

carz80am 02-13-2016 04:55 PM

How many 15-16 gt3's have engine replaced?

Just curious to see how many have been replaced and if people think it brings down the value? There's already a bulletin, so Porsche must already know about it. Has anyone got anything extra out of porsche for it?

MileHigh911 02-13-2016 05:06 PM

PM Macca. He has the most up to date info of the people that have reported it to him.

Jamie_GT3 02-13-2016 05:10 PM

Are you talking about the high rpm misfire bulletin? I think almost all have been 2014 so far... DLC coating upgraded in 2015 and again for 2016. Oiling and many other parts changed in 2016 to match RS...

carz80am 02-13-2016 05:18 PM

Quote:

Originally Posted by Jamie_GT3 (Post 13014143)

Are you talking about the high rpm misfire bulletin? I think almost all have been 2014 so far... DLC coating upgraded in 2015 and again for 2016. Oiling and many other parts changed in 2016 to match RS...

Yes, mine is a 15 and that's the bulletin I'm talking about. Engine is already out.

carz80am 02-13-2016 05:18 PM

Quote:

Originally Posted by MileHigh911 (Post 13014130)

PM Macca. He has the most up to date info of the people that have reported it to him.

Will do, thanks

Alan C. 02-13-2016 05:19 PM

Jamie, any idea as to when the DLC was updated on the 15s? Thanks.

Alan C. 02-13-2016 05:22 PM

Quote:

Yes, mine is a 15 and that's the bulletin I'm talking about. Engine is already out.

Care to share your build date and last 4 of the VIN?

Thanks

Jamie_GT3 02-13-2016 05:39 PM

Well Charles, Neil and my investigation into this issue will intensify. Not sure of the exact date of the switch, and the info on the DLC coating improvement is second hand...

I do have some 2016 finger followers on my desk, and we have a valve cover gasket coming to pop mine open to have a look.

Macca 02-13-2016 06:43 PM

Quote:

Originally Posted by carz80am (Post 13014165)

Yes, mine is a 15 and that's the bulletin I'm talking about. Engine is already out.

Hi mate. PM me your data. Have only experienced one F engine failure on my database, it was a replacement engine for a failed E as well. Was a failed rocker (broken). Interesting As my sister car down here E series with same mileage and use also just experienced similar fate.

Currently as Jamie says F series failure is rare although I suspect it will increase with time, use age and mileage. You engine if it has failed due to same or similar issues will be upgraded with a G series unit I am sure.

carz80am 02-13-2016 07:27 PM

sent pm Macca. What makes this great for me is that I bought the car used from a porsche dealership, had to wait almost a month to have it delivered to me, within 24 hours I get overfill light and check engine lights. Took to my local dealer who I despise since I had my name on the gt3rs list and they are selling my spot because I don't want to pay \$150k over msrp for the allocation

Jamie_GT3 02-13-2016 08:30 PM

Try and get some details of the failure, what cylinder failed, pics of the finger followers or even the some of the failed parts if you can! I'll buy them!

Jamie

ipse dixit 02-13-2016 09:00 PM

Quote:

Originally Posted by Jamie_GT3 (Post 13014639)

Try and get some details of the failure, what cylinder failed, pics of the finger followers or even the some of the failed parts if you can! I'll buy them!

Jamie

Noble idea. But I am pretty sure Porsche is not letting any replaced engine out of their hands. For obvious reasons, of course. Nothing nefarious.

Jamie_GT3 02-13-2016 09:03 PM

Quote:

Originally Posted by ipse dixit (Post 13014708)

Noble idea. But I am pretty sure Porsche is not letting any replaced engine out of their hands. For obvious reasons, of course. Nothing nefarious.

Gotta ask anyway... :thumbsup:

ipse dixit 02-13-2016 09:04 PM

Quote:

Originally Posted by Jamie_GT3 (Post 13014713)

Gotta ask anyway... :thumbsup:

:thumbup:

Dr.Bill 02-13-2016 09:31 PM

How can you tell if you have an E, F, or G engine?

Mine has been fine for almost 8000 miles, whatever it is.

Jpacione 02-13-2016 09:45 PM

10th digit of the vin.

Lodi 02-13-2016 09:46 PM

Quote:

Originally Posted by RayDBonz (Post 13014785)

How can you tell if you have an E, F, or G engine?

Mine has been fine for almost 8000 miles, whatever it is.

+1.

MBDark 02-14-2016 12:50 AM

My 14 is currently in the shop for the second time in as many weeks, each time I get a CEL and limp mode at the end of 3rd gear up near the top end. Last time they put in a new coil on cyl 5 that was throwing the code, I got it back and the same thing happens again. Hoping it's just the coils and not this rocker issue. I already had the first year engine replacement... I don't want another. Car has 30,000 miles on it.

Macca 02-14-2016 01:16 AM

Quote:

Originally Posted by MBDark (Post 13015149)

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fxz 02-14-2016 03:40 AM

What s the max rpm of the MY 16 G engine when car is stop i.e. in a garage PDK in N and wot?

bronson7 02-14-2016 10:07 AM

I believe 5K - 6K

Pazzo009 02-14-2016 10:24 AM

I have 7800 miles, and build date was 10-2014 but it's a 15 model year. No issues to report. Maybe around 400 miles of track time.

JesseRohr 02-14-2016 10:29 AM

F engine here. 6k miles and no issues to report.

qbix 02-15-2016 10:04 AM

Is it just a speculation or confirmed information regarding upgrades of particular engine series? What series are being produced now?

How can I find out that my engine needs an upgrade? There is some info around about oil pressure increase, ECU flash, coils replacement, rocker arms and maybe more.

Why one engine series would need oil pressure increase and other not? Same goes with ECU flash.

I have February 2015 build (F series) and heard nothing from my dealer.

Interestingly a lot of failures happen in the US. Maybe that's because of higher number of GT3 sold in the US (if I am not mistaken), worse quality of fuel or just more people taking active part in this forum...

:icon107:

MileHigh911 02-15-2016 11:14 AM

Quote:

Originally Posted by qbix (Post 13018245)

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:icon107:

Nothing can be done unless Porsche has advised it's dealers to perform the bulletins per your car's VIN. Even now, I am betting the "engine swap" will not be happening anymore. I think Porsche does that to learn from those motors with early issues, then designs the necessary changes. If issues begin to creep into the F series engines, for those tracking their cars heavily, then I would bet Porsche will just do a "top-end" fix for these cars.

Mike in CA 02-15-2016 02:12 PM

Quote:

Originally Posted by qbix (Post 13018245)

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Interestingly a lot of failures happen in the US. Maybe that's because of higher number of GT3 sold in the US (if I am not mistaken), worse quality of fuel or just more people taking active part in this forum...

:icon107:

I've been told by a very knowledgeable source that an ECU re-flash is not a good idea for my E series engine.

First, a marginal increase in oil pressure as the result of a re-flash won't have any meaningful effect on whether valve lever/cam damage occurs. Second, in the event of a problem Porsche will ask for a readout of the ECU. Depending on circumstances, if the software has been changed to a non-approved version for my engine it's possible that any warranty claim will be prejudiced or at least made more complicated. My service manager offered similar views on the warranty implications, independent of my source, and it's definitely in my best interest to keep my dealership on my side if anything happens.

FWIW, I'm not going to do the re-flash and let the chips fall where they may.

Alan C. 02-15-2016 04:23 PM

I've seen the bulletin on the top end repair. PAG wants the rockers removed, inspected and photographed. They'll make the decision on a new top end or engine swap.

CRex 02-15-2016 08:25 PM

1st hand info: a C15 (HKG) build RS of the G series had its engine replaced after its first outing at the track.

Still trying to get to the bottom of the failure, but it wasn't catastrophic like the E-series GT3 motors. We initially only suspected a failed fuel pump when the problem surfaced trackside. It became a quick warranty replacement soon thereafter.

Something **is** up--the rapid replacement by PAG tells us they know something. May not be the engine, but they must've seen this before to authorize a replacement engine for that customer, pronto.

Jamie_GT3 02-15-2016 10:12 PM

Quote:

Originally Posted by CRex (Post 13020248)

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Something *is* up--the rapid replacement by PAG tells us they know something. May not be the engine, but they must've seen this before to authorize a replacement engine for that customer, pronto.

As you learn more please let us know, I was under the impression the 2016 GT3RS had the bugs worked out, looks like that's not completely the case, but 1 doesn't make a trend either... :)

Macca 02-16-2016 04:53 AM

Quote:

Originally Posted by CRex (Post 13020248)

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Something *is* up--the rapid replacement by PAG tells us they know something. May not be the engine, but they must've seen this before to authorize a replacement engine for that customer, pronto.

Hi CREX. Is this your own car? If so Im sorry. I have anecdotal data only on a few RS engine failures at the track in Europe. However these are not first hand and thus I know nothing of the reason why and it may well be unrelated (one was due to a fire so definitely unrelated). I have not therefore included these as data points....

Just as a point to note the E series engine issues are not "catastrophic". By that I mean it would be a relatively simple procedure to get the engine running again (replacing the rocker levers and cams on the affected bank). Its not like a journal bearing failing on the crankshaft or anything...

I would be very interested if you could update us on the reason for failure when its known. Or feel free to PM me as Im keeping a log of this. The engine would have thrown a code and the tech would have had a procedure to follow. With the "cylinder misfire" code there is a strict protocol the tech must follow before PAG will respond with a replacement engine. Regardless of whether that engine has 900 miles on it or 9000 miles. This makes me think that the issue with the RS

you mention was either more catastrophic (we have had a G series engine reported on here with pictures of a rod through the case for example!) or so such a nature that only a visual inspection was necessary to deem it unsalvageable by local warranty repair.

It is my belief that PAG will end up swapping all E series engines with replacements. I say this because I believe something has come to light since the E & F engines were built that points towards a more complex issue than simply defective DLC coating on the rockers. By this I mean the oiling system itself as evidenced by the changes in the G and RS engines. Im fairly certain the learning has been on going right until November last year, much of the last (final?) lessons learnt with the 991 GT3 R race engine in development.

Lastly, its with regret to inform my track buddy over hear with same road and track mileage as myself succumbed to the same failure last weekend. When I told him what had happened to me he was skeptical, when it happened to him at almost identical mileage he was incredulous. A new G series engine is currently being air-freighted from Germany for him. It was again RHS bank. Our E series engines were replaced same time same place after stop sale. He did not have the software update but had just completed 2 years service with plugs....

carz80am 02-16-2016 11:06 AM

Quote:

Originally Posted by Alan C. (Post 13019474)

I've seen the bulletin on the top end repair. PAG wants the rockers removed, inspected and photographed. They'll make the decision on a new top end or engine swap.

This is exactly what my service advisor told me. They had the engine pulled friday, still waiting on follow up but to my understanding they will either replace the top end or the whole motor...

CRex 02-16-2016 12:07 PM

Quote:

Originally Posted by Macca (Post 13021325)

Hi CREX. Is this your own car? If so Im sorry. I have anecdotal data only on a few RS engine failures at the track in Europe. However these are not first hand and thus I know nothing of the reason why and it may well be unrelated (one was due to a fire so definitely unrelated). I have not therefore included these as data points....

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Macca it wasn't my car--only that I was there when it happened and learned about the replacement afterwards. I will get a better read as I think this affects us all--proof that the G series isn't immune from problems past...

Agree with you on E series. It seems to be just a matter of when, not if.

fxz 02-16-2016 12:35 PM

As known engines updates are done either during production differently than facelifts so saying F or G means nothing

farook 02-16-2016 01:00 PM

Got a friend with a Nov '14 car having a new engine - I believe it was a mis-fire issue on cylinders 4&5. I will try and get the engine block letter and any further info on new engine and works to be done - he has been told oil lines, s/ware as well as new engine. It took a week before Germany authorised a new engine.

Macca - the data you are collecting are you posting/sharing it somewhere so that we can all look at it?

Alan C. 02-16-2016 03:28 PM

Quote:

Im fairly certain the learning has been on going right until November last year

And I have a Nov 2014 build.:crying:

farook 02-16-2016 03:33 PM

Put it this way - if there is a problem issue and G block is the answer - then sooner rather than later... Might as well get it all sorted before the factory warranty runs out!

Macca 02-16-2016 09:41 PM

Quote:

Originally Posted by farook (Post 13022094)

Got a friend with a Nov '14 car having a new engine - I believe it was a mis-fire issue on cylinders 4&5. I will try and get the engine block letter and any further info on new engine and works to be done - he has been told oil lines, s/ware as well as new engine. It took a week before Germany authorised a new engine.

Macca - the data you are collecting are you posting/sharing it somewhere so that we can all look at it?

It would be great if you could supply me the data by PM. I now have 16x "first hand" specific examples I'm keeping spread sheeted. Most are posters on RL including Alex above. At this time I don't want to publish the data but will do so when we get a bit more detail around the sample data set. For example I need a few more firm F failures with details on total mileage, track mileage, fault code and remedy before I can draw any conclusion that the F series is yet showing similar failure. I have provided my sheet to a few members on here we all know and trust to eyeball the data. Not opposed to sharing but first we need to get a bit more data then start a dedicated thread. My G series engine finished installation today (hopefully) and will be run up and tested this week. Next week I will be reunited with it and advise any noticeable changes not that I expect any. There are likely a lot of folk not reporting the issue openly, some may have signed NDA, others because they feel it might affect their individual cars resale value. But I suspect 2016 will

bring this to a boil particularly as the Northern hemisphere enters summer and these E, F & G cars start seeing more track mileage....

farook 02-17-2016 11:02 AM

Hi Macca - will pm you data. Maybe in return you can send the file.

It is an F block, 5k miles, 2 days at the ring but not full on and say max 300 miles. No other track days.

Macca 02-17-2016 10:55 PM

Quote:

Originally Posted by farook (Post 13024942)

Hi Macca - will pm you data. Maybe in return you can send the file. It is an F block, 5k miles, 2 days at the ring but not full on and say max 300 miles. No other track days.

Thanks mate. Send me through your data and ill respond..

Macca 02-17-2016 10:57 PM

Quote:

Originally Posted by farook (Post 13024942)

Hi Macca - will pm you data. Maybe in return you can send the file. It is an F block, 5k miles, 2 days at the ring but not full on and say max 300 miles. No other track days.

pS you will be 18 on the list. I think our first proper F block failure tho I will check my notes. Let me know what country you are from, when the car was delivered new and when it failed. Thanks again

bigkraig 02-21-2016 08:57 PM

E engine today, misfire cylinder 6.

I had it happen once in March last year, pitting out and stopping/starting car and had been fine until today. 3 times today before I got it to the dealer.

disden 02-21-2016 09:38 PM

Sad to see this happening. Glad mine is CPOd. I was going to put on a bypass exhaust, however if my engine takes a dive I don't want any possible excuses for Porsche to deny the claim. Also glad Porsche is standing behind their product.

<TTStyledTextFrame: 0x16e645f0>

MileHigh911 02-21-2016 09:48 PM

Quote:

Originally Posted by bigkraig
E engine today, misfire cylinder 6.

I had it happen once in March last year, pitting out and stopping/starting car and had been fine until today. 3 times today before I got it to the dealer.
Not great, but actually expected now for E -engines. Please keep Macca informed on what happens. Thanks

MaxLTV 02-21-2016 10:05 PM

Quote:

Originally Posted by bigkraig (Post 13038773)
E engine today, misfire cylinder 6.

I had it happen once in March last year, pitting out and stopping/starting car and had been fine until today. 3 times today before I got it to the dealer.
How many miles on the current engine?

bronson7 02-21-2016 10:31 PM

We here on RL only represent a small amount of world wide production of these cars. I'd like to know what the real number is, of troubled engines?

Macca 02-21-2016 10:44 PM

Quote:

Originally Posted by bigkraig (Post 13038773)
E engine today, misfire cylinder 6.

I had it happen once in March last year, pitting out and stopping/starting car and had been fine until today. 3 times today before I got it to the dealer.
Hi mate. PM me the data. Pretty sure you will end up with a replacement engine. It would be good to have the mileage along with track miles estimate and the final prognosis (they will drop the engine and remove the valve covers to examine the rockers). I can send you the TSB and an update by PM...

bigkraig 02-22-2016 12:59 AM

Quote:

Originally Posted by MaxLTV (Post 13038959)
How many miles on the current engine?
15.2k, original engine was changed before delivery.

Macca 02-22-2016 01:49 AM

thanks Kraig. Have sent you mail...

carz80am 02-22-2016 08:31 AM

I figured I would just put in an update. Going on the 3rd week at the dealership and nothing. I did contact pcna. Last I heard late last week was that they were sending more pictures but still haven't gotten the ok to replace motor. I hope Porsche isn't going to just change the top end...

997rs4.0 02-22-2016 10:37 AM

Quote:

Originally Posted by carz80am (Post 13039658)

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Send PCNA this link that Macca has been nice enough to start

Alan C. 02-22-2016 10:45 AM

My guess is PCNA is well aware of this link.

997rs4.0 02-22-2016 11:28 AM

Quote:

Originally Posted by Alan C. (Post 13039939)

My guess is PCNA is well aware of this link.

Agree ^

I would just use as a friendly reminder to my dealer and PCNA if my car was stuck in the dealer garage for 3 weeks.

Won't be cheap if all E engine s needs to be replaced again. :(:(

CRex 02-22-2016 11:33 AM

Quote:

Originally Posted by CRex (Post 13020248)

1st hand info: a C15 (HKG) build RS of the G series had its engine replaced after its first outing at the track. Still trying to get to the bottom of the failure, but it wasn't catastrophic like the E-series GT3 motors. We initially only suspected a failed fuel pump when the problem surfaced trackside. It became a quick warranty replacement soon thereafter. Something *is* up--the rapid replacement by PAG tells us they know something. May not be the engine, but they must've seen this before to authorize a replacement engine for that customer, pronto.

More on this: said engine failed leakdown test post-incident trackside. Suspicion of bent valve in one cylinder while car was being tracked.

End of facts there, and the beginning of my interpretation: weak cam rocker mechanism or perhaps valve springs?

carz80am 02-22-2016 05:36 PM

Quote:

Originally Posted by Alan C. (Post 13039939)

My guess is PCNA is well aware of this link.

So far, PCNA has been useless to me...

Alan C. 02-22-2016 06:23 PM

That is strange. One would like to think PCNA would keep the customer up to date. What are they doing for you in the way of a loaner?

Macca 02-22-2016 06:48 PM

Quote:

Originally Posted by CRex (Post 13040098)

More on this: said engine failed leakdown test post-incident trackside.

Suspicion of bent valve in one cylinder while car was being tracked. End of facts there, and the beginning of my interpretation: weak cam rocker mechanism or perhaps valve springs?

This is interesting thanks CREX. I'm not sure it's related to our lubrication issue in any way. To date I have not been able to reliably collaborate any trend in failures on the RS MA176 engine. I have two reports of failures on cars entered into the German series for stock production car racing and a couple relating to fire which appears fluid/ coupling related, again in Europe and through third party sources although with some photos in one example.

At this juncture I would have to conclude none of the RS engine issues related to me are linked to lubrication of the RH bank valve train.

It's something we should continue to keep an eye on.

My personal opinion is thAt although the G series and RS engine appears at least to have design changes to remedy the aforementioned oiling issue, that there are still likely series improvements unknown to be made to this engines architecture as the 9A1 engine progresses in competition...

carz80am 02-22-2016 07:08 PM

Quote:

Originally Posted by Alan C. (Post 13041491)

That is strange. One would like to think PCNA would keep the customer up to date. What are they doing for you in the way of a loaner?
The day I dropped off the car to the dealership, they were out of loaners. I didn't follow up as I have other cars to drive...

Jamie_GT3 02-22-2016 11:17 PM

Quote:

Originally Posted by CRex (Post 13040098)

More on this: said engine failed leakdown test post-incident trackside.
Suspicion of bent valve in one cylinder while car was being tracked.

End of facts there, and the beginning of my interpretation: weak cam rocker mechanism or perhaps valve springs?
this is particularly curious...

MaxLTV 02-22-2016 11:26 PM

Quote:

Originally Posted by bigkraig (Post 13039328)

15.2k, original engine was changed before delivery.

I have 14.5K. Waiting...

MBDark 02-24-2016 06:52 PM

New motor for mine going in next Tuesday....

carz80am 02-24-2016 07:18 PM

Dealer called me today and they said porsche only wants to replace camshafts, valves, heads, etc. I told them I want a new motor. Dealer said they prefer putting in new motor in as well...3 weeks at Dealer so far

Alan C. 02-24-2016 07:36 PM

'Crankshaft'? Cams right? My guess is after getting a few engines back for inspection they have found the DLC to be problematic in certain runs. If they have a more robust DLC process that is good. PAG is the only one that knows what the DLC particles have done to other parts of the engine.

Mech33 02-24-2016 07:41 PM

Quote:

Originally Posted by carz80am (Post 13048562)

Dealer called me today and they said porsche only wants to replace crankshafts, valves, heads, etc. I told them I want a new motor. Dealer said they prefer putting in new motor in as well...3 weeks at Dealer so far

An engine rebuild done by a dealer tech sounds like a recipe for a range of potential future issues...

carz80am 02-24-2016 08:25 PM

Quote:

Originally Posted by Alan C. (Post 13048607)

'Crankshaft'? Cams right? My guess is after getting a few engines back for inspection they have found the DLC to be problematic in certain runs. If they have a more robust DLC process that is good. PAG is the only one that knows what the DLC particles have done to other parts of the engine.

yes, fixed it. I do think it will lead to problems in the future, I don't want a rebuild done at a dealership, I'm trying for a new motor

Alan C. 02-24-2016 08:32 PM

I agree. I'd want a new engine as well.

bronson7 02-24-2016 08:36 PM

Damn right I'd want a new engine too. I plan on keeping this car for the long term, well past it's warranty period.

carz80am 02-24-2016 09:13 PM

Quote:

Originally Posted by bronson7 (Post 13048741)

Damn right I'd want a new engine too. I plan on keeping this car for the long term, well past it's warranty period.

I don't know how long I'll keep it as I switch cars very often and may get an rs if they come down or 17 turbo s but I still want a new engine if not for me, for the next buyer.

Macca 02-25-2016 12:52 AM

1 Attachment(s)

Thanks for the update MBDark & Co.

I've been driving new G series engine two days now. It has the latest software update. Feels just like the old one to me. However I'm still keeping the rpm low and have only been running around town.

I had the DSC module installed today. So far only town driving but it certainly feels more compliant over the expansion joints and pot holes.

Will be going for a long fast run on Sunday so will update on both accordingly.

I'm surprised that PAG haven't offered to replace your engine. If it is F series there may be a reason for this but with E series I see no excuse other than they may be running short on units to ship at factory.

The other NZ car with the same issue as mine received its engine today as I was there, it was air freighted ex Germany within 14 days door to door and will be ready for the weekend for our Sunday run.

Here is the packing slip from the Box. According to the date stamp bottom left hand corner the engine was built mid Dec 2015 (2 months ago). That was after 991 GT3 production ceased I believe. Given it was ordered on 15 January it would have been 4 weeks old at that time. Lets hope it has every running change applied to it LOL!

Jimmy-D 02-25-2016 08:22 AM

Quote:

Originally Posted by carz80am (Post 13048562)

Dealer called me today and they said porsche only wants to replace camshafts, valves, heads, etc. I told them I want a new motor. Dealer said they prefer putting in new motor in as well...3 weeks at Dealer so far

Continue to fight for this. Do not let them set this precedent. This was precisely my fear that this would be their answer moving forward as these engines fail. I do not regret selling my 2014. :grr:

calpolo17 02-25-2016 10:57 AM

3 weeks at dealer is lemon law territory in CA as well. Will be well over lemon law once repairs/replacement made. Play this card..theyd likely rather keep a happy customer then have to buy-back car and attempt to resell with a branded title.

I do not know what the rules are in your part of the country, but I used this to my advantage in getting an engine replaced in my E90M, had a loaner the entire time the car was in the shop, and I was able to negotiate \$5k cash on top for my trouble and time.

Jimmy-D 02-25-2016 11:37 AM

I would hate for them to force that hand but I would not accept a rebuild. I am very disappointed by all of this.

carz80am 02-25-2016 01:39 PM

PCNA told me today that I would be getting compensation. Maybe a few car payments? They also said they didn't know if a Porsche engineer would come and do the repairs or just a dealer tech. I told them either way, I want a new motor, so we'll see what happens....

Sean in Texas 02-25-2016 02:31 PM
Someone remind me, how much does a crate motor cost?

I need to accelerate my track schedule, seemingly.

MileHigh911 02-25-2016 03:33 PM

Quote:

Originally Posted by Jimmy-D (Post 13049815)

Continue to fight for this. Do not let them set this precedent. This was precisely my fear that this would be their answer moving forward as these engines fail. I do not regret selling my 2014. :grr:

The 2014 E engine has been replaced when this occurs. Macca is a good example. I do not know of any 2014 where Porsche decided to just do the "top end". Maybe this will be the course of action for the 2015 F engine? Porsche has their plan of attack, and there isn't anything one can "force" them to do. The OP has an F engine in his 2015. Porsche has determined the best course of action is to not replace the engine. The car will still be worked on by a Porsche tech, and still be covered by warranty. These are cars we are talking about, not human beings. Not a life or death issue. If I offered someone a mint, low miles, 993 Turbo S for their 2015 GT3, everyone would jump at it. And that car would have much much less reliability than the GT3. Let Porsche work this out. The prudent thing to do is to keep all the info in one location (like Macca), so we can track the changes that Porsche is utilizing.

carz80am 02-25-2016 03:53 PM

Quote:

Originally Posted by Ajax-Prime (Post 13050955)

Someone remind me, how much does a crate motor cost?

I need to accelerate my track schedule, seemingly.

Someone at the dealership told me the motor was \$42k. I have no idea if that's list, cost, what, but that's the number that was being thrown around...

Todd B 02-25-2016 05:43 PM

Quote:

Originally Posted by carz80am (Post 13051219)

Someone at the dealership told me the motor was \$42k. I have no idea if that's list, cost, what, but that's the number that was being thrown around...

Sunset lists the replacement motor 9A1100975AU for \$26,250. Looks like list is \$43k and change. So you're number has a slight discount, if the sunset prices are correct.

Where as a spare motor is \$85,117, if you have no core to turn in.

Alan C. 02-25-2016 08:27 PM

So you have to end up with a non catastrophic failure such that you have a usable engine. Or...

horns 02-25-2016 10:07 PM

Has the code been cracked on determining which series of engine one has? I've seen some ideas posted, but I haven't seen a concrete answer. Maybe I just missed it?

MileHigh911 02-25-2016 10:19 PM

Quote:

Originally Posted by horns (Post 13052290)

Has the code been cracked on determining which series of engine one has? I've seen some ideas posted, but I haven't seen a concrete answer. Maybe I just missed it?

Check your VIN. It is there. 2014 = E, 2015 =F, 2016 = G

Black gold 02-25-2016 11:25 PM

1 Attachment(s)

Quote:

Originally Posted by RayDBonz (Post 13014785)

How can you tell if you have an E, F, or G engine?

Mine has been fine for almost 8000 miles, whatever it is.

Does anyone know the difference between an F and G engine if any ?

I have an F with 7000 km and can't wait to take it out as soon as weather gets better (Canada)

lessthan3mph 02-25-2016 11:47 PM

Black gold, this might help:

Quote:

Originally Posted by Macca (Post 12969916)

That's very interesting and entirely plausible. It would be the G series engine they are referring to out of the three. It has the same oiling modifications as the RS engine I am told. However we don't know the specifics of what has been changed for certain yet.

It is correct that at this stage we are looking at E cars that have been tracked. As demonstrated here there are E engines still going strong at around 10,000 miles or more, but one assumes over time the issue will affect them all.

F engines appear more durable with no firm recorded case of the same failure yet on these boards although we do have some interesting issues with a 2-3 units but I think unrelated and due to part or assembly defects.

It's pure supposition but I suspect they upgraded the rockers/cam shafts on the F engine to be more durable and made an ECU software tweak that improved overall oil pressure. If an E engine fails and they don't want to do a replacing of the engine they might send these improved parts to be fitted.

For G they appear to have gone further with lubrication finally bringing the MA175 (GT3) and MA176 (RS) engines effectively to the same spec other than capacity, Max rpm and heavy duty crank (one assumes).

From G onwards revisions to the MA175/6 engines will be based on learnings from the Motorsport engine which is a MA17x derivative...

Quote:

Originally Posted by Alan C. (Post 12984966)

The 991 GT3 series oil pumps are:

15 GT3 PN 9A1 107 051 90 listed for Model MA1.75

16 GT3 PN 9A1 107 051 93 listed for Model MA1.75

GT3 RS PN 9A1 107 051 93 listed for Model MA1.76

So it does appear the the 16 GT3 has the same oil pump as the RS. Since the 16 GT3 and the RS have the same oil filter and pump it's probably safe to say the rest of the oiling system is the same/similar. It would make sense from a manufacturing point of view.

I just got these from Porsche of the Village.

Black gold 02-26-2016 09:34 AM

Quote:

Originally Posted by lessthan3mph (Post 13052576)

Black gold, this might help:

Thanks

bigkraig 02-26-2016 10:24 AM

My misfires were not at a high RPM and verified with my data logs. I got a new coil pack installed on cylinder 6 and I picked up my car last night. I plan on driving the hell out of it now. :)

bronson7 02-26-2016 05:02 PM

I agree, drive the hell out of it. You need to find out whether this engine is a candidate for complete replacement or will it last well past the warranty period.

carz80am 02-26-2016 05:32 PM

Porsche and PCNA are not budging, only want to replace top end with new valves, camshafts, etc....

Alan C. 02-26-2016 05:42 PM

I'd make it a point to do an oil analysis at every oil change.

farook 02-26-2016 05:57 PM

So, my friend just collected his Ex F block gt3 car from OPC with a complete new engine. No instructions or documentation given. Just told it's a complete new engine and in passing mentioned that maybe a 500-1000mile run in regime could be followed.

As a reminder this is a UK F block car with registration in Nov '14. Engine went at 5.1k miles. First problem was ~4.9k miles with an engine light, when they replaced the coil packs and cleaned the carbon build up. It's done 2 moderate Days at the ring, the trip there/back and a wend hooning trip - say 2k miles in total and the rest of the miles have been regular drives. 2nd owner, first owner did 1.7k miles use and run in procedure unknown.

My friend asked them to check any recalls re the Pdk gearbox and this cars vin atm is not on the recall list.

Crossed fingers that this a newer/different engine and the problem solved.

farook 02-26-2016 05:58 PM

Now need a new forum name - so Porsche have done with me....

Macca 02-26-2016 07:14 PM

Thanks for the update Far00k. I've added the data to my list. No need for change of name, I haven't and I'm still alive lol!

Mike in CA 02-26-2016 08:23 PM

Quote:

Originally Posted by carz80am (Post 13054720)

Porsche and PCNA are not budging, only want to replace top end with new valves, camshafts, etc....

Just speculating here.....

I wonder if Porsche was initially replacing complete engines because they wanted to completely tear down the old ones for analysis and to more accurately gauge the extent of any required fix. Now, they've determined that a top end rebuild is all that's required to address the issue.

Or, faced with an ever increasing number of problem engines, they're getting stingy.....

Macca 02-26-2016 09:20 PM

1 Attachment(s)

Mike,

I have heard of 2 occasions now where Porsche have refused a replacement engine. Both were F series. I have 3 X F series on the database out of 19 examples.

The factory are definitely keeping crate engines in a warehouse to send out. Nothing more obvious than the words "replacement engine" on the side of my crate and the other one that arrived for Richard on Thursday.

From time to time however they may well run short on units especially as time goes on. I can imagine the E failure rate will be significant come European summer and track season. They don't need any more of these engine for analysis, they first ones failed in September 2014 and by mid 2015 they knew where the issues lay. I think it's just taken by them longer than expected to actually address the cause.

MileHigh911 02-26-2016 09:53 PM

Thanks Macca!!

Alan C. 02-26-2016 09:54 PM

Based on the fact they want to see the top end disassembled with photos and comments prior to a decision I would agree they want to limit the number of replacement engines. And this type of activity may well fall into the old 'penny wise pound foolish' scenario.

Using the customer's engine plus 14 litres of oil and 2 oil filters to 'hopefully' flush the engine is a bit much.

I looked on the Ohio license plate site and It looks like 'BETA GT3' is available. :-)

Jimmy-D 02-26-2016 10:04 PM

I have no more skin in this game but I stuck by Porsche while my car sat at the port for 5 months despite their inability to effectively communicate.

It is obvious they have learned nothing since then. There obviously is a problem and they should advise what it is and their intentions to rectify it or extend an engine warranty by another 5 years. I guess this whole VW debacle has not taught any one over there a thing- yes - no skin in the game but after investing my time I feel justified in speaking my mind.

I will no longer comment on this topic because it is unfair to fellow Owners.

Alan C. 02-26-2016 10:10 PM

Well Stated Jimmy.

lessthan3mph 02-26-2016 10:16 PM

I just noticed from Macca's sticker that replacement GT3 engine in German is "ersatz motor"...

<http://cimng0.ibsrv.net/gimg/rennlist...e366160dfd.png>

[:icon107:](#)

[CRex 02-26-2016 10:23 PM](#)

^ Man you really wanna make a fellow RLER feel bad

carz80am 02-27-2016 08:37 AM

Quote:

Originally Posted by Jimmy-D (Post 13055429)

I have no more skin in this game but I stuck by Porsche while my car sat at the port for 5 months despite their inability to effectively communicate.

It is obvious they have learned nothing since then. There obviously is a problem and they should advise what it is and their intentions to rectify it or extend an engine warranty by another 5 years. I guess this whole VW debacle has not taught any one

over there a thing- yes - no skin in the game but after investing my time I feel justified in speaking my mind.

I will no longer comment on this topic because it is unfair to fellow Owners. It's funny you say that because I said the same thing to the guy at PCNA. If you really think this will fix the problem you should extend the warranty for free. I told them I've now had my car at the dealership for over 3 weeks and they haven't even started the top end work so I'm at least another week or so from completion. If I have to go through something again like this again it would really suck so they better get it right the first time.

Also the fact that they are just replacing parts, maybe costs them 10k over putting in a new motor that should easily cover extending the warranty. I don't know how long I'd keep the car after completion anyways, but at least it would be worth a little more with a longer warranty and make the new buyer feel more comfortable....

carz80am 03-07-2016 09:59 PM

Just wanted to give an update as I think people want to know. They got all the parts in last week to do the repairs and as they were putting everything back together they noticed scaring on cylinder #4 and #6. Misfiring was happening in cylinder 5 I think. So, they sent Porsche more photos and are waiting...looks like I will be getting a new motor after a month of being at the dealer

Mike in CA 03-07-2016 10:16 PM

Quote:

Originally Posted by carz80am (Post 13086359)

Just wanted to give an update as I think people want to know. They got all the parts in last week to do the repairs and as they were putting everything back together they noticed scaring on cylinder #4 and #6. Misfiring was happening in cylinder 5 I think. So, they sent Porsche more photos and are waiting...looks like I will be getting a new motor after a month of being at the dealer

That's something they should have seen/been looking for before they sent the info to Porsche the first time around. Hope it all works out....

bronson7 03-07-2016 11:01 PM

That would not give me a fuzzy feeling at all. There should be no excuse not noticing the scaring on cylinder 4 and 6. Hopefully everything gets sorted out the way it should. Hang in.

robmypro 03-07-2016 11:14 PM

Quote:

Originally Posted by carz80am (Post 13086359)

Just wanted to give an update as I think people want to know. They got all the parts in last week to do the repairs and as they were putting everything back together they noticed scaring on cylinder #4 and #6. Misfiring was happening in cylinder 5 I think. So, they sent Porsche more photos and are waiting...looks like I will be getting a new motor after a month of being at the dealer
Porsche will get it right. Getting a new motor will be awesome. I just hope mine gives out a month before the warranty is up lol. I kid I kid!

I meant a week.

Alan C. 03-07-2016 11:25 PM

Quote:

That's something they should have seen/been looking for before they sent the info to Porsche the first time around. Hope it all works out....
I agree. If you see an unacceptable wear pattern on the cams and followers it should be obvious that there will be one of two outcomes.
1. A new engine or 2. A new set of heads. Why not at a minimum put a bore scope in each cylinder? You have metal parts with accelerated wear. Where might they think the metal is going in the engine?

carz80am 03-08-2016 10:19 AM

Yeah, I wish they would have caught it the first time around. Already been at dealer for a month, wouldn't be surprised if it ends up being 2 months by the time I get it back...

fxz 03-08-2016 11:17 AM

Quote:

Originally Posted by carz80am (Post 13087401)

Yeah, I wish they would have caught it the first time around. Already been at dealer for a month, wouldn't be surprised if it ends up being 2 months by the time I get it back...

when E series recalled the Customers were given 2/4S in the meanwhile and or other things

no compensation this time?

krisa9977 03-08-2016 11:19 AM

My 2015GT3 F engine's out with a failed rocker (broken). The car has about 5000 miles most of them are track miles. Even though all cylinders were clear of scratches, Porsche sending a new engine.

Two of my friends have 2014 GTs with E engines on their cars. Both cars have more than 15000 miles. 90% not even track, more like

racing miles, running very hard. They use Castrol 10W60 oil and 200 cell racing cats. So far no problem with their engines.

lessthan3mph 03-08-2016 11:33 AM
I hope this is not the tip of the iceberg

bronson7 03-08-2016 03:41 PM
The problem is for the guys who planned on keeping theirs' long term, like well past warranty. The ones who flip, when the next greatest comes out, don't really care too much. Interesting times a few years from now.

krisa9977 03-08-2016 06:43 PM
Porsche dealer can extend warranty every year for up to 9 years from the date when your car was manufactured. If it goes beyond factory warranty, it cost about 1000\$ a year. It is good idea to buy this extended warranty before your factory warranty expires. I'll definitely get one.

Just in time 03-08-2016 09:52 PM
Have we heard of any non-tracked F engines that have proven troublesome? Or is this issue exclusive to tracked engines? I wonder if the engine is good for long mileage on the highway and only a fraction on the track? Ratio?

bronson7 03-08-2016 09:54 PM
Great question. Love to know more about this since I'm not into tracking. (atleast not yet)

TRAKCAR 03-08-2016 09:58 PM
^^ got to go to the track or you haven't lived.

Alan C. 03-08-2016 10:07 PM
^+1

bronson7 03-08-2016 10:18 PM
My first step is to hopefully get in one with someone who tracked before, first as a passenger then we'll see where it goes from there.

TRAKCAR 03-08-2016 10:28 PM
Nah, it's easy scared = brake. Not scared = throttle.
I'm scared a lot.

R.Deacon 03-08-2016 10:37 PM

Quote:

Originally Posted by TRAKCAR (Post 13089917)

Nah, it's easy scared = brake. Not scared = throttle.

I'm scared a lot.

:corn: hmm somehow not buying that statement .

Mech33 03-09-2016 04:47 AM

Quote:

Originally Posted by krisa9977 (Post 13089098)

Porsche dealer can extend warranty every year for up to 9 years from the date when your car was manufactured. If it goes beyond factory warranty, it cost about 1000\$ a year. It is good idea to buy this extended warranty before your factory warranty expires. I'll definitely get one.

Not in the USA I believe.

horns 03-09-2016 07:05 AM

Does anyone have experience with a large failure out of warranty that was this well documented? How did Porsche handle it? If there is a similar issue out of warranty on a car with documented maintenance, will Porsche likely leave the owner with the bill? Engines shouldn't fail after 10, 20, 50k miles. Not standing behind a low mileage engine in one of your halo cars with documented issues doesn't seem like a recipe upon which a brand is built.

R.Deacon 03-09-2016 09:07 AM

Quote:

Originally Posted by horns (Post 13090616)

Does anyone have experience with a large failure out of warranty that was this well documented? How did Porsche handle it? If there is a similar issue out of warranty on a car with documented maintenance, will Porsche likely leave the owner with the bill? Engines shouldn't fail after 10, 20, 50k miles. Not standing behind a low mileage engine in one of your halo cars with documented issues doesn't seem like a recipe upon which a brand is built.

All 991 GT3's still under warranty. check back in a couple of years for that info.

bronson7 03-09-2016 09:15 AM

^^^I believe he's talking about other, now older Pcars that are out of warranty.

R.Deacon 03-09-2016 09:28 AM

my bad , roger that. Bronson is there a PCC that has DE programs as the PCA offers?

If so definitely go check one out even if not signed up first, to see and meet all involved and get a feeling for the advent if it's something that would be fun for you to do first. I will guarantee you will enjoy the day due to such interest and your contributions here !!

ipse dixit 03-09-2016 09:52 AM

Quote:

Originally Posted by horns (Post 13090616)

Does anyone have experience with a large failure out of warranty that was this well documented? How did Porsche handle it? If there is a similar issue out of warranty on a car with documented maintenance, will Porsche likely leave the owner with the bill? Engines shouldn't fail after 10, 20, 50k miles. Not standing behind a low mileage engine in one of your halo cars with documented issues doesn't seem like a recipe upon which a brand is built.

It probably has happened before, but if it did you most likely will not hear about it.

One of the conditions of an out-of-warranty service, especially one of this nature where an entire engine is replaced, is probably a non-disclosure agreement.

Alan C. 03-09-2016 12:35 PM

1 Attachment(s)

I took my car in last Thursday for rough running. Since I had a thermostat replaced I thought I might be in for another. Turns out it wasn't the thermostat. They pulled the plugs and number 1 plug was wet with carbon buildup. After installing new plugs the tech started the car and commented that it was now idling very smooth. For the drive home no rough idling at any of the stops.

Side note for those that might want to take out their own plugs. You will need a 14mm 12 point socket. There is a Porsche specific tool but the tech used one from Snap-on.

I'll upload a picture of the plugs later today.

Edit: Photos of plugs from cylinders 1 and 4. #1 on the left and #4 on the right. Mileage @ 10,300 mi. and 15 months.

The plug in cylinder #1 had quite a bit of carbon buildup and it was wet. The only wet one in the bunch. The rest of the plugs looked like #4.

bronson7 03-09-2016 05:46 PM

Quote:

Originally Posted by R.Deacon (Post 13090786)

my bad , roger that. Bronson is there a PCC that has DE programs as the PCA offers?

If so definitely go check one out even if not signed up first, to see and meet all involved and get a feeling for the advent if it's something that would be fun for you to do first. I will guarantee you

will enjoy the day due to such interest and your contributions here !!

Great idea, I will follow up with that. :thumbup:

ablee2323 03-12-2016 01:14 AM

e engine issue

<http://ciimg9.ibsrv.net/gimg/rennlist...b88e106826.jpg>

[Hi all](#)

First track day here in Korea. I have a 2014 e engine. 20k km. Just received a full servicing 1 month ago.

At between 7000-9000 on the third lap of the first session I get a engine light that reads "reduced engine performance possible to drive on"

I heard a clunk and then immediate loss of power. I pitted. Good thing is that given this was a Porsche club event we had dealer center mechanics on site. They read the code. 3rd cylinder misfire.

They told me to go out again to read the code. Happened twice more and both times in the 1st lap out. Same fault code. They called a car transport.

Lots of questions on my mind. Given it is a Saturday I won't get answers til Monday. But one thing is clear I want the g engine. Nothing more but nothing less.

Will keep you all posted

<http://ciimg1.ibsrv.net/gimg/rennlist...81beafa6c5.jpg>

[Alan C.](#) 03-12-2016 02:15 AM

If you end up with a 'G' engine it will definitely be worth the inconvenience. Good luck.

qbix 03-12-2016 02:15 AM

I love my car but after reading this thread I am willing to put my car on sale as soon as I can still sell it and it's engine won't fall apart. What a piece of junk these engines are!

What worries me more is what's gonna be a cost of engine rebuild after my warranty expires and what is going to be resale value of these cars once all of them will reach 30-40k km with some track abuse and more and more problems will arise.

Sorry for OT.

Alan C. 03-12-2016 02:22 AM

The good news is as long as you have a warranty you are covered.

silverrules 03-12-2016 02:36 AM

Hope they don't tell you it's the thermostat or plugs. Good luck with the repair and sorry to hear. Glad I dumped my E engine

fxz 03-12-2016 05:54 AM

There s nothing heavily tracked around as a GT3

Macca 03-12-2016 06:01 AM

Quick update on G engine after 3000 road km (less than 7000 rpm) and one full on track day (fastest car in run group). Engine feels tight and performs well. Doesn't fell much different from before. Oil pressure higher in mid range as previously discussed (latest ecu software). Oil consumption drastically reduced over E engine (125ml after 3000 break in plus a track day). Three more full track days this coming week plus 1500 road I'm so will report back again soon....

ablee2323 03-12-2016 06:12 AM

Thanks Macca for your continued valuable coverage on the GT3 engines. As such I was not surprised and prepared for a 3rd cylinder misfire issue, but didn't think it would happen to me. I do hope Porsche does the right thing.

My issue is I love the gt3 so much, the looks, the feel, and yes the engine. I wouldn't know what I would replace it with if I were to get rid of it. I am hoping I get good news (g engine) this week. I don't want a rebuilt e engine. I will keep people posted

Fingers crossed on your g engine not having problems. Cheers.

Macca 03-12-2016 06:33 AM

Quote:

Originally Posted by ablee2323 (Post 13100370)

Thanks Macca for your continued valuable coverage on the GT3 engines. As such I was not surprised and prepared for a 3rd cylinder misfire issue, but didn't think it would happen to me. I do hope Porsche does the right thing. My issue is I love the gt3 so much, the looks, the feel, and yes the engine. I wouldn't know what I would replace it with if I were to get rid of it. I am hoping I get good news (g engine) this week. I don't want a rebuilt e engine. I will keep people posted Fingers crossed on your g engine not having problems. Cheers.

Best of luck mate. I'm sure it will work out for you. I have to confess, 9000 rpm is an addiction. I checked my AiM ECU data from yesterday's track session and can confirm she still revs that high (well 8942 in any case on that day). I have to put a good plug in for TPC DSC module. It was effective on track and has made the car even better on the road....

qbix 03-12-2016 08:26 AM

Quote:

Originally Posted by Macca (Post 13100363)

Quick update on G engine after 3000 road km (less than 7000 rpm) and one full on track day (fastest car in run group). Engine feels tight and performs well. Doesn't feel much different from before. Oil pressure higher in mid range as previously discussed (latest ecu software). Oil consumption drastically reduced over E engine (125ml after 3000 break in plus a track day). Three more full track days this coming week plus 1500 road I'm so will report back again soon....

Macca,

could you please check oil pressure at 5000rpm? Warm oil of course.

Thanks!

carz80am 03-12-2016 12:47 PM

My new engine is en route from Germany. It took them a month to go from doing a top end rebuild to a new engine, but I got the new engine...

Alan C. 03-12-2016 01:32 PM

In the end good news. Glad to hear it is working out for you.

Jimmy-D 03-12-2016 01:44 PM

Quote:

Originally Posted by Macca (Post 13100372)

Best of luck mate. I'm sure it will work out for you. I have to confess, 9000 rpm is an addiction. I checked my AiM ECU data from yesterday's track session and can confirm she still revs that high (well 8942 in any case on that day). I have to put a

good plug in for TPC DSC module. It was effective on track and has made the car even better on the road....

I heard the new engines should have the problem rectified. It is/was oil starvation

krisa9977 03-12-2016 02:27 PM

Have we heard of any G engines that have trouble? Mine new G engine is on its way from Germany.

Jimmy-D 03-12-2016 02:30 PM

^ You should be fine

fxz 03-12-2016 02:32 PM

Quote:

Originally Posted by carz80am (Post 13100928)

My new engine is en route from Germany. It took them a month to go from doing a top end rebuild to a new engine, but I got the new engine...

Quote:

Originally Posted by krisa9977 (Post 13101166)

Have we heard of any G engines that have trouble? Mine new G engine is on its way from Germany.

how they compensated for the issue?

free of charge Carrera 4S rental or Warranty extension or ?

krisa9977 03-12-2016 02:41 PM

Quote:

Originally Posted by fxz (Post 13101178)

how they compensated for the issue?

free of charge Carrera 4S rental or Warranty extension or ?

They sad that they will cover my rental car bill, but I have another car to drive and didn't use rental.

ablee2323 03-12-2016 03:53 PM

Delete

seamus 03-12-2016 05:00 PM

1 Attachment(s)

I have a 2015 GT3 with the F engine. I did the first oil change at 4900 miles. As the sump was draining I strained some of the oil to see what I could catch. The attached picture shows what I found in the strainer. It appears to be an aluminum flake about 4 mm in length. I have not had the oil and filter analyzed and I didn't strain much of the oil. Could

this be machining flakes or something else? I am 99% certain it wasn't in the strainer before I used it.

carz80am 03-12-2016 08:30 PM

Quote:

Originally Posted by fxz (Post 13101178)

how they compensated for the issue?

free of charge Carrera 4S rental or Warranty extension or ?

Have not received any compensation yet. I've "heard" you can get some, don't know what to expect. They flat out said no to cpo. They offered to pay for rental since the dealership didn't have any, but I hate driving rentals and have other cars to drive.

carz80am 03-12-2016 08:32 PM

Quote:

Originally Posted by Alan C. (Post 13101038)

In the end good news. Glad to hear it is working out for you.

Yeah, it sucks its taking so long but I'm happy I'm getting a new engine especially since the service advisor had told me they found metal in oil filter when I first took it in. They should have known from start that I needed a motor and not wasted a month trying to do a top end repair

Macca 03-12-2016 11:38 PM

Quote:

Originally Posted by carz80am (Post 13101964)

Yeah, it sucks its taking so long but I'm happy I'm getting a new engine especially since the service advisor had told me they found metal in oil filter when I first took it in. They should have known from start that I needed a motor and not wasted a month trying to do a top end repair

Great to hear you got the outcome you were looking for!

Out of 20 recorded examples there are no G engine failures, although its early days. In two weeks time I'll have 6 track days plus over 4000 fast road miles on the new G engine. So far very good.

4000 rpm in 5th gear under load registers 58/59 psi for those asking....

robmypro 03-13-2016 12:40 AM

Following along like many others. I really want to be buried with this car, but the decision will definitely be when my warranty is running out. Hopefully by then we will have enough data to know that the F engines are good, or mine will need replacing by then. If this issue is

oil starvation related, am I likely to experience this issue if I do not track the car, and spend very little time near 9k? Part of me thinks I need to start tracking this thing to get it over with. I also don't know if being at altitude is better or worse on the engine. And then there's the "G engines start failing too" possibility. Ugh.

I really don't want to think about this stuff. I love this car.

silverrules 03-13-2016 12:44 AM

If I still had my 2014 i would track it few times this yr just to get the bugs out otherwise the failure might extend to beyond warranty period if you don't drive it hard.

doubleurx 03-13-2016 01:07 AM

Quote:

Originally Posted by silverrules (Post 13102473)

If I still had my 2014 i would track it few times this yr just to get the bugs out otherwise the failure might extend to beyond warranty period if you don't drive it hard.

Well, we do have until 2019, or in my case, 2022.

Alan C. 03-13-2016 01:25 AM

Quote:

Part of me thinks I need to start tracking this thing to get it over with. Trust you inner self.

robmypro 03-13-2016 03:09 AM

Quote:

Originally Posted by silverrules (Post 13102473)

If I still had my 2014 i would track it few times this yr just to get the bugs out otherwise the failure might extend to beyond warranty period if you don't drive it hard.

Yeah, that's what I am thinking.

Quote:

Originally Posted by Alan C. (Post 13102526)

Trust you inner self.

;))

qbix 03-13-2016 09:36 AM

Quote:

Originally Posted by Macca (Post 13102367)

Great to hear you got the outcome you were looking for!

Out of 20 recorded examples there are no G engine failures, although its early days. In two weeks time I'll have 6 track days plus over 4000 fast road miles on the new G engine. So far very good.

4000 rpm in 5th gear under load registers 58/59 psi for those asking...

Macca, thanks for checking the oil press for me. My engine F0 keeps exactly the same pressure and this is actually pressure per user manual. Would it mean that there is no software upgrade to increase oil pressure and this is just a rumour?

Then if that was actually true that low oil pressure was a sort of problem in our engines Porsche would have immediately made a recall for all engines. Why would they upgrade oil system with G engines only and leave E and F for their own fate? That makes no sense.

There is no recall for my engine/car. Checked that out with my dealer 2 weeks ago and got written prove from Porsche system.

bronson7 03-13-2016 10:30 AM

Quote:

Originally Posted by qbix (Post 13102859)

Macca, thanks for checking the oil press for me. My engine F0 keeps exactly the same pressure and this is actually pressure per user manual. Would it mean that there is no software upgrade to increase oil pressure and this is just a rumour?

Then if that was actually true that low oil pressure was a sort of problem in our engines Porsche would have immediately made a recall for all engines. Why would they upgrade oil system with G engines only and leave E and F for their own fate? That makes no sense.

There is no recall for my engine/car. Checked that out with my dealer 2 weeks ago and got written prove from Porsche system.

I agree here and hope our thinking is correct. If Porsche felt all engines needed the updates I'm sure they would have notified all. Lets hope this is the end of anymore engine failures out in the wild. I guess time will tell.

fxz 03-13-2016 01:39 PM

Quote:

Originally Posted by Macca (Post 13102367)

Great to hear you got the outcome you were looking for!

Out of 20 recorded examples there are no G engine failures, although its early days. In two weeks time I'll have 6 track days plus over 4000 fast road miles on the new G engine. So far very good.

4000 rpm in 5th gear under load registers 58/59 psi for those asking...

Hi Macca and All

for reference my 2015 M.Y. F0 engine
5th gear manual mode , oil water temp 90 C (194 F)

at 4k rpm is 63 psi (4.4 bar)
at 3k rpm is 53 psi (3.7 bar)
at 2k rpm is 43 psi (3.0 bar)

Sixpacked 03-13-2016 04:35 PM

Picking up my beast on Friday, March 18th and just checked the VIN.
It has the G engine installed from factory. So I should be in the clear I
guess?....Otherwise I might find out on the 1.100 km drive back home



New to this forum and already love it.

Macca 03-13-2016 05:01 PM

3 Attachment(s)

Quote:

Originally Posted by qbix (Post 13102859)

Macca, thanks for checking the oil press for me. My engine F0 keeps
exactly the same pressure and this is actually pressure per user manual. Would it
mean that there is no software upgrade to increase oil pressure and this is just a
rumour?

Then if that was actually true that low oil pressure was a sort of problem in our
engines Porsche would have immediately made a recall for all engines. Why would
they upgrade oil system with G engines only and leave E and F for their own
fate?That makes no sense.

There is no recall for my engine/car. Checked that out with my dealer 2 weeks ago
and got written prove from Porsche system.

The software patch is real. The bulletin for this is published. Im not sure 4000
rpm is considered "mid range" so the changes may be nominal. My
measurement was manual on the run during a hard drive. Oil temps
were 95C. I will try recording the pressure at 5000,6000 rp. Im pretty
sure it goes up to 71 psi at 5000 and stays around there till the higher
reaches. Purely by assumption I imagine the difference with the G
engine is that the revided oil pump is capable of higher duty cycles of
running higer overall average oil pressure. We know the filter and
sump filter neck diameter are different but have not specifics on the oil
sprayer and rail design internally within the head at this time.

qbix 03-14-2016 05:16 AM

Now I am worried. G engines have improved oil system and E/F not.

The only thing left to do is to abuse the car and hope for the engine to blow off.

I wonder if anyone could send an official inquiry to Porsche about this issue? It's rather an important bit of our engines...

What was exactly done with the above mentioned recall? Coils and software change only? What about the different oil filter you have attached a photo of?

carz80am 03-14-2016 09:49 AM

Quote:

Originally Posted by qbix (Post 13105460)

Now I am worried. G engines have improved oil system and E/F not. The only thing left to do is to abuse the car and hope for the engine to blow off. I wonder if anyone could send an official inquiry to Porsche about this issue? It's rather an important bit of our engines...

What was exactly done with the above mentioned recall? Coils and software change only? What about the different oil filter you have attached a photo of? Porsche already has a bulletin on these issues.

GTEE303-14-2016 12:20 PM

Quote:

Originally Posted by Macca (Post 13103921)

The software patch is real. The bulletin for this is published. Im not sure 4000 rpm is considered "mid range" so the changes may be nominal. My measurement was manual on the run during a hard drive. Oil temps were 95C. I will try recording the pressure at 5000,6000 rp. Im pretty sure it goes up to 71 psi at 5000 and stays around there till the higher reaches. Purely by assumption I imagine the difference with the G engine is that the revided oil pump is capable of higher duty cycles of running higer overall average oil pressure. We know the filter and sump filter neck diameter are different but have not specifics on the oil sprayer and rail design internally within the head at this time.

Mark,

thx for riding herd on this important issue!

I am not sure I understand why there isn't a TSB or ? to all MY'14/'15 owners to get the software patch for the oil pressure?

I have checked w/ my dealer several times..."no need to bring the '15 in".

thx!

Black gold 03-14-2016 05:44 PM

Quote:

Originally Posted by fxz (Post 13103408)

Hi Macca and All

for reference my 2015 M.Y. F0 engine
5th gear manual mode , oil water temp 90 C (194 F)

at 4k rpm is 63 psi (4.4 bar)

at 3k rpm is 53 psi (3.7 bar)

at 2k rpm is 43 psi (3.0 bar)

you refer to F0 engine , aren't all 2015 gt3 F engines the same or is there
distinctions between F engines ? is the letter following the F a sub
categoric ?

The letter following my F is S its a Canadian car 7000km no issues
runs great

fxz 03-14-2016 05:58 PM

Quote:

Originally Posted by fxz (Post 13103408)

Hi Macca and All

for reference my 2015 M.Y. F0 engine
5th gear manual mode , oil water temp 90 C (194 F)

at 4k rpm is 63 psi (4.4 bar)

at 3k rpm is 53 psi (3.7 bar)

at 2k rpm is 43 psi (3.0 bar)

Quote:

Originally Posted by Black gold (Post 13107083)

you refer to F0 engine , aren't all 2015 gt3 F engines the same or is there
distinctions between F engines ? is the letter following the F a sub categoric ?

The letter following my F is S its a Canadian car 7000km no issues runs great
you can find the engine number under the vin number opening the
back lid

MA17x xxxxxxxx

so far my F engine oil pressure is good
even higher than as a reference Macca G engine
63 psi vs 58 59 psi 5th gear 4k rpm

ablee2323 03-14-2016 09:18 PM

Interim update

Got a call from the dealer center. They confirmed receiving the car and 3rd cylinder misfire diagnosis. Given backed up servicing schedule, they won't get to a conclusive result for a couple of days. The guy I spoke with said something about coilovers and spark plugs I said with due respect it likely isn't that. I informed them about what I've learned from this forum - thanks all - so we'll see.

Wait and see mode

neanicu 03-14-2016 09:48 PM

Quote:

Originally Posted by ablee2323 (Post 13107728)

Got a call from the dealer center. They confirmed receiving the car and 3rd cylinder misfire diagnosis. Given backed up servicing schedule, they won't get to a conclusive result for a couple of days. The guy I spoke with said something about coilovers and spark plugs I said with due respect it likely isn't that. I informed them about what I've learned from this forum - thanks all - so we'll see. Wait and see mode

I'm sorry...whaat?! :confused: :confused: :confused:

JB991 03-14-2016 09:51 PM

Quote:

Originally Posted by neanicu (Post 13107840)

I'm sorry...whaat?! :confused: :confused: :confused:

Thinking he meant coil pack?

bigkraig 03-14-2016 09:52 PM

had my car out for an autox yesterday and at the track today. no repeat of the misfire error after swapping out the coil pack on cylinder 6

ablee2323 03-14-2016 11:19 PM

Quote:

Originally Posted by bigkraig (Post 13107857)

had my car out for an autox yesterday and at the track today. no repeat of the misfire error after swapping out the coil pack on cylinder 6

Bigkraig not sure you had written earlier in this thread but what was the background on your 6th cylinder misfire situation? And what engine do you have, e?

qbix 03-15-2016 12:13 AM

Quote:

Originally Posted by carz80am (Post 13105657)

Porsche already has a bulletin on these issues.

If you say so get us some prove not just plain talking. I checked my car for recalls two weeks ago and got a print out from Porsche system. No recalls.

bronson7 03-15-2016 12:31 AM

Quote:

Originally Posted by qbix (Post 13108346)

If you say so get us some prove not just plain talking. I checked my car for recalls two weeks ago and got a print out from Porsche system. No recalls. What I think he is saying is that Porsche already put out a bulletin to the cars which need to be recalled. Not all are affected so yours is safe.

qbix 03-15-2016 04:17 AM

Quote:

Originally Posted by bronson7 (Post 13108402)

What I think he is saying is that Porsche already put out a bulletin to the cars which need to be recalled. Not all are affected so yours is safe.

Well, that would make no sense why some car need oil press upgrade and some not. Anyway I am changing oil soon so at least will check what kind of oil filter I have. I am pretty sure that it is the old type.

krisa9977 03-15-2016 04:30 AM

Quote:

Originally Posted by qbix (Post 13108704)

Well, that would make no sense why some car need oil press upgrade and some not. Anyway I am changing oil soon so at least will check what kind of oil filter I have. I am pretty sure that it is the old type.

Looks like we still all are beta testers))

carz80am 03-15-2016 09:07 AM

Quote:

Originally Posted by qbix (Post 13108346)

If you say so get us some prove not just plain talking. I checked my car for recalls two weeks ago and got a print out from Porsche system. No recalls.

A bulletin and a recall are 2 different things, but maybe you don't understand that. A bulletin is noted in the Porsche system that there have been engine failures and what the remedy is, some have gotten top end repairs, others have received whole new engines. The bulletin has been out since last year and was very easy for my service advisor to find.

qbix 03-15-2016 09:58 AM

Quote:

Originally Posted by carz80am (Post 13108876)

A bulletin and a recall are 2 different things, but maybe you don't understand that. A bulletin is noted in the Porsche system that there have been engine failures and what the remedy is, some have gotten top end repairs, others have received whole new engines. The bulletin has been out since last year and was very easy for my service advisor to find.

Now I understand that they send out information to each other that there are engines blowing off or having major technical issues.

From a customer point of view that means nothing. I would like to hear about solutions and particularly about upgraded oil system that got to G series engines and other are omitted.

bronson7 03-15-2016 10:35 AM

Mine did not come up for the update, as I've had two different dealerships check, but I would like to know what's different in mine vs the others that have had the update service done.

ablee2323 03-16-2016 05:38 AM

Interim update 2

They switched up coils and spark plugs but misfiring of 3rd cylinder still occurs. So it's serious and paradoxically I'm encouraged as I am closer to getting a g engine in my view. Lets hope Porsche does the right thing.

They will continue to diagnose the problem. Will keep you all posted

krisa9977 03-16-2016 06:20 AM

Quote:

Originally Posted by ablee2323 (Post 13111781)

They switched up coils and spark plugs but misfiring of 3rd cylinder still occurs. So it's serious and paradoxically I'm encouraged as I am closer to getting a g engine in my view. Lets hope Porsche does the right thing.

They will continue to diagnose the problem. Will keep you all posted

I had exactly the same problem. Switched up coils and spark plugs but misfiring of 6rd cylinder still occurred at high RPM. Ended up changing the engine because of failed rocker(broken).

carz80am 03-16-2016 08:21 AM

Quote:

Originally Posted by krisa9977 (Post 13111803)

I had exactly the same problem. Switched up coils and spark plugs but misfiring of 6rd cylinder still occurred at high RPM. Ended up changing the engine because of failed rocker(broken).

Mine was cylinder 5. They spent a month sending pictures to Germany and going back and fourth to and ended up deciding to do a top end repair(Obviously to save \$\$). Once they got all parts in and started putting everything back together, they found scarring on the valves and now are going to put in an engine. Hopefully your dealership does it faster and inspects everything correctly the first time. I'm going on 6 weeks...

MileHigh911 03-16-2016 11:32 AM

Quote:

Originally Posted by carz80am (Post 13111884)

Mine was cylinder 5. They spent a month sending pictures to Germany and going back and fourth to and ended up deciding to do a top end repair(Obviously to save \$\$). Once they got all parts in and started putting everything back together, they found scarring on the valves and now are going to put in an engine. Hopefully your dealership does it faster and inspects everything correctly the first time. I'm going on 6 weeks...

6 weeks?!?!?!?! My gosh, that seems like an eternity. Perhaps Porsche better figure out a way to get these cars repaired and back into the owners hands faster than that. Did you keep Macca updated with his collection of info? If not, please do. Thanks

krisa9977 03-16-2016 01:31 PM

Just got my new engine installed! Came with everything including oil. It took about 40 days from the day I came to the dealer with broken engine. New engine has 2 years warranty.

<http://cimg5.ibsrv.net/gimg/rennlist...5e68981f3b.jpg>

<http://cimg0.ibsrv.net/gimg/rennlist...0b82a68e30.jpg>

[Alan C.](#) 03-16-2016 01:48 PM

[Glad you have it](#) resolved.

carz80am 03-16-2016 03:57 PM

Quote:

Originally Posted by MileHigh911 (Post 13112244)

6 weeks?!?!?!?! My gosh, that seems like an eternity. Perhaps Porsche better figure out a way to get these cars repaired and back into the owners hands

faster than that. Did you keep Macca updated with his collection of info? If not, please do. Thanks

Tell me about it. I'e had pcna involves since day 1 too. 6 weeks and I still don't have it back yet either. I almost went out and bought another car...

robmypro 03-16-2016 08:21 PM

Quote:

Originally Posted by krisa9977 (Post 13112372)

Just got my new engine installed! Came with everything including oil. It took about 40 days from the day I came to the dealer with broken engine. New engine has 2 years warranty.

<http://cim5.ibsrv.net/gimg/rennlist...5e68981f3b.jpg>

<http://cim0.ibsrv.net/gimg/rennlist..0b82a68e30.jpg>

[Looks sweet! Enjoy breaking her in again.](#)

[SanDiegoDavid](#) 03-21-2016 02:00 PM

Macca and others:

Had the "Reduced engine performance possible to drive on" warning while on the track Sunday. This followed approximately 200 track mile day on Saturday followed by one or two sessions in the morning. The warning went away with restart. Scan revealed a problem with cylinder 6, it said fuel injector. It was generic Snap On scanner, so may be something else.

I did three more sessions, short shifting at 8k and no issues until I got close to 9k when the warning would return. I drive 140 miles to home with no issues. This sounds very suspicious for the cam issue, agree? My 3 is a 2014 with a E replacement engine. Replaced coil pack of cylinder 1 and all the plugs. I have 19,000 total/2550 track miles on this engine. I run in PDK S auto and usually let it shift at 9k.

Will take car in tomorrow and see. :banghead:

Macca 03-21-2016 03:56 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13126038)

Macca and others: Had the "Reduced engine performance possible to drive on" warning while on the track Sunday. This followed approximately 200 track mile day on Saturday followed by one or two sessions in the morning. The warning went away with restart. Scan revealed a problem with cylinder 6, it said fuel injector. It was generic Snap On scanner, so may be something else. I did three more sessions, short shifting at 8k and no issues until I got close to 9k when the warning would return. I drive 140 miles to home with no issues. This sounds very suspicious for the

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:banghead:

That's it David. You have it but have caught it early like I did. I could have short shifted around the problem for a few track days (mine cut in 8300 rpm), but I use SportAuto on alot of tracks so why delay the inevitable.

19000/2500 miles makes yours a record for a well tracked car. The only one I've seen go further had more road miles but no track miles!

I believe you will have misfire cylinder 6 with lightly scored cam lobe/DLC rocker material missing. I know this is a PITA for you just prior to your RS arriving but best to get it sorted now with a new engine.

I have just completed 3000 road miles and 600 track miles (4 hard track days) on my new G engine. Runs like a champ, pulls hard to 9000 and uses very little oil (175ml per track day and 150ml total for 3000 road miles including some spirited driving). It was the quickest car on all but one of the tracks we ran. Really really enjoying the car even after 2.5 years! I have another 1000 road miles and 400 track miles to put on it in the next 14 days then I can report back my final conclusions....

robmypro 03-21-2016 05:13 PM

Macca, really appreciate your efforts on this, as it matters to all of us. Question. I have a 2015 (F engine). Should I have any serious concerns about this engine? I have not tracked it, and I am not really hard on it. Do you think the data you have supports the notion that the F is solid, or should I just be tracking the car to get to the inevitable boom?

What would you do if you had an F engine right now?

Thanks for the help!

Rob

MaxLTV 03-21-2016 07:11 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13126038)

My 3 is a 2014 with a E replacement engine. Replaced coil pack of cylinder 1 and all the plugs. I have 19,000 total/2550 track miles on this engine. I run in PDK S auto and usually let it shift at 9k.

Will take car in tomorrow and see. :banghead:

Please keep us posted. I'm behind by 3000 total and 400-500 track miles, so based on this I should be expecting some "added excitement" soon.

Macca 03-21-2016 07:15 PM

Quote:

Originally Posted by robmypro (Post 13126696)

Macca, really appreciate your efforts on this, as it matters to all of us.

Question. I have a 2015 (F engine). Should I have any serious concerns about this engine? I have not tracked it, and I am not really hard on it. Do you think the data you have supports the notion that the F is solid, or should I just be tracking the car to get to the inevitable boom? What would you do if you had an F engine right now?

Thanks for the help! Rob

Rob. We are in this together.

I have 20 on the database all E Barr now three F engines. It's too early to tell. The F engines I've seen are failing on the rocker arms. I think they increased the DLC coating but the duress has perhaps transferred to the integrity of the cast alloy used for the finger rocker arms? Pure speculation on my part as I've got two failed rocker arms on the E engine too.

My opinion, and it's only an opinion, is that an F engine broken in reasonably and used on the road should last a long time. I wouldn't stress. I'm also of the belief that PAG will honour a solution to these engines long after warranty on a goodwill basis. I'd just continue to use and enjoy.

My car is largely used on track and if I were an E Engine owner I would be inclined to double up my track time till failure in order to acquire the new G engine sooner than later (should PAG policy change). My gut feel is we are talking a lubrication issue so any remedial head work fix will be somewhat temporary, without doing bottom end work to remove and upgrade the oil pump and galleries, PAG may elect dealer replacement of drive train components in the future but if addressing root cause they are almost forced to replace the engine with a crate engine as the labour on the required bottom end work and heatwave replacement via a dealers techs is not viable.

I'm without doubt that the future will bring further improvements to the engine design by way of billet finger rockers, software changes ect

can learnt from campaigning 9A1 engines and this will filter into the next production GT engine which will share Lamar identical architecture to the now upgraded G MA175 unit, but even if this is a retro fit kit on needs to fit downstream after 50 plus track days on a G engine I don't think that's a big issue myself, I didn't expect the engine to run for ever in track with no top end work, I've owned s number of 911s in he last 18!years and they all wear on the track, that work is not too hard or expensive (cans and rocker fingers) and does not scare me. After all my track 993 no doubt has scored cam loves and worn rocker faces after many track miles, only difference is the computer can't tell it's happening....

fxz 03-21-2016 07:49 PM

Quote:

Originally Posted by Macca (Post 13127145)

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Very well said Macca! and thanks for the complete picture, this should put finally some cold water on hangry trolls

bronson7 03-21-2016 08:28 PM

Quote:

Originally Posted by Macca (Post 13127145)

Rob. We are in this together.

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Macca, what if PAG reduced the engine rpm to 8500, would that help to a certain degree?

robmypro 03-21-2016 08:35 PM

Quote:

Originally Posted by Macca (Post 13127145)

Rob. We are in this together.

I have 20 on the database all E Barr now three F engines. It's too early to tell. The F engines I've seen are failing on the rocker arms. I think they increased the DLC coating but the duress has perhaps transferred to the integrity of the cast alloy used for the finger rocket arms? Pure speculation on my part as I've got two failed rocker arms on the E engine too.

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I'm without doubt that the future will bring further improvements to the engine design by way of billet finger rockers, software changes ect can learnt from campaigning 9A1 engines and this will filter into the next production GT engine which will share Lamar identical architecture to the now upgraded G MA175 unit, but even if this is a retro fit kit on needs to fit downstream after 50 plus track days on a G engine I don't think that's a big issue myself, I didn't expect the engine to run for ever in track with no top end work, I've owned s number of 911s in he last 18!years and they all wear on the track, that work is not too hard or expensive (cans and rocker fingers) and does not scare me. After all my track 993 no doubt has scored cam loves and worn rocker faces after many track miles, only difference is the computer can't tell it's happening....

Thanks Macca! That really helped clarify things for me.

SanDiegoDavid 03-21-2016 09:44 PM

Thanks Macca! I'll report back once i hear, taking the car in tomorrow.

SanDiegoDavid 03-21-2016 10:01 PM

Yes, I want to get this worked out, hopefully with the new engine. I have a 3 day event at COTA the end of April, so I don't have much time!

CRex 03-21-2016 10:08 PM

Macca your data appears to be missing the G MA176 failure I mentioned pages ago. Bent valves within 1,500 miles eh, all within its *first* track outing.

Just in time 03-21-2016 11:11 PM

Quote:

Originally Posted by Macca (Post 13127145)

Rob. We are in this together.

I have 20 on the database all E Barr now three F engines. It's too early to tell. The F engines I've seen are failing on the rocker arms. I think they increased the DLC coating but the duress has perhaps transferred to the integrity of the cast alloy used for the finger rocker arms? Pure speculation on my part as I've got two failed rocker arms on the E engine too.

My opinion, and it's only an opinion, is that an F engine broken in reasonably and used on the road should last a long time. I wouldn't stress. I'm also of the belief that PAG will honour a solution to these engines long after warranty on a goodwill basis. I'd just continue to use and enjoy.

My car is largely used on track and if I were an E Engine owner I would be inclined to double up my track time till failure in order to acquire the new G engine sooner than later (should PAG policy change). My gut feel is we are talking a lubrication issue so any remedial head work fix will be somewhat temporary, without doing bottom end work to remove and upgrade the oil pump and galleries, PAG may elect dealer replacement of drive train components in the future but if addressing root cause they are almost forced to replace the engine with a crate engine as the labour on the required bottom end work and heatwave replacement via a dealers techs is not viable.

I'm without doubt that the future will bring further improvements to the engine design by way of billet finger rockers, software changes ect can learnt from campaigning 9A1 engines and this will filter into the next production GT engine which will share Lamar identical architecture to the now upgraded G MA175 unit, but even if this is a retro fit kit on needs to fit downstream after 50 plus track days on a G engine I don't think that's a big issue myself, I didn't expect the engine to run for ever in track with no top end work, I've owned s number of 911s in he last 18!years and they all wear on the track, that work is not too hard or expensive (cans and rocker fingers) and does not scare me. After all my track 993 no doubt has

scored cam lobes and worn rocker faces after many track miles, only difference is the computer can't tell it's happening....

Amen. I wrote something along the same lines back in January. Maybe not knowing much about the issue but thinking in terms of "flawed" engine vs. engine wear, albeit premature in the E case. I would hope that at the end of the day this issue gets to be seen as engine wear and nothing else. Granted it wears faster than any of us would like but that is what the warranty is for.

<http://rennlist.com/forums/991-gt3-g...l#post12967509>

Please see post #180

[carz80am 03-21-2016 11:18 PM](#)

[I sincerely hope none of you](#) need a new motor. Mine still hasn't left Germany and my car has been in the shop since the first week of February. I had a 15 911 turbo s before this and this really makes me not want to get another new porsche. I totally understand cars have issues/problems but get them resolved in a timely manner. There was a bulletin on the issue and there seems to be no urgency at all from PCNA or the dealership who keeps complaining that a lift has been tied up just as long....

Macca 03-22-2016 05:11 AM

Quote:

Originally Posted by bronson7 (Post 13127362)

Macca, what if PAG reduced the engine rpm to 8500, would that help to a certain degree?

Probably. But the 8500-9000 rev range is this cars signature and is what will differentiate it in years to come. They can't remove it now they have given it to us and if they did they would have to buy slot of cars back including mine!

Macca 03-22-2016 05:19 AM

Quote:

Originally Posted by CRex (Post 13127647)

Macca your data appears to be missing the G MA176 failure I mentioned pages ago. Bent valves within 1,500 miles eh, all within its *first* track outing.

CRex. I have your data point noted but have been following the MA175 variant engine issue in detail only. Until someone can provide a detailed pet on the MA176 engine and the technical sales bulletin on the 991 RS and the differences PAG purport at least between the cars engine compared to the NA275 in original "E" variant I'm loath to mix the two

events up as it's difficult to determine what additional changes have been made. Right now I've come to the conclusion the G series MA175 is essentially identical to the MA176 in almost all aspects other than those relating to capacity increase, cam profile (for engine characteristic) and crank shaft (space metal - though we don't know the part number to compare). I'm 100% convinced given my use of the G engine they have addressed the rings too as they did mention in the RS as I'm using WAY less oil on track days (have compared with other RS and G series owners and consistent at approx 200ml per 1.5-2hr track day flat out) and my engine is yet to smoke on start up after 3500 miles and 4 track days in the last 3 weeks since pick up....

