2003 Cadillac DeVille at 110,000 mi

1G6KD54Y63U123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
DeVille · DeVille 4.6L Northstar sedan	Cadillac Northstar 4.6L V8 (LD8, L37, LH2, LC3)	110,000 mi	FWD
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 '3' = 2003, 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.

0
jobs recommended now

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

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (4)

- **03V-238** · Fuel system · fuel tank pressure sensor: A faulty sensor can let the system self-test pull too much vacuum and damage fuel parts, so fuel may leak when refueling, a fire risk.
- **14V-355** · Ignition switch · key position: A heavy key ring or a jolt can turn the key out of RUN. The engine, power steering and power brakes can shut off, and the air bags may not deploy in a crash.
- **03V-051** · Air bags · driver frontal inflator: The driver air bag may not deploy as designed, and the inflator can rupture and throw pieces.
- **02V-222** · Air bags · driver frontal inflator: The driver air bag inflator can crack at a weld when it deploys; pieces can hurt occupants and the bag may not fill fully.

A model-year list, not a VIN check. Repairs are free at a Cadillac dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Cadillac dealer for a campaign printout, including 03V-238. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Good news: nothing on the 4.6L Northstar V8 (LD8 / L37 / LH2) watch list is due at this mileage. Worth a fresh look at about 120,000 mi.

Next 12 months up to about 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Head gasket leaks from pulled head bolt threads — **No published price**

Any mileage (Mostly higher-mileage 1994–2005 engines; any age after overheating) · Inspect at each service; fix at the first sign

Oil leaks from the lower crankcase and oil pan — **No published price**

Any mileage (2000–2004 cars in the GM sealing bulletin; any high-mileage Northstar) · Inspect at each service; fix at the first sign

High oil consumption — **No published price**

Any mileage (2000–2003 DeVille, Eldorado and Seville in the GM bulletins; any high-mileage Northstar) · Inspect at each service; fix at the first sign

Crankshaft position sensors (stall, no start) — **$325–$538**

independent shop, installed

Any mileage (2000–2003 DeVille, Eldorado and Seville) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

No repairs planned

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 110,000 mi to 140,000 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 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2]
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]

M1. 2003 Cadillac DeVille Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2003_cadillac_deville_owners.pdf

M2. 2008 Cadillac DTS Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/cadillac/2008_cadillac_dts_owners.pdf

M3. 2006 Buick Lucerne Owner Manual (Maintenance Schedule) OFFICIAL
https://assets.gm.com/manuals/buick/2006_buick_lucerne_owners.pdf

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Head gasket leaks from pulled head bolt threads	Mostly higher-mileage 1994–2005 engines; any age after overheating SHOP/RETAILER	Any mileage
2	Oil leaks from the lower crankcase and oil pan	2000–2004 cars in the GM sealing bulletin; any high-mileage Northstar SHOP/RETAILER	Any mileage
3	High oil consumption	2000–2003 DeVille, Eldorado and Seville in the GM bulletins; any high-mileage Northstar OFFICIAL	Any mileage
4	Crankshaft position sensors (stall, no start)	2000–2003 DeVille, Eldorado and Seville 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 2003 Cadillac DeVille

Safety recall repairs are free at Cadillac dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 1G6KD54Y63U123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Cadillac dealer for a campaign printout; it also lists completed campaigns.

4.6L NORTHSTAR V8 (LD8 / L37 / LH2) RECALLS WE TRACK

03V-238 · Fuel tank pressure sensor may fail (2002–2003 DeVille and Seville 4.6L)

NHTSA lists this model and year: check by VIN

A faulty sensor can let the self-test pull too much vacuum, damaging fuel parts so fuel may leak when refueling, a fire risk. Dealers replace the sensor, free. OFFICIAL [13]

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

EVERY RECALL NHTSA LISTS FOR THE 2003 CADILLAC DEVILLE (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
03V-238 4.6L Northstar V8 (LD8 / L37 / LH2) tracked	Fuel system · fuel tank pressure sensor	A faulty sensor can let the system self-test pull too much vacuum and damage fuel parts, so fuel may leak when refueling, a fire risk. Details
14V-355	Ignition switch · key position	A heavy key ring or a jolt can turn the key out of RUN. The engine, power steering and power brakes can shut off, and the air bags may not deploy in a crash. Details
03V-051	Air bags · driver frontal inflator	The driver air bag may not deploy as designed, and the inflator can rupture and throw pieces. Details
02V-222	Air bags · driver frontal inflator	The driver air bag inflator can crack at a weld when it deploys; pieces can hurt occupants and the bag may not fill fully. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: DEVILLE. 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 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 (K-body).

