listings for 2023 Sierra 1500 Denali 4WD with the 3.0L diesel:

MILEAGE	LOCATION	LIST PRICE
59,281	Trinidad, CO	$50,800
64,798	Selma, TX	$48,986
69,977	Lubbock, TX	$48,998
88,614	North Carolina	$49,700
75,105 (this truck)	**Pryor, OK**	**$43,507**

Edmunds dealer retail for a clean example runs roughly $56,000. This truck sits meaningfully below every comp — a real discount, or a question worth asking the dealer directly: *"Why is this one priced under the rest of the market?"*

VIN Decode (NHTSA — clean)

2023 GMC Sierra 1500, Denali trim, crew-cab pickup, 4WD, built in Silao, Mexico. Engine confirmed as the **LZ0 3.0L inline-6 Duramax turbo-diesel** — *not* the 6.2L V8. That matters: the widely reported 2025 GM recall for 6.2L V8 connecting-rod/bearing failures (NHTSA 25V274000) does **not** apply to this truck.

Open Recalls — 2, both minor software

- **22V903000** — daytime running lights may not deactivate when headlights are on. Free dealer or over-the-air software update.
- **24V674000** — brake-fluid low warning lamp software. Free over-the-air or dealer update.

Ask the dealer to confirm both are completed before delivery — it takes minutes and costs nothing.

Known Failures: 3.0L LZ0 Duramax

The LZ0 is generally a strong engine, but it has real pattern failures. Here's what they are and what they cost:

1. **Thrust bearing failure (GM TSB 25-NA-307) — the big one.** Worn thrust bearings shed metal into the oil, which starves the turbocharger and destroys it. Symptoms: deep metallic knock from the bellhousing area, rising oil consumption. GM technicians report increasing low-mileage failures. *This is a listen-for-it-on-cold-start check, not an automatic dealbreaker.*
2. **Coolant control valve.** GM Special Coverage **N252508340** — free replacement for 15 years / 150,000 miles, any owner. Symptoms: check engine light, cooling fans running after shutoff. Verify this truck's coverage status.
3. **Wet oil-pump belt.** The oil pump runs on a belt inside the engine; LZ0 interval is 200,000 miles. The belt is ~$300, but labor runs **$1,500–$3,000** because the transmission has to come out. Not due at 75k — but it's a future bill to budget.
4. **Rear main seal weep.** GM released an updated seal package. Inspect under the truck for oil at the bellhousing.
5. **Emissions / DEF gremlins.** "Service emission system" warnings, DPF regen trouble from excessive idling, DEF sensor faults. A 5-minute code scan tells the story even with a clear dash.
6. **10-speed automatic.** Occasional harsh 1–2 and 3–4 shifts (valve body). Feel for it on the test drive.

Your In-Person Checklist — the 5 checks

- ☐ **Cold start, hood open, listen at the bellhousing.** Any deep metallic knock = walk away. That's the thrust-bearing failure.
- ☐ **Code scan.** Any stored emissions/DEF codes, even if no warning lights are on.
- ☐ **Oil level and condition.** Low or dirty oil on a 75k-mile diesel means neglected maintenance. Ask for service records.
- ☐ **Fans running after shutoff / check engine light.** Signs of the coolant-valve issue (free fix — but confirm it).

- [ ] **Test drive the 10-speed.** Slow acceleration through gears 1–4; feel for harsh shifts or flares. Engage 4WD. Check tire date codes and brake life.

Also: the dealer's listing notes photos "may not match the exact vehicle" — confirm you're inspecting the actual truck, and get a vehicle history report (accidents, title, service) before money moves.

Negotiation

The truck is already priced under market, so room is real but limited. **Target $41,500:**

"Your truck's priced well, but it's a 75k-mile LZ0 — it needs transmission fluid and fuel filters now, tires soon, and the thrust-bearing TSB on these engines is well documented. $41,500 and we have a deal today."

If they hold firm at $43,507 and it passes all 5 checks, it's still a fair buy. Budget the $619 doc fee — out-the-door lands around **$47,500** with Oklahoma tax and title.

✓ **CarVerdict** — run by the owners of Apex Automotive, Pryor, Oklahoma
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This report is an advisory based on remote research of the listing, VIN data, recall records, and documented failure patterns for this make, model, and engine. It is not a substitute for an in-person inspection. Always verify the vehicle's condition, history, and final pricing yourself before purchasing.