Macca 03-22-2016 05:21 AM

Quote:

Originally Posted by carz80am (Post 13127881)

I sincerely hope none of you need a new motor. Mine still hasn't left Germany and my car has been in the shop since the first week of February. I had a 15 911 turbo s before this and this really makes me not want to get another new porsche. I totally understand cars have issues/problems but get them resolved in a timely manner. There was a bulletin on the issue and there seems to be no urgency at all from PCNA or the dealership who keeps complaining that a lift has been tied up just as long...

Carz80am. I feel for you on this buddy but I must say from the 20 examples I have your experience is not typical. Most have had a 2-3 week turn around on a new crated engine from Germany. I don't believe your experience is typical I'm afraid although it's cold comfort in me saying so....

SanDiegoDavid 03-22-2016 07:35 PM

Spies have reported a RS "blowing" it's engine at Big Willow today. Apparently he was driving in Sport Auto. Oil "all over the place".
HmMMM.

carz80am 03-22-2016 07:45 PM

Quote:

Originally Posted by Macca (Post 13128438)

Carz80am. I feel for you on this buddy but I must say from the 20 examples I have your experience is not typical. Most have had a 2-3 week turn around on a new crated engine from Germany. I don't believe your experience is typical I'm afraid although it's cold comfort in me saying so....

I hope thats true for others as well. It SUCKS right now. Between PCNA and the dealership no one gives me a straight answer and they never will give me a date, keep telling me they will continue to give updates. Last I heard the motor was still in Germany and they wanted to blame fedex. If I was the original owner I could have gotten the lemon law and

Porsche would have had to buy it back since it's taken so long, but I'm the second owner so I can't use that. I got a feeling I may hit 2 months by the time I actually get the car back....

bronson7 03-22-2016 07:49 PM

Quote:

Originally Posted by carz80am (Post 13130520)

I hope thats true for others as well. It SUCKS right now. Between PCNA and the dealership no one gives me a straight answer and they never will give me a date, keep telling me they will continue to give updates. Last I heard the motor was still in Germany and they wanted to blame fedex. If I was the original owner I could have gotten the lemon law and Porsche would have had to buy it back since it's taken so long, but I'm the second owner so I can't use that. I got a feeling I may hit 2 months by the time I actually get the car back....

Hopefully you're getting some compensation.

carz80am 03-22-2016 07:54 PM

Quote:

Originally Posted by bronson7 (Post 13130531)

Hopefully you're getting some compensation.
Nothing yet, don't know what to expect.

neanicu 03-22-2016 07:57 PM

Quote:

Originally Posted by carz80am (Post 13130542)

Nothing yet, don't know what to expect.
2 months of bank payments.

bronson7 03-23-2016 10:11 PM

Macca, in your data/notes that you have collected, are you aware of whether any of these engines that are being repaired/replaced, had never seen the track, only street driven?

Drifting 03-23-2016 11:37 PM

Quote:

Originally Posted by bronson7 (Post 13134524)

Macca, in your data/notes that you have collected, are you aware of whether any of these engines that are being repaired/replaced, had never seen the track, only street driven?

I would also be interested in that question.

Macca 03-23-2016 11:45 PM

Quote:

Originally Posted by bronson7 (Post 13134524)

Macca, in your data/notes that you have collected, are you aware of whether any of these engines that are being repaired/replaced, had never seen the track, only street driven?

I've recorded street & track miles. IIRC track miles vary between 200 and 4000. The E car with 200 was a DD and had covered 20k miles with only one full track day along the way. There are F engines out there seen 2500-4500 track miles with no issues yet of cylinder misfire such as Manifold and OrthoJoe. However there are two F engines on my database failed almost out of the box with 900 miles and 2500 miles. Given I have only a fraction of the real data (only those that have fessed up on this board or contacted me by PM) it's really hard to tell the real size of the sample globally but I would without hesitation guess at 10-20x my numbers as many cars have seen two European seasons now and summer is again around the corner.

On a side note I replaced my oil and filter today at the dealer (5600 km on new G engine plus 4 full track days), purely precautionary of course but the tech and I had a good look at the filter thread on the lower dump cast housing and it would appear the 40mm ID thread neck screws into the housing so it's difficult to say if only the thread neck has been changed or the whole lower cast housing itself. The process was delayed as wrong filter was supplied (E/F variant due to the tech using the Vin to determine the parts required which naturally in PAGs PET system points to the older engine). A small catch for new players so look out for this and warn them in advance if changing oil on your replacement G engine. Oil looked clean and no sign of contaminants in oil or filter...

SanDiegoDavid 03-24-2016 01:20 AM

Update. They found 3 different cylinders with misfires as well as low oil pressures. (Where have we heard this before!). Initial instructions are to fill the oil to max and see if they can replicate the misfires. The feeling being low oil levels created the misfires. The problem I have with this theory is that I was burning off a slight oil over fill on Saturday at Thermal (200 track miles) and never went under the second mark on Sunday (70-80 miles) when the limp mode occurred. More testing tomorrow.

MaxLTV 03-24-2016 02:50 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13134992)

Update. They found 3 different cylinders with misfires as well as low oil pressures. (Where have we heard this before!). Initial instructions are to fill the oil

to max and see if they can replicate the misfires. The feeling being low oil levels created the misfires.

That theory makes very little sense and sounds borderline like a superstition. But I'm probably stating the obvious.

Macca 03-24-2016 05:21 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13134992)

Update. They found 3 different cylinders with misfires as well as low oil pressures. (Where have we heard this before!). Initial instructions are to fill the oil to max and see if they can replicate the misfires. The feeling being low oil levels created the misfires. The problem I have with this theory is that I was burning off a slight oil over fill on Saturday at Thermal (200 track miles) and never went under the second mark on Sunday (70-80 miles) when the limp mode occurred.

More testing tomorrow.

Interesting update on the RS at Big Willows. It doesnt sound related to the cylinder rocker issue (more of a rod through the case thing!). Ive seen a rod through the case on a F engine GT3 on these boards (picture on a prior thread).

Regards your issues, the bulletin asks the tech to replace plugs and swap over coil packs to replicate the issue. If it persists the next step is to drop the engine and remove the valve cover etc. I dont think oil level has anything to do with this at all personally...I can send you the bulletin if you like, although you may find it on one of my earlier posts elsewhere on the board...

Please keep us informed...

bronson7 03-24-2016 08:41 AM

Thank you for all the updates boys.

R.Deacon 03-24-2016 09:58 AM

Macca's the Man !!!

SD David thanks for the update and sharing the engine news here .

Jimmy-D 03-24-2016 01:35 PM

The end result will be another new engine.

Yes- they have a problem. One who never tracks may never have this issue even at a 100,000 miles.

The problem is that is not the point. You may be selling it to somebody who tracks. When you tout and market a car that will be competent on

the track you will eventually have to stand behind every one of these engines

I hope things turn out for the best for you. Nobody wants to see their Baby on the side lines.

SanDiegoDavid 03-24-2016 02:53 PM

Quote:

Originally Posted by Macca

Interesting update on the RS at Big Willows. It doesnt sound related to the cylinder rocker issue (more of a rod through the case thing!). Ive seen a rod through the case on a F engine GT3 on these boards (picture on a prior thread).

Regards your issues, the bulletin asks the tech to replace plugs and swap over coil packs to replicate the issue. If it persists the next step is to drop the engine and remove the valve cover etc. I dont think oil level has anything to do with this at all personally...I can send you the bulletin if you like, although you may find it on one of my earlier posts elsewhere on the board...

Please keep us informed...

Thanks guys for your supportive comments.

Yes Macca if you could get the bulletin to me, I'll forward to my SA as a friendly elbow to move along.

The oil level thing bugged me because if anything the level was high. The RS at Big Willow is concerning. It is a new RS, so a possible issue with break in???

Macca 03-24-2016 06:04 PM

3 Attachment(s)

Hi David. Ive posted the bulletin below for all who need it. Its a very prescriptive process. I managed to get my tech to complete the lead swap, then the valve cover removal and the subsequent dismantlement of the rocker fingers, photographs of same and email to PAG with pictures within 3 days. A few days later PAG signed off on a new engine then it was a process of organizing shipping to the bottom of the world. All in all it was completed within 5 weeks of the issue arising but should be quicker due to your location in relation to Germany.

My failure occurred 09 Jan. A friend (the only other 991 GT3 owner with E engine thats done almost identical miles and usage as myself in NZ) had the same failure at the track 4 weeks later on 08 Feb. The wear on his rocker fingers was more server with one of the rocker arms on Cylc 6 snapping and jamming the valve - the car

subsequently was running on 5 cylinders. His engine was expedited on 25 Feb and was in country 7 days later and installed in time for our annual track tour 06 March.

Of interest, even though there was a months between the events and 4 weeks between the shipping of the engines his engine number is earlier than mine by 22 units and produced 10/12 vs mine on 15/12 (see pictures below - his top mine bottom) indicating that there is a warehouse supply of these units, no doubt built at the end of the production run and ready for failures such as this...so much for FIFO (first in first out) warehousing management principles!

robmypro 03-24-2016 07:04 PM

Quote:

Originally Posted by Macca (Post 13137018)

Hi David. Ive posted the bulletin below for all who need it. Its a very prescriptive process.

I love this line...

Test-drive the vehicle until the fault occurs: Drive with full-load acceleration over a rpm range of 4,000 – 8,500 rpm. Observe all traffic laws. i.e. don't speed.

LOL

SanDiegoDavid 03-24-2016 09:43 PM

Quote:

Originally Posted by Macca (Post 13137018)

Hi David. Ive posted the bulletin below for all who need it. Its a very prescriptive process. I managed to get my tech to complete the lead swap, then the valve cover removal and the subsequent dismantlement of the rocker fingers, photographs of same and email to PAG with pictures within 3 days. A few days later PAg signed off on a new engine then it was a process of organizing shipping to the bottom of the world. All in all it was completed within 5 weeks of the issue arising but should be quicker due to your location in relation to Germany.

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Thanks!

MaxLTV 03-24-2016 11:03 PM

Quote:

Originally Posted by robmypro (Post 13137196)

I love this line...

Test-drive the vehicle until the fault occurs: Drive with full-load acceleration over a rpm range of 4,000 – 8,500 rpm. Observe all traffic laws. i.e. don't speed.

LOL

Practically impossible in this country - in first gear it will be wheel-spin and thus not full load, in any other gear it will be speeding.

Macca 03-25-2016 12:39 AM

They managed to replicate my fault first time on a road test outside the inner city dealership using 1st gear to 8000 rpm. I did not ask how fast that was!!

ablee2323 03-25-2016 08:48 AM

7 Attachment(s)

An update on my 991 GT3 "e" engine. As a refresher, I am the first/only owner of a 2014 model with the replacement e engine. I do around 3 to 4 track days per year. I had 20k km on the clock when about two weeks ago (Mar 12), I took it to our first Porsche club track event. On the first lap, I got the engine light (posted earlier on this thread) that read "reduced engine performance, possible to drive on."

After I pitted, I went out again and at around 7,300 rpm per the diagnostic computer, cylinder 3 misfired and caused the engine light to go on again. The car went to the dealer center. After 13 days, I went to the dealer center to see first hand the situation with my engine.

Macca, your comments here would be helpful.

First, a pic of the 991 engine. A sight to behold in all other circumstances.

Second, a couple of pics of the rocker arms for cylinder 1, 2 and 3. You can see the third rocker arm, there is significant scoring.

Third, a pic of just the rocker arms for cylinder 3 – although I don't know what I'm really looking at, it doesn't look good

Fourth, a pic of one of the rockers for cylinder 3 from a lateral point of view. If you enlarge the pic, you can see that the top of the rocker has flattened out due to the wear. Not sure where all this metal goes

Fifth, a pic of the other set of rockers for cylinders 4, 5 and 6. Not looking that great either. But again, my view.

I want to share all that I can to help everyone including myself on this forum. For sure, I was educating the mechanics there on the potential design flaw of the e engine - and I am not that technical. All my knowledge comes from you guys. Next steps, they will report to PAG. Then see what happens. For me, it is e engine or bust. Any suggestions and what I should do? Will keep you posted

neanicu 03-25-2016 09:25 AM

Oh WOW! That's a lot of scoring on the cam! Definitely lack of lubrication!

Thanks for the pics!

calpolo17 03-25-2016 10:01 AM

FYI in most states the Lemon Law rules carry for the length of the factory warranty. I was able to use it on my second-hand M3 after it took 7 weeks for an engine replacement. Instead of making them buy the car back, they compensated me several thousand cash for my time and put in a brand new motor, all while I was driving new loaner vehicles on them.

Quote:

Originally Posted by carz80am (Post 13130520)

I hope that's true for others as well. It SUCKS right now. Between PCNA and the dealership no one gives me a straight answer and they never will give me a date, keep telling me they will continue to give updates. Last I heard the motor was still in Germany and they wanted to blame fedex. If I was the original owner I could have gotten the lemon law and Porsche would have had to buy it back since it's taken so long, but I'm the second owner so I can't use that. I got a feeling I may hit 2 months by the time I actually get the car back....

carz80am 03-25-2016 10:17 AM

Quote:

Originally Posted by calpolo17 (Post 13138669)

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Thanks for this, going to look into it today.

bronson7 03-25-2016 10:22 AM

Quote:

Originally Posted by calpolo17 (Post 13138669)

FYI in most states the Lemon Law rules carry for the length of the factory warranty. I was able to use it on my second-hand M3 after it took 7 weeks for an engine replacement. Instead of making them buy the car back, they compensated me several thousand cash for my time and put in a brand new motor, all while I was driving new loaner vehicles on them.

Any Canucks out there know if such thing as "Lemon Law" in Canada?

MACH 86 03-25-2016 10:58 AM

WOW!!! Looks like a MAJOR lack of any kind of normal lubrication. I have never seen anything like that. How about the main bearings?

cbweaver1 03-25-2016 11:01 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13130486)

Spies have reported a RS "blowing" it's engine at Big Willow today.

Apparently he was driving in Sport Auto. Oil "all over the place". Hmmm.

I was wondering about this. Other than stroking it to 4.0L and incorporating the different air intakes are there any other differences between the GT3 and RS motors? While there was no recall on the RS motor that I'm aware of my dealer here in Germany informed me that it is no secret that many 991RS cars are driving around with replaced motors. I was shocked when he told me this. As much as I appreciate the 991GT3/RS for what it is, I'm beginning to think a GT4CS with a reworked gearbox by Manthey might be a better solution for what I'm looking for as a compliment to the Mezger.

lessthan3mph 03-25-2016 11:08 AM

Thanks ablee2323 for those very detailed and informative photos. I hope your issues get resolved. Since I don't have an engineering background, can anyone please tell me whether any of this would be considered "normal" wear (ie. on all the other rocker arms there also appears to be a lesser amount of scoring, and I'm wondering how one distinguishes from unusually bad scoring and what might be expected in all engines, or is any degree of scoring considered bad)? Does

crossing the line from normal wear and tear to dangerous by definition cause a misfire and thus other potential damage to the engine? Any more info would be helpful. Thanks in advance!

bronson7, no, Canada apparently does not have the same consumer protection laws.

<https://www.ic.gc.ca/eic/site/oca-bc...g/ca02324.html>

<http://www.cbc.ca/news/business/lemo...have-1.2951106>

[bronson7](#) 03-25-2016 11:26 AM

Quote:

Originally Posted by lessthan3mph (Post 13138849)

Thanks ablee2323 for those very detailed and informative photos. I hope your issues get resolved. Since I don't have an engineering background, can anyone please tell me whether any of this would be considered "normal" wear (ie. on all the other rocker arms there also appears to be a lesser amount of scoring, and I'm wondering how one distinguishes from unusually bad scoring and what might be expected in all engines, or is any degree of scoring considered bad)? Does crossing the line from normal wear and tear to dangerous by definition cause a misfire and thus other potential damage to the engine? Any more info would be helpful. Thanks in advance!

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<https://www.ic.gc.ca/eic/site/oca-bc...g/ca02324.html>

<http://www.cbc.ca/news/business/lemo...have-1.2951106>

[Thank you for the links, Daniel.](#)

[robmypro](#) 03-25-2016 11:37 AM

This thread and Macca's data are so valuable. If my engine goes while out of warranty, I will be counting on them both to get it covered. Each new occurrence helps me sleep better, and worry less. There is an issue, it is extremely well documented, and I have complete faith that Porsche will do the right thing.

lessthan3mph 03-25-2016 01:36 PM

Quote:

Originally Posted by bronson7 (Post 13138901)

Thank you for the links, Daniel.

You're welcome, my friend!! Hope it doesn't come to this for our cars.

Alan C. 03-25-2016 01:51 PM
Ablee2323,

If you get one of those rockers I might be able to get it sectioned to see what the coating interface looks like. My guess is there is some lamellar fracturing at the DLC/cam interface.

neanicu 03-25-2016 02:25 PM
That is absolutely abnormal wear! I have seen cams with 180K miles and they don't look like that.
The new computers are super sensitive! A late 90's/beginning of 2000's computer wouldn't have probably picked that up. But imagine at 8600-8700 RPMs, when this modern computer wants to see high lift/high duration, that this type of scoring will absolutely be picked up!

neanicu 03-25-2016 02:28 PM
I forgot to mention : just look at the side pic of that finger follower. That is not scoring, that is metal to metal wear, which made a dimple in the metal!

bronson7 03-25-2016 05:04 PM
Quote:
Originally Posted by neanicu (Post 13139566)
I forgot to mention : just look at the side pic of that finger follower. That is not scoring, that is metal to metal wear, which made a dimple in the metal!
So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying:

robmypro 03-25-2016 05:16 PM
Quote:
Originally Posted by bronson7 (Post 13140020)
So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying:
Look on the bright side. This problem has been so well documented that if and when it does happen to us, Porsche is going to have to make it right. And who knows, maybe at some point we figure out that the G engines don't fix the issue, and we find ourselves on H or I.

I would rather drive the hell out of the car for a year or two kore, and then get "I". :D

No worries at all buddy.

neanicu 03-25-2016 05:19 PM

Quote:

Originally Posted by bronson7 (Post 13140020)

So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying:

This is a very difficult question to answer Bronson. It is " well above my pay grade " sort to speak... I have no intention on guessing either since it's a sensitive subject and I do not have all the facts on what has changed between the production years : 14/15 and 16.

Sorry... :(

Just in time 03-25-2016 05:52 PM

Quote:

Originally Posted by bronson7 (Post 13140020)

So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying:

I am not an engineer but, Yes, the engine will at some point in time fail, all engines do! No such thing as a perpetually lasting engine. The question is how soon it will fail. It seems that those engines submitted to great stress are wearing out a lot faster than many expected. The question then is how soon should it fail? Again I am no engineer but full well know that engines which are raced do wear out very very quickly. Some as quickly as a single race. Ever seen a race car blow an engine during a race? Sometimes those are new engines and even those suffer catastrophic failures. Ours are mostly telling us some parts are wearing out quicker than others, but not going the catastrophic route (at least yet). I do believe that lubrication is not what Porsche expected it to be specially at high Gs.

I get the impression that we as a group have raised our expectations so high as to believe that even racing these engines they will go 100K miles w/o a hitch. That is unrealistic, particularly for an engine which is already pumping out 125 hp/L. I do believe that PAG is fully aware and will do the right thing at the end of the day.

Jamie@dundonmotorsports 03-25-2016 05:55 PM

Quote:

Originally Posted by lessthan3mph (Post 13138849)

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<https://www.ic.gc.ca/eic/site/oqa-bc...g/ca02324.html>

<http://www.cbc.ca/news/business/lemo...have-1.2951106>

[Not normal wear at all, there should be no wearing of the cam lobe, or finger follower.](http://www.cbc.ca/news/business/lemo...have-1.2951106) Definitely a lubrication or DLC coating roughness issue

lessthan3mph 03-25-2016 06:16 PM

Thanks all for the info. :)

Could the bubble wrappers really have been right all along?! (gasp)

Alan C. 03-25-2016 07:13 PM

Nissan has been using DLC on a couple of their engines without issue.

MileHigh911 03-25-2016 07:16 PM

What sucks is that due to today's catalytic converters, the auto industry has been forced to use oils with less zinc in it. Less top end protection. More top end wear. The auto companies come up with things like DLC to combat this in high wear areas, but when a production engine spins to 9,000 rpm....wear will occur.

I guess I better just buy the catless Dundon exhaust system and start using high zinc oils.....

robmypro 03-25-2016 07:41 PM

Quote:

Originally Posted by MileHigh911 (Post 13140329)

What sucks is that due to today's catalytic converters, the auto industry has been forced to use oils with less zinc in it. Less top end protection. More top

end wear. The auto companies come up with things like DLC to combat this in high wear areas, but when a production engine spins to 9,000 rpm....wear will occur.

I guess I better just buy the catless Dundon exhaust system and start using high zinc oils.....

I was going to ask about using special oil to help this. Any suggestions?

ablee2323 03-25-2016 07:59 PM

My own view - for other 2014 owners is to drive, drive and drive. I would not opt to get better oil or ECU flashes as it may only delay what may be the inevitable.

We're all blessed to be so concerned about this thread topic and worried about a future event that has yet to occur. That said, it is a burden on our minds knowing what we know.

With this thread and forum, I am encouraged we will guide Porsche to do the right thing. I am a loyal Porsche fan. I love that they came up with the 991 GT3. I love that they pushed the engine to 9000. I love all aspects of this car. As they say in their logo "Limits Pushed." And so with that, some issues will arise - after all, we are at the outer edge of automotive performance.

Given my state of affairs, I contemplated what I might get as a replacement for the 991 GT3. Huracan? 458/430? McLaren? Didn't take long for me to realize, it is the 991 GT3. Now that my car has been at the center for 2 weeks, I miss this car more than ever.

Will keep you all posted on my developments. My favorite letter is now "G" baby.

bronson7 03-25-2016 09:57 PM

Well I guess if I wasn't on this forum, I wouldn't know any better and would be out enjoying the heck out of the car.

ipse dixit 03-25-2016 10:46 PM

Quote:

Originally Posted by bronson7 (Post 13140020)

So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying: All mechanical things, engines being no exception, will fail.

It's the nature of mechanical things.

It's just a matter of when, and how.

Until it happens, why worry about it?

It's a bit akin to knowing that we are all going to die at some point. And it's just a matter of when and how. Yet, life would be rather not worth living if one spent every living moment worrying about dying.

Same here.

Go drive. Be happy.

Life is short. Enjoy it.

Backroads 03-25-2016 11:40 PM

Maybe--I don't know about you. I don't want to die prematurely and I don't want my GT3 engine to die prematurely if it doesn't need to.

ipse dixit 03-25-2016 11:44 PM

Quote:

Originally Posted by Backroads (Post 13140981)

Maybe--I don't know about you. I don't want to die prematurely and I don't want my GT3 engine to die prematurely if it doesn't need to.

Of course not. And neither do I.

But worrying about it isn't necessarily going to prevent premature death.

Backroads 03-25-2016 11:49 PM

Agreed.

fxz 03-26-2016 03:26 AM

Quote:

Originally Posted by bronson7 (Post 13140020)

So how can we owners feel comfortable knowing this is not just some poor manufactured part but rather a poor engineered design. This would only tell me that all engines will eventually fail. :grr: Am I right in my thinking? Please say no. :crying:

I think this thread is technically interesting

but I am absolutely not worried at all

Any engine you have E F G RS i would anyways extend year by year the warranty until 13th year either if they give me for free and H engine

same if I would own a 650S 458 etc.

warranty extension on sport cars is a no brainer either if manufacturers design flaws are covered without it

Macca 03-27-2016 02:57 AM

Quote:

Originally Posted by ablee2323 (Post 13138519)

An update on my 991 GT3 "e" engine. As a refresher, I am the first/only owner of a 2014 model with the replacement e engine. I do around 3 to 4 track days per year. I had 20k km on the clock when about two weeks ago (Mar 12), I took it to our first Porsche club track event. On the first lap, I got the engine light (posted earlier on this thread) that read "reduced engine performance, possible to drive on."

After I pitted, I went out again and at around 7,300 rpm per the diagnostic computer, cylinder 3 misfired and caused the engine light to go on again. The car went to the dealer center. After 13 days, I went to the dealer center to see first hand the situation with my engine.

Macca, your comments here would be helpful.

First, a pic of the 991 engine. A sight to behold in all other circumstances.

Second, a couple of pics of the rocker arms for cylinder 1, 2 and 3. You can see the third rocker arm, there is significant scoring.

Third, a pic of just the rocker arms for cylinder 3 – although I don't know what I'm really looking at, it doesn't look good

Fourth, a pic of one of the rockers for cylinder 3 from a lateral point of view. If you enlarge the pic, you can see that the top of the rocker has flattened out due to the wear. Not sure where all this metal goes

Fifth, a pic of the other set of rockers for cylinders 4, 5 and 6. Not looking that great either. But again, my view.

I want to share all that I can to help everyone including myself on this forum. For sure, I was educating the mechanics there on the potential design flaw of the e engine - and I am not that technical. All my knowledge comes from you guys. Next

steps, they will report to PAG. Then see what happens. For me, it is e engine or bust. Any suggestions and what I should do? Will keep you posted
Hi Mate. Apologies for my delay in responding here. I was on the way to a track day when I saw your post....

You have 20K km with 3-4 track days pa so for an E engine I would have said you'd done pretty well. Above average according to my stats. Then I saw the state of your finger rockers and cam lobes. Heck, Im surprised the computer didn't throw a code sooner! The finger rockers are very worn and the Cam lobes quote scored. The other local E engine failure here in NZ was equally as worn. That car had 16,000km but twice the track miles as your own.

What is a big surprise for me is that this is Cylinder 3 LH bank. That it is Cylinder 3 on this bank is not the surprise as the rearward most cylinders seem to be affected consistently (oiling?) but rather that its the first notes occurrence of the issue causing a check fault on the LHS bank before the RHS bank. I suspected that both banks exhibited wear but this occurrence seems to cement that fact.

I believe you will without any doubt receive a G engine replacement very soon.

Clearly there is an issue here related to the valve train design and oiling is but one component of this.

I do agree with other posters that its not unreasonable to expect wear in a 9000 rpm engine of this design, however like them I concur these engines should give 100 hard track hours before they exhibit such wear that would be expected to be reasonable (i.e. in need of replacement of top end valve train associated components such as lifters and rockers and possibly even cams in some circumstances).

Please keep us informed of your progress here and I will add you senario to the database. As Ive stated before i do not believe its a matter of if rather than when (for E and even F series engines). Right now the situation with G series engines is unknown. By November my G series engine will have done equal track time and road mileage as my previous E engine so perhaps I can tell you then. In the meantime I have moved to a more frequent oil change regime (3500 miles/4 track days). I do not believe that break in procedure has any real affects to the outcome here although in some circumstances it may simply delay the onset of the symptoms by a few thousand Km....

All IMO of course.

ablee2323 03-27-2016 06:05 AM
Macca,

As always, thanks for your perspective. Feeling better - more confident that the outcome will be G engine.

Will keep everyone posted.

carz80am 03-28-2016 10:55 AM
Only 7.5 weeks later and my new engine has arrived at the dealership. Now they need to make sure it hasn't been damaged during the shipping process...

robmypro 03-28-2016 11:22 AM
Quote:
Originally Posted by carz80am (Post 13146525)
Only 7.5 weeks later and my new engine has arrived at the dealership. Now they need to make sure it hasn't been damaged during the shipping process...
I am sure it will be fine. Don't lose faith! These are amazing cars.

SanDiegoDavid 03-28-2016 03:14 PM
Quote:
Originally Posted by carz80am
Only 7.5 weeks later and my new engine has arrived at the dealership. Now they need to make sure it hasn't been damaged during the shipping process...
Ouch, 7.5 weeks!

carz80am 03-28-2016 06:53 PM
Quote:
Originally Posted by SanDiegoDavid (Post 13147275)
Ouch, 7.5 weeks!
Tell me about it, I hope it gets back to me by the end of the week..

MileHigh911 03-28-2016 06:54 PM
Oh man.....7.5 weeks. That sucks. Can't believe Porsche thinks that is OK. It will be 9 weeks by the time you get your car back in your garage. Seems a little ridiculous

Macca 03-28-2016 07:14 PM
Quote:
Originally Posted by MileHigh911 (Post 13147978)

Oh man.....7.5 weeks. That sucks. Can't believe Porsche thinks that is OK. It will be 9 weeks by the time you get your car back in your garage. Seems a little ridiculous
Demand compensation I say....

carz80am 03-28-2016 07:32 PM

Quote:

Originally Posted by Macca (Post 13148031)

Demand compensation I say....

I've been pushing, we'll see what I end up with...

Jimmy-D 03-28-2016 10:15 PM

They will send you a key chain... ☐

Sorry/could not help myself

carz80am 03-28-2016 11:20 PM

Quote:

Originally Posted by Jimmy-D (Post 13148523)

They will send you a key chain... ☐

Sorry/could not help myself

That's what I'm worried about or a couple of free oil changes. Already said no to cpo

MileHigh911 03-28-2016 11:22 PM

Quote:

Originally Posted by carz80am (Post 13148729)

That's what I'm worried about or a couple of free oil changes. Already said no to cpo

I would maybe take them up on the CPO offer if you plan to keep the car a long time. Does anyone know if the CPO portion of the warranty includes track use?

Jimmy-D 03-28-2016 11:58 PM

^ I agree -Take the CPO with the new engine- no doubt

R.Deacon 03-29-2016 01:09 AM

Yea I would definitely take a 6yr. 100k warranty offer for the down time loss .

another vantage You saved 4k on buying the warranty , which isn't available to purchase if one wanted to in the first place = a deal

Alan C. 03-29-2016 01:25 AM

Agree on taking the CPO. Great if you plan to keep the car. Also good should you decide to sell.

robmypro 03-29-2016 01:52 AM

Quote:

Originally Posted by carz80am (Post 13101955)

Have not received any compensation yet. I've "heard" you can get some, don't know what to expect. They flat out said no to cpo. They offered to pay for rental since the dealership didn't have any, but I hate driving rentals and have other cars to drive.

It looks like they are the ones saying no.

carz80am 03-29-2016 09:52 AM

yeah, sorry If I wasn't clear. They said no to cpo. They said the gt3 wasn't available for cpo. Waiting for a pcna supervisor/managers call

GrantG 03-29-2016 07:14 PM

1 Attachment(s)

Quote:

Originally Posted by robmypro (Post 13140391)

I was going to ask about using special oil to help this. Any suggestions? That's a tough one. There are probably better oils that would help this situation (particularly if you remove the cat and use High ZDDP content oil as MileHigh911 said), but I wouldn't want to give Porsche an excuse to disclaim warranty liability by not using a Porsche approved A40 oil...

Excerpt from manual:

carz80am 03-29-2016 08:12 PM

Got it back today, so far so good. Going to drive the hell out of it. Was told by PCNA and dealer that I don't have to worry about breaking it in...

bronson7 03-29-2016 08:35 PM

Quote:

Originally Posted by carz80am (Post 13151155)

Got it back today, so far so good. Going to drive the hell out of it. Was told by PCNA and dealer that I don't have to worry about breaking it in...

Glad it's back in the rightful hands. Curious, did you get any compensation?

MileHigh911 03-29-2016 09:16 PM

Quote:

Originally Posted by carz80am

Got it back today, so far so good. Going to drive the hell out of it. Was told by PCNA and dealer that I don't have to worry about breaking it in...

Interesting comment from them. Glad you have her back. Let us know if you notice anything different in comparison.

carz80am 03-29-2016 09:54 PM

Quote:

Originally Posted by bronson7 (Post 13151214)

Glad it's back in the rightful hands. Curious, did you get any compensation?

Working on it. PCNA called me today (about an hour after dealer had told me car would be ready for pickup later in the day) to tell me they were waiting on eta of engine from germany, they had no idea it arrived at dealer yesterday morning. I asked, why wouldn't you call dealer before calling me today to give me update?

Their response is we understand your frustration, I promptly hung up phone.

SanDiegoDavid 03-30-2016 01:08 AM

Update: GT tech going thru the bulletin could not reproduce the misfires after swapping coils/plugs. Despite this he ask for and recieved permission to remove the cylinder covers and take a look at the valve levers and cams for wear/damage. Hopefully will have the word before the end of the week.:grr:

MileHigh911 03-30-2016 02:45 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13152132)

Update: GT tech going thru the bulletin could not reproduce the misfires after swapping coils/plugs. Despite this he ask for and recieved permission to remove the cylinder covers and take a look at the valve levers and cams for wear/damage. Hopefully will have the word before the end of the week.:grr:

Get some pics sent to you. Would be greatly appreciated by your RL brethren

Alan C. 03-30-2016 05:12 PM

Yes, photos would be much appreciated by many on here.

Thanks.:thumbup:

SanDiegoDavid 03-31-2016 12:37 AM

Quote:

Originally Posted by MileHigh911

Get some pics sent to you. Would be greatly appreciated by your RL brethren
I'll ask or try to break away from work and take pics myself.

ablee2323 03-31-2016 06:57 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13155322)

I'll ask or try to break away from work and take pics myself.

Yes. That's what I did. After all the car, the engine is your property. The service guys were pretty nice about it. Good luck.

SanDiegoDavid 04-01-2016 01:32 PM

Cam lobe wear and valve lever on cylinder three. No other wear identified. Sorry no pics I'm out of town so I couldn't go in to snap some pictures. PAG recommended engine replacement. Waiting to hear where the engine is located hopefully it won't take long to get the engine.

Mech33 04-01-2016 03:49 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13159818)

Cam lobe wear and valve lever on cylinder three. No other wear identified. Sorry no pics I'm out of town so I couldn't go in to snap some pictures. PAG recommended engine replacement. Waiting to hear where the engine is located hopefully it won't take long to get the engine.

Another one bites the dust..

robmypro 04-01-2016 04:27 PM

In May I plan on taking mine to the drags. We'll see how it likes it lol.

MaxLTV 04-01-2016 09:55 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13159818)

Cam lobe wear and valve lever on cylinder three. No other wear identified. Sorry no pics I'm out of town so I couldn't go in to snap some pictures. PAG recommended engine replacement. Waiting to hear where the engine is located hopefully it won't take long to get the engine.

It's great that they are not making this into a back-and-forth saga and going straight to replacement. Hope you get the engine soon. This makes my GT3 probably the highest track mileage E engine that has not failed (or maybe check engine light bulb just failed before the engine did LOL). I should be selling my secret of the perfect engine break-in :D

Mike in CA 04-01-2016 10:20 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13159818)

Cam lobe wear and valve lever on cylinder three. No other wear identified. Sorry no pics I'm out of town so I couldn't go in to snap some pictures. PAG recommended engine replacement. Waiting to hear where the engine is located hopefully it won't take long to get the engine.

Well David, at least you know you're getting a new engine and won't have to continue on pins and needles like some of the rest of us who are waiting to see if the magic warning message will ever appear. I hope everything goes smoothly.

SanDiegoDavid 04-01-2016 10:20 PM

Quote:

Originally Posted by MaxLTV

It's great that they are not making this into a back-and-forth saga and going straight to replacement. Hope you get the engine soon. This makes my GT3 probably the highest track mileage E engine that has not failed (or maybe check engine light bulb just failed before the engine did LOL). I should be selling my secret of the perfect engine break-in :D

How may miles? I'm at 2,500 track miles, 19,000 total on this E engine.

fxz 04-02-2016 01:39 AM

Quote:

Originally Posted by MaxLTV (Post 13161229)

It's great that they are not making this into a back-and-forth saga and going straight to replacement. Hope you get the engine soon. This makes my GT3 probably the highest track mileage E engine that has not failed (or maybe check engine light bulb just failed before the engine did LOL). I should be selling my secret of the perfect engine break-in :D

Quote:

Originally Posted by SanDiegoDavid (Post 13161306)

How may miles? I'm at 2,500 track miles, 19,000 total on this E engine.

LOL hard life for the ones trying to destroy their engine to get a new one

SanDiegoDavid 04-02-2016 10:33 AM

Quote:

Originally Posted by Mike in CA (Post 13161305)

Well David, at least you know you're getting a new engine and won't have to continue on pins and needles like some of the rest of us who are waiting to see if the magic warning message will ever appear. I hope everything goes smoothly.

Thanks Mike. Yes I'm happy PAG just went with replacement rather than trying to get this engine along. We were a little surprised that

only cylinder 3 had any wear, the misfires were in 1-3. The timing of everything is a little poor for me, as I have signed up and paid a pretty hefty registration fee for a 3 day event at COTA at the end of April. :(

Birel22 04-02-2016 10:47 AM

Sounds like some compensation for such is in order... Hope your experience continues to be a bearable one and your new G engine is bulletproof.

QUOTE=SanDiegoDavid;13162147]Thanks Mike. Yes I'm happy PAG just went with replacement rather than trying to get this engine along. We were a little surprised that only cylinder 3 had any wear, the misfires were in 1-3. The timing of everything is a little poor for me, as I have signed up and paid a pretty hefty registration fee for a 3 day event at COTA at the end of April. :([/QUOTE]

robmypro 04-02-2016 11:05 AM

Can't wait to get my G engine. Drags in May. G in June? lol

MileHigh911 04-02-2016 11:23 AM

I wonder what the % of E engines with misfires ended up needing the new engine anyway? Porsche should really not waste one penny of labor with tearing down these E engines. One thing for sure, there must be a bunch of these original engine cores and E engine cores laying around.

lessthan3mph 04-02-2016 12:31 PM

I wish Porsche would simply run a bunch of E and F engines at high rpms and high Gs to determine for themselves what happens, rather than wait for customers' cars to misfire. Or maybe they've already done so...

I wonder if this wait and see approach is the new post-dieselgate strategy, versus the more proactive (and perhaps costly from a cash and reputation stand point?) stop sale plan.

MaxLTV 04-02-2016 01:49 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13161306)

How may miles? I'm at 2,500 track miles, 19,000 total on this E engine.

About 2300 track, 15,500 total. No lights or anything ever...

MaxLTV 04-02-2016 01:51 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13162147)

Thanks Mike. Yes I'm happy PAG just went with replacement rather than trying to get this engine along. We were a little surprised that only cylinder 3 had any wear, the misfires were in 1-3. The timing of everything is a little poor for me, as I have signed up and paid a pretty hefty registration fee for a 3 day event at COTA at the end of April. :(

I was planning to do the same event but decided not because of this thread.

R.Deacon 04-02-2016 01:57 PM

^^Max is your car a 14 or 15 ?

Jimmy-D 04-02-2016 03:50 PM

Quote:

Originally Posted by lessthan3mph (Post 13162358)

I wish Porsche would simply run a bunch of E and F engines at high rpms and high Gs to determine for themselves what happens, rather than wait for customers' cars to misfire. Or maybe they've already done so...

I wonder if this wait and see approach is the new post-dieselgate strategy, versus the more proactive (and perhaps costly from a cash and reputation stand point?) stop sale plan.

No need to. They know the problem. They are going to just replace as they go and hope that all those that do not track will not have issues. The problem with this is will they still replace after warranty expires. They know they have an issue and the guy that only street drives and in 6 years the engine goes they better step up. I wonder with all these documented issues if they will be forced to have to replace at their expense. I have not looked back after selling my 2014

Jamie@dundonmotorsports 04-02-2016 03:57 PM

Quote:

Originally Posted by carz80am (Post 13149417)

yeah, sorry If I wasn't clear. They said no to cpo. They said the gt3 wasn't available for cpo. Waiting for a pcna supervisor/managers call

My 2014 GT3 was CPO'd by Park Place when I bought it used late last year...

Unless something changed they can CPO...

Jamie@dundonmotorsports 04-02-2016 04:01 PM

Was at my local dealership (Larson in Tacoma, WA) they said there is a new bulletin to replace the heads on 991 GT3's with misfires that cannot be cured with coils/sparks...

I'd be OK with this on a low mile car (mine has 2000 miles now) but anything higher the worn metal will cause ring wear, bearing wear crank journal wear etc...

Macca 04-02-2016 05:14 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13162829)

Was at my local dealership (Larson in Tacoma, WA) they said there is a new bulletin to replace the heads on 991 GT3's with misfires that cannot be cured with coils/sparks... I'd be OK with this on a low mile car (mine has 2000 miles now) but anything higher the worn metal will cause ring wear, bearing wear crank journal wear etc...

Hi Jamie. The original bulletin gave head replacement as an option. Could you ask the TSB number so I can acquire a copy.

At some point PAG will stop replacing engine one assumes from a cost perspective. The G engine has a revised cylinder head design according to PET one imagines to re design the oiling lines here. Perhaps they will send out head replacements with this change and load a new software to increase the oil pressure a bit. This way the customer gets cans, rockers, springs, valves and new oiling galleries.

Max you are so close now to winning anew engine you should attend the Big COTA track day end of April and see if you can get her to pop! I say this tongue in cheek but actually if it were me I may do that to speed things along.

On G engine updates I had oil replaced at 6000 km and 4 track days. The engine now has 6800km and 6 track days from the last month since it was replaced but the car is now in storage for 6 months while I'm overseas. Oil consumption actually decreased after the oil and filter change. It had 5 green bars when it was given back to me and after 2 full day and hot track days it's dropped only one bar but looks like it's about to drop another second one. At this rate I could probably run another 2 track days before it would reach the yellow bars and give the warning. 500ml over four full day and flat out SportAuto track days isn't bad, about 125ml a day and not much more than my 7000rpm 993 engine burns on track. For road driving the oil use is not measurable.

The car still does not blow any smoke and the amount of soot on the rear bumper is somewhat reduced from with the E engine. The new engine is feeling strong and pulls well.

R.Deacon 04-02-2016 08:31 PM
^^Macca is Max's motor an E too ?

MaxLTV 04-02-2016 08:34 PM
Quote:
Originally Posted by R.Deacon (Post 13162543)
^^Max is your car a 14 or 15 ?
It's 14.

MaxLTV 04-02-2016 08:38 PM
Quote:
Originally Posted by Macca (Post 13162946)

Max you are so close now to winning a new engine you should attend the Big COTA track day end of April and see if you can get her to pop! I say this tongue in cheek but actually if it were me I may do that to speed things along. I'd rather have it pop close to home than several thousand miles away. Few things can be worth that booking a 3-day event, hauling the car there, and having it go kaboom in day 1.

carz80am 04-02-2016 09:04 PM
Quote:
Originally Posted by Jamie@dundonmotorsports (Post 13162829)
Was at my local dealership (Larson in Tacoma, WA) they said there is a new bulletin to replace the heads on 991 GT3's with misfires that cannot be cured with coils/sparks...

I'd be OK with this on a low mile car (mine has 2000 miles now) but anything higher the worn metal will cause ring wear, bearing wear crank journal wear etc... If this is the same bulletin that has been out there, they tried doing this with mine but saw the scaring and replaced the motor. It took 52 days total but I got my car back and so far so good...compensation is minimal but at least something, never seen a manufacturer give any compensation besides a loaner

carz80am 04-02-2016 09:05 PM
Quote:
Originally Posted by Jamie@dundonmotorsports (Post 13162825)
My 2014 GT3 was CPO'd by Park Place when I bought it used late last year...

Unless something changed they can CPO...

I was told 3 times that they can't cpo a gt3 but maybe my rep didn't know better or just used that as an excuse not to cpo it?

Mike in CA 04-02-2016 10:27 PM

Quote:

Originally Posted by carz80am (Post 13163352)

I was told 3 times that they can't cpo a gt3 but maybe my rep didn't know better or just used that as an excuse not to cpo it?

I think people are getting CPO confused with 3rd party extended warranties.

As I understand it, CPO = Certified Pre-Owned and is the warranty that Porsche offers on used vehicles. CPO is not available on new cars, nor is it available as an extended warranty on a car you already own. I just went through this with my dealer and the only way they would sell me a CPO warranty was if they purchased my car and then sold it back to me. They were willing to do this for \$1 but the taxes on the exchange would have made it a bad deal. The extended warranty your dealer will sell you on a new car is a 3rd party warranty from a warranty company.

Depending on which 3rd party extended warranty company your dealer is affiliated with you may or may not be able to get an extended warranty on your new GT3 when you buy it. My dealer's warranty company didn't cover GT3's so I couldn't get an extended warranty at the time of purchase. Other RL members have purchased from dealers whose 3rd party companies DID cover the GT3. I recently went to one of those dealers and bought a 3rd party extended warranty for my 2014 GT3. You can also go to a 3rd party warranty company and purchase directly from them. Again, these are 3rd party warranties and not CPO which is only available on used vehicles purchased from Porsche.

To further complicate the issue, ROW customers are able to buy extended year by year warranties directly from Porsche, but AFAIK this option isn't available in the US.

Alan C. 04-02-2016 10:51 PM

I'm debating doing the same as you Jimmy except mine would be swapping a 15.

911RGR 04-02-2016 11:40 PM

Quote:

Originally Posted by carz80am (Post 13163352)

I was told 3 times that they can't cpo a gt3 but maybe my rep didn't know better or just used that as an excuse not to cpo it?
I'm in the process of buying a '15 GT3 that is CPO'd from San Diego Porsche.

Jimmy-D 04-02-2016 11:51 PM
^^^Mike - you are correct

Mike in CA 04-02-2016 11:59 PM
Quote:

Originally Posted by 911RGR (Post 13163669)

I'm in the process of buying a '15 GT3 that is CPO'd from San Diego Porsche.

That must be because it's pre-owned. If it were new, you couldn't get a CPO warranty at the time of purchase. Also, if you had purchased the car new, you couldn't add a CPO warranty at a later time to extend the original factory warranty.

doubleurx 04-03-2016 12:42 AM

Glad I'm taking mine on a road trip to Steamboat, CO in June. A good 12 hour drive should help flush out some gremlins!

Alan C. 04-03-2016 12:54 AM
Quote:

A good 12 hour drive should help flush out some gremlins!
My thoughts on the Spring Smokies event.

R.Deacon 04-03-2016 11:44 AM
Mike

nice summation on the warranty issue

Mike in CA 04-03-2016 05:44 PM
^^Thanks!

ablee2323 04-03-2016 09:58 PM
Guys,

I received word from PAG. They are saying they will replace the parts rather than provide a G engine. I am surprised, enraged, disappointed and distressed all at the same time. Macca and others - what actions should I take? You've seen the pics - the rockers and the camshaft.

I am going to write to PAG and protest. This has potential implications to others with a 2014 or even 2015. In short, if the status of my engine isn't bad enough, how bad does it have to be?

Macca 04-03-2016 10:57 PM

Quote:

Originally Posted by ablee2323 (Post 13165793)

Guys, I received word from PAG. They are saying they will replace the parts rather than provide a G engine. I am surprised, enraged, disappointed and distressed all at the same time. Macca and others - what actions should I take? You've seen the pics - the rockers and the camshaft. I am going to write to PAG and protest. This has potential implications to others with a 2014 or even 2015. In short, if the status of my engine isn't bad enough, how bad does it have to be?

I'm very surprised about this outcome. I would demand a bore scope examination on the basis of your concern that metal particles may have caused further damage to the engine that hasn't been identified by simply removing the cams and rockers. In another RLR's case a few pages back this revealed scored bore and changed the PAG position to engine replacement. Perhaps you should contact that member by PM and discuss options? Just. Though but this is where I would go next....best of luck mate.

carz80am 04-03-2016 11:07 PM

Quote:

Originally Posted by ablee2323 (Post 13165793)

Guys,

I received word from PAG. They are saying they will replace the parts rather than provide a G engine. I am surprised, enraged, disappointed and distressed all at the same time. Macca and others - what actions should I take? You've seen the pics - the rockers and the camshaft.

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Same thing happened to me. That's why process took 52 days. They wanted to replace parts even though I wanted a new motor and dealer recommended one as well. Once they finally received all parts and were replacing them, they noticed excessive scarring and then pag and a field rep decided to replace motor. Car is running strong so far, just keep pushing and keep complaining to pcna...

996FLT6 04-03-2016 11:09 PM

Back in the vanilla 996 non gt3 cars days -engines were just throwaways. Rather than rebuild if it's even possible they just replace. Yeah be nice to have a whole new engine to replace under warranty

but if it's rebuildable that's really a good thing especially when the time warranty runs out- I like to know its rebuildable vs a whole new motor when warranty runs out. Mike

Jamie@dundonmotorsports 04-03-2016 11:30 PM

Quote:

Originally Posted by carz80am (Post 13163349)

If this is the same bulletin that has been out there, they tried doing this with mine but saw the scaring and replaced the motor. It took 52 days total but I got my car back and so far so good...compensation is minimal but at least something, never seen a manufacturer give any compensation besides a loaner I believe it is yes, waiting to get a copy.

Quote:

Originally Posted by carz80am (Post 13163352)

I was told 3 times that they can't cpo a gt3 but maybe my rep didn't know better or just used that as an excuse not to cpo it? If the car is used, and low miles sold by Porsche they should CPO.

Quote:

Originally Posted by ablee2323 (Post 13165793)

Guys,

I received word from PAG. They are saying they will replace the parts rather than provide a G engine. I am surprised, enraged, disappointed and distressed all at the same time. Macca and others - what actions should I take? You've seen the pics - the rockers and the camshaft.

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Make them take compression and leak down in each cylinder to make sure that there is no damage to the cylinders rings from all the metal debris floating around in the engine.

Mike in CA 04-03-2016 11:53 PM

From what I understand, the damage to the valve levers and cams is due to a failure of the coating on the levers AND insufficient oil flow/pressure and high RPM. Is that true, and if so how will just replacing parts prevent the problem from reoccurring? Has the coating on the replacement levers been improved so much that oiling is no longer a factor? Does the parts fix address the oiling issue at all? So many questions; anyone know the answers?

bronson7 04-03-2016 11:57 PM

Boy, it would certainly be nice to know how many engines PAG has had to deal with so far? What does it take to justify a total recall, anyone?

robmypro 04-04-2016 12:04 AM

Quote:

Originally Posted by ablee2323 (Post 13165793)

Guys,

I received word from PAG. They are saying they will replace the parts rather than provide a G engine. I am surprised, enraged, disappointed and distressed all at the same time. Macca and others - what actions should I take? You've seen the pics - the rockers and the camshaft.

I am going to write to PAG and protest. This has potential implications to others with a 2014 or even 2015. In short, if the status of my engine isn't bad enough, how bad does it have to be?

I think you are doing the right thing. Don't just go quietly. But, it is Porsche. I believe at the end of the day, they will do the right thing. Is that replacing the entire engine? If they discover anything suspect during the teardown, I think they will. As others have said, ask for additional diagnostics. If something is really wrong, you will get a new engine. Everything will work out. Keep pushing.

robmypro 04-04-2016 12:11 AM

Quote:

Originally Posted by bronson7 (Post 13166120)

Boy, it would certainly be nice to know how many engines PAG has had to deal with so far? What does it take to justify a total recall, anyone?

I don't have any real evidence, Bronson, but I would think that if Porsche thinks replacing the top end fixes it, then maybe the major changes from E/F to G are primarily to the top end itself. If that is the case (not saying it is), Porsche might just plan on doing the top end and then wait and see if it caused damage to the cylinders when they tear it down. If so, new engine.

If this really is a top end issue, it would be nice if they just issued a recall and did it while the engine isn't fubar. But they are Porsche, and who am I to argue?

silverrules 04-04-2016 12:30 AM

Reading all these posts is upsetting. Think about it, owners of 14 went through the engine recall and some of our cars sat at the port for 6 months and now this. The right thing to do is buyback or replace

engine to G with compensation. We might need another action group. Just something to think about.

silverrules 04-04-2016 12:34 AM
or lemon law.

Alan C. 04-04-2016 12:34 AM

Quote:

Originally Posted by 996FLT6 (Post 13165999)

Yeah be nice to have a whole new engine to replace under warranty but if it's rebuildable that's really a good thing especially when the time warranty runs out- I like to know its rebuildable vs a whole new motor when warranty runs out. Mike

True, rebuildable is a nice option. However, PAG did not rebuild the above engine. They put on a couple of bandaids and added a dab of Neosporin.

Sad to say the customer doesn't know if this is a batch problem or is it endemic in the design.

Jimmy-D 04-04-2016 12:59 AM

Quote:

Originally Posted by silverrules (Post 13166205)

Reading all these posts is upsetting. Think about it, owners of 14 went through the engine recall and some of our cars sat at the port for 6 months and now this. The right thing to do is buyback or replace engine to G with compensation. We might need another action group. Just something to think about.

Agree 100 percent

Macca 04-04-2016 01:37 AM

Mike. Thats an interesting question. I dont know the answer but I would suggest that the new head on the RS & G engines has redesigned oil passages which improve the oiling on the furthestmost cylinders (3&6). Id also suggest there has been a change to finger rockers. I have heard but cannot substantiate there has been a change to the springs and the rings on the G engine also (my G engine is definitely using far less oil and after 6800km is yet to smoke on start up which would suggest redesigned rings). We know the G engine has a redesigned oil filter, larger filter neck and an upgraded oil pump but these may be more related to duty cycles (i.e. less duress on the components at higher nominal mid range oil pressure). The interesting thing would be to know if an E engine having a replacement G head also receives a new ECU program that increases the mid rpm oil

pressure. My laymans logic would suspect with a redesigned oil passage in the head an increase in pressure may be required.

All of this is speculation. I think I would happily run my car with a redesigned head but I would rather a new engine if that was a possibility. Whatever "fixes" they applied to the F engine, Im a firm believer they did not address the root cause of the issue (oiling) so I would not be surprised by the end of summer to start having more of these appear on the database...

ablee2323 04-04-2016 01:41 AM
Distressed.

Mike in CA 04-04-2016 03:08 AM

Quote:

Originally Posted by Macca (Post 13166331)

Mike. Thats an interesting question. I dont know the answer but I would suggest that the new head on the RS & G engines has redesigned oil passages which improve the oiling on the furthestmost cylinders (3&6). Id also suggest there has been a change to finger rockers. I have heard but cannot substantiate there has been a change to the springs and the rings on the G engine also (my G engine is definitely using far less oil and after 6800km is yet to smoke on start up which would suggest redesigned rings). We know the G engine has a redesigned oil filter, larger filter neck and an upgraded oil pump but these may be more related to duty cycles (i.e. less duress on the components at higher nominal mid range oil pressure). The interesting thing would be to know if an E engine having a replacement G head also receives a new ECU program that increases the mid rpm oil pressure. My laymans logic would suspect with a redesigned oil passage in the head an increase in pressure may be required.

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Mark, thanks for your insight. I want to believe that Porsche is on top of this and making replacement decisions based on good engineering analysis and not financial considerations. But it's frustrating to be in the dark about so many aspects of this issue and unfortunately no one who is really in the know at PAG or PCNA is talking to us about it.

fxz 04-04-2016 05:50 AM

Quote:

Originally Posted by Macca View Post

Great to hear you got the outcome you were looking for!

Out of 20 recorded examples there are no G engine failures, although its early days. In two weeks time I'll have 6 track days plus over 4000 fast road miles on the new G engine. So far very good.

4000 rpm in 5th gear under load registers 58/59 psi for those asking....

Post by fxz
Hi Macca and All

my F engine mid range oil pressure
without any service at porsche since Jan2015 delivery

looks higher than G engine you mention above

for reference my 2015 M.Y. F0 engine
5th gear manual mode , oil water temp 90 C (194 F)

at 4k rpm is 63 psi (4.4 bar)
at 3k rpm is 53 psi (3.7 bar)
at 2k rpm is 43 psi (3.0 bar)

bronson7 04-04-2016 10:58 AM
Macca, don't know if you have this info in all your data you have collected so far, but my question is this. Of the engines that have been replaced, were any of these fitted with after market exhaust or any other additional add-ons? To the RL's out there who have had issue's with their engines, did you have any after market products added or removed? If so, has the dealership said anything?

robmypro 04-04-2016 11:02 AM
Quote:
Originally Posted by bronson7 (Post 13166893)
Macca, don't know if you have this info in all your data you have collected so far, but my question is this. Of the engines that have been replaced, were any of these fitted with after market exhaust or any other additional add-ons? To the RL's out there who have had issue's with their engines, did you have any after market products added or removed? If so, has the dealership said anything?
Good question, Bronson.

996FLT6 04-04-2016 12:12 PM

Is there a statistic of the effected engines that are using stickier tires vs oem? As someone mentioned that owners who only street drive will probably not have an issue or will be delayed. Just wondering how affective the dry sump system and it's plumbing etc on the 991 gt3. The Z06 has a dry sump but it has issues on the track. Mike

carz80am 04-04-2016 01:02 PM

Quote:

Originally Posted by bronson7 (Post 13166893)

Macca, don't know if you have this info in all your data you have collected so far, but my question is this. Of the engines that have been replaced, were any of these fitted with after market exhaust or any other additional add-ons? To the RL's out there who have had issue's with their engines, did you have any after market products added or removed? If so, has the dealership said anything?

Mine has sherkworks exhaust and dealer said nothing about it besides the fact that it sounds really good....

bronson7 04-04-2016 01:44 PM

Quote:

Originally Posted by silverrules (Post 13166205)

Reading all these posts is upsetting. Think about it, owners of 14 went through the engine recall and some of our cars sat at the port for 6 months and now this. The right thing to do is buyback or replace engine to G with compensation. We might need another action group. Just something to think about.

Kamal, this action group you are referring to was before my time of interest in this car. What exactly did you owners do and do you think it carried any weight?

silverrules 04-04-2016 04:11 PM

Hey Bronson, Action group made a huge difference. I am sure there is a long thread out there about it. Macca and one other RL memembr from UK lead the action group. I wonder if they will make a use of the data being collected to help the E engine owners. Need to be pro active and get something started.

SanDiegoDavid 04-04-2016 04:46 PM

My G engine is scheduled for "release" on April 11 but there is no information where it's being released from. Are all engines coming from a single warehouse in Germany? Are some prepositioned in places like Ontario, CA?

Jamie@dundonmotorsports 04-04-2016 04:55 PM

I think an action group is the best way to help PCNA understand that just changing heads on an engine that has been chewing up the valve

train and hoping that the oil filter removed all the metal filings before doing damage to bearings/rings/oilpump internals etc... isn't the right play.

Does anyone stateside have contacts with the UK guys that did this?

Macca 04-04-2016 05:13 PM

No data has been captured on anything more than mileage of car, mileage on track, mileage at failure and engine designation E or F with notes on the cylinder misfiring and in a couple of examples any extraordinary failures such as the finger rockers snapping their lugs. With a dataset this small you can't track all the data mentioned like modifications and tyres and come to any statistical conclusion. Even driving style could be a factor in when it happens but not IF it happens IMO.

The facts are pretty straightforward to me. E engines and F engines will need remedial top end work under warranty in the future. PAG will likely cover this for the life of those cars. G engines are still unknown but could suffer from similar maladies after 2-3x the mileage.

Again no engine is wear proof. After 10,000 miles and 50 hard full track days on the track I would full well expect to have to spend some money replacing something on the engine. This is a 9000 rpm unit capable of well over 500 Bhp and 350lbft if uncorked (I.e. dunson race headers), so run regularly in SportAuto mode on track it's bound to need some work after 100 "race hours".

In terms of an Action Group, I don't see it quite honestly. PAG will manage these issues one case at a time through the warranty process. Everyone will get sorted eventually.

Macca 04-04-2016 05:18 PM

Hi Jamie. The history is on this board. Myself and Sunil. But it was a super human effort and a massive expensive of time and resources (meetings with PAG in Atlanta, website, letters to CEO of Porsche, worldwide media campaign with hiring some help, interviews and pledges, partitions and databases). Whom ever takes this on now for the engine warranty needs to go in eyes open as its a mammoth task and PAG now see this as a warranty issue. The only damage will be done now is to GT3 resale value and PAGs Reputation (which will be short and recover quickly)...

Jamie@dundonmotorsports 04-04-2016 05:22 PM

Quote:

Originally Posted by Macca (Post 13168118)

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Hmmm... Suppose we are just a few dudes with concerns about our toys, vs a multi-billion dollar company... Likely not the right fight to pick...

robmypro 04-04-2016 06:34 PM

Quote:

Originally Posted by Macca (Post 13168099)

PAG will manage these issues one case at a time through the warranty process. Everyone will get sorted eventually.

I agree with this 100%. Not worried at all.

Macca 04-04-2016 06:55 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13168132)

Hmmm... Suppose we are just a few dudes with concerns about our toys, vs a multi-billion dollar company... Likely not the right fight to pick...

We have been there Jamie and didn't do too badly. The U.K. Guys got on board through Sunil and got a result (compensation). It was harder to organise the US media side as its fractionalised. We did get a good support effort and I'd like to think it made a difference to USA owners and how they were treated but I suspect Porsche had loaded the freight train and sent it on its path long before we could make an ultimate difference. The history is on these pages and over at other sites. It was a major effort and a lot of the old timers on here were part of the program. We had 200 folk signed up to the campaign and happy to put their details to PAG.

I'm happy to assist anyone who wants to try this again but I honestly don't think it will produce results. The 3.8L is dead, one 9000 rpm iteration only which PAG have spent more than any production engine in history to get right. It forms the basis of their MA176 RS engine (in fact in its G iteration I suspect it's essentially identical) and this forms the basis for their MA1XX GT3RSR cup car engine which is again revised. All of this is simply leading us up to the next get GT3/RS which will have a 4.0L engine based on identical architecture of the MA175/6 units but hopefully with all of these failings addressed. I

doubt we will see the rev line in the next generation increase much over the 8600 it is now, perhaps a true 8800 would be nice before folks start to click on that they were not so transparent in their last RS headline claims!

The only thing that I feel is certain is they will never have a 3.8L high revving 9000 rpm engine again. The 991.1 GT3 will be unique in this regard. PAG have 3500+ units out there they need to support for at least another few years on their own dime so I would expect they will have the issues fully addressed over the next 12-18 months. If you hold onto your 9000 rpm GT3 long enough it will even likely become a collectors piece LOL!

All IMO of course.

carz80am 04-04-2016 08:04 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13168014)

My G engine is scheduled for "release" on April 11 but there is no information where it's being released from. Are all engines coming from a single warehouse in Germany? Are some prepositioned in places like Ontario, CA?

I was told they all come from Germany. I asked my dealer and PCNA the same thing as my car was taking forever. Both stated no engines sitting stateside, all come from overseas...

SanDiegoDavid 04-04-2016 08:15 PM

Quote:

Originally Posted by carz80am

I was told they all come from Germany. I asked my dealer and PCNA the same thing as my car was taking forever. Both stated no engines sitting stateside, all come from overseas...

Thanks for info. That's what I figured. They probably don't FedEx them in!

Jimmy-D 04-04-2016 10:49 PM

I agree with Macca, very strongly, that an action group would destroy the values on the 991.1 GT3. I think all that will be done is we would be hurting ourselves. I have no more skin in the game but would never want to see that happen to this car. I would though like Porsche to address our concerns and their position on protecting their very loyal customers down the road on this variant. I think as long as they continue to keep every one happy when issues arise than all is good. If they are going to take short cuts than that is a whole different issue

bronson7 04-04-2016 11:18 PM

Quote:

Originally Posted by Jimmy-D (Post 13169118)

I would though like Porsche to address our concerns and their position on protecting their very loyal customers down the road on this variant. I think as long as they continue to keep every one happy when issues arise than all is good. If they are going to take short cuts than that is a whole different issue

I agree Jimmy, but my only concern is for the owners who plan on keeping their car beyond warranty. At some point if we plan on selling past warranty, what are the values to be like? Lot's of concerns for the right reason.

Jamie@dundonmotorsports 04-04-2016 11:45 PM

Quote:

Originally Posted by bronson7 (Post 13169216)

I agree Jimmy, but my only concern is for the owners who plan on keeping their car beyond warranty. At some point if we plan on selling past warranty, what are the values to be like? Lot's of concerns for the right reason.

This and we know from the IMS bearing, coolant fittings exploding, resonance issues in the 997.2 GT3 and now the oiling issues in the 991 GT3, sometimes porsche does just enough to get the cars out of warranty and then the owners are on their own...

Alan C. 04-05-2016 12:48 AM

Knowing what I know I don't think I would consider buying an E or F engine car out of warranty. Others may vary.

lessthan3mph 04-05-2016 02:21 AM

Ever wonder why we saw THREE years of the 991.1 GT3? Pretty much everyone was shocked when they kept producing them in MY2016.

Well, given what's been going on with these engines, here's a theory (all complete conjecture on my part).

Hypothesis #1: this was a deliberate step by PAG to deflect the engine woes from sullyng the GT3 name, a name which they've built up over the years and which was aligned closely with a very loyal and passionate group of owners.

Hypothesis #2: I suspect they realized very early on during 2014-2015 through ongoing testing efforts that the E and then F engines were flawed, and that even the DLC remedy wasn't cutting it.

So they needed to overhaul the oiling system (ergo G, which was originally destined for the RS), and a decision was made to allow a

certain number of GT3s to get this engine too (not just the RS). This decision was made to protect the 911.1 GT3 from being tarnished by the bad lot of E and F engines (not to mention the pre-stop sale 'E' engines).

That is to say, by putting a durable G engine into even a limited run of 2016 GT3s, it allows one to separate the engine woes from the GT3 moniker. Now it's just an E and F engine problem. Not a GT3 problem.

I think this was strategic. And I'm actually quite pleased they did this. Hopefully when the faulty engines get sorted out, the 991.1 GT3 will not be remembered primarily for these flaws, but for the overall amazing car that was delivered.

Well, that's my theory anyway. We'll probably never know for sure when they discovered these wear issues, but I think it was quite a while back (maybe even as a surprising second coincidental problem when the rod bolt issues were identified), hence the ongoing evolution of the engines to correct the continued and unresolved deficiency (DLC, then oiling upgrade).

CALSE 04-05-2016 03:12 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13161306)

How many miles? I'm at 2,500 track miles, 19,000 total on this E engine.

I am at about 1,500 track miles and 19,000 total on my "E" to date. Hope CEL doesn't pop up at COTA.:eek:

brake dust 04-05-2016 08:30 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13169290)

This and we know from the IMS bearing, coolant fittings exploding, resonance issues in the 997.2 GT3 and now the oiling issues in the 991 GT3, sometimes porsche does just enough to get the cars out of warranty and then the owners are on their own...

Was thinking the same thing. PAG cited track use specifically on the 997 coolant fittings in its response to investigation by National Highway Traffic Safety Administrations.

Jimmy-D 04-05-2016 10:24 AM

Quote:

Originally Posted by lessthan3mph (Post 13169650)

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Well, given what's been going on with these engines, here's a theory (all complete conjecture on my part).

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A well executed hypothesis. Probably dead-on now that I have read your post twice- you sold me

lessthan3mph 04-05-2016 11:13 AM

Thanks Jimmy. All wild guesses on my part though. But I'd like to think there is a lot more strategy and planning going on behind the scenes. Nice to be a fly on the wall. I guess I could have written it better-- sorry if my ramblings were a little convoluted and hard to follow.

Jimmy-D 04-05-2016 11:22 AM

^I read it twice because it is an interesting flow of thought not because I did not understand it

bronson7 04-05-2016 02:36 PM

I wonder if PAG has ever heard the word "transparency"?

Just Jordan 04-05-2016 02:39 PM
I'm on my 3rd engine.

Alan C. 04-05-2016 02:43 PM

Quote:

Originally Posted by bronson7 (Post 13170938)

I wonder if PAG has ever heard the word "transparency"?

That's the phenomenon which occurs when you are looking across the empty space your GT3 occupied while YOU wait on a decision from PAG on the engine.

SanDiegoDavid 04-07-2016 06:46 PM

Update on the G engine. Shipped yesterday with arrival date 11 April. 3 days for install?

MaxLTV 04-07-2016 06:48 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13178513)

Update on the G engine. Shipped yesterday with arrival date 11 April. 3 days for install?

That's not too long. Good thing they are not shipping them by sea.

bronson7 04-07-2016 07:32 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13178513)

Update on the G engine. Shipped yesterday with arrival date 11 April. 3 days for install?

Good for you. You'll be in her in no time.

SanDiegoDavid 04-07-2016 07:49 PM

Question to Macca and others that have the newly installed G. The engine says its complete, so it's drop it and slide in the new one right? They don't have to take off oil pumps and such and install on the new engine?

SanDiegoDavid 04-07-2016 07:50 PM

Dare I ask about break in on the swapped engine?

Alan C. 04-07-2016 07:57 PM

That would be the downside. I would gladly suffer that for a new G engine.

carz80am 04-07-2016 08:05 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13178513)

Update on the G engine. Shipped yesterday with arrival date 11 April. 3 days for install?

Mine was installed in less than 2 todays. Arrived Monday morning to dealer, I picked up car Tues afternoon. Been running great and according to my dealer and pcna, no break in period. I've been driving it like I normally would, which is HARD, and so far so good!

Macca 04-07-2016 08:06 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13178707)

Question to Macca and others that have the newly installed G. The engine says its complete, so it's drop it and slide in the new one right? They don't have to take off oil pumps and such and install on the new engine?

Correct David. The crate engine comes complete with headers and bolts directly up. Factor 2 days for the work including testing and software update, maybe 3 if they are busy.

Run in procedure stated same as before. Previously I've just taken it easy for the first few tanks of gas but as I had a 1600 mile journey a few days after the install to the beginning of our annual track tour this time it got a far more gentle break in before hitting 9000 repeatedly on the track! I didn't exceed 6500-7000 on the way down and then only briefly from time to time.

IMO much more important to these engines than the long break in is a more regular oil/filter change (every 4000 miles and 4x track days for me from now on) and an annual plug replacement. The oil is thrift blood of this engine...

Jpacione 04-07-2016 09:14 PM

Quote:

Originally Posted by Just Jordan (Post 13170948)

I'm on my 3rd engine.

First G though?

ipse dixit 04-07-2016 10:00 PM

Quote:

Originally Posted by Just Jordan (Post 13170948)

I'm on my 3rd engine.

Quote:

Originally Posted by Jpacione (Post 13178933)

First G though?

First H.

SanDiegoDavid 04-08-2016 03:00 AM

Quote:

Originally Posted by carz80am (Post 13178752)

Mine was installed in less than 2 days. Arrived Monday morning to dealer, I picked up car Tues afternoon. Been running great and according to my dealer and pcna, no break in period. I've been driving it like I normally would, which is HARD, and so far so good!

Quote:

Originally Posted by Macca (Post 13178754)

Correct David. The crate engine comes complete with headers and bolts directly up. Factor 2 days for the work including testing and software update, maybe 3 if they are busy.

Run in procedure stated same as before. Previously I've just taken it easy for the first few tanks of gas but as I had a 1600 mile journey a few days after the install to the beginning of our annual track tour this time it got a far more gentle break in before hitting 9000 repeatedly on the track! I didn't exceed 6500-7000 on the way down and then only briefly from time to time.

IMO much more important to these engines than the long break in is a more regular oil/filter change (every 4000 miles and 4x track days for me from now on) and an annual plug replacement. The oil is the life blood of this engine...

Great info, thanks guys! Good chance I'll have the 3 for COTA at the end of the month!

gago1101 04-11-2016 11:31 PM

I have tried reading the thread from the beginning a few times, but did not see any information on whether we have any knowledge on what oils people were using, especially in the engines that failed and the ones that are still firing with high track miles.

We know that somehow "oiling" is a problem in the non-G engines. The picture from the oil filter on the G also shows a larger opening, which leads me to speculate that oil flow could be an issue at high RPMs. With this in mind, I would like to know what oils people usually run. It would be interesting to see if there is any correlation with oil grade and engine failure. Could lighter oil actually be better for this engine?

ipse dixit 04-11-2016 11:47 PM

Quote:

Originally Posted by gago1101 (Post 13190646)

I have tried reading the thread from the beginning a few times, but did not see any information on whether we have any knowledge on what oils people were using, especially in the engines that failed and the ones that are still firing with high track miles.

We know that somehow "oiling" is a problem in the non-G engines. The picture from the oil filter on the G also shows a larger opening, which leads me to speculate that oil flow could be an issue at high RPMs. With this in mind, I would like to know what oils people usually run. It would be interesting to see if there is any correlation with oil grade and engine failure. Could lighter oil actually be better for this engine? There's probably too much variability in the areas where the engine failures have occurred.

I'd imagine a GT3 in Dubai would probably be using oil different than one in London (for example). I know if I owned a GT3 in London, I wouldn't be asking a friend in Dubai what she was feeding (in terms of weight and viscosity) her car.

gago1101 04-12-2016 12:22 AM

Quote:

Originally Posted by ipse dixit (Post 13190681)

There's probably too much variability in the areas where the engine failures have occurred.

I'd imagine a GT3 in Dubai would probably be using oil different than one in London (for example). I know if I owned a GT3 in London, I wouldn't be asking a friend in Dubai what she was feeding (in terms of weight and viscosity) her car.

Could some of you guys in the US comment on what oils you are using? I know several of you have been heavily tracking the cars and have not had any issues with your engines, yet.

ipse dixit 04-12-2016 12:31 AM

Quote:

Originally Posted by gago1101 (Post 13190759)

Could some of you guys in the US comment on what oils you are using? I know several of you have been heavily tracking the cars and have not had any issues with your engines, yet.

Motul 300v 5w40

Alan C. 04-12-2016 12:51 AM

Motul 8100 X-cess 5W40. It's on the Porsche Approved List. There are almost as many opinions as there are oils.

gago1101 04-12-2016 12:54 AM

Quote:

Originally Posted by ipse dixit (Post 13190774)

Motul 300v 5w40

Thank you! would you mind sharing how many track miles you have?

CALSE 04-12-2016 08:46 PM

Quote:

Originally Posted by CALSE (Post 13169693)

I am at about 1,500 track miles and 19,000 total on my "E" to date. Hope CEL doesn't pop up at COTA.:eek:

Spoke too soon! "Reduced engine performance" CEL this morning. I hope my COTA trip does not get derailed.:-(

ablee2323 04-12-2016 09:04 PM

Sorry to hear. Calse, see my post on page 15 of this thread. Would be interested to know what your diagnosis is. Hope it works out well for you (by getting a g engine) - better than for me.

I had the same message light up and that was Mar 12. They've ordered parts. No G engine for me - but am appealing.

MaxLTV 04-12-2016 10:59 PM

Quote:

Originally Posted by CALSE (Post 13193403)

Spoke too soon! "Reduced engine performance" CEL this morning. I hope my COTA trip does not get derailed.:-(

That's spooky. Hope you get a new engine rather than top-end repair. Mine was at a dealer for exhaust issue, and it showed no codes (E engine with more track miles but 4K fewer street miles).

SanDiegoDavid 04-12-2016 11:58 PM

1 Attachment(s)

Hang in there Calse!

Update: engine arrived yesterday, they completed transplant today!

Pick it up tomorrow as long as test drive is ok.

CALSE 04-13-2016 12:02 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13193960)

Hang in there Calse!

Update: engine arrived yesterday, they completed transplant today! Pick it up tomorrow as long as test drive is ok.

Such a tease! Glad you are getting her back so quickly. :-)

ipse dixit 04-13-2016 12:09 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13193960)

Hang in there Calse!

Update: engine arrived yesterday, they completed transplant today! Pick it up tomorrow as long as test drive is ok.

Good to hear, David.

Hope the 3rd times the charm.

SanDiegoDavid 04-13-2016 12:20 AM

Thanks guys.

So is a GT3 with a new G engine going to get a boost in resale value? Discuss!

CALSE 04-13-2016 12:22 AM

Quote:

Originally Posted by ablee2323 (Post 13193459)

Sorry to hear. Calse, see my post on page 15 of this thread. Would be interested to know what your diagnosis is. Hope it works out well for you (by getting a g engine) - better than for me.

I had the same message light up and that was Mar 12. They've ordered parts. No G engine for me - but am appealing.

It could have been worst timing wise. It could have happened in my first session warm up lap at my upcoming end of month COTA 3-day track event. Austin is a long way from SoCal.:O

Quote:

Originally Posted by MaxLTV (Post 13193807)

That's spooky. Hope you get a new engine rather than top-end repair. Mine was at a dealer for exhaust issue, and it showed no codes (E engine with more track miles but 4K fewer street miles).

The fix really is immaterial to me as long as I am back on track ASAP. I will continue to track and drive my GT3 as extensively as before, and if the Porsche recommended "top-end" only repair is truly not appropriate, then the underlying problem should manifest itself well before my extended 2014 warranty period is over. Life is too short, and I just want my track car back in action!

Drifting 04-13-2016 12:38 AM

I don't know if this might be related but a week ago, I got the "oil level too high, take the dealer light, may drive the car."

Interesting because the last time I added oil to my car was two months ago, and this oil light came on the first time I turned my car on the next day, after the night before I had spent doing quarter mile drag races against cars from many different makes. Seemed to run a bit slow on my last run of the night but not making any unusual noises. However the next morning, I get this warning and its been on every time I use the car for the past week.

Took to dealer today, and they still aren't sure whats going on, in fact they are conferencing with porsche tech specialists at PCNA tomorrow to try to figure it out.