1 Head gasket leaks from pulled head bolt threads

Any mileage

Severity: Critical: rare, but can badly damage the engine · 45 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Mostly higher-mileage 1994–2005 engines; any age after overheating), so mileage doesn't say much here. Range: Mostly higher-mileage 1994–2005 engines; any age after overheating SHOP/RETAILER [2][3]

WHAT FAILS SHOP/RETAILER [2][3]

The head bolts thread straight into the aluminum block. A trade article on 1994–2005 Northstar repairs says the block threads can pull out, so every head bolt hole should be checked during a head gasket job and damaged holes fitted with steel thread inserts (and the ones next to them). GM also has a bulletin for loss of engine coolant on 2001–2003 cars.

SYMPTOMS

- Coolant loss with no visible leak
- Overheating or "engine hot" warnings
- White exhaust smoke
- Bubbles in the coolant tank

IF IT'S LEFT TOO LONG

Driving on it overheats the engine; a head gasket job with thread inserts is one of the biggest bills on these cars.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep the coolant fresh and full and stop at the first overheat warning. A combustion-gas test confirms a leak.

ESTIMATED REPAIR COST

No published price for prevention	**No published price** independent shop, installed
Head gasket replacement, 2001 DeVille (RepairPal)	**$2,709–$3,686** SHOP/RETAILER [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: RepairPal range is for a head gasket job; thread inserts can add cost. Fewer than 5 owner-reported bills in NHTSA complaints.

PARTS FOR K-BODY

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

WHAT TO ASK YOUR SHOP

- Any overheating or coolant top-ups?
- Head gaskets or thread inserts ever done?

2 Oil leaks from the lower crankcase and oil pan

Any mileage

Severity: Medium: leaks and wear · 67 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2004 cars in the GM sealing bulletin; any high-mileage Northstar), so mileage doesn't say much here. Range: 2000–2004 cars in the GM sealing bulletin; any high-mileage Northstar SHOP/RETAILER

[5][7]

WHAT FAILS SHOP/RETAILER [5][6][7]

GM changed the sealing of the crankcase halves, oil distribution plate and oil pan to RTV sealant and has a bulletin for coolant or oil leaks on these engines. RepairPal says technicians report that the engine must come out of the car to fix the lower-engine oil leak properly.

SYMPTOMS

- Oil spots under the car
- Burning oil smell
- Oil on the exhaust

IF IT'S LEFT TOO LONG

Oil dripping on the exhaust is a fire risk, and the oil level can run low.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Watch small seeps; reseal when the leak drips. Ask for a quote that says whether the whole lower crankcase is resealed.

ESTIMATED REPAIR COST

No published price for small seeps	**No published price** independent shop, installed
Lower crankcase reseal (forum quote and labor estimate)	**$1,900–$3,000** FORUM/BLOG [8] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Forum figures: one owner was quoted $3,000; a technician estimated about 19 h of labor (about $1,900 at his rate). Not shop quotes.

PARTS FOR K-BODY

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

WHAT TO ASK YOUR SHOP

- Any oil spots or burning smell?
- Engine ever resealed?

---

3 High oil consumption

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2003 DeVille, Eldorado and Seville in the GM bulletins; any high-mileage Northstar), so mileage doesn't say much here. Range: 2000–2003 DeVille, Eldorado and Seville in the GM bulletins; any high-mileage Northstar OFFICIAL [9][10]

WHAT FAILS OFFICIAL [9][10]

GM has bulletins for higher than expected oil consumption on these engines, and one for knocking noises or excessive oil consumption on the LD8 and L37 4.6L.

SYMPTOMS

- Adding oil between changes
- Blue smoke
- Knock or tick noise

IF IT'S LEFT TOO LONG

Running low on oil can damage the bearings.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR K-BODY

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil level at every fill-up and track how much it uses.

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

WHAT TO ASK YOUR SHOP

- How much oil between changes?

---

4 Crankshaft position sensors (stall, no start)

Any mileage

Severity: Medium: leaks and wear · 33 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2003 DeVille, Eldorado and Seville), so mileage doesn't say much here.

Range: 2000–2003 DeVille, Eldorado and Seville OFFICIAL [11]

WHAT FAILS OFFICIAL [11]

GM released updated crankshaft position sensors for the 4.6L LD8 and L37 Northstar. A failing sensor can cause stalling or a no-start.

SYMPTOMS

- Stalling while driving
- Crank but no start
- Check-engine light

IF IT'S LEFT TOO LONG

Stalling in traffic is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace with the updated sensor at the first related code or stall.