Hope the engine isn't shot, I was really looking forward to running chuckwalla this weekend-----

ipse dixit 04-13-2016 12:46 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13194008)

Thanks guys.

So is a GT3 with a new G engine going to get a boost in resale value? Discuss!
I want an H engine. :D

ablee2323 04-13-2016 01:32 AM

Drifting and Calse - hope it all works out. I feel we're all in this together. Drifting, I think the oil light is not going to be major - the oil measurement sensor is very sensitive as you may know. Calse, good words. Just drive the gt3.

Drifting 04-13-2016 02:30 AM

Quote:

Originally Posted by ablee2323 (Post 13194162)

Drifting and Calse - hope it all works out. I feel we're all in this together. Drifting, I think the oil light is not going to be major - the oil measurement sensor is very sensitive as you may know. Calse, good words. Just drive the gt3.
thank you,

That will help me sleep better tonight!

bronson7 04-13-2016 07:22 PM

This may have been asked before, but is there any known 4.0 engine failures? Jut curious b/c if PAG decides on putting the 4.0 in the next

gt3, they may either go back to the drawing board or scrap the plan and just go turbo.

Alan C. 04-13-2016 07:51 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13194008)

Thanks guys.

So is a GT3 with a new G engine going to get a boost in resale value? Discuss! Two identical cars sitting at the same price anyone on this list would most likely be willing to pay more for the G engined car. For the vast majority of people they wouldn't have a clue. Some uninformed might worry that the engine was replaced.

There really hasn't been enough time for this to play out in the market.

Jamie@dundonmotorsports 04-13-2016 09:05 PM

Quote:

Originally Posted by Alan C. (Post 13196455)

Two identical cars sitting at the same price anyone on this list would most likely be willing to pay more for the G engined car. For the vast majority of people they wouldn't have a clue. Some uninformed might worry that the engine was replaced.

There really hasn't been enough time for this to play out in the market.

Just holding on with an E engine GT3 until I get an allocation for a 991.2 GT3RS... ;) or it blows and get a G engine...

krobertson 04-13-2016 11:40 PM

Reading this is making me nervous after just buying an E with 6300 miles on it. :(

Drifting 04-13-2016 11:59 PM

all good with my F engine car, just an oil sensor mistake

Ready to track at Chuckwalla on Saturday!!

OCTurbo 04-14-2016 01:06 AM

Quote:

Originally Posted by Alan C. (Post 13196455)

Two identical cars sitting at the same price anyone on this list would most likely be willing to pay more for the G engined car. For the vast majority of people

they wouldn't have a clue. Some uninformed might worry that the engine was replaced.

There really hasn't been enough time for this to play out in the market.

I think it would hurt the value of the gt3 if the motor was replaced, as most buyers aren't maniacs like we are! A had an e46 M3, which required the motor to be replaced and came with a 100k mi warranty. When it came time to sell it, it definately hurt its resale value.

Drifting 04-14-2016 01:41 AM

Quote:

Originally Posted by OCTurbo (Post 13197301)

I think it would hurt the value of the gt3 if the motor was replaced, as most buyers aren't maniacs like we are! A had an e46 M3, which required the motor to be replaced and came with a 100k mi warranty. When it came time to sell it, it definately hurt its resale value.

I think there are a lot more informed Porsche GT3 buyers than M3 buyers, but your experience gives one pause.

As an educated 991 GT3 owner/buyer, I would pay more for a 2014 GT3 that had its E engine replaced with a G engine, than a 2014 with its original E engine, and a similar amount of track miles.

Not all are as informed on the topic.

I have to admit that this makes me not want to blow my F engine before I can trade my .1 for a .2 GT3 next fall.

OldGuy 04-14-2016 01:43 AM

Quote:

Thanks guys.

So is a GT3 with a new G engine going to get a boost in resale value? Discuss!

I have a 50th 991. I have had a 993 TT, 996 GT3 (with a full Manthey upgrade kit) and a 997.1 GT3. I was looking for a 991 GT3 but in '14 there was the stop order. Now this. I would guess MOST 991 GT3 buyers and lookers will know about all this. IF they didnt have a clue about these issues chances are they wouldnt even know what a GT3 is. Most GT3's owners and buyers are pretty anal and intelligent. There is always the odd guy with too much money (chances are he is going to buy a TT) but most GT3 guys I know which camber to run at what track, change their oil after each session and tires after each track day.

Right now all this is taking me out of the market till I figure out what is really going on. As I see it as a potential buyer, Most asking prices I see are around \$150k So I am guessing sale price is lower. Its just keeping buyers from going all four feet into the market. If I find one I like I will research everything to make sure the engine belongs to the frame, what was done to the car etc etc. Its pretty easy to find all this stuff on rennlist. Still a spectacular car but the risk is higher than other ones I have bought. I had a rear seal go on my 996 GT3 and while Porsche completely took care of it, it was a huge hassle to take the car in, wait for the fix then go get the car etc. So an engine is not an oil change. I dont know if I want to go through that again. This is just how I feel about the whole thing and my own opinion, and I could be 100% wrong but I have known GT3 guys since 04 and I havent met a "casual" GT3 owner or buyer, most are maniacs about driving and know everything mechanical with their car.

bronson7 04-14-2016 07:14 PM

Quote:

Originally Posted by Drifting (Post 13197166)

all good with my F engine car, just an oil sensor mistake

Ready to track at Chuckwalla on Saturday!!

Great news. Now you can continue to track the hell out of it.

SanDiegoDavid 04-14-2016 08:24 PM

Quote:

Originally Posted by Drifting

all good with my F engine car, just an oil sensor mistake

Ready to track at Chuckwalla on Saturday!!

Love that track. Hopefully it won't be too hot.

SanDiegoDavid 04-14-2016 08:36 PM

Picked up car yesterday after G engine replacement. Seems the same, but hard to tell much while keeping the revs low. Nice to have the car back so quickly. Should be all set for COTA at the end of the month.

I remember the debate regarding the con rod bolt engine replacement and whether it was a big deal to replace these engines. From my perspective the answer is a big no. These engines are so plug and play. Basically it takes a day. I think the reason PAG did the replacements before was to save money. The service guys love doing jobs like this on warranty, it pays very well.

Just in time 04-14-2016 10:59 PM

I guess that way, way down the line, in the collectors' market a car with a different engine will get hammered down in price,

F1CrazyDriver 04-15-2016 03:24 AM

Quote:

Originally Posted by Just in time (Post 13200410)

I guess that way, way down the line, in the collectors' market a car with a different engine will get hammered down in price,

At the rate this forum makes it appear, i think you will be hard press to find a car with its original motor / matching vin. Those that do have the original motor, if the vehicle in question is a 14 or 15 YM model. It's my humble opinion, the car in question will be seen as the red headed step child that no one will want due to the "defect" engine it occupies. The only YM that has a chance to be a "collectors" car, IMO is 2016YM. Fingers cross those motors are the final rev and stay in tact with the chassi for decades to come with matching chassi / motor vin.

doubleurx 04-16-2016 03:23 AM

Quote:

Originally Posted by F1CrazyDriver (Post 13200887)

At the rate this forum makes it appear, i think you will be hard press to find a car with its original motor / matching vin. Those that do have the original motor, if the vehicle in question is a 14 or 15 YM model. It's my humble opinion, the car in question will be seen as the red headed step child that no one will want due to the "defect" engine it occupies. The only YM that has a chance to be a "collectors" car, IMO is 2016YM. Fingers cross those motors are the final rev and stay in tact with the chassi for decades to come with matching chassi / motor vin.

It will all depend on what Porsche does with the next gen. If the 991.1 GT3 is the only one with a 9K NA motor, the outcome may be different.

ipse dixit 04-17-2016 01:29 AM

Quote:

Originally Posted by doubleurx (Post 13203943)

It will all depend on what Porsche does with the next gen. If the 991.1 GT3 is the only one with a 9K NA motor, the outcome may be different.

Yup.

Sort of like eating Fugu. Y'know it might kill you, but when it's done right and everything falls into place, it's delectable.

F1CrazyDriver 04-17-2016 04:07 PM

Quote:

Originally Posted by doubleurx (Post 13203943)

It will all depend on what Porsche does with the next gen. If the 991.1 GT3 is the only one with a 9K NA motor, the outcome may be different. I differ in that respect(just because it revs 9k, does not make it a collectable) ("collectable Porsche" has only been a fav over last 2 years. No other time in the history has a production Porsche vehicle have its owners started talking about collectability as we do now) . Perhaps, this summer when i visit Tahoe, we can sit down and have a healthy debate on this :) over a cold beer vs. internet trolling.

meaker 04-18-2016 07:12 PM

I posted this in another thread but was told more traffic here. My car is a 14 but I had the limp mode happen during the smokies event. Took it in today. They found a misfire on cylinder 5 and they changed plugs and coils but problem still there. So what can I expect will be the next step? And if it comes to a new motor, how long has this been taking others? from time you bring it in to getting the work done? Also is it common to get any compensation? Really just want to get the car back in a timely matter with the issue resolved and not to happen again. Start to question the longevity of these motors. I kept my 997tt long after warranty but not sure 991 gt3 is a one to keep. Do love the car.

robmypro 04-18-2016 07:21 PM

Quote:

Originally Posted by meaker (Post 13210418)

I posted this in another thread but was told more traffic here. My car is a 14 but I had the limp mode happen during the smokies event. Took it in today. They found a misfire on cylinder 5 and they changed plugs and coils but problem still there. So what can I expect will be the next step? And if it comes to a new motor, how long has this been taking others? from time you bring it in to getting the work done? Also is it common to get any compensation? Really just want to get the car back in a timely matter with the issue resolved and not to happen again. Start to question the longevity of these motors. I kept my 997tt long after warranty but not sure 991 gt3 is a one to keep. Do love the car.

Here is my take, Chris. Keep in mind that my motor has not had issues - yet. If we assume that the G engine solves the problem, you get a new engine that should be fine long-term. Personally, if my car doesn't have any problems when warranty is almost up, I might trade it in. So best case scenario imo is having the issue on a 14 or 15 MY, getting the new engine, and moving on. I plan on taking mine to the drags and pushing it a bit to see if it fails on me.

BTW, how many miles, and how much was on the track?

Regarding experiences, read this thread to find out about the range of experiences getting engines replaced. I am sure others will chime in.

Sorry about your engine.

meaker 04-18-2016 08:46 PM

Quote:

Originally Posted by robmypro

Here is my take, Chris. Keep in mind that my motor has not had issues - yet. If we assume that the G engine solves the problem, you get a new engine that should be fine long-term. Personally, if my car doesn't have any problems when warranty is almost up, I might trade it in. So best case scenario imo is having the issue on a 14 or 15 MY, getting the new engine, and moving on. I plan on taking mine to the drags and pushing it a bit to see if it fails on me.

BTW, how many miles, and how much was on the track?

Regarding experiences, read this thread to find out about the range of experiences getting engines replaced. I am sure others will chime in.

Sorry about your engine.

Thanks for the input. Yes let's hope if I get a engine , that the G motor is solid. Miles 10600 when it happened. I've only track 2 days but I'm second owner so not sure how much tracking it got before. It had 3k when I picked it up. I'll update as it goes.

ablee2323 04-18-2016 09:07 PM

Meaker,

My car has been at the dealer center Mar 12. 3rd cylinder misfire. Solution is not a G engine, they will rebuild (see pg 15 of this thread). Parts ordered and will come end of April.

I am taking a zen approach to all this:

1. I am grateful for having the gt3. What a wonderful car. The thought of it alone, makes me happy, satisfied and prompts me to be thankful for so many other things in my life

1. I am willing a G engine. Haven't given up on that. Let's see

1. I am ok with whatever outcome. There is no good or bad. I'll take what comes my way. And enjoy life. It's a choice.

Whoopsy 04-18-2016 09:59 PM

Quote:

Originally Posted by Just in time (Post 13200410)

I guess that way, way down the line, in the collectors' market a car with a different engine will get hammered down in price,

More like the car with the original engine will get hammered down in price, big time.

Imagine this, 20 years down the line, I found a original number matching GT3, which means the engine hasn't blown up yet, and it will, eventually.

What price am I gonna pay? Whatever is market value MINUS the cost of the engine replacement job, as the car is long out of warranty and that expense will be out of my own pocket.

Jimmy-D 04-18-2016 10:31 PM

All I will say it is like a stock. Emotionally remove yourself from it and know when is the time to dump it.

Every time I read another engine is having issues I feel for that individual. I waited for my GT3 for 5 months while it sat at the Port waiting for an engine replacement- I should of read the tea leaves then

allans 04-18-2016 10:44 PM

Quote:

Originally Posted by ablee2323 (Post 13210708)

Meaker,

My car has been at the dealer center Mar 12. 3rd cylinder misfire. Solution is not a G engine, they will rebuild (see pg 15 of this thread). Parts ordered and will come end of April.

I am taking a zen approach to all this:

1. I am grateful for having the gt3. What a wonderful car. The thought of it alone, makes me happy, satisfied and prompts me to be thankful for so many other things in my life

1. I am willing a G engine. Haven't given up on that. Let's see

1. I am ok with whatever outcome. There is no good or bad. I'll take what comes my way. And enjoy life. It's a choice.
ablee, Congratulations on having such a grateful attitude. Surely, all will work out as it should. Best, :burnout:Allan

SanDiegoDavid 04-18-2016 11:09 PM

I just had my E engine replaced. It took about 10-12 days to do all the evaluation before PAG gave the go ahead to open the engine up. Pictures were sent of the abnormal wear of cylinder 3 cam lobe and valve lever. 2 days later PAG gave the green light for replacement. Engine ordered on 6 April, arrived 11 April and I picked the car up 13 April. Car was at dealer about 3 weeks. So far engine seems solid. Daily driving it to get the break in miles done.

ablee2323 04-18-2016 11:47 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13211039)

I just had my E engine replaced. It took about 10-12 days to do all the evaluation before PAG gave the go ahead to open the engine up. Pictures were sent of the abnormal wear of cylinder 3 cam lobe and valve lever. 2 days later PAG gave the green light for replacement. Engine ordered on 6 April, arrived 11 April and I picked the car up 13 April. Car was at dealer about 3 weeks. So far engine seems solid. Daily driving it to get the break in miles done. Do you have pics of the faulty parts?

MileHigh911 04-19-2016 12:58 AM

Macca,

As of now, how many E engines have you been knowledgeable of needing replacement? What is the average mileage and track use?

Same for the F engine? How many? mileage and track use?

I know that you will only have a percentage of what is really happening, as not all GT3 owners are on RL.

Thanks in advance

Macca 04-19-2016 02:39 AM

Quote:

Originally Posted by MileHigh911 (Post 13211353)

Macca, As of now, how many E engines have you been knowledgeable of needing replacement? What is the average mileage and track use? Same for the F engine? How many? mileage and track use? I know that you will only have a percentage of what is really happening, as not all GT3 owners are on RL. Thanks in advance

I have approx 15 x E examples on the list and 3 x F. The data set is so small it's statistically worthless but around 8-10,000 total miles is typical average with 1200 of those being track miles. I'm referring to the E. For the F we have two very low mileage failures and one at 5500 miles all with 200-1000 track miles.

Again I can only comment based on my opinion that most E will fail eventually even if used only on the road (we have an example of this with an E engine done almost 30k street miles). Track work using SportAuto mode to 9000 will accelerate this considerably. F engines do seem more reliable with folks like OrthoJoe, manifold and a few others running 4-6000 track miles already with no engine work. My belief is these engines may also eventually succumb to the same fate.

The G replacement engines are still unknown. Most I have seen have come from a PAG warehouse in Germany and appear to have been manufactured in mid Dec 2015. The MY2016 cars were in production from June/July until Dec. it's unknown if further changes were made to the G engine during its 5 month production period. My best guess is the factory ran a final batch of G engines after production cars completed mid Dec and this is the stock pile we are feeding from. Future remedy may well be by way of replacement heads and valve train related assemblies...

meaker 04-19-2016 09:40 AM

Wow, so looks like I'm without a car for 3-6 weeks from what I'm reading. No fun. So how many are doing a 2k mile break in on the new motor?

MileHigh911 04-19-2016 05:09 PM

Quote:

Originally Posted by Macca (Post 13211504)

I have approx 15 x E examples on the list and 3 x F. The data set is so small it's statistically worthless but around 8-10,000 total miles is typical average with 1200 of those being track miles. I'm referring to the E. For the F we have two very low mileage failures and one at 5500 miles all with 200-1000 track miles.

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THANKS!!!!!!!!!!!!!!

SanDiegoDavid 04-19-2016 05:20 PM

Quote:

Originally Posted by ablee2323

Do you have pics of the faulty parts?

Sorry, no pics. I was out of town when they shot them and sent to PAG.

Interesting thing was the damage was limited to cylinder 3, apparently severe enough to go ahead with replacement.

Just in time 04-19-2016 10:33 PM

Quote:

Originally Posted by F1CrazyDriver (Post 13200887)

At the rate this forum makes it appear, i think you will be hard press to find a car with its original motor / matching vin. Those that do have the original motor, if the vehicle in question is a 14 or 15 YM model. It's my humble opinion, the car in question will be seen as the red headed step child that no one will want due to the "defect" engine it occupies. The only YM that has a chance to be a "collectors" car, IMO is 2016YM. Fingers cross those motors are the final rev and stay in tact with the chassi for decades to come with matching chassi / motor vin.

Believe me way down the line no one will remember this thread. These cars will wind up in the hands of a new wave of Porsche collectors that will be oblivious to these issues. I am old enough to remember that old Ferraris were in either of two stages: broken or in the process of breaking down. Yet they are sold to "collectors" for unbelievable \$ums. The fact that our current cars have engines that wear out, quickly in some cases, will not affect their value down the line. IMHO.

robmypro 04-19-2016 11:29 PM

Quote:

Originally Posted by ablee2323 (Post 13210708)

Meaker,

My car has been at the dealer center Mar 12. 3rd cylinder misfire. Solution is not a G engine, they will rebuild (see pg 15 of this thread). Parts ordered and will come end of April.

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1. I am willing a G engine. Haven't given up on that. Let's see

1. I am ok with whatever outcome. There is no good or bad. I'll take what comes my way. And enjoy life. It's a choice.

Great attitude. I feel the same way. I love this car. It puts a smile on my face just walking by it. If I have engine problems, hoping for the G. But that isn't to say a top end replacement wouldn't be fine too. Either way this has been one of the best decisions I've made.

Looking forward to taking it out Friday!

meaker 04-22-2016 12:59 PM

1 Attachment(s)

So the service manager sent this pic to me today. Says it looks to be just the coating worn off. My question is will it happen again after they swap the parts? Was it just faulty parts? Or is there more to do with the oiling not doing its job? Sorry if these questions had already been asked.

Jamie@dundonmotorsports 04-22-2016 01:19 PM

Quote:

Originally Posted by meaker (Post 13222530)

So the service manager sent this pic to me today. Says it looks to be just the coating worn off. My question is will it happen again after they swap the parts? Was it just faulty parts? Or is there more to do with the oiling not doing its job? Sorry if these questions had already been asked.

Looks to be more than the coating, cam lobe looks blue as well, means it got hot from not enough oil.

The short answers are I don't think anyone really knows if the new parts will fix it.

Hopefully they're replacing the entire heads?

meaker 04-22-2016 01:28 PM

Quote:

Originally Posted by Jamie@dundonmotorsports

Looks to be more than the coating, cam lobe looks blue as well, means it got hot from not enough oil.

The short answers are I don't think anyone really knows if the new parts will fix it.

Hopefully they're replacing the entire heads?

Thanks for the info

neanicu 04-22-2016 02:24 PM

Quote:

Originally Posted by meaker (Post 13222530)

So the service manager sent this pic to me today. Says it looks to be just the coating worn off. My question is will it happen again after they swap the parts? Was it just faulty parts? Or is there more to do with the oiling not doing its job? Sorry if these questions had already been asked.

Here's my take :

Lack of lubrication=>accelerated wear.

Changing the parts and even the heads will result in the same problem down the line. The only " permanent " solution is replacing the engine with a newer style engine that has addressed the oiling issue(I should say : perhaps it addressed the oiling issue,nobody is certain it did at this point).

meaker 04-22-2016 03:00 PM

Quote:

Originally Posted by neanicu

Here's my take :

Lack of lubrication=>accelerated wear.

Changing the parts and even the heads will result in the same problem down the line. The only " permanent " solution is replacing the engine with a newer style engine that has addressed the oiling issue(I should say : perhaps it addressed the oiling issue,nobody is certain it did at this point).

And this is what I'm going to push for

Jimmy-D 04-22-2016 03:38 PM

Quote:

Originally Posted by Just in time (Post 13214061)

Believe me way down the line no one will remember this thread. These cars will wind up in the hands of a new wave of Porsche collectors that will be oblivious to these issues. I am old enough to remember that old Ferraris were in either of two stages: broken or in the process of breaking down. Yet they are sold to "collectors" for unbelievable \$ums. The fact that our current cars have engines that wear out, quickly in some cases, will not affect their value down the line. IMHO.

I think those with the "G" engine, if no issues prevail, could certainly hold true especially if no other GT3 has a 9000 redline. Collectors are shrewd- if these engine issues persist it will not bode well

Macca 04-22-2016 07:07 PM

Quote:

Originally Posted by meaker (Post 13222530)

So the service manager sent this pic to me today. Says it looks to be just the coating worn off. My question is will it happen again after they swap the parts? Was it just faulty parts? Or is there more to do with the oiling not doing its job? Sorry if these questions had already been asked.

That wear looks worse than mine for which. Was provided a new G engine. The dear was supposed to remove the cams and the rocks, lay them out and number them for PAG. Looks like your dealer tried to do this in situ which is odd? Maybe he also took them out. There's plenty of information on this thread and others as to what's happened for others. Definitely given the wear it needs a new head minimum. They can increase the pressure through the existing oil pump using The ECU and the pump is capable of handling the additional load I believe. Is this an E or F engine?

R.Deacon 04-22-2016 07:18 PM

Macca,

his signature shows to be a 14/E motor GR car

Macca 04-22-2016 07:19 PM

Quote:

Originally Posted by R.Deacon (Post 13223637)

Macca, his signature shows to be a 14/E motor GR car

Thanks mate. Sorry for that. I find notice it from my iPad.

R.Deacon 04-22-2016 07:21 PM

read Chris's detail post #398 ^^^

bronson7 04-22-2016 08:11 PM

What do I do with mine?

cdturne 04-22-2016 08:22 PM

Couldn't a head replacement in theory fix the problem by modifying the oil passages? Assuming no metal damaged the rest of the engine.

How in fact does the oil get to that area? Is it sprayed on or what?

ShakeNBake 04-22-2016 11:15 PM

Quote:

Originally Posted by neanicu (Post 13222792)

Here's my take :

Lack of lubrication=>accelerated wear.

Changing the parts and even the heads will result in the same problem down the line. The only " permanent " solution is replacing the engine with a newer style engine that has addressed the oiling issue(I should say : perhaps it addressed the oiling issue,nobody is certain it did at this point).

+1. There needs to be a oil volume fix. Anyone with this problem should be railing for proof of a fix/new oil delivery affecting parts/ or extended warranty.

Macca 04-23-2016 03:42 AM

Quote:

Originally Posted by cdturne (Post 13223793)

Couldn't a head replacement in theory fix the problem by modifying the oil passages? Assuming no metal damaged the rest of the engine. How in fact does the oil get to that area? Is it sprayed on or what?

Correct and correct. The pump is in the crankcase? It's a four way pump electronically controlled by the ECU. It can pump more volume but for endurance its duty cycles may be a limitation hence the upgraded pump in the G engine and RS engine and the modified fuel filter...

meaker 04-25-2016 02:50 PM

So quick update. Still waiting to hear if I get a new engine or just parts. Porsche wanted the engine number and a picture of my GMG center bypass from my dealer. Now I know they probably want to just documented it but did. Anyone else on here have aftermarket exhaust ? Just hope they don't give me a hard time about it, when they know there is no way that a muffler bypass is causing a lack of oiling.

Alan C. 04-25-2016 03:55 PM

Can't imagine a center bypass would raise a flag.

meaker 04-25-2016 04:07 PM

Quote:

Originally Posted by Alan C.

Can't imagine a center bypass would raise a flag.

Me either but was surprised they wanted pictures of it.

Mike in CA 04-25-2016 04:21 PM

Quote:

Originally Posted by Alan C. (Post 13230273)

Can't imagine a center bypass would raise a flag.

That's probably true from the standpoint of a non-OEM exhaust actually contributing to this problem. OTOH, if you're Porsche, and faced with the prospect of (again) replacing significant numbers very expensive engines, you might be looking for any available excuse to sidestep the warranty. Who knows what kind of esoteric relationship they might claim between exhaust flow, backpressure, and other engine functions. Just sayin'....

No doubt I'm erring on the side of extreme caution but at this point I wouldn't consider any non-stock engine modification for just that reason. TEHO.

MORichards04-25-2016 04:26 PM

I had a Sharkwerks bypass fitted to my E engine when it was replaced with an F engine. Porsche asked about the details of the bypass but did not raise it as an issue at all.

Banango 04-25-2016 05:12 PM

Quote:

Originally Posted by bronson7 (Post 13223767)

What do I do with mine?

Drive it and hope for covered failure during warranty, or plan to trade it for a .2, or otherwise rid yourself of it for a preferred car if you have one - within warranty. These are the only realistic options I see.

The more I drive and learn the thing, the smaller my list of preferred cars becomes. The CPO is therefore looking a good deal right now and I am enjoying the mileage and hoping the promise of a .2 allocation is genuine. I am having a very hard time not making it a DD.

Incidentally, the Smokies meet simply made the situation worse. We both got a better sense of what the car is by driving it and watching

others do the same. We just don't want to pay for a new engine before it's got decently high mileage on it!

Spending the day with some friends who have a host of delectable cars - a stable of 18, primarily Italians with the horse logo, including some specials. Not one I would actually trade for the GT3 from a driving perspective. Fancy that.

Macca 04-25-2016 07:03 PM

Quote:

Originally Posted by MORichards (Post 13230380)

I had a Sharkwerks bypass fitted to my E engine when it was replaced with an F engine. Porsche asked about the details of the bypass but did not raise it as an issue at all.

Mine was the same when I brought the car in to be changed from E to G. There's enough evidence on these pages to ensure PAG can never back out from the fact this is a "design fault" with the engine. I doubt they would ever consider rejecting a warranty claim for any bolt on parts IMO....

robmypro 04-25-2016 07:54 PM

Chris, I wouldn't worry too much about it. I honestly don't think Porsche is the kind of company that tries to weasel out of legit warranty claims. Heck, My SharkWerks exhaust was installed by the dealer prior to delivery when new. So these are very common.

Fingers crossed for you to get the G.

R.Deacon 04-25-2016 08:17 PM

^^Ditto to Robmypro

I intentionally had my dealer do the SW install the week following taking delivery on the weekend ,

I figure if dealer installs without telling me of any comprise of warranty coverage ,good to go .

bronson7 04-25-2016 08:36 PM

Quote:

Originally Posted by Banango (Post 13230524)

Drive it and hope for covered failure during warranty, or plan to trade it for a .2, or otherwise rid yourself of it for a preferred car if you have one - within warranty. These are the only realistic options I see.

The more I drive and learn the thing, the smaller my list of preferred cars becomes. The CPO is therefore looking a good deal right now and I am enjoying the mileage and hoping the promise of a .2 allocation is genuine. I am having a very hard time not making it a DD.

Incidentally, the Smokies meet simply made the situation worse. We both got a better sense of what the car is by driving it and watching others do the same. We just don't want to pay for a new engine before it's got decently high mileage on it!

Spending the day with some friends who have a host of delectable cars - a stable of 18, primarily Italians with the horse logo, including some specials. Not one I would actually trade for the GT3 from a driving perspective. Fancy that.

I hear you. Just took her out this past weekend for the first time since hibernation and I forgot how much I enjoyed it. It was a blast. I'll just go day to day with it and if something happens, so be it. Also put my name down on the next .2 GT3, just in case.

robmypro 04-25-2016 08:51 PM

Quote:

Originally Posted by Banango (Post 13230524)

Spending the day with some friends who have a host of delectable cars - a stable of 18, primarily Italians with the horse logo, including some specials. Not one I would actually trade for the GT3 from a driving perspective. Fancy that. I hear you. This 991 GT3 is literally it for me. I just don't find any other car out there capturing my interest like this one. So special. But the engine issue is on my mind a bit. Going to do my first oil change in about a week, and going to send samples to Blackstone to see how things look. Also planning to take it to the drags next month, to see how it does.

meaker 04-25-2016 09:01 PM

I didn't feel Porsche would try to deny warranty but was a little surprised they want a picture. Right now I'm more concerned with which way they will go with my car. After just the little I have learn from here it, I will feel better with the G motor. I know we don't know how will hold up but seems more promising then heads/programming oil pump.

robmypro 04-25-2016 09:08 PM

Quote:

Originally Posted by meaker (Post 13231227)

I didn't feel Porsche would try to deny warranty but was a little surprised they want a picture. Right now I'm more concerned with which way they will go with my car. After just the little I have learn from here it, I will feel

better with the G motor. I know we don't know how will hold up but seems more promising then heads/programming oil pump.

Yeah, we have no idea if the G engine even solves the problem. Over the next 6 months we may get more F engine failures, as they get more track miles on them. Who knows. In a year the G engines might have issues, too. Or, we find out new heads on the E/F engines solve the problems.

We will know more in the next 6 months to a year. But still a small sample size. Hard to draw concrete conclusions.

Mike in CA 04-25-2016 09:10 PM

Quote:

Originally Posted by MORichards (Post 13230380)

I had a Sharkwerks bypass fitted to my E engine when it was replaced with an F engine. Porsche asked about the details of the bypass but did not raise it as an issue at all.

Quote:

Originally Posted by Macca (Post 13230845)

Mine was the same when I brought the car in to be changed from E to G. There's enough evidence on these pages to ensure PAG can never back out from the fact this is a "design fault" with the engine. I doubt they would ever consider rejecting a warranty claim for any bolt on parts IMO....

Quote:

Originally Posted by robmypro (Post 13231007)

Chris, I wouldn't worry too much about it. I honestly don't think Porsche is the kind of company that tries to weasel out of legit warranty claims. Heck, My SharkWerks exhaust was installed by the dealer prior to delivery when new. So these are very common.

You guys are probably right and Chris has nothing to worry about....I'm just taking no chances out of an over abundance of caution. That and the fact that I'm perfectly happy with the sound of the stock exhaust which, BTW, is borderline for passing decibel regulations at our AX site as it is. ;)

Alan C. 04-25-2016 09:22 PM

Maybe it's market research and they want to give us what we want.:)

mwar99 04-25-2016 09:22 PM

Chris

Good luck, I hope everything goes well no matter what they try to do.

meaker 04-25-2016 09:45 PM

Quote:

Originally Posted by Alan C.

Maybe it's market research and they want to give us what we want.:)

Now that made me laugh out loud.

Quote:

Originally Posted by mwar99

Chris

Good luck, I hope everything goes well no matter what they try to do.

Thanks Mike

meaker 04-26-2016 05:22 PM

Update. Porsche rep looked at the car and wants to do the head, cams, rockers. I told my concerns with if this was a fix to the heart of the problem. Waiting to hear back

robmypro 04-26-2016 05:32 PM

Quote:

Originally Posted by meaker (Post 13233889)

Update. Porsche rep looked at the car and wants to do the head, cams, rockers. I told my concerns with if this was a fix to the heart of the problem. Waiting to hear back

Thanks for the update, Chris. :corn:

reidry04-26-2016 08:08 PM

Quote:

Originally Posted by meaker (Post 13233889)

Update. Porsche rep looked at the car and wants to do the head, cams, rockers. I told my concerns with if this was a fix to the heart of the problem. Waiting to hear back

Sounds like you presented your case, but be sure to lay out all we know about the G motor. Those changes were made for a reason.

Would Chris be the first we know of to get Heads, Cams, Rockers instead of a new motor?

If mine gives up I plan to push hard for a G motor.

Ryan

bronson7 04-26-2016 08:12 PM

Quote:

Originally Posted by reidry (Post 13234463)

Sounds like you presented your case, but be sure to lay out all we know about the G motor. Those changes were made for a reason.

Would Chris be the first we know of to get Heads, Cams, Rockers instead of a new motor?

If mine gives up I plan to push hard for a G motor.

Ryan
^^^This.

meaker 04-26-2016 11:43 PM

Quote:

Originally Posted by reidry

Sounds like you presented your case, but be sure to lay out all we know about the G motor. Those changes were made for a reason.

Would Chris be the first we know of to get Heads, Cams, Rockers instead of a new motor?

If mine gives up I plan to push hard for a G motor.

Ryan

I told them what I know about the G motor and that Porsche did these changes for a reason.

I believe others have had parts replaced. If I'm correct Rm21 had just parts replaced on his 15.

reidry04-26-2016 11:49 PM

Quote:

Originally Posted by meaker (Post 13235144)

I told them what I know about the G motor and that Porsche did these changes for a reason.

I believe others have had parts replaced. If I'm correct Rm21 had just parts replaced on his 15.

So how is PAG deciding between engine and parts. Tony, Macca and others have received a new motor.

Ryan

redgt3 05-03-2016 02:29 AM

add another to the list

just got mine back from the dealer

new engine fitted

took 6 weeks from the car first going in to getting it back at the weekend.

1 week from ordering the engine, to getting the car back.

for the record, mine is a Nov 13 car, 22K miles

I'm the second owner - first was McLaren...

still under warranty I'm pleased to say !

I was told the new engine cost £25K +VAT etc - dealers cost

time to run it in - any suggestions ?

I know what the book says :)

MileHigh911 05-03-2016 04:46 PM

Quote:

Originally Posted by redgt3 (Post 13253074)

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time to run it in - any suggestions ?

I know what the book says :)

Please PM MACCA. He is keeping as much info as possible about this. It will be nice is/when future owners have issues to be able to collaborate all the information. Thank you in advance!!

meaker 05-03-2016 04:50 PM

I would like to the know the number of parts replaced and motor swaps for this issue.

Macca 05-03-2016 05:23 PM

Quote:

Originally Posted by redgt3 (Post 13253074)

add another to the list just got mine back from the dealer new engine fitted

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from ordering the engine, to getting the car back. for the record, mine is a Nov 13

car, 22K miles I'm the second owner - first was McLaren... still under warranty I'm

pleased to say ! I was told the new engine cost £25K +VAT etc - dealers cost time to

run it in - any suggestions ? I know what the book says :)

Ah the infamous McLaren car!! That car was praised by McLaren in the media...

Mine is your sister. rHD Nov2013. However the second engine only lasted just over 8000 miles for me which would make me suspect you haven't used yours extensively at the track?

Curious but did you get given the new G engine number you can share with us?

Thanks again :-)

ablee2323 05-09-2016 07:19 AM
My 991 2014 GT3 update:

After a lengthy back and forth with PAG - I will be getting my engine rebuilt. Not the outcome I wished for, but I'm looking forward to getting my baby back later this week.

They will replace parts rather than provide a G engine. At least no break in needed.

Macca 05-09-2016 07:52 AM

Quote:

Originally Posted by ablee2323 (Post 13270823)

My 991 2014 GT3 update: After a lengthy back and forth with PAG - I will be getting my engine rebuilt. Not the outcome I wished for, but I'm looking forward to getting my baby back later this week. They will replace parts rather than provide a G engine. At least no break in needed.

On a positive note they must be pretty damn confident they have identified and addressed the issue to take this recourse. I suspect the head redesign with altered oiling spray bars may well be the key. The existing pump can be controlled by the ECU to give more pressure if needed. The oil filter re design may just have been an additional precaution...

meaker 05-09-2016 09:22 AM

Quote:

Originally Posted by ablee2323

My 991 2014 GT3 update:

After a lengthy back and forth with PAG - I will be getting my engine rebuilt. Not the outcome I wished for, but I'm looking forward to getting my baby back later this week.

They will replace parts rather than provide a G engine. At least no break in needed.

This makes me feel better cause I did the same with same outcome on my 2014. Car should be back in the next day.

Quote:

Originally Posted by Macca

On a positive note they must be pretty damn confident they have identified and addressed the issue to take this recourse. I suspect the head redesign with altered oiling spray bars may well be the key. The existing pump can be controlled by the ECU to give more pressure if needed. The oil filter re design may just have been an additional precaution...

This is what I keep telling myself. Hope it's true.

mwar99 05-09-2016 09:34 AM

If it's a known issue and they have redesigned parts, what's the chance of coverage outside of warranty (or *gasp* a recall)?

Guess I'll have to keep driving the car to see if it breaks...

robmypro 05-09-2016 10:00 AM

Not sure if I am interpreting Porsche's actions correctly, but to me it appears that the top-end was the problem with these engines. The decision to go new motor vs. rebuild top-end at this stage is purely based on the damage the metal shavings do to the rest of the engine. If the cylinders are scared, new engine. If not, rebuild top-end.

In Chris' case, everything else looks good so just fix the top-end. In redgt3's case, the cylinders were hosed, so new engine time. If this is the case, I think this is perfectly reasonable. Not getting a new G engine shouldn't be looked at as a negative. Why should I expect a brand new engine if rebuilding the top-end completely fixes my engine's problem?

It's just too bad that Porsche doesn't issue a recall and swap the top-end. I really don't like being forced to push my car just to make sure the problem is dealt with under warranty.

meaker 05-09-2016 10:03 AM

Quote:

Originally Posted by mwar99

If it's a known issue and they have redesigned parts, what's the chance of coverage outside of warranty (or *gasp* a recall)?

Guess I'll have to keep driving the car to see if it breaks...

I guess more track and smokies trips for you! :thumbup:

sgroer 05-09-2016 10:10 AM

Quote:

Originally Posted by meaker (Post 13271053)

I guess more track and smokies trips for you! :thumbup:

What a brutal punishment!

Jimmy-D 05-09-2016 10:13 AM

The saga never ends with this engine crap. No doubt this is the black sheep for Porsche right now. If I was still an Owner and was going thru this I would not be happy. I respect how you all are managing this. Five months at the Port was about the limit for me.- no more drama for me

Mlbraptor 05-09-2016 10:54 AM

I was really wanting a GT3; not so sure now...

ablee2323 05-09-2016 11:44 AM

Quote:

Originally Posted by Mlbraptor (Post 13271176)

I was really wanting a GT3; not so sure now...

I think nothing drives, sounds and feels like a 991 gt3. There are only a few diehard things in life I find - that in and of itself is a joyous thing - to find something to be a diehard for. And for me that is the 911. And of all the 911s it is the 991 gt3.

After all being loyal is an easy thing if there's nothing to complain or have issue about. It is despite the issues you find reasons - and these reasons outweigh the issues. I don't know if it's the kool aid but appreciate that there is a Porsche in this universe.

Thanks for the comments here and the content on this forum.

robmypro 05-09-2016 12:43 PM

Quote:

Originally Posted by ablee2323 (Post 13271341)

After all being loyal is an easy thing if there's nothing to complain or have issue about. It is despite the issues you find reasons - and these reasons outweigh the issues. I don't know if it's the kool aid but appreciate that there is a Porsche in this universe.

Exactly. Besides, I don't see anyone complaining that Porsche has somehow tried to get out of fixing any problems. They are stepping up, as they should. This doesn't change my enthusiasm for the brand at all.

But this month I will be taking my GT3 to the drags to see how she goes. Just ordered my helmet, so once that arrives I am going to see what kind of 1/4 mile times it can do at 5000 feet. GoPro ready.

Alan C. 05-09-2016 07:03 PM

I believe the Smokies solution is the best. I can't imagine worrying about the engine with 15 to 20 GT3s in front of you on those roads. Of course in my case I kept wondering where that last 1200 RPMs went to.:confused:

Jimmy-D 05-10-2016 12:28 AM

Quote:

Originally Posted by robmypro (Post 13271556)

Exactly. Besides, I don't see anyone complaining that Porsche has somehow tried to get out of fixing any problems. They are stepping up, as they should. This doesn't change my enthusiasm for the brand at all.

But this month I will be taking my GT3 to the drags to see how she goes. Just ordered my helmet, so once that arrives I am going to see what kind of 1/4 mile times it can do at 5000 feet. GoPro ready.

Please post your numbers. The 991 GT3 is freakin blazing fast. I know - It is a GT3 and they are not fast in a straight line - Screw that. She hauls and would love to hear your numbers

robmypro 05-10-2016 12:47 AM

Quote:

Originally Posted by Jimmy-D (Post 13273959)

Please post your numbers. The 991 GT3 is freakin blazing fast. I know - It is a GT3 and they are not fast in a straight line - Screw that. She hauls and would love to hear your numbers

Will do Jimmy. Will post video and time slips.

Brosef 05-10-2016 01:00 PM

Quote:

Originally Posted by Mlbraptor (Post 13271176)

I was really wanting a GT3; not so sure now...

understandable, but even after reading through all 32 pages of this thread, this doesn't temper my desire for this car one bit. I have to own one of these soon. Porsche seems to be taking care of the problem, and that's what matters.

I went from an e92 M3 to the new F80 M3. and while virtually everything is massively improved (power, chassis, styling, tech/features, even steering feel), the sound of the engine is a huge

step in the wrong direction. went from having the best sounding engine you could get for less than \$100k to nothing all that special. for a weekend car, I just don't get as excited when the sound isn't there to match the performance. it's a huge part of the experience for me. so I'm dying to get back into a high revving naturally aspirated engine, and the GT3 is, IMO, the pinnacle of that. fortunately, it's now within my budget. just a matter of either finding the right car or jockeying for position to get a .2, which will be either very difficult or expensive (possibly both). an RS would be even better, but out of reach for me.

meaker 05-16-2016 06:16 PM

Just want to do a quick update. It's been 4weeks today. Still no car back. Parts were replaced but then they needed a oil pump solenoid. Which they installed today. But they are still getting a fault code, so now they are ordering a oil pump. New pump requires them to pull the motor again. Not a happy camper right now. :banghead:

Macca 05-16-2016 07:00 PM

Quote:

Originally Posted by meaker (Post 13293062)

Just want to do a quick update. It's been 4weeks today. Still no car back. Parts were replaced but then they needed a oil pump solenoid. Which they installed today. But they are still getting a fault code, so now they are ordering a oil pump. New pump requires them to pull the motor again. Not a happy camper right now. :banghead:

On the bright side it sounds like with new heads and no doubt the revised oil pump unit you effectively have the same updates as the MY2016 G engine which should be durable!! I know it doesn't help with the dust ration of the wait but perhaps approach them for some compensation....

bruce987 05-16-2016 07:02 PM

My 2015 "F" series had a major failure at TWS over the weekend. It lost power then a lot of clanking noises followed by billowing smoke at of the rear end... lots of messages being displayed ending with "oil is low" or something like that. Then the engine just shut off and wouldn't start. Towed to the dealer and was told that I had a hole in the top of the block. Now I'm waiting to see what comes next. The dealer indicated that this would be a new motor...crossing fingers.

This my second failure. Last year I had a catalytic converted melt!

Alan C. 05-16-2016 07:08 PM

Sorry to hear about your engine. On the plus side a new G engine isn't all bad. Hopefully it gets sorted out in a timely fashion.

Just in time 05-16-2016 08:22 PM

Quote:

Originally Posted by bruce987 (Post 13293199)

My 2015 "F" series had a major failure at TWS over the weekend. It lost power then a lot of clanking noises followed by billowing smoke at of the rear end... lots of messages being displayed ending with "oil is low" or something like that. Then the engine just shut off and wouldn't start. Towed to the dealer and was told that I had a hole in the top of the block. Now I'm waiting to see what comes next. The dealer indicated that this would be a new motor...crossing fingers.

This my second failure. Last year I had a catalytic converted melt!

I believe yours is one of very few catastrophic failures. The many others covered here were mostly non catastrophic bur wear issues (some premature no doubt). Pls keep Us posted. A hole on the block is pretty interesting. Metallurgical failure, or a thrown rod? Would love to know.

Macca 05-16-2016 08:31 PM

Quote:

Originally Posted by Just in time (Post 13293455)

I believe yours is one of very few catastrophic failures. The many others covered here were mostly non catastrophic bur wear issues (some premature no doubt). Pls keep Us posted. A hole on the block is pretty interesting. Metallurgical failure, or a thrown rod? Would love to know.

Agreed. We haven't heard of many issues like this! Please keep us updated. Id be very curious if they find a collapsed finger rocker while they are in there. Ive seen this here in NZ and the pistons can touch the valves but Im not sure if that can then lead to a holed block, that's more an issue of crank, fueling or rod bolt I would have thought...

tasman 05-16-2016 08:34 PM

Quote:

Originally Posted by meaker (Post 13293062)

Just want to do a quick update. It's been 4weeks today. Still no car back. Parts were replaced but then they needed a oil pump solenoid. Which they installed today. But they are still getting a fault code, so now they are ordering a oil pump. New pump requires them to pull the motor again. Not a happy camper right now. :banghead:

Chris sorry for your issues. Hope they get resolved soon.

Tal

snabbgt3 05-16-2016 11:25 PM

Quote:

Originally Posted by Brosef (Post 13275246)
understandable, but even after reading through all 32 pages of this thread, this doesn't temper my desire for this car one bit. I have to own one of these soon. Porsche seems to be taking care of the problem, and that's what matters.

I went from an e92 M3 to the new F80 M3. and while virtually everything is massively improved (power, chassis, styling, tech/features, even steering feel), the sound of the engine is a huge step in the wrong direction. went from having the best sounding engine you could get for less than \$100k to nothing all that special. for a weekend car, I just don't get as excited when the sound isn't there to match the performance. it's a huge part of the experience for me. so I'm dying to get back into a high revving naturally aspirated engine, and the GT3 is, IMO, the pinnacle of that. fortunately, it's now within my budget. just a matter of either finding the right car or jockeying for position to get a .2, which will be either very difficult or expensive (possibly both). an RS would be even better, but out of reach for me.

I went from e92 M3 into 991.1 GT3. I Fall in love with that 9000rpm exhaust tone every day (especially with aftermarket exhaust ... I have Fabspeed system). The handling/performance change relative to the M3 is astounding ... spent 4 years in my 2009 e92 M3. Get yourself a lightly used GT3 991.1 with extended warranty and enjoy. DO take it for some DEs ... the car shines w/respect to most everything else on track. PAG/PCNA will take good care of you, with G engine replacement, if that's required. The base GT3, relative to the RS, will be plenty to learn with ... the RS with slight increased driver experience level to get enhanced performance out of car. The base GT3 a little less pricey to insure on track.

MileHigh911 05-16-2016 11:32 PM

Quote:

Originally Posted by bruce987

My 2015 "F" series had a major failure at TWS over the weekend. It lost power then a lot of clanking noises followed by billowing smoke at of the rear end... lots of messages being displayed ending with "oil is low" or something like that. Then the engine just shut off and wouldn't start. Towed to the dealer and was told that I had a hole in the top of the block. Now I'm waiting to see what comes next. The dealer indicated that this would be a new motor...crossing fingers.

This my second failure. Last year I had a catalytic converted melt!
Please get us pics! First I have heard of this

ablee2323 05-17-2016 08:38 PM

I've had my car back for 1 week now. Headers replaced (no G engine), which I was disappointed about. But the thing is, I love this car more than the first day I got it. Through this process, I was able to experience "buying" a new car again and it was special.

GT3 drives the same I'm sure, but feels quicker, exhaust note sounds a bit louder. Car is just better. The mind is a funny thing.

A 10 minute drive makes my day. Despite the content of this thread and experiencing engine problems, I find I root for the GT3 all the more. So all I can say, echoing what Macca has been saying - enjoy the splendor of the car the GT3 is.

meaker 05-17-2016 09:03 PM

Quote:

Originally Posted by Macca

On the bright side it sounds like with new heads and no doubt the revised oil pump unit you effectively have the same updates as the MY2016 G engine which should be durable!! I know it doesn't help with the dust ration of the wait but perhaps approach them for some compensation...

You are right. Even though I'm getting anxious to get my car back, I'm glad I will have the newer oil pump. That was one of my concerns with out getting the G motor.

Quote:

Originally Posted by tasman

Chris sorry for your issues. Hope they get resolved soon.

Tal

Thanks Tal. I'm just glad all this happened at the end of the smokies event. And when I get the car back I believe I'll be making a trip to the smokies to properly break her back in.

robmypro 05-18-2016 02:20 AM

Quote:

Originally Posted by ablee2323 (Post 13296899)

I've had my car back for 1 week now. Headers replaced (no G engine), which I was disappointed about. But the thing is, I love this car more than the first day I got it. Through this process, I was able to experience "buying" a new car again and it was special.

GT3 drives the same I'm sure, but feels quicker, exhaust note sounds a bit louder. Car is just better. The mind is a funny thing.

A 10 minute drive makes my day. Despite the content of this thread and experiencing engine problems, I find I root for the GT3 all the more. So all I can say, echoing what Macca has been saying - enjoy the splendor of the car the GT3 is.

Well said. This car is crazy good.

reidry05-18-2016 11:16 AM

Quote:

Originally Posted by meaker (Post 13296988)

You are right. Even though I'm getting anxious to get my car back, I'm glad I will have the newer oil pump. That was one of my concerns with out getting the G motor.

Thanks Tal. I'm just glad all this happened at the end of the smokies event. And when I get the car back I believe I'll be making a trip to the smokies to properly break her back in.

Chris and others that had heads, cams, oil pump; has your dealer stated if you will now need to use the original oil filter or the new one that came with factory 2016s?

Ryan

Alan C. 05-18-2016 11:31 AM

How many 15-16 gt3's have engine repalced?

Unless they changed the threaded spin on oil filter connector on the engine you would still need the E/F oil filter.

KINGSRULE05-18-2016 12:08 PM

Quote:

Originally Posted by Alan C. (Post 13298477)

Unless they changed the threaded spin on oil filter connector on the engine you would still need the E/F oil filter.

Isn't that obvious?

bruce987 05-18-2016 01:48 PM

Got some additional information while talking to the mechanic that always works on my car. He of course was concerned when he heard that I lost oil since I just took it in for an oil change. He thought maybe he didn't tighten something. Anyway he pulled the telemetry from the car that seems to confirm some of what I experienced. He said that when the catastrophic failure occurred I was doing 3500 RPM's. This coincides with what I noticed; coming out of turn 3 to 4 I hammered it and noticed that it wasn't doing much more than 3000-3500 RPM's and not moving. That's when the engine blew, I feathered the throttle thinking it just needed a reminder that we were on the track. By the time I made turn 4 I was coasting (offline) and noticed smoke coming out the back; came to a stop on turn 5. The mechanic

also said that about 30 seconds prior to the failure the crank detected a knock and went into anti-knock mode, trying to adjust the timing. He thinks this is when the failure was probably starting. He thinks the issue is down somewhere in the crank, but Porsche hasn't authorized him to take the engine apart. He also said that the engine had multiple holes in the top of the block, that probably cylinder 1 and 2 let loose. He is taking pictures and said he would provide them to me at some point in the future... stay tuned... still waiting on new motor.

neanicu 05-18-2016 02:07 PM

The knock sensor detected increasing engine noise(knocking),which prompted the engine management to retard timing. It's the same process that would happen if the engine were to be knocking from lower octane gasoline or a bad batch. It retards timing to prevent detonation. At that point it wouldn't go over 3K. It's the same as " Reduced engine performance " safe mode to protect the engine. Unfortunately your rod let go(my suspicion),which prompted the piston to go through the case. It is interesting to find out whether this is a cause of the notorious " rod bolt " or it could be the effect of metal shavings thrown all over the engine from the wearing DLC in the top end.

meaker 05-18-2016 02:08 PM

Quote:

Originally Posted by reidry

Chris and others that had heads, cams, oil pump; has your dealer stated if you will now need to use the original oil filter or the new one that came with factory 2016s?

Ryan

Ryan I haven't gotten my car back to have them tell me but I believe Alan is right. I don't believe the filter and filter neck have been changed to the G motor specs.

Loess 05-18-2016 02:47 PM

It's sad to read about these issues. Every one is another nail in the coffin of the high reving normally aspirated engine. If I had worked on the development of this engine it would keep me up at night and when it came time for the next engine I'd likely be saying turbo 7800rpm so I could sleep better no matter what the cause.

Alan C. 05-18-2016 02:54 PM

Bruce987, the knock could have been the result of the crank end rod bearing letting loose.

bronson7 05-18-2016 03:44 PM

Quote:

Originally Posted by reidry (Post 13298433)

Chris and others that had heads, cams, oil pump; has your dealer stated if you will now need to use the original oil filter or the new one that came with factory 2016s?

Ryan

Also wondering if there's an extension on the warranty for the engine itself?

sgroer 05-18-2016 03:56 PM

Quote:

Originally Posted by bronson7 (Post 13299337)

Also wondering if there's an extension on the warranty for the engine itself? In some ways the 2014's are MORE valuable than the 2015's. They all come with a very long engine warranty.

Macca 05-18-2016 06:50 PM

Quote:

Originally Posted by bronson7 (Post 13299337)

Also wondering if there's an extension on the warranty for the engine itself? I specifically inquired as to this when I had my G engine installed and the answer was NO the new engine doesn't get an extended warranty...

Jimmy-D 05-18-2016 11:41 PM

Quote:

Originally Posted by Loess (Post 13299136)

It's sad to read about these issues. Every one is another nail in the coffin of the high revving normally aspirated engine. If I had worked on the development of this engine it would keep me up at night and when it came time for the next engine I'd likely be saying turbo 7800rpm so I could sleep better no matter what the cause. The 4.0 991.1 GT3 RS is fine so far(we will know in 6 months if any one really puts some track miles on it)The guinea pig was the 2014/15 that we know to this point.

Shame - YES

ipse dixit 05-18-2016 11:47 PM

Quote:

Originally Posted by Jimmy-D (Post 13300782)

The 4.0 991.1 GT3 RS is fine so far(we will know in 6 months if any one really puts some track miles on it)The guinea pig was the 2014/15 that we know to this point.

Shame - YES

There have already been some RS engine failures in Europe, a couple were even mentioned on RL.

lessthan3mph 05-19-2016 12:36 AM

Bruce, sorry to hear your story. Really sucks. Thanks for sharing your info with the rest of us.

Macca 05-19-2016 12:40 AM

Quote:

Originally Posted by ipse dixit (Post 13300803)

There have already been some RS engine failures in Europe, a couple were even mentioned on RL.

It's true but I've yet to hear what the specific issue was on these engines (in one case it was not related to the heats but the oil lines IIRC)..,

doubleurx 05-19-2016 01:45 AM

There were also several 997 RS 4.0 failures on track. It happens.

TRAKCAR 05-19-2016 07:54 AM

Quote:

Originally Posted by Jimmy-D (Post 13300782)

The 4.0 991.1 GT3 RS is fine so far(we will know in 6 months if any one really puts some track miles on it)The guinea pig was the 2014/15 that we know to this point.

Shame - YES

9xxx miles mostly track so far so good.

Quote:

Originally Posted by ipse dixit (Post 13300803)

There have already been some RS engine failures in Europe, a couple were even mentioned on RL.

Right all the way in the beginning when they were just built. Haven't read anything since and it's been a year almost..

scchiii 05-19-2016 08:19 AM

Quote:

Originally Posted by TRAKCAR (Post 13301331)

9xxx miles mostly track so far so good.

Right all the way in the beginning when they were just built. Haven't read anything since and it's been a year almost..

There have been several RS engine replacements recently in US. No details yet as to reason of failures but from what I'm told there are no similarities so they appear to be isolated issues. I will try to elaborate once more details available.

TRAKCAR 05-19-2016 08:41 AM

^^ thanks, look forward to get more info :thumbup:

90944 05-19-2016 11:20 AM

There was also a 991 GT3 RS engine failure last month in Australia when one of the cars was being test driven by a motoring magazine!

CALSE 05-19-2016 11:32 AM

Quote:

Originally Posted by TRAKCAR (Post 13301331)

9xxx miles mostly track so far so good.

Wow! That's probably one of the most track miles I've heard on an original motor. How often are you running up to 9k say for a sample 3-mile track loop?

ipse dixit 05-19-2016 01:03 PM

Quote:

Originally Posted by CALSE (Post 13301800)

Wow! That's probably one of the most track miles I've heard on an original motor. How often are you running up to 9k say for a sample 3-mile track loop?

I'm putting my money on never.

#Because8800Redline

:evilgrin:

TRAKCAR 05-19-2016 01:17 PM

^^ LOL.

Depends on the track; I do short shift as I don't feel there is a lap time advantage revving the snot out of it at each gearshift, the car has nice torque (GT2RS anyone?).. But yeah, redline plenty of times.. These cars want to be broken in on the race track me thinks..

Sean in Texas 05-19-2016 01:34 PM

Quote:

Originally Posted by bruce987 (Post 13293199)

My 2015 "F" series had a major failure at TWS over the weekend. It lost power then a lot of clanking noises followed by billowing smoke at of the rear end... lots of messages being displayed ending with "oil is low" or something like that. Then the engine just shut off and wouldn't start. Towed to the dealer and was told that I had a hole in the top of the block. Now I'm waiting to see what comes next. The dealer indicated that this would be a new motor...crossing fingers.

This my second failure. Last year I had a catalytic converted melt!
Sorry to hear about that.

If I may ask, how many miles total, and how many were track? Which dealer?

Better an engine failure coming out of 3 than going into 1,2 or 7!

bruce987 05-19-2016 04:24 PM

I have about 18,000 miles on the car of which the first 2000 were break in... I followed the recommendations. I estimate that 300 miles are track. As you can see I drive my car daily and don't plan on saving for next owner! Oops I miss calculated my track miles... it's more like 9600 track miles! Also I use Mobil 1 0/40 Euro... I have it changed every 5000 miles.

IvanBurns 05-19-2016 08:28 PM

I have a 2014 GT3 with 7,100 track miles plus 1,600 road miles. Haven't had the piston misfire problem yet.

Last week, the car went into limp mode due to a cam sensor warning. The dealer mechanics dropped the motor to check the timing and confirmed that there was a timing problem due to some wear on a spacer.

They further disassembled the engine to replace the spacer and I went in today to inspect the internals for evidence of the cam lifter wear that is the primary topic of this thread. There was some barely visible wear of the coating on several lifter arms (#3 was the worst) but it was pretty minor. The master mechanic is going to consult with Germany, but he doesn't think that it is bad enough to be judged a problem. If so, I will report back.

Just another data point for the records. :cheers:

MaxLTV 05-19-2016 08:40 PM

Quote:

Originally Posted by IvanBurns (Post 13303343)

I have a 2014 GT3 with 7,100 track miles plus 1,600 road miles. Haven't had the piston misfire problem yet.

Last week, the car went into limp mode due to a cam sensor warning. The dealer mechanics dropped the motor to check the timing and confirmed that there was a timing problem due to some wear on a spacer.

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Just another data point for the records. :cheers:

Considering how thin DLC coating is, anything other than mirror-perfect surface is not a minor issue. Once it's not perfectly smooth, the wear will accelerate exponentially. Hope they get it sorted for you quickly.

CALSE 05-19-2016 09:22 PM

Quote:

Originally Posted by MaxLTV (Post 13303385)

Considering how thin DLC coating is, anything other than mirror-perfect surface is not a minor issue. Once it's not perfectly smooth, the wear will accelerate exponentially. Hope they get it sorted for you quickly.

It would be great if the top end repairs and F&G motors have thicker valve lever DLC coating.

robmypro 05-19-2016 09:28 PM

Quote:

Originally Posted by bruce987 (Post 13298911)

Got some additional information while talking to the mechanic that always works on my car. He of course was concerned when he heard that I lost oil since I just took it in for an oil change. He thought maybe he didn't tighten something. Anyway he pulled the telemetry from the car that seems to confirm some of what I experienced. He said that when the catastrophic failure occurred I was doing 3500 RPM's. This coincides with what I noticed; coming out of turn 3 to 4 I hammered it and noticed that it wasn't doing much more than 3000-3500 RPM's and not moving. That's when the engine blew, I feathered the throttle thinking it just needed a reminder that we were on the track. By the time I made turn 4 I was coasting (offline) and noticed smoke coming out the back; came to a stop on turn 5. The mechanic also said that about 30 seconds prior to the failure the crank detected a knock and went into anti-knock mode, trying to adjust the timing. He thinks this is when the failure was probably starting. He thinks the issue is down somewhere in

the crank, but Porsche hasn't authorized him to take the engine apart. He also said that the engine had multiple holes in the top of the block, that probably cylinder 1 and 2 let loose. He is taking pictures and said he would provide them to me at some point in the future... stay tuned... still waiting on new motor.
Sounds like a new top end will fix it right up. lol

Sorry, I know it isn't funny.

Just in time 05-19-2016 10:31 PM

Quote:

Originally Posted by ipse dixit (Post 13300803)

There have already been some RS engine failures in Europe, a couple were even mentioned on RL.

Failure as in catastrophic or failure as in need of rebuild?

Just in time 05-19-2016 10:35 PM

Quote:

Originally Posted by IvanBurns (Post 13303343)

I have a 2014 GT3 with 7,100 track miles plus 1,600 road miles.

Haven't had the piston misfire problem yet.

Last week, the car went into limp mode due to a cam sensor warning. The dealer mechanics dropped the motor to check the timing and confirmed that there was a timing problem due to some wear on a spacer.

They further disassembled the engine to replace the spacer and I went in today to inspect the internals for evidence of the cam lifter wear that is the primary topic of this thread. There was some barely visible wear of the coating on several lifter arms (#3 was the worst) but it was pretty minor. The master mechanic is going to consult with Germany, but he doesn't think that it is bad enough to be judged a problem. If so, I will report back.

Just another data point for the records. :cheers:

That is a lot of track miles. I guess rebuilding is due or close thereto.

PistolPete 05-20-2016 05:48 PM

A friend of mine is running a 2014 GT3 (engine replaced at port) on the first day of a 3-day track event. The car has about 2000 track miles on it and is throwing misfire codes on 2 cylinders.

Codes were cleared but will return after 2 laps. This is a large track (Watkins Glen, NY).

He has limited Internet access right now unfortunately. "Reduced engine performance. Possible to drive on." is the message.

Is this how it begins?

Time to put it on a trailer and head home to the dealer? Ugh.

Alan C. 05-20-2016 07:04 PM

Not the way you want to start a weekend. Sorry to hear about your friends problems. On the plus side he could win the PAG lottery and get a new 'G' engine.

Macca 05-20-2016 07:33 PM

Quote:

Originally Posted by PistolPete (Post 13306065)

A friend of mine is running a 2014 GT3 (engine replaced at port) on the first day of a 3-day track event. The car has about 2000 track miles on it and is throwing misfire codes on 2 cylinders.

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He has limited Internet access right now unfortunately. "Reduced engine performance. Possible to drive on." is the message.

Is this how it begins?

Time to put it on a trailer and head home to the dealer? Ugh.

The issue is almost certainly the finger rockers. He can drive the car home. It will only throw the code when he hits a specific rev range so if he drives it home in PDK (normal mode) he should be fine as it typically short shifts well below 4000 rpm. If the code does appear, cycling the ignition will reset it. Sorry for your friend. Please keep us updated to what the outcome is when the engine heads are lifted etc....

CALSE 05-20-2016 09:01 PM

If it is indeed the top end issue, I would run the entire weekend just short shifting at 7k to avoid triggering. This way you get the most out of your "E" before it's repaired or replaced.

Quote:

Originally Posted by PistolPete (Post 13306065)

A friend of mine is running a 2014 GT3 (engine replaced at port) on the first day of a 3-day track event. The car has about 2000 track miles on it and is throwing misfire codes on 2 cylinders.

Codes were cleared but will return after 2 laps. This is a large track (Watkins Glen, NY).

He has limited Internet access right now unfortunately. "Reduced engine performance. Possible to drive on." is the message.

Is this how it begins?

Time to put it on a trailer and head home to the dealer? Ugh.

CALSE 05-20-2016 09:08 PM

Yep. Nothing to worry about. Porsche warranty in effect!

Quote:

Originally Posted by Alan C. (Post 13306258)

Not the way you want to start a weekend. Sorry to hear about your friends problems. On the plus side he could win the PAG lottery and get a new 'G' engine.

meaker 05-20-2016 09:25 PM

Quote:

Originally Posted by Alan C.

Not the way you want to start a weekend. Sorry to hear about your friends problems. On the plus side he could win the PAG lottery and get a new 'G' engine.

:roflmao: I played but didn't win..

Quote:

Originally Posted by CALSE

If it is indeed the top end issue, I would run the entire weekend just short shifting at 7k to avoid triggering. This way you get the most out of your "E" before it's repaired or replaced.

Might as well run it. I believe mine would hit limp mode at 8k. Better chance to get the G motor.

bruce987 05-20-2016 09:44 PM

This is very much like failure with a catalytic converter I had last year. I hit the max RPM and it threw the code. Brought it in and cycle the engine off/on and it cleared. Went back out and the same thing happened. After that it would clear. Dealer said I melted the inside of my cat. They thought maybe I had run race fuel, but assured them that I didn't. They never heard back from Porsche as to why that happened.

Alan C. 05-20-2016 10:50 PM

How many 15-16 gt3's have engine repalced?

Quote:

:roflmao: I played but didn't win..

But those new parts will let you edge out Haku in the Dragon 500:biggulp:

PistolPete 05-20-2016 11:31 PM

Thanks for the advice everyone! I've passed all this onto my friend at Watkins. On a positive, note he trailered the car up so if the engine completely goes, he won't be stranded.

We'll see how the short shifting strategy works tomorrow and I'll keep everyone up to date as to what happens after the car gets to a dealer.

CALSE 05-21-2016 12:43 AM

Quote:

Originally Posted by PistolPete (Post 13306860)

We'll see how the short shifting strategy works tomorrow

There we go. Why waste a nice track weekend right?□

Tell your friend to avoid tailgaters in case he goes limp. Be ready to turn hazards and raise left fist.□

PistolPete 05-21-2016 10:42 AM

First session of the day done with short shifting at 7000 RPM and no CE light. Looks like the weekend is salvaged. Dumb question, but the codes should be stored in memory for the dealer to pull right?

Years ago I had a random misfire in my 3.4l 987 engine that threw codes but the dealer wasn't able to see them on the PIWIS.

CALSE 05-21-2016 10:54 AM

Yes. The PIWIS will read all the stored data (rpm, load, fuel, etc.).

Alan C. 05-21-2016 12:29 PM

Quote:

Tell your friend to avoid tailgaters in case he goes limp.

:roflmao:

bruce987 05-22-2016 02:02 PM

2 Attachment(s)

Ok guys I went out and took a look at the damage, I've attached a picture showing the hole. It's about the size of my hand!

Motor has been ordered!

HoustonGT3 05-22-2016 02:30 PM

Just had the coil/plugs/recoding campaign done and asked about engine failures, etc. They were somewhat hesitant to discuss the issue, but told me about a GT3 that had suffered a top-end blowout (I imagine it is the engine above). They said they sourced an engine for \$60,000! This whole thing reminds me of the saying about riding a motorcycle...it isn't if your going down on a bike, it is when. That leaves me wishing for a catastrophic failure and an engine replacement before the warranty expires. Insane for a car that costs this much and is purported to be such a mechanical achievement. Hey Porsche, we are loyal, but not stupid.

Jamie@dundonmotorsports 05-22-2016 02:49 PM

Quote:

Originally Posted by bruce987 (Post 13310205)

Ok guys I went out and tool a look at the damage, I've attached a picture showing the hole. It's about the size of my hand!

Motor has been ordered!

At least they can't just throw new heads on this one and call it a day! Glad they're taking care of you! This is exactly the reason Porsche should be replacing engines for the finger follower wear issues. If there is metal debris in the engine, that debris is going to wear everything in the engine (main bearings, rod bearings etc...) and eventually as things wear you lose ring seal, bearing tolerances and/or toss rods out of the block!

MileHigh911 05-22-2016 02:53 PM

Quote:

Originally Posted by bruce987

Ok guys I went out and tool a look at the damage, I've attached a picture showing the hole. It's about the size of my hand!

Motor has been ordered!

Yikes!!!!!! Keep us updated on what their explanation is to why it occurred.

horns 05-22-2016 03:54 PM

I know this board represents just a small portion of the cars out there, but this is crazy. At what point is another recall issued? It's gonna hurt when a 20k mile engine lets go 10 years from now unless Porsche decides to do the right thing. Do you take that bet?

bronson7 05-22-2016 05:17 PM

Quote:

Originally Posted by horns (Post 13310414)

I know this board represents just a small portion of the cars out there, but this is crazy. At what point is another recall issued? It's gonna hurt when a 20k mile engine lets go 10 years from now unless Porsche decides to do the right thing. Do you take that bet?

Exactly, this is what concerns me.

PistolPete 05-22-2016 07:49 PM

1 Attachment(s)

My GT3 friend is on his way home from Watkins Glen after completing 3 days. The short shifting strategy worked for the most part with the misfire codes only coming back once more when he got too excited chasing down a 991 GT3-RS.

So the PIWIS shows a misfire on cylinder 5. We'll see what the dealer says once they get their hands on the car.

robmypro 05-22-2016 08:04 PM

Quote:

Originally Posted by bronson7 (Post 13310570)

Exactly, this is what concerns me.

That concern ramps up the closer we get to no warranty.

bigkraig 05-22-2016 11:01 PM

<http://cim4.ibrsv.net/gimg/rennlist...6e8c385a97.png>



[meaker](#) 05-22-2016 11:15 PM

Does anyone have a count of how many engine or just head replacements just in this thread?

s996 05-22-2016 11:32 PM

I would like to thank the few that have suffered through these dreaded misfire codes leading to head work or engine replacement for their support to this thread and the information for our personal cars.

As our cars are starting to get some miles on them many of us routinely send oil samples away for analysis. Has anyone with the head replacement or engine replacement sent away oil samples? Were there any clues early on that we could use to help predict if metal/coatings are grinding away and circulating around our engines?

robmypro 05-23-2016 12:11 AM

Quote:

Originally Posted by s996 (Post 13311316)

I would like to thank the few that have suffered through these dreaded misfire codes leading to head work or engine replacement for their support to this thread and the information for our personal cars.

As our cars are starting to get some miles on them many of us routinely send oil samples away for analysis. Has anyone with the head replacement or engine replacement sent away oil samples? Were there any clues early on that we could use to help predict if metal/coatings are grinding away and circulating around our engines?

I have not sent my sample to Blackstone yet, as I am waiting to take my GT3 to the drags this week before doing an oil change. I will report my findings.

lessthan3mph 05-23-2016 03:27 AM

^^^That is one crazy gaping hole! And looks like little bits of metal case that exploded and showered everywhere. I'm glad you're getting a new engine.

bronson7 05-23-2016 12:23 PM

Speaking of sending oil away after a change for analysis, does anyone from my neck of the woods know where we can send it to?

neanicu 05-23-2016 12:44 PM

When such a catastrophic engine failure happens, there's no question one will be getting a new engine! The machined engine case has a hole through it!

Bronson, everyone seems to be using Blackstone labs around here, I don't see why you couldn't do the same even though you're in Canada...

WSH 05-23-2016 01:22 PM

How many engines in NON TRACKED cars have blown/expired ??

robmypro 05-23-2016 02:07 PM

Quote:

Originally Posted by bronson7 (Post 13312339)

Speaking of sending oil away after a change for analysis, does anyone from my neck of the woods know where we can send it to?

Check out Blackstone Labs, Bronson. I think they should be able to handle it. They will send you out the sample kit (mine was free).

TRAKCAR 05-23-2016 02:08 PM

Quote:

Originally Posted by WSH (Post 13312504)

How many engines in NON TRACKED cars have blown/expired ??

:corn:

levd 05-23-2016 06:12 PM

Got misfire in 1st cylinder.

Dealer swapped coils of cylinder 1 and 3.

Still misfire in 1st cylinder.

Looks like my car will get a 3rd engine soon. :(

bronson7 05-23-2016 07:13 PM

Quote:

Originally Posted by neanicu (Post 13312395)

When such a catastrophic engine failure happens,there's no question one will be getting a new engine! The machined engine case has a hole through it!

Bronson,everyone seems to be using Blackstone labs around here,I don't see why you couldn't do the same even though you're in Canada...

Quote:

Originally Posted by robmypro (Post 13312625)

Check out Blackstone Labs, Bronson. I think they should be able to handle it. They will send you out the sample kit (mine was free).

Thank you guys, I will look into it from up here. :thumbup:

meaker 05-23-2016 09:02 PM

Quote:

Originally Posted by WSH

How many engines in NON TRACKED cars have blown/expired ??

Mine has been tracked but only a few times(2 days). I believe even if I hadn't tracked it would still happen but I do drive her hard and hit 9k a lot on the street.

bronson7 05-23-2016 09:12 PM

Quote:

Originally Posted by WSH (Post 13312504)

How many engines in NON TRACKED cars have blown/expired ??

Give this question a few days and we'll see where were at. I'd also like to know.

robmypro 05-23-2016 09:21 PM

Quote:

Originally Posted by bronson7 (Post 13313904)

Give this question a few days and we'll see where we're at. I'd also like to know.

I will be taking mine to the drags, so that number could rise. :icon501:

MileHigh911 05-23-2016 09:27 PM

The hard part about that information is that it may not mean much. I think Porsche really stepped out of the safe box to get the GT crowd on board with the PDK-S. Perhaps their engineers didn't quite calculate it in the grand scheme of things. So, just having an engine with a 9,000 redline means it is borderline crazy for a normal engine. And it may not be able to be made reliable. If it was a 9,000rpm Ferrari engine, we may just call it the expense of maintaining an Italian exotic. A guy who barely pushes his car, then manages to redline it occasionally may be doing harm too. Kind of the way the IMS issue was. The garage queens had a higher rate of failure than the ones driven.

Let's get a petition to Porsche that if the 9,000 rpm 3.8L beast were to explode outside of warranty, we can at least have a choice to replace it with a similar engine, or the 4.0L variety.

bronson7 05-23-2016 09:56 PM

Quote:

Originally Posted by MileHigh911 (Post 13313938)

Let's get a petition to Porsche that if the 9,000 rpm 3.8L beast were to explode outside of warranty, we can at least have a choice to replace it with a similar engine, or the 4.0L variety.

I like what I hear. :cheers:

Just in time 05-23-2016 11:00 PM

Quote:

Originally Posted by MileHigh911 (Post 13313938)

The hard part about that information is that it may not mean much. I think Porsche really stepped out of the safe box to get the GT crowd on board with the PDK-S. Perhaps their engineers didn't quite calculate it in the grand scheme of things. So, just having an engine with a 9,000 redline means it is borderline crazy for a normal engine. And it may not be able to be made reliable. If it was a 9,000rpm Ferrari engine, we may just call it the expense of maintaining an Italian exotic. A guy who barely pushes his car, then manages to redline it occasionally may be doing

harm too. Kind of the way the IMS issue was. The garage queens had a higher rate of failure than the ones driven.

Let's get a petition to Porsche that if the 9,000 rpm 3.8L beast were to explode outside of warranty, we can at least have a choice to replace it with a similar engine, or the 4.0L variety.

The IMS issue had to do with splash oiling. Those that were garage queens just got no lubrication at all and ultimately imploded. Ours generally partially wear out vs imploding. Maybe our engines have oiling issues also but of a different variety.

k997 05-24-2016 12:12 AM

Boy am I glad I never pulled the trigger on a GT3. I have to say, I'm not so sure I trust Porsche and bespoke motors anymore. Their standard line engines aren't perfect but haven't suffered anything like this. The 991.2 is yet to be proven.

Does anyone remember if the 997.1/2 GT3 had this many (or any) engine failures?

997s07 05-24-2016 12:17 AM

I'm having my doubts about getting the 991.2 GT3. I knew it was bad, but this thread is scaring the shit out of me.

STG 05-24-2016 12:21 AM

Unbelievable car with unbelievable drama :banghead:

STG 05-24-2016 12:25 AM

Can someone correct "replaced" in the thread title :confused:

Repalced :banghead:

ShakeNBake 05-24-2016 12:52 AM

Quote:

Originally Posted by k997 (Post 13314415)

Does anyone remember if the 997.1/2 GT3 had this many (or any) engine failures?

There were a few "dumb" things that happened (resonance flap screws, valve actuator bolts), but if you got the silly stuff fixed, for the the most part they were pretty solid. It's not really fair to compare - that motor benefitted from 20+ years of evolution from something that started in motorsport.

cdturne 05-24-2016 08:06 AM

Is there any difference in the top end oiling between the 991 GT3 3.8L motor and the "standard" 991 3.8L in the turbo, the S, or even the GT4?

levd 05-24-2016 08:37 AM

Update on my car:

Dealer now opens the engine, pictures will be sent to PAG, then there are 4 possible solutions, depending on what PAG says.

One is new engine, 3 others are 3 different sorts of engine repair (I have no idea what they are).

I was told to cancel all racing events planned for next 3-4 weeks, but they can't promise it won't take longer.

doubleurx 05-24-2016 10:55 AM

Quote:

Originally Posted by ShakeNBake (Post 13314497)

There were a few "dumb" things that happened (resonance flap screws, valve actuator bolts), but if you got the silly stuff fixed, for the the most part they were pretty solid. It's not really fair to compare - that motor benefitted from 20+ years of evolution from something that started in motorsport.

Nonetheless there were still track failures of the motors, which I honestly think is expected over time. I remember reading about a couple RS4.0 failures on track.

The numbers we're seeing on the GT3 are still relatively low, considering the volume.

We're just hearing the bad. Not too many people start threads about how their engine hasn't blown up yet.

MileHigh911 05-24-2016 11:06 AM

^^^ Agree!! With access to world wide communication as easy as it is today, there are things we learn from each others experiences before dealers every get told from PAG what has been going on.

Macca..... have you been able to link the production dates of the engines at all? I think the front hood has the engine model , along with a number. I assume that is the ID number of the exact engine.

Also, update for a 2015 GT3 owner, my car has 6100 miles now, early delivery 2015, 2,000 of those are track miles. No recalls ever performed (I keep asking), and since the first engine concerns being reported, have always manually shifted at 8600 on the track. Occasionally 9k is met, but not every single shift. Car is still incredible on track. For me, I have always looked at it this way....just like in racing, drivers often change mid-race to preserve their car. Finishing is better than a DNF. Whether it be tires, fuel, etc.. So, for me, I have gone into self preservation mode, just a little. Still will continue to track it at 9/10ths when ever I want, but I don't think you lose much when shifting at 8600 or so.

Sean in Texas 05-24-2016 11:37 AM

Quote:

Originally Posted by STG (Post 13314450)

Can someone correct "replaced" in the thread title :confused:

Repalced :banghead:

:roflmao::roflmao::roflmao:

I thought I was the only one who cringed, every time I saw it.

meaker 05-24-2016 11:50 AM

Quote:

Originally Posted by Ajax-Prime

:roflmao::roflmao::roflmao:

I thought I was the only one who cringed, every time I saw it.

I've seen it so many times that I don't even notice it anymore.

CALSE 05-24-2016 11:55 AM

Quote:

Originally Posted by levd (Post 13314926)

One is new engine, 3 others are 3 different sorts of engine repair (I have no idea what they are).

See post #213 attachment for the other three. It will be a while so might as well pick a nice loaner.

meaker 05-24-2016 12:08 PM

Quote:

Originally Posted by CALSE

See post #213 attachment for the other three. It will be a while so might as well pick a nice loaner.

This is true.

But the base Macan loaner doesn't quite fill the gap.

levd 05-24-2016 01:27 PM

Quote:

Originally Posted by CALSE (Post 13315415)

See post #213 attachment for the other three. It will be a while so might as well pick a nice loaner.

Thank you. I don't like these three as I think they will only offer a temporary solution. :(

I asked them about a loaner this morning, they promised to check if they can provide it and call me back. Sadly it didn't happen. I will check again tomorrow. I'll be disappointed if I'll not get one.

I should say my 7.2TT was much more reliable than this car.

bruce987 05-24-2016 01:45 PM

It's finally official, Porsche has approved a new motor. The dealer had already ordered it, but it was being sent by boat. They're seeing if they can intercept and have it air freighted. I also talked to PCNA and asked if they would ultimately provide information on what happened. While I was at it I mentioned that road side assistance will NOT come to a track to pick up a car. I informed them that they need to change that policy. So far North Houston Porsche has been doing a top notch job taking care of the problem... absolutely no complaints. They're trying to get the car ready for my mid June track event at MSRH!

Alan C. 05-24-2016 03:55 PM

Glad this is all working out for you. It's a hassle but from everything I've read a new G engine is the way to move forward.

CALSE 05-24-2016 04:45 PM

Quote:

Originally Posted by bruce987 (Post 13315758)

The dealer had already ordered it, but it was being sent by boat. They're seeing if they can intercept and have it air freighted.

I wonder how much it costs to air freight a motor to the US?

Given the current situation, I am guessing the boat has a container full of replacement motors to stock the US supply warehouse.

STG 05-24-2016 04:51 PM

Quote:

Originally Posted by Ajax-Prime
:roflmao::roflmao::roflmao:

I thought I was the only one who cringed, every time I saw it.
Look, it's fixed!! :thumbup:

It's a worthy thread and should reflect that. Wish the other fixes were as easy.

MM3.9GT3 05-24-2016 06:07 PM

Quote:

Originally Posted by CALSE (Post 13316259)

I wonder how much it costs to air freight a motor to the US?

At Porsche's (VW Group) contracted rates, less than \$1,000.

ShakeNBake 05-24-2016 06:25 PM

Quote:

Originally Posted by doubleurx (Post 13315230)

Nonetheless there were still track failures of the motors, which I honestly think is expected over time. I remember reading about a couple RS4.0 failures on track.

The numbers we're seeing on the GT3 are still relatively low, considering the volume.

We're just hearing the bad. Not too many people start threads about how their engine hasn't blown up yet.

Yes, there were a lot of failures, more than there should have been given how silly the problems were. Majority of them were easy to preemptively fix - not like what we're seeing with the MA1 where it's a continual exploration of engine development/bug fixes as the motor is put through its paces. The Mezger had decades of development on a racetrack.

niche 05-24-2016 07:51 PM

Mezger keeps looking better and better.

Underblu 05-25-2016 02:06 AM

Is it just me, I would not be a happy camper if I paid 150K for a car and then had to worry about potential serious engine issues.

This sounds eerily like the IMS issue. I hope Porsche does the right thing here with the owners

levd 05-25-2016 09:45 AM

Pictures are made and sent to PAG.

I've got a chance to see these pictures at the dealer's. Looks very similar to #218. I would say, maybe worse.

Dealer is still not sure if I'll get a new engine or will have a rebuild. They'll give me a diesel Macan as a loaner tomorrow morning.

Is there anybody here, who's engine was rebuilt instead of replacing? Seeing all this tear and wear on pictures it's so hard for me to believe the rebuilding is a good solution. :/

cmanquat 05-25-2016 12:00 PM

F series engine, 7000 miles, 10 days on trackdays : no problem

levd 05-25-2016 12:37 PM

Quote:

Originally Posted by cmanquat (Post 13318686)

F series engine, 7000 miles, 10 days on trackdays : no problem

Your car is a black sheep :D

CALSE 05-25-2016 12:42 PM

Quote:

Originally Posted by levd (Post 13318285)

Is there anybody here, who's engine was rebuilt instead of replacing?

Updated 3-30-2016

According to my count based on this thread to date:

(21) "E" Replaced

(3) "E" Repaired

(2) "F" Replaced

levd 05-25-2016 12:45 PM

Well, looks like 90% chance for replacement. Keeping fingers crossed.

My car is one of the first batch with first engine replaced to to second as a recall. I suppose it's E? Or is there chance it's F?

meaker 05-25-2016 12:46 PM

Quote:

Originally Posted by CALSE

According to my count based on this thread to date:

(21) "E" Replaced

(2) "E" Repaired

(1) "F" Replaced

So a total of 22 replaced by this thread and I'm one of 2 rebuilds. Wow, wonder who I pissed off. :banghead:

CALSE 05-25-2016 12:47 PM

Check your motor replacement certificate.

levd 05-25-2016 12:47 PM

BTW, my friend had an engine on his 2015 replaced last summer. Is it 1 F replaced in your stats? If not - you can add this. I posted the pictures of a hole in his engine here last summer.

CALSE 05-25-2016 12:49 PM

Quote:

Originally Posted by levd (Post 13318840)

BTW, my friend had an engine on his 2015 replaced last summer. Is it 1 F replaced in your stats? If not - you can add this. I posted the pictures of a hole in his engine here last summer.

Someone start a poll. I don't know how.

levd 05-25-2016 12:50 PM

Quote:

Originally Posted by meaker (Post 13318833)

So a total of 22 replaced by this thread and I'm one of 2 rebuilds. Wow, wonder who I pissed off. :banghead:

How many track miles since rebuild? How does the engine feels so far after rebuild?

I'm not too lucky with lotteries, casinos and bets, so I'm preparing myself for possibly getting a "rebuild" ticket now. :/

levd 05-25-2016 12:52 PM

Quote:

Originally Posted by CALSE (Post 13318841)

Check your motor replacement certificate.

I do not have any. Car was bought from Porsche dealer and belonged to PAG before me. They told me the engine was "OF COURSE!" replaced. No certificate was provided to me with car papers.

meaker 05-25-2016 12:57 PM

Quote:

Originally Posted by levd

How many track miles since rebuild? How does the engine feels so far after rebuild?

I'm not too lucky with lotteries, casinos and bets, so I'm preparing myself for possibly getting a "rebuild" ticket now. :/

Ha, I haven't got my car back yet. Been 5+ plus weeks. They did the work, installed motor and then had to re pull to install oil pump. Engine going back in today.

ShakeNBake 05-25-2016 01:00 PM

anyone have visibility into race teams running the new motor - how are they holding up? We've had a least one enduro now....

Alan C. 05-25-2016 01:18 PM

Assuming there around 550 cars with E engines and 21 of those with a third engine yields a 3.8 percent failure rate. 100% of E engine owners are most likely not posting/reading this thread. So what's the real number?

levd 05-25-2016 01:34 PM

Quote:

Originally Posted by meaker (Post 13318879)

Ha, I haven't got my car back yet. Been 5+ plus weeks. They did the work, installed motor and then had to re pull to install oil pump. Engine going back in today.

Oh, sorry to hear. :(

5 weeks is much, but it could be worse with rebuild.

levd 05-25-2016 01:43 PM

Quote:

Originally Posted by Alan C. (Post 13318961)

Assuming there around 550 cars with E engines and 21 of those with a third engine yields a 3.8 percent failure rate. 100% of E engine owners are most likely not posting/reading this thread. So what's the real number?

Why 550? Even the first batch of MY14 cars was 700+, AFAIR?

I believe there are rather 1500+ cars with E engines.

doubleurx 05-25-2016 02:07 PM

785 Total 2014 GT3 produced worldwide.

levd 05-25-2016 02:43 PM

Quote:

Originally Posted by doubleurx (Post 13319158)
785 Total 2014 GT3 produced worldwide.
So 785 E engines?

ShakeNBake 05-25-2016 02:59 PM

There are a lot of cars with issues not being reported here. When Texas RS and I started threads here in the past because we saw an alarming number of GT3s flat bedded away from Texas DE events - we heard crickets from this board. Anytime I have big work done by BMW or Porsche dealers, if it's good will (and there is a good chance it will be if you are on the track when it happens), I've been well taken care of, but required signing a doc that I would not disclose any details. Sure, some of it is that this board represents a very tiny fraction of the population with cars, but I think gag requests might be a bit of it too.

mwar99 05-25-2016 03:09 PM

I'll just keep revving to 9000 to see if mine breaks before the warranty is up...

levd 05-25-2016 03:17 PM

If my engine will be rebuilt, this car will live on track day and night. After seeing the pictures I think it won't take long to see it failing again.

Alan C. 05-25-2016 03:41 PM

I chose end of October by mistake. So a redo at 785 and the failure rate is 2.7 percent using known failures. Still an unacceptable number in today's manufacturing world.

bruce987 05-25-2016 03:49 PM

Just got off the phone with the dealership. They confirmed that the motor is now being air freighted, but could still take up to 2 weeks to get it here! Also it appears to be a "G" engine. Now I'm waiting on PCNA to call back about my request to get the engine warrantied for an additional year. Now all my maintenance schedules will be off!!!

doubleurx 05-25-2016 05:26 PM

Quote:

Originally Posted by mwar99 (Post 13319345)

I'll just keep revving to 9000 to see if mine breaks before the warranty is up...

Me too!

meaker 05-25-2016 05:29 PM

Quote:

Originally Posted by bruce987

Just got off the phone with the dealership. They confirmed that the motor is now being air freighted, but could still take up to 2 weeks to get it here! Also it appears to be a "G" engine. Now I'm waiting on PCNA to call back about my request to get the engine warrantied for an additional year. Now all my maintenance schedules will be off!!!

Good luck on the warranty. I didn't have any luck with getting extra warranty added but mine is a 14 with a extended engine warranty already

bronson7 05-25-2016 06:00 PM

All valuable updates. Thanks for reporting back everyone. The more info we have the better we will be down the road.

bigkraig 05-25-2016 07:07 PM

What has been everyone's turnaround time from PAG? My data was sent on Tuesday.

bruce987 05-25-2016 07:17 PM

It took PAG 1 week to give the OK for a new motor on mine. The dealership though didn't wait knowing that my car needed the motor - a hole the size of my hand - there was no rebuilding this one... so they ordered it 3 days after arriving at the dealership.

CALSE 05-25-2016 07:26 PM

2 days to diagnose via PIWIS, and wait for PCNA to approve motor drop.

2 days to drop, open, and photograph camshafts and lever arms.

2 days for PCNA to respond.

7 days to air freight new motor from GR to CA.

3 days to install and test.

Just in time 05-25-2016 10:17 PM

Quote:

Originally Posted by Underblu (Post 13317860)

Is it just me, I would not be a happy camper if I paid 150K for a car and then had to worry about potential serious engine issues.

This sounds eerily like the IMS issue. I hope Porsche does the right thing here with the owners

Not even close. IMS had failure rate close to 8% IIRC. In our case I doubt it is over 1-2%. Second the IMS issue resulted in catastrophic failures, in our case most likely top end rebuilds.

Just in time 05-25-2016 10:18 PM

Quote:

Originally Posted by ShakeNBake (Post 13318886)

anyone have visibility into race teams running the new motor - how are they holding up? We've had a least one enduro now....

They all finished Daytona and Sebring.

Just in time 05-25-2016 10:25 PM

Quote:

Originally Posted by Alan C. (Post 13319422)

I chose end of October by mistake. So a redo at 785 and the failure rate is 2.7 percent using known failures. Still an unacceptable number in today's manufacturing world.

Respectfully disagree. Most of the issues result from hard track use with repeated trips to redline. AFAIK any engine which is subjected to hard track use has a significantly lower shorter life than an engine which is used at a more leisurely pace. I grant that the wear seems premature in many cases, but for me the wear is not unexpected.

Underblu 05-25-2016 10:36 PM

Quote:

Originally Posted by Just in time (Post 13320495)

Not even close. IMS had failure rate close to 8% IIRC. In our case I doubt it is over 1-2%. Second the IMS issue resulted in catastrophic failures, in our case most likely top end rebuilds.

As shake-n-bake said you don't know what the failure rate is for the E engines and this forum represents only a limited number of the total owners.

Your 2% estimate is only the number of replacements mentioned on this forum versus the total number of cars sold so it is erroneous.

I would be surprised if more than 30% of E series GT3 owners are forum members here. Therefore there is a likelihood that the failure rate is substantially greater and likely closer to that 8%.

BTW, I lived through the IMS scare with several Porsches that could have imploded. Thankfully, I had no issue and the cars were under warranty for the bulk of the time I had them. Still, Porsches' apparent lack of acknowledgement that there was a problem didn't give me peace of mind. I was very happy that the dfi engines eliminated the issue completely and so far appear relatively robust.

The engine on my first Porsche an 84 Carrera could've probabaly lasted a 300000 miles. That to me is what Porsche is. The super sports car that can be driven not babied.

The GT3 is a halo car. Porsche should ensure that GT3 owners are as worry free as possible with regards to their engines. Minimizing the issue won't help in that regard.

Alan C. 05-25-2016 11:02 PM

Quote:

Originally Posted by Just in time (Post 13320495)

Not even close. IMS had failure rate close to 8% IIRC. In our case I doubt it is over 1-2%. Second the IMS issue resulted in catastrophic failures, in our case most likely top end rebuilds.

If the sample size of 'E' engines is 785 and 21 of those were replaced the percent defective is 2.7 percent. I can see this number going up if all members of the set checked in with their status.

The 'F' series will hopefully show better results. I believe most feel the 'G' series is the one to have.

Jimmy-D 05-25-2016 11:16 PM

^That is why they made a 2016 to appease the 918 Buyers and also the 2014s have no LWBs so I am sure they all complained

Just in time 05-25-2016 11:50 PM

Quote:

Originally Posted by Alan C. (Post 13320651)

If the sample size of 'E' engines is 785 and 21 of those were replaced the percent defective is 2.7 percent. I can see this number going up if all members of the set checked in with their status.

The 'F' series will hopefully show better results. I believe most feel the 'G' series is the one to have.

Allan, no disrespect but one thing is a catastrophic failure and another is a computer telling us it will not let us rev to redline. My sense is that a lot of the enthusiasts that track their cars are on Rennlist so that reported "failures" are pretty accurate. While I don't have numbers to back up my assertion it seems that most if not all seem to be associated with repeated trips to redline at the track. As I have indicated before track use will shorten any engine's life. It would be unrealistic to expect that we can flog our cars at the track and have these engines age as if they were used for cruising on the interstate.

Now PAG did sell us these things with a track use warranty. AFAIK P has stood by it. Wear is a constant on anything man made.

FLT6SPD 05-26-2016 02:12 AM

Do not forget ROW, and I doubt the majority is on Rennlist. Some have had to sign NDA's. Only the mothership knows for sure.

Quote:

Originally Posted by Just in time (Post 13320759)

My sense is that a lot of the enthusiasts that track their cars are on Rennlist so that reported "failures" are pretty accurate. While I don't have numbers to back up my assertion it seems that most if not all seem to be associated with repeated trips to redline at the track.

levd 05-26-2016 03:13 AM

Every track day in Europe I see more 991GT3s, than any other cars. And they are always different. I really doubt majority of these drivers are rennlisters. Maybe in States everyone is on Rennlist. Not so in Europe and other big markets.

I believe, applying 3x for cases we know about is much closer to reality than thinking that "reported "failures" are pretty accurate" . Reality may be even worse than 3x.

Looks like this summer we'll see many GT3 engines misfiring due to excessive wear. Spring already showed a scary number of faults.

IvanBurns 05-28-2016 01:03 PM

Quote:

Originally Posted by IvanBurns (Post 13303343)

I have a 2014 GT3 with 7,100 track miles plus 1,600 road miles. Haven't had the piston misfire problem yet.

Last week, the car went into limp mode due to a cam sensor warning. The dealer mechanics dropped the motor to check the timing and confirmed that there was a timing problem due to some wear on a spacer.

They further disassembled the engine to replace the spacer and I went in today to inspect the internals for evidence of the cam lifter wear that is the primary topic of this thread. There was some barely visible wear of the coating on several lifter arms (#3 was the worst) but it was pretty minor. The master mechanic is going to consult with Germany, but he doesn't think that it is bad enough to be judged a problem. If so, I will report back.

Just another data point for the records. :cheers:

OK - I got my 2014 GT3 back yesterday. Timing problem has been fixed. Had to replace "cam phaser crush washers", whatever those are.

Regarding wear on the cam lifters, the dealer master mechanic and Germany concluded that there was not enough wear to warrant any action at this time. I trust the mechanic and have no doubt that Porsche and the dealer will properly address the cam lifter/piston misfire issue if it ever occurs in the future.

So here we are, I have 7,100 spirited track miles and 1,600 road miles and no piston misfire problem. Along with co-drivers, I'll get in another 3,000 track miles on the car by the end of the season. If it breaks I'll let you know!

IvanBurns 05-28-2016 01:09 PM

Regarding the extended (5 year) warranty that 2014 GT3 owners received as a result of the engine replacement program, does anyone know when the 5 year warranty period begins?

I did a European delivery and picked up the GT3 at the factory in January of 2014. Returned the car to the factory for shipment to the US. Car got caught in the Stop Sale while enroute. Took delivery of the car with the new engine in August.

S0 - when does the five year warranty begin. January or August?
:confused:

doubleurx 05-28-2016 02:31 PM

Quote:

Originally Posted by IvanBurns (Post 13328115)

Regarding the extended (5 year) warranty that 2014 GT3 owners received as a result of the engine replacement program, does anyone know when the 5 year warranty period begins? I did a European delivery and picked up the GT3 at the factory in January of 2014. Returned the car to the factory for shipment to the US. Car got caught in the Stop Sale while enroute. Took delivery of the car with the new engine in August. S0 - when does the five year warranty begin. January or August?
:confused:

From the date of purchase.

meaker 05-28-2016 03:33 PM

Quote:

Originally Posted by IvanBurns

Regarding the extended (5 year) warranty that 2014 GT3 owners received as a result of the engine replacement program, does anyone know when the 5 year warranty period begins?

I did a European delivery and picked up the GT3 at the factory in January of 2014. Returned the car to the factory for shipment to the US. Car got caught in the Stop Sale while enroute. Took delivery of the car with the new engine in August.

S0 - when does the five year warranty begin. January or August? :confused:
You can call the 800 number and give them you Vin. They will tell you how much long you have on both warranties.

cdturne 05-28-2016 06:26 PM

The 2014 GT3's got an extra year added to the normal 4 year warranty.

levd 05-28-2016 06:56 PM

We have 2 years warranty for new Porsches in Europe. You guys are lucky.

DrJupeman 05-29-2016 09:56 AM

Quote:

Originally Posted by levd (Post 13328772)

You guys are lucky.

Says the guy whose avatar is presumably him in the Karussell... Not to mention Europeans have access to some pretty sweet (and fast/high speed) roads that are legal...

So, grass is greener? I do prefer our gas prices...

levd 05-29-2016 10:58 AM

Good point, DrJuperman. :)

Fast legal roads are not really enjoyable in GT3. Once the speed is over 250 km/h, it's rather unpleasant in this car. Karussell is also not the best place for this car, as it shakes the soul out of your bones. Still I'm happy to have these instead of 2 more free warranty years.

Note of these matter though when your car is being at the dealer's with an open engine waiting for PAG verdict. :(

DrJupeman 05-29-2016 11:25 AM

Quote:

Originally Posted by levd (Post 13329792)

Fast legal roads are not really enjoyable in GT3. Once the speed is over 250 km/h, it's rather unpleasant in this car. Karussell is also not the best place for this car, as it shakes the soul out of your bones. Still I'm happy to have these instead of 2 more free warranty years.

Agreed on Karussell, but not sure I agree with the +250 km/h other than perhaps just noise? I found the car to be rock solid at those speeds on the autobahn (300km/h).

levd 05-29-2016 02:18 PM

Yes, the sound of engine constantly revving at high rpm makes me nervous. I start to think "5 more minutes this way and the engine will fail".

Probably I had too much "Engine control fault" experience with GT3. :(

DrJupeman 05-29-2016 03:29 PM

Quote:

Originally Posted by levd (Post 13330147)

Yes, the sound of engine constantly revving at high rpm makes me nervous. I start to think "5 more minutes this way and the engine will fail".

Probably I had too much "Engine control fault" experience with GT3. :(
302 km/h run GT3

Audio isn't great on this, but [for those who won't](#) be able to take their cars to 190mph+, here's what it sounds/looks like. You might understand why the warranty is 1/2 "over there"... :icon501:

levd 05-29-2016 03:33 PM

I sounds much louder in real life. For me, 250 km/h is the limit of comfort zone in this car. High revs are ok on track, but are disturbing when you have a long ride on autobahn.

jpgunn 05-29-2016 04:10 PM

Quote:

Originally Posted by meaker

Ha, I haven't got my car back yet. Been 5+ plus weeks. They did the work, installed motor and then had to re pull to install oil pump. Engine going back in today.

In California if you don't have your vehicle for 30 days it is a Lemon.

bsavino 05-29-2016 10:59 PM

here's a question, my gt3 is in the dealer in edison nj (ray catena) and so far all the local dealers that either myself or a buddy have spoken to, none have replaced any gt3 engines with this misfire issue, so (finally the question!!!) demographically what parts of the country are all these engine being replaced???

robmypro 05-29-2016 11:23 PM

Quote:

Originally Posted by DrJupeman (Post 13330263)
302 km/h run GT3

Audio isn't great on this, but for [those who won't be](#) able to take their cars to 190mph+, here's what it sounds/looks like. You might understand why the warranty is 1/2 "over there"... :icon501:

If I went anywhere near that fast I would be concerned about a mechanical failure or tire blowout. Not that brave!

levd 05-30-2016 10:07 AM

No luck for me this time.

PAG is not giving me a new engine. Instead, the top end will be replaced. :(

Dealer said their estimation is mid-June.

DrJupeman 05-30-2016 01:09 PM

Quote:

Originally Posted by robmypro (Post 13331193)

If I went anywhere near that fast I would be concerned about a mechanical failure or tire blowout. Not that brave!

As someone who has crashed from both (on track), I will tell you the concern is real!

On the autobahn you worry about all those other cars pulling out in front of you, also.

It was okay, I had my wife sitting next to me, too. :icon501:

Kobalt 05-30-2016 02:11 PM

Quote:

Originally Posted by levd (Post 13331769)

No luck for me this time. PAG is not giving me a new engine. Instead, the top end will be replaced. :(Dealer said their estimation is mid-June.

Have avoided this thread for a while... Just saw your problems Lev d...
Depressing stuff.

CALSE 05-30-2016 02:19 PM

Quote:

Originally Posted by lev d (Post 13331769)

No luck for me this time.

PAG is not giving me a new engine. Instead, the top end will be replaced. :(

Dealer said their estimation is mid-June.

The wear must not have been that bad. Any photos?

redgt3 05-30-2016 02:53 PM

Hi all

just a quick update on my Engine replacement

I now have 1500 Miles on the replacement - so nicely run in

I'm sure it feels moe powerful - no data (yet...) to back it up

I did run the previous car on a Vmax day down the runway with Vbox
data logging - will do the same again soon so will be able to provide a
sort of A/B

FYI the serial number data from the garage that fitted it

MA175

G01293

lev d 05-30-2016 02:53 PM

Quote:

Originally Posted by Kobalt (Post 13332346)

Have avoided this thread for a while... Just saw your problems Lev d...
Depressing stuff.

Yep. Started at Hockenheimring the day before you came to the N-ring.

lev d 05-30-2016 02:57 PM

Quote:

Originally Posted by CALSE (Post 13332372)

The wear must not have been that bad. Any photos?

No photos. They showed them to me, but I didn't ask if I can get them. Photos
looked pretty bad.

I hope PAG knows what they are doing and hope it will resolve the
issue. Maybe all the wear was in the top end. I'm not a motor
specialist.

I bought 2 more years of warranty, so it's backed up until the end of 2018 now.

Alan C. 05-30-2016 03:42 PM

Quote:

Originally Posted by levd (Post 13332472)

I bought 2 more years of warranty, so it's backed up until the end of 2018 now.

Smart move.

levd 05-30-2016 04:12 PM

With all these reliability issues I just can't imagine having 991 GT3 with no warranty. This car is a powder keg.

bruce987 05-30-2016 06:33 PM

Houston, Texas

robmypro 05-30-2016 09:10 PM

Quote:

Originally Posted by DrJupeman (Post 13332192)

As someone who has crashed from both (on track), I will tell you the concern is real!

On the autobahn you worry about all those other cars pulling out in front of you, also.

It was okay, I had my wife sitting next to me, too. :icon501:

Sh!t that must have been a ride. How long before the wife got back in the car?

meaker 05-31-2016 01:05 AM

Quote:

Originally Posted by levd

No photos. They showed them to me, but I didn't ask if I can get them. Photos looked pretty bad.

I hope PAG knows what they are doing and hope it will resolve the issue. Maybe all the wear was in the top end. I'm not a motor specialist.

I bought 2 more years of warranty, so it's backed up until the end of 2018 now. Since I didn't win the motor lottery either, I decided I will be do a oil change at 5k and plan on sending a oil sample to be tested. I want to make sure there is nothing going on in the motor that Porsche didn't see.

levd 05-31-2016 07:32 AM

Chris, did you get your car back? How does it fill after rebuild?

ablee2323 05-31-2016 08:31 AM

Quote:

Originally Posted by levd (Post 13334093)

Chris, did you get your car back? How does it fill after rebuild?

Levd

I had an engine rebuild. Wanted the g engine. But happy to get it back. Drives the same as far as I can tell but enjoy it more. For some reason I am appreciative of the car despite the engine issues, is pushed so far to the edge of mechanical engineering. So for me I just drive and rev it up.

I know you are disappointed. But it will pass. Importantly don't let it take away not a minute of your driving pleasure.

levd 05-31-2016 09:27 AM

Yes, I still love this car and I'm planning to give it a lot of track miles.

How many track miles you did since a rebuild?

ablee2323 05-31-2016 09:29 AM

Quote:

Originally Posted by levd (Post 13334230)

Yes, I still love this car and I'm planning to give it a lot of track miles.

How many track miles you did since a rebuild?

Only 1 track day. No issues. Runs just fine. Love it. Amazing car

levd 05-31-2016 09:54 AM

Great.

Did you also have a whole top end replacement?

Did engine need a break-in after? How long, if yes?

Is oil filter mount a part of top end? If so, did they install a top end with new bigger oil filter mount?

meaker 05-31-2016 11:34 AM

Quote:

Originally Posted by levd

Chris, did you get your car back? How does it fill after rebuild?
Yes I got it back Tuesday last week. Took it to the Smokie mountains yesterday and felt the same.

DrJupeman 05-31-2016 12:25 PM

Quote:

Originally Posted by robmypro (Post 13333337)

Sh!t that must have been a ride. How long before the wife got back in the car?
If she didn't get back in, she would have been left behind... Euro Delivery rules...

Wife riding [along at the Nürburgring](#)

[Wife riding along at Spa](#)

[Wife riding along unfamiliar Alpine passes \(still breaking in motor...\)](#)

[Wife riding along more unfamiliar Alpine passes \(still breaking in motor...\)](#)

[\(Wife is Food Angel here on Rennlist, she has more posts than I do... She's been my wing-woman on this Porsche fetish for 22+ years.\)](#)

(Note in the videos where you can watch me shift, the downshift paddle on the steering wheel failed early after I took delivery...)

Alan C. 05-31-2016 01:37 PM

Quote:

Originally Posted by meaker (Post 13334491)

Yes I got it back Tuesday last week. Took it to the Smokie mountains yesterday and felt the same.

Glad to hear you're back on the road. A Smokies run would be a fun way to check out the repairs.

tasman 05-31-2016 03:03 PM

Glad you are back on the road Chris

Banango 05-31-2016 03:50 PM

Quote:

Originally Posted by meaker

Yes I got it back Tuesday last week. Took it to the Smokie mountains yesterday and felt the same.

Good stuff Chris. Enjoy to the max!

reidry05-31-2016 04:04 PM

Quote:

Originally Posted by Alan C. (Post 13334846)

Glad to hear you're back on the road. A Smokies run would be a fun way to check out the repairs.

+1

Good way to break in those new parts!

Ryan

meaker 05-31-2016 04:45 PM

Quote:

Originally Posted by Alan C.

Glad to hear you're back on the road. A Smokies run would be a fun way to check out the repairs.

Totally agree. Drove a few awesome roads and went into Highlands for dinner. Had a couple friends with caymans with me and met I guy with a gt4. Good times.

Quote:

Originally Posted by tasman

Glad you are back on the road Chris

Thanks Tal!

Quote:

Originally Posted by Banango

Good stuff Chris. Enjoy to the max!

Thanks Adam!

Quote:

Originally Posted by reidry

+1

Good way to break in those new parts!

Ryan

Yes sir!

robmypro 05-31-2016 05:15 PM

Quote:

Originally Posted by meaker (Post 13334491)

Yes I got it back Tuesday last week. Took it to the Smokie mountains yesterday and felt the same.

That is cool Chris. Hope she gives you no more trouble.

Quote:

Originally Posted by DrJupeman (Post 13334655)

If she didn't get back in, she would have been left behind... Euro Delivery rules...

Wife riding along at the Nürburgring

[Wife riding along at Spa](#)

[Wife riding along unfamiliar Alpine passes \(still breaking in motor...\)](#)

[Wife riding along more unfamiliar Alpine passes \(still breaking in motor...\)](#)

[\(Wife is Food Angel here on Rennlist, she has more posts than I do... She's been my wing-woman on this Porsche fetish for 22+ years.\)](#)

(Note in the videos where you can watch me shift, the downshift paddle on the steering wheel failed early after I took delivery...)

Probably best that she had no choice! lol Sounds like you met your soul mate. Good for you!

bruce987 05-31-2016 06:04 PM
PCNA is now offering me 2 choices.

- 1) 2 year/100,000 CPO on my car or
- 2) \$2500.

On the surface the first offer sounds like the way to go, but after looking up what Porsche's Approved Limited Warranty is, here's the link... (<http://www.porsche.com/usa/approvedvehicles/warranty>)

[The part about what is not covered](#) didn't bother me until I got to the last two items. If my engine blows up at the track during an HPDE, it looks like I end up with a paper weight in my garage, unless I'm willing to fork over \$60,000 grand and labor for a new engine.

What do you guys think?

levd 05-31-2016 06:15 PM
I'd still go for 1st option.

996FLT6 05-31-2016 06:27 PM
If they added an extra zero to 2nd option I take it. I take the 1st option. \$2500 doesn't cover much if ancillaries go. Mike

MileHigh911 05-31-2016 07:39 PM

Quote:

Originally Posted by bruce987 (Post 13335597)

PCNA is now offering me 2 choices.

- 1) 2 year/100,000 CPO on my car or
- 2) \$2500.

On the surface the first offer sounds like the way to go, but after looking up what Porsche's Approved Limited Warranty is, here's the link...

(<http://www.porsche.com/usa/approved-vehicles/warranty>)

The part about what is not covered didn't bother me until I got to the last two items. If my engine blows up at the track during an HPDE, it looks like I end up with a paper weight in my garage, unless I'm willing to fork over \$60,000 grand and labor for a new engine.

What do you guys think?

Intersting. This is the basic CPO verbiage. But...GT3 came with a track warranty. So would it's CPO be different? So far, most of what has been occurring is premature wear of the Top end. People can still drive the car. So it isn't blowing up at the track. One day at the track isn't magically wearing the components down to where the sensors detect something is wrong, and neuter the car to under 7k rpms. This is occurring over many miles, from using the car as it was intended (as opposed to tracking your regular Porsche).

I would still take the CPO, as it will be easier to sell if you ever need to sell. I would also ask them to clarify if the CPO offer is an extension of your original warranty, because that included track use.

MileHigh911 05-31-2016 07:42 PM

I re-read it again. I still think it would be hard for them to prove that the component broke during the track event. One can equally rev the car to 9,000 rpm on any road.

bruce987 05-31-2016 07:42 PM

I talked to my sales rep and he also advise me to take option 1 especially if I'm going to keep the car. He told me the CPO starts after the current warranty expires. The interesting thing he said was that the current warranty excludes track use like the CPO... now I need to

go and find this bit of information. Anything bad happens at the track under warranty, well it just happened in my drive way.

bruce987 05-31-2016 07:44 PM

Fortunately Porsche hasn't installed GPS in the car, so as I was advised, just tell road side assistance that I'm broke down at the nearest gas station. When the wrecker calls, give them the correct address, PCNA will not be any wiser.

MileHigh911 05-31-2016 07:46 PM

Quote:

Originally Posted by bruce987 (Post 13335845)

I talked to my sales rep and he also advise me to take option 1 especially if I'm going to keep the car. He told me the CPO starts after the current warranty expires. The interesting thing he said was that the current warranty excludes track use like the CPO... now I need to go and find this bit of information. Anything bad happens at the track under warranty, well it just happened in my drive way.

????????????? What????????????????? Porsche couldn't help themselves brag about the track warranty. AP would mention it in all the interviews. I think he doesn't know what he is talking about, which is the norm.

neanicu 05-31-2016 08:40 PM

The GT3 has track warranty. As much as CPO is supposedly the same as new car warranty,I believe that there might be some slight differences...

mwar99 05-31-2016 08:41 PM

Quote:

Originally Posted by meaker

Yes I got it back Tuesday last week. Took it to the Smokie mountains yesterday and felt the same.

Chris, great news and a great way to break it back in! Hope it holds up for you.

meaker 05-31-2016 09:01 PM

Quote:

Originally Posted by mwar99

Chris, great news and a great way to break it back in! Hope it holds up for you.

Thanks Mike! I hope you can get back down soon. Your last trip was full of issues. Radiator and tire pressure.

meaker 05-31-2016 09:04 PM

Quote:

Originally Posted by MileHigh911

I re-read it again. I still think it would be hard for them to prove that the component broke during the track event. One can equally rev the car to 9,000 rpm on any road.

Very true. I had only 2 track days on my car but do drive it hard on the street and take it on the mountain roads a good bit.

Jimmy-D 05-31-2016 09:29 PM
Take the warranty. \$2500 is peanuts.

Try to find a 2 year extended warranty for less

bruce987 05-31-2016 09:39 PM
Another thing... I was one of those who opted to get the "Track App", if they're selling an app for the track, then why wouldn't they warranty the car. I will have to talk to the PCNA rep about this also... doesn't make sense. I agree with everyone's suggestion... take the warranty. If you want to add an after market warranty, which I've looked into on my 05 GT3, they quoted \$5K!

bronson7 05-31-2016 09:41 PM
Take the warranty and also check in with PCNA on what's going on. Best of luck.

ipse dixit 06-01-2016 02:35 AM

Quote:

Originally Posted by bruce987 (Post 13335845)

I talked to my sales rep and he also advise me to take option 1 especially if I'm going to keep the car. He told me the CPO starts after the current warranty expires. The interesting thing he said was that the current warranty excludes track use like the CPO... now I need to go and find this bit of information. Anything bad happens at the track under warranty, well it just happened in my drive way. That's simply incorrect

The car comes with a standard, separate warranty for "Circuit Use" (or Driving). As long as you abide by the shorter maintenance schedule for Circuit use and do not race in competitive events, then track use (or HPDEs) is covered.

What kind of Kool-Aid is your dealer drinking?

bruce987 06-01-2016 05:20 PM

Here's the latest on my saga. I decided to take the 2 year warranty; thanks for all the input. As for the warranty not covering track events. I discussed that with the PCNA rep and was told that in the case of a

money shift (not PDK) or if the car has been modified in some way, the warranty will not cover the failure. In my case it's covered and always will be - not planning on modifying my car. I also asked for some additional cash; lost of track time twice now (first the catalytic converter failure and now the motor), plus the Track App that didn't work for the first year of ownership - basically we were all beta testers.

levd 06-01-2016 06:43 PM

Oh, if I can only get a refund from PAG for all my track days ruined by this car's "engine control faults". Sweet dreams. :)

Nothing like this with 7.2 TT, ever.

bruce987 06-01-2016 07:10 PM

Quote:

Originally Posted by levd (Post 13338706)

Oh, if I can only get a refund from PAG for all my track days ruined by this car's "engine control faults". Sweet dreams. :)

Nothing like this with 7.2 TT, ever.

Can't blame me for trying, the PCNA rep seemed like it wasn't out of the question.

bronson7 06-01-2016 07:43 PM

Quote:

Originally Posted by bruce987 (Post 13338786)

Can't blame me for trying, the PCNA rep seemed like it wasn't out of the question.

Good for you. :thumbup:

MileHigh911 06-01-2016 08:32 PM

Quote:

Originally Posted by bruce987 (Post 13338786)

Can't blame me for trying, the PCNA rep seemed like it wasn't out of the question.

Good for you!!! Keep us posted. I think there is strength in the info here on RL. Individually, we can be ignored. But as we found out with the first engine debacle, when a group of enthusiasts stick together, they can be heard.

CALSE 06-01-2016 10:06 PM

Need more

<http://cimg2.ibsrv.net/gimg/rennlist...47205dccb1.jpg>

<http://cimg2.ibsrv.net/gimg/rennlist...db6ee3a85b.jpg>

[oil.](#)

[Just in time](#) 06-01-2016 10:25 PM

[Quote:](#)

[Originally Posted by bruce987](#) (Post 13338433)

Here's the latest on my saga. I decided to take the 2 year warranty; thanks for all the input. As for the warranty not covering track events. I discussed that with the PCNA rep and was told that in the case of a money shift (not PDK) or if the car has been modified in some way, the warranty will not cover the failure. In my case it's covered and always will be - not planning on modifying my car. I also asked for some additional cash; lost of track time twice now (first the catalytic converter failure and now the motor), plus the Track App that didn't work for the first year of ownership - basically we were all beta testers.

I can't recall which thread was it but may be this why they were asking for a picture of a Sharky exhaust on a car that had engine wear issues?

fbirch 06-01-2016 11:54 PM

[Quote:](#)

[Originally Posted by CALSE](#) (Post 13339260)

Need more

<http://cimg2.ibsrv.net/gimg/rennlist...47205dccb1.jpg>

<http://cimg2.ibsrv.net/gimg/rennlist...db6ee3a85b.jpg>

[oil.](#)

[That looks terrible! Thanks for posting this pic. I'm a bit surprised that](#) the cam lobe is contacting that shim so far off the edge of the darker central area, which I assume is the intended contact surface. It looks as if the contact area goes all the way to the edge of the shim. Would be interesting to know if that's the intended contact area, or if there was some alignment issue with this particular shim.

Loess 06-02-2016 01:40 AM

That looks like the treated area on the finger follower wasn't long enough to cover the full contact area with the cam. Once the follower started to wear it would be like sandpaper on the cam no matter the surface treatment.

Or maybe I'm just seeing things.

levd 06-02-2016 05:11 AM

Two of mine had a similar wear in the same place. Other four were scratched too, but not that bad.

meaker 06-02-2016 01:31 PM

Quote:

Originally Posted by Just in time

I can't recall which thread was it but may be this why they were asking for a picture of a Sharky exhaust on a car that had engine wear issues?

They took pictures of my GMG bypass cause pcna wanted them to.

bruce987 06-02-2016 04:01 PM

More news: my engine should arrive Tuesday (6/7). I talked to the dealer they're going to have the mechanic take the engine out on Monday in preparation. They say I should only need 500 miles break in before taking it to the track... not sure about that. PCNA rep called and informed me they were also going to provide \$1000 in addition to the 2 year CPO! Man these guys are good, I wasn't really expecting anything.

So what do you guys think about the break in period? I have a track event 11/12 at MSR Houston; I'm not even sure I could put 500 miles on the car in 2 days, i'd have to drive to Dallas and back.

MileHigh911 06-02-2016 04:05 PM

Quote:

Originally Posted by bruce987

More news: my engine should arrive Tuesday (6/7). I talked to the dealer they're going to have the mechanic take the engine out on Monday in preparation. They say I should only need 500 miles break in before taking it to the track... not sure about that. PCNA rep called and informed me they were also going to provide \$1000 in addition to the 2 year CPO! Man these guys are good, I wasn't really expecting anything.

So what do you guys think about the break in period? I have a track event 11/12 at MSR Houston; I'm not even sure I could put 500 miles on the car in 2 days, i'd have to drive to Dallas and back.

Great to hear!! And seeing Porsche give a little on their end should support the idea they recognize the problems, and are willing to keep their good clients long term.

500 miles is fine. The other components of your car are already broken in. If they recommend 500, then I would stick to it.

robmypro 06-02-2016 04:22 PM

Quote:

Originally Posted by bruce987 (Post 13340989)

More news: my engine should arrive Tuesday (6/7). I talked to the dealer they're going to have the mechanic take the engine out on Monday in preparation. They say I should only need 500 miles break in before taking it to the track... not sure about that. PCNA rep called and informed me they were also going to provide \$1000 in addition to the 2 year CPO! Man these guys are good, I wasn't really expecting anything.

So what do you guys think about the break in period? I have a track event 11/12 at MSR Houston; I'm not even sure I could put 500 miles on the car in 2 days, i'd have to drive to Dallas and back.

See, that's Porsche. Of course they take care of us. Top quality company that does the right thing! Awesome and congrats!

I'd go 1,000 miles on the break in, but if they say 500...500 it is.

Just in time 06-02-2016 11:31 PM

Quote:

Originally Posted by meaker (Post 13340530)

They took pictures of my GMG bypass cause pcna wanted them to. Maybe PAG/PCNA is considering blaming these engine issues on "unauthorized" changes or considering arguing that these changes contributed to the problem. Why else would they want a pic of something that is readily available in the market? Interesting to say the least.

CALSE 06-03-2016 12:05 AM

Quote:

Originally Posted by robmypro (Post 13341058)

See, that's Porsche. Of course they take care of us. Top quality company that does the right thing!

I agree.

doubleurx 06-03-2016 01:04 AM

Quote:

Originally Posted by Just in time (Post 13342214)

Maybe PAG/PCNA is considering blaming these engine issues on "unauthorized" changes or considering arguing that these changes contributed to the problem. Why else would they want a pic of something that is readily available in the market? Interesting to say the least.

Or simply collecting data to narrow down the issue?

bigkraig 06-03-2016 02:04 AM

Porsche just wants them to swap out my coil packs again. I pick up my car tomorrow. :rolleyes:

CALSE 06-03-2016 02:11 AM

Quote:

Originally Posted by bigkraig (Post 13342532)

Porsche just wants them to swap out my coil packs again. I pick up my car tomorrow. :rolleyes:

Low RPM misfires recorded?

ablee2323 06-03-2016 03:18 AM

Quote:

Originally Posted by CALSE (Post 13339260)

Need more

<http://cim2.ibsrv.net/gimg/rennlist...47205dccb1.jpg>

<http://cim2.ibsrv.net/gimg/rennlist...db6ee3a85b.jpg>

[oil.](#)

[Calse, did](#) you get a new engine? Sorry if I missed it in this thread.

gmgracing 06-03-2016 12:30 PM

Quote:

Originally Posted by Just in time (Post 13342214)

Maybe PAG/PCNA is considering blaming these engine issues on "unauthorized" changes or considering arguing that these changes contributed to the problem. Why else would they want a pic of something that is readily available in the market? Interesting to say the least.

If it applies, absolutely. However, one look at that wear pattern and a materials engineer can tell you that the exhaust components are in no way related to the issue.

I recognize that wear pattern from my hotrod and single-cam bimmer days. It is certainly friction or pressure related. As to the specific cause, that'll be something for Porsche to ascertain.

944T-SB 06-03-2016 12:34 PM

Those with no symptoms and track miles may want to send oil out for analysis.

I come from BMW rod bearing problems.

Report can show metals in the oil, evidence of a problem before actual misfires etc.

With that much wear on the lobes, I can't image it not showing up.

PS....Heading to Barber for Masters Plus class to pick out which car I want. :p

s996 06-03-2016 01:29 PM

944t sb I'm with you. Why can't we predict which one are failing. It doesn't take a metallurgist to see that either the cam or the follower is severely mismatched or dry. Oil samples are cheap tests.

For the few that have had this fixed with either an engine rebuild or replacement what was the eitiology reported from the factory?

Is this an oil or metal issue and is it time to dump the cars before the 4/48 arrives? I love this car!

bigkraig 06-03-2016 10:44 PM

Quote:

Originally Posted by CALSE (Post 13342545)

Low RPM misfires recorded?

First time was a low rpm misfire, this time it was a high rpm and went through the whole drop engine photos back and forth. there is wear on the cams but not measurable.

coil packs showed signs of problems though, most of them were black where it was shorting out the side, i think this surprised them more than anything else, but maybe it was just a bad pack of coils. i wasn't on the recall for that.

i left with all new coils and hit 9k on the freeway, instant misfire but this time on 2 different cylinders, only one repeat offender

so far i have had misfires on 3 cylinders and some ****ty coil packs. they have the car again, expecting to know more next week

ipse dixit 06-03-2016 11:26 PM

Quote:

Originally Posted by bigkraig (Post 13345061)

First time was a low rpm misfire, this time it was a high rpm and went through the whole drop engine photos back and forth. there is wear on the cams but not measurable.

coil packs showed signs of problems though, most of them were black where it was shorting out the side, i think this surprised them more than anything else, but maybe it was just a bad pack of coils. i wasn't on the recall for that.

i left with all new coils and hit 9k on the freeway, instant misfire but this time on 2 different cylinders, only one repeat offender

so far i have had misfires on 3 cylinders and some ****ty coil packs. they have the car again, expecting to know more next week
That sucks. Hope it turns out well for you, Kraig.

Wonder if you'll qualify for lemon law at some point.

bigkraig 06-04-2016 12:02 AM

Quote:

Originally Posted by ipse dixit (Post 13345166)

That sucks. Hope it turns out well for you, Kraig.

Wonder if you'll qualify for lemon law at some point.

<http://articles.latimes.com/2012/sep...lemon-20120930>

[hmmmm i wonder how those RS allocations](#) are going

ipse dixit 06-04-2016 12:04 AM

Quote:

Originally Posted by bigkraig (Post 13345270)

<http://articles.latimes.com/2012/sep...lemon-20120930>

[hmmmm i wonder how those RS allo](#)ocations are going

Biggest thing for most people is the 30 days.

If you've got that number down, you're basically good to go.

bigkraig 06-04-2016 12:08 AM

Quote:

Originally Posted by ipse dixit (Post 13345275)

Biggest thing for most people is the 30 days.

If you've got that number down, you're basically good to go.

im probably halfway there on the misfire problem. i am definitely over if you include smaller things, i should check out my paperwork over the weekend.

ipse dixit 06-04-2016 12:09 AM

Quote:

Originally Posted by bigkraig (Post 13345289)

im probably halfway there on the misfire problem. i am definitely over if you include smaller things, i should check out my paperwork over the weekend.

Feel free to PM me if you need any help.

Good luck.

FastLaneTurbo 06-04-2016 04:54 PM

Quote:

Originally Posted by fbirch (Post 13339546)

That looks terrible! Thanks for posting this pic. I'm a bit surprised that the cam lobe is contacting that shim so far off the edge of the darker central area, which I assume is the intended contact surface. It looks as if the contact area goes all the way to the edge of the shim. Would be interesting to know if that's the intended contact area, or if there was some alignment issue with this particular shim.

Passed on the Camshaft Photos to a good friend who built Engines for Porsche and Ruf for many years and is now retired with his own shop restoring old Porsches. He advised me that the Porsche 962 IMSA Engines had similar problems to ours. The cause was found to be lack of lubrication in the Camshaft Area. Porsche added an additional Spray Bar for the camshaft and Valve

Actuators and that fixed the problem.:bowdown:

meaker 06-04-2016 06:10 PM

Quote:

Originally Posted by FastLaneTurbo

Passed on the Camshaft Photos to a good friend who built Engines for Porsche and Ruf for many years and is now retired with his own shop restoring old Porsches. He advised me that the Porsche 962 IMSA Engines had similar problems to ours. The cause was found to be lack of lubrication in the Camshaft Area. Porsche added an additional Spray Bar for the camshaft and Valve

Actuators and that fixed the problem.:bowdown:

This is the new heads are for. Better oiling

robmypro 06-04-2016 06:30 PM

Quote:

Originally Posted by meaker (Post 13346785)

This is the new heads are for. Better oiling

Are we sure that new head design didn't make it into the 2015 "F" engines?

Macca 06-04-2016 09:31 PM

Quote:

Originally Posted by robmypro (Post 13346830)

Are we sure that new head design didn't make it into the 2015 "F" engines?
Yes. PET shows new heads part code for 2016- (G series) only....

doubleurx 06-05-2016 12:26 AM

Quote:

Originally Posted by Macca (Post 13347146)

Yes. PET shows new heads part code for 2016- (G series) only....
I don't know what we would do without you Macca!

Taking my 2014 time bomb on a 1600 mile road trip on
Thursday!.....fingers crossed!

robmypro 06-05-2016 01:21 AM

Quote:

Originally Posted by Macca (Post 13347146)

Yes. PET shows new heads part code for 2016- (G series) only....
Okay thanks Macca.

bronson7 06-05-2016 11:16 AM

Quote:

Originally Posted by Macca (Post 13347146)

Yes. PET shows new heads part code for 2016- (G series) only....
Good to know, thanks Macca.

levd 06-05-2016 11:31 AM

Quote:

Originally Posted by Macca (Post 13347146)

Yes. PET shows new heads part code for 2016- (G series) only....
I wonder why PAG decides to rebuild E engines then. It will obviously just
postpone engine change and make it more expensive in grand total.

bronson7 06-05-2016 11:41 AM

Quote:

Originally Posted by levd (Post 13348192)

I wonder why PAG decides to rebuild E engines then. It will obviously
just postpone engine change and make it more expensive in grand total.
Hopefully it's not because it's cheaper for now and once passed warranty, you're
on your own if the engine fails completely. :banghead:

Macca 06-05-2016 11:50 AM

Quote:

Originally Posted by levd (Post 13348192)

I wonder why PAG decides to rebuild E engines then. It will obviously just postpone engine change and make it more expensive in grand total. Lev. I believe one of the options in the bulletin is a total head replacement (cam tower). this includes cams and rocker fingers. This replacement head from PAG will be of the new design and carry additional/modified oil galleries/spray bars. The existing (E/F) oil pump is a four stage device controlled by the ECU. With a software flash it can be made to increase its pressure in various conditions. the uprated oil pump fitted to the MA175 G engines and the MA176 engines (RS) is of higher duty cycle (can push higher volumes for longer well within tolerance etc) but essentially the outcome is the same. Working logically through this an E engine with a new design replacement head, cams and rocker fingers with the possible need for a ECU software flash should be able to operate as effectively as a G engine. I would imagine PAG have recognised they cannot ship replacement engines for every client unless there is evidence of materials having entered the engine and possibly scored the cylinders or caused other damage. Early affected cars like mine and FastLanes received full new G units for rocker wear (fairly minor in my case), however I believe PAG have quickly come to realize since Jan that this is 100% probability event (i.e. all E & F engines will at some time in the future require attention. This has been my consistent view since the issues started surfacing from Nov 2014). Lubrication is the issue here....

lessthan3mph 06-05-2016 12:21 PM

Quote:

Originally Posted by Macca (Post 13348233)

I believe PAG have quickly come to realize since Jan that this is 100% probability event (i.e. all E & F engines will at some time in the future require attention. This has been my consistent view since the issues started surfacing from Nov 2014).

Thanks for the detailed information and I am not surprised to hear you say the above. I take it you also believe PAG will stand behind the engine, even out of warranty, for these issues. Macca, I really appreciate all the work you've done to inform us. :cheers:

meaker 06-05-2016 01:35 PM

Quote:

Originally Posted by Macca

Levd. I believe one of the options in the bulletin is a total head replacement (cam tower). this includes cams and rocker fingers. This replacement head from PAG will be of the new design and carry additional/modified oil galleries/spray bars. The existing (E/F) oil pump is a four stage device controlled by the ECU. With a software flash it can be made to increase its pressure in various

conditions. the uprated oil pump fitted to the MA175 G engines and the MA176 engines (RS) is of higher duty cycle (can push higher volumes for longer well within tolerance etc) but essentially the outcome is the same. Working logically through this an E engine with a new design replacement head, cams and rocker fingers with the possible need for a ECU software flash should be able to operate as effectively as a G engine. I would imagine PAG have recognised they cannot ship replacement engines for every client unless there is evidence of materials having entered the engine and possibly scored the cylinders or caused other damage. Early affected cars like mine and FastLanes received full new G units for rocker wear (fairly minor in my case), however I believe PAG have quickly come to realize since Jan that this is 100% probability event (i.e. all E & F engines will at some time in the future require attention. This has been my consistent view since the issues started surfacing from Nov 2014). Lubrication is the issue here....

This is what they did with my engine except they ended up changing the pump to the newer pump.

levd 06-05-2016 01:51 PM

Thank you, Macca!

So there's a chance engine will be virtually as reliable after rebuild as G unit. Good to know.

robmypro 06-05-2016 01:52 PM

Quote:

Originally Posted by meaker (Post 13348479)

This is what they did with my engine except they ended up changing the pump to the newer pump.

That seems to be protocol, Chris. Unless they see damage like Macca mentioned, it's new heads, new oil pump and ECU flash. And I am fine with this. No need for a new engine if top end swap fixes the issue.

levd 06-05-2016 02:14 PM

BTW, do rebuilt engines require a break-in?

carz80am 06-05-2016 02:38 PM

Quote:

Originally Posted by levd (Post 13348568)

BTW, do rebuilt engines require a break-in?

PCNA and dealer both told me no. I ripped it on the way out of the dealership and haven't let up since. I'm very tough on my cars. Got over 1500 miles so far and no issues...

Macca 06-05-2016 03:25 PM

Gents. I have no doubt that a remedy involving the complete replacement heads would be as effective as a G engine transplant.

If this was an option I was offered and understood at the time it may have well been the direction I would have gone as I would liked to have preserved my engine/chassis "matching numbers".

The up rated oil pump would be a nice to have but quite honestly is probably not critical to the function of the engine. My observation as with others is that the ECU update for 2016 cars increased the mid range pressure by around 10-15%. I would imagine this is within the duty cycle headroom of the original E pumps....

As for my views on warranty and support of E/F engine owners now and in the medium and long term future - my personal view is 100% WE WILL BE LOOKED AFTER - the issues are known, they are related to design and this is a brand halo car, they won't wish to create a bad reputation on the back of these issues. The cost of this project to PAG has not been insignificant, but the lessons learned for their racing program invaluable and compared to DieselGate this is a drop in the ocean....

I know the uncertainty for many is hard. I'm choosing to keep this car for many more years and abuse it on track. It's so good that I forgive it's transgressions, happy for PAG to cover the top end work on my track car moving forward and I'm addicted to this high revving unit - a rev limit I don't think we will see again in a road going Porsche 911....I love driving this car!

R.Deacon 06-05-2016 03:55 PM

^^^Macca

as always THANKS FOR ALL YOUR SHARED KNOWLEDGABLE CONTRIBUTIONS TO THIS CAR'S ON GOING AND EVER EVOLVING ENGINE ISSUES

Will miss meeting up , You two Enjoy your trip . Spence can give you some detail on my absence .

Just in time06-05-2016 05:37 PM

Macca, fully agree with you that 100% of all E&F motors will at some point in time require action. The question is how soon. I don't track so I would expect my engine to go on longer. That said however, I hope that PAG will not only see this as a short term issue but as a long term one.

Macca 06-05-2016 07:03 PM

Hey Raymond, no problem at all, hopefully we may alternatively see you "down under" one day :-)

Levd, I wouldn't think a break in is required unless piston/rings or liners have been changed which I don't understand to be the case here - so once fitted you can bring up to temperature and start using as intended. My advice would be to run the first tank through with varying rpms probably not exceeding 7500 - just to let the valve springs to seat and everything to heat cycle over a few times before giving it death to 9000. I really can't see a downside with an updated head of the modified design...

levd 06-05-2016 08:40 PM

Macca, thank you again! Your comments are highly appreciated.

FastLaneTurbo 06-06-2016 03:08 PM

Quote:

Originally Posted by R.Deacon (Post 13348809)

^^^Macca

as always THANKS FOR ALL YOUR SHARED KNOWLEDGABLE CONTRIBUTIONS TO THIS CAR'S ON GOING AND EVER EVOLVING ENGINE ISSUES

Will miss meeting up , You two Enjoy your trip . Spence can give you some detail on my absence .

Deacon,

We will miss you also. Macca arrived in LAX from New Zealand on June 2nd with his lovely wife and will be in the USA for almost a month. He is covering an amazing number of America's most interesting Sites, from the West Coast to Florida's Space Coast and as far South as Florida's Keys. This will include a week

at our Home in the Spruce Creek Fly-In near Daytona Beach with my local Porsche Buddies. We will also be on the Track at Sebring participating in HPDE's with Chin Motorsports 6/18 and Performance Driving Group on 6/19.

Hopefully Macca will post a Photo Recap of the interesting places and faces he encounters in the land of "The Left Hookers" in an extensive post on Rennlist.

Guaranteed to be a fascinating read for all of us. :bowdown:

TRAKCAR 06-06-2016 03:12 PM

^^ Cool, hit me up for a get together. I'll be back from last leg ED Germany on the 18th.
I'll be groggy but maybe I can meet de 19th.

Macca 06-06-2016 03:59 PM

1 Attachment(s)

Peter, would love to meet you at Sebring on the 19th if you are up for it. See how you feel after your long haul flight...

Thanks kindly Spencer (Captn MY Captn) for the US trip intro. I will certainly start a thread on our trip very shortly. Suffice to say it's a bit whirlwind!! Lunchtime finds us in the home of historic Route 66 (we have been visiting snippets of the old 66 main road America in Cali, Nevada and now Arizona on this trip), in Seligman AZ. Cute town, perfect weather....

I must say the standout experience of this trip was not Sin City nor the Hoover Dam (awesome though it is), nor firing military weapons at a range, visiting the Red canyon and Grand Canyon, driving 1000 miles of interstate.....but actually the HUGE friendliness and hospitality of the American People. Jo and I have been amazed how lovely and helpful everyone has been. This is far from our first USA trip but it seems even more prevalent this time. Having s New Zealand accent and looking like a lost foreigner probably helps I guess ;-).Your country has some great places and great people. We have loved everything so far and the best is still to come...

Anyway, sorry to digress from the oily conversation....ill start a separate post soon....

CALSE 06-06-2016 06:29 PM

Quote:

Originally Posted by ablee2323 (Post 13342632)

Calse, did you get a new engine? Sorry if I missed it in this thread.

"G" motor warranted for me.

<http://cimg7.ibsrv.net/gimg/rennlist...22f6187f09.jpg>

levd 06-07-2016 11:14 AM

Approx. 2 more weeks for my car engine rebuild, if everything goes fine. G-d, it feel so long when it's summer and you want to be on track. :(

I asked the dealer if I'm getting a new oil pump with rebuild.

Answer was "NO".

They are making "Stage 2" rebuild, which means:

Replace both cylinder heads

Replace valve drive components on both cylinder banks (camshafts, valve levers, shims)

Replace coolant regulator

No mention of oil pump, no oil pump in required parts list.

I'm puzzled.

meaker 06-07-2016 11:39 AM

Quote:

Originally Posted by levd

Approx. 2 more weeks for my car engine rebuild, if everything goes fine. G-d, it feel so long when it's summer and you want to be on track. :(

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Replace both cylinder heads

Replace valve drive components on both cylinder banks (camshafts, valve levers, shims)

Replace coolant regulator

No mention of oil pump, no oil pump in required parts list.

I'm puzzled.

How long has it been? Protocol is no oil pump just reprogram. Mine got changed cause my stock pump was not working properly.

levd 06-07-2016 12:05 PM

Car was given to dealer May 11th with misfire error. So almost a month now.

No complains about the dealer, they are following the protocol. :(

Macca 06-07-2016 01:39 PM

The original pump has enough capacity to work with the increased mid rpm oil pressure the ECU upgrade will introduce. The revised pump has better duty cycles but is probably overkill for the application. I don't believe the lubrication requirements were hugely short for this engine design, maybe 10-15% shy of ideal for the upper reaches. After all the F engines with what we assume are improved rocker coatings but similar lubrication design to the E engine have shown they are durable beyond the E on track. I think lubrication is the last and missing link for this engine (after rid bolts and finger rocket metallurgy & DLC coating). He is hoping anyhow!!

robmypro 06-07-2016 01:59 PM

Quote:

Originally Posted by Macca (Post 13353867)

After all the F engines with what we assume are improved rocker coatings... I was wondering about that. There has to be something with the F engines that is making them last longer.

bronson7 06-07-2016 05:38 PM

Quote:

Originally Posted by robmypro (Post 13353927)

I was wondering about that. There has to be something with the F engines that is making them last longer.
I'm hoping that's the case.

robmypro 06-07-2016 06:42 PM

Quote:

Originally Posted by bronson7 (Post 13354594)

I'm hoping that's the case.

I think so Bronson. By now we should have been seeing the same issues with the F engines that the E's were experiencing, and so far F instances have been minimal. I have nothing to prove this, but I suspect that, like Macca said, the coatings were probably improved in the F engines.

I guess we will just keep monitoring this thread, and time will tell.

90944 06-09-2016 09:18 AM

Mine is a 2015 GT3 with the F engine - no issues so far. When standard factory warranty expires in March 2017, I will just take the factory warranty extension option which can extend warranty for up to 10 years. So when/if the engine does eventually expire, it will be

covered. Great that you can extend the warranty this way, and of course it will help to support resale values.

robmypro 06-09-2016 11:19 AM

Quote:

Originally Posted by 90944 (Post 13359379)

Mine is a 2015 GT3 with the F engine - no issues so far. When standard factory warranty expires in March 2017, I will just take the factory warranty extension option which can extend warranty for up to 10 years. So when/if the engine does eventually expire, it will be covered. Great that you can extend the warranty this way, and of course it will help to support resale values.

How many miles, and of those how many are track?

C6 ZED 06-09-2016 07:59 PM

Quote:

Originally Posted by 90944 (Post 13359379)

Mine is a 2015 GT3 with the F engine - no issues so far. When standard factory warranty expires in March 2017, I will just take the factory warranty extension option which can extend warranty for up to 10 years. So when/if the engine does eventually expire, it will be covered. Great that you can extend the warranty this way, and of course it will help to support resale values.

Is it a given that Porsche will offer a warranty extension for our cars, especially one for up to 10 years? Has anyone asked about the cost?

levd 06-09-2016 08:13 PM

I've just bought another 2 years for 3300 EUR

robmypro 06-09-2016 10:04 PM

Quote:

Originally Posted by C6 ZED (Post 13361308)

Is it a given that Porsche will offer a warranty extension for our cars, especially one for up to 10 years? Has anyone asked about the cost?

Not happening in the USA. I tried.

ablee2323 06-09-2016 11:58 PM

Quote:

Originally Posted by CALSE (Post 13351905)

"G" motor warranted for me.

<http://cim7.ibrsv.net/gimg/rennlist...22f6187f09.jpg>

[That is a mighty fine engine.](#) Congrats.

Just in time 06-10-2016 12:28 AM

Quote:

Originally Posted by robmypro (Post 13353927)

I was wondering about that. There has to be something with the F engines that is making them last longer.

What it is? I have no idea, but can tell about the following exchange at the Porsche Corral in Daytona back in January. Following a Q&A session With PCA members I was able to start a conversation with one of the german Motorsports bigwigs that had flown in for the race. I asked him why some of the 991 GT3 engines were wearing out so quickly and when would this be addressed. He, in characteristic German accent , said and I paraphrase that when the initial E engines were replaced because of the two fires there was a forensic study to determine what had gone wrong. The study looked not only at the bolts that had caused the fires but also at other angles of the engines and that several "running changes" had been applied to the F engines. He implied this was sort of the normal process. So maybe the oiling issue or the DLC (or both) had been identified and changes were made to address those issues. Again I am just speculating but that was my take.

robmypro 06-10-2016 02:13 AM

Quote:

Originally Posted by Just in time (Post 13362078)

He, in characteristic German accent , said and I paraphrase that when the initial E engines were replaced because of the two fires there was a forensic study to determine what had gone wrong. The study looked not only at the bolts that had caused the fires but also at other angles of the engines and that several "running changes" had been applied to the F engines. He implied this was sort of the normal process.

That is awesome. This of course makes complete sense, and explains why F engines are not imploding like the E's are. It also explains why the E's get the longer warranty. I am not worried anymore.

bigkraig 06-10-2016 02:13 AM

New engine being ordered to replace my E

robmypro 06-10-2016 02:17 AM

Quote:

Originally Posted by bigkraig (Post 13362311)

New engine being ordered to replace my E

That is awesome. Problems with E's are going to lead to new engines in most cases. I think this is pretty close to confirmed.

CALSE 06-10-2016 03:44 AM

Quote:

Originally Posted by bigkraig (Post 13362311)
New engine being ordered to replace my E
Finally. Welcome to the "G" club.

Norcalgt3 06-10-2016 06:14 AM
Out of curiosity, Will all these engine replacements cause more aggressive depreciation? And what is porsche doing ti warranty the new engines?

Ddesimone17 06-10-2016 08:46 AM
Need some help

Looking to get a gt3 but after reading this thread , it adds some in-trepidation

From what I see online for sale and what I read here

Majority of 2015 are "f" which are better than E but not excluded from having issues

I could not find a for sale 2015 online w a vin w a G , do they exist ?

And there are just a few 2016 n all have a G , so not a lot choices when looking for particular color and option list

What should be my priority go w 2016 and comprise color n options or look for 2015 w an F or E w replaced engine ?

Ddesimone17 06-10-2016 08:47 AM
Oops forgot

Or go w 2014 w replaced engine

What would be the best route to pursue

odwa 06-10-2016 08:57 AM
^^^If you are interested in a 2015 with a "G" code engine I believe forum member jwalton has an exceptional example going up for sale shortly.

levd 06-10-2016 09:05 AM
Get the color and options you want, just make sure car has a warranty. Then extend the warranty when needed.

Don't let the fear make you driving the color/options you don't really want.

I am the one with E engine being in repairs right now. But I would not trade my car for MY16 white or whatever other color, including any possible PTS. I probably have a bad taste, but still. :)

Quadcammer 06-10-2016 09:19 AM
and porsche sucks again.

no surprise really. They can't build a proper engine to save their lives. Issues with every single damn motor they build, save maybe the standard 9A1.

sgroer 06-10-2016 09:41 AM

Quote:

Originally Posted by odwa (Post 13362662)

^^^If you are interested in a 2015 with a "G" code engine I believe forum member jwalton has an exceptional example going up for sale shortly.

Isn't Jon's a 15 and therefore an F engine? I though only 16's had g engines.

MileHigh911 06-10-2016 09:45 AM

Quote:

Originally Posted by Quadcammer
and porsche sucks again.

no surprise really. They can't build a proper engine to save their lives. Issues with every single damn motor they build, save maybe the standard 9A1.

.....mmmmmm..... Thanks for your input.

odwa 06-10-2016 10:09 AM

Quote:

Originally Posted by sgroer (Post 13362753)

Isn't Jon's a 16 and therefore an F engine? I though only 16's had g engines.

I know it's a G engine, he mentioned it during our discussion, I assumed it was a 15, he's had it well over a year.

CALSE 06-10-2016 11:39 AM

Quote:

Originally Posted by Ddesimone17 (Post 13362643)

Majority of 2015 are "f" which are better than E but not excluded from having issues

I would go for a 2016 to avoid the known "E" and "F" issues. Wrap it the color you like.

bruce987 06-10-2016 06:48 PM

5 Attachment(s)

Well my "G" engine arrived last Tuesday as expected. The mechanic had the old out and the new one installed in under a day. He said the new motor came with everything attached including a new A/C unit. I let him take it home and put some mileage on and of course verify no leaks and nasty messages. Got her on Thursday and runs like nothing ever happened. Unfortunately I was told I need to put at least 600 miles on her before tracking. I have track this weekend and not enough time to get the mileage. I've attached photos of the new engine and the broken pieces the mechanic found in and around the engine.

MaxLTV 06-10-2016 09:14 PM

Quote:

Originally Posted by Ddesimone17 (Post 13362646)

Oops forgot

Or go w 2014 w replaced engine

What would be the best route to pursue

If planning to drive a lot and/or track, I'd go for a '14, regardless of replaced or non-replaced engine (if it's E, it'll be replaced or repaired). '14s are cheaper and Porsche will not try to get out of getting them fixed if anything happens because the issue is known and confirmed.

If buying to collect, I'd pay extra for the '16.

The '15 is a bit more of a gamble - will they need repairs? when? what will Porsche do? Not as clear cut if they start breaking 3-5 years from now.

But ultimately, I think you will be ok with any of them. Just look for a good car and good price.

Ddesimone17 06-10-2016 09:33 PM

Thank you that's helpful

Macca 06-10-2016 10:05 PM

Quote:

Originally Posted by bruce987 (Post 13364494)

Well my "G" engine arrived last Tuesday as expected. The mechanic had the old out and the new one installed in under a day. He said the new motor came with everything attached including a new A/C unit. I let him take it home and put some mileage on and of course verify no leaks and nasty messages. Got her on Thursday and runs like nothing ever happened. Unfortunately I was told I need to put at least 600 miles on her before tracking. I have track this weekend and not enough time to get the mileage. I've attached photos of the new engine and the broken pieces the mechanic found in and around the engine.
Bruce thanks for the Intel!

Alan C.06-11-2016 12:52 AM
Glad too here that it's back together again.

CALSE 06-11-2016 12:49 PM
Quote:
Originally Posted by bruce987 (Post 13364494)
Unfortunately I was told I need to put at least 600 miles on her before tracking.
PCNA advised my shop that the 2,000 mile motor break-in recommendation applies.

robmypro 06-12-2016 12:12 PM
Hi Macca, can you provide a count of failed E, F and G engines to date based on the data you are tracking? Thanks!

Macca 06-12-2016 01:03 PM
Quote:
Originally Posted by robmypro (Post 13368176)
Hi Macca, can you provide a count of failed E, F and G engines to date based on the data you are tracking? Thanks!
Hi Rob. Unfortunately I'm travelling in the USA next few weeks on vacation so operating mostly from iPhone. Currently we are looking at 17 E failures and 4 X F with zero G. That is from this board only. I expect E and F failures to increase incrementally this summer with increased track mileage and use....

mcsms1 06-12-2016 01:18 PM
Do we know when the engine changes were instituted with the 2015 F engines? My 2014 was manufactured 9/2014 at exactly the same time the first 2015s came off the line. In fact a few 2015 buyers got their cars before I got my 2014 E engine. I suspect the first couple months of 2015s do not differ in design from the 2014s or perhaps the last of the 2014s received the newer engine despite being E production.

Historically these running changes don't always coincide exactly with the model switchover right?

Macca 06-12-2016 01:32 PM

Quote:

Originally Posted by mcs1 (Post 13368340)

Do we know when the engine changes were instituted with the 2015 F engines? My 2014 was manufactured 9/2014 at exactly the same time the first 2015s came off the line. In fact a few 2015 buyers got their cars before I got my 2014 E engine. I suspect the first couple months of 2015s do not differ in design from the 2014s or perhaps the last of the 2014s received the newer engine despite being E production. Historically these running changes don't always coincide exactly with the model switchover right?

The label on your trunk lid has your serial designation. There is no hard data on running changes between E & F. As changes to rocker coatings and metallurgy are fairly benign they could have been made at any time but unlikely before 2015 MY as first reports from customers from issue in E not reported till late 2014 in Europe due to "stop sale" from March to May/June 2014. In fact it could well be changes were not made till part way through 2015 MY as issue became more we'll known. Fact remains till lubrication was addressed 2015 MY G all E & F engines will eventually suffer similar fate when run on track. G engine running revisions were a give away due to a redesigned external oil filter and neck which then promoted us to look at PET and find updated oil pump and newly designed heads etc. for E to F these weren't obvious changes etc...

robmypro 06-12-2016 03:00 PM

Quote:

Originally Posted by Macca (Post 13368311)

Hi Rob. Unfortunately I'm travelling in the USA next few weeks on vacation so operating mostly from iPhone. Currently we are looking at 17 E failures and 4 X F with zero G. That is from this board only. I expect E and F failures to increase incrementally this summer with increased track mileage and use....

Thanks Macca. I hope you have a great US vacation!

Macca 06-12-2016 06:16 PM

Quote:

Originally Posted by robmypro (Post 13368622)

Thanks Macca. I hope you have a great US vacation!

Thanks Rob. We are having a wonderful time, the American people are treating us very well :-)

robmypro 06-12-2016 06:32 PM

Quote:

Originally Posted by Macca (Post 13369032)

Thanks Rob. We are having s wonderful time, the American people ate treating us very well :-)

Awesome. As we should be!

levd 07-14-2016 08:24 AM

My car started misfiring 10th of May, and been in dealership ever since, except for 1 day when they swapped the coils and asked me to test car on track, following the PAG protocol. It only took 2 laps to get misfire again. Then PAG decided engine will be rebuilt, not replaced. I'm waiting ever since, "enjoying" loaner Macans and Panameras that I'm not allowed to track.

So it's already more than 2 months.

Hopefully I will get my car tomorrow, at least that's what they are promising. Having a track day at Sunday, hoping car will behave well.

I still have 2 more issues unresolved:

1. Paint is heavily falling from the lower side of a car. I have a several 1 euro coin size spots of fallen paint. White over back car. Looks ugly.
2. PDK is working strange in city traffic. When I drive slow, and trying to accelerate smooth, I see RPM's going up and also hear the sound, but there's no acceleration. Then car jumps forward, as something was holding it before, then released. It's even worse with elevation (loading car on trailer is tricky. You try to go up, car stays still. RPM's go up to 3-4000, then car jumps forward. Bloody scary.) PDK was recalibrated at the dealer's in May, but nothing changed.

I can say, I'm more than unhappy Porsche customer. Any advices on how I can probably get some compensation from PAG will be much appreciated.

Car has warranty and I bought it second hand from Porsche Berlin dealership, then brought it to my country. First owner of this car was PAG itself. I'm the second owner.

Quadcammer 07-14-2016 09:55 AM

how do people think this is ok?

Porsche is pathetic.

robmypro 07-14-2016 09:58 AM

Quote:

Originally Posted by levd (Post 13450137)

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Sorry to hear that. I would be upset if I had those issues, and that delay. I hope you get it all sorted.

bronson7 07-14-2016 10:52 AM

Definitely need to ruffle some feathers. Send off emails, especially to your region Porsche office (equivalent to our PCNA office). Kick a\$\$, don't take no for an answer. Best of luck. Keep us posted.