ESTIMATED REPAIR COST

Crankshaft position sensor replacement, DeVille (YourMechanic quotes)	**$325–$538** SHOP/RETAILER [12] independent shop, installed
Same job	**$325–$538** SHOP/RETAILER [12] 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 ($432) is about 1.0× the early-fix midpoint ($432). A cost ratio, not a probability.

PARTS FOR K-BODY

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

WHAT TO ASK YOUR SHOP

- Any stalling or no-starts?
- Crank sensors replaced with the updated part?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.6L Northstar V8 (LD8 / L37 / LH2) 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	290	Mixed causes: crank sensors, fuel pumps and electrical faults.
Transmission	117	Counts every transmission complaint (4T80-E and 5L50 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

- Coolant level and a combustion-gas test
- Oil leaks at the crankcase seam
- Oil level and consumption

Ask the seller

- Any overheating?
- Head gasket or thread insert work done?
- How much oil between changes?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Head gasket leaks from pulled head bolt threads: seeping or leaking	No published price
Oil leaks from the lower crankcase and oil pan: seeping or leaking	No published price
High oil consumption: symptoms or fault codes present	No published price
Crankshaft position sensors (stall, no start): symptoms or fault codes present	$325–$538
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 DeVille, DTS, Seville, Eldorado and XLR complaints; STS complaints that do not mention the V6; and SRX, Lucerne and Bonneville complaints that mention the Northstar, 4.6L, V8, CXS or GXP. NHTSA names start at 2000, so 1993–1999 cars are not counted: 2,256 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
Stalling / loss of power	290	Also reported
Transmission	117	Also reported
Oil leak	67	Item 2
Head gasket / overheating	45	Item 1
Crank sensor	33	Item 4
Oil consumption	15	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 2000–2005 DeVille, 2006–2011 DTS, 2000–2004 Seville, 2005–2011 STS (non-V6), 2000–2002 Eldorado, 2004–2009 XLR, and SRX, Lucerne and Bonneville complaints that point to the Northstar V8, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Engine Builder Magazine (from APRA): 1994–2005 GM Northstar 4.6L engine head bolt thread repairs (June 2008) SHOP/RETAILER
https://www.enginebuildermag.com/2008/06/1994-2005-gm-northstar-4-6l-engine-head-bolt-thread-repairs/

3. GM Service bulletin 03-06-02-004B: Loss of engine coolant (2001–2003 DeVille, Eldorado, Seville) (2003-12-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10005167

4. RepairPal: 2001 Cadillac DeVille repair and maintenance costs (head gasket replacement $2,709–$3,686), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/cars/cadillac/deville/2001

5. GM Service bulletin 03-06-01-027: Enhancements to crankcase, oil distribution plate and oil pan sealing using RTV sealant (2000–2004 DeVille, Seville, Eldorado; 2004 Bonneville) (2003-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004769

6. GM Bulletin 01771: 4.0L L47 and 4.6L LD8, L37, LH2 engine coolant or oil leak (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10006307

7. RepairPal: Oil leaks from lower engine area on Cadillac DeVille (engine must be removed to repair properly), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/oil-leaks-from-lower-engine-area-254

8. 2CarPros forum: 1999 Cadillac DeVille oil pan leaking (lower crankcase reseal quoted at $3,000; about 19 h labor), via search extract Oct 27, 2026 FORUM/BLOG
https://2carpros.com/questions/cadillac-deville-1999-cadillac-deville-oil-pan-leaking

9. GM Service bulletin 02-06-01-009C: Higher than expected oil consumption (2000–2003 DeVille, Eldorado, Seville) (2003-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004748

10. GM Bulletin 3951: Knocking noises or excessive oil consumption, LD8 or L37 4.6L V8 (2006-10-19), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10020584

11. GM Bulletin 02079: Updated crankshaft sensors, 4.6L LD8 / L37 Northstar (2000–2003 DeVille, Eldorado, Seville) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007775

12. YourMechanic: Cadillac DeVille crankshaft position sensor replacement estimates (model-year quotes about $325–$538), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/cadillac/deville/crankshaft-position-sensor-replacement

13. NHTSA recall records: 03V-238 (fuel tank pressure sensor, 2002–2003 DeVille and Seville 4.6L), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=03V238000

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 Cadillac dealer or qualified shop. Safety recall repairs are free at Cadillac 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.

Trademarks and independence

Not affiliated with General Motors. Cadillac and model names are trademarks of General Motors, used only to identify vehicles.

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