SmokinGTS 07-14-2016 11:11 AM

This is why we have a Lemon Law in this country.

KINGSRULE 07-14-2016 11:13 AM

You know, full disclosure from Porsche on what is going on with the motors and what running changes were or were not done before the completely revised G motors would be nice. There is enough documentation in this thread alone were Porsche cannot deny there are issues so please just give us the facts and end the speculation.....

Jimmy-D 07-14-2016 12:04 PM

That is why I sold mine 5-6 months ago. It was a 2014. I do not care how fast the car was but I eventually the engine would need to be rebuilt or replaced. Although we will know in 6 months even if these rebuilds work. Plus- I do not trust Porsche nor any other car Company to honor things out of warranty. In the end, I wish I never took Ownership after car sat 5 months at the Port for the first engine swap. But- it is what it is and I got out actually ahead. I do commend those willing to stick this out because it takes a lot of mental fortitude.

I hope all works out for every one but Porsche is hiding some thing and just playing the number's game.replacing all these engines would be the right thing but they are avoiding this media disaster

mikemessi 07-14-2016 12:11 PM

Quote:

Originally Posted by levd (Post 13450137)

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I might have missed it but what year is your car? Sorry to hear about your issues.

levd 07-14-2016 12:17 PM

MY 2014, first registration November 2013

Macca 07-14-2016 08:19 PM

Levd. There is no doubt you have had a rough time of it recently with your GT3. A shame as you seem to have been enjoying it up until May on the track...

The paint issue is an unusual one. It's the first time I've heard of this. I have slot of stone rash on the lower sills and a few chips on the upper rear fenders of my early build white car, most of it from our very dirty roads and tracks but it's not out of synch with what I would expect from the use it's had. My wheels however are badly chipped in the spike recesses again from all the loose stone on our road that spins inside the barrel of the wheel until it is thrown out at which time it chips paint off the leading edge of the spokes. Already had them re painted once, not in a hurry to have it done again as it will return so will leave till next year...

With regard your second issue this has been reported by two other owners one who posted in the last week or two if you search and the other was Allan who's avatar is a Mexico blue 991 GT3. So it's a known issue and if I recall has something to do with a switch or sensor, maybe throttle related. It appears as a gearbox issue but apparently is not. Their symptoms are identical to yours so if you check with them what the fox is in sure you can get the tech to remedy this one ASAP. Once you have that sorted and with the newly rebuilt engine out on track I'm sure by the end of summer things will seem much more positive again, although I agree it's disappointing...

Jimmy - you mention regularly on this board how you sold your GT3 and you are glad you avoided any Maladys. To be honest with a 2015 car used only on the street I doubt this would have been an issue for you. I've noticed some people get a bit paranoid with these things and need to move on, and that's fine too. However most of us that have

had issues with the engine (I think I have 25 examples from RL since I've been tracking this last 18 months), simply have the remedy addressed pocket the compensation and move on. Most of us are barely inconvenienced although I will be the first to admit it's a bit disconcerting PAG had such issues at all in the first instance. Once you are on the track the car is really that good these feelings evaporate. This is a car that can be driven long distances in the road to a track, lap all day at the front of the field and driven home straight out of the box without geo changes or upgrades. The tyres even last ok with stock settings. But most importantly for myself and many others, this is a 911 and a GT3. Porsche will stand behind these early engine faults long after warranted if that I'm certain. It's a new age, this is all documented on RL and social media and the GT3 is the core of brand value for PAG who are turning the latest cars into higher volume "cash cows" now. Just IMO of course. Each to their own naturally....

Just in time 07-14-2016 08:59 PM

Quote:

Originally Posted by Macca (Post 13451800)

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+1

MileHigh911 07-14-2016 11:52 PM

What is interesting is that PAG should be more open to their loyal customers, who are just using their GT cars as AP wanted us to, and designed them to be used. The lack of communication tends to be a problem, and almost always results in one side being upset with the other. Just like in any relationship.

Jimmy-- I do get a kick out of your lurking. You moved on to your GT4. Didn't lose money on your GT3. Was paid compensation early on. Didn't track the car. Didn't have multiple E engine failures. You must not have been too upset with PAG, or the basic 9a1 engine design. And why do all the GT4 guys wish they had the GT3 motor dropped into the GT4? !?!?!?weird request!?!?!? Anyway....enjoy your GT4, a perfect street enthusiast car, plenty capable on the track. Let's hope it doesn't have any issues either.

robmypro 07-15-2016 01:52 AM

Quote:

Originally Posted by Macca (Post 13451800)

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+1000

mcsms1 07-15-2016 02:25 AM

Quote:

Originally Posted by Macca (Post 13451800)

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As I am an original owner of a 2014 GT3, I would like to think you are spot on, however, I would hate to be stuck facing the cost of an engine rebuild or new engine outside of warranty. Will Porsche see fit to do the right thing? Perhaps, but for how long? Barring some written assurance from Porsche, the prudent thing would be to exit this car before the warranty expires. If they want to cover this on an as needed basis vs. some recall measure, they could simply extend the

warranty on the engine to 10 years. Their election to not do so, is therefore concerning.

Like you, I will not be an early adopter next go round.

ipse dixit 07-15-2016 02:36 AM

Quote:

Originally Posted by MileHigh911 (Post 13452326)

What is interesting is that PAG should be more open to their loyal customers, who are just using their GT cars as AP wanted us to, and designed them to be used. The lack of communication tends to be a problem, and almost always results in one side being upset with the other. Just like in any relationship. How is Porsche not being "open"?

And from what you say, do you mean to suggest that Porsche should not be more open to unloyal customers?

ShakeNBake 07-15-2016 02:40 AM

They're getting fixed right? And probably throwing in some comp if the car is out for more than a month. They're doing a good job of it IMO. Not much else they can do except maybe throw in an extended warranty. Even mezzers wore out eventually, just like any track car motor will.

nxfedlt1 07-15-2016 03:41 AM

for those of us who havent had a motor replaced or repaired, is there any way to ensure we can get this to occur? I'd feel safer knowing that I at least have the updated parts.

Macca 07-15-2016 05:24 AM

Quote:

Originally Posted by nxfedlt1 (Post 13452627)

for those of us who havent had a motor replaced or repaired, is there any way to ensure we can get this to occur? I'd feel safer knowing that I at least have the updated parts.

Yes. I felt the same way. Drive the heck out of it (particularly on the track). It took 9 track days and 6000 fast road miles for my 2014 E to expire and I aware of a number of others that have failed within 9-15 hard track days and some street miles. By comparison my G has been in 5 months and done 80% of that already without a single issue. To be frank I would not expect any work should be needed on this engine for another 40-50 track days and 20k fast road miles (I.e. It should be a 80-100 track hour engine in pump gas), before I believe it would be

reasonable that for that use age I may need to open the top end and look at replacing rockers and springs.

My 993 track car has been good for this usage and as yet to need too end work though I concede it runs only to 7000 rpm redline from factory (6750 actually but I have the limiter lifted a little) which I'm pretty certain does make a reasonable difference to ultimate valve train longevity. The older engines were designed with a considerable amount of "headroom" to account for the fact they could not be metered as effectively but these DFI units seem to have much lower headroom with the view that individual cylinder monitoring for VE, fuelling and timing means they can work more efficiently with the variable parameters thrown at them in real time. I'm not an engineer but I have spoken now to many on this specific issue - my word is not gospel but my theory is sound I believe.

The design flaw I believe was fundamentally two fold. The finger rockers were an immature technology for PAG on this engine both in terms of metallurgy and the coating (DLC) and the oiling facilities in the original head design were not adequate to prevent mid rev engine range lubrication. The former issue was dealt with on the F engines and those that are owned by track junkies using them exclusively as track cars like OrthoJoe and Manifold, Rm21 and others in Europe have run generous hard track miles reliably at this point. However it was not until fortifying the MA176 (RS) unit for delivery that design changes were made in the head design to incorporate additional spray oil bar and with an upgraded electronic oil pump (essentially the same unit in the GT3 but designed for more robust high duty cycles as an additional precaution) and the corresponding ECU software update to run higher mid range oil pressure that the issue was finally deemed to be resolved (and that is of course proven today until these cars have done more mileage). These changes were carried forward for the G series MA175 GT3 units 2016MY. It is also possible 2015MY cars had revised ECU software to address mid range oil pressure (I do not have conclusive evidence on this although I believe it could be the case) which has aided their longevity.

One world class race engineer I had the pleasure to meet recently in the USA, claimed a similar issue occurred in all the 962 factory race engines until the incorporation of an additional oil spray bar. He worked on these engines exclusively for Porsche during campaigning in the 90s.

Porsche may not have picked up this issue initially as bench running these engines after the 2014 rod bolt recall was likely focussed around maximum rpm durability and rod/bolt integrity not a combination of many miles of 2-4000 rpm engine "lugging" that becomes more apparent in real world customer cars. Lastly from an engineering stand point there is a possibility crank case ventilation may be in part a contributing factor in this new dry sump engine. We all know how sensitive these engines are to a precise oil fill and I wonder if PAG had some challenges in this area that could have exacerbated the overall shortcomings in lubricating the valve train. Whatever the causes am told by a reliable source that since last Nov/Dec all these issues have been relegated to the past with the new DFI race engine which the engineers apparently continue to be confident in. Those engines debuted at Daytona and have now been run in three or four large international meets without significant issue.....,

levd 07-15-2016 05:38 AM

Quote:

Originally Posted by Macca (Post 13451800)

Levd. There is no doubt you have had a rough time of it recently with your GT3. A shame as you seem to have been enjoying it up until May on the track...

Thank you, Macca!

Then I definitely need to find these two RL'ers who had the same transmission problem. I don't want to stuck with transmission rebuild for months. It's only 5 months of driveable weather here and I already missed half of it this year. Your info about this issue is very valuable, I hope I'll find these guys here.

In your opinion, can I ask PAG for some compensation and what can it be? Money? Warranty extension (I already bought it up to Nov. 2018 anyway)? Allocation for a nice GT car? Something else? Or they will just laugh to my face and tell me I've got my repairs and supercool loaners?

Macca 07-15-2016 06:01 AM

Quote:

Originally Posted by levd (Post 13452701)

Thank you, Macca! Then I definitely need to find these two RL'ers who had the same transmission problem. I don't want to stuck with transmission rebuild for months. It's only 5 months of driveable weather here and I already missed half of it this year. Your info about this issue is very valuable, I hope I'll find these guys here. In your opinion, can I ask PAG for some compensation and what can it be? Money?

Warranty extension (I already bought it up to Nov. 2018 anyway)? Allocation for a nice GT car? Something else? Or they will just laugh to my face and tell me I've got my repairs and supercool loaners?

Levd. Over here we both were given two additional years warranty at no cost. This would usually be just under 2000 E per year. As we both get noted to keep our 991 GT3 until end in 2018 and our factory warranty was running out end of 2016 this seemed fair value and good peace of mind. In your case I would be asking similar in cash compensation (4000E) sighting lost track time and important social fixtures. It is indeed the case the issue has become interrupted at least 2 track days you paid for directly when the engine failed first time and second time when testing their fix with the plus/leads. Alternatively if cash compensation is an issue for them from an accounting perspective then two sets of MpSC2 tyres would seem reasonable to me, and god knows (as well as GT3/RS track junkies) you will surely use those up within 12 months! I know some in US with this issue have had cash compensation you can find mention of it on one of the other engine failure posts but they have not said in public how much, usually if they have the car on finance it has been their monthly payments etc. For the gearbox issue its was a recent thread posted on in the last few weeks but on limited bandwidth here where I am today it may be quicker to find. If not I will take a look for you. It's an absolutely identical issue your symptoms are exactly the same, latency under throttle fort been nine to build power in low rpm then it kicks in. Memory says it's some kind of eke tropic sensor or switch that needs addressing but unsure if consensus was this solved the issue 100%.

If not this then my money is on micros witch within PDK unit mounted in plastic bracket. A local specialist here has taken to stripping down a PDK unit as he be,urges PAG will eventually stop swapping full units out after warranty and he hopes to get the business to report. He told me the factory made a mistake using a cheap 10c part to mount this important switch, the mount fatigues with the heat in the box and fails locking the be engine into a specific gear range. Usually this is the loss of gears on a pinion like even gears a no reverse which is not your issue. There have been 3-4 PDK issues reported in these boards (relatively few given the number of cars, use and miles), and in all cases OAG have replaced entire unit with news s is their current policy. Usually car is down for 2-3 weeks. Maybe run a few track days first and then demand gearbox replacement end of summer then ask for more compensation again. After 3 years you have newly rebuilt engine, new gear box and compensation. As I say to myself wife who looks at me with incredible eyes when these issues have happened (for us three engines), the GT3 is the "gift that keeps on giving". With cash

compensation in 2014 and third year warranty extension plus lately two more year I figure a new gearbox might be nice for me to have in winter along with some Porsche Exclusive winter wear compensation to make my cost of ownership with this car low and make up for my buddies who laugh at/with me! I have been a loyal ambassador for their 991 GT3 from the beginning after all!! The thing Ng that really amazes me in some market like UK and US these cars are 2.5 years on worth more than new price! Ha!

levd 07-15-2016 06:27 AM
Macca,

Did I found the right one?

<http://rennlist.com/forums/991-gt3-g...-cylinder.html>

[BTW I left foot brake, always.](#)

[Macca](#) 07-15-2016 07:12 AM

Quote:

Originally Posted by levd (Post 13452734)

Macca, Did I found the right one? <http://rennlist.com/forums/991-gt3-g...-cylinder.html> [BTW I left foot brake, always.](#)

[Yes that's the one!!](#) You may have to give up the LFB technique?

levd 07-15-2016 07:16 AM

I can live with this issue if it's really a side effect of LFB. It never appears on track anyway.

The easy way to test is city driving with RFB for a while. Like 2 weeks. I'm not sure I'm still able to RFB, whole RFB concept sounds weird for me :) , but I will try.

One big downside of LFB is you're getting scared of using manual on track. So maybe it's time for me to re-learn back to RFB. Majority does it and I'm not nearly great driver anyway, so I think following the majority can not be a bad choice for me. Also RFB means much less pads and rotors wear, which is nice.

Macca 07-15-2016 07:18 AM

Also for what it's worth do you have cruise control? I do not and I was LFB for a while in this car without issue. I gave up LFB when I found very little advantage with it on track but that thread has me wondering if the issue is prevalent over time with cars that have cruise control

because of the additional sensors and software? Many US cars have cruise but it's not needed much here....I'd be curious if you have cruise control. Anyway this thread may give you dealer a clue to what parts to replace...

levd 07-15-2016 07:22 AM

I have CC. Hardly ever use it, but I have it.

Macca 07-15-2016 07:49 AM

That seems like the commonality in the limited instance of this issue so far. There may be additional sensors, switches and/or programming (ie separate ECU) for managing the cruise for nations which get confused with the LFB...

MileHigh911 07-15-2016 08:11 AM

Quote:

Originally Posted by ipse dixit

How is Porsche not being "open"?

And from what you say, do you mean to suggest that Porsche should not be more open to unloyal customers?

Don't twist it backwards to mean something else. All of this RL chatter about engine replacement fears, and what truly is the difference with the E,F,G engines, and whether Porsche will stand behind their product if there is a future problem, etc etc comes from the fact Porsche has been tight lipped since the Con-Rod issue. Due to the concerns by PAG to fall on their face before they even got past model year one GT3 991 cars, they properly recalled, investigated, found a fix, and reported to all what they found the issue to be. They even proceeded to put the engine (4.0 L derivative) into Motorsports, further convincing their loyal customers that this was the next Mezger. They even compensated these early adopters.

Since then---crickets from Porsche. We have RL members tracking how many engine failures, we have RL members that could diagnose the symptoms before the dealer techs (they simply follow the steps to see if the top end or engine needs replacement). Dealers are essentially clueless as to what has been changing and why.

Through all of this, Porsche has not informed anyone yet about changes to the top end. Was it a DLC problem (and how/when did they change/fix it), Oil filter changes because why? , extra oiling of the top end? (Keep in mind typically you can find PET diagrams of any changes---but the 991 GT3 3.8L PET diagrams are secret I guess).

Loyal Porsche customers still stick by the brand, still purchased the car through 2015 and 2016. Still own the car today. I would think an "unloyal" customer has already dumped the car back into the market and doesn't care. They switched to a Ferrari or McLaren or a Lambo. They are not waiting to buy the next GT car from this brand.

Macca 07-15-2016 09:12 AM

Quote:

Originally Posted by MileHigh911 (Post 13452812)

Don't twist it backwards to mean something else. All of this RL chatter about engine replacement fears, and what truly is the difference with the E,F,G engines, and whether Porsche will stand behind their product if there is a future problem, etc etc comes from the fact Porsche has been tight lipped since the Con-Rod issue. Due to the concerns by PAG to fall on their face before they even got past model year one GT3 991 cars, they properly recalled, investigated, found a fix, and reported to all what they found the issue to be. They even proceeded to put the engine (4.0 L derivative) into Motorsports, further convincing their loyal customers that this was the next Mezger. They even compensated these early adopters. Since then---crickets from Porsche. We have RL members tracking how many engine failures, we have RL members that could diagnose the symptoms before the dealer techs (they simply follow the steps to see if the top end or engine needs replacement). Dealers are essentially clueless as to what has been changing and why. Through all of this, Porsche has not informed anyone yet about changes to the top end. Was it a DLC problem (and how/when did they change/fix it), Oil filter changes because why? , extra oiling of the top end? (Keep in mind typically you can find PET diagrams of any changes---but the 991 GT3 3.8L PET diagrams are secret I guess). Loyal Porsche customers still stick by the brand, still purchased the car through 2015 and 2016. Still own the car today. I would think an "unloyal" customer has already dumped the car back into the market and doesn't care. They switched to a Ferrari or McLaren or a Lambo. They are not waiting to buy the next GT car from this brand.

Well said and spot on. Porsche have done what any large public company would be advised to do in these circumstances (and say nothing) and get on with business. We may not like that as customers but from a purely prudent business strategy point of view it is a smart move on their part. Other manufacturers are the same. The dealer network is an enabler - nothin else - and probably the least trust worthy link in the supply chain. Even component suppliers probably have more clue to what is going on in doe circumstances. Many forget that with this car there was a very early "recall" before the car was even delivered when 4 weeks into production they determined a rework was required on completed cars. Those first cars destined for the east (UAE) were stored until the fix was applied whilst the delivery timeline for US and other cars was delayed. My ROW car was caught up with this and was due for production September but delayed till Nov 27. I had flights

(and my life) on hold for a DE delivery that took place eventually at short notice in early Dec 2013. Those around since the beginning will remember this. At the time I had good source close to factory and was told the issue was an upgraded transmission cooler for the PDK but to this day we were never told and never will be. The result of all this is they made less 991 GT3 than they will likely finish making RS or GT4 or any future GT3 cars in this post VAG/Dieselgate world. That and the history with this cars development and the 9000 rpm rev limit will all be unique to this model for all of time. For good or bad, but with the way these things go for collectors one day I suspect for the good (values etc).

Its interesting what you say about the vagueness of PET because I've been recently trying to get a copy of 991 RS PET and still cannot (someone help me?) although my dealer has it as well as updates including 2016 G engine parts numbers changes. Charles Dundon also acquired these early on and shared some insights including a change in the rocker finger and tap pet part number (revision) for the F engine cars and the complete head part number revision for the G engine car including a number of other parts like rings and oil pump, filter and filter neck etc. changes were made but PAG have been dubious to allow these to filter online via .pdf PET updates one assumes because "prying eyes" will immediately determine the running changes that have been incorporated. Subsequently the G 991 GT3 MA175 engine is probably the most scrutinised production engine they have ever made. It would not surprise me to find them ended up using the space metal crank as well essentially taking the MA176 RS engine they were happy with and de-evolutionising (new Word) it to ensure it was the final word in reliability. A de stroked 4.0L with a lighter piston head and higher red line (a headline figure I bet they never allowed marketing to convince them to use). The RS was born for a 9000 redline - some of the original marketing videos they released for the car stupidly left the original tacho footage in place (they are on YouTube now forever!) obviously filmed in 2014 before the stop sale, but these were de tuned to "8800" a figure that in reality can not be achieved in one gear and to this day I can't fathom how the media missed it. Clearly PAG are too moorland to the motoring media for them to fall foul. The 911R goes one step further in having a hard rev limit if 8500 and no longer is the redline marketing gambit! The reality is even the G Bd RS engine may not be ultimately fail safe I'd pushed hard for long enough, as even the racing program was enveloping the engine further long after the RS and G went into production. Let's face it the Mezger took 25 years to become what it was and even in its last iteration it was not bullet proof (4.0L RS). Just talk to the old timers about timing belt issues, 964 with

least gasket less heads and ionising distributor cap arms, stretching head studs, 993 wring loom issues leading to fires let alone the MA96 pours bores D RMS issues...the list goes on, nothing is perfect first time around. Porsche may be good but I increasingly believe without motorsports and particularly in history US based private race teams to AUD development f their engines filtering down into production their engines would never have been half as reliable as they even are now. Without US money and technical input and volume sales (thus customer proto typing!) their development cycle would have been much slower....

There is a lot going on in this story and plenty that is untold. One day someone may uncover the whole truth but I doubt it. Ne thing is sure - it adds a tonne of mystic to this model like it or not. I for one would not have met as many of you and made so many contacts and friends via this car if it had run like clockwork out of the box. In some strange way it's endeared me to my 991 GT3 and as I said before I sometimes laugh and say it's the gift that keeps on giving!!

lessthan3mph 07-15-2016 11:13 AM

Thanks for all the info. I have learned so much from you, Macca, and others on here.

levd 07-15-2016 12:13 PM

Got my baby back.

G-d, I almost forgot how beautiful it looks and drives! I don't know any other car like this.

Engine rebuild took 2 months and 1 week. Could be quicker, but new upper part from PAG was defective, so they needed to get additional parts and repair it. Bad luck.

Dealer will try to negotiate some compensation for me from PAG. They said worst scenario is I'll get some coupons for Porsche Driver's Selection, as PAG gives some to dealers for promotional purpose. I would really hate it, but I mostly unlucky with lotteries, so there's a chance I'll just get another Martini umbrella (the last one only survived for 5 minutes). Hopefully PAG will give me something better than merchandise coupons :(

Learning back to RFB. Need to master it till Sunday, to feel comfortable on track. Seems far easier than learning LFB. So far.

Really hope my transmission issue will be resolved with this. Thanks, Macca! As always, your help is precious. :bowdown:

Asked the dealer about 991.2 GT3. No new info.

Jimmy-D 07-15-2016 12:56 PM

Quote:

Originally Posted by MileHigh911 (Post 13452326)

What is interesting is that PAG should be more open to their loyal customers, who are just using their GT cars as AP wanted us to, and designed them to be used. The lack of communication tends to be a problem, and almost always results in one side being upset with the other. Just like in any relationship.

Jimmy-- I do get a kick out of your lurking. You moved on to your GT4. Didn't lose money on your GT3. Was paid compensation early on. Didn't track the car. Didn't have multiple E engine failures. You must not have been too upset with PAG, or the basic 9a1 engine design. And why do all the GT4 guys wish they had the GT3 motor dropped into the GT4? !?!?!?weird request!?!?!? Anyway....enjoy your GT4, a perfect street enthusiast car, plenty capable on the track. Let's hope it doesn't have any issues either.

Not a lurker but an enthusiast. In the end all ended well and, yes, Porsche did me right . But- I am still a little irritated by all of this. In a way; I wish all of this hanging in the back of my mind did not influence my decision to sell it. I would be lying if I did not admit this- and I am not alone here. And, yes I would love to have an updated version of this engine in the mid-engine GT4. To me, that would be the best of both worlds but then that car would probably be unattainable.

I am sorry if my bantering about this topic is unfair and it probably is for the current Owners. But, I also know that all of this is in the back of many people's minds here or this thread would not have so many hits.

I do wish Porsche would publicly insure all the Owners of the potential issues and reassure that they will be taking care of all even after warranty. If not, they will kill the resale on these and unfair to all.

KINGSRULE07-15-2016 01:34 PM

So now you can/cannot LFB,RFB, engage cruise control, can't drive around town...WTF,? Can't get a PET. Where are the end of the faults in this car?

This is a Porsche GT car! Heck its a Porsche, period. It should have been completely sorted before it was sold. I understand the bad rod

bolts but you cannot convince me Porsche didn't know about the valve train issues, poor oiling , plastic bracket in PDK, etc. All pointing to poor designs. These are MAJOR issues, not some recall for a rattle!

These all had to crop up in the mileage testing. It appears more and more like this model was rushed to market. I'm willing to say Porsche bet on the larger tolerance P car owners seem to have regarding major faults and repairs and took a gamble and released this car not ready. (Gotta keep the #1 profit automaker status)!

The only thing that should satisfy all of us is FULL DISCLOSURE from Porsche on all of these things and a plan to resolve them for every owner....

doubleurx 07-15-2016 01:47 PM

Quote:

Originally Posted by KINGSRULE (Post 13453541)

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The only thing that should satisfy all of us is FULL DISCLOSURE from Porsche on all of these things and a plan to resolve them for every owner....

Well FWIW, the majority of us GT3 owners have had zero issues so far. Other than the original stop sale, my GT3 has been flawless.

We only hear of the failures on this thread which everyone should realize is a very small percentage of the overall cars out there. I've still got several years of warranty left, so I'm not to worried about anything yet. Hopefully in that time we can narrow down the issue and get all these amazing cars to be as flawless as possible for everyone.

KINGSRULE07-15-2016 01:50 PM

Quote:

Originally Posted by doubleurx (Post 13453576)

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And this is the kind of response that gives Porsche reason to say "see, most don't care".....thanks for that.

mwar99 07-15-2016 02:28 PM

He's not saying he doesn't care, he's saying he hasn't had issues, along with the majority of owners. Big difference.

I'm not thinking about it until something happens. Until then it's a get out and drive the car (and hard on the track) mentality. Otherwise how can you enjoy the wonderfulness of the GT3?

ipse dixit 07-15-2016 02:33 PM

Quote:

Originally Posted by doubleurx (Post 13453576)

Well FWIW, the majority of us GT3 owners have had zero issues so far. Other than the original stop sale, my GT3 has been flawless.

We only hear of the failures on this thread which everyone should realize is a very small percentage of the overall cars out there. I've still got several years of warranty left, so I'm not too worried about anything yet. Hopefully in that time we can narrow down the issue and get all these amazing cars to be as flawless as possible for everyone.

Quote:

Originally Posted by KINGSRULE (Post 13453587)

And this is the kind of response that gives Porsche reason to say "see, most don't care".....thanks for that.

I think you're reading doubleurx's response wrong; or perhaps you just didn't read it.

Nothing was said to suggest that people don't care. In fact, people probably care too much.

I think the point that was trying to be made by doubleurx is that if you read these forums enough you start to believe these cars will simply break apart in a stiff wind.

Just not the case.

Yes, there have been issues. And many of them. And for the most part Porsche has addressed them.

There will always be issues with mechanical things like cars. We shouldn't be concerned so much with whether the car will break down, but whether and how Porsche responds when the car does break down.

Jimmy-D 07-15-2016 02:35 PM

Quote:

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I do not disagree. I had no issues with my GT3 other than the original "stop sale" that my car sat at the port but Porsche kept me whole and the replacing of the Thermostat which I am not hearing any more issues from others' so hopefully this has been rectified.

My trade to the GT4 was more motivated by returning to the third peddle, and I have always found the Cayman to be the prettier of them both dating back to my first Porsche in 2006 which was a Cayman S. The GT3 is awesome and may trade back when they put a Manual in it but the GT4 would be very difficult to surrender now because it has spoiled me

doubleurx 07-15-2016 02:50 PM

I do really care or I wouldn't even be reading this thread. I love this car, and I want the potential issues addressed by all means. I was more addressing the comments that make the car sound like it is an unreliable piece of crap. Heck even most of those that had the major issues come up were able to drive it to the dealership.

Also I just realized I forgot about my coolant hose blowing off, so I guess I did have one issue. It was the main hose on top of the motor that has a clamp. The clamp was simply not engaged and it wiggled free.....doh! Boys at the factory installing the new motor a little too quickly?

Quadcammer 07-15-2016 03:18 PM

Quote:

Originally Posted by KINGSRULE (Post 13453541)

So now you can/cannot LFB,RFB, engage cruise control, can't drive around town...WTF,? Can't get a PET. Where are the end of the faults in this car?

This is a Porsche GT car! Heck its a Porsche, period. It should have been completely sorted before it was sold. I understand the bad rod bolts but you cannot convince me Porsche didn't know about the valve train issues, poor oiling , plastic bracket in PDK, etc. All pointing to poor designs. These are MAJOR issues, not some recall for a rattle!

These all had to crop up in the mileage testing. It appears more and more like this model was rushed to market. I'm willing to say Porsche bet on the larger tolerance P car owners seem to have regarding major faults and repairs and took a gamble and released this car not ready. (Gotta keep the #1 profit automaker status)!

The only thing that should satisfy all of us is FULL DISCLOSURE from Porsche on all of these things and a plan to resolve them for every owner....

Thank you. Its amazing what people will put up with. Every single engine porsche produces has one issue or another. Its unreal that people consider this company a pinnacle of engineering. They build **** and charge out the ass for it. Its truly pathetic.

Quote:

Originally Posted by doubleurx (Post 13453576)

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It will be perfect until its not. Have you examined your rockers or camshafts? Do you know what condition they are in? Perhaps in another 100 miles you will have a major issue arise.

Luckily all this stuff has come up prior to the end of the warranty period. Porsche goodwill is an oxymoron.

neanicu 07-15-2016 03:29 PM

Quad,how are your 993TT and 997TT doing? Lol!

Quadcammer 07-15-2016 05:58 PM

Quote:

Originally Posted by neanicu (Post 13453864)

Quad,how are your 993TT and 997TT doing? Lol!

They are fine. But i'm sure my 993 valve guides are worn, and my 997 is a few miles away from a spun camshaft sleeve or water fitting issue.

I mean I'm not expecting toyota sedan levels of reliability here, but these are basic engineering/material quality scenarios that porsche seems to continuously have issues with. maybe its purposeful to drive their service departments. who knows.

Macca 07-15-2016 06:39 PM

Quote:

Originally Posted by KINGSRULE (Post 13453541)

So now you can/cannot LFB,RFB, engage cruise control, can't drive around town...WTF,? Can't get a PET. Where are the end of the faults in this car? This is a Porsche GT car! Heck its a Porsche, period. It should have been completely sorted before it was sold. I understand the bad rod bolts but you cannot convince me Porsche didn't know about the valve train issues, poor oiling , plastic bracket in PDK, etc. All pointing to poor designs. These are MAJOR issues, not some recall for a rattle! These all had to crop up in the mileage testing. It appears more and more like this model was rushed to market. I'm willing to say Porsche bet on the larger tolerance P car owners seem to have regarding major faults and repairs and took a gamble and released this car not ready. (Gotta keep the #1 profit automaker status)! The only thing that should satisfy all of us is FULL DISCLOSURE from Porsche on all of these things and a plan to resolve them for every owner....

Yes u may be re,actively new to Porsche. Every Porsche I've owned over 20 years has a weakness in design apparent over time. The plastic bracket in the PDK has been there since 2011 and as far as I'm aware the PDK transmission has proven to date very reliable. The weakness in design may even have been addressed in the PDK production already. The gearbox specialist I spoke with had torn down a 2012 box for inspection. The LFB issue with the brake switch has only been mentioned by three folks on this board since the board started so I would not say its wide spread. I often LFB my car and never had an issue. I suspect it's something to do with cruise control hardware/software and I don't have cruise control. When you consider

the number of GT3 on this board and others infrequent and the use these cars are getting on road and track (they are on average doing much more mileage than prior GT3 generations) then comparatively the sues are very minor as there were issues with prior gen GT3 as well (my 996 GT3 suffered from split header tanks, noisy rear diff with frequently worn diff plates and an interior that wore way too quickly, brakes that weren't quite up to the task and a failed abs unit). The 993 suffers accelerated valve guide sleeves and on US cars the SAI system causes accelerated carbonisation of the ports etc. anyone who has been in this game long enough knows these are things that happen. The single stand out area of reliability concern for the 991 GT3 was the E/F engine Maladys the subject of discussion here...

Macca 07-15-2016 06:43 PM

Quote:

Originally Posted by levd (Post 13453293)

Got my baby back. G-d, I almost forgot how beautiful it looks and drives! I don't know any other car like this. Engine rebuild took 2 months and 1 week. Could be quicker, but new upper part from PAG was defective, so they needed to get additional parts and repair it. Bad luck. Dealer will try to negotiate some compensation for me from PAG. They said worst scenario is I'll get some coupons for Porsche Driver's Selection, as PAG gives some to dealers for promotional purpose. I would really hate it, but I mostly unlucky with lotteries, so there's a chance I'll just get another Martini umbrella (the last one only survived for 5 minutes). Hopefully PAG will give me something better than merchandise coupons :(Learning back to RFB. Need to master it till Sunday, to feel comfortable on track. Seems far easier than learning LFB. So far. Really hope my transmission issue will be resolved with this. Thanks, Macca! As always, you're help is precious. :bowdown: Asked the dealer about 991.2 GT3. No new info.

Great to hear Levd. To be honest RFB is very easy to do, it's how 99% people drive 2 pedal and it will become natural almost instantly. It requires less relearning of the foot because the right foot is already accustomed to subtle pressure application from many years on the accelerator where as the left foot has historically only stabbed the clutch...

I hope you do better than a t shirt for compensation. Push hard on them.

I'm sure the engine will now be bullet proof with the new designed heads. Take it to the track and push it hard :-)

Macca 07-15-2016 06:44 PM

Quote:

Originally Posted by lessthan3mph (Post 13453125)

Thanks for all the info. I have learned so much from you, Macca, and others on here.

My pleasure mate, we are all in this together...

robmypro 07-15-2016 06:50 PM

When I buy a street legal race car I expect to experience some issues. I am just happy a company like Porsche builds such a machine, and warranties it for track use to boot!

But I also understand how frustrating it can be when problems arise. It sucks, especially for that money. I am just not willing to crucify Porsche for it. Essentially...

991 GT3...Best.Car.Ever.

Just not perfect.

bronson7 07-15-2016 08:03 PM

Quote:

Originally Posted by lessthan3mph (Post 13453125)

Thanks for all the info. I have learned so much from you, Macca, and others on here.

Me as well. Thanks Macca!!!

bronson7 07-15-2016 08:06 PM

Quote:

Originally Posted by levd (Post 13453293)

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Dealer will try to negotiate some compensation for me from PAG. They said worst scenario is I'll get some coupons for Porsche Driver's Selection, as PAG gives some to dealers for promotional purpose. I would really hate it, but I mostly unlucky with lotteries, so there's a chance I'll just get another Martini umbrella (the last one only survived for 5 minutes). Hopefully PAG will give me something better than merchandise coupons :(

Learning back to RFB. Need to master it till Sunday, to feel comfortable on track. Seems far easier than learning LFB. So far. Really hope my transmission issue will be resolved with this. Thanks, Macca! As always, you're help is precious. :bowdown:

Asked the dealer about 991.2 GT3. No new info.

Great to hear you finally have it back. You've certainly been put through the ringer and now let's hope for endless interruption.

doubleurx 07-16-2016 02:34 AM

Quote:

Originally Posted by Quadcammer (Post 13453836)

Thank you. Its amazing what people will put up with. Every single engine porsche produces has one issue or another. Its unreal that people consider this company a pinnacle of engineering. They build **** and charge out the ass for it. Its truly pathetic. It will be perfect until its not. Have you examined your rockers or camshafts? Do you know what condition they are in? Perhaps in another 100 miles you will have a major issue arise. Luckily all this stuff has come up prior to the end of the warranty period. Porsche goodwill is an oxymoron. Aren't you the negative nelly...Lol.

I've got three 911 cars and I love them all. They have been by far the most rewarding cars I've ever owned. TEIO

levd 07-16-2016 03:05 AM

It probably makes sense to have 2 trackable cars. I now think if I'll get .2 allocation, I'll still keep my .1. Then, if one car is in repairs there's a chance second one is fine at a time.

Chris3963 07-16-2016 04:12 AM

I was at my dealer during the week getting some work done on my car. In the workshop was another GT3 which was about to have its third engine installed. The first two were "G" series but this latest one was tagged "EX" which the head technician told me was a refurbished "E" series.

They had the G series engine out and showed me the scoring on the rocker arms which was the cause of the problem. Must admit that I was somewhat amazed at how such fine scoring marks could cause such a big problem.

11,000 km in, and my GT3 "F" engine is showing no problems so I asked the technician why three engines for that GT3 and none for mine. His considered response was "driving style" I.e. Not respecting the warm up cycle of the engine. To date, all the problems they had

seen were from drivers who had the habit of giving the engine the full beans before it had warmed up properly (inference - when cold) and that this caused scoring on the rocker arms due to the difference in the hardness of the materials used for the cam shaft vs the rocker arms. At least, this is what he told me.

levd 07-16-2016 04:16 AM
Sounds like polite lie.

I never tried to rev my engine high with blue light, but I think it's probably even impossible to do this.

KINGSRULE07-16-2016 06:52 AM
Macca

For the record I've owned:

993 C2S
993 C4S
996
996 GT3
997 GT3
991 GT3
Panamera

So I think I have a bit of Porsche experience....

Kobalt 07-16-2016 06:53 AM
Quote:

Originally Posted by levd (Post 13455164)
It probably makes sense to have 2 trackable cars. I now think if I'll get .2 allocation, I'll still keep my .1. Then, if one car is in repairs there's a chance second one is fine at a time.
+1

Fingers crossed for you. Hope you will have a great trackday.

Kobalt 07-16-2016 06:55 AM
Quote:
Originally Posted by bronson7 (Post 13454490)
Me as well. Thanks Macca!!!
+991

Great minds think alike :)

Macca07-16-2016 07:22 AM

Quote:

Originally Posted by Chris3963 (Post 13455212)

I was at my dealer during the week getting some work done on my car. In the workshop was another GT3 which was about to have its third engine installed. The first two were "G" series but this latest one was tagged "EX" which the head technician told me was a refurbished "E" series. They had the G series engine out and showed me the scoring on the rocker arms which was the cause of the problem. Must admit that I was somewhat amazed at how such fine scoring marks could cause such a big problem. 11,000 km in, and my GT3 "F" engine is showing no problems so I asked the technician why three engines for that GT3 and none for mine. His considered response was "driving style" I.e. Not respecting the warm up cycle of the engine. To date, all the problems they had seen were from drivers who had the habit of giving the engine the full beans before it had warmed up properly (inference - when cold) and that this caused scoring on the rocker arms due to the difference in the hardness of the materials used for the cam shaft vs the rocker arms. At least, this is what he told me.

Wow. Everything you say here is new to me!

Failed G engines X 2 due to scored cams, EX recurve bed engines, none of this I have heard about before. The G engine has been in production 9 months so to have killed two of them would take some doing and let me assure you from having alot of experience in talking with people with failed engines over the last 18 months I can say 100% that driving style has basically nothing to do with it.

Would like to learn more about the EX engine which would mean the factory are revising the original returned 750 odd recalled engines from 2014. Seems a bit unlikely but I guess anything is possible...

Macca 07-16-2016 07:24 AM

Quote:

Originally Posted by KINGSRULE (Post 13455259)

Macca For the record I've owned: 993 C2S 993 C4S 996 996 GT3 997 GT3 991 GT3 Panamera So I think I have a bit of Porsche experience....

Sure. Similar here. And you've never had any issues with any of these cars?

robmypro 07-16-2016 09:44 AM

Quote:

Originally Posted by levd (Post 13455216)

Sounds like polite lie.

I never tried to rev my engine high with blue light, but I think it's probably even impossible to do this.

I always wait until mine hits about 180 degrees, because that is the temp the engine normally runs at. Until it hits that range, no love shown to the right pedal.

Got that watching one of Matt's videos.

RajDatta 07-16-2016 10:35 AM

I don't get it. People here are bitching and moaning about how bad Porsche materials and craftsmanship is.

Why the F do you still own one? If you don't like them or have so much to bitch about, leave. Find another car maker and enjoy.

I don't get some of the moaning here. No one is putting a gun to anyone's head to buy a Porsche.

neanicu 07-16-2016 11:10 AM

Quote:

Originally Posted by Chris3963 (Post 13455212)

I was at my dealer during the week getting some work done on my car. In the workshop was another GT3 which was about to have its third engine installed. The first two were "G" series but this latest one was tagged "EX" which the head technician told me was a refurbished "E" series. They had the G series engine out and showed me the scoring on the rocker arms which was the cause of the problem. Must admit that I was somewhat amazed at how such fine scoring marks could cause such a big problem. 11,000 km in, and my GT3 "F" engine is showing no problems so I asked the technician why three engines for that GT3 and none for mine. His considered response was "driving style" i.e. Not respecting the warm up cycle of the engine. To date, all the problems they had seen were from drivers who had the habit of giving the engine the full beans before it had warmed up properly (inference - when cold) and that this caused scoring on the rocker arms due to the difference in the hardness of the materials used for the cam shaft vs the rocker arms. At least, this is what he told me.

Are you certain that the latest engine named G series failed? I think that would be a very interesting thing to know, because it's supposedly the latest revised GT3 engine and no failures have been reported. At least not on this forum...

I highly doubt most people that buy these cars don't know that the engine needs to be brought to operating temperature before getting on it. This is common sense and it's valid for all cars, not just the GT3.

Last point : I continue to suspect accelerated wear on cold start up that manifests at higher RPM...

CALSE 07-16-2016 11:32 AM

Respected the 2,000 mile break-in period (despite all the laughs), and religiously warmed up motor to a minimum 185 each time.

Now part of the "G" club.

RajDatta 07-16-2016 11:57 AM

Quote:

Originally Posted by neanicu

Are you certain that the latest engine named G series failed? I think that would be a very interesting thing to know, because it's supposedly the latest revised GT3 engine and no failures have been reported. At least not on this forum...

I highly doubt most people that buy these cars don't know that the engine needs to be brought to operating temperature before getting on it. This is common sense and it's valid for all cars, not just the GT3.

Last point : I continue to suspect accelerated wear on cold start up that manifests at higher RPM...

Interesting.

Not sure why Porsche did not devise a system similar to BMW with their SMG cars. When cold, it would only rev up to 4-4.5k until the engine reached proper operating temps. I would think it would be easy to achieve, Check for coolant/oil temps and reduce redline to 1/2 until proper temps are reached. BMW was doing this back in 2002 on their E46 M3's.

This is a good safeguard for individuals like the one your tech mentioned.

Alan C. 07-16-2016 12:38 PM

The 991.1 GT3/RS is a low volume engine. At present there are 3 variations of the 3 and 1 of the RS. With the low production numbers any discrepancy from a parts producer ends up as high, by today's standards, ppm failure rate.

Porsche pushed the envelope with this engine and they will warranty it on track. If the engine has issues they have been replacing/fixing the engines. I have not heard of anyone being denied a claim.

doubleurx 07-16-2016 01:14 PM

If the "EX" engine is in fact, one of the original stop sale motors refurbished, then PCNA, may have given us incorrect information at the experience center in May 2015.

They told all of us GT3 owners that those motors were all scrapped and not slated for re-use.

I thought that was odd at the time.

mikemessi 07-16-2016 01:31 PM

Quote:

Originally Posted by CALSE (Post 13455540)

Respected the 2,000 mile break-in period (despite all the laughs), and religiously warmed up motor to a minimum 185 each time.

Now part of the "G" club.

Engine failure? Or just part of the club? If failure, at how many miles? What kind of failure? Did you originally have an e or F engine replaced with a G? Or was it a G engine that failed? Sorry about all the questions but I think specifics are important.

levd 07-16-2016 01:36 PM

I had a track training with newly rebuilt engine today, to test it before tomorrow's track day.

Feels rock solid. Lap times are worse than I had before, but I believe it's me, not the car.

Switching back to RFB was easy. No issues so far. Maybe it's temporary slowing me a bit now, but I'll see.

doubleurx 07-16-2016 02:23 PM

Quote:

Originally Posted by levd (Post 13455755)

I had a track training with newly rebuilt engine today, to test it before tomorrow's track day. Feels rock solid. Lap times are worse than I had before, but I believe it's me, not the car. Switching back to RFB was easy. No issues so far. Maybe it's temporary slowing me a bit now, but I'll see.

Great to hear. Have fun, stay safe!

CALSE 07-16-2016 02:39 PM

Quote:

Originally Posted by mikemessi (Post 13455742)

Engine failure? Or just part of the club? If failure, at how many miles? What kind of failure? Did you originally have an e or F engine replaced with a G? Or was it a G engine that failed? Sorry about all the questions but I think specifics are important.

See post #345 and #673.

KINGSRULE 07-16-2016 05:43 PM

Quote:

Originally Posted by Macca (Post 13455271)

Sure. Similar here. And you've never had any issues with any of these cars?

A rattle or two, the common warranty campaigns, never had to leave a car overnight, nothing remotely close to new heads or new engine replacement.

Chris3963 07-16-2016 06:40 PM

Quote:

Originally Posted by Macca (Post 13455270)

Wow. Everything you say here is new to me!

Failed G engines X 2 due to scored cams, EX recurve bed engines, none of this I have heard about before. The G engine has been in production 9 months so to have killed two of them would take some doing and let me assure you from having alot of experience in talking with people with failed engines over the last 18 months I can say 100% that driving style has basically nothing to do with it.

Would like to learn more about the EX engine which would mean the factory are revising the original returned 750 odd recalled engines from 2014. Seems a bit unlikely but I guess anything is possible...

I will double check with him this week but the crate that the engine came in definitely had a serial number containing EX and this is what he pointed out to me.

I suspect that problem cannot all be seated home to driving style otherwise Porsche would not be as willing to swap engines so readily.

DerStig 07-16-2016 07:03 PM

Quote:

Originally Posted by Quadcammer (Post 13450258)

how do people think this is ok?

Porsche is pathetic.

Its called being high on kool aid.

Sometimes I think a specific car manufacturer's loyalists (be it Porsche or Fiat or Pontiac) are no different than political or religious extremists. Its amazing how people's judgement can be so clouded.

I honestly think this whole engine failure thing is a big fiasco. 17 engines (just in the forum) for what out of 700-800 cars? That's quite significant.

And the fact that those early adopters paid sticker plus X makes it even more frustrating.

DerStig 07-16-2016 07:06 PM

Quote:

Originally Posted by Alan C. (Post 13455640)

The 991.1 GT3/RS is a low volume engine. At present there are 3 variations of the 3 and 1 of the RS. With the low production numbers any discrepancy from a parts producer ends up as high, by today's standards, ppm failure rate.

Porsche pushed the envelope with this engine and they will warranty it on track. If the engine has issues they have been replacing/fixing the engines. I have not heard of anyone being denied a claim.

Right. For now. What about in 5 years when warranty is out?

You do realize some of these engines dont even last 5000 miles? This is a car engine we are talking about. What about 100,000 miles? How long do you think this car will last if its driven properly as a daily driver?

Macca 07-16-2016 07:17 PM

1 Attachment(s)

Quote:

Originally Posted by Chris3963 (Post 13456277)

I will double check with him this week but the crate that the engine came in definitely had a serial number containing EX and this is what he pointed out to me. I suspect that problem cannot all be seated home to driving style otherwise Porsche would not be as willing to swap engines so readily.

Chris.

I think I have worked out the confusion.

I have seen a number of these crates in person and as soon as you mention it I remember seeing a EX as well. On opposing sides of crate are two different stickers. When looking for my serial number and my friends I remember thinking "why is mine DX and his EX and why aren't these at engines!!!".

Well as you can see from the picture I took of my crate the engine part number and serial number are quite different things. I suspect the EX

and DX just refer to the internal system for revision numbers and or location in system etc. it's known as "material number". For example my friends replacement engine is G01339 and mine 1361 so they were built close together but arrived a month or so apart and picked from different warehouse locations.

Your tech has pointed to the wrong data. The EX and DX are MT the serial number of this I'm certain as have been through this with my own eyes. However I'm not 100% know what that designation means but it's not F or G etc and probably some OAG internal nomleture.

Glad we could it that myth to bed before it became rampant. Very easy for fires to grow fast on interweb :-)

Now playing not the G engine failures. We need some hard evidence on this - any chance you can dig something up for us. Seems highly unusual given how short this engine has been in production (5 months)?

This is one side of crate....With DX (sorry I did not take picture of his "EX" sticker because by then I had found a he correct sticker on other side of crate!). I did see his EX with my own eyes....

Macca 07-16-2016 07:22 PM

1 Attachment(s)

Here is the other side of that crate...with the serial number on bottom right...

Macca 07-16-2016 07:43 PM

Quote:

Originally Posted by DerStig (Post 13456319)

Its called being high on kool aid.

Sometimes I think a specific car manufacturer's loyalists (be it Porsche or Fiat or Pontiac) are no different than political or religious extremists. Its amazing how people's judgement can be so clouded.

I honestly think this whole engine failure thing is a big fiasco. 17 engines (just in the forum) for what out of 700-800 cars? That's quite significant.

And the fact that those early adopters paid sticker plus X makes it even more frustrating.

Yes we are not saying this is an ideal situation. Its actually a minor travesty if your GT3 is your whole world (most likely many of us have other crisis in

our lives that exceed this). I wouldn't say its acceptable tolerance wither, but it is what it is and we get on with it (and life). As long as PAG held accountable then thats the best we can expect. So far they have been accountable.

Ive traveled widely talking to GT3 & Porsche owners worldwide in the last 10 years. Some owned 2000MY 996 with IMS and porus bores, some had 964 with leaking heads and faulty DMS flywheels from new, some bought 2.4 Carreras new in the day and had timing belt failure, others bought 3.8RS and had gearbox failure or two I met who had 997 4.0RS from new and had rebuilt engines due to ingesting some intake component. God only knows the stories ferrari owners could tell us.

The world is not a perfect place. Porsche were punching very high when they launched the 991 GT3 and yes in my view they fcuked up. But its not the end of the world and they have a remedy and fix. Im also 100% certain they will support this engine for a long time to come under their warranty and then goodwill program.

Am I on Kool Aid? I dont think so. Im not a typical new car owner. Ive had my 993 16 years and keep my cars a long time - this is the first new Porsche Ive ever bought and the first car Ive owned from new that with compensation, warranty and freebees included owes me less than its worth. Ive not even had to pay for a full service on this car after 2.5 years (Im on my third engine). I make light of it but its not really a joke, I concede PAG made a mistake and Id be lying if i didnt admit that its shaken my faith in their engineers somewhat of late. But the car is brilliant to drive and apart from the small periods its been off the road for which ive been compensated (and to be fair this is not my DD and has never left me stranded).

I appreciate every persons situation is different (some paid premium for the car etc) and nbot everyone will feel the way i do but if we all throw our toys out of the cot then where does that get us. Ive tried for 3+ years to work through this, gather some history and evidence, talk to some people and piece it together. My posts on the rocker/engine subject go back 18 months or longer there are many posts out there to see.

I know you arent directing your comment to me, so no personal inference is assumed, Im sometimes a bit incredulous at this whole situation myself but then have to get back to real life and it shrinks.

In essence i still very much love driving this car especially on the track. Yes easy for me to say with a G engine installed but in the back of my mind Im aware I may still be prototyping for PAG!

I like to think of myself as a DFI GT3 Pioneer LOL!

P.S. I think we are closer 27 units failure record on here than 17! there seems to be multiple threads running and after 5 weeks holiday travelling Im yet to go back and update my list...

PP.S. This new car recall thing seems to be rampant. Ive just ordered new Ford Focus RS as a daily driver (yet to be built - I deliberately got a later build MY2017) but have noticed on the forums already many teething problems with QC etc. I think manufacturers are pushing their products to market very fast these days at a cost to quality.

Last thing. Jay Leno said something interesting about back in the 70s-90s labour was cheap but components for cars were expensive but in the 2000s labour is expensive and components are cheaper. I think that about sums up where the car industry is today. Relative to land, houses and income cars are possibly cheaper than any time in history. Something often has to give...my GT3 is not built like my 993, but then it probably cost relatively 35% cheaper to produce (20% of which is gone direct to VAG/PAG balance sheet!).

DerStig 07-16-2016 08:31 PM
@Macca

Fair enough, well said.

Thanks

brake dust 07-17-2016 06:34 PM
Macca,

Agree that the 991 GT3 is a fantastic car - but would not count on goodwill post warranty. Porsche has not been covering the cost of coolant pipes on the 996/997 GT3s.

Macca 07-17-2016 07:10 PM
Quote:
Originally Posted by brake dust (Post 13458048)

Macca, Agree that the 991 GT3 is a fantastic car - but would not count on goodwill post warranty. Porsche has not been covering the cost of coolant pipes on the 996/997 GT3s.

Hi mate. That's a good point but Porsche classify (dubiously) the coolant pipe fittings an age related fault. The E/F engine related issue is a design fault that's affected cars early life so I'm confident they will support these. There is a wealth of history and documentation on this thread alone to support the fact..,

bronson7 07-17-2016 07:13 PM

Quote:

Originally Posted by brake dust (Post 13458048)

Macca,

Agree that the 991 GT3 is a fantastic car - but would not count on goodwill post warranty. Porsche has not been covering the cost of coolant pipes on the 996/997 GT3s.

I beg to differ. I believe Porsche will, simply b/c it's so well known in the Pcar world and if they want to keep their main customers happy, they will, in some way help out beyond warranty.

R.Deacon 07-17-2016 09:22 PM

^ plus 1 , agree with Bronson and Macca

FLT6SPD 07-17-2016 09:45 PM

I have considered picking up a 991, they look fantastic and have the performance to match, however I tend to keep cars and do not dump for the next new thing. With the engine failures and warranties set to expire in a few years I cannot bring myself to do it.

<http://cimg6.ibsrv.net/gimg/rennlist...5f9fea4f0.jpeg>

doubleurx 07-18-2016 01:56 AM

Quote:

Originally Posted by FLT6SPD (Post 13458343)

I have considered picking up a 991, they look fantastic and have the performance to match, however I tend to keep cars and do not dump for the next new thing. With the engine failures and warranties set to expire in a few years I cannot bring myself to do it.

Well, 14's warranty expire in 2019 or 2022 in my case. The car is really good, better than anything I've driven. I'm not too worried at all, as are many, obviously! Go for it. I highly doubt you'll be disappointed.

Mike in CA 07-18-2016 02:43 AM

Quote:

Originally Posted by doubleurx (Post 13458666)

Well, 14's warranty expire in 2019 or 2022 in my case. The car is really good, better than anything I've driven. I'm not too worried at all, as are many, obviously! Go for it. I highly doubt you'll be disappointed.

Same here.

brake dust 07-18-2016 07:14 AM

Quote:

Originally Posted by Macca (Post 13458102)

Hi mate. That's a good point but Porsche classify (dubiously) the coolant pipe fittings an age related fault. The E/F engine related issue is a design fault that's affected cars early life so I'm confident they will support these. There is a wealth of history and documentation on this thread alone to support the fact., With the 997.2 Porsche changed the adhesive and manufacturing process used to address the issue. In addition the coolant pipes is not listed as a maintenance item so to classify as a wear item seems odd. In Porsche's response to the NHTSA investigation, there was no mention that this was a wear item either.

Macca 07-18-2016 09:33 AM

Quote:

Originally Posted by brake dust (Post 13458800)

With the 997.2 Porsche changed the adhesive and manufacturing process used to address the issue. In addition the coolant pipes is not listed as a maintenance item so to classify as a wear item seems odd. In Porsche's response to the NHTSA investigation, there was no mention that this was a wear item either.

Yes I understood the issue to be related to time (age) in that some experts now believe that water and salt flicked into the recesses corrodes the fixture and can cause weakness in the wall of the tubing. Or something like that. It was talked about in 911 World mag a few months ago. I guess if the car was never driven in the wet the corrosion may not set in in the first place...

ipse dixit 07-18-2016 06:53 PM

Quote:

Originally Posted by Macca (Post 13458102)

Hi mate. That's a good point but Porsche classify (dubiously) the coolant pipe fittings an age related fault. The E/F engine related issue is a design fault that's affected cars early life so I'm confident they will support these. There is a wealth of history and documentation on this thread alone to support the fact.,

Macca,

I respect and value your opinions on these matters probably as much as anyone on this board, and have come to rely on you as a wealth of information and sage advice on these engine-related issues, but how confident are you exactly?

Personally, I have no confidence that Porsche will support an engine issue post-OEM warranty, at least not on a system-wide, or global, basis.

Perhaps I am too jaded, or simply misinformed, but are you confident enough that if Porsche doesn't support any such future post-OEM warranty claims you would pay for any related engine failure or repairs on your own dime for any 991.1 GT3 owner who experiences such an issue?

If so, I applaud you for your faith in Porsche. And hope that you are 100% right.

Macca 07-19-2016 01:27 AM

That is a fair call. Of course I can't see into the future but I'm still personally confident Porsche will support this engine architecture for a number of years after warranty on Goodwill.

In our market they offered new factory replacement M96 engines for 6 or so years after the last of the affected 996s were built and although they charged a nominal fee for these outside warranty (5k approx) to 2nd/3rd owners etc, owners from new typically received these for free right up until only a few years ago.

I could be accused of being optimistic but I expect as a "from new" owner to be looked after on this car by PAG well into the future and after any formal warranty runs out.

There is nothing certain in this world and we still do not know if the G engines are bullet proof (or the MA176 G engines in the RS on which these are based), and as I have mentioned before tweaking was still going on with the DFI race engine top end, right up till late November for the race car debut at Daytona, indicating that further improvements/changed may have been identified long after the G engine was in production. Taking into account this perspective I consider myself as potentially vulnerable as anyone else. All I can say is that up to this point Porsche have "played ball".

Macca 07-19-2016 01:37 AM

Quote:

Originally Posted by ipse dixit (Post 13460355)

Perhaps I am too jaded, or simply misinformed, but are you confident enough that if Porsche doesn't support any such future post-OEM warranty claims you would pay for any related engine failure or repairs on your own dime for any 991.1 GT3 owner who experiences such an issue?

Ummmm. No! I'm not that much a gambling man! ;-) and I don't enjoy Porsche like income and profits either....

ipse dixit 07-19-2016 02:28 AM

Quote:

Originally Posted by Macca (Post 13461292)

Ummmm. No! I'm not that much a gambling man! ;-) and I don't enjoy Porsche like income and profits either....

I am glad you did not take my reply to you the wrong way. :)

I am just concerned that there might be those reading these boards who are contemplating buying a used GT3 and come across a post like yours and have a false sense of security as to what Porsche might (or might not) do out-of-warranty.

I really wish that what you say turns out to be true. But it is in my opinion a huge gamble, if not a large leap of faith.

That said, while I'm still under warranty, I'm going to drive the snot out of this car.

Cheers. :cheers:

Quadcammer 07-19-2016 10:38 AM

Quote:

Originally Posted by RajDatta (Post 13455453)

I don't get it. People here are bitching and moaning about how bad Porsche materials and craftsmanship is.

Why the F do you still own one? If you don't like them or have so much to bitch about, leave. Find another car maker and enjoy.

I don't get some of the moaning here. No one is putting a gun to anyone's head to buy a Porsche.

Raj, as you know, I don't own a 991 GT3. This problem doesn't affect me (I have my own issues like coolant pipes to worry about). That said, I'm disappointed by Porsche again and again. They make cars that are excellent to drive, hence I own two of them, but for a company with such a vaunted engineering background, I expect better. They have fairly dramatic reliability concerns. Right now it's a minor

inconvenience when your GT3 has to go to the dealer for 1 to 2 months. When its out of warranty and you're looking at a \$40k hit because they couldn't properly sort out a DLC coating, it might be a different story.

I want porsche to do better. I think they can. But it seems to me that they are more concerned about their marketing department than their engineering department.

mikemessi 07-19-2016 10:52 AM

Quote:

Originally Posted by Quadcammer (Post 13461829)

I want porsche to do better. I think they can. But it seems to me that they are more concerned about their marketing department than their engineering department.

+1

RajDatta 07-19-2016 11:45 AM

Quote:

Originally Posted by Quadcammer

Raj, as you know, I don't own a 991 GT3. This problem doesn't affect me (i have my own issues like coolant pipes to worry about). That said, I'm disappointed by porsche again and again. They make cars that are excellent to drive, hence I own two of them, but for a company with such a vaunted engineering background, I expect better. They have fairly dramatic reliability concerns. Right now its a minor inconvenience when your GT3 has to go to the dealer for 1 to 2 months. When its out of warranty and you're looking at a \$40k hit because they couldn't properly sort out a DLC coating, it might be a different story.

I want porsche to do better. I think they can. But it seems to me that they are more concerned about their marketing department than their engineering department. Oliver, how many other manufacturers build engines that can rev up to 9k rpm? Add to that, how many support tracking these engines and warranty any engine related issues from track use?

This is a risk one has to be willing to take. No manufacturer would ever purposely want to bring out a subpar product. When Porsche realized there were issues, they stopped all vehicles at the port and changed every engine. Can you please show me any other manufacturer that has done so. Bmw had issues with their s54 engines. I don't remember them changing every engine. Instead they went the cheap route and just did a recall on the rod bolts.

Call me an optimist but I try to see things 1/2 full. There is plenty for everyone to bitch about in life. Our cars are toys, not something to sweat too much over. I rather enjoy and only worry when an issue occurs. Life is too short to be living worried.

Quadcammer 07-19-2016 01:00 PM

Quote:

Originally Posted by RajDatta (Post 13461980)

Oliver, how many other manufacturers build engines that can rev up to 9k rpm? Add to that, how many support tracking these engines and warranty any engine related issues from track use?

This is a risk one has to be willing to take. No manufacturer would ever purposely want to bring out a subpar product. When Porsche realized there were issues, they stopped all vehicles at the port and changed every engine. Can you please show me any other manufacturer that has done so. Bmw had issues with their s54 engines. I don't remember them changing every engine. Instead they went the cheap route and just did a recall on the rod bolts.

Call me an optimist but I try to see things 1/2 full. There is plenty for everyone to bitch about in life. Our cars are toys, not something to sweat too much over. I rather enjoy and only worry when an issue occurs. Life is too short to be living worried. Only ones I can think of are in the S2000 (pretty reliable from what i hear) and the track oriented ferraris. That said, if Porsche could have made a reliable 8500rpm engine, I'd take that over a 9000 rpm one with issues.

I appreciate that Porsche will replace the engines. I'd prefer that wasn't necessary, just like I'd have appreciated if BMW hadn't screwed the pooch on rod bearings. That said, having to have 3 engines in my car before its 3rd birthday would irk me. It just would.

I'm not known for my positive attitude. I've seen companies and individuals act in disappointing ways. I have little faith in corporations to do anything other than find every last cent they can from your pockets, porsche included.

Shrug, I guess since I don't own one of these cars, its not my concern.

ipse dixit 07-19-2016 01:26 PM

Quote:

Originally Posted by Quadcammer (Post 13462209)
and the track oriented ferraris.

:roflmao:

mikemessi 07-19-2016 01:44 PM

Let s stay on topic. I just want to know how many 15-16 GT3s affected. These threads get so long from tangents and bickering they become difficult to follow.

F1CrazyDriver 07-20-2016 02:10 AM

You Lads are brave to belief, that Porsche will honor engine replacement outside of warranty. Fk, every time i take my my car i'm waiting for the "i'm sorry" call.

I'm willing to hedge that Porsche will leave out owners cold outside of warranty. Whom is willing to take my offer ?

armbar 07-20-2016 02:44 AM

I hope Macca is right on this as I am invested (2015 "F"). One of the things that may be pointing in the wrong direction regarding extended warrantee is that not everyone has been treated exactly the same with regard to engine replacement vs top end work. If they intend to support these engines for a while beyond normal time frames I would expect consistant applications of remedies.

nxfedlt1 07-20-2016 03:32 AM

so.....has anyone sent certified mail to PCNA to inquire as to how this will be handled after warranty? I am sure that there is someone willing to take this on contingency given the number of the claims in this thread alone. None of the guys I run with at TWS are on rennlist, and several have had engine failures.

levd 07-20-2016 12:35 PM

I've have an impression my engine consumes less oil after rebuilt.

For 2800 track km before rebuild it consumed 9 liters of oil.

After rebuild I've been on track 3 times with 320 track km combined and oil level only shows a drop from 3 to 1, which means half a liter. It's basically 2 times less oil.

I'll see what time will show, maybe it's too early. But it seems to be this way.

Macca 07-20-2016 05:10 PM

Quote:

Originally Posted by levd (Post 13464554)

I've have an impression my engine consumes less oil after rebuilt. For 2800 track km before rebuild it consumed 9 liters of oil. After rebuild I've been on track 3 times with 320 track km combined and oil level only shows a drop from 3 to 1, which means half a liter. It's basically 2 times less oil. I'll see what time will show, maybe it's too early. But it seems to be this way.

That's consistent with my findings. Each bar is 150ml approx. in 6 track days (1300km) and 5500km road miles on the new engine I have used only 1x 1L bottle of oil. With the old engine this would have been almost 2L...

bruce987 07-20-2016 06:48 PM

Quote:

Originally Posted by Macca (Post 13465295)

That's consistent with my findings. Each bar is 150ml approx. in 6 track days (1300km) and 5500km road miles on the new engine I have used only 1x 1L bottle of oil. With the old engine this would have been almost 2L...

My "F" motor always smoked on startup. I never worried much, just figured that's way this flat 6 is. My other Porsche's also smoked, but only rarely. After my "F" motor was replaced with the "G"... I have yet to see it smoke, I have about 1000 miles on her now. Oil is holding steady.

levd 07-21-2016 03:42 AM

I also see no startup smoke after rebuild so far. Several days is not much though. I'll see in some weeks if it really does not smoke any more.

bigkraig 07-21-2016 10:24 AM

My E smoked a lot and often. No smoke on the G yet. I miss it

Chris3963 07-22-2016 12:13 PM

Quote:

Originally Posted by Chris3963 (Post 13456277)

I will double check with him this week but the crate that the engine came in definitely had a serial number containing EX and this is what he pointed out to me.

I suspect that problem cannot all be seated home to driving style otherwise Porsche would not be as willing to swap engines so readily.

Took me awhile to get back to garage to ask the mechanic. Sadly not in the circumstances I would have liked to have been there. He confirmed that the engine being replaced was a G. I asked him twice. He said Yes, twice.

I was at the garage because during the Masters at Spa on Monday, at approx 200kph in 5th thru Blanchimont, the engine suddenly dropped power and went into Reduced Power mode. I went straight back into the Pits where the Porsche technicians hooked up their laptop and said it was a problem with the coil on cylinder 6. They reset the fault and told me I could go back out but that it could re-occur. Sure enough, the fault happened again pretty much at the same point on the track. Back to the pits again where the technicians reset the fault, but this time I parked the car so I could at least get home and hired an RS to complete the course which made for an interesting back to back comparison that I will cover off in another post.

On the way home on Tuesday evening, the fault happened again at around 140kph on the autoroute. Took the car into the garage the next morning.

Today the technician called me to confirm that it was potentially a problem with the coil on cylinder 6....BUT.....it could also be a problem with the rocker arms which would require an engine replacement. The only way they could be sure would be to first replace the coil and spark plug and then do some tests. If the problem reoccurs, I am likely up for an engine replacement.

levd 07-22-2016 12:21 PM

No need to replace the coil with a new one yet. The protocol is swapping affected coil with another cylinder coil. Then see if misfire will happen again with the same coil or the same cylinder.

TRAKCAR 07-22-2016 12:27 PM

Sorry to read Chris, so what is the comparison with RS :corn:

Alan C. 07-22-2016 12:55 PM

Not way you'd like to spend a weekend. Hopefully it's just a bad coil.

Jamie@dundonmotorsports 07-22-2016 02:54 PM

Solution in sight

Hi Guys,

We've been working on this in the background for a while now. We've partnered with Performance Developments. Been consulting and having parts finishing up design as I type this. I know you'll have many questions and we can't share much right now. But just know

that your car after the warranty period will not be junk and you won't be cursed with purchasing new engines to keep it alive.

The issue that has caused component failures in the new 991 GT3 engines requiring some engines to be replaced and others to have just Cylinder heads replaced has sparked a fear and concerned amongst the owners that seems to grow each day. This is to inform you that we know the root cause, have a solution designed and the parts in production.

The resulting damage is due to a lack of lubrication. We know the cause and the solution is to regain the oil film lost in the present design. Coatings are used to reduce friction but it is expected that an oil film would be present at sometime during the rotation of the camshaft. Unfortunately it isn't resulting in the damage.

The action of the Camshaft lobe when in contact with the finger is a high contact stress type, or sliding contact. This is where the coatings used come into play. They help lower the contact friction and wear. This stress contact is moving across the face of the finger and not localized in one spot. However coatings cannot solve the root cause of the problem. An oil film is still required in the cycle.

Changes to Oil pressure and coatings may prolong the inevitable but this is a case of when not if. Factor in the warranty period and now you have a real dilemma for the car owner. Should I wait, should I go with the OEM and will the OEM honor the fault after my warranty is expired. Only the OEM can answer those questions. In the meantime we will have a "fix" very soon for those that do not wish to wait and hope that the OEM will take care of the problem.

Many will ask, "what is this root cause, why should I believe you"? We know the cause and we have a solution. It will be made known when we have the replacement parts available. In the meantime, we do not wish to give our competitors a free lunch. It makes no difference now if it's known or not as the parts are not yet available. We do not want to add to the fear but to inform you we have a mechanical solution. It was hoped that the OE would do this but it appears from what has being done to date, the root cause was not addressed and a "band aid" was provided.

Remember, this is a "when not if" problem.

levd 07-22-2016 03:00 PM

So new upper part installation, done with some engines is a temporary aid, not a real fix?

mikemessi 07-22-2016 03:06 PM

Macca, I believe you've mentioned before that you think it's a cold start issue wearing off the DLC then high rpms causing the damage after that. This makes the most sense to me. Do you think an accusump could be a reasonable fix for everyone? They are relatively inexpensive and used by most race teams if I understand correctly and possibly the reason it's not seen in Porsche's race cars??

neanicu 07-22-2016 03:07 PM

Firstly I'm disappointed the G engines fail as well.

Secondly I commend the aftermarket for the fact that they are working on a solution. It would be amazing if you guys pull it off and a great business opportunity.

However lastly, please do not take this part the wrong way, but I have big doubts considering your resources in comparison to those available at PAG's disposal...

nxfedlt1 07-22-2016 03:24 PM

wishful thinking. maybe we could just get replacement 991.2 motors....haha.....I need to stop drinking at lunch.

Chris3963 07-22-2016 03:39 PM

If the garage confirms that I need an engine replacement, then it won't be due to over revving on cold starts. I have been religious about getting the engine up to temp before giving it the beans so it must be something else.

mikemessi 07-22-2016 03:58 PM

Quote:

Originally Posted by Chris3963 (Post 13470368)

If the garage confirms that I need an engine replacement, then it won't be due to over revving on cold starts. I have been religious about getting the engine up to temp before giving it the beans so it must be something else.

I don't think it's from over revving on cold starts. But lack of lubrication the first 5 seconds until oil circulates.

mikemessi 07-22-2016 04:00 PM

Then once the DLC is worn off the high rpms (not necessarily when cold but at anytime) wears the camlobe.

neanicu 07-22-2016 04:24 PM

Without sounding like I'm lacking modesty, I speculated a long time ago that this might be a cold start lubrication problem that manifests later and at higher RPM. I don't remember if Macca agrees and/or he has a different theory... However, this is where many make the

confusion : I don't suspect it's lack of lubrication because of the owner's negligence...which would mean revving the heck out of the engine before it reached the operating temperature. This is what I suspect :

New engines suffer from what's referred to as " dry start ". New components inside an engine take time to develop an oil film that covers them at all times. Even if you drain the oil entirely and start the engine for a few seconds,you might be ok and not damage anything because of the oil film that covers its parts. Of course,DO NOT ever try that! " Dry start " happens in new engines that have not developed a solid oil film. Of course,modern oils,modern manufacturing and the use of assembly lube greatly have reduced " dry start ". But IMO,this is when most wear continues to happen inside an engine.

So,it's unavoidable...it is not the result of you doing something wrong...

You might ask : " how come it manifests only at higher RPM ? " Valid question. In order for the engine to make most power,the DME demands the Variocam high lift and high duration from the opening of the valves. The DME is highly accurate. Any scoring on the cam lobe that will interfere with the valve opening that the DME wants to see and it will misfire triggering the " Reduced performance ".

Anyway...just my theory and 2c FWIW...

Jamie@dundonmotorsports 07-22-2016 04:28 PM

Quote:

Originally Posted by levd (Post 13470242)

So new upper part installation, done with some engines is a temporary aid, not a real fix?

That's correct the issue is more design than coating or driving style...

Jpacione 07-22-2016 05:26 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13470220)

Hi Guys,

We've been working on this in the background for a while now. We've partnered with Performance Developments. Been consulting and having parts finishing up design as I type this. I know you'll have many questions and we can't

share much right now. But just know that your car after the warranty period will not be junk and you won't be cursed with purchasing new engines to keep it alive.

The issue that has caused component failures in the new 991 GT3 engines requiring some engines to be replaced and others to have just Cylinder heads replaced has sparked a fear and concerned amongst the owners that seems to grow each day. This is to inform you that we know the root cause, have a solution designed and the parts in production.

The resulting damage is due to a lack of lubrication. We know the cause and the solution is to regain the oil film lost in the present design. Coatings are used to reduce friction but it is expected that an oil film would be present at sometime during the rotation of the camshaft. Unfortunately it isn't resulting in the damage. The action of the Camshaft lobe when in contact with the finger is a high contact stress type, or sliding contact. This is where the coatings used come into play. They help lower the contact friction and wear. This stress contact is moving across the face of the finger and not localized in one spot. However coatings cannot solve the root cause of the problem. An oil film is still required in the cycle.

Changes to Oil pressure and coatings may prolong the inevitable but this is a case of when not if. Factor in the warranty period and now you have a real dilemma for the car owner. Should I wait, should I go with the OEM and will the OEM honor the fault after my warranty is expired. Only the OEM can answer those questions. In the meantime we will have a "fix" very soon for those that do not wish to wait and hope that the OEM will take care of the problem.

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We know the cause and we have a solution. It will be made known when we have the replacement parts available. In the meantime, we do not wish to give our competitors a free lunch. It makes no difference now if it's known or not as the parts are not yet available. We do not want to add to the fear but to inform you we have a mechanical solution. It was hoped that the OE would do this but it appears from what has being done to date, the root cause was not addressed and a "band aid" was provided.

Remember, this is a "when not if" problem.

So to be clear, you are saying even the new engines being produced now for the RS will have this issue?

Jamie@dundonmotorsports 07-22-2016 05:36 PM

We did our analysis on the 991 RS latest part numbers and the design is the same as the 2014 E engines only changes in coatings and oil pressure.

m42racer 07-22-2016 06:06 PM

Quote:

Originally Posted by neanicu (Post 13470500)

Without sounding like I'm lacking modesty,I speculated a long time ago that this might be a cold start lubrication problem that manifests later and at higher RPM. I don't remember if Macca agrees and/or he has a different theory... However,this is where many make the confusion : I don't suspect it's lack of lubrication because of the owner's negligence...which would mean revving the heck out of the engine before it reached the operating temperature. This is what I suspect :

New engines suffer from what's referred to as " dry start ". New components inside an engine take time to develop an oil film that covers them at all times. Even if you drain the oil entirely and start the engine for a few seconds,you might be ok and not damage anything because of the oil film that covers its parts. Of course,DO NOT ever try that! " Dry start " happens in new engines that have not developed a solid oil film. Of course,modern oils,modern manufacturing and the use of assembly lube greatly have reduced " dry start ". But IMO,this is when most wear continues to happen inside an engine.

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Anyway...just my theory and 2c FWIW...

All engines suffer from what you refer to as "dry start". This is why in most cases race engines are cranked for oil pressure before starting.

neanicu 07-22-2016 06:17 PM

Quote:

Originally Posted by m42racer (Post 13470785)

All engines suffer from what you refer to as "dry start". This is why in most cases race engines are cranked for oil pressure before starting.

Yes,that's what I said : all engines...better yet,all new engines,because if you've opened a well used engine,you will see the oil film that covers all the components. But in the GT3's case,many of these cars sit in the garage for days/weeks at a time,so all the oil drains into the crankcase. If there's indeed a design/oil volume issue,the wear we see would develop in the very short time after you've started the engine and not at high RPMs when the oil is pumped like mad through the engine...

Macca 07-22-2016 06:21 PM

I do not recall having a specific theory on the wear occurring at high or low revs. To the contrary the factory have been playing with the mid

rpm oil pressure thus lubrication....nick also brings up some valid points.

Chris thanks for confirming a G engine failure. Hopefully this is not the same tech that thought EX on the crate was the engine serial? I have head failures of RS engines over in the German series but still yet we have no first hand encounter although I'm sure over to me we will.

Jamie's team have done a commendable job working through the issues from an engineering standpoint. I understand they have identified a potential weak spot with the DLC finger rocks holding a viscous coating which is most likely blamed for high wear on the pad. I'm sure much work has gone into this and if it yields an aftermarket solution to end the issue for all time - that would be a huge win and put the 991 RS MA176 and MA175 engines on a reliable footing for current and future owners.

neanicu 07-22-2016 06:40 PM

This is a pic I have borrowed from BBI's build thread. If they have a problem with me displaying their photo, please let me know and I'll remove it immediately.

As you can see, the cams are displayed in this photo. I don't suspect they have put them through steam cleaning because it wouldn't make sense in such a low mileage engine, plus you can see a very thin oil film on the cam. Please disregard the red assembly lube, which I suspect has been placed there for re-assembly.

That is pretty much most of the oil film these components will have on them during a dry start, especially after the car has been sitting for a while.

mikemessi 07-22-2016 07:25 PM

Quote:

Originally Posted by Macca (Post 13470815)

I do not recall having a specific theory on the wear occurring at high or low revs. To the contrary the factory have been playing with the mid rpm oil pressure thus lubrication....nick also brings up some valid points.s.

Maybe it was neanicu who initially suggested but I agree with him. Sounds like possibly the DLC coated fingers don't like to hold an oil film for whatever reason. So back to my original question. Does anybody think an accusump system that builds oil pressure and circulation prior to starting would be beneficial?

Just in time 07-22-2016 07:42 PM

All this discussion is pretty interesting. As one with skin in the game I wonder why PAG would not come up with a similar solution and retrofit the GT3/RS cars. It has to be cheaper than rebuilding/replacing engines I assume. What is it I am not seeing? Could it be VW is telling PAG not to incur such current expense and deal with the issues afterwards? Would such a solution be in fact more expensive? Or PAG believes they have a better solution? Ideas?

neanicu 07-22-2016 07:55 PM

I personally don't want to speculate more on a solution. It's above my pay grade. And besides, my theory of failure is speculation too. I just hope Dundon/Porsche or any other engineer from the aftermarket will come up with a viable " permanent " solution so that GT3 owners can enjoy their cars for many many years worry free.

:cheers:

Macca 07-22-2016 09:55 PM

I agree with the above. I've stated many times in my posts that the Porsche Motorsports guys were still making revisions to valve-train lubrication as late as Nov 2015 on the DFI race engine that debuted at Daytona. I've never claimed that the G engines in either the RS or GT3 are the last word in reliability and have always stated the jury is out at this point in time, however there are undoubtedly revisions in these engines that PAG believed aided longevity. After all they've had plenty of time and 6000 units of GT3 & RS to figure this out. Perhaps they have finally come to a similar conclusion to Dunson Motorsports in terms of a permanent "fix" or perhaps not. only time will tell. Im sure the 991.2 Gt3 will incorporate the revisions they have learnt form their DFI Motorsport program and I have no doubt in time they may produce a retrofit kit for earlier E/F/G & RS engines that suffer from these malady's.

One thing Im very conscious of having discussed general historic motorsports history personally and face to face with folks like Bob Garrettson, David Glenn & Klaus Bischoff is that the famed Stuttgart engineering effort has repeatedly in history benefited from US (and less so European) engineering improvements provided in large part by well funded and large US based race teams. The 917, 935, 956 & 962 race cars were all presented to the teams back in the day from the factory and required extensive "rework" whether that be mechanical (956/862 oiling issues, 917 aero, 935 aero and gearbox etc).

Therefore my faith is somewhat reinforced by Jamie & Bobs efforts with suppliers and contract engineers that they may well provide an adequate engineering solution long before we hear from Porsche...I wish them god speed in their endeavors and a successful outcome!

Just in time07-22-2016 10:14 PM

I don't know that anyone can come with a "permanent" solution as like any other man made object these engines will sooner or later wear out. I would agree though that any solution that extends the usable life on these engines is a good one and a welcome development.

Alan C. 07-22-2016 10:22 PM

The 997.2 GT3 may have an issue as well with oiling on start-up. I was seeing 50 ppm copper on a 14000 mile engine at oil changes. The car sat for long periods between starts. I checked with Steve Weinert and he suggested it might be the crank thrust bearing. Two friends had similar issues with high copper and infrequent starting.

Steve had one customer tear an engine down at another shop thinking he had bad rod/main bearings. It turned out to be the crank thrust bearing. The 997.2 GT3 apparently puts a heavy load on the bearing when the clutch is engaged. So let the car sit for a few weeks and the bearing doesn't have enough oil to combat the initial cranking load/friction.

It will be interesting to see how the 991.1 GT3 plays out. Nice to see people like Charles working on solutions.

fbirch07-22-2016 11:11 PM

If there is a dry start element to these failures, would 991 GT3 owners be better off starting the car once every X days - to maintain an oil film on the valve train components? Has the data shown any correlation between worn fingers and cars that sit unused for long periods?

The dilemma with any aftermarket solution is that these cars are all still in warranty. Any modifications to the oiling system are likely to void the warranty, exposing the owner to expensive repairs that would otherwise be covered by Porsche.

neanicu 07-22-2016 11:15 PM

Quote:

Originally Posted by fbirch (Post 13471424)

If there is a dry start element to these failures, would 991 GT3 owners be better off starting the car once every X days - to maintain an oil film on the valve train components? Has the data shown any correlation between worn fingers and cars that sit unused for long periods?

As I've said before, my theory is speculation at this point. Although starting the car and bringing it to operating temperature every few days is good practice not just for the engine, but for seals and rubber parts.

Just in time 07-22-2016 11:50 PM

[QUOTE=neanicu;13471432]As I've said before, my theory is speculation at this point. Although starting the car and bringing it to operating temperature every few days is good practice not just for the engine, but for seals and rubber part

This looks like good advice.

.

m42racer 07-23-2016 03:42 AM

Quote:

Originally Posted by fbirch (Post 13471424)

If there is a dry start element to these failures, would 991 GT3 owners be better off starting the car once every X days - to maintain an oil film on the valve train components? Has the data shown any correlation between worn fingers and cars that sit unused for long periods?

The dilemma with any aftermarket solution is that these cars are all still in warranty. Any modifications to the oiling system are likely to void the warranty, exposing the owner to expensive repairs that would otherwise be covered by Porsche.

As I see it, the dilemma is not doing something before the warranty expires. Porsche have shown their hand. So if between now and when the warranty expires continual damage occurs, then it may be down to the owner to have a complete rebuild on his dime. This is really about risk management.

fbirch 07-23-2016 11:41 AM

Quote:

Originally Posted by m42racer (Post 13471801)

As I see it, the dilemma is not doing something before the warranty expires. Porsche have shown their hand. So if between now and when the warranty expires continual damage occurs, then it may be down to the owner to have a complete rebuild on his dime. This is really about risk management.

If you are past or very near the end of your warranty period, then there is less of a dilemma. But if you have 2-3 years of remaining warranty, I think it's a much tougher choice. Change the oiling system now and Porsche will have a strong case to deny warranty claims they would otherwise be obligated to cover. And I'm not even suggesting anything underhanded on their part. I wouldn't expect any manufacturer to stand behind a product in which key subsystems have been modified from stock, even if the customer is convinced the modifications were for the better.

Alan C. 07-23-2016 12:26 PM

There was a similar situation when the 996 was introduced. They had an oil pick up problem which could be greatly reduced by adding another pickup in the head. My dealer told me if I modified the head, even though it was an improvement in oiling, Porsche might void my warranty. I was advised to leave it alone and make the modification after the warranty expired.

Just in time 07-23-2016 03:26 PM

^^^. The M96 and 97 motors also had oiling issues. PAG did not really stand behind their product. The failure rates of the M96 motors was staggering, sometimes exceeding 10%. At the end of the day PAG was forced into a settlement by a class action lawsuit. I hope they learned something in the process.

Jamie@dundonmotorsports 07-23-2016 04:14 PM

Quote:

Originally Posted by fbirch (Post 13471424)

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The dilemma with any aftermarket solution is that these cars are all still in warranty. Any modifications to the oiling system are likely to void the warranty, exposing the owner to expensive repairs that would otherwise be covered by Porsche.

Our analysis and consultation with some of the original engineers who designed the valve train for Porsche point to this being an issue while the engine is operating normally, not isolated to dry start, cold revving etc. of course these things may contribute but are not the source.

Anytime you have metallic wear happening in an engine the damage isn't isolated to the area you can see wearing. The metal debris that is being pumped through the engine will create accelerated wear in all bearing surfaces and in the cylinder/ring contact. This is why I was so disappointed in Porsche when they started doing head swaps for this issue, instead of engine replacements.

We can't predict how Porsche will react to this design change fix of the finger follower/cam wear issue. The fix is intended for those that plan to keep their cars for the long haul and with 2014 cars coming out of warranty in 2018 we'll have plenty of time to test and prove the fixes merit.

We will be documenting the fix in my own car (2014 E engine) taking finger followers out and measuring pad thickness over the coming months after its all installed.

It's important to me as a fellow owner to eat what I cook so to speak.

Parts are finishing up design, as soon as we have prototype parts in hand we'll show what's going on and what we did to resolve it. Until then has to remain a bit cloak and dagger to protect our effort thus far

bronson7 07-23-2016 05:47 PM

All very interesting thoughts. Can the oil that's being put into the new engines at the factory be a concern or is there better oils to help with the issue?

PTGFAR 07-23-2016 09:09 PM

I was wondering if they could build a roller bearing into the part. They would likely have to deal with space and weight issues to do it. They would probably have to change the camshaft profile to compensate for any new design change also.

robmypro 07-23-2016 11:23 PM

Definitely following this discussion closely. Anything that can be done to mitigate this issue has my attention.

s996 07-24-2016 11:13 AM

Following closely as well.

I love this car and had hoped this would be my last track car!!!
I think it is the best Porsche has produced short of the racing versions.
But.....

A question for those in the know. Did Porsche change the valve train in the 991.1 rs(compared to the gt3)? I understand the displacement difference but is this the same valve train the three versions of the gt3 are using?

Jamie@dundonmotorsports 07-24-2016 02:05 PM

Quote:

Originally Posted by s996 (Post 13473992)

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A question for those in the know. Did Porsche change the valve train in the 991.1 rs(compared to the gt3)? I understand the displacement difference but is this the same valve train the three versions of the gt3 are using?

Same valve train between RS and GT3

s996 07-24-2016 04:56 PM

Thanks Jamie

I guess that takes away the get out of jail free card by simply trading up to the RS.

Jpacione 07-24-2016 05:09 PM

Interesting to think about. Not one Rs failure that I've read about on this forum, but I'm wondering if that's just reflection of the fact that not as many are tracked hard?

robmypro 07-24-2016 09:35 PM

Quote:

Originally Posted by Jpacione (Post 13474723)

Interesting to think about. Not one Rs failure that I've read about on this forum, but I'm wondering if that's just reflection of the fact that not as many are tracked hard?

That would be my completely uneducated, uninformed, and most likely ignorant guess.

scchiii 07-24-2016 10:21 PM

Quote:

Originally Posted by Jpacione (Post 13474723)

Interesting to think about. Not one Rs failure that I've read about on this forum, but I'm wondering if that's just reflection of the fact that not as many are tracked hard?

Tracked hard??? They are hardly driven at all, I have seen very few do any hard duty other than the press fleet. Most photos of 911Rs they are on display or parked.....I mean for goodness sakes haven't you heard they are all selling second hand for \$1.3 million dollars, they can't be driven to preserve value ! Ha ha

fbirch 07-24-2016 10:42 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13472708)

Our analysis and consultation with some of the original engineers who designed the valve train for Porsche point to this being an issue while the engine is operating normally, not isolated to dry start, cold revving etc. of course these things may contribute but are not the source.

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Parts are finishing up design, as soon as we have prototype parts in hand we'll show what's going on and what we did to resolve it. Until then has to remain a bit cloak and dagger to protect our effort thus far

Jamie - Thanks for taking the initiative on this. It will be very interesting to follow the info you post re your own car.

BTW - I agree with you 100% on changing heads (vs the entire engine) after major metallic abrasion. The pics posted in another thread of a severely worn finger were pretty alarming. I wouldn't be comfortable with that amount of particulate being pumped through the

engine. Do you believe the oil filter will be effective in catching most/all of the particulates? Or is this a case of secondary damage being done before the particulate makes it to the filter in the first place?

bruce987 07-25-2016 01:29 PM

Quote:

Originally Posted by fbirch (Post 13475296)

Jamie - Thanks for taking the initiative on this. It will be very interesting to follow the info you post re your own car.

BTW - I agree with you 100% on changing heads (vs the entire engine) after major metallic abrasion. The pics posted in another thread of a severely worn finger were pretty alarming. I wouldn't be comfortable with that amount of particulate being pumped through the engine. Do you believe the oil filter will be effective in catching most/all of the particulates? Or is this a case of secondary damage being done before the particulate makes it to the filter in the first place?

Another good reason to have an oil analysis done. I just sent in an analysis to Blackstone on the new "G" motor just put in... it now has ~700 miles on it.

Chris3963 07-25-2016 01:55 PM

Quote:

Originally Posted by Chris3963 (Post 13470368)

If the garage confirms that I need an engine replacement, then it won't be due to over revving on cold starts. I have been religious about getting the engine up to temp before giving it the beans so it must be something else.

News today from my garage. They swapped coils between cylinders 5 and 6 and spark plugs between 4 and 6. Took the car out and again got mis-fires on cylinder 6.

Will now take out the rocker arms, photographed them and send them to PAG. If confirmed by PAG that I have the dreaded GT3 disease, I will have a new engine delivered and installed late next week...hopefully.

ipse dixit 07-25-2016 02:18 PM

Quote:

Originally Posted by Chris3963 (Post 13476582)

News today from my garage. They swapped coils between cylinders 5 and 6 and spark plugs between 4 and 6. Took the car out and again got mis-fires on cylinder 6.

Will now take out the rocker arms, photographed them and send them to PAG. If confirmed by PAG that I have the dreaded GT3 disease, I will have a new engine delivered and installed late next week...hopefully.

Chris,

If that happens, would this be your second G engine?

Good luck with everything, hope it all turns out well.

Chris3963 07-25-2016 02:37 PM

Quote:

Originally Posted by ipse dixit (Post 13476650)

Chris,

If that happens, would this be your second G engine?

Good luck with everything, hope it all turns out well.

Mine is an "F" series engine. It's 2015 car with a late 2014 build.

levd 07-25-2016 03:09 PM

Quote:

Originally Posted by Chris3963 (Post 13476582)

If confirmed by PAG that I have the dreaded GT3 disease, I will have a new engine delivered and installed late next week...hopefully.

Not granted. There is also a chance PAG will decide to give you a new top part for engine rebuild, as they did with my engine. Took 9 1/2 weeks to get my car back.

I really wish you to get a new engine, it will be faster then. But it's all up on PAG.

Macca 07-25-2016 06:01 PM

Quote:

Originally Posted by bruce987 (Post 13476489)

Another good reason to have an oil analysis done. I just sent in an analysis to Blackstone on the new "G" motor just put in... it now has ~700 miles on it.

Bruce. It would be great if you can let us know the summery findings of the oil analysis here. I doubt at 700 miles there will be much to tell...

bruce987 07-25-2016 06:07 PM

Will do. The reason why I wanted it done was because the new engine would not give me an oil reading for the first 4-5 days when I got it back. When it decided to, it claimed it was overfilled. Same symptom

when my 'F' motor blew. The mechanic said he put 6.5 quarts in the added as needed - which is the proper way to fill. So I sent the car back to them and asked for oil analysis. Too reset the oil indicator, the mechanic turned off the motor, raised the back lid and close it... that's how you force an oil reset - makes the oil level recalculate. Now it reads two bars below high.

robmypro 07-25-2016 06:58 PM

Quote:

Originally Posted by Macca (Post 13477274)

Bruce. It would be great if you can let us know the summery findings of the oil analysis here. I doubt at 700 miles there will be much to tell..

There is a thread that includes oil analysis from Blackstone. Maybe we could consolidate our reports there?

<http://rennlist.com/forums/991-gt3-g...-analysis.html>

cdturne 07-25-2016 [09:16 PM](#)

[Quote:](#)

[Originally Posted by bruce987 \(Post 13477277\)](#)

Too reset the oil indicator, the mechanic turned off the motor, raised the back lid and close it... that's how you force an oil reset - makes the oil level recalculate. Now it reads two bars below high.

So if the oil level won't give a reading, you do this procedure then restart the engine, do you get an immediate reading?

R.Deacon 07-25-2016 09:48 PM

Quote:

Originally Posted by Chris3963 (Post 13476711)

Mine is an "F" series engine. It's 2015 car with a late 2014 build.

Our builds may well be close ,mine late Oct./14 , care to share track miles and total

Miles ?

BEST WISHES FOR A G MOTOR FOR U

Jamie@dundonmotorsports 07-25-2016 09:56 PM

Quote:

Originally Posted by fbirch (Post 13475296)

Jamie - Thanks for taking the initiative on this. It will be very interesting to follow the info you post re your own car.

BTW - I agree with you 100% on changing heads (vs the entire engine) after major metallic abrasion. The pics posted in another thread of a severely worn finger were pretty alarming. I wouldn't be comfortable with that amount of particulate being

pumped through the engine. Do you believe the oil filter will be effective in catching most/all of the particulates? Or is this a case of secondary damage being done before the particulate makes it to the filter in the first place?

Filters are only effective at certain sizes and only a percentage at that size. There will be damage with the circulating particulate and on it's way to the filter... So both ways.

Oil analysis is a great way to stay educated and more important is more frequent oil changes to make sure there isn't any build up in the engine...

Quote:

Originally Posted by bruce987 (Post 13476489)

Another good reason to have an oil analysis done. I just sent in an analysis to Blackstone on the new "G" motor just put in... it now has ~700 miles on it.

Good Call!

We'd want to see oil analysis on vehicles that are "fixed" to make sure there isn't a second time bomb in there waiting to happen from debris that has been circulating eating bearing surfaces, rings, cylinders etc...

Chris3963 07-26-2016 03:04 AM

Quote:

Originally Posted by R.Deacon (Post 13477817)

Our builds may well be close ,mine late Oct./14 , care to share track miles and total

Miles ?

BEST WISHES FOR A G MOTOR FOR U

Around 10,000 miles with approx 1,500 miles on track. My garage has done two other F series replacements this year. Both had similar mileage.

levd 07-26-2016 04:47 AM

I'm pretty sure there are AT LEAST 3 times more rebuilds and replacements that people who only count "reported by rennlister" think.

Those who still keep repeating mantra "It's a great reliable car, engine faults are just unlucky coincidents and there are only 17 reported" are blindfolded.

Macca 07-26-2016 05:41 AM

Quote:

Originally Posted by levd (Post 13478532)

I'm pretty sure there are AT LEAST 3 times more rebuilds and replacements that people who only count "reported by rennlisters" think. Those who still keep repeating mantra "It's a great reliable car, engine faults are just unlucky coincidents and there are only 17 reported" are blindfolded.

I agree entirely. It's clear now F engines aren't immune either. If what Dunson Motorsports believe is the potential cause then none of the 991.1 GT3/RS engines are without the possibility of having similar issues. A black mark for Porsche IMO.

Chris3963 07-26-2016 06:58 AM

Quote:

Originally Posted by Macca (Post 13478570)

I agree entirely. It's clear now F engines aren't immune either. If what Dunson Motorsports believe is the potential cause then none of the 991.1 GT3/RS engines are without the possibility of having similar issues. A black mark for Porsche IMO.

I concur. While my garage has done 3 engine replacements this year....it has actually done 6 in total. This may be a statistical anomaly, but if this is representative of the number of replacements per garage, its a much, much bigger number.

R.Deacon 07-26-2016 08:07 AM

Chris3963

Thanks my car coming up on 15k miles and many more track miles .

Will plan an oil analysis/change soon

Ug, sure hope P will stand tall behind there

Error on this build if truly the case.

hf1 07-26-2016 11:44 AM

Quote:

Originally Posted by Macca (Post 13478570)

I agree entirely. It's clear now F engines aren't immune either. If what Dunson Motorsports believe is the potential cause then none of the 991.1 GT3/RS engines are without the possibility of having similar issues. A black mark for Porsche IMO.

To think that people are (supposedly) paying \$1m+ for 911R's with this engine in them. Then again, they won't be actually driven so will probably be OK. ;)

bronson7 07-26-2016 12:27 PM

Curious what update PAG will do with the .2 engine regardless whether they use the 3.8 or 4.0. They certainly will be working on a fix you would think, so I'm wondering what they will do to all 3.8's and 4.0's out there?

90944 07-26-2016 01:06 PM

As I reported here a few weeks ago, a new GT3RS on loan from Porsche Australia blew an engine whilst being reviewed by Wheels Magazine in Australia. To quote: '...and while Butler is at the wheel, the GT3RS suddenly goes bang. Butler notices unfortunate noises, warning lights and then thick white smoke from behind him. ' I've seen enough F1 races to know what it looks like when an engine lunches itself, he later reports dolefully."

levd 07-26-2016 01:08 PM

There will be more. It's essentially the same engine as infamous 3.8.

bronson7 07-26-2016 06:18 PM

PAG better get to the bottom of this.

MileHigh911 07-26-2016 06:28 PM

Quote:

Originally Posted by 90944 (Post 13479334)

As I reported here a few weeks ago, a new GT3RS on loan from Porsche Australia blew an engine whilst being reviewed by Wheels Magazine in Australia. To quote: '...and while Butler is at the wheel, the GT3RS suddenly goes bang. Butler notices unfortunate noises, warning lights and then thick white smoke from behind him. ' I've seen enough F1 races to know what it looks like when an engine lunches itself, he later reports dolefully."

In that article, they report Porsche found an issue with the "valve keeper failed" This is the first I have heard of the "valve keeper" as a problem.

robmypro 07-26-2016 06:46 PM

I feel a recall coming.

Macca 07-26-2016 07:55 PM

They'll never do it. The publicity wouldnt bode well for them. It will be handled by warranty....

RealityGT 07-26-2016 07:59 PM

Doesn't bode well for the .2 gt3 :crying:

robmypro 07-26-2016 08:09 PM

Quote:

Originally Posted by RealityGT (Post 13480391)

Doesn't bode well for the .2 gt3 :crying:

Or the G engines. But...I just drive mine.

isv 07-26-2016 08:14 PM

Interesting the RS is thought by some to ultimately be likely to have the same fate as the gt3 engines so far. Just was at the 'ring yesterday and plenty of 991RS were being tracked and had been by some for quite a few days already so far this year. As far as I heard, so far the RS is holding up very well and is proving pretty reliable, and quite unlike the gt3 at a similar stage of usage. Be interesting to see by the end of the year how the RS fares and indeed if it proves problematic.

elp_jc07-26-2016 08:55 PM

Quote:

Originally Posted by robmypro (Post 13480226)

I feel a recall coming.

No recalls unless lives are at stake. And many times manufacturers don't do it until forced by the NHTSA. Never seen a manufacturer even issue a TSB for known engine failure issues, including BMW, Porsche, and GM. Anyway, my guess is the lower rev ceiling on RSs may have something to do with lack of failures so far. We'll find out soon enough.

GrantG 07-26-2016 09:01 PM

deleted

Macca 07-26-2016 11:55 PM

I think it's still too early to know for RS and GT3 G engine. If one fails the other will too. It took nearly 2 years for E engines to start to go and many had two seasons of heavy track use. Then there are folks like Manifold & OrthoJoe that have 5000 plus track miles on F engines and still no issues. By end of next season I guess we will know more. By then 991.2 will be inky a month away from first deliveries...

Chris3963 07-27-2016 10:46 AM

Quote:

Originally Posted by levd (Post 13476813)

Not granted. There is also a chance PAG will decide to give you a new top part for engine rebuild, as they did with my engine. Took 9 1/2 weeks to get my car back.

I really wish you to get a new engine, it will be faster then. But it's all up on PAG. Your hunch was right. The garage sent photos, graphs, etc of my engine to PAG and they have decided to just do a top end rebuild. Apparently, my F series engine already has a number of key improvements that were made as running updates. e.g, one item mentioned was updated

oil squirters. So they are just going to rebuild the top end. I find out tomorrow exactly what parts they will be replacing.

I guess this is both good and bad.

Bad in that its not a completely new G series engine, but good in that at least the engine number will be original as I know that some 2nd hand buyers are a bit sensitive about numbers not matching.

levd 07-27-2016 11:01 AM

It has nothing to do with improvements of F. PAG decided to rebuild my E this summer.

I believe it's only a matter of 2-3K more track miles combined with some road miles till both of us will get a G, or whatever the next incarnation will be, anyway. It's a destiny of all 991.1 GT3s, except the barely getting used ones.

robmypro 07-27-2016 11:03 AM

Quote:

Originally Posted by Macca (Post 13480381)

They'll never do it. The publicity wouldnt bode well for them. It will be handled by warranty....

Quote:

Originally Posted by elp_jc (Post 13480538)

No recalls unless lives are at stake. And many times manufacturers don't do it until forced by the NHTSA. Never seen a manufacturer even issue a TSB for known engine failure issues, including BMW, Porsche, and GM. Anyway, my guess is the lower rev ceiling on RSs may have something to do with lack of failures so far. We'll find out soon enough.

You guys are probably right. You know more about this than I do.

R.Deacon 07-27-2016 11:28 AM

4k+ T miles 15k total miles on an F motor no issues thus far Macca ,

reluctantly posting this info for concern of doming myself , oh well , didn't buy to sit inn the garage

recently on track pause mode , looking forward to logging more laps down the road so to speak .

bruce987 07-27-2016 11:54 AM

Quote:

Originally Posted by cdturne (Post 13477720)

So if the oil level won't give a reading, you do this procedure then restart the engine, do you get an immediate reading?

The mechanic made it sound like it only takes a few minutes for it to recalculate. It seems whenever I add oil, the oil indicator stops working for a while.

GrantG 07-27-2016 02:39 PM

Quote:

Originally Posted by RealityGT (Post 13480391)

Doesn't bode well for the .2 gt3 :crying:

Supposedly (according to well-informed fellow Rennlist member and 918 VIP member with good access), the .2 GT3 has a motor with a totally new oiling system.

The 2014 GT3 E motor was Version 1, the G motor (including R and RS) was Version 1.5, the GT3R Race Car was Version 2.0 and the new 991.2 GT3 will be version 2.5 (even improved from race car where the oiling lessons were fully understood in competition).

Can't know whether this is a complete fix, but sounds promising enough to me to give it a shot.

neanicu 07-27-2016 03:23 PM

Well Apple is at 9.3.3,so Porsche still got time...:icon107:

bronson7 07-27-2016 05:05 PM

I would have to believe Porsche is clearly working on a remedy if they haven't already finished and testing it.

MaxLTV 07-27-2016 05:12 PM

Quote:

Originally Posted by isv (Post 13480431)

As far as I heard, so far the RS is holding up very well and is proving pretty reliable, and quite unlike the gt3 at a similar stage of usage.

Are there any Rses with 16K miles on engine? I know of a number of E and F engine cars getting close to 20K miles and dozens of track days without issues. Not saying it's not going to happen - it almost certainly will - but rather that I do not think there is enough Rses with that level of use to make any conclusions about their reliability yet.

997s07 07-27-2016 05:32 PM

Quote:

Originally Posted by GrantG (Post 13482265)

Supposedly (according to well-informed fellow Rennlist member and 918 VIP member with good access), the .2 GT3 has a motor with a totally new oiling system.

The 2014 GT3 E motor was Version 1, the G motor (including R and RS) was Verison 1.5, the GT3R Race Car was Version 2.0 and the new 991.2 GT3 will be version 2.5 (even improved from race car where the oiling lessons were fully understood in competition).

Can't know whether this is a complete fix, but sounds promising enough to me to give it a shot.

It sounds very good to me. Hoping the 991.2 GT3 is a keeper.

The 991.1 GT3 will not take a huge hit as most people buying these cars who aren't on rennlist wouldn't know about engine issues.

hf1 07-27-2016 05:43 PM

Quote:

Originally Posted by bronson7 (Post 13482676)

I would have to believe Porsche is clearly working on a remedy if they haven't already finished and testing it.

Same as two years ago.

hf1 07-27-2016 05:47 PM

Quote:

Originally Posted by GrantG (Post 13482265)

Supposedly (according to well-informed fellow Rennlist member and 918 VIP member with good access), the .2 GT3 has a motor with a totally new oiling system.

The 2014 GT3 E motor was Version 1, the G motor (including R and RS) was Verison 1.5, the GT3R Race Car was Version 2.0 and the new 991.2 GT3 will be version 2.5 (even improved from race car where the oiling lessons were fully understood in competition).

Can't know whether this is a complete fix, but sounds promising enough to me to give it a shot.

If the .2 GT3 is going to be such a significant improvement in the engine dept over the R, then the latter's premiums are bound to shrink fairly significantly and quickly.

levd 07-27-2016 05:51 PM

R is a collectable. Porsche can sell these cars with no liquids, as they will be kept in garages with zero on clock for decades anyway. Engine reliability issue will not affect R prices.

elp_jc07-27-2016 06:08 PM

Quote:

Originally Posted by levd (Post 13482791)

Engine reliability issue will not affect R prices.

With their lower redline, I don't think it'd be an issue anyway;).

levd 07-27-2016 06:20 PM

As far as I understand, issue is created in mid-range. High revs just speed up the issue reports by electronics.

hf1 07-27-2016 07:04 PM

Quote:

Originally Posted by levd (Post 13482791)

R is a collectable. Porsche can sell these cars with no liquids, as they will be kept in garages with zero on clock for decades anyway. Engine reliability issue will not affect R prices.

I disagree, but it's irrelevant either way. They can keep collecting them, admiring them with no liquids, and exchanging them for \$10mm. Weirder things have happened.

isv 07-27-2016 07:12 PM

Quote:

Originally Posted by MaxLTV (Post 13482690)

Are there any RSes with 16K miles on engine? I know of a number of E and F engine cars getting close to 20K miles and dozens of track days without issues. Not saying it's not going to happen - it almost certainly will - but rather that I do not think there is enough RSes with that level of use to make any conclusions about their reliability yet.

The gt3 was showing up issues very early, I definitely remember cases of engines going wrong at Spa and the 'ring within a few months of the engine replacement in mid to late summer 2014. The RS has been delivered since late last year and so far nothing really serious has come up I think.

Just in time07-27-2016 07:50 PM

Quote:

Originally Posted by MaxLTV (Post 13482690)

Are there any RSes with 16K miles on engine? I know of a number of E and F engine cars getting close to 20K miles and dozens of track days without issues. Not saying it's not going to happen - it almost certainly will - but rather that I do not think there is enough RSes with that level of use to make any conclusions about their reliability yet.

16k miles with with dozens of track days sounds remarkable. Any motor in a tracked car will need a rebuild sooner or later. Those that think that we can track this car and never worry about the motor needing a rebuild are just disconnected from reality.

997s07 07-27-2016 08:58 PM

Quote:

Originally Posted by Just in time (Post 13483076)

16k miles with with dozens of track days sounds remarkable. Any motor in a tracked car will need a rebuild sooner or later. Those that think that we can track this car and never worry about the motor needing a rebuild are just disconnected from reality.

Is the 9A1 rebuildable? I remember someone, maybe PetevB, saying it was not.

Just in time 07-27-2016 09:06 PM

Quote:

Originally Posted by 997s07 (Post 13483246)

Is the 9A1 rebuildable? I remember someone, maybe PetevB, saying it was not.

At least they are rebuilding the top ends.

Macca 07-27-2016 09:38 PM

Remember the E engines failed quicker due to multiple issues oiling being only one, and durability of finger rocker DLC coating being the other. F engines to the best of my knowledge have changes to finger rocker DLC coating and ECU control of electronic oil pump only. Additional oil galleries were not incorporated until the RS G MA176 engine went into production and these upgrades were incorporated into MA175 GT3 G engines at the same time. Those engines also have an upgraded oil pump, a different ECU software revision and a unique oil filter.

G engine RS and GT3 engines have been circulating now for only 12 months and with these revisions I know of no single failure if this type specifically. On this board I have heard of a GT3 G engine failure in Europe and also on this board are the mention of a G RS engine failure. Both accounts are "second hand" and at this stage unsubstantiated...

In Europe the second track season has started for RS now these early cars are coming up to 12 months old. Perhaps at the end of the track season in late Sept we will know more. However it's my observation that currently there are far more E/F GT3 circulating the tracks of the

world than RS. These E/F engines are in many cases in their third track season in the Northern hemisphere.

If what Jamie/Charles at Dundon Motorsports have researched is true (I have no reason at this stage to doubt it is as I have a lot of faith in them, but it's still a work in progress..) then the issue is the viscous coating of the oil between the DLC finger rocker and cam lobe (steel) and the issue is not specific to the car being used to its maximum rev range. As you can appreciate this would indicate the DLC coating is in part to blame for not carrying the protective oil film like steel does using the ZDDP/zinc additive properties of the oil to assist.

If this is indeed the case the issue is inherent to the valve train design and additional oiling, pressure, spray bars etc may only ease the issue and better filter particulates, but not solve the issue completely. A more frequent oil change may help reduce the issue further. The highest use RS I know on this board is Trakcar (Peter) with around 25 trouble free track days. Peter has had his oil changed perhaps 5 times already. Also Manifold and OrthoJoe and RM21 with F engines have similar track mileage but I believe have also adhered to a more strict oil change routine...

Remember the DFI race engine was not completely finalized (ie final revisions for durability were still being made in Oct/Nov 2015) until long after RS and GT3 G engines were in production.

Quite honestly I think we have to assume the jury is still out on this matter.

911R owners may never rack up the mileage and hard track use age to see the issue for a number of years...?

ipse dixit 07-27-2016 10:41 PM

Quote:

Originally Posted by bronson7 (Post 13482676)

I would have to believe Porsche is clearly working on a remedy if they haven't already finished and testing it.

This is what I'm afraid of.

Porsche working feverishly at a solution, but unable to come up with a remedy.

GrantG 07-27-2016 11:54 PM

Quote:

Originally Posted by Macca (Post 13483333)

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Remember the DFI race engine was not completely finalised (ie final revisions for durability were still being made in Oct/Nov 2015) until long after RS and GT3 G engines were in production.

Quite honestly I think we have to assume the jury is still out on this matter. 911R owners may never rack up the mileage and hard track use age to see the issue for a number of years...

Good info, Macca! Please keep updating as you learn more.

Chris3963 07-30-2016 08:46 AM

1 Attachment(s)

Here's a photo of 3 of the valve levers from cyl 6 of my F series engine.

The two on the right are from the intake and the one on the far left is the exhaust. I was extremely surprised at the amount of damage to the DLC on the two intake levers compared to the exhaust. It's almost like there has been no lubrication at all between the camshafts and the levers.

The only other set of valve levers I have seen taken out of a replaced engine had far less damage than any of these.

levd 07-30-2016 10:06 AM

My levers looked they same. Also most of photos of other 991 GT3 levers were the same. I'd say yours are very typical.

I believe the chance of rebuilt engines to last long is next to zero, considering the wear we see. I wonder why PAG rebuilds them. Maybe they are out of replacement engines.

fbirch 07-30-2016 11:00 AM

Given the low mileage at which this problems occurs in some engines, and given the severity of the wear, it's really puzzling why this didn't turn up in Porsche's test program during the development phase.

Al Pettee 07-30-2016 12:54 PM

Quote:

Originally Posted by fbirch (Post 13489170)

Given the low mileage at which this problems occurs in some engines, and given the severity of the wear, it's really puzzling why this didn't turn up in Porsche's test program during the development phase.

It probably did....

sasportas 07-30-2016 01:49 PM

Got the dreaded Engine Control Fault today.

Any suggestions?

Can I still drive it?

MileHigh911 07-30-2016 01:57 PM

Quote:

Originally Posted by sasportas
Got the dreaded Engine Control Fault today.

Any suggestions?

Can I still drive it?

The car still allows for driving under 7500 rpm. I haven't heard of someone stranded at the track. Now....you need to think about the following: if you drive it, more damage is likely happening. But maybe you want enough damage (scoring), to force Porsche to give you a new motor, rather than a top end rebuild.

mikemessi 07-30-2016 01:58 PM

Wow. Unbelievable. I was all hot for the new GT3 manual if/when it hits the market but I think I'm going to pass. I know there are a lot of defenders of the GT3 saying how amazing it is and basically a race motor so of course it's going to be finicky and not last forever at 9000RPM. But, this is totally unacceptable in my opinion.

Alan C. 07-30-2016 02:03 PM

Quote:

Originally Posted by fbirch (Post 13489170)

Given the low mileage at which this problems occurs in some engines, and given the severity of the wear, it's really puzzling why this didn't turn up in Porsche's test program during the development phase.

I believe this a batch processing problem. How large is the process window for the finger surface, prep for DLC and the DLC coating? Is it possible to have a stacking error? From what I have read the DLC process is demanding.

Also, what happens if an engine with a set of rebuilt heads exhibits the same problem again?

Jamie@dundonmotorsports 07-30-2016 02:09 PM

The same parts will continue to fail the same way. Don't want to be a downer, but the only solution we can see is to change the design in a way that you have control over the oil film formed between the cam and follower.

I would be leery of driving the car after it sets the fault as all of that metal debris is going somewhere...

levd 07-30-2016 02:37 PM

Quote:

Originally Posted by sasportas (Post 13489464)

Got the dreaded Engine Control Fault today. Any suggestions? Can I still drive it? It also most likely said you "Driving permitted. Consult a garage." So the best way is to give it to dealer under warranty. They should check logs. There can be other reasons to ECF than the one that's being discussed in this thread.

ShakeNBake 07-30-2016 02:37 PM

Jamie, what are they doing to prevent the same problem on the cup cars or RS for that matter? I would think there would be a solution by now, and I'm assuming this is why it took 4 years to drop the mezger.

orthojoie 07-30-2016 02:49 PM

Fwiw, after I had the fault occur, the coil packs and plugs were replaced only and the car has run without issues after multiple hard track days.

levd 07-30-2016 03:10 PM

I had this twice.

Last year one coil was replaced and no problem occurred till this year. This year it happened again and ended with engine rebuild.

nxfedlt1 07-30-2016 03:15 PM

are the faults occurring on track only or is anyone getting them while cruising in town/ highway?

levd 07-30-2016 03:18 PM

AFAIK, message pops up in upper range of revs, 7000+

Chris3963 07-30-2016 03:37 PM

Mine occurred twice on track above 8000 rpm and once on the road at around 6500rpm.

levd 07-30-2016 03:42 PM

On the road was when you already had it on track at least once?

Chris3963 07-30-2016 04:28 PM

Quote:

Originally Posted by levd (Post 13489674)

On the road was when you already had it on track at least once?

It occurred twice on track at Spa last week and then once on the way home on the autoroute.

Was not at full throttle. Just pull out to pass a slow car. Gassed it to only about 6500 and then got the message. Stayed under 6000 for rest of the drive home.

levd 07-30-2016 04:37 PM

Yes, once it already appeared, it can come and go. When I had it on track before rebuild it kept disappearing after restarts then appearing again, even on lower revs than 6500 you mentioned. Then it started appearing right after a restart. Then next day disappeared and haven't come back even on 9000. But dealer found everything in logs anyway.

orthojoie 07-30-2016 04:54 PM

Quote:

Originally Posted by levd

I had this twice.

Last year one coil was replaced and no problem occurred till this year. This year it happened again and ended with engine rebuild.

Yikes! Thanks for the info

s996 07-30-2016 05:05 PM

I have been changing oil at about 1200 miles, do you think changing the filter more often would help catch more metal particles or just a waste of time?

If we track the car and grind off the cam and finger surfaces, where does that metal go while we're driving home? Doesn't it circulate around all bearing surfaces?

Changing the heads only moves the problem another two years/ 4 thousand miles down the road.

Chris3963 07-30-2016 05:43 PM

I was told by my garage that the part numbers for the valve levers they received for my rebuild from PAG have changed so they suspect the DLC coating has been changed.

Macca 07-30-2016 05:59 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13489509)

The same parts will continue to fail the same way. Don't want to be a downer, but the only solution we can see is to change the design in a way that you have control over the oil film formed between the cam and follower.

I would be leery of driving the car after it sets the fault as all of that metal debris is going somewhere...

Hi Jamie. I know you guys have done alot of work on this already. Would making the rocker finger from an alloy and abandoning the DLC coating all together aid in the situation? An alloy may promote better viscous oil adhesion and the lack of "diamond like coating" particulate circulating the engine might reduce interference with other wear items such as journals and bearings. Im just a hack but on my 993 the rockers are made of steel. Even a high quality chrome surface may be better?

It looks like this year the F engines are starting to catch up on the E. Next are the G and RS.

It will be very interesting to see how PAG have addressed the issue with the 991.2 GT3. Surely the racing program will have taught them something.

At the end of the day it is not the wear on the cam lobe or finger rockers that is critical to long term reliability of the engine. Those items would be acceptable to replace outside of warranty if they would last say 100+ track hours. This is a high output per Litre (125bhp/L) engine at the cutting edge of H6 design so its not going to last forever and our expectations should be perhaps that it will last not so much longer than an equivalent Cup engine under similar circumstances before it needs so valvetrain intention.

The real issue remains the damage that any DLC/steel particulate can cause in the bottom end of the engine. This to me is the far greater issue as it is more expensive to address and more fundamental to the health of the engine.

Just to be clear I don't believe the wear we are seeing on the followers in practice is leading to any reduced performance in the engine. We are talking about microns of thickness of material, with changes in timing for that bank being in 100ths. So the engine could probably run quite happily to rev line for quite some time before cvam lob profile became an issue due to wear etc.

The issue is that each bank on these DFI engines is monitored so closely by the ECU for emissions and VE etc that a small difference between banks can throw the check light up. On my 993 by way of example after 100k km I expect there is at least as much wear on

rockers and cam lobes but the system never alerts me as its not as sophisticated...

Correct me if Im wrong here Jamie...

levd 07-30-2016 05:59 PM

Quote:

Originally Posted by Chris3963 (Post 13489872)

I was told by my garage that the part numbers for the valve levers they received for my rebuild from PAG have changed so they suspect the DLC coating has been changed.

Makes sense. Doesn't resolve the main issue but maybe makes coating less vulnerable, therefore it can last longer.

Alan C. 07-30-2016 06:48 PM

Nissan started using DLC coatings in 2006. They specified a particular oil for cars equipped with DLC coated valve train parts. The oil was expensive and some people didn't want to use it but most dealers stuck to the program.

There are several papers out there on what Nissan did. It's interesting that Nissan was looking at fuel economy as a driving force. Friction in the valve train can be a significant loss.

Chris3963 07-30-2016 07:31 PM

Quote:

Originally Posted by levd (Post 13489896)

Makes sense. Doesn't resolve the main issue but maybe makes coating less vulnerable, therefore it can last longer.

Considering that DLC (diamond like coating) is supposed to be almost as hard as a diamond (as it's name implies) and offer a very low friction surface, I am quite surprised that it is wearing so dramatically. It's clearly not doing its job.

I know that the general consensus seems to be that it's primarily an oil related issue, or more precisely a lack of oil, but there has to be more to than that. I wonder if it is also partially due to the process being used to apply the DLC.

I just hope that someone soon is able to come out with a definitive prognosis of exactly what is happening because when I get my GT3 back from the garage, i fear I am going to because somewhat paranoid every time I drive it.

bronson7 07-30-2016 08:35 PM

As I asked earlier on in this thread, do you think a different oil with better holding/sticking capacity be better or atleast help?

MACH 86 07-30-2016 09:18 PM

Oil Sample

Has anyone that has had an engine fault code used an oil analyzing firm such as Blackstone on their oil changes? Before the fault code was there any indication of unusual metal in the oil? Also if more than one oil change was done was the metal sample changing or increasing with each oil change? I have used oil labs for years and never had bad oil results. I might also add that I never had any engine problems.

Alan C. 07-30-2016 09:32 PM

Quote:

Originally Posted by bronson7 (Post 13490134)

As I asked earlier on in this thread, do you think a different oil with better holding/sticking capacity be better or atleast help?

If I still had my car I'd use Motul 300V. Of course it is not Porsche approved.

ipse dixit 07-30-2016 10:11 PM

Quote:

Originally Posted by Alan C. (Post 13490222)

If I still had my car I'd use Motul 300V. Of course it is not Porsche approved.

That's what I use exclusively.

ipse dixit 07-30-2016 10:17 PM

The continued problems with this iteration of the 991 GT3 engine makes me think that Porsche is unable to find the problem. Especially if the same type of issues arise in the RS.

It's also odd in how Porsche is addressing the issues.

If it was truly a design "defect" issue you would think the various evolutions of this engine from E to F and maybe G, and especially to the RS, would resolve the issues.

But apparently it hasn't. Which is why maybe Porsche is in some cases simply replacing the top end, which suggests something more akin to a manufacturing "defect" issue in the sense that the factory somehow made a segment of the engine out of spec. But that also doesn't exactly jive, if some F engines are getting the G replacements.

neanicu 07-30-2016 11:23 PM

I believe that changing the heads does not address the root of the problem. I think that Porsche has analyzed the first batch of engines they have replaced with a G engine and found that the DLC coating shavings did not affect the rest of the engine and most likely got caught in the oil filter. As a result they have concluded that it's faster (since the top end is disassembled anyway for the initial inspection) and more cost effective to replace the top end rather than the entire engine.

Macca 07-31-2016 02:09 AM

There is some excellent ideas surfacing in these posts. I'm on the road but in brief what I understand is that at least in some part PAG engineers have identified both the DLC coated finger rockers AND the oiling to be at some point related to the issue hence the revised rocker fingers, oil pump and ECU driven oil pressure in the G and RS engines. Whether an oil analysis would even pick up the DLC coating I do not know other than it may report "foreign body" as in truth the DLC coating as I understand is not from a pure metal family. The revised oil filter on G and RS engines may be a red herring as it would appear these items are not upgraded on rebuilt E & F engines. The ability of the oil to provide a protective layer between the rocker and cam is likely part of the issue as Dundon have eluded. It still remains to be seen if G engine design changes have rectified the issue but you would hope PAG have some confidence in the re designed heads and components they are using for the warranty rebuilds? That said I think there has been a real learning curve here for PAG and it's possible the issue has been alleviated but not completely addressed. Only time will tell I guess...as for better oils - yes there are many with better ZDDP levels and additive but if they are not warranty friendly then another issue persists etc...

Just in time 07-31-2016 10:31 AM

For those that have an interest on learning more about DLC. I am not an engineer but was able to grasp a bit about the issue. There is a particular section that somewhat covers its use in engines. Good read for a Sunday.

https://en.m.wikipedia.org/wiki/Diamond-like_carbon

Chris3963 07-31-2016 12:28 PM

[While we are on the topic of DLC](#), some you might be interested in this video of a couple of basic tests done on a DLC coated Panerai watch.

You can see that the scalpel and file have no impact on the coating. While the tests are quite basic, it does give some kind of indication of how hard a DLC is.

And I like Panera watches too, so it was of double interest to me :)

DLC coating test - YouTube

meaker 07-31-2016 05:55 PM

Quote:

[Originally Posted by Chris3963](#)

While we are on

is.

And I like Panera watches too, so it was of double interest to me :)

DLC coating test - YouTube

Pretty cool video

But yet gt3 motor can wear that coating pretty quickly.

Just in time 07-31-2016 06:59 PM

Some food for thought. In the section titled Tribology, the Wiki summary indicates that DLC is used to reduce friction during BREAK IN. Given how much discussion we have had in this board about proper break in procedure, whether [there is any relationship between wear rates and bre](#)

Interesting article indeed. So many questions it raises.

The wear we are seeing is almost always occurring cylinder 5-6 worse of all. When the rockers on one bank are layer out the wear typically reduces considerably as it moves towards one end of the bank.

Heat may indeed be a factor (read middle paragraph below of snippet of article). The updated G/RS heads have additional oil lubrication. This may also be in order to reduce heat. It's possible "hot spots" in the heads created by inadequate oil distribution may have accelerated the carburization of the DLC coating contributing to the issue...of course lack of ideal lubrication between cam lobe and DLC rocker finger could be promoting heat transfer.

When you consider how complex and how many variables are needed to be considered for a stable DLC coating In a constantly changing high speed high friction environment such as a 9000 rpm GT3 engine head - the mind boggles as to the multiple potential issues, especially first time being used on a production H6 engine (ie no F1/WEC type production component budgets).

Purely speculation but I suspect PAG have been chasing this issue down for a while trying different versions of DLC rockers earlier in the piece and lubrication enhancements later.

I doubt we will ever hear from the horses mouth one this issue. A shame as it promotes rampant speculation. The good news is that it appears to be an issue that can be addressed through subtle changes in design and perhaps supplier components...

MaxLTV 07-31-2016 10:16 PM

I did some research on DLC after this post, and there are few reoccurring themes there - DLC durability can vary tremendously with changes in thickness and structure of coating as well as what material is coated. Some changes have an exponential effect, so even a small change in some of these parameters can change life expectancy by factors like 10x and even 100x. Also, testing of its durability is still not fully standardized, it seems. Not sure if that's what happened here, but it seems possible.

An even less scientific observation - my DLC-coated watch has coating damaged in some spots, and the damage is not from wear of the coating but from metal under the coating being dented, like pressed in, and the coating creasing as the result. Maybe the metal under the DLC coating in GT3 engines is too malleable and allows the coating to deform and lose strength that way.

Jamie@dundonmotorsports 07-31-2016 11:08 PM

Quote:

Originally Posted by Macca (Post 13489895)

Hi Jamie. I know you guys have done a lot of work on this already. Would making the rocker finger from an alloy and abandoning the DLC coating all together aid in the situation? An alloy may promote better viscous oil adhesion and the lack of "diamond like coating" particulate circulating the engine might reduce interference with other wear items such as journals and bearings. I'm just a hack but on my 993 the rockers are made of steel. Even a high quality chrome surface may be better?

It looks like this year the F engines are starting to catch up on the E. Next are the G and RS.

The real issue remains the damage that any DLC/steel particulate can cause in the bottom end of the engine. This to me is the far greater issue as it is more expensive to address and more fundamental to the health of the engine.

Correct me if I'm wrong here Jamie...
Hey Mark,

A good DLC coating is very good at holding oil and reducing friction. The DLC will only last if there is oil, as the article said, the coatings reduce wear during oil starvation... Every F1 team is using DLC, WEC is using DLC etc. If you can reduce friction in the engine you make more power available to the wheels.

The issue with the followers is if there is no oil film allowed to form then the only lubrication you have is DLC. The coating alone can't lubricate dry and does require oil.

The solution we're designing is a mechanical redesign of some of the valve train components to ensure an oil film is formed consistently, regardless of oil pressure etc... We're also going to provide world class DLC coating from the same source used by F1 and WEC teams (unfortunately not the same place our finger followers were coated...).

Any solution that comes with the 991.2 will be interesting to see. We will be keeping an eye on the parts to see when they're available.

The issue with the wearing of the finger followers isn't the DLC wearing, the DLC is likely not causing much of an issue circulating in the engine, the issue is the metal/metal wear between the cam and finger follower. Any metal that circulates through the engine creates abrasive wear. The amount of time for the ECU to signal a misfire fault due to valve opening deviation (finger follower wear) is likely long enough for the metal to be circulating for some time. The oil filter will

only get a % of the metal circulating. So that means the metal circulating will get into all the areas the oil circulates through and issues may not show themselves for quite a while (think bearing wear causing spun rod bearings, scored cylinders, compression/leakdown issues etc...). The issue could show itself many years later, but typically once wear starts, it continues on it's own as the surface finish/oil holding capability is changed...

When we bring the solution to market (in about 7-8 weeks) part of the install be a thorough borescope of the cylinders, a check of the rod bearings for wear etc... to ensure the engine doesn't need anymore while it's open.

We'll have more information and pricing on a few of the options in the next 7-10 days.

As soon as we have parts we'll share what we're up to and why we believe so strongly this solution will work long term.

hf1 07-31-2016 11:26 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13492343)

When we bring the solution to market (in about 7-8 weeks) part of the install be a thorough borescope of the cylinders, a check of the rod bearings for wear etc... to ensure the engine doesn't need anymore while it's open.

We'll have more information and pricing on a few of the options in the next 7-10 days.

As soon as we have parts we'll share what we're up to and why we believe so strongly this solution will work long term.

Well done. Assuming this resolves the issue, it boggles the mind how PAG, with all their resources, couldn't have come up with something like it (or better) much sooner.

robmypro 07-31-2016 11:30 PM

Good stuff, Jamie. Looking forward to learning more.

SmokinGTS 08-01-2016 12:18 AM

Jamie can we get to these parts for inspection without removing the engine? I want to know now and not wait for the dreaded light. What is involved and how many hours labor to check this out. Thx Ed

Jamie@dundonmotorsports 08-01-2016 01:03 AM

Quote:

Originally Posted by hf1 (Post 13492378)

Well done. Assuming this resolves the issue, it boggles the mind how PAG, with all their resources, couldn't have come up with something like it (or better) much sooner.

There's a lot of constraints on an oem when it comes to addressing an issue. IMS bearings, BMW rod bearings of every generation, etc. a lot of times the aftermarket has more latitude to address issues than an oem.

Quote:

Originally Posted by robmypro (Post 13492384)

Good stuff, Jamie. Looking forward to learning more.

Want to get the data out as soon as possible. This is too great a car to wait for bad things to happen.

Quote:

Originally Posted by SmokinGTS (Post 13492449)

Jamie can we get to these parts for inspection without removing the engine? I want to know now and not wait for the dreaded light. What is involved and how many hours labor to check this out. Thx Ed

Charles has had one of mine out, to take a look at them based on some misfire codes I was getting (paranoia). Let me ping him and see if this is advisable as the correct way to do it is engine out...

Macca 08-01-2016 04:38 AM

[QUOTE="Jamie@dundonmotorsports;13492343"] Hey Mark, A good DLC coating is very good at holding oil and reducing friction. The DLC will only last if there is oil, as the article said, the coatings reduce wear during oil starvation... Every F1 team is using DLC, WEC is using DLC etc. If you can reduce friction in the engine you make more power available to the wheels. The issue with the followers is if there is no oil film allowed to form then the only lubrication you have is DLC. The coating alone can't lubricate dry and does require oil. The solution we're designing is a mechanical redesign of some of the valve train components to ensure an oil film is formed consistently, regardless of oil pressure etc... We're also going to provide world class DLC coating from the same source used by F1 and WEC teams (unfortunately not the same place our finger followers were coated...). Any solution that comes with the 991.2 will be interesting to see. We will be keeping an eye on the parts to see when they're available. The issue with the wearing of the finger followers isn't the DLC wearing, the DLC is likely not causing much of an issue circulating in the engine, the issue is the metal/metal wear between the cam and finger follower. Any metal that

circulates through the engine creates abrasive wear. The amount of time for the ecu to signal a misfire fault due to valve opening deviation (finger follower wear) is likely long enough for the metal to be circulating for some time. The oil filter will only get a % of the metal circulating. So that means the metal circulating will get into all the areas the oil circulates through and issues may not show themselves for quite a while (think bearing wear causing spun rod bearings, scored cylinders, compression/leakdown issues etc...). The issue could show itself many years later, but typically once wear starts, it continues on it's own as the surface finish/oil holding capability is changed... When we bring the solu

Macca 08-01-2016 04:39 AM

BRILLIANT! Thanks Jamie. If your solution nails the issue there is a possibility 991.1 GT3/RS engines with your remedy may be more reliable than 991.2 GT3 engines ;-p

robmypro 08-01-2016 10:25 AM

Jamie, given what you know about the problem, would you recommend running 5W-50 instead of 0W-40, and changing oil more frequently? Any oil thoughts?

Jamie@dundonmotorsports 08-01-2016 10:54 AM

Just change oil more frequently and use a factory approved oil. We use amsoil 5w40 European formula at the shop.

robmypro 08-01-2016 07:03 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13493025)

Just change oil more frequently and use a factory approved oil. We use amsoil 5w40 European formula at the shop.

Okay thanks.

KINGSRULE 08-02-2016 11:40 AM

No disrespect but if Dundon can figure this out, why can't Porsche? And if Porsche has the answer, I really hope they share it and take care of all their GT3 variants....

IMHO, Porsche has the solution but it must be a very \$\$\$ one which they are not implementing.

The bandaids keep coming.

Alan C. 08-02-2016 12:06 PM

In the next two weeks we'll hear pricing on the Dundon solution.

MileHigh911 08-02-2016 12:29 PM

I think one thing that has changed in the business world.....social media. Anymore, the manufacturers can't hide the issues. The world is connected, and we are almost seeing the internet groups problem solve better than the manufacturer/dealers themselves. These companies better figure out the internet and it's desire for answers, or else you may see big companies lose customer loyalty much quicker than one can imagine. Social media can crush a good business if they don't respond.

Porsche's issue has been communication as it pertains to this issue. Without communication, then speculation becomes fact. And negative speculation is what we have seen up to this point. And with every failed engine, it will only get worse.

997s07 08-02-2016 12:52 PM

With the advent of four-door Porsche cars, PAG doesn't have to worry much about enthusiast backlash. The 911 and GT lines are there for legacy and advertising duties. Profit per car is highly skewed towards the four-door models. Porsche will do what is best for the overall margins they report. It certainly seems that reparations to the GT community may not be very high on the priority list, albeit many customers have been helped. Not many Macan, Panamera, or Cayenne drivers know much about the 991 GT3 problems, they will continue to buy their respective upgrade models with huge financial imbalances. Those customers don't care and neither does Porsche.

ipse dixit 08-02-2016 01:50 PM

Part of me thinks Porsche doesn't even care (or want) to fix whatever issue there is the GT3/RS engines.

Even with the issues, demand is sky-high, allocations are hard to come by, and the secondary market remain frothy. The GT badge has not suffered one bit.

So why would Porsche bother "fixing" the issue? Especially if they don't really plan on racing the engine.

GrantG 08-02-2016 01:53 PM

Quote:

Originally Posted by ipse dixit (Post 13496392)

So why would Porsche bother "fixing" the issue? Especially if they don't really plan on racing the engine.

It could be in their interest to fix the issue if the motors expire with low miles and time. 4 year/50k mile warranty for each car (in the US) is long enough to make it very expensive for Porsche to keep replacing motors (parts and labor) for free...

ipse dixit 08-02-2016 02:12 PM

Quote:

Originally Posted by GrantG (Post 13496398)

It could be in their interest to fix the issue if the motors expire with low miles and time. 4 year/50k mile warranty for each car (in the US) is long enough to make it very expensive for Porsche to keep replacing motors (parts and labor) for free... Sure, but if they did find a fix then the cost to do a recall (or service campaign) would be just as high, if not more so.

Just in time 08-02-2016 03:33 PM

Hopefully PAG/PCNA learned something with the M96/M97 lawsuit fiasco. If they do not take care of us there is a playbook to follow.

GT3 KSA 08-02-2016 06:54 PM

Good to see the DMS guys are working on something but in summary, does anyone know how many F and G engines have had issues? Have any RS cars had any issues with the engine as of yet?

bronson7 08-02-2016 07:01 PM

One of the best threads on RL. I'm a believer, Porsche will take care of us.

Macca 08-02-2016 08:13 PM

Quote:

Originally Posted by GT3 KSA (Post 13497306)

Good to see the DMS guys are working on something but in summary, does anyone know how many F and G engines have had issues? Have any RS cars had any issues with the engine as of yet?

There is no real way to know. On these boards we have knowledge of over 30 GT3 issues, 80% are E 20% are F (but rising) and 0% to date are G or G RS. There are rumours from Europe with a few cited examples of G failures on GT3 & RS, I suspect cars that have been campaigned in the Porsche road car series there but we have not yet heard definitively from an owner or first hand source on these.

I think it's fair to say our sample here is probably representative of 1/8th of the total population at best.

If Dundon have identified the issue correctly it's only a matter of time and usage before GT3/RS G engines exhibit similar valve train wear. It may take another year or more as these engines are relatively new and have some oiling changes that may slow the wear rates somewhat.

This is my read in it. One way or another I suspect all MA175/176 engines in the 991.1 gen GT cars are in the same boat so Dundon's proposed solution if successful will find a string future market and could alleviate any future concerns for these engines. We are yet to see what PAGs remedy in the 991.2 GT cars born from their learnings on the Motorsport DFI engine will be. We would expect it to be a similar solution to Dundon but there is no saying...

That's my personal read on this...

bronson7 08-02-2016 08:38 PM
I'm sure Porsche is keeping an eye on this thread?

996FLT6 08-02-2016 10:16 PM
^Like keeping an eye on gt3 mezger engines puking coolant due to pos glued fittings? Nada. Mike

F1CrazyDriver 08-02-2016 11:04 PM
Quote:
Originally Posted by bronson7 (Post 13497330)
One of the best threads on RL. I'm a believer, Porsche will take care of us.
you mean belief
wager ?

Quote:
Originally Posted by 996FLT6 (Post 13497791)
^Like keeping an eye on gt3 mezger engines puking coolant due to pos glued fittings? Nada. Mike
I agree. I have asked people to wager and no takers so far.
I had my coolant line fail. Contacted Porsche NA, they basically looked the other way. "not common problem". It's a very well documented problem on rennlist, 6so, pff (activate German forum).

Chris3963 08-03-2016 03:44 AM
In defence of Porsche, I have been treated very well so far with my engine rebuild.

The service guys have been extremely open, showing me the damaged parts, keeping me abreast of when they will arrive, telling me many other GT3s they have seen with the same problem, etc.

Sure they don't exactly know how to fix the problem yet, but they assured me they were working on it. Let's not forget that they took the unprecedented step of stopping sale on the GT3s and replacing a large number of engines in the early days. They may not handle this issue in the same way once they "crack the nut" but I am sure they will look after their brand and continue to do the right thing by everybody.

levd 08-03-2016 04:50 AM

Quote:

Originally Posted by Chris3963 (Post 13498281)

Let's not forget that they took the unprecedented step of stopping sale on the GT3s and replacing a large number of engines in the early days.

After 2 drivers almost burned alive in their new great GT3 cars, AFAIK.

DerStig 08-03-2016 08:04 AM

Sorry I have to say this but all this talk about not expecting this engine to last forever is just ridiculous. People may have holes in their pocket and maybe its fine for them to write off their car when the engine blows or spend 30-40k for a new engine, but I find that kind of mentality appalling.

There are 997 GT3s with over 50,000 miles still being tracked without a hiccup. I dont see that engine grenading, do you?

And now if an engine has to rev to 9000, its bound to fail? You cannot be serious. This situation is NOT okay guys. You are not going to be able to sell these cars anywhere near what you paid for them come next year when these issues start being publicly reported. It seems like 2014 and 2015 cars are doomed and WILL eventually fail. Some will last 5000 miles some will last 10,000 miles, but this problem is not a random problem that affects a selection of cars. It affects them all. If I were you, I would be writing letters to PAG to give owners lifetime warranty for the engine for this failure.

Question: when the warranty runs out on this car and the engine blows, can you claim this against insurance? What if you dont have 40k cash to pay for the engine, now you have a car that cant be driven but you still pay 1500-2000/month?

zedcat 08-03-2016 08:31 AM

Quote:

Originally Posted by DerStig (Post 13498390)

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Question: when the warranty runs out on this car and the engine blows, can you claim this against insurance? What if you dont have 40k cash to pay for the engine, now you have a car that cant be driven but you still pay 1500-2000/month? I know of some 997 GT3/ RS that have had engine work/ rebuild with 50k mi or less (lots of track use). Not grenaded but enough wear they needed attention. That's not to minimize the 991 GT issues.

A418t81 08-03-2016 10:39 AM

Quote:

Originally Posted by DerStig (Post 13498390)

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Question: when the warranty runs out on this car and the engine blows, can you claim this against insurance? What if you don't have 40k cash to pay for the engine, now you have a car that can't be driven but you still pay 1500-2000/month?

Why are you freaking out about this as much as you are when you don't even own one? The engines aren't "grenading," they are misfiring due to the wear on the followers. There is a big difference. Also, the engine is new and there's a lot to be learned. The aftermarket can come up with solutions that Porsche can't and/or won't use. Porsches can cost a LOT to own out of warranty no matter what model it is. A 997TT Mezger long block is 45k from Porsche and the GT3 variant not much less. It has design flaws that cost a significant amount of money to repair as well. I've spent 15k in maintenance and repairs on my 997 in the past 2.5 years and there has only been one actual issue with the car (spun intake cam).

You have to pay to play. Don't like it? Go buy something else.

Macca 08-03-2016 10:58 AM
^^^ Well said.

Race engines are typically lifed on hours. Back in the day the 993GT2 Mezger engines were 30 hrs for top end. These days the Cup cars can be 50.

The 991 Gt3/RS are now making power in excess of their respective Cup car siblings and revving as high. It's probably reasonable that 100 track hours should be attainable without any top end work. That's assuming cars are being driven hard at the track by fast and competent drivers. Many of these cars on this forum are circulating their respective tracks at times on street tyres not far off earlier generation GT3 Cup cars on slicks.

Currently the E & F engines have not been lasting 100 hrs due to a design fault. The longest untouched F engines I know on this board are probably at 40 hrs plus 10-12,000 road miles. Maybe the G engines will last longer - who knows.

No one is arguing this is not enough. It should be more and I'm certain it will by the time 991.2 comes along. Perhaps if Dundon have the fix in their recently publicized finger follower and lifter kit there may be a solid solution, or PAG may start replacing with their own. The heads they are sending out now I would imagine are more durable than

before or else why bother with all that expense if they know they will be doing it all again shortly.

Any GT3 or any generation putting 100+ hrs at high rpm on the track (and not being driven like a nana) will have valvetrain wear. The 991 gen cars with individual cylinder management and more complex electronics are picking up these wear tolerances with more alacrity and retarding the engine at high rpm to save further damage. They are not blowing up and you can cover many 100s or 1000 miles with them in this state (as long as you dont exceed say 8300 rpm and trigger the CEL again). Its not the end of the world although without doubt its disappointing.

lumber 08-03-2016 11:09 AM

These are toys. I don't stress about my toys breaking. Equipment that makes me money, sure.

My sports car, umm no.

If I want for the envelope to be pushed year after year, crazy redlines, there may be a consequence.

Great information here, but some of you guys losing sleep over this need to put it in perspective... Just saying

robmypro 08-03-2016 11:15 AM

Here is what I know:

1. My GT3 is covered under warranty.
2. My GT3 is awesome.
3. Nobody with these engine problems have been screwed by Porsche.
4. This problem is very well documented.

Here is what I believe:

1. The GT3 is the flagship.
2. This problem most likely impacts all 991 GT3, RS and R models.
3. Porsche is not stupid.

Given what I believe, Porsche will do the right thing. The right thing could include:

1. Fixing this issue out of warranty.
2. Addressing this issue proactively.
3. Being compelled to fix this as bad press piles up.

In the event that Porsche doesn't address this issue prior to my warranty running out, I can just trade my GT3 in for a low mileage 991.1 GT3 CPO or buy a 991.2 GT3 and not worry about it for another 5 years. I can even sell the car to my dealer, they CPO it, and then I buy it back.

There is also the 3rd party fix, which we will learn about in a few weeks. This may be the way to go, or it may just compel Porsche to address the problem head on. Who knows.

Lots of options. Either way I am not worried about it. Under no scenario can I see myself having a dead GT3 lying around because the engine blew out of warranty. Not happening.

bronson7 08-03-2016 11:18 AM
^^^Well said

Lukas_at 08-03-2016 11:47 AM

Quote:

Originally Posted by robmypro (Post 13498743)

Here is what I know:

1. My GT3 is covered under warranty.
2. My GT3 is awesome.
3. Nobody with these engine problems have been screwed by Porsche.
4. This problem is very well documented.

Here is what I believe:

1. The GT3 is the flagship.
2. This problem most likely impacts all 991 GT3, RS and R models.
3. Porsche is not stupid.

Given what I believe, Porsche will do the right thing. The right thing could include:

1. Fixing this issue out of warranty.
2. Addressing this issue proactively.
3. Being compelled to fix this as bad press piles up.

In the event that Porsche doesn't address this issue prior to my warranty running out, I can just trade my GT3 in for a low mileage 991.1 GT3 CPO or buy a 991.2 GT3 and not worry about it for another 5 years. I can even sell the car to my dealer, they CPO it, and then I buy it back.

There is also the 3rd party fix, which we will learn about in a few weeks. This may be the way to go, or it may just compel Porsche to address the problem head on. Who knows.

Lots of options. Either way I am not worried about it. Under no scenario can I see myself having a dead GT3 lying around because the engine blew out of warranty. Not happening.

Porsche doesn't CPO any GT3 with an engine replacement. You will receive one year longer warranty as compensation as all the 2014 GT3s. Every 2014 GT3 with CPO is a lie and most likely the dealer who tries to sell it doesn't know that Porsche doesn't CPO it. At least 3 2014 I looked into were sold as CPO and none of them really had it ...

A418t81 08-03-2016 12:41 PM

Quote:

Originally Posted by Lukas_at (Post 13498828)

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What constitutes "really having it?" My 14 is CPO and I have the fancy box and paperwork that Porsche, not the dealership, sent me with the CPO documentation.

RajDatta 08-03-2016 12:42 PM

Quote:

Originally Posted by Lukas_at

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Incorrect. I own a 2014 that is CPO'ed.

n2cars 08-03-2016 12:45 PM

Quote:

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Lots of options. Either way I am not worried about it. Under no scenario can I see myself having a dead GT3 lying around because the engine blew out of warranty. Not happening.

I don't disagree in what you are saying. But for me Porsche GT cars are no longer worth the hassle. If I can quote the funny Roseanne Roseannadanna "Theres' always something ... if it's not one thing it's another."

You can go back to 2007 and start with the 997.1 GT3/RS. Every iteration of the GT has had significant problems. My 997.1 GT3 had 4 RMS leaks in 4 months in 2500 miles. Porsche never fixed the problem on my car. Sure it was under warranty. But the car spent more time in the shop than in my garage. The issues with the current GT cars make the RMS leaks pale in comparison. I'm gun shy now on the GT cars.

Lukas_at 08-03-2016 12:45 PM

Quote:

Originally Posted by RajDatta (Post 13498986)

Incorrect. I own a 2014 that is CPO'ed.

okay I was in contact with 3 different Porsche dealer for 2014 GT3s and all of them were CPO on the ad but then asking for the CPO paperwork I was told that Porsche doesn't certify them because the engine replacement and the one year longer warranty which comes with this.

Do you have 2 or 3 year longer warranty?

robmypro 08-03-2016 02:06 PM

Quote:

Originally Posted by n2cars (Post 13498990)

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I know one thing. Porsche isn't going to screw us. Others aren't so sure, so those people should buy something else if it really bothers them. And I don't blame them for that.

You got to do what you got to do!

lumber 08-03-2016 02:32 PM

Quote:

Originally Posted by n2cars (Post 13498990)

I don't disagree in what you are saying. But for me Porsche GT cars are no longer worth the hassle. If I can quote the funny Roseanne Roseannadanna "Theres' always something ... if it's not one thing it's another." You can go back to 2007 and start with the 997.1 GT3/RS. Every iteration of the GT has had significant problems. My 997.1 GT3 had 4 RMS leaks in 4 months in 2500 miles. Porsche never fixed the problem on my car. Sure it was under warranty. But the car spent more time in the shop than in my garage. The issues with the current GT cars make the RMS leaks pale in comparison. I'm gun shy now on the GT cars.

Well

Good luck with that. Mac, Ferrari, Chevy etc, they all are a hassle when they break, and they all break at this level.

Jamie@dundonmotorsports 08-03-2016 02:34 PM

FWIW I have a 2014 CPO'd GT3... Bought about 1 year ago

RajDatta 08-03-2016 03:37 PM

Quote:

Originally Posted by Lukas_at

okay I was in contact with 3 different Porsche dealer for 2014 GT3s and all of them were CPO on the ad but then asking for the CPO paperwork I was told that Porsche doesn't certify them because the engine replacement and the one year longer warranty which comes with this.

Do you have 2 or 3 year longer warranty?

Standard 6 yr CPO warranty. Engine obviously is covered by additional 1 yrs as well.

brake dust 08-03-2016 06:13 PM

Quote:

Originally Posted by RajDatta (Post 13499466)

Standard 6 yr CPO warranty. Engine obviously is covered by additional 1 yrs as well.

Unless something has changed, CPO is for 2 years.

ipse dixit 08-03-2016 06:52 PM

Just drive the car.

Worry about what will happen if it actually happens.

Life's too short.

Lukas_at 08-03-2016 07:03 PM

Quote:

Originally Posted by RajDatta (Post 13499466)

Standard 6 yr CPO warranty. Engine obviously is covered by additional 1 yrs as well.

Okay thats interesting. I was told from the dealer that Porsche doesnt CPO the 2014 GT3s with engine replacement because they get the one year longer warranty already.

I am not fully sure why the dealer told me that however, he gave me the \$2500 off what the certification costs. I would assume anything what would fail during the CPO test would be a warranty case? Which I have now 3 more years anyway ...

bruce987 08-04-2016 01:18 PM

Quote:

Originally Posted by Lukas_at (Post 13498828)

Porsche doesnt CPO any GT3 with an engine replacement. You will receive one year longer warranty as compensation as all the 2014 GT3s. Every 2014 GT3 with CPO is a lie and most likely the dealer who tries to sell it doesnt know that Porsche doesnt CPO it. At least 3 2014 I looked into were sold as CPO and none of them really had it ...

Sorry to disagree, but my 2015 got a new "G" engine and Porsche did the 111 point inspection at the dealership for a CPO. My GT3 now has an additional 2 year warranty with the mileage moved to 100,000. I was told the CPO will kick in when my current warranty is up. I also got the paperwork sent to me from Porsche and in my possession that states it's been CPO'd.

RajDatta 08-04-2016 01:38 PM

Quote:

Originally Posted by brake dust

Unless something has changed, CPO is for 2 years.

Yes, typical 4 yrs and then an additional 2.

meaker 08-04-2016 01:44 PM

Quote:

Originally Posted by Lukas_at

Okay thats interesting. I was told from the dealer that Porsche doesnt CPO the 2014 GT3s with engine replacement because they get the one year longer warranty already.

I am not fully sure why the dealer told me that however, he gave me the \$2500 off what the certification costs. I would assume anything what would fail during the CPO test would be a warranty case? Which I have now 3 more years anyway ...

Even though I do believe people have 2014 with CPO, I was told the same thing but a regional customer relations rep. She said they couldn't add another warranty on a 14 cause it already had extra warranty in the motor. I wanted to argue with her and point out that someone was not telling the truth but it was going to help my situation at the time.

Lukas_at 08-04-2016 11:04 PM

Quote:

Originally Posted by meaker (Post 13502093)

Even though I do believe people have 2014 with CPO, I was told the same thing but a regional customer relations rep. She said they couldn't add another warranty on a 14 cause it already had extra warranty in the motor. I wanted to argue with her and point out that someone was not telling the truth but it was going to help my situation at the time.

yeah when the dealer told me that, I actually went here on the forum to check and I read from other people saying as well you cant get CPO on

2014 with engine replacement because they have 5 already ... yeah for me I didn't really care if it has 5 or 6 years warranty and I got the full CPO off and I actually believed them that they did the whole check up but were not able to get CPO from Porsche afterwards and they didn't know that ...

Chris3963 08-05-2016 02:54 PM

4 Attachment(s)

Went to my Porsche garage today to check on the progress of my top end rebuild. Sad to see my car on the hoist with the engine and drive train removed. :(

Took a look at my engine in the process of being rebuilt. One interesting observation is that the camshaft has changed. The cam lobes now appear to have the same DLC coating as the rocker arms. The part numbers of the rocker arms have also changed indicating some sort of change to them too but superficially they look the same.

So there have obviously been some changes by PAG but do not know if this is a total solution to the problem or not.

neanicu 08-05-2016 03:02 PM

^^^That's good info!

robmypro 08-05-2016 04:31 PM

Thanks for sharing, Chris. It looks like Porsche has a handle on the problem. Love the parts, and BTW I still think your GT3 looks badass even like that! LOL

Chris3963 08-05-2016 06:06 PM

Quote:

Originally Posted by robmypro (Post 13505342)

Thanks for sharing, Chris. It looks like Porsche has a handle on the problem. Love the parts, and BTW I still think your GT3 looks badass even like that! LOL I would like to understand exactly what they have done and why. My local garage has not been told the details (they just received the new parts) so are trying to find out. I hope it's a permanent fix.

GT3 KSA 08-05-2016 06:15 PM

Quote:

Originally Posted by robmypro (Post 13505342)

Thanks for sharing, Chris. It looks like Porsche has a handle on the problem. Love the parts, and BTW I still think your GT3 looks badass even like that! LOL

If they have a handle on the problem then all GT3 owners should be called in to come with their cars for the fix at least E and F engines, it should not be fixed after the fact but before the fact

robmypro 08-05-2016 06:44 PM

Quote:

Originally Posted by GT3 KSA (Post 13505629)

If they have a handle on the problem then all GT3 owners should be called in to come with their cars for the fix at least E and F engines, it should not be fixed after the fact but before the fact

I agree 100%, but it may take time. Look at it this way.

Clearly Porsche thought the original top end design was adequate. As more data started coming in, they replaced the engines so they could analyze the problem. Based on what they learned from those early engines, they made some tweaks. That's why F engines have some small changes related to E, and more tweaks with G. As they get more data back they do some more tweaks. I am sure they are testing the cars heavily, tearing down the engines, making more tweaks, rinse and repeat.

Assuming something like this has played out, if I am Porsche I don't want to announce a fix until I know for sure this one works. So the pictures Chris showed might not be the final fix, but rather a release candidate.

What this tells me is that Porsche is not ignoring the problem, and in fact they are actively trying fixes. If my engine goes I may get the next round of fixes, or even the final fix.

Bottom line: They know a lot more about this than I do, and I trust them to sort it out. When they do, I expect my car and yours will be fixed. In the meantime I am just enjoying it. A lot.

Macca 08-05-2016 06:48 PM

Chris that is a significant development! Thank you so much for getting those photos and updating the community.

I received a full crate G engine so I cannot confirm if my cams are also DLC coated. However its quite possible this is a more recent development (perhaps from learning with DFI Motorsports engine on the issue). It makes sense for longevity that DLC coating for both the cams and rocker fingers.

If I were a betting man I would suggest this goes a long way to addressing the issue permanently. If so then I think we will see the same updates in the 991.2 GT3 engine.

That's great news IMO.

Jamie/Charles. Can you see if the updated cam part 9A1 105 278 A1 is on PET for G MA175 & MA176 engines? I do recall in the technical brief on RS they mentioned "new cams" so I wonder if this was possibly what they were referring to. It will also be interesting to know if the G engines had this part. Otherwise it will be a future retrofit...

Macca 08-05-2016 06:51 PM

Interestingly that camshaft shows up as a part here...and its not cheap...

<http://www.sunsetporsche.com/oe...he/9a1105278a1>

[Chris3963 08-05-2016 07:00 PM](#)

The mechanic at the garage said it was the first time he had seen a camshaft with these lobes and concluded that it must be a more recent development.

Macca 08-05-2016 07:12 PM

^This makes sense. It is however on Sunsets parts system but the part number may just be the generic cam. There may be a revision number. On the Hi res photos you have could you write for us all the numbers that are on the camshaft we can see in the photos when you have time?

Id be curious for Jamie & Charles views at Dundon. This does seem like a new development and its a slightly different path from fortifying the finger rocker to instead choose to use the (improved DLC coating on both contact surfaces as a solution.

I think we may be onto something here and this could well be the update we will see in the next GT3 if it proves successful. The interesting question is whether engines like the one in the 911R already have this in place...

Chris3963 08-05-2016 07:19 PM

1 Attachment(s)

Here is a photo of the camshaft they took out next to the new one just installed. You can see the part number of the old camshaft is 9A1-105-

276-92. The new camshaft is \$300 more expensive than the old on Sunset.

<http://www.sunsetporscheparts.com/oe...he/9a110527692>

[bronson7](#) 08-05-2016 08:07 PM

[Thank you](#) Chris for all the info and pics. It's obvious Porsche will eventually solve the issue.

Macca 08-05-2016 08:10 PM

Thanks Chris. The original cam shaft is the same piece used in 2014 E and 2015 F engines. There is no PET Im able to access with 2016 and RS part numbers....

Can you clarify. You had an F engine? PAG shipped your Tech a fully built up head (cam tower) with cams and lifter etc or just the parts to install in your original head?

Thanks again.

Jamie@dundonmotorsports 08-05-2016 08:14 PM

While this looks like it will help extend the life of the finger follower and the cam, the issue now is you have something very hard rubbing against something else very hard. Previously the cam was the softer material and the finger follower with the harder DLC coating was worn away. The lower friction of the coating will certainly help, but the lack of oil film that caused the issue in the first place is still concerning.

The Motorsports engines use a different valve train setup than the street cars.

We'll discuss with the engineering team in about DLC on DLC and report back.

Chris3963 08-05-2016 08:26 PM

Quote:

Originally Posted by Macca (Post 13505934)

Thanks Chris. The original cam shaft is the same piece used in 2014 E and 2015 F engines. There is no PET Im able to access with 2016 and RS part numbers....

Can you clarify. You had an F engine? PAG shipped your Tech a fully built up head (cam tower) with cams and lifter etc or just the parts to install in your original head?

Thanks again.

Yes, I had an F engine.

I believe there were a bunch of other parts delivered. Not sure what but will ask.

DerStig 08-05-2016 10:03 PM

Quote:

Originally Posted by Chris3963 (Post 13505099)

Went to my Porsche garage today to check on the progress of my top end rebuild. Sad to see my car on the hoist with the engine and drive train removed. :(

Took a look at my engine in the process of being rebuilt. One interesting observation is that the camshaft has changed. The cam lobes now appear to have the same DLC coating as the rocker arms. The part numbers of the rocker arms have also changed indicating some sort of change to them too but superficially they look the same.

So there have obviously been some changes by PAG but do not know if this is a total solution to the problem or not.

See, this is what I love about Porsche. These guys mean business and they take these issues so seriously and take concrete action. Unlike GM who cannot fix the overheating Corvette after 3 years or BMW who won't admit fault rod bearings after 8 years and thousands of engines replaced. Kudos to Porsche.

Macca 08-05-2016 10:39 PM

Thanks Chris. The Cam shown in the picture is dates 06-2016 manufacture. This definitely post dates replacement G engines which were built for stores in December 2015 according to the data Ive seen on 3-4 crates to date including my own.

I have asked a contact to confirm if this cam part number features anywhere on the MY16 GT3 or MY2016 RS engines PET. He is Porsche so has full access to the PWSIS etc. Should know by Sunday evening.

At this stage I suspect this is a later part. Its curious as a friend in NZ has just secured an RS allocation (MSRP) for November build and was assured by Porsche here that it will be a MY17 "with all the updates". He is a 991 GT3 G engine replacement (only other one so far in NZ and is my track buddy), so was curious but no further information was given.

As Jamie points out there are still unanswered questions although its obviously a step forward. My assumption would be the DLC is less

conductive to oil filming than hardened steel. But Im a layman so will wait for the better informed to advise..

Macca 08-05-2016 11:02 PM

1 Attachment(s)

Interesting finding on PET online.

It appears from G engine serials in the mid 5000 range we have a part change to the new DLC cam in the 991 GT3RS. Its now the same part number as the unit fitted to Chris GT3!

If Im reading this correctly it would indicate that the 991 RS built until just recently shipped with the steel cam lobes and potentially suffer the same issue.

This would indicate that all replacement G engines are still prone to the the original issue! Most 991 RS engines are affected too until later engine build dates (Im thinking probably May/June?). You engine number will tell you. G 05373 and upwards.

It looks like there may have been revisions in F engines too.

I hope Im reading this the correct way but I think so...

http://nemiga.com/cat_spares/pet/por...3/541u/103100/

[Macca 08-05-2016 11:19 PM](#)

[So in summary](#)

[991 GT3](#) engine from beginning (E) until F 03047 has cam shaft with "92" last two digits

991 GT3 engine from F 03047 all the way through until end of G production has cam shaft with "93" last two digits.

991 GT3RS engine from beginning to G 05373 has cam shaft with "93" last two digits (infact identical part number as G engine 991 GT3).

991 GT3 RS engine from production G 05374 upwards has cam shaft with DLC coating ending in part number "A1".

991 GT3 repair kit for failed E/F/G engines contains cam lobes identical to above RS with "A1" last two digits.

We assume that any repair kit for 991 GT3RS also has the same "A1" part number.

The question for RS owners is WHEN did the part change over? 05374 seems a late production number - I guess some owners could tell us their engine number and we can get a rough date, but by the manufacture date on Chris cam it would indicate this part was only available in the last few weeks and given its summer holidays at the factory I wonder if this was designed mostly for "H" MY17 RS engines...

All of this is quite a revelation! It should give some comfort to those with original E/F/G engines, however until this cam has been used in anger for extended periods on track I guess its unknown if indeed it addresses the issue. Hopefully by the time my G engine fails the solution via PAG or others will be known LOL!

Alan C. 08-05-2016 11:24 PM
Someone needs to start a Pokemon search on GT3 engine updates.
:biggulp:

R.Deacon 08-05-2016 11:35 PM
^^^

Mark, Chris thanks guys

Some what comforting news and that P is on it

To resolve this issue

Keenly following this

Macca 08-05-2016 11:39 PM
1 Attachment(s)
From what I can tell apart from the crank/rods/pistons and associated bearings the G GT3 and RS engines are identical.

The valve springs on the GT3 engine changed for G engines to the same type as 991 RS G engine.

Macca 08-05-2016 11:44 PM
1 Attachment(s)
This page is a bit of revelation.

It highlights all the replacement engine part numbers and revision index (i.e. BX, DX etc) for 991 GT3 and GT3 RS.

A few surprises, RS have MY15 and 16? Also appears a number of generation RS replacement engines so they must have been swapping these out already. Lots of 991 GT3 replacement engine revisions dating back to the beginning 2014.

Of interest the price for RS and GT3 engine is almost identical.

http://nemiga.com/cat_spares/pet/por...3/541u/101000/

[Up until now I had not seen this PET. It was impossible](#) to access outside of PWSIS system at the dealers when I last looked. If you go through it you can see the differences between RS and GT3 (by the end very little). You can also look at transmission and other parts and see when revised parts were introduced...

Macca 08-06-2016 12:01 AM

1 Attachment(s)

Here we see the evolution of the oil pump. The G engine GT3 uses the updated pump used in the first 991 RS engine. Subsequent RS engine revision I038 uses a further revised part number...

http://nemiga.com/cat_spares/pet/por...3/541u/104000/

At [the same time as the oil pump is updated the filter](#) neck and filter type are updated...

Macca 08-06-2016 12:15 AM

This online PET also has all the 911R parts listed including manual gear box.

It would appear the later engine derivative MA176 may relate to the 911 R. This would indicate 911R is fitted with the DLC crankshaft and associated updates...

http://nemiga.com/cat_spares/pet/por...3/541u/801430/

Macca [08-06-2016 12:25 AM](#)

[1 Attachment\(s\)](#)

[The 911R front](#) spoiler lip is quite a different design.

levd 08-06-2016 12:45 AM

Thank you Macca, for digging this deep.

Are you sure all rebuild kits had DLC cams?

Jpacione 08-06-2016 12:47 AM

This is awesome follow-up Macca - thank you! My RS was built at the end of May, beginning of June. Will check engine number tomorrow to see what I have, and report back.

Macca 08-06-2016 01:07 AM

Quote:

Originally Posted by levd (Post 13506552)

Thank you Macca, for digging this deep. Are you sure all rebuild kits had DLC cams?

Hi Levd. I cannot be sure but will keep looking into it. Given most cars with rebuild parts only instead of engine swaps were done in last few months according to feedback on here I would assume it's highly likely. You may wish to ask your tech if your cam lives were black (DLC) he will remember. If so then you have the latest and one assumes best solution. This solution is only currently in the very latest RS builds and 911R engine and I suspect unless other revisions are identified will make the basis of 991.2 GT3 engines etc. I imagine they will use these rebuild kits for all future E & F engines.

In some ways it's very positive that they are following this through. I spent a few hours on the PET and it looks like GT3s over time have become almost identical engines to RS mechanically other than capacity.

It's clear PAG were still not on top of the issue until very very recently as I had suspected and even G and RS engines from September 2015 were not the final word. Let's hope their DLC cam works but it's quite amazing a company like PAG has taken 3 years to work this through and even now there are approx 7000 X GT3/RS out there that have the older components and at some point may exhibit the issue. I thought they could do better. I still think the kind of solutions Jamie and Dundon are looking at could be more complete and better thought out than PAG's solution. Maybe even with the DLC cam loves they still have us all prototyping for them again..who knows....

Macca 08-06-2016 01:13 AM

Quote:

Originally Posted by Jpacione (Post 13506553)

This is awesome follow-up Macca - thank you! My RS was built at the end of May, beginning of June. Will check engine number tomorrow to see what I have, and report back.

Yes that would be good please. At this stage I'm suspecting it was very late in RS production and the cam was designed for the beginning of R production (it coincides with all the revisions for R engine in the latest PET) which would indicate to me production starting late June or early July as that's when I understand the first 911R with these revised cans was built.

If what I think is true means until 6 weeks ago all model year 991 GT3 and most RS owners in same boat. In fact E & F GT3 owners in best position as theirs will need doing sooner and so they will get DLC cams. For replacement G owners like myself we have to do slot of hard track work to get the upgrade within then next few years under warranty lol! I better get out there and start thrashing the track again when summer comes :-)

Macca 08-06-2016 01:15 AM

P.S. Thanks must go to Chris. Without his news today we wouldn't have dug deeper to identify the info we have.! Thanks Chris for giving something back to this community....

levd 08-06-2016 01:20 AM

Quote:

Originally Posted by Macca (Post 13506582)

You may wish to ask your tech if your cam lives were black (DLC) he will remember. I will try to get an info, then will post an update on this.

lessthan3mph 08-06-2016 01:23 AM

Amazing work macca and Chris. You are such an invaluable part of this rl community!! I am curious how this revision will pan out for wear. The new dlc lobe design suggests to me the previously new oiling improvements didn't help enough. Whoopsy described the .2 gt3 engine as another advance forward based in the gt3r so I wonder what that might include. Let's hope pag remains willing to upgrade components for quite some time. With this number of GT cars it could get costly...

robmypro 08-06-2016 02:36 AM

Macca, you are awesome. You are really putting the pieces together, and I believe you are on the right track. Well done. A lot of thanks goes to Chris also. Sharing info like this is invaluable. Thank you.

This data paints a very interesting picture. First, having a G engine (MY16 or via replacement) is no insurance policy. You very well may have problems down the road, unless your replacement / rebuild was very recent. Second, this problem impacts a lot of cars, as Macca clearly showed. Is Porsche going to proactively replace the top end on all these cars? I doubt it. Do they let owners know that the engine is covered for this problem out of warranty? If they did, would some people take unfair advantage of this? I think so.

I hate to say it, but I think Porsche just deals with this on a case-by-case basis. You bring the car in out of warranty, see how they respond, and then make a lot of noise if they deny to fix the engine. This is probably the least expensive solution for Porsche, and it has class action written all over it.

Not sure what other options there are, but ideally from a PR standpoint I would really love to get a call from Porsche explaining the situation, scheduling the car to come in to have the top end replaced (and a complete engine, if needed), along with an extended warranty covering 7 years or 100,000 miles, a nice coupon towards the next car, or a slot on a harder to get car (say a 991.2 GT3). If they did this they would pretty much guarantee a lot of customers for life.

We'll see which direction they take on this. I think either way we are covered. The problem is too big. There's no sweeping this under the rug. I would finally add that in no way do I feel less about Porsche, or their engineering prowess. They are pushing the limits. **** happens. It is the nature of the bleeding edge. Keep pushing them, and we will deal with it. Just do right by me, and I will sign up to be a Guinea Pig all day long.

Chris3963 08-06-2016 04:39 AM

Just logged back on after being offline for 8 hrs....and WOW! Amazed to see how much detective work Macca has done based on a couple of photos and two camshaft part numbers. It is indeed truly impressive work. Thanks Macca.

When I am back at the garage next week, I will try and get a complete list of the new part numbers that are being installed. I think the part numbers of the rocker arms changed too.

BTW, they have brought in an engine specialist who works on the Motorsport and 918 engines to oversee the work. All the guys at the

garage are open and friendly so I cannot complain about the first class treatment I am receiving from Porsche.

levd 08-06-2016 04:50 AM

My car got a replacement cam 1 month ago that was all metal color, no black.

the-missile 08-06-2016 04:51 AM

We were the beta tester but Porsche is Porsche.

Don't forget that this is the most advanced & expensive development program on GT cars which cost 1 billion \$ to PAG. Obviously, as every new model you have to face several issues which I found quite limited.

The engine was pushed far further common limits so, as expected, deeper and more complex technical issues. But, PAG is there and will not leave people on the side. This is the most profitable Company and they want to stay at that level.

They are working on the issue and trying many fixes and it takes time but I am sure solution is almost there. This engine will be bullet proof very soon.

Just in time 08-06-2016 08:55 AM

Anybody wants to take a wild guess as to how much it will cost PAG for a retrofit?

robmypro 08-06-2016 09:33 AM

Quote:

Originally Posted by Just in time (Post 13506841)

Anybody wants to take a wild guess as to how much it will cost PAG for a retrofit? My WAG would be \$125M, assuming 5,000 cars at \$25,000 each.

hf1 08-06-2016 10:34 AM

Quote:

Originally Posted by robmypro (Post 13506678)

Not sure what other options there are, but ideally from a PR standpoint I would really love to get a call from Porsche explaining the situation, scheduling the car to come in to have the top end replaced (and a complete engine, if needed), along with an extended warranty covering 7 years or 100,000 miles, a nice coupon towards the next car, or a slot on a harder to get car (say a 991.2 GT3).

They can't even consider this until they are sure that the fix is final/complete and that it would be a 'one and done' operation.

Imagine the cost/hassle it they did this after implementing each potential 'fix' over the last three years.

the-missile 08-06-2016 10:34 AM

Quote:

Originally Posted by robmypro (Post 13506885)

My WAG would be \$125M, assuming 5,000 cars at \$25,000 each.

Peanuts compare to 780 engines airfreighted all over the world...

:icon501:

Loess 08-06-2016 10:42 AM

My early June RS is G051xx. I would imagine there have been maybe 300 or a bit more RS and R engines built since then.

Todd B 08-06-2016 10:44 AM

Great work guys, sounds like a solution is close. Love this car!!

robmypro 08-06-2016 10:58 AM

Quote:

Originally Posted by hf1 (Post 13506966)

They can't even consider this until they are sure that the fix is final/complete and that it would be a 'one and done' operation. Imagine the cost/hassle it they did this after implementing each potential 'fix' over the last three years.

Agree 100%, which is probably why we haven't heard anything yet. They need to be absolutely sure.

ipse dixit 08-06-2016 11:09 AM

Quote:

Originally Posted by robmypro (Post 13507004)

Agree 100%, which is probably why we haven't heard anything yet. They need to be absolutely sure.

And how would that happen?

I don't think the issue is Porsche finding a solution but rather identifying the problem. We know symptoms but not necessarily the cause, or causes.

Chris3963 08-06-2016 11:39 AM

3 Attachment(s)

Macca, here is another tidbit for you to fine tune your sleuthing skills.

Below is a photo of the cylinder head. It looks like a new one to me. And I know the head has been off because I have also attached a photo of the just the block with the head removed.

On the end of the head casting there is the part no: 9A1.104.111.9R (at least I think the last letter is an R but I am not 100% sure). Now this might not even be a part number but it sure looks like one. Any idea if this is meaningful or not?

Oh, and just to be complete on the camshaft part numbers, the intake camshaft part no has also changed to 9A1.105.276.A1 just like the exhaust camshaft 9A1.105.278.A1

robmypro 08-06-2016 12:47 PM

Quote:

Originally Posted by ipse dixit (Post 13507020)

And how would that happen?

I don't think the issue is Porsche finding a solution but rather identifying the problem. We know symptoms but not necessarily the cause, or causes. I think they already have a good understanding of the problem, and the cause, and have been making changes to address it. What we do not know is if the latest changes are enough. I would think they have been trying things, putting them in test cars, driving them hard, and tearing them down to inspect. Based on the high rate of failures, I suspect it isn't that hard to reproduce the issue.

levd 08-06-2016 05:02 PM

One more MY14 GT3 came to limp mode with "engine control failure" during our local track day today.

ipse dixit 08-06-2016 05:05 PM

Quote:

Originally Posted by robmypro (Post 13507228)

I think they already have a good understanding of the problem, and the cause, and have been making changes to address it. What we do not know is if the latest changes are enough. I would think they have been trying things, putting them in test cars, driving them hard, and tearing them down to inspect. Based on the high rate of failures, I suspect it isn't that hard to reproduce the issue.

That's even more frightening. That Porsche actually knows what the problem is but cannot fix it - or worse yet, will not fix it.

robmypro 08-06-2016 05:25 PM

Quote:

Originally Posted by ipse dixit (Post 13507627)

That's even more frightening. That Porsche actually knows what the problem is but cannot fix it - or worse yet, will not fix it.

Not frightening at all. Comes with the territory when you push the limits. And clearly they ARE fixing it. But it is a dynamic situation. They can't snap their fingers and solve the problem. It is a process. Give it time.

robmypro 08-06-2016 05:27 PM

Quote:

Originally Posted by levd (Post 13507626)

One more MY14 GT3 came to limp mode with "engine control failure" during our local track day today.

If it turns out to be a top end replacement, it would be really good to get some photos. Macca needs more data lol.

Macca 08-06-2016 06:02 PM

Quote:

Originally Posted by Loess (Post 13506979)

My early June RS is G051xx. I would imagine there have been maybe 300 or a bit more RS and R engines built since then.

Thanks for the information. If the new cam is not installed till engine 05373 I think it's safe to assume none of the 911 RS delivered in June or July incorporate the change. I suspect the change started with 911 R engines just starting to arrive now....So essentially the bulk of the RS manufactured have the older steel cams....approx 1200 units delivered to date.

Chris. Good to know you got the new heads. I need to check but I'm fairly certain this was a G engine update. According to the bulletins you should essentially have received a full new top end. I'm curious to the part number for the finger followers as the PET lists only one part, same for RS and GT3. The new head has additional oil squirters for lubrication.

What you have now is essentially a v2.0 engine same as fitted to latest 911R! You are the first we know with these latest updates. I'm sure they will serve you well so go out there and drive it hard..,

P.S. I personally wonder if the whole "reduced rpm" thing was simply a response to PAG not knowing exactly where the issue lay and once they can be certain they have nailed the fix (this could take another 18 months at least) they will be more generous for the redline on the 992 gen GT3 assuming it's NA? If this is a lubrication issue between cam lobe and finger follower and to do with durability of coatings etc then I doubt 400 is going to make a huge difference.

Obviously they are starting to see the issue on RS which revs under 8700 in most gears, so I don't believe this is a rev headline sensitive issue.

What is fantastic about what we have learned is that there is a fix that can move all our engines forward to v2.0. If that's a permanent fix we will know within a few years and if not then I'm sure developments with 991.2 GT3 will be cross compatible. I think we will find the 991.2 engine essentially identical to the 911R so same family with cross compatible cam shafts, followers and valve train gear...

Macca 08-06-2016 06:23 PM

1 Attachment(s)

Quote:

Originally Posted by Chris3963 (Post 13507095)

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Below is a photo of the cylinder head. It looks like a new one to me. And I know the head has been off because I have also attached a photo of the just the block with the head removed.

On the end of the head casting there is the part no: 9A1.104.111.9R (at least I think the last letter is an R but I am not 100% sure). Now this might not even be a part number but it sure looks like one. Any idea if this is meaningful or not?

Oh, and just to be complete on the camshaft part numbers, the intake camshaft part no has also changed to 9A1.105.276.A1 just like the exhaust camshaft
9A1.105.278.A1

Hi Chris this is curious and could be an important clue, but more likely there is a simple explanation.

The latest PET does not show this part number for MA175 or MA176 heads.

The head was change for MA175 from F engine serial 03407 (So essentially starting from beginning of G engine) to part number "9A1 104 911 93". this is the IDENTICAL part number used in the MA176 (RS) engine and no further revision of the heads has taken place for either MA175 or 176 engines according at least to this latest PET.

My "guess" is that the head yopu are looking at is tghe same part but the 911 of the original part number (a generic number) is replaced with 111 (also a generic number in PET speak) to possibly indicate its a replacement part not original to car. the R at the end could be a 3?

this would make your number "9A1 104 111 93" so very similar to "9A1 104 911 93". My speculation of course...

SanDiegoDavid 08-06-2016 08:51 PM
Macca and Chris,

Great work. thank you so much for all the information, a real service to the 991 GT3/RS community here on RL.

I have approximately 1700 miles on my "G" engine on my 2014 GT3. It has been running well until today when I got another CEL, OK to drive on. :mad: I drove it back home and swapped it out for my RS. Very frustrating!
May be time to sell!

Jpacione 08-06-2016 09:42 PM

Quote:

Originally Posted by Loess (Post 13506979)

My early June RS is G051xx. I would imagine there have been maybe 300 or a bit more RS and R engines built since then.

My June build is G05233

Sean in Texas 08-06-2016 10:25 PM

Quote:

Originally Posted by robmypro (Post 13507228)

I think they already have a good understanding of the problem, and the cause, and have been making changes to address it. What we do not know is if the latest changes are enough. I would think they have been trying things, putting them in test cars, driving them hard, and tearing them down to inspect. Based on the high rate of failures, I suspect it isn't that hard to reproduce the issue.

How would you like to have THAT job. Here's the key son...we want you to put about 200 track miles/day on her.

Get going

Macca 08-06-2016 10:50 PM

Quote:

Originally Posted by Jpacione (Post 13508086)

My June build is G05233

Thanks for that. Looks like G05373 onwards will be mid July...

David. Yours was a fully G engine transplant right? Is it doing same as with E/F? I.e. Hit 8000 plus rom and it throws the cel and pulls the

engine back to 5000 or so? Seems early to have a problem? Let's hope your RS is better luck!

SanDiegoDavid 08-06-2016 11:54 PM

David. Yours was a fully G engine transplant right? Is it doing same as with E/F? I.e. Hit 8000 plus rom and it throws the cel and pulls the engine back to 5000 or so? Seems early to have a problem? Let's hope your RS is better luck![/QUOTE]

Macca,

Yes, full G engine transplant. The CEL was Engine Control Fault OK to Drive On. It came up this morning while I drove to work, just trying to "exercise" the 3 a little. RPM was low, under 5,000. The engine had been working flawlessly, although its required an unusual amount of oil. What's interesting is there has been no smoke on start up. More info to come....

Macca 08-07-2016 12:04 AM

1 Attachment(s)

David, thanks for the intel and that's very curious behavior. At this stage my guess is ignition/coils or plugs. It doesnt at first account sound like the issue from before but please keep us updated to progress...

Further delving into the latest PET brings to light some interesting facts relating to why earlier 991 GT3 MA175 engines smoke more than later but still leaves a few details unanswered.

It appears there have been three piston revisions for these cars and two ring revisions, with one assumes the last G engines incorporating the third piston revision (last three digits 097 moving on from 096 moving on from 095) and second ring revision.

This would explain reduced oil seepage at static causing the puff of smoke on start up, but is not particularly material I should think in the finger follower/cam wear issue...

SmokinGTS 08-07-2016 12:29 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13507999)

Macca and Chris,

Great work. thank you so much for all the information, a real service to the 991 GT3/RS community here on RL.

I have approximately 1700 miles on my "G" engine on my 2014 GT3. It has been running well until today when I got another CEL, OK to drive on. :mad: I drove it back home and swapped it out for my RS. Very frustrating!
May be time to sell!

Check your engine oil cap, if it is not tight it will throw a cel light.

Chris3963 08-07-2016 07:15 AM

1 Attachment(s)

Here is a zoom of the part no. on the cylinder head. It's a bit blurry, but to my eyes it looks like 9A1.104.111.9R.....it doesn't look like 9A1.104.911.93 to me.....but take a look and see what you think it is. Of course, this could be a complete red herring.

GT3 KSA 08-07-2016 07:25 AM

white smoke appearing on start has a relation to the problem?

on a cold start I get white smoke (not always) and not as much white smoke as during a cold start after getting washed, I think this can be also from the excess water during a clean

many times I get no smoke at all even sometimes on a cold start but my question is does this have any relation to the problem? I remember reading early on when I first bought the car that this is a normal characteristic of the car

Chris3963 08-07-2016 07:34 AM

From my understanding, this has no connection to the camshaft/finger follower issue which manifests itself as miss-fires at high revs due to the very small difference in the thickness of the two components as result of the excessive wear. And we are only talking about millimetres of wear here that causes the miss-fires.

My technician told me that according to my log, one of the "reduced power" messages was caused by the ECU detecting 31 miss-fires on cylinder 6 in very rapid succession at revs over 6,500 rpm.

Someone correct me if I am wrong, but the smoke on start up is not related to this problem.

Chris3963 08-07-2016 07:41 AM

Quote:

Originally Posted by Macca (Post 13507720)

What you have now is essentially a v2.0 engine same as fitted to latest 911R! You are the first we know with these latest updates. I'm sure they will serve you well so go out there and drive it hard.,

I am going to be very interested to see how the engine performs when I get it back. I wonder if I will notice any difference??

The garage is going to put early miles on it, change and test the engine oil. Do a few more miles and then hand it back to me. I should get it back within two weeks.

Macca 08-07-2016 08:08 AM

Quote:

Originally Posted by Chris3963 (Post 13508720)

From my understanding, this has no connection to the camshaft/finger follower issue which manifests itself as miss-fires at high revs due to the very small difference in the thickness of the two components as result of the excessive wear.

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Correct Chris I don't believe it has anything to do with it. Apologies if I did not make this clear in my earlier posts today.

The wear on the finger followers/levers is actually probably in the micro millimetres of wear. The system is very sensitive to differences...

MileHigh911 08-07-2016 08:12 AM

This DLC on DLC may seem like a fix, but it does not solve a cold start lack of oiling issue at all. It essentially doubled the thickness of DLC by adding to the other side. We have been led to believe that DLC coating is fine to have floating around the engine. And we know that this engines sensors detect the earliest hint of cam lobe wear and put it into a reduced power mode, which leads to a new Top end rebuild or engine replacement.

What if Porsche has just bought themselves more time, where now they can be sure future engine issues are Top end rebuilds before metal is floating around, as the engine sensors will now detect when

the coating dimensions are worn, but only DLC is floating around. Not down to metal being worn yet.

I think Jamie will find out more from the Motorsports engineers on where the fix needs to go (i.e. More like the Motorsports top end)
Just a guess

Macca 08-07-2016 08:24 AM

Quote:

Originally Posted by Chris3963 (Post 13508725)

I am going to be very interested to see how the engine performs when I get it back. I wonder if I will notice any difference?? The garage is going to put early miles on it, change and test the engine oil. Do a few more miles and then hand it back to me. I should get it back within two weeks.

Chris I doubt you will tell any difference. After three engines they have all performed the same to me (other than less oil consumption and smoke on the G).

As for the part number on the heads. It is very hard for me to read. Regardless of the number differs from those on the latest PET which include the heads for 911R and RS with the new DLC coated cams so I'm unsure what conclusion to draw. The last two digits are usually numbers. As you will see from below the GT3 and RS share the same heads from F 03948 up (basically all G engines). Cylinder bank 1-3 has "911" part number and bank 4-6 has "912". Perhaps your tech has a packing slip from the shipment from PAG that will identify the break out of all parts numbers for us...

Macca 08-07-2016 08:30 AM

1 Attachment(s)

....

Macca 08-07-2016 09:05 AM

Quote:

Originally Posted by MileHigh911 (Post 13508746)

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I think Jamie will find out more from the Motorsports engineers on where the fix needs to go (i.e. More like the Motorsports top end)

Just a guess

Like you I still have my faith in Jamie/Dundon and their contract engineers in coming up with a workable solution. As much or more faith than I do in Porsche who till this point have not proven a reliable solution (and its WAY too early to call this new development with DLC cams a win until its done some heavy miles).

Also if a coating is called "diamond like" and it chips from the surface of the metal it is coating (one assumes it "bruises" first before fragmenting) then one assumes it is fine enough to become particulate and work its way through the engine until it is filtered out or creates swarf and runs the risk of damage to bearings and journals like any other metallic based particulate. The fact it may not be metallic or ferrous by nature does not preclude it from being by nature capable significant abrasive properties. The new filter fitted to RS engines and G 991 GT3 engines may be designed to better catch this. Oil samples may not show the materials presence due to its not ferrous nature (I understand its more like a "ceramic" coating).

The interesting thing about going through all this over this weekend, plus talking to a few PAG techs whilst I've been identifying things is that I know KNOW that the G MA175 (GT3) and G MA196 (RS) are essentially identical.

Valves, cams, followers, heads, oil pumps, essentially everything other than the pistons and the case (for the capacity increase) are part for part identical save the crank. At this stage it appears the GT3 crank is more expensive than the RS crank so I cant even say that they are significant differing quality although AP states the RS is a new "space metal".

When the RS was launched it was touted (and Ive re read the original presentations) as having new cams, valves, heads oiling and piston rings.

I can 100% say that today with the G engine and even more recent updates in teh last few weeks the engines have become literally identical.

Porsche clearly still have a longevity issue on their hands with the 9A1 MA175 & 176 engine and I don't believe they have put this to bed yet. Chris has the very latest update of cams and finger followers, along with 911R owners and the very latest produced 911 RS cars. How many of these will see significant mileage at the track for the remainder of the year is unknown, but I'm hoping that at least some of the GT3 updated with these new parts over the next few months can out on some good hard long track miles in the next 12 months so we can better understand if the changes are holding. It should be pretty easy to monitor by taking the valve covers off after 5 track days then 10, then 15 and checking for the condition of the DLC coating on the followers and the cam lobes - the DLC shows these with much more alacrity than hardened steel.

Maybe this is where PAg chooses to stop with the street GT engines? By that I mean the MA 175 E variant engine was/is good for maybe an average of say 20-25 track hours before the wear issue becomes a problem.

With the F engine changes in Cams, we assume finger followers and perhaps ECU oil pump software have meant that on average we seem to be seeing more like 25-35 track hours before problems persist.

With the G engine (and hence also the MA176 engine for RS but of course with slightly reduced rev limit) the jury is still out in terms of overall longevity. We assume with upgraded oil pump, heads with additional oiling channels, cams, finger followers and valve springs along with re designed oil filter, and updated ECU software to run the oil pump etc we should be looking at a more reliable package again, perhaps 40-60 track hours before the issue arises but this is pure speculation - in reality the engines are too new for us to have a sample yet if this for GT3 or RS.

Now we have what I will call the "H" engine upgrades. These appear to be a new DLC lobe coating cam and possibly an updated DLC finger follower design. Perhaps the aim of this most recent development, is along with additional oil pressure, oiling gallery and all the other aforementioned changes it to get the engine reliable for around 65-85 track hours before again the issue arises.

Remember the issue if caught early requires a replacement of cams and finger followers and then assuming no damage to bearings etc from debris, you are good to go and run another 40-50 track days before having to consider another valve train overhaul.

I'm just saying perhaps PAG only intend to take us this far? Maybe 80 track hours is deemed enough. And maybe it is for a highly tuned DFI engine in this day and age - Im doubting any of Porsches competitors in this space can produce a reliable 80 hour track engine that doesn't require work, especially for the price. I can't see the 458 Speciale managing this for twice the money!

One thing this exercise has meant for me this weekend is that

A). Porsche still haven't sorted this problem out

B). this problem is for RS engines as well as GT3 so no more making the GT3 the leeper as we are probably all in the same boat

C). based on A above I cannot see that PAG yet have a 100% cast iron reliable solution for 991.2 GT3 engine and they must be now getting very critical to sign off for that unit! My best guess is that they will install the new DLC lobed cams.

Lastly - it occurs to me that PAG will be rebuilding all our engines for quite some time under warranty and later goodwill and that we are part of a rolling test bed for this DFI GT engine whether we like it or not. I have no doubt in 20-30 track days time my new G engine may be in for the latest version of finger followers and cam lobes they have deemed address better the issue. Such is life, I will lose no sleep, it's a minor irritation by the time they get durability to the 80+ track hours for me not to be overly concerned about this and I still have my high revving GT3 engine to enjoy...

unclejosh 08-07-2016 10:56 AM

Quote:

Originally Posted by Macca (Post 13508803)

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Guys,

Regarding DLC, I made my living depositing these materials for use as dielectrics in the IC industry for some years. Hardness, adhesion and other properties of these coatings can vary depending on the process conditions and resultant chemical structure.

However, these coatings are not miracle coatings and are ultra thin, on the order of angstroms or tens of nanometers. If adequate oiling is not provided, the coatings will be removed by abrasion and/or delamination. DLC ain't gonna help if lubrication is inadequate.

I would also suggest that the abraded DLC particles are not creating any substantial wear because there is a infinitesimal amount of this material being removed that is being constantly washed away by oil as it is removed from the metal surfaces.

I am interested to see what the Dundon guys come up with.

Great thread, thanks.

robmypro 08-07-2016 11:49 AM

Thanks for looking into this so thoroughly, Macca. While this isn't the complete picture, what you have laid out is the best insight we have into the situation to date. I also agree with your conclusions. Great stuff!

KINGSRULE08-07-2016 12:19 PM

Smoke on startup....

As you may or may not know, the piston rings "float" in their groove around the piston, with a very small gap between the ends. So depending on where the gap ends up on engine shut down there is a slight chance a small amount of oil can drip through into combustion chamber and thus cause smoke on start up. It's the rings constantly floating in a complete circle that causes the randomness coupled with the fact that 2 or more rings could be in the same location causing an even great drip....It kinda depends on were all the gaps were located on assembly....

Jamie@dundonmotorsports 08-07-2016 02:03 PM

Quote:

Originally Posted by MileHigh911 (Post 13508746)

This DLC on DLC may seem like a fix, but it does not solve a cold start lack of oiling issue at all. It essentially doubled the thickness of DLC by adding to the other side. We have been led to believe that DLC coating is fine to have floating around the engine. And we know that this engines sensors detect the earliest hint of cam lobe wear and put it into a reduced power mode, which leads to a new Top end rebuild or engine replacement.

What if Porsche has just bought themselves more time, where now they can be sure future engine issues are Top end rebuilds before metal is floating around, as the engine sensors will now detect when the coating dimensions are worn, but only DLC is floating around. Not down to metal being worn yet.

I think Jamie will find out more from the Motorsports engineers on where the fix needs to go (i.e. More like the Motorsports top end)
Just a guess

I agree that this is an "extend the time before there is an issue" solution.

DLC on DLC with no oil will wear, don't know the length of time until issues, but it will wear...

Quote:

Originally Posted by unclejosh (Post 13508953)

Guys,

Regarding DLC, I made my living depositing these materials for use as dielectrics in the IC industry for some years. Hardness, adhesion and other properties of these coatings can vary depending on the process conditions and resultant chemical structure.

However, these coatings are not miracle coatings and are ultra thin, on the order of angstroms or tens of nanometers. If adequate oiling is not provided, the coatings will be removed by abrasion and/or delamination. DLC ain't gonna help if lubrication is inadequate.

I would also suggest that the abraided DLC particles are not creating any substantial wear because there is a infinitesimal amount of this material being removed that is being constantly washed away by oil as it is removed from the metal surfaces.

I am interested to see what the Dundon guys come up with.

Great thread, thanks.

Another semiconductor guy! Nice, anyone that has done PVD coatings of any kind understands they're a bit finicky to make consistent, are very thin (microns at the thickest typically) and can be prone to adhesion issues.

The company were working with on the design also provides DLC coatings for F1, WEC and other race teams. We've consulted with them

on the DLC on DLC modification and will see what they come back with, pretty sure that it will extend the life, not fix the issue.

Quote:

Originally Posted by KINGSRULE (Post 13509105)

Smoke on startup....

As you may or may not know, the piston rings "float" in their groove around the piston, with a very small gap between the ends. So depending on where the gap ends up on engine shut down there is a slight chance a small amount of oil can drip through into combustion chamber and thus cause smoke on start up. It's the rings constantly floating in a complete circle that causes the randomness coupled with the fact that 2 or more rings could be in the same location causing an even great drip....It kinda depends on where all the gaps were located on assembly....

Agreed, I think Tarek's (KSA_GT3) issue is condensation. White smoke is normally water and doesn't really have much of a smell.

My 2014 GT3 definitely not water and you can smell it.

Wonder if we could go back and request a re ring due to excessive smoking from an emissions stand point... Hmmm...

GT3 KSA 08-07-2016 02:37 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13509304)

Agreed, I think Tarek's (KSA_GT3) issue is condensation. White smoke is normally water and doesn't really have much of a smell. My 2014 GT3 definitely not water and you can smell it. Wonder if we could go back and request a re ring due to excessive smoking from an emissions stand point.. Hmmm...

Sometimes there is a smell to it but i'm not going to complain if as long as it is not related to the engine issue

Jamie@dundonmotorsports 08-07-2016 02:54 PM

Quote:

Originally Posted by GT3 KSA (Post 13509362)

Sometimes there is a smell to it but i'm not going to complain if as long as it is not related to the engine issue

Nope not related... The finger follower/cam issue changes the timing of the valve opening/closing events which makes the car misfire at high rpms. Is also likely down on power but that's hard to tell with a slow change over time...

Condensation in the exhaust or water in the exhaust will be white smoke.

The occasional smell is likely from the lack of cats on your Dundon Race headers! :cheers:

Robert Linton 08-07-2016 02:55 PM

In short, if I understand all of the above, the DLC might help but not solve. Is there a relatively simple change in the valvetrain that might solve?

elp_jc08-07-2016 03:10 PM

A related question to the experts, if you don't mind;). If the root cause of GT3 engine failures was lack of lubrication, AND NOT STRICTLY high-rpm operation (which just accelerates the problem), how come all other 9A1 engines (2.7, 3.4 and 3.8s) don't have this problem??? What's the difference? Thank you.

mikemessi 08-07-2016 03:47 PM

Quote:

Originally Posted by Robert Linton (Post 13509405)

In short, if I understand all of the above, the DLC might help but not solve. Is there a relatively simple change in the valvetrain that might solve? Accusump???

GT3 KSA 08-07-2016 06:59 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13509403)

The occasional smell is likely from the lack of cats on your Dundon Race headers! :cheers:

good to know!

mikemessi 08-07-2016 07:06 PM

Quote:

Originally Posted by elp_jc (Post 13509426)

A related question to the experts, if you don't mind;). If the root cause of GT3 engine failures was lack of lubrication, AND NOT STRICTLY high-rpm operation (which just accelerates the problem), how come all other 9A1 engines (2.7, 3.4 and 3.8s) don't have this problem??? What's the difference? Thank you.

I think the current theory is the inability of the DLC coating to hold an oil film similar to how metal does.

Jamie@dundonmotorsports 08-07-2016 07:31 PM

Quote:

Originally Posted by Robert Linton (Post 13509405)

In short, if I understand all of the above, the DLC might help but not solve. Is there a relatively simple change in the valvetrain that might solve?
Relatively simple yes, still needs to finish design work, manufacturing and testing...

Quote:

Originally Posted by elp_jc (Post 13509426)

A related question to the experts, if you don't mind;). If the root cause of GT3 engine failures was lack of lubrication, AND NOT STRICTLY high-rpm operation (which just accelerates the problem), how come all other 9A1 engines (2.7, 3.4 and 3.8s) don't have this problem??? What's the difference? Thank you.

The GT3/RS have a finger follower valve train setup to get faster valve speed and to survive at higher rpms. The other engines don't have this valve train

Quote:

Originally Posted by mikemessi (Post 13509498)

Accusump???

The issue isn't cold start oiling, it's maintaining an oil film at the cam/finger follower interface...

Quote:

Originally Posted by mikemessi (Post 13509805)

I think the current theory is the inability of the DLC coating to hold an oil film similar to how metal does.

The issue is that the current setup of the valve train doesn't allow an oil film to form. Think squeegee on glass, no water is left... This is why DLC on DLC is only extending the time to failure.

SanDiegoDavid 08-07-2016 08:10 PM

Quote:

Originally Posted by SmokinGTS

Check your engine oil cap, if it is not tight it will throw a cel light.

Thanks for the tip, unfortunately it didn't fix the issue. :banghead:

Macca 08-07-2016 08:43 PM

Hi Jamie. Is there any viability in using titanium for the finger followers?

Just in time08-07-2016 10:23 PM

Could someone please define what "fix the issue" means? I am not an engineer but have yet to find something mechanical that does not ultimately wear out. Are we talking about extending the engine's life in highly stressed situations by hundreds of hours? I much doubt it. I

have to think that the word "fix" is being used loosely. I could be wrong but for now remain highly skeptical.

MileHigh911 08-07-2016 10:35 PM

"Fix the issue" is finding a solution to allow the engine in the 991GT3 to last a reasonable period of time for a street car.

Macca 08-07-2016 10:42 PM

Quote:

Originally Posted by Just in time (Post 13510173)

Could someone please define what "fix the issue" means? I am not an engineer but have yet to find something mechanical that does not ultimately wear out. Are we talking about extending the engine's life in highly stressed situations by hundreds of hours? I much doubt it. I have to think that the word "fix" is being used loosely. I could be wrong but for now remain highly skeptical.

You are right. All mechanical things eventually wear out. I think its generally expected that a GT3/RS should be able to manage around 100 track hours without need to pull down the head and conduct valve-train work (valves, springs, retainers, cams, timing sprockets, hydraulic lifters, rockers etc. This is what would be expected of a Mezger engine run heavily on the track in warm climates for these sorts of cumulative durations.

What we had with the E engine is an engine that lasted a quarter of this time. Further iterations have probably seen us get to half this time with the latest cam update possibly extending the durability further. Nothing at this point that we are aware of will give this engine 100 hour durability on the track. Perhaps this expectation is too generous given the high revving nature of the engine and its specific output per litre. But I think the agreement is that the E/F iteration fall well short of the mark, the G very likely too.

Thats what I understand or mean by the word "issue" and "fail".

ipse dixit 08-07-2016 10:43 PM

Quote:

Originally Posted by MileHigh911 (Post 13510210)

"Fix the issue" is finding a solution to allow the engine in the 991GT3 to last a reasonable period of time for a street car.

Define "reasonable period of time for a street car"

Just in time 08-07-2016 11:15 PM

Quote:

Originally Posted by MileHigh911 (Post 13510210)

"Fix the issue" is finding a solution to allow the engine in the 991GT3 to last a reasonable period of time for a street car.

AFAIK our cars essentially have no issues when used as street cars. The premature wear issues seems to be more closely associated with those that are highly stressed in track use. For me however I would hope that with reasonable street use and appropriate maintenance these engines should be able to go for 75-100k miles, although given their high specific output that may be optimistic. Maybe I am wrong but certainly hopeful.

I would think these if engines are never revved into the high ranges the system may not detect the wear for probably a long long time.

meaker 08-07-2016 11:54 PM

Quote:

Originally Posted by Just in time

AFAIK our cars essentially have no issues when used as street cars. The premature wear issues seems to be more closely associated with those that are highly stressed in track use. For me however I would hope that with reasonable street use and appropriate maintenance these engines should be able to go for 75-100k miles, although given their high specific output that may be optimistic. Maybe I am wrong but certainly hopeful.

I would think these if engines are never revved into the high ranges the system may not detect the wear for probably a long long time.

My car has very little track time. It's only seen 2 track days and at 10k the misfire happened. So I don't see 75k being possible. I will say this, I do drive my car hard on the street and have several mountain road drives in.

Macca 08-08-2016 12:12 AM

I know of cars seen zero track miles and only DD use that have thrown the code at 25000 miles. The problem of sufficient cam/rocker lubrication is not restricted to high rpm, this is simply the range in which small brining variances become more detrimental and the ECU throws the flag IMO...

Alan C. 08-08-2016 12:21 AM

I seem to recall reading AP stating the 991.1 GT3 engine lasting 100,000 miles. Nothing about the mix of track miles. While I bailed on the GT3 I do believe Porsche will take care of the owners. It's just a rocky Road I didn't want to travel.

Jamie@dundonmotorsports 08-08-2016 02:48 AM

Quote:

Originally Posted by Just in time (Post 13510305)

AFAIK our cars essentially have no issues when used as street cars. The premature wear issues seems to be more closely associated with those that are highly stressed in track use. For me however I would hope that with reasonable street use and appropriate maintenance these engines should be able to go for 75-100k miles, although given their high specific output that may be optimistic. Maybe I am wrong but certainly hopeful.

I would think these if engines are never revved into the high ranges the system may not detect the wear for probably a long long time.

The issue is that they're wearing at all, cams and finger followers with an appropriate oil film shouldn't be wearing the way they are. Some ring wear or valve guide wear may be normal as the engine ages etc... but finger follower wear and cam lobe wear isn't normal...

Quote:

Originally Posted by Macca (Post 13509971)

Hi Jamie. Is there any viability in using titanium for the finger followers? The material of the follower isn't so important, how it's position is controlled in relation to the cam is important for an oil film to form and keep the parts from excessively wearing against one another.

odwa 08-08-2016 08:32 AM

Rocky road

Quote:

Originally Posted by Alan C. (Post 13510433)

I seem to recall reading AP stating the 991.1 GT3 engine lasting 100,000 miles. Nothing about the mix of track miles. While I bailed on the GT3 I do believe Porsche will take care of the owners. It's just a rocky Road I didn't want to travel. "Ditto" made a similar move Alan did.

Sean in Texas 08-08-2016 05:21 PM

How has this thread not been pinned yet?

neanicu 08-08-2016 05:30 PM

Quote:

Originally Posted by Ajax-Prime (Post 13512207)

How has this thread not been pinned yet?

Its most interesting pages are hanging on Weissach's walls... :icon107:

MileHigh911 08-08-2016 06:09 PM

Quote:

Originally Posted by Alan C.

I seem to recall reading AP stating the 991.1 GT3 engine lasting 100,000 miles. Nothing about the mix of track miles. While I bailed on the GT3 I do believe Porsche will take care of the owners. It's just a rocky Road I didn't want to travel. I remember that too ! And once Porsche throws the track warranty on a car, and basically challenges the die hard 911 guys to "shut up and drive it", so that they will accept the PDK in a GT car.....well well well well. They need to stick by their big talk.

"Reasonable period of time" is different for different cars. Toyota vs LandRover!?!? Today's car engineering has really extended things compared to years past. But....minimally, one would expect Porsche thought 50,000 miles on this engine or more. Because they backed it with a track warranty until then. And with AP spouting off 100,000 miles....and the maintenance manual not requiring a "top end" job at a specified time frame that I have seen (think of Audis 4.2 V8 RS4 required valve work at 60,000).

And no where in the manual have I seen that "track usage at maximum power output will require a valvetrain overhaul at xxxxxxmiles".

Alan C. 08-08-2016 06:15 PM

That will be covered in the .2 manual.:biggulp:

MileHigh911 08-08-2016 06:17 PM

LOL!!

Chris3963 08-08-2016 06:23 PM

Quote:

Originally Posted by MileHigh911 (Post 13512367)

I remember that too ! And once Porsche throws the track warranty on a car, and basically challenges the die hard 911 guys to "shut up and drive it", so that they will accept the PDK in a GT car.....well well well well. They need to stick by their big talk.

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And no where in the manual have I seen that "track usage at maximum power output will require a valvetrain overhaul at xxxxxxmiles".

You raise some valid points. i.e. the owners manual does not set any expectations about having to get any engine work done after xxx miles....but even so, I didn't expect to be able to do, say, 10,000 tough track miles without having to get some work done. No engine is that bullet proof.

But I would expect that somebody who does not track their car to get many, many more miles than that without any worries. The problem here of course is that the engines are failing much sooner that anybody thinks is acceptable.

Which begs the question, who on this forum has the highest mileage without suffering any issues? And how has it been driven?

Macca 08-08-2016 06:47 PM

Ive not seen a car with over 6000 track miles reported on its original engine. I think there are three with around this mileage (2 of them are 991 GT3 and one is 991 GT3RS). All other failures have happened with much less track miles (typically 1000-3000).

MileHigh911 08-08-2016 08:19 PM

There is one listed for sale on RL, 25,000 miles. 2014, had original engine swap. Guy is getting an RS. Not sure on track miles

fbirch 08-08-2016 10:43 PM

Quote:

Originally Posted by Chris3963 (Post 13512416)

You raise some valid points. i.e. the owners manual does not set any expectations about having to get any engine work done after xxx miles....but even so, I didn't expect to be able to do, say, 10,000 tough track miles without having to get some work done. No engine is that bullet proof.

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Which begs the question, who on this forum has the highest mileage without suffering any issues? And how has it been driven?

10,000 track miles at a typical average track speed - say 90 MPH - correspond to just over 100 track hours. IMO, a GT3 with a stock/street car suspension setup, driven by amateurs (sorry, that's what most of us are) on street tires should absolutely be able to deliver in excess of 100 track hours without needing major internal engine surgery. There

are many older GT3's that have delivered 3X that amount of track time in similar conditions. A race car on slicks, driven by a pro will be a different story, but that's true for all generations of the GT3, past and present.

hf1 08-08-2016 10:53 PM

Quote:

Originally Posted by fbirch (Post 13513111)

10,000 track miles at a typical average track speed - say 90 MPH - correspond to just over 100 track hours. IMO, a GT3 with a stock/street car suspension setup, driven by amateurs (sorry, that's what most of us are) on street tires should absolutely be able to deliver in excess of 100 track hours without needing major internal engine surgery. There are many older GT3's that have delivered 3X that amount of track time in similar conditions. A race car on slicks, driven by a pro will be a different story, but that's true for all generations of the GT3, past and present.

^this

Macca 08-08-2016 11:26 PM

As I mentioned on my previous analysis on this thread I think for this generation of GT cars 100 hrs on an engine without top end work is about right. The fastest guys in our group are putting in times 996 cup cars on slicks were putting in 10 years ago during races. Those engines had 50 hr top end overhaul schedules. We are looking at NA engines with 125 bhpL outputs....

Anyone getting 300 hrs on a GT3 engine of any generation is not driving hard enough IMO. I only have experience with 964/993RS and those cars will need valve guides and springs around 100hrs...and while you are in there chain Ramps etc

Currently up till G series MA175/6 engine this is not possible. Maybe the latest followers and DLC cams will improve things but i still do not think we will get beyond 80hrs (40 track days) and that is assuming an oil change every 8 track hours. Maybe the aftermarket like Dundon will give us s 100 hr solution. I'd be happy enough to replace finger followers and springs with labour at my own cost at 100hrs (50 track days)...

signes 08-08-2016 11:54 PM

Macca, any idea how would worn DLC coating residue might appear in an oil report?

Macca 08-09-2016 12:04 AM

Quote:

Originally Posted by fbirch (Post 13513111)

10,000 track miles at a typical average track speed - say 90 MPH - correspond to just over 100 track hours. IMO, a GT3 with a stock/street car suspension setup, driven by amateurs (sorry, that's what most of us are) on street tires should absolutely be able to deliver in excess of 100 track hours without needing major internal engine surgery. There are many older GT3's that have delivered 3X that amount of track time in similar conditions. A race car on slicks, driven by a pro will be a different story, but that's true for all generations of the GT3, past and present.

P.S. Looking at the 6 tracks in NZ I circulated this year the fastest average speed on track for a full lap (not warm up or down) was 78mph. This would make 10,000 miles over 125 hrs on the engine. I understand many North American tracks are a bit faster than ours having recently spent time at Daytona and Sebring but even at 90mph we are talking over 110 hrs...

Macca 08-09-2016 12:07 AM

Quote:

Originally Posted by signes (Post 13513302)

Macca, any idea how would worn DLC coating residue might appear in an oil report?

Unfortunately I do not. With non ferrous properties I should think this would be very difficult to detect unless the specific properties of the coating were known to us...

GT3 KSA 08-09-2016 12:09 AM

Quote:

Originally Posted by Macca (Post 13510421)

I know of cars seen zero track miles and only DD use that have thrown the code at 25000 miles. The problem of sufficient cam/rocker lubrication is not restricted to high rpm, this is simply the range in which small brining variances become more detrimental and the ECU throws the flag IMO...

The cars with this example are E engines or some F as well?

Macca 08-09-2016 12:20 AM

E and F. Earlier this year it was mostly E but in the last 3 months we have seen 6-7 examples of F engines with this problems on these boards. I imagine by late next year we may have G and RS engines exhibiting the same...

Jamie@dundonmotorsports 08-09-2016 12:47 AM

Mine popped a red CEL on the dyno, cyl 5 high speed misfire. Cleared and hasn't come back. Will be watching it...

Macca 08-09-2016 01:17 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13513414)
Mine popped a red CEL on the dyno, cyl 5 high speed misfire. Cleared and hasn't come back. Will be watching it...
Looks like you may be first candidate for the "Dundon fix" Jamie! :-)

Jamie@dundonmotorsports 08-09-2016 01:29 AM

Quote:

Originally Posted by Macca (Post 13513478)
Looks like you may be first candidate for the "Dundon fix" Jamie! :-)
Was planning on it anyway, but may be doing it sooner than I thought...

Macca 08-09-2016 01:30 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13513496)
Was planning on it anyway, but may be doing it sooner than I thought...
A downside of being our GT3 DMS dyno header mule ;-(

Jamie@dundonmotorsports 08-09-2016 01:35 AM

Nah, dynos are fine, track time is way harder on an engine than a few dyno pulls! Actually cold starts way worse than both! Happy to do it, I still get as excited to hear it scream as the first time

the-missile 08-09-2016 04:38 AM

Loud scream indeed :evilgrin:

levd 08-09-2016 09:10 AM

Got the verdict about compensation. It's 500 EUR worth of Porsche merchandise or tequipment. Less than I hoped but more than I suspected. :)

elitex 08-09-2016 09:25 AM

Maybe somebody's already brought this up but the 10th digit on Vin is just a model year of the vehicle not an engine code. You can just say which model year you have rather than using E F G as some special engine codes.

hf1 08-09-2016 09:32 AM

Quote:

Originally Posted by levd (Post 13513827)

Got the verdict about compensation. It's 500 EUR worth of Porsche merchandise or tequipment. Less than I hoped but more than I suspected. :)
Underwhelming. And this was not covered by warranty? Or had warranty expired?

levd 08-09-2016 09:51 AM

This is a compensation for very long (9 1/2 weeks) engine rebuild time. Rebuild was covered by warranty.

Macca 08-09-2016 10:22 AM

Quote:

Originally Posted by elitex (Post 13513857)

Maybe somebody's already brought this up but the 10th digit on Vin is just a model year of the vehicle not an engine code. You can just say which model year you have rather than using E F G as some special engine codes.

Unfortunately this is not reliable moving forward. For example my car was built 26 November 2013 as MY2014. First engine was E. Second engine was E (revision). Current engine is G...

hf1 08-09-2016 10:33 AM

Quote:

Originally Posted by levd (Post 13513888)

This is a compensation for very long (9 1/2 weeks) engine rebuild time. Rebuild was covered by warranty.

Ah, got it.

SanDiegoDavid 08-09-2016 04:43 PM

Update on my G engine CEL: it's a coolant fault. May be getting a new thermostat and housing if nothing else turns up.

levd 08-09-2016 04:48 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13515056)

Update on my G engine CEL: it's a coolant fault. May be getting a new thermostat and housing if nothing else turns up.

Most likely it's it. The symptoms were different from misfiring cylinders.

Macca 08-09-2016 05:31 PM

Good to know David. I can't believe they still have dickey thermostats on these 9A1 cars after so long (especially given this was a new engine etc!).

fbirch 08-11-2016 12:15 AM

Quote:

Originally Posted by Macca (Post 13513321)

P.S. Looking at the 6 tracks in NZ I circulated this year the fastest average speed on track for a full lap (not warm up or down) was 78mph. This would make 10,000 miles over 125 hrs on the engine. I understand many North American tracks are a bit faster than ours having recently spent time at Daytona and Sebring but even at 90mph we are talking over 110 hrs...

90 MPH is close to the average speed of a good driver in a GT car on my home track, which is actually a bit slower than Road Atlanta, Texas World Speedway, and several other well-known tracks in my region of the US.

I know a few very fast guys who've managed to get way more than 110 track hours out of their high performance track engines, and not just older GT's. There are threads here on RL that go back for years where people chime in with anecdotes on longevity, and the numbers are all over the place. But it's not hard to find examples on the high end of the range, and some of those guys undoubtedly know how to wheel a car around a track.

For the new GT, we don't yet know the longevity of the parts that set the limit (e.g., valve guides, rings, etc.) on the older cars, because of this cam finger issue. It will be interesting to see the longevity of those parts once the finger issue is sorted.

orthojoie 08-11-2016 01:19 AM

Quote:

Originally Posted by Macca

Good to know David. I can't believe they still have dickey thermostats on these 9A1 cars after so long (especially given this was a new engine etc!).

It took a few generations for them to stop using clutch switches that would fail. Lol

Alan C. 08-11-2016 01:28 AM

I had to replace the clutch switch on my 10 GT3 at 10,000 miles.

MaxLTV 08-11-2016 04:01 AM

Quote:

Originally Posted by Macca (Post 13513321)

P.S. Looking at the 6 tracks in NZ I circulated this year the fastest average speed on track for a full lap (not warm up or down) was 78mph. This would make 10,000 miles over 125 hrs on the engine. I understand many North American tracks are a bit faster than ours having recently spent time at Daytona and Sebring but even at 90mph we are talking over 110 hrs...

Different car, but still a relevant data point - I've done 45-50 track days in my e90 M3, driving 3+ hours on a typical day (either private days or two run groups in one day most days). I drove it harder than most GT3s are driven, judging from times and videos posted. So at least 120+ hard hours. The car also did 40K street miles in addition to track driving. No issues. A couple of my friends did about a third more driving and were even faster. No issues. And that's an engine with a known set of weaknesses.

100 hours is not a lot for a street car, at least it should not be. It's not comparable to race cars, where even 10% higher risk of not finishing or 1% less performance is a reason to rebuild/replace the engine.

Macca 08-11-2016 04:11 AM

Quote:

Originally Posted by fbirch (Post 13518951)

For the new GT, we don't yet know the longevity of the parts that set the limit (e.g., valve guides, rings, etc.) on the older cars, because of this cam finger issue. It will be interesting to see the longevity of those parts once the finger issue is sorted. Very good point here!

Macca 08-11-2016 04:34 AM

Quote:

Originally Posted by MaxLTV (Post 13519218)

Different car, but still a relevant data point - I've done 45-50 track days in my e90 M3, driving 3+ hours on a typical day (either private days or two run groups in one day most days). I drove it harder than most GT3s are driven, judging from times and videos posted. So at least 120+ hard hours. The car also did 40K street miles in addition to track driving. No issues. A couple of my friends did about a third more driving and were even faster. No issues. And that's an engine with a known set of weaknesses.

100 hours is not a lot for a street car, at least it should not be. It's not comparable to race cars, where even 10% higher risk of not finishing or 1% less performance is a reason to rebuild/replace the engine.

Hi. I understand there are cars that will manage this mileage at track, but I don't know many high compression (12.8:1) high volumetric output (125 bhp/L) NA engines that rev above 8500 rpm that will go 120+ track hours without some top end service requirements.

I may be wrong but with my previous mezger engine 911s on tarmac rally and track, typically wear of valve guides, springs and case studs would be a cause for concern around these type of hours (100-120) being wrung out on track. of course by then the G50 6spd box would

have long needed a synchro or two (a not inexpensive exercise unfortunately). The factory LSD (even motorsport) had chocolate clutch packs (same with earlier GT3 like 996 and 997 from my experience) that would need re packing after 20 track days. I upgraded mine with 4 plate Guards but it wasn't a cheap exercise either.

A fast driver lapping all day at Spa (for example) in SportAuto will be exerting similar type of stresses on a 991 GT3 engine as someone using the same car to race in the German stock Porsche series I would have thought.

Regardless. We all agree the engine should last longer before it needs \$2500 (retail for finger followers and labour if outside of warranty) of parts and labour than it does...

hf1 08-11-2016 07:28 AM

Quote:

Originally Posted by Macca (Post 13519229)

Regardless. We all agree the engine should last longer before it needs \$2500 (retail for finger followers and labour if outside of warranty) of parts and labour than it does...

I agree but was not aware that this whole fuss was about a \$2500 job every 100 track hours. I thought it was much worse than that.

Macca 08-11-2016 08:51 AM

The finger followers are \$1400 USD a set of 12. The labour to replace these is 14 hours (in my market it is \$75 USD per hour plus tax). There are no doubt some gaskets and oil.

This is of course assuming the issue is caught early before the steel cam lobe wears. My Cam showed almost no wear but they replaced the engine altogether as it was the policy at the time (Jan 2016).

levd 08-11-2016 09:04 AM

Labour was 70 hours for my engine rebuild.

hf1 08-11-2016 09:17 AM

Quote:

Originally Posted by Macca (Post 13519388)

in my market it is \$75 USD per hour plus tax.

Much higher here (USA).

Macca 08-11-2016 09:21 AM

Levd. That was a full top end rebuild with new heads, cams, followers, timing sprockets, gaskets etc.

When they took the valve covers off my cylinder banks and removed the finger followers to photograph for PAG the job to remove then reverse was billed to PAG at 14 hours IIRC. Today if they were completing this job on a G (GT3 or RS) engine and the cams were not scored then they could replace the rockers at no extra cost. The cams too with the new DLC ones, however if I had to pay for those new style cam shafts myself I concede the price would be quite a bit higher than \$2500 USD, however the labour would not change.

If we are looking downstream at engines that have already been replaced with G like mine, or have the G heads like yours, and the job was not covered under warranty we would either be up for a new set of followers (by then no doubt yet again "improved" DLC coated) or worse case also a set of cams....so the job if billed at full retail for the parts would be somewhere around \$1400 - \$6000 USD (see PET link earlier) and the labour around 14-16 hours. I should think even out of warranty given the issue is known the cams and followers would enjoy some type of "goodwill discount" as was the case for full M96 engine replacements (due to porous bores etc) which existed for over 10 years after the model ceased production.

Of course a few guesstimates in the above, but it gives a rough idea if the problem is caught early or you are lucky.

KA 991 GT3 08-11-2016 09:21 AM

I have been reading this thread for quite some time. A lot of great information here. I seen no mention of failure to the PDK at all, they seem to be holding well with track hours and all, or am I wrong to make this assumption? Not trying to hack the thread from Engine to transmission, thought I would ask.

Kobalt 08-11-2016 09:29 AM

Quote:

Originally Posted by KA 991 GT3 (Post 13519426)

I have been reading this thread for quite some time. A lot of great information here. I seen no mention of failure to the PDK at all, they seem to be holding well with track hours and all, or am I wrong to make this assumption? Not trying to hack the thread from Engine to transmission, thought I would ask.

Think I've seen notes of a couple (3?) of PDK-failures which resulted in new PDK from Porsche.

KA 991 GT3 08-11-2016 09:35 AM

Quote:

Originally Posted by Kobalt (Post 13519445)

Think I've seen notes of a couple (3?) of PDK-failures which resulted in new PDK from Porsche.

That's promising. Thanks for the reply!

A418t81 08-11-2016 10:54 AM

In general the 911 PDK has been very reliable, which is good because most of them are not serviceable and must be literally cut open to repair or upgrade!

neanicu 08-11-2016 10:57 AM

IMO one shouldn't even dare thinking what an engine rebuild would cost here in the US! Think of 15K total cost out of the pocket!

Todd B 08-11-2016 11:00 AM

Quote:

Originally Posted by neanicu (Post 13519649)

IMO one shouldn't even dare thinking what an engine rebuild would cost here in the US! Think of 15K total cost out of the pocket!

Isn't that on the light side?, I've heard of folks with Mezgers requiring \$25k+ rebuilds. But some of that maybe, while you're in there adds.

neanicu 08-11-2016 11:06 AM

Quote:

Originally Posted by Todd B (Post 13519655)

Isn't that on the light side?, I've heard of folks with Mezgers requiring \$25k+ rebuilds. But some of that maybe, while you're in there adds.

Could be... I was just estimating...I could be wrong.

Chris3963 08-11-2016 12:12 PM

1 Attachment(s)

Not sure I am interpreting this correctly (Macca will know) but according to this, the full cost for a complete engine replacement is \$97K ! Surely that can't be right!

http://nemiga.com/cat_spares/pet/por...3/541u/101000/

neanicu 08-11-2016 12:21 PM

Quote:

[Originally Posted by Chris3963](#) (Post 13519829)

Not sure I am interpreting this correctly (Macca will know) but according to this, the full cost for a complete engine replacement is \$97K! Surely that can't be right! http://nemiga.com/cat_spares/pet/por...3/541u/101000/
I think the difference is " with core " and " without core ". It's just a guess...

Chris3963 08-11-2016 12:37 PM

Went to the garage today to check on my engine rebuild. Its almost done. All new parts from, and including, the head up.

Confirmed that the part number for the new heads were 9A1.104.111.9R for the left head and 9A1.104.112.9R for the right head.

The part numbers of the rocker arms had also changed but he didn't have the part numbers on hand. He indicated that the DLC material had changed on the rocker arm, as per the camshaft, and that the profile was fractionally different. He said something about the change being made in order to help hold an oil film better because the oil was being squeezed out between the camshaft lobe and the rocker arm. He wasn't absolutely sure so said he would check with PAG.

robmypro 08-11-2016 12:48 PM

Quote:

Originally Posted by Chris3963 (Post 13519906)

Went to the garage today to check on my engine rebuild. Its almost done. All new parts from, and including, the head up.

Confirmed that the part number for the new heads were 9A1.104.111.9R for the left head and 9A1.104.112.9R for the right head.

The part numbers of the rocker arms had also changed but he didn't have the part numbers on hand. He indicated that the DLC material had changed on the rocker arm, as per the camshaft, and that the profile was fractionally different. He said something about the change being made in order to help hold an oil film better because the oil was being squeezed out between the camshaft lobe and the rocker arm. He wasn't absolutely sure so said he would check with PAG.

That sounds promising!

Ark 08-11-2016 12:54 PM

Quote:

Originally Posted by Kobalt (Post 13519445)

Think I've seen notes of a couple (3?) of PDK-failures which resulted in new PDK from Porsche.

The PDK in my 991 GT3 was replaced after a failure "transmission overheated" (if I translate the words correct). It was at kilometer 13448 and the car was one year old (F engine)

Jamie@dundonmotorsports 08-11-2016 02:37 PM

Quote:

Originally Posted by Chris3963 (Post 13519906)

Went to the garage today to check on my engine rebuild. Its almost done. All new parts from, and including, the head up.

Confirmed that the part number for the new heads were 9A1.104.111.9R for the left head and 9A1.104.112.9R for the right head.

The part numbers of the rocker arms had also changed but he didn't have the part numbers on hand. He indicated that the DLC material had changed on the rocker arm, as per the camshaft, and that the profile was fractionally different. He said something about the change being made in order to help hold an oil film better because the oil was being squeezed out between the camshaft lobe and the rocker arm. He wasn't absolutely sure so said he would check with PAG.

This is promising and is part of the approach we're taking to fix the problem. The solution we're bringing to bear would ensure a film is always present.

This also means they're waiting for the engines to fail before fixing, they need to do this sooner than later for all the GT3/RS and we can all move on happier owners.

Alas I believe they're not going to do this, and those that have engines that end up outside of warranty will be looking for another fix for the issue...

rosenbergendo 08-11-2016 03:06 PM

Pretty sure this will be covered even when out of warranty.

unclejosh 08-11-2016 03:27 PM

Why the Porsche GT3 DLC Film Failed

Guys,

For discussion. I thought this was worth a shot. I am a chemist and materials guy. Back in the day, I deposited DLC films and low-k dielectrics by PECVD and analyzed the materials.

Briefly, and not surprisingly, DLC film physical properties depend on the starting precursors (molecules/chemicals) in concert with the

deposition process parameters. There is a continuum of material properties available to the practitioner based on varying the parameters.

Importantly,

DLC films are carbon based and thus have little to no affinity to inorganic/metal surfaces, so they can easily delaminate if the surface was not properly prepared. Cleanliness, roughness, and tie layers and/or pre-treatments are critical to adhesion. Think about using scotch tape on a dirty surface, won't stick.

Critically, and perhaps counterintuitively,

thicker is not necessarily better, and in many cases a film that is too thick may be a film with significant internal stresses. Combined with high rigidity and hardness, films that are too thick delaminate and crack. Think about bending a glass rod to the breaking point vs. a glass fiber. Which is more flexible and absorbs the work stresses more before failure? (bending moment)..

The valve train DLC failures can be easily analyzed by optical microscopy and/or a scanning electron microscope. This is routine in materials science and engineering as many of you know. I would like to see the images!

The other aspect to consider is that Porsche likely farmed out the DLC coating to a vendor who possibly made errors in the processing ala the GT3 connecting rod cap bolt snafu. Back in the day, I worked at Applied Materials and other companies where we deposited films. Sometimes there is a voodoo or trade secret aspect which may be difficult to repeat or depends on a certain apparatus.

Combine all the above with the high rpm mechanical stress and shearing, and I am not too surprised that the film failed. It is a gamble to depend on such a film in such a critical application. This is not a disposable machine tool app.

I imagine Porsche had these motors running on dynos for hours and hours followed by tearing down the valve trains and inspection? Or maybe they saw failures that were within the statistical norm, or they did not count on so many hard core trackers vs. low stress weekend jaunt types?

I hope the DLC lasts in my '16 G motor. I am closing on 2000 track miles.

Any other chemists or materials guys out there and/or other thoughts around the failure modes?

Chris3963 08-11-2016 03:42 PM

Quote:

Originally Posted by unclejosh (Post 13520332)

Guys,

For discussion. I thought this was worth a shot. I am a chemist and materials guy. Back in the day, I deposited DLC films and low-k dielectrics by PECVD and analyzed the materials.

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.....

Considering that Porsche have now applied the DLC to the cam lobes as well the rocker arms, so that we now have DLC on DLC. Does this potentially make a difference?

unclejosh 08-11-2016 04:13 PM
DLC on DLC

Quote:

Originally Posted by Chris3963 (Post 13520365)

Considering that Porsche have now applied the DLC to the cam lobes as well the rocker arms, so that we now have DLC on DLC. Does this potentially make a difference?

Rubbing together two like kind surfaces with the same surface energy and frictional coefficients may be beneficial and reduce wear vs hard on soft.

I surmise that Dieter and rest of the P-Boyz back in Stuttgart must have data that says so. Or as further insurance. Overkill is a good thing methinks.

ShakeNBake 08-11-2016 04:14 PM

Just top end mezger refresh is 25K, triple that to punch it out for more cow bell.

bruce987 08-11-2016 07:18 PM

Quote:

Originally Posted by Chris3963 (Post 13519829)

Not sure I am interpreting this correctly (Macca will know) but according to this, the full cost for a complete engine replacement is \$97K ! Surely that can't be right!

http://nemiga.com/cat_spares/pet/por...3/541u/101000/

[My new "G" motor](#) cost \$61K... which to me sounds about right. The Mezger motor for a 2010 GT3 cost \$40K with the core.

bruce987 08-11-2016 07:23 PM

1 Attachment(s)

Got my oil report back from Blackstone. Of course it only had about 700 miles on it, but wanted to just make sure all was well to start with before tracking. I'll post on the oil report thread later.

Attachment [1079469](#)

[Macca](#) 08-11-2016 08:03 PM

Quote:

Originally Posted by bruce987 (Post 13520912)

My new "G" motor cost \$61K... which to me sounds about right. The Mezger motor for a 2010 GT3 cost \$40K with the core.

The prices quoted in the PET are MSRP for a complete engine no core. I suspect one could get a reasonable discount on such an engine through Suncoast etc however at this stage I doubt anyone has needed to so it's somewhat academic. The dealer cost on these is probably closer to 60k as Bruce has eluded. The pet shows some interesting data. The MY15:16 engines are 5% more expensive than the MY14 engines and the RS and GT3 engines are materially virtually the same cost. Assuming volume and the more expensive crank on the RS it's hard to understand this - it's probably an anomaly. Of course this assumes the crank is different (not just a different part number to reflect the capacity increase - bear sized etc)and it wasn't already there all along from the beginning but just highlighted by AP at the aRS launch. In fact on the PET the GT3 crank is showing as more expensive than the RS one! Go figure...

Chris thanks for confirming the part number on your new heads. I will lose this question to Porsche. The part number is not the same as the latest GT3/RS heads (the same part) on the July onwards builds not is it the same as the 911R head. Also the last two digits "9R" are not consistent with the pet parts nomenclature. The last two digits are usually decimal numbers and refer to the revision number or "83", "84" etc. at this stage I can only conclude they are a replacement part number for Retrofit kit as supplied to your dealer. Either that or they are a part that will show up in time on PET. It's hard to know if they differ in any way from G heads or 911R heads but at this stage I would guess no, or else the latest MA176 iteration in the 911R would incorporate them (one would think)....

FLT6SPD 08-11-2016 09:27 PM

A 3.8 Mezger is \$71k with core, pic of invoice below

<http://cim9.ibrv.net/gimg/rennlist...c4228931d.jpeg>

Quote:

Originally Posted by bruce987 (Post 13520912)

My new "G" motor cost \$61K... which to me sounds about right. The Mezger motor for a 2010 GT3 cost \$40K with the core.

Lukas_at 08-11-2016 09:47 PM

I know this is a little bit of a side track but some pages before we talked about this. I got confirmation from Porsche NA that 2014 GT3 dont get CPO.

"To confirm, the dealership is correct in saying that the vehicle cannot be CPO'd. This is because Porsche AG placed an additional 1 year/50,000 miles on the 4 year/50,000 miles warranty, whichever comes first. "

So I guess everybody who got CPO with 2014 GT3s had a good rep ;-). However for me it was just important that the dealer didnt lie to me.

Jamie@dundonmotorsports 08-11-2016 10:40 PM

Quote:

Originally Posted by ShakeNBake (Post 13520441)

Just top end mezger refresh is 25K, triple that to punch it out for more cow bell. We can do a 4.2L with all kinds of fancy parts for way less than 75k...

Quote:

Originally Posted by unclejosh (Post 13520332)

Guys,

For discussion. I thought this was worth a shot. I am a chemist and materials guy. Back in the day, I deposited DLC films and low-k dielectrics by PECVD and analyzed the materials.

Briefly, and not surprisingly, DLC film physical properties depend on the starting precursors (molecules/chemicals) in concert with the deposition process parameters. There is a continuum of material properties available to the practitioner based on varying the parameters.

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The valve train DLC failures can be easily analyzed by optical microscopy and/or a scanning electron microscope. This is routine in materials science and engineering as many of you know. I would like to see the images!

The other aspect to consider is that Porsche likely farmed out the DLC coating to a vendor who possibly made errors in the processing ala the GT3 connecting rod cap bolt snafu. Back in the day, I worked at Applied Materials and other companies where we deposited films. Sometimes there is a voodoo or trade secret aspect which may be difficult to repeat or depends on a certain apparatus.

Combine all the above with the high rpm mechanical stress and shearing, and I am not too surprised that the film failed. It is a gamble to depend on such a film in such a critical application. This is not a disposable machine tool app.

I imagine Porsche had these motors running on dynos for hours and hours followed by tearing down the valve trains and inspection? Or maybe they saw failures that were within the statistical norm, or they did not count on so many hard core trackers vs. low stress weekend jaunt types?

I hope the DLC lasts in my '16 G motor. I am closing on 2000 track miles.

Any other chemists or materials guys out there and/or other thoughts around the failure modes?

Chem E from the semiconductor world as well, was a CMP guy, so polishing materials away and understanding fluid dynamics was key. I think the situation here is relatively straight forward. The DLC used was substandard and was improved multiple times, but the root cause was not, until recently, addressed. If no oil film forms, just about any dry coating rubbing on another dry material (metal, dlc, etc) will fail. If the cams are a different profile and allow an oil film to be sustained then they may have a winner.

As I said our fix is based on the fact that no oil film was forming. Our parts are still in process and we will still be testing them...

Quote:

Originally Posted by Lukas_at (Post 13521215)

I know this is a little bit of a side track but some pages before we talked about this. I got confirmation from Porsche NA that 2014 GT3 dont get CPO.

"To confirm, the dealership is correct in saying that the vehicle cannot be CPO'd. This is because Porsche AG placed an additional 1 year/50,000 miles on the 4 year/50,000 miles warranty, whichever comes first. "

So I guess everybody who got CPO with 2014 GT3s had a good rep ;-). However for me it was just important that the dealer didnt lie to me.
Must be a new thing as the end of the year last year, my 2014 GT3 was CPO'd... Glad the dealer was truthful with you...

neanicu 08-11-2016 10:48 PM

How is there no oil film when the engine is running? I can see no oil film on startup but when the engine is running there's all kinds of oil being tossed around!

Jamie@dundonmotorsports 08-11-2016 10:51 PM

If the valve train isn't setup properly, then the oil film is squeegeed away due to the aggressive contact of the cam and finger follower...

They recently changed the cams and recognize that there isn't an oil film staying on the cam lobes...

Vincent Hu 08-12-2016 02:32 AM

Just got my gt3 with F engine,
reading these posts make me worried,
wondering will changing the exhaust/side muffler delete void warranty?

Thanks in advance

Vincent Hu 08-12-2016 02:41 AM

11111111111111111111

home7271 08-12-2016 02:57 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13521339)

If the valve train isn't setup properly, then the oil film is squeegeed away due to the aggressive contact of the cam and finger follower...

They recently changed the cams and recognize that there isn't an oil film staying on the cam lobes...

Jamie,

Are you saying this can happen throughout the entire rpm range or just at higher rpms?

Alan C. 08-12-2016 03:04 AM

Quote:

Originally Posted by Vincent Hu (Post 13521645)

Just got my gt3 with F engine,
reading these posts make me worried,
wondering will changing the exhaust/side muffler delete void warranty?

Thanks in advance

First congratulations on the GT3. For the muffler question you should ask your service writer. Most on here, myself included, have not had an issue just changing the muffler.

Nizer 08-12-2016 11:29 AM

Quote:

Originally Posted by levd (Post 13450137)

2. PDK is working strange in city traffic. When I drive slow, and trying to accelerate smooth, I see RPM's going up and also hear the sound, but there's no acceleration. Then car jumps forward, as something was holding it before, then released. It's even worse with elevation (loading car on trailer is tricky. You try to go up, car stays still. RPM's go up to 3-4000, then car jumps forward. Bloody scary.) PDK was recalibrated at the dealer's in May, but nothing changed. Experienced same with 2015 GT3. Also on occasion would not respond to significant throttle application then suddenly wake up and take off.

Have not experienced any of these issues in RS. Torture tested it yday in 90 mins of crawling bumper to bumper traffic in 105 degree heat.

Quote:

Originally Posted by bruce987 (Post 13477277)

Too reset the oil indicator, the mechanic turned off the motor, raised the back lid and close it... that's how you force an oil reset - makes the oil level recalculate. Now it reads two bars below high. Eureka. That partially explains why oil level went up by one bar after I shut car off and opened trunk to cool after a track session. Guess I should read the manual.

Quote:

Originally Posted by ShakeNBake (Post 13489557)

Jamie, what are they doing to prevent the same problem on the cup cars.....? I would think there would be a solution by now, and I'm assuming this is why it took 4 years to drop the mezger. What they're doing is still using the Mezger in the Cup car. Maybe in 2017 we'll see a new motor.....

Jamie@dundonmotorsports 08-12-2016 11:34 AM

Quote:

Originally Posted by Vincent Hu (Post 13521645)
Just got my gt3 with F engine,
reading these posts make me worried,
wondering will changing the exhaust/side muffler delete void warranty?

Thanks in advance

Porsche is normally tolerant of header/exhaust changes. As was suggested, check with your service manager if any issues.

Quote:
Originally Posted by home7271 (Post 13521661)
Jamie,

Are you saying this can happen throughout the entire rpm range or just at higher rpms?
If happens more as the oil pressure increases.. So in our cars with variable oil pressure it's mainly when the car is under load.

Quote:
Originally Posted by Alan C. (Post 13521667)
First congratulations on the GT3. For the muffler question you should ask your service writer. Most on here, myself included, have not had an issue just changing the muffler.
This!!

levd 08-12-2016 12:01 PM

Quote:
Originally Posted by Nizer (Post 13522094)
Experienced same with 2015 GT3. Also on occasion would not respond to significant throttle application then suddenly wake up and take off.
Do you brake with right or left foot?

Once I gave up LFB, the problem (hopefully) disappeared.

nwGTS 08-12-2016 01:00 PM

Quote:
Originally Posted by bruce987 (Post 13520921)
Got my oil report back from Blackstone. Of course it only had about 700 miles on it, but wanted to just make sure all was well to start with before tracking. I'll post on the oil report thread later.
Attachment 1079469

Viscosity at 100 and 210 are on [the low end almost](#) out of range. Consider upping to Mobil 5w-50 or Motul X-cess 5w-40 for the track.

unclejosh 08-12-2016 01:21 PM
Oil Film Formation and DLC Coating

Jamie, glad to hear that an independent engineer is involved in this discussion and engaged in solving this issue. Dry on dry is obviously a bad thing and would obviously smoke a coating and or lead to delamination.

Regarding no oil film formation and a chemical angle :

I would like to see how oil wets out on the surface of the DLC film and the contact angle vs. bare metal control.

Obviously, if the oil does not wet out the surfaces and form a film at the interfaces, this may be a root cause of the DLC coating failure..... As you suggest, the constant and repetitive wiping and replenishment of oil at interfaces is how an engine survives, and is dependent on a stable oil film. The film must have sufficient surface tension to hold together and an some kind of affinity for the metal surfaces.

You mentioned that there were several iterations of coatings because the early iterations were substandard. Wow. I can't imagine that Porsche would release this into the field and "beta test" with customers 150K+ cars, but crazier things have happened. Share more if you can.

Great discussion here, and regards.

bigkraig 08-12-2016 04:21 PM
Quote:

Originally Posted by SanDiegoDavid (Post 13515056)

Update on my G engine CEL: it's a coolant fault. May be getting a new thermostat and housing if nothing else turns up.

My G is going through the same thing, slow to warm up and cools off on long freeway driving. I brought it in once and they found a vac leak that they thought was related to the side muffler delete but the CEL is back again (it turns on and off)

FredGT3 08-12-2016 07:12 PM

Folks, I picked up a mid 14 registered GT3 a couple of weeks ago. I've got my V5 today and it lists the engine with an E prefix. The car has the extra year of factory warranty that was given to owners in the UK.

The Porsche dealer advised me the engine had been changed, is there a quick way to check?

Regards
Fred

MaxLTV 08-12-2016 07:33 PM

Quote:

Originally Posted by Macca (Post 13519229)

Hi. I understand there are cars that will manage this mileage at track, but I don't know many high compression (12.8:1) high volumetric output (125 bhp/L) NA engines that rev above 8500 rpm that will go 120+ track hours without some top end service requirements.

E9x M3 engine is about the same revs and compression you mentioned. Less HP/liter, but it's old tech (no direct injection and very high internal losses). Also Honda 2000 engines in stock form rev to about the same revs and live longer than that in stock form (of course, many people push them to way beyond 125hp/l), even when driven by pro racers, while having much cheaper internals. All I'm saying, it's most likely possible to make it last 200+ hours without a rebuild. Of course, it's not certain Porsche was aiming for it.

Alan C. 08-12-2016 07:44 PM

Quote:

The Porsche dealer advised me the engine had been changed, is there a quick way to check?

Your dealer should be able to pull up the records. The odds of having a 14 without an engine change are almost zero.

fbirch 08-12-2016 08:34 PM

Quote:

Originally Posted by MaxLTV (Post 13523289)

E9x M3 engine is about the same revs and compression you mentioned. Less HP/liter, but it's old tech (no direct injection and very high internal losses). Also Honda 2000 engines in stock form rev to about the same revs and live longer than that in stock form (of course, many people push them to way beyond 125hp/l), even when driven by pro racers, while having much cheaper internals. All I'm saying, it's most likely possible to make it last 200+ hours without a rebuild. Of course, it's not certain Porsche was aiming for it.

Agreed. I know a couple of local guys running retuned S54's that spin higher than the 8000 RPM stock limit, make >350 HP from 3.2L and did it for years. Maybe not exactly up to the spec of a modern DFI in the newest GT3, but close enough to demonstrate the point that its possible to get significantly more than 100 track hours from a high strung, high performance engine. One local guy, who ultimately moved on to newer M platforms, had an S54 that he ran in enduros for years, some of which were 24 hours individually. He drives at the level of a pro/semi-pro, and his car was on slicks with huge aero, turning faster lap times than any stock GT3/RS with street suspension and street tires.

scb997 08-13-2016 08:32 AM

Quote:

Originally Posted by Alan C. (Post 13523316)

Your dealer should be able to pull up the records. The odds of having a 14 without an engine change are almost zero.

If you're asking about the initial, E->E, swap, there should be a sticker on the front jamb of your passenger side door. I would hope that the paperwork (100k mile warranty, engine "authenticity" certificate) got passed with the car, but it sounds like it didn't.

If your asking about whether that second E has been swapped, I don't know what they do about that. But, I have a "swap at the port," early 2014 which is now getting deep into the misfire problems (with 34,000 miles on it). My dealer's master tech was on vacation this week. When he returns, on Monday, I think we'll start the process (swap coils, etc.)...

The car has been back to the dealer MANY times (45 days off the road) chasing a yellow CEL from the "secondary air system." After replacing every component in that, last week, I had it back 29 hours (2 cold starts) before that came back.

So, I'm strongly campaigning that they just "gimme a G." I probably ought to call Atlanta and campaign there, too...

Scott

levd 08-13-2016 08:39 AM

So one more misfiring E

KA 991 GT3 08-13-2016 12:00 PM

Ok, please help me understand

How does the replaced E on my 2014 differ from the one that PNA recalled?
What is different about it to make it a better engine?

My service advisor was telling me he has yet to see a 2014 with a replaced engine come back with issues and people are tracking their cars regularly.

I know this post is mainly for the 2015/16 engines with issues, I am trying to get some kind of understanding on the health of my vehicle.

levd 08-13-2016 12:27 PM

This post is mainly for 2014 engines (and late 2013) with issues. For most 2015/2016 engines the doomsday is next spring/summer.

Ask your service advisor, what does he mean by "2014 with replaced engine". If he means cars with engines replaced after cylinder misfires, then he's probably right. If he means engines that were replaced in recall action, then this:

<http://cim6.ibsrv.net/gimg/rennlist...8470e92da1.jpg>

KA 991 GT3 08-13-[2016 12:44 PM](#)

[Quote:](#)

[Originally Posted by lev](#) (Post 13524506)

This post is mainly for 2014 engines (and late 2013) with issues. For most 2015/2016 engines the doomsday is next spring/summer.

Ask your service advisor, what does he mean by "2014 with replaced engine". If he means cars with engines replaced after cylinder misfires, then he's probably right. If he means engines that were replaced in recall action, then this:

<http://cim6.ibsrv.net/gimg/rennlist...8470e92da1.jpg>

Thank you for the [reply](#).

[How many of the late 13's and 14 had the cylinder](#) miss-fire? or is that something that eventually will get to all those engines across the board?

levd 08-13-2016 12:53 PM

With information we have in this topic, I personally believe the number of cars that already had this problem is 3-digit.

Specialists assume this will get to all 991.1 GT3s, also likely to at least most of GT3RSs and some of Rs.

You may want to read this whole topic.

scb997 08-13-2016 12:56 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13524541)

Thank you for the reply.

How many of the late 13's and 14 had the cylinder miss-fire? or is that something that eventually will get to all those engines across the board?

My understanding is that, it will be a problem. The only question is when. For those of us that were directly affected by the stop sale/recall, we have 100,000 miles & 5 years for it to happen under warranty, though :)

Scott

Nizer 08-13-2016 01:28 PM

Quote:

Originally Posted by levd (Post 13522176)

Do you brake with right or left foot?

Once I gave up LFB, the problem (hopefully) disappeared.
~75% of time but same with RS.

levd 08-13-2016 01:42 PM

Quote:

Originally Posted by Nizer (Post 13524619)

~75% of time but same with RS.

991.1 GT3 is not LFB compatible. This is the only car I know with this problem so far. I wonder how many more surprises and discoveries this wonderful engineering masterpiece has for us. :banghead:

SanDiegoDavid 08-13-2016 07:49 PM

G engine CEL update: Got my car back yesterday. Coolant fault, they replaced the thermostat and housing. Between the thermostats that came with my 3 engines this is my 7th! I have almost 1800 miles on the new engine.

KA 991 GT3 08-13-2016 08:19 PM

Quote:

Originally Posted by levd (Post 13524506)

This post is mainly for 2014 engines (and late 2013) with issues. For most 2015/2016 engines the doomsday is next spring/summer.

Ask your service advisor, what does he mean by "2014 with replaced engine". If he means cars with engines replaced after cylinder misfires, then he's probably right. If he means engines that were replaced in recall action, then this:

<http://cimg6.ibsrv.net/gimg/rennlist..8470e92da1.jpg>

Quote:

Originally Posted by scb997 [\(Post 13524563\)](#)

[My understanding is that, it will be](#) a problem. The only question is when. For those of us that were directly affected by the stop sale/recall, we have 100,000 miles & 5 years for it to happen under warranty, though :)

Scott

I understand,

I am having a hard time wanting to even drive my car after all this i am reading. It is currently getting a full XPEL wrap and I have not even put 23 miles on the clock since I had it delivered.

I spent most of today trying to figure out how much it is worth on the market by calling my car network folks... This is crazy!

How do some of you even get to enjoy their vehicles with all this BS going around with PNA? A company like that I never expected such horrible outcome from. Sorry for my rant here.

Just in time 08-13-2016 08:31 PM

^ I would like to know what is the horrible outcome? That the engine in a number of cases has shown premature wear? Has anyone been denied coverage by Porsche? It comes to a point that if we become worried about all the potential outcomes in life we would be unable to move. In the words of Andreas Preuninger " drive the damn car." Sorry for my rant.

KA 991 GT3 08-13-2016 08:51 PM

Quote:

Originally Posted by Just in time (Post 13525322)

^ I would like to know what is the horrible outcome? That the engine in a number of cases has shown premature wear? Has anyone been denied coverage by Porsche? It comes to a point that if we become worried about all the potential outcomes in life we would be unable to move. In the words of Andreas Preuninger " drive the damn car." Sorry for my rant.

This is one positive way to look at the big picture.

I can see, to be fair, outside of my own PTSD derived panic, that PNA has gone above and beyond to take care of their customers. I am getting the shock effect, if you will, getting this car, first used car i have ever

owned, and BAM all this stuff I am reading. Had I not read any of it, I might have been just fine LOL :roflmao:

TRAKCAR 08-13-2016 09:17 PM

I'm 3 years away from running out of warranty.
I don't see the problem.

Macca 08-13-2016 10:24 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13525301)

I understand, I am having a hard time wanting to even drive my car after all this i am reading. It is currently getting a full XPEL wrap and I have not even put 23 miles on the clock since I had it delivered. I spent most of today trying to figure out how much it is worth on the market by calling my car network folks... This is crazy! How do some of you even get to enjoy their vehicles with all this BS going around with PNA? A company like that I never expected such horrible outcome from. Sorry for my rant here.

In fairness you aren't the first person reading this thread who has thought to sell the car as a consequence. Take some comfort from us "old timers" who have owned the car from launch. PAG will sort this out if it happens to you. Life is full of things that may or may not happen. Rest easy and enjoy the car. If you are a track guy then change your oil regularly and just go out and Dive the pants off of it.

Look on the bright side for those who have E and F engines who have not yet had this issue, when you do you will have the latest DLC coated cams and updates that will bring your cars up to the very latest spec of the 911R and latest RS...

Jamie@dundonmotorsports 08-13-2016 10:31 PM

Be not afraid! Drive it like you stole it! And know that not only PAG is working on solutions to keep the car healthy long after warranties run out..

vtgt 08-13-2016 10:33 PM

Get out and drive!

Match-Lave 08-13-2016 10:39 PM

I too am going through PTSD. I feel your pain. We should start a support group for those of us who have experienced this shock. After owning a 996 and 997s - both used - I fell in love with the GT3. My plan was to look the other way - right the big check on the first

Porsche I ever bought new - go big and plan to hold the car for 10-years. I was late to the game and thus paid a market adjustment on my 2016 GT3 picked up last November. I viewed the car as all the fun a Ferrari may be and as most of us do - bough the car almost for the great engine alone - and as a stray from the purists also loved the tranny with lightning fast shifts. Porsche was always viewed by me and all the journalists as almost bullet proof - relative to others. Many discussions on how many times the testers did launches over and over and over and how well the engine and PDK held up. I believe it is somewhat naive to just look at the fact I have 3 years left of warranty and thus sleep well at night. This is because I absolutely cannot afford to drive a car prone to engine and now PDK failures when warranty is up and believe there will not be much of a market for the car once it is uncovered. I am on the fence - had my car appraised here in Houston today at Porsche and they offered \$148k. MSRP is \$156 + "market adjustment". Now - my rant is also over and I feel better....

fbirch 08-13-2016 10:59 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13524455)

How does the replaced E on my 2014 differ from the one that PNA recalled?

What is different about it to make it a better engine?

My service advisor was telling me he has yet to see a 2014 with a replaced engine come back with issues and people are tracking their cars regularly.

I know this post is mainly for the 2015/16 engines with issues, I am trying to get some kind of understanding on the health of my vehicle.

The original mass replacement of 2014 E engines was to eliminate the possibility of defective rod bolts. The improvements there have nothing to do with the current problem, which is premature wear on one valve train component. As others have said, Porsche and/or the aftermarket will whip this problem soon enough. Enjoy the car in the meantime.

KA 991 GT3 08-14-2016 12:05 AM

Quote:

Originally Posted by Macca (Post 13525506)

In fairness you aren't the first person reading this thread who has thought to sell the car as a consequence. Take some comfort from us "old timers" who have owned the car from launch. PAG will sort this out if it happens to you. Life is full of things that may or may not happen. Rest easy and enjoy the car. If you are a track guy then change your oil regularly and just go out and Dive the pants off of it.

Look on the bright side for those who have E and F engines who have not yet had this issue, when you do you will have the latest DLC coated cams and updates that will bring your cars up to the very latest spec of the 911R and latest RS...

Thank you for the info and re-assurance. I really do need to calm down a bit and hold still on this vehicle. I traded a 15 991 TT and lost some \$\$ on it to get this one because of all IT IS!

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13525511)

Be not afraid! Drive it like you stole it! And know that not only PAG is working on solutions to keep the car healthy long after warranties run out..

I cannot ignore their efforts into sorting all the issues out, just cannot fathom how they would release a car without the R&D thatg they are known for!

Quote:

Originally Posted by vtgt (Post 13525515)

Get out and drive!

Oh I want to, the darn thing is still getting wrapped!

Quote:

Originally Posted by Match-Lave (Post 13525526)

I too am going through PTSD. I feel your pain. We should start a support group for those of us who have experienced this shock. After owning a 996 and 997s - both used - I fell in love with the GT3. My plan was to look the other way - right the big check on the first Porsche I ever bought new - go big and plan to hold the car for 10-years. I was late to the game and thus paid a market adjustment on my 2016 GT3 picked up last November. I viewed the car as all the fun a Ferrari may be and as most of us do - bough the car almost for the great engine alone - and as a stray from the purists also loved the tranny with lightning fast shifts. Porsche was always viewed by me and all the journalists as almost bullet proof - relative to others. Many discussions on how many times the testers did launches over and over and over and how well the engine and PDK held up. I believe it is somewhat naive to just look at the fact I have 3 years left of warranty and thus sleep well at night. This is because I absolutely cannot afford to drive a car prone to engine and now PDK failures when warranty is up and believe there will not be much of a market for the car once it is uncovered. I am on the fence - had my car appraised here in Houston today at Porsche and they offered \$148k. MSRP is \$156 + "market adjustment". Now - my rant is also over and I feel better....

I am down for a support group!

Which dealer in H-town did you visit? I have done business with quite a few down there, Sonic (Momentum) has been my fav, they just don't have much when i am ready to buy so I end up going out of state.

That's a solid offer they made you, much better than what I was getting today, MSRP on mine is \$153,600.00

Quote:

Originally Posted by fbirch (Post 13525561)

The original mass replacement of 2014 E engines was to eliminate the possibility of defective rod bolts. The improvements there have nothing to do with the current problem, which is premature wear on one valve train component. As others have said, Porsche and/or the aftermarket will whip this problem soon enough. Enjoy the car in the meantime.

That's what I am gathering the more I keep reading this post. I sure do hope they do find a solution soon. I love the car and how it handles and puts the power down, it is next to none. It is inevitable that the issue will make its way to the rest of the cars.

Match-Lave 08-14-2016 01:57 AM

You are correct. It was Momentum and they are solid folks. They have always worked well with me on my extended warranties etc. \$8k Extended Warranty will take the car to 10-years 120k miles. I just can't believe that is what it is coming down to - R&D was amiss on this one that's for sure - 1st the fires and now this - I am in so deep over what the offer was today and I like you view the car as too fun to drive to dump it and take the hit now, especially with it being a '16 vehicle with G engine.

KA 991 GT3 08-14-2016 02:11 AM

Quote:

Originally Posted by Match-Lave (Post 13525785)

You are correct. It was Momentum and they are solid folks. They have always worked well with me on my extended warranties etc. \$8k Extended Warranty will take the car to 10-years 120k miles. I just can't believe that is what it is coming down to - R&D was amiss on this one that's for sure - 1st the fires and now this - I am in so deep over what the offer was today and I like you view the car as too fun to drive to dump it and take the hit now, especially with it being a '16 vehicle with G engine.

I took a very small note when I bought mine due to the loss on the TT I took and the fact that I sold the TT cash instead of trading it in...

Bought the GT3 from IL so I paid 9K in taxes and could have saved 8400 lol

I would buy that warranty! lol I am not sure they would add those on the 14's I am gonna have to call them!

Macca 08-14-2016 02:39 AM

Quote:

Originally Posted by Match-Lave (Post 13525785)

You are correct. It was Momentum and they are solid folks. They have always worked well with me on my extended warranties etc. \$8k Extended Warranty will take the car to 10-years 120k miles. I just can't believe that is what it is coming

down to - R&D was amiss on this one that's for sure - 1st the fires and now this - I am in so deep over what the offer was today and I like you view the car as too fun to drive to dump it and take the hit now, especially with it being a '16 vehicle with G engine.

2016 with G engine is a rare care and has updates that should make it reliable on road and track for a long while yet and the perfect basis for the latest cams or Dundon Motorsports fix when later you may need it.

Frankly if you aren't using it on track you may never even have the issue in your ownership, and upgrading to a G RS is unlikely to lead to any different outcome.

Look at it like a gen 2 GT3 engine for gen 1 coat - by the time your G fails the updates you will be given may bring the engine to gen 2 spec!!

Also before we get carried away the PDK-S is reliable. Very few faults reported on here over the last 3 years of GT3/RS even on cars heavily used on track.

Match-Lave 08-14-2016 02:47 AM

Thanks. Good way to put it all in perspective. Comment on the PDK was related to the recent recall for replacement on the Sep/Oct builds. Good to hear it is holding up well otherwise - I love it.

FredGT3 08-14-2016 05:31 AM

Quote:

Originally Posted by Macca (Post 13525506)

Look on the bright side for those who have E and F engines who have not yet had this issue, when you do you will have the latest DLC coated cams and updates that will bring your cars up to the very latest spec of the 911R and latest RS..

As a newbie (2 weeks) to 991 GT3 ownership is there a summary to what happened with the engines, I'm trying to piece it together but reading things like E to E swaps etc I'm not completely clear.

Love the car though and its nice to have a GT3 in my life again after a couple of years without one.

Regards

Fred

gago1101 08-14-2016 07:10 AM

I have thought about posting this for awhile, but I think it's time. I have read the whole thread here, Porsche bulletin, and the changes

that were made to the g engine. Sometimes the answers are not complicated. In my humble opinion the oiling issue stems from the fact that this engine generally runs cool, 190-200, under normal driving. It does go up to 235 on the track (in my case with outside temps above 100F). I would challenge the physicists in this forum to calculate, but the thick oil we put in this engine will have a really hard time reaching all the crevices necessary when revving to 9k with temps below 200-210F. Tolerances in his engine are small, and as revs go up, ability to flow becomes more important, than keeping an oil film. I am a scientist, so I do look for associations. Last winter, we saw lots of engine misfires. Macca, please compare failures in winter vs summer, we might find an interesting correlation.

So why the hell I post this? Anyone who may consider this plausible, may think twice revving their car when oil temps are below 200f. As for me, I am diluting my 0-40 m1 with 0-30 Mobil racing oil, and not revving above 7k unless my oil temps are 210 and above.

There is ton of solid oil guru talk about why one should use thinner oil. After all, these engines are failing not because of oil film degradation, but from oil starvation. One would consider a thicker oil for an engine that runs 260-270 oil temps, not the gt3. I think the cool oil is the Achilles heal.

Jimmy-D 08-14-2016 10:56 AM

^I do not think you should be revving this engine beyond 5000 until you get over 180. If you are going to start going above 7000 I agree with recommendation that this engine needs to be nicely warmed up. I did this with my GT3 and I even practice this on my GT4. No engine should be revved up high unless it if fully warmed up.

bronson7 08-14-2016 11:20 AM

^^^Totally agree. I'm a common type guy so I say this should be common sense. Warm the puppy up then enjoy it to the fullest.

m42racer 08-14-2016 01:26 PM

Here's my 2C worth.

Drive the car exactly as Porsche recommends. Use only the oil Porsche recommends. If you are concerned about the wear issue, take the car into your local Porsche agency and have them remove the valve covers and check for wear. If they find any wear, then you have cause for a warranty claim. Make sure you get to see to see the parts as well. How much can that cost if there is no wear? How much is peace of mind worth?

Can someone tell me how wear on these parts can cause a CEL to turn on? I don't understand the technology here. I would have thought you could have worn the parts away before any fault would be detected. This would give me reason to check and not wait.

Chris3963 08-14-2016 02:25 PM

Quote:

Originally Posted by m42racer (Post 13526448)

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The problem causes a miss-fire which the engine picks up. Hence the CEL. The wear on the rocker arms from contact with the camshaft is only micro-millimetres but it is enough to effect the valve timing which causes the miss-fire.

m42racer 08-14-2016 04:22 PM

Quote:

Originally Posted by Chris3963 (Post 13526570)

The problem causes a miss-fire which the engine picks up. Hence the CEL. The wear on the rocker arms from contact with the camshaft is only micro-millimetres but it is enough to effect the valve timing which causes the miss-fire.

This is the bit I don't understand? Not sure I follow the valve timing theory you suggest. The Cam timing is "connected" to the Camshaft in loose terms. How does wear on the cam lobes or the followers change the cam timing? All I can think is the actual valve movement changes I guess, but the Cam still is connected to the crankshaft and the sensors will think everything is normal. Unless there is some sort of sensor connected to the Valves still don't understand how the CEL gets triggered with wear on either the Camshaft or follower mechanism. This why I think you could have wear happening and not know it.

neanicu 08-14-2016 04:34 PM

^^^Perhaps if you had taken the time and read this thread a bit you would understand. It has been explained many times.

Country911 08-14-2016 06:46 PM

Hi guys

I've been following this thread. Now is my chance to ask the "dumb" question.....IIFC the GT4 has a detuned version of the GT3 motor..... Are any of the tracked GT4's experiencing any of these issues? Know that some of the GT3 owners in here own both cars....

Thankx

Jamie@dundonmotorsports 08-14-2016 07:00 PM

Quote:

Originally Posted by Country911 (Post 13527007)

Hi guys

I've been following this thread. Now is my chance to ask the "dumb" question.....IIFC the GT4 has a detuned version of the GT3 motor..... Are any of the tracked GT4's experiencing any of these issues? Know that some of the GT3 owners in here own both cars....

Thankx

GT3 heads are very different from GT4 heads. This is part of the reason why the GT3 can rev to 9000 and the GT4 to 7800

scchiii 08-14-2016 07:22 PM

I'm so sorry I have nothing new to say other than I have ADD and can't go back and read a lot of posts without losing my train of thought.....I'm still driving the crap out of car. Only track use and taking it to redline about a million times and thing keeps ticking after 15k miles m.....I am weird and change oil every 3k miles because my grandfather always told me that was best?

RajDatta 08-14-2016 07:25 PM

Quote:

Originally Posted by Country911

Hi guys

I've been following this thread. Now is my chance to ask the "dumb" question.....IIFC the GT4 has a detuned version of the GT3 motor..... Are any of the tracked GT4's experiencing any of these issues? Know that some of the GT3 owners in here own both cars....

Thankx

Last I remember, the GT4 engine is based on the standard Carrera S engine so all the internals will be similar to stock parts and not unique GT3 parts.

RajDatta 08-14-2016 07:28 PM

Quote:

Originally Posted by sccchiii

I'm so sorry I have nothing new to say other than I have ADD and can't go back and read a lot of posts without losing my train of thought.....I'm still driving the crap out of car. Only track use and taking it to redline about a million times and thing keeps ticking after 15k miles m.....I am weird and change oil every 3k miles because my grandfather always told me that was best?

Yes, 3k was the golden rule back in the day when we only had mineral oil. With synthetic, multi-viscosity oils, the intervals can be much longer (depending on use).

For my daily driver as well as my wife's daily driver, I run my oil every 10k miles. For my toys, I never accumulate more than 2k a yr, so I change the oil yearly instead of mileage based.

sccchiii 08-14-2016 07:36 PM

Quote:

Originally Posted by RajDatta (Post 13527083)

Yes, 3k was the golden rule back in the day when we only had mineral oil. With synthetic, multi-viscosity oils, the intervals can be much longer (depending on use).

For my daily driver as well as my wife's daily driver, I run my oil every 10k miles. For my toys, I never accumulate more than 2k a yr, so I change the oil yearly instead of mileage based.

Unfortunately I'm super sarcastic and was being a wise ass. But yes I have done oil changes at less than 10k simply because of track use only. I drive the snot out of car or at least my "best version" of snot.

Alan C. 08-14-2016 07:47 PM

Quote:

I drive the snot out of car or at least my "best version" of snot.

:roflmao:

KA 991 GT3 08-14-2016 08:21 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13527036)

GT3 heads are very different from GT4 heads. This is part of the reason why the GT3 can rev to 9000 and the GT4 to 7800

The heads are designed different, yes but that's not why the GT3 3.8 is capable of revving higher.

Higher revs are achieved at the bore/stroke level. Bigger bore, shorter stroke provide that on this engine.

Jamie@dundonmotorsports 08-14-2016 08:58 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13527182)

The heads are designed different, yes but that's not why the GT3 3.8 is capable of revving higher.

Higher revs are achieved at the bore/stroke level. Bigger bore, shorter stroke provide that on this engine.

i knew the GT3 was 102mm bore 77.5mm stroke. Just checked the GT4 and it's the same 102/77.5.

Porsche just uses different Pistons, rods etc in the GT3 engine to reduce reciprocating mass.

Removing mass from valve train is also necessary, or the valves won't be controlled properly, or the lifetime of the valves/valve seats will be short.

From the horses mouth...

<http://cimng1.ibsrv.net/gimg/rennlist...d1559e82c8.jpg>

991 GT3 [Valvetrain](#)

[I'll try to post up some pictures of](#) the GT4 and GT3 valve train differences.

Bottom line is the issue with the GT3/RS is unique to the finger follower design.

KA 991 GT3 08-14-2016 09:28 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13527254)

The mass/geometry of the bottom end makes a difference yes. Removing mass from valve train is also necessary, or the valves won't be controlled properly, or the lifetime of the valves/valve seats will be short.

I'll try to post up some pictures of the GT4 and GT3 valve train differences.

Bottom line is the issue with the GT3/RS is unique to the finger follower design. You are correct as well. But when it comes to physics, geometry and movement of parts, the shorter the stroke, the faster the cylinder can move and the more trips it can make up and down the bore. The heads with the valve design and the springs do place a significant role into

maintaining that movement but not create the speed at which it happens. I can draw it for you and show with calculations why... I live math and physics. I do respect your opinion as a vendor and your company's effort into working on this issue and have been reading your posts, please do not take my approach as to discredit you in any way.

m42racer 08-14-2016 11:48 PM

The CEL in this case (combustion issue) is activated when the engine has a misfire. A misfire is when the engine does not complete a full revolution without stopping. The crank sensor counts the trigger points and the ECU expects to see the number of trigger points. If it loses count, then it knows the engine has "stopped" for some reason and the engine must have misfired and the CEL is activated. The Camshaft sensor can also be included in this as the ECU may be looking for the same count of trigger points between the crank and Cam. If these change the engine must have stopped and the CEL is activated.

As much as we want these engines to be really trick and technical, they are basic ICE power units that require 3 components. Fuel, spark and air. If one is missing or wrong the engine will misfire. Reading the Porsche bulletin speaks directly to the issue. When the CEL is activated, unless there is a direct sensor problem the ECU cannot tell what is the cause. In this case, this is seen by how Porsche are going about the diagnosis. First change the Spark plugs, if no change, change the Coils, if no change, change the Injectors. That's the Fuel and spark taken care of, so what's left is air. At some point in time, they removed the valve covers and found the Cam lobes and fingers worn away. Now it's a matter of sequence as they know there is a problem here.

It is thought that the actual misfire is "set off" by the Spark plugs fouling. If the Valves are not held open and lifted off their seats to the design parameters, then there will be less air pulled into the cylinder, the mixture will be rich and a "rich" mixture will always misfire. DI engines require exact amounts of fuel to be injected so the AFR is correct. Especially for emissions and fuel mileage reasons. Fuel injected directly into the combustion chamber never has the time to heat up and fully vaporize, so any extra fuel per unit of air will stay as droplets and not ignite as it should. Spark plugs foul and the misfire occurs. These engines have Inductive ignition and inductive ignition does not have the energy to fire dense mixtures or fouled plugs.

It is thought that the O2 sensors are not being used to detect and turn on the CEL light under these conditions. If there were individual

sensors per exhaust primary them maybe, but it's thought that the O2 sensors per bank are too non specific to monitor the AFR per cylinder per stroke. But the input value from these sensors is most probably and input in the algorithm fault code.

Getting back to my original thought, once the CEL is activated for reasons of combustion, damage has already happened to your Cam and fingers. The suggestion was not to wait but monitor the condition of these parts before wear starts.

^^^Perhaps if you had taken the time and read this thread a bit you would understand. It has been explained many times.

Yes sir, I did read the all of the posts. failed to read anywhere where is showed the CEL light is activated primarily by the wear on the cam lobes and fingers. If I misses it, I'm sorry.

gago1101 08-14-2016 11:51 PM

Quote:

Originally Posted by m42racer (Post 13526448)

Here's my 2C worth.

Use only the oil Porsche recommends.

This is where I pause a little. Porsche has been recommending the same oil for a really long time. I'm not really sure, but think it is more than 15 years now. I really think this high revving GT3 engine may be slightly different from the early water cooled engines.

m42racer 08-14-2016 11:58 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13527316)

You are correct as well. But when it comes to physics, geometry and movement of parts, the shorter the stroke, the faster the cylinder can move and the more trips it can make up and down the bore. The heads with the valve design and the springs do place a significant role into maintaining that movement but not create the speed at which it happens. I can draw it for you and show with calculations why... I live math and physics. I do respect your opinion as a vendor and your company's effort into working on this issue and have been reading your posts, please do not take my approach as to discredit you in any way.

I think you are talking about two different engine architectures. Short stroke will allow the engine to accelerate quicker if all things are equal, but has nothing to do with final RPM limit. Many other factors come into play. Valve train parts are huge here. Finger pivot mass allows a higher Valve train speed to be used differently to bucket type followers. Accelerating the masses over a shorter distance helps but once the terminal velocities are reached distance has little of no effect. If you

over rev a short stroke engine with the same valve train parts you are going to break parts. Same for a long stroke engine. There are limits and every part in the engine has its limit. The trick is to have all of the limits the same or close as possible.

Also, I'm sure Porsche does not want the GT4 to out perform the GT3. The GT4 engine is limited to final upper RPM by its design, and the components included. Stroke has nothing to do with it.

m42racer 08-14-2016 11:59 PM

Quote:

Originally Posted by gago1101 (Post 13527619)

This is where I pause a little. Porsche has been recommending the same oil for a really long time. I'm not really sure, but think it is more than 15 years now. I really think this high revving GT3 engine may be slightly different from the early water cooled engines.

You may be right, but I suggest this to keep your warranty in tact. I'm sure Porsche will find any wiggle room they can to get out of fixing an engine.

ipse dixit 08-15-2016 12:09 AM

Quote:

Originally Posted by m42racer (Post 13527635)

You may be right, but I suggest this to keep your warranty in tact. I'm sure Porsche will find any wiggle room they can to get out of fixing an engine.

Quote:

Originally Posted by gago1101 (Post 13527619)

This is where I pause a little. Porsche has been recommending the same oil for a really long time. I'm not really sure, but think it is more than 15 years now. I really think this high revving GT3 engine may be slightly different from the early water cooled engines.

There's the oil that Porsche recommends, and then there are the oils that are Porsche approved. The former (depending on your market) for the 991 GT3 is basically Mobile 1 0W-40, but the latter are many and varied.

neanicu 08-15-2016 12:27 AM

Each manufacturer has a different [name and approach](#) for valve control. Porsche has been using Variocam for years. The Variocam controls the opening and closing of the valves. The electrical control is extremely accurate and detects the slightest anomalies. The DME gets info from the camshaft position sensors in relation to the crankshaft position sensor. The DME can order the Variocam high lift and high duration for maximum power at high RPM. If the Variocam can't sustain that opening because of abnormal wear, the engine will misfire on that particular cylinder or cylinders where the wear is most

pronounced,so the DME will know there's a problem and put the engine in limp mode. Forget what you know about electronics of the past. An old system would've never detected this wear. The new one is incredibly accurate!

m42racer 08-15-2016 01:42 AM

Quote:

Originally Posted by neanicu (Post 13527677)

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I'm sorry but I must be missing something. Are we discussing the GT3/RS 9A1 engine or another engine. The GT3/RS engine does have variable Cam timing on both cams but does not have any feature that gives it high and low lift control. The fact that the ECU knows where the Camshaft position is in relation to the Crankshaft, it has no idea of valve lift, high or low, good or bad. In the Porsche engines that have high and low lift control they do not have fingers but hydraulic bucket type followers that are a two part bucket with a locking pin to give the high lift control and a tri lobe camshaft. Look at the pic's posted above and it clearly shows how the GT3/RS valve control operates. There is no way there is any control over the lift of the valve other than the finger and camshaft.

m42racer 08-15-2016 01:51 AM

Quote:

Originally Posted by neanicu (Post 13527677)

Each manufacturer has a different name and approach for valve control. Porsche has been using Variocam for years. The Variocam controls the opening and closing of the valves. The electrical control is extremely accurate and detects the slightest anomalies. The DME gets info from the camshaft position sensors in relation to the crankshaft position sensor. The DME can order the Variocam high lift and high duration for maximum power at high RPM. If the Variocam can't sustain that opening because of abnormal wear,the engine will misfire on that particular cylinder or cylinders where the wear is most pronounced,so the DME will know there's a problem and put the engine in limp mode. Forget what you know about

electronics of the past. An old system would've never detected this wear. The new one is incredibly accurate!

Actually, from what i understand, the Porsche high /low lift has nothing to do with the variable camshaft control. The cams just go round and round and advance themselves from their home position and retard if required. This make no change to the valve lift. It does change when it happens. The bucket is not connected to the Camshaft which controls the lift. Even in these engines, the cam lobes could wear as could the bucket faces and the ECU would not know until the engine misfired and the exact same approach would be called upon. Start with Ignition components, then fuel parts , then look at the air control.

JasonAndreas 08-15-2016 01:38 PM

Quote:

Originally Posted by Macca (Post 13521003)

Chris thanks for confirming the part number on your new heads. I will lose this question to Porsche. The part number is not the same as the latest GT3/RS heads (the same part) on the July onwards builds not is it the same as the 911R head. Also the last two digits "9R" are not consistent with the pet parts nomlature. The last two digits are usually decimal numbers and refer to the revision number or "83", "84" etc. at this stage I can only conclude they are a replacement part number for Retrofit kit as supplied to your dealer.

I believe that is the revision number for the mold that was used to produce the intermediate that was then used to cast the parts?

elp_jc08-15-2016 03:41 PM

Quote:

Originally Posted by Country911 (Post 13527007)

the GT4 has a detuned version of the GT3 motor.

It has a detuned version of the Carrera S motor (385 vs 400 -420 on GTS-), therefore not a GT one:evilgrin:.

I also don't see any way to have valve lift on the GT3 valvetrain. Are we missing something?

Jamie@dundonmotorsports 08-15-2016 03:46 PM

991 GT3 doesn't have high and low lift lobes on the cams. Just the one high lift. It does have variocam (variable cam timing) for both cams

GT4 has high and low lift lobes on the cams and variable valve timing.

The 991 GT3 does have a sophisticated torque monitoring system and from what I've heard from motorsports engineers, the car uses coil current draw to estimate cylinder pressure as a way to monitor

torque/cylinder. This in conjunction with misfire detection is how the car likely detects the high rpm misfire...

m42racer 08-15-2016 05:16 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13528838)
991 GT3 doesn't have high and low lift lobes on the cams. Just the one high lift. It does have variocam (variable cam timing) for both cams

GT4 has high and low lift lobes on the cams and variable valve timing.

The 991 GT3 does have a sophisticated torque monitoring system and from what I've heard from motorsports engineers, the car uses coil current draw to estimate cylinder pressure as a way to monitor torque/cylinder. This in conjunction with misfire detection is how the car likely detects the high rpm misfire...

There you have it. Explanation on both points. Thank you.

WernerE 08-15-2016 06:58 PM

Thanks to Macca for a brief synopsis on this thread above. As the owner of a 2015 GT3, I'm an interested party. What I find fascinating is Porsche doing the calculus on its liability for replacing future engines against the assumption on how many track their cars. I assume most do track their GT3, and therefore Porsche appears far more confident in these engines than the length of this thread suggests.

If the E, F and G motors are really in the same boat, including those dropped in the latest RS models, I'm willing to bet the # of motors that will need retrofitting and/or replacement under warranty is a reasonably modest number. If it were not so, why would Porsche extend the production run of the RS'? Or is it that the number of tracked GT3s is significantly smaller than I assume and Porsche is willing to write it off as the cost of doing business/engine development?

bronson7 08-16-2016 08:35 PM

^^^I think Porsche has a good idea of how many owners track their car.

Ceepe 08-16-2016 08:45 PM

This is one amazing thread!

Macca 08-16-2016 09:10 PM

Quote:

Originally Posted by WernerE (Post 13529361)

Thanks to Macca for a brief synopsis on this thread above. As the owner of a 2015 GT3, I'm an interested party. What I find fascinating is Porsche doing the calculus on its liability for replacing future engines against the assumption on how many track their cars. I assume most do track their GT3, and therefore Porsche appears far more confident in these engines than the length of this thread suggests. If the E, F and G motors are really in the same boat, including those dropped in the latest RS models, I'm willing to bet the # of motors that will need retrofitting and/or replacement under warranty is a reasonably modest number. If it were not so, why would Porsche extend the production run of the RS'? Or is it that the number of tracked GT3s is significantly smaller than I assume and Porsche is willing to write it off as the cost of doing business/engine development?

Werner. My view on this is that Porsche have at various junctures believed they have found the remedy to the issue. Hence the continuation of the engine in its relative guises in the RS and GT3. The fact they have in the last 6 weeks introduced an updated component (Camshafts with DLC coated lobes) indicates they have been unsuccessful to date and have now moved their focus from finger follower coatings and oil pressure/additional lubrication to the cam lobe mating surface. They must have some confidence this will be an improvement or else they would not have incorporated this into the very recent 911R and RS engines. Is this the final part of the equation to make the engine "fit for use"? It's hard to say and the body of evidence would suggest it's just one change in a long series of updates so far.

The thing that has me very curious is why these issues could not have been fully identified and resolved on the test bench over the last three years? I guess we will never know....

bronson7 08-16-2016 09:26 PM

I find this so hard to believe. Porsche obviously did not do their homework first time out. What does this say for the future of Porsche. This does not send a good message.

Macca08-16-2016 09:48 PM

Quote:

Originally Posted by bronson7 (Post 13532314)

I find this so hard to believe. Porsche obviously did not do their homework first time out. What does this say for the future of Porsche. This does not send a good message.

Yes it's an unfortunate situation and it will take some time before we know if this chapter in history is closed. In fact I venture to suggest it may take well into 991.2 GT3 production unless of course that car has

a significantly re designed valve train. As others far better trained to comment have said, the issue related to the move to a valve train that was designed to endure high revolution activity (I.e. The much vaunted 9000 rpm). Interesting last night I was looking for a document and venture and upon my file on the GT3 launch and media. The focus and headline was all about this newly deployed finger follower design and how it enabled the engine to reach such dizzy heights of 9000 and beyond.

History has taught us a few facts. One of them is that PAG chose to reduce the headline max rpm of the RS late in development. There is still a copy of the RS launch video with 9000 rpm RS tachometer floating around YouTube. They in fact reduced the max rpm to around 8675 in most gears except first gear (8800). The 911R was launched with a 8600 max rpm and it was "assumed" the MT had something to do with this. The next GT3 is still unknown but I would suggest 8600-8700 will prevail.

So Porsche reduced the rev limiter while they went about improving their design on our engines.

I guess we need to wait and see what's next. Without a 9000 rev limit I can't really see any benefit of the roller rocker design and they may as well revert to the bucket tapper design. That said they are deep down the rabbit hole now and have developed emissions electronics for this engine etc....

bronson7 08-16-2016 09:52 PM

Thank you Macca for all your input....respect your opinion greatly.

hf1 08-16-2016 09:59 PM

Quote:

Originally Posted by Macca (Post 13532269)

They must have some confidence this will be an improvement or else they would not have incorporated this into the very recent 911R and RS engines.

They would have incorporated them regardless of their confidence, which they have been doing over the last three years. What would be the alternative -- delaying production or model launches?

ipse dixit 08-16-2016 10:22 PM

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Originally Posted by WernerE (Post 13529361)

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Quote:

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The thing that has me very curious is why these issues could not have been fully identified and resolved on the test bench over the last three years? I guess we will never know....

Porsche has found a solution; or, rather, they settled upon a solution.

Porsche AG will simply replace engines until the OEM warranty expires, and then write it off as a cost of doing business.

In the grand scheme of things the cost of replacing engines during the OEM warranty period is minute compared to a full-blown recall where just the cost of negative publicity would take years, and unquantifiable dollars, to recover from

m42racer 08-16-2016 11:25 PM

Quote:

Originally Posted by Macca (Post 13532388)

Yes it's an unfortunate situation and it will take some time before we know if this chapter in history is closed. In fact I venture to suggest it may take well into 991.2 GT3 production unless of course that car has a significantly re designed valve train. As others far better trained to comment have said, the issue related to the move to a valve train that was designed to endure high revolution activity (I.e. The much vaunted 9000 rpm). Interesting last night I was looking for a document and venture

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Profits are driven by sales and HP is now a factor required in sales to keep ahead of the competition. Add in EU and US fed restrictions and rules you have the ingredients for a really hard nut to crack. The only way you can meet the tight fuel regs and emission regs is to build the engines smaller and more efficient. To gain sales you have to match HP performance so up go the revs. To gain the higher Revs and some chance of longevity, the masses have to be less and lightweight.

The issue is a mechanical fault but probably has turned into a marketing and warranty nightmare.

I think whatever Porsche has or does do to fix the problem, is going to be as stated in other post., Its what is less costly to the company as there is no money to be made in re development and warranty work.

Macca 08-17-2016 12:00 AM

Quote:

Originally Posted by hf1 (Post 13532427)

They would have incorporated them regardless of their confidence, which they have been doing over the last three years. What would be the alternative -- delaying production or model launches?

Yes I think you are right. I was being polite LOL!

Macca 08-17-2016 12:04 AM

Quote:

Originally Posted by bronson7 (Post 13532399)

Thank you Macca for all your input....respect your opinion greatly.

My pleasure Bronson. Its just one opinion in a sea of many on a subject we would all probably preferred did not exist...

Michael 991 GT3 08-17-2016 02:05 AM
E, F and now G

I have a 2014 GT3, one of the first couple of hundred cars, in which I have now done 36000km with only 2 track days. It is an every day car for me.

Obviously I started with the E series, and then moved onto the F series as part of the recall. Then I had the timing / Cam issue and moved onto a G series.

Now the car is in the workshop again for diagnosis on the G series engine, with a request from porsche to do 1500km on the car for testing to understand why I have excessive oil use. I use as much as 1L per 1000km. I currently have to top the oil up every week to 10 days.

levd 08-17-2016 04:49 AM
My engine was drinking oil like crazy before it failed and was rebuilt.

Macca 08-17-2016 07:30 AM
Quote:

Originally Posted by Michael 991 GT3 (Post 13532847)

I have a 2014 GT3, one of the first couple of hundred cars, in which I have now done 36000km with only 2 track days. It is an every day car for me. Obviously I started with the E series, and then moved onto the F series as part of the recall. Then I had the timing / Cam issue and moved onto a G series. Now the car is in the workshop again for diagnosis on the G series engine, with a request from porsche to do 1500km on the car for testing to understand why I have excessive oil use. I use as much as 1L per 1000km. I currently have to top the oil up every week to 10 days. Thanks for your experience Michael. Your original engine was an E and was replaced by another E - this was the rod bolt recall.

Your G engine experience is interesting. How many KM do you have on your G? A poster on another thread with a new G series RS also reported similar usesge last week. These were road miles. With the The E, F engines we have all got used to some oil consumption on the track, but on the road the consumption is very little. The G engine most have found to use less oil on the track.

I'd be very interested to know what the issue is with your car. The oil consumption with the early DFI GT3s was higher than expected and the rings were changed to the same ones in the RS last year, so I'm curious the issue may still prevail and assume it is not linked to the valve train follower wear issue...

Michael 991 GT3 08-17-2016 08:30 AM

Quote:

Originally Posted by Macca (Post 13533022)

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Hey. I went from and E to an F. Not an E to an E. We seem to have crossed wires there.

So engine number 3 is a G series and from memory I have done about 4000km on it since it was replaced about 2 months ago.

We have been monitoring consumption for a while and the most striking result was a 275km highway run at a constant 149kph which consumed 300ml of oil. It was after that result that the car went in for assessment.

Should have the results in 2 weeks. A 4th engine would be amusing, or perhaps I will strike gold with a GT2 RS for compensation.

Kobalt 08-17-2016 08:54 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13533067)

I will strike gold with a GT2 RS for compensation.

:cheers: You definitely deserves some sort of Good-Customer-Treatment.

Macca 08-17-2016 11:13 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13533067)

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Should have the results in 2 weeks. A 4th engine would be amusing, or perhaps I will strike gold with a GT2 RS for compensation.

Your oil consumption is definately not "normal" IMO. I have almost 7000 km on new G engine and i found initially it used almost zero oil for the first 2-3 track days but is now averaging around 175ml per full track day - approximately half what the E used. I havent really noticed it fill much on the road driving but I did cover 4500km road driving in two weeks between tracks a few months ago and it used a sum total of around 200ml over that 4500km.

You say in your first post that the E engine was replaced by an F as part of the recall. If you are talking about the march 2014 "Stop sale" rod bolt failure recall (the only engine replacement recall there has been) then your engine was swapped with another E just like the other 784 of us who were affected. Maybe I miss read your post. Apologies if i did.

WernerE 08-17-2016 11:52 AM

Quote:

Originally Posted by Macca (Post 13532269)

Werner. My view on this is that Porsche have at various junctures believed they have found the remedy to the issue. Hence the continuation of the engine in its relative guises in the RS and GT3. The fact they have in the last 6 weeks introduced an updated component (Camshafts with DLC coated lobes) indicates they have been unsuccessful to date and have now moved their focus from finger follower coatings and oil pressure/additional lubrication to the cam lobe mating surface. They must have some confidence this will be an improvement or else they would not have incorporated this into the very recent 911R and RS engines. Is this the final part of the equation to make the engine "fit for use"? It's hard to say and the body of evidence would suggest it's just one change in a long series of updates so far.

The thing that has me very curious is why these issues could not have been fully identified and resolved on the test bench over the last three years? I guess we will never know....

^ Thanks. Makes sense to me. Given that the 911R is not a track tool, it will likely fall to the RS to teach Porsche what's left to learn about these motors under stress on the track.

Hopefully Porsche reaches a definitive conclusion prior to the expiration of my warranty. If not, I'll be extending it, as I'm not sure I want to rely solely on Porsche's goodwill for any post-warranty repairs. There's too much gray area in the area of causation and what represents a final solution.

SanDiegoDavid 08-17-2016 12:17 PM

Quote:

Originally Posted by Michael 991 GT3

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Now the car is in the workshop again for diagnosis on the G series engine, with a request from porsche to do 1500km on the car for testing to understand why I have excessive oil use. I use as much as 1L per 1000km. I currently have to top the oil up every week to 10 days.

I've been experiencing this as well. Just had a new thermostat and housing installed on my G engine as well as an oil change after 1700 miles. Will be very interested in the findings on your oil consumption as I'm sure we're in the same boat.

MaxLTV 08-17-2016 02:14 PM

Wow, interesting info on oil consumption. My E engine was consuming about 400ml per 5 track sessions and practically no oil during street driving when new (and there was start up smoke 1/3 of the time). After 16K+ miles, it consumes less than 200ml of oil per 5 track sessions - sometimes the oil level does not even drop a single notch after a track day. Also, no visible smoke on start up for the last 20+ start ups. Don't know if that means anything, but current oil consumption is rather low compared to other cars I had and compared to the same engine when new.

levd 08-17-2016 02:18 PM

BTW My engine never gave startup smoke after rebuild so far.

bronson7 08-17-2016 08:25 PM

Quote:

Originally Posted by levd (Post 13533976)

BTW My engine never gave startup smoke after rebuild so far.

Be curious to know if on all engines that were replaced, did they smoke much at start up?

KA 991 GT3 08-17-2016 08:33 PM

Quote:

Originally Posted by bronson7 (Post 13534810)

Be curious to know if on all engines that were replaced, did they smoke much at start up?

Mine is a 14 with a replaced engine.

If it sits a couple of days, it smokes, not a lot but it does enough to see it.

Macca 08-17-2016 08:56 PM

Quote:

Originally Posted by WernerE (Post 13533530)

^ Thanks. Makes sense to me. Given that the 911R is not a track tool, it will likely fall to the RS to teach Porsche what's left to learn about these motors under stress on the track.

Hopefully Porsche reaches a definitive conclusion prior to the expiration of my warranty. If not, I'll be extending it, as I'm not sure I want to rely solely on Porsche's goodwill for any post-warranty repairs. There's too much gray area in the area of causation and what represents a final solution.

Agreed. But we are assuming RS will circulate the track with the same intensity as GT3 and at least in my market, this looks unlikely.

I have just today extended my factory warranty from 3 years (expires in Dec) to 5 years. Luckily in our market we have the ability to do this (at a cost of \$2200 USD annually) for up to 12 years since the car was sold new...

On my G engine I only have smoke on startup when the car has been sitting a long time. With my two E engines I had smoke on start up once in every 2-3 starts.

David. Your G engine is not off to a good start? The thermostat is still a bug bear for all RS & GT3 owners. I had two fail in almost 3 years but when you consider I had three new engines in that time its a poor track record. I believe they are still a common item for failure on all 9A1 engines. Luckily they mostly get stuck on the open circuit so the car does not overheat. You would think after 5 years they would have

sorted out the design or reliability by now! I assume your excessive oil useage is with the GT3. How much oil has it been using?

SanDiegoDavid 08-17-2016 10:16 PM

Quote:

Originally Posted by Macca (Post 13534869)

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Yes, its the GT3. I haven't been keeping tabs on the exact volumes. I will going forward. I did go thru 500 ml in one track day (4 twenty minute sessions). That got my attention. The RS seems to be normal consumption, although it has yet to see a day at the track (work!). Those thermostats! Agree, at least they get stuck in the open position and protect the engine.

KA 991 GT3 08-17-2016 10:33 PM

Quote:

Originally Posted by SanDiegoDavid (Post 13535046)

Yes, its the GT3. I haven't been keeping tabs on the exact volumes. I will going forward. I did go thru 500 ml in one track day (4 twenty minute sessions). That got my attention. The RS seems to be normal consumption, although it has yet to see a day at the track (work!). Those thermostats! Agree, at least they get stuck in the open position and protect the engine.

Are those Thermostats an issue on all engine series? (E, F and G) ?

SanDiegoDavid 08-17-2016 10:42 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13535076)

Are those Thermostats an issue on all engine series? (E, F and G) ?

Seems so in my case! Fingers crossed on the RS!

Macca 08-17-2016 11:52 PM

Quote:

Originally Posted by KA 991 GT3 (Post 13535076)

Are those Thermostats an issue on all engine series? (E, F and G) ?

Yip. Our local dealer has done a couple on RS delivered in last 12 months too and when I discussed the design with the tech he said they have failed on

base 911 DFI engines since 2012 and are now on their 3rd or 4th part revision.

Chris3963 08-18-2016 02:28 AM

Quote:

Originally Posted by Macca (Post 13534869)

Agreed. But we are assuming RS will circulate the track with the same intensity as GT3 and at least in my market, this looks unlikely.

Given the amount of RSs I am seeing at track days over here (almost more RSs than GT3s on some days), I am sure the problem will surface quite soon if it still exists.

Macca 08-18-2016 05:06 AM

That's good to hear Chris. I do think these cars get bought for their application of use more in UK and Europe than elsewhere.

I've been to two track days in the USA last month and the rate was 1 RS for 4-5 GT3. In New Zealand since the RS was released last year I have yet to be on the track with one and have completed 14 track day events since Sept last year...

The problem if I'm honest mate is that apart from yourself, Levd and 3-4 others here from Europe that regularly post (Kobalt, Nur93 and Nordip etc) on these boards we get very little insight into the issues with these cars in Europe and UK. We know for example from what others have said that failures in GT3 (and later on in RS) started appearing early in the Porsche series run in Germany (can't remember the name - but it's production cars). But like geometry settings for suspension and tips to set up these cars for fast track work the information has never flowed to these boards. It seems we have very few German GT3 & RS owners active here to share with us the issues, challenges and learning over there on track with these cars. Probably a language thing. A shame because there is much we have learnt already from your and Levd recent experiences with the engines by way of example....

Kobalt 08-18-2016 05:28 AM

Quote:

Originally Posted by Macca (Post 13535596)

But like geometry settings for suspension and tips to set up these cars for fast track work the information has never flowed to these boards. .

I've requested info from Manthey about the stuff they used on the RS the recently published a very fast BTG-lap but they've been silent so far.

I'll pay them a visit next week, see if they can inform me in person.

I think that the rear wheel steering makes it kind of difficult for the guys that are used to do classic set up of the cars. (I could be wrong here of course.)

I saw a 991 GT3 being rebuilt for serious trackwork (and street):
Removed RWS, GT4 hubs, Cup brakes.

Personally I want to learn to drive the car as fast as I can as it is from factory, then I'd like to change the setup to get a "new car". When that is done: New suspension details and I have a "new car" again.

Macca 08-18-2016 06:29 AM

Quote:

Originally Posted by Kobalt (Post 13535603)

Personally I want to learn to drive the car as fast as I can as it is from factory, then I'd like to change the setup to get a "new car". When that is done: New suspension details and I have a "new car" again.

This is my philosophy too. Still getting quicker...

Those modifications to the GT3 you mention (Plus KW shocks, minus the GT4 hubs but Cup hubs instead) are the kind of changes Ive seen and heard have been done over the last few seasons to the cars that race in the German series?

Kobalt 08-18-2016 07:03 AM

Quote:

Originally Posted by Macca (Post 13535638)

Those modifications to the GT3 you mention (Plus KW shocks, minus the GT4 hubs but Cup hubs instead) are the kind of changes Ive seen and heard have been done over the last few seasons to the cars that race in the German series?

I have no first hand info about the cars in the racing series, maybe jo_ker or Peterfirst know more...

Chris3963 08-18-2016 07:21 AM

Quote:

Originally Posted by Macca (Post 13535596)

That's good to hear Chris. I do think these cars get bought for their application of use more in UK and Europe than elsewhere.

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The problem if Im honest mate is that apart from yourself, Levd and 3-4 others here from Europe that regularly post (Kobolt, Nur93 and Nordip etc) on these boards we get very little insight into the issues with these cars in Europe and UK. We know for example from what others have said that failures in GT3 (and later on in RS) started appearing early in the Porsche series run in Germany (cant remember the name - but its production cars). But like geometry settings for suspension and tips to set up these cars for fast track work the information has never flowed to these boards. It seems we have very few German GT3 & RS owners active here to share with us the issues, challenges and learning over there on track with these cars. Probably a language thing. A shame because there is much we have learnt already from your and Levd recent experiences with the engines by way of example...

Thanks for the compliment but I honestly think that you "own" this thread and if it wasn't for your contributions it would a much poorer thread in which to post.

I have learnt more from your posts in this particular thread than all the other threads on this forum combined I think. So keep it up.

levd 08-18-2016 08:10 AM

Quote:

Originally Posted by bronson7 (Post 13534810)

Be curious to know if on all engines that were replaced, did they smoke much at start up?

Mine smoked a lot. Not always, but quite often.

levd 08-18-2016 08:14 AM

Quote:

Originally Posted by Chris3963 (Post 13535531)

Given the amount of RSs I am seeing at track days over here (almost more RSs than GT3s on some days), I am sure the problem will surface quite soon if it still exists.

I also see more RSs than GT3s on track events lately.

Macca 08-18-2016 08:42 AM

Quote:

Originally Posted by Kobalt (Post 13535665)

I have no first hand info about the cars in the racing series, maybe jo_ker or Peterfirst know more...

Of course Peter in Germany and Jo_ker! I think Peter has been trying to find out more for a while. He has been quiet lately. He sold his GT3 before summer. Hopefully he has now got some track time on his RS.

Its great to hear the RS's are plentiful out on the tracks of summer time Europe. After-all this is where they were born to play. We have been joking that here RS stands for "Rarely Seen" when it comes to

the track. I think the issue is people here have RHD RS and look to UK prices on Pistonheads and UK Porsche magazines then freak out about using their car on track...

Macca 08-18-2016 08:45 AM

Quote:

Originally Posted by Chris3963 (Post 13535677)

Thanks for the compliment but I honestly think that you "own" this thread and if it wasn't for your contributions it would be a much poorer thread in which to post.

I have learnt more from your posts in this particular thread than all the other threads on this forum combined I think. So keep it up.

Thanks Chris for the kind words. But it's a team effort. I'm just the "glue". It might make a good story for a German engineer's detective novel one day though LOL!

F1CrazyDriver 08-18-2016 05:31 PM

For those whom "belief" Porsche will goodwill an engine repair or replacement, take a look at this thread :

<http://rennlist.com/forums/997-gt2-g...-cpo-pcna.html>

Where Porsche is refusing to fix a very well [known and document problem with the .2 997's for nose](#) lift. The repair is pennies compared to what it would cost to repair the 991 gt3 motor. To top it off, the owner was still under CPO warranty when he had the issue however dealer could not replicate it.

Macca and 991 gt3 gang, if you want to "insure" that Porsche will take care of the 991GT3's AFTER warranty expires and no remedy has been presented by Porsche. I highly suggest as a collation take action now to make demands to Porsche before it's too late.

levd 08-18-2016 05:53 PM

I have zero belief PAG will take care of ANYTHING if it has a choice.

Even having a warranty means nothing at all.

Maybe in US it works some different way, but in EU consumer has very "virtual" rights, that basically equals one simple right - to be involved in a very long series of time consuming legal cases with a chance to get some minor compensation several years after.

Macca 08-18-2016 06:31 PM

Quote:

Originally Posted by levd (Post 13537104)

I have zero belief PAG will take care of ANYTHING if it has a choice.

Even having a warranty means nothing at all.

Maybe in US it works some different way, but in EU consumer has very "virtual" rights, that basically equals one simple right - to be involved in a very long series of time consuming legal cases with a chance to get some minor compensation several years after.

Love your analogy here. New Zealand is based on Commonwealth law, so not unlike Europe in that sense. Although we have an additional extra law created in the last 20 years called the "Consumer Guarantees Act" which does make the vendor a little more responsible.

I used to wonder how the USA survived with its highly litigious society that adds massive costs and complexity across its system. I've come to realize that if you want to be protected as a consumer you need a system like this to hold the commercial world accountable. Otherwise it would be like China and vendors would have no need for responsibility at all.

So if anyone can help my wife and I get a Green Card I would be very appreciative (not kidding!). I would run for president. My party would be called Rennlist, you would all have a say in the party mandate, I would make PAG give all 991.1 GT3 owners engines for life (all future iterations of the DFI GT engine so we are good for 5+ years yet). As "test pilots" on the prototype DFI MA17X GT engine we would receive formal recognition by PAG. I would make race tracks in the USA more profitable and track day insurance cheaper. I would give Michelin incentives to build the MPSC2 tire in USA to lower its cost. There is a bunch of other stuff I do like schools, education and healthcare but there is not time for this now. I need to come to USA and get my campaign underway...

Chris3963 08-18-2016 06:59 PM

Quote:

Originally Posted by Macca (Post 13537190)

..... My party would be called Rennlist, you would all have a say in the party mandate, I would make PAG give all 991.2 GT3 owners engines for life (all future iterations of the DFI GT engine so we are good for 5+ years yet). As "test pilots" on the prototype DFI MA17X GT engine we would receive formal recognition by PAG. I would make race tracks in the USA more profitable and track day insurance cheaper.

I would give Michelin incentives to build the MPSC2 tire in USA to lower its cost. There is a bunch of other stuff I do like schools, education and healthcare but there is not time for this now. I need to come to USA and get my campaign underway... If I lived in the US, I would vote for you!

robmypro 08-18-2016 07:15 PM

Quote:

Originally Posted by F1CrazyDriver (Post 13537047)

For those whom "belief" Porsche will goodwill an engine repair or replacement, take a look at this thread :

<http://rennlist.com/forums/997-gt2-g...-cpo-pcna.html>

Where Porsche is refusing to fix a very well known and document problem with the .2 997's for nose lift. The repair is pennies compare to what it would cost to repair the 991 gt3 motor. To top it off, the owner was still under CPO warranty when he had the issue however dealer could not replicate it.

Macca and 991 gt3 gang, if you want to "insure" that Porsche will take care of the 991GT3's AFTER warranty expires and no remedy has been presented by Porsche. I highly suggest as a collation take action now to make demands to Porsche before it's to late.

There are a couple of issues with this case. First, the problem only became reproducible after the CPO warranty had expired. Yes, the owner tried to point the issue out the week before CPO was to expire, but it was not reproducible at that point. Second, the car was previously in an accident, and there was front damage. So on the surface this isn't THAT cut and dry.

And...the situation is still ongoing. The owner may reach the right person and get it taken care of. We will see.

If Porsche screwed me, I would complain loud and often. But so far they have not. I am giving them the benefit of the doubt until something changes my mind.

bronson7 08-18-2016 08:29 PM

[QUOTE=robmypro;13537288

If Porsche screwed me, I would complain loud and often. But so far they have not. I am giving them the benefit of the doubt until something changes my mind.[/QUOTE]

Exactly the way I see it.

robmypro 08-18-2016 10:41 PM

Quote:

Originally Posted by bronson7 (Post 13537449)

Exactly the way I see it.

How did I know you would think the same way, Bronson? :cheers:

fbirch 08-18-2016 10:41 PM

Quote:

Originally Posted by Macca (Post 13537190)

Love your analogy here. New Zealand is based on Commonwealth law, so not unlike Europe in that sense. Although we have an additional extra law created in the last 20 years called the "Consumer Guarantees Act" which does make the vendor a little more responsible.

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That's a good starting point for a platform, but to lock up my vote you need to promise jail sentences for slow pokes who linger in the left lane. They're really bad over here.

Alan C. 08-18-2016 10:52 PM

So we have Macca as a write-in candidate.:biggulp:

F1CrazyDriver 08-18-2016 10:53 PM

Quote:

Originally Posted by levd (Post 13537104)

I have zero belief PAG will take care of ANYTHING if it has a choice.

Even having a warranty means nothing at all.

Maybe in US it works some different way, but in EU consumer has very "virtual" rights, that basically equals one simple right - to be involved in a very long series of time consuming legal cases with a chance to get some minor compensation several years after.

100% agree. You're one of the few whom is not delusional. I use to be delusional however, I have learned my lesson on handful of occasions. W / Porsche , Mercedes Benz, Audi, Vw and Tesla. Like you said warranty means nothing.

ipse dixit 08-18-2016 10:56 PM

Unless you have naked pictures of Ursula Piëch, Porsche will do nothing for you out of warranty.

F1CrazyDriver 08-18-2016 10:58 PM

Quote:

Originally Posted by ipse dixit (Post 13537796)

Unless you have naked pictures of Ursula Piëch, Porsche will do nothing for you out of warranty.

LMFAO!

Match-Lave 08-20-2016 07:17 PM

I am wondering with something as large as a complete engine failure as is being discussed in this great thread would be covered by an Extended Warranty such as EasyCare or CNA etc? From the contract on the Engine Coverage ENGINE: All internal, lubricated parts. Cylinder Block; Cylinder Head(s); Harmonic Balancer; Timing Chain, Timing Belt, Balance Shaft Belt, Gears, Pulleys, Guides and Tensioners*; Oil Pump; Intake and Exhaust Manifold; Diesel Engine Vacuum Pump; Engine Mounts. The following parts are covered only if damaged by the FAILURE of an internal, lubricated part: Cylinder Barrels, Timing Chain Cover, Valve Covers, Oil Pan and Rotor Housing. - I have always had great success with both CNA and EasyCare leveraging my strong relationship with my local P-Car dealer over my past 2 cars. However, have only tested for fixes that reached as high as \$2-3,000 per. Any thoughts would be greatly appreciated - this is something certainly material for all of us who bought this great car with plans to drive it beyond factory warranty. I have negotiated down on full coverage (including wheels/tires) Easy Care package for 10-years from contract signing date or 120,000 miles for circa \$10,000. Thanks - and thanks to all for this great thread - its been quiet for the last few days.

Match-Lave 08-20-2016 07:23 PM

And for clarity - I have MY 2016 GT3 built Nov. 2015 with 4k milked.

IvanBurns 08-20-2016 08:22 PM

Quote:

Originally Posted by IvanBurns (Post 13328103)

OK - I got my 2014 GT3 back yesterday. Timing problem has been fixed. Had to replace "cam phaser crush washers", whatever those are.

Regarding wear on the cam lifters, the dealer master mechanic and Germany concluded that there was not enough wear to warrant any action at this time. I trust the mechanic and have no doubt that Porsche and the dealer will properly address the cam lifter/piston misfire issue if it ever occurs in the future.

So here we are, I have 7,100 spirited track miles and 1,600 road miles and no piston misfire problem. Along with co-drivers, I'll get in another 3,000 track miles on the car by the end of the season. If it breaks I'll let you know!

You can now add my car to the list of 2014 Gt3's getting a new engine. 8,500 total track miles and 1,600 road miles.

I reported the above problem with my 2014 GT3 back on May 28. It was fixed as described and after 5 more hard track days, the timing problem has recurred.

Note that this is NOT the piston misfire problem that is the main topic of this thread. The code thrown was P0346 - Camshaft position sensor invalid data, bank 2. I searched this forum and couldn't find any other reports that sounded like this same problem. If I'm wrong, please let me know.

This time, Porsche in Germany has decided that I will get a new G engine. They didn't bother to drop and disassemble the engine to inspect it this second time. The engineers in Germany want to get the engine back so that they can inspect it themselves.

I kind of like the idea of getting a new engine every 90-100 track days. (Note: I got 61 days out of this one.) Of course, it helps that I'm not much inconvenienced, since I also have a 2016 GT3 RS as a backup option! :thumbsup:

fbirch 08-20-2016 09:13 PM

Quote:

Originally Posted by IvanBurns (Post 13541958)

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Were your 8500 track miles all accumulated on a single engine? If so, you got about 100 track hours out of your engine, which is longer than most of the folks reporting the worn follower problem. It's too bad we'll probably never know the source of the problem with your engine. It would be nice to know what wears out soonest on these engines, apart from the followers.

Macca 08-20-2016 10:08 PM

Quote:

Originally Posted by IvanBurns (Post 13541958)

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Wow! 61 track days is a record on an E engine from the data we have! Well done. Interesting you are one of the few here that has 85% of their miles on the track and 15% on the road. Im guessing on average a GT3 used on track has more like 75% on road and 25% on track. You must live close to your track or trailer it there?

Can you tell us a little more about your oil change regime? Also do you use SportAuto on the track or paddles? If paddles where typically do you change (i.e. 8500 or 8800 etc).

Its interesting that the highest track mileage "non issue" cars on here that I know of off hand (OrthoJoe, Manifold, yourself etc) all seem to have 5000+ track miles but few road miles (i.e. they are used primarily for the track and the tracks are not a great distance from where the cars are housed).

It lends some credence to the notion that the wear in the valvetrain at mid rpms is possibly the area of primary concern to exaggerated wear. To counter that argument however I have reported to me cars with street only mileage (DD etc) that have run 20-30,000 miles before the issue has arisen.

Anyway, the great news is you will have a new G engine shortly to beat up on and it may even include the new DLC cams (Im not sure on this - depends when the engine was built or if it is from late last year out of stores as most have been). Whatever your doing, keep doing it and enjoy the car - Im sure youll get over 100 track days this time...

P.S. Ivan, could you do me a favour and photograph the consignment number sticker form the crate the G engine comes in. There is one on each side of crate - on one side it will give the engine serial number and date the engine was built, the other has shipping and stores info and the part number. You can see examples of both on this board from my previous posts (or I can post again). This may allow us through PET to determine what likelihood the engine has of having the DLC cams installed etc...

Tnx

Jimmy-D 08-20-2016 11:30 PM
AP said "shut up and drive" and glad most are doing it :)

IvanBurns 08-21-2016 03:14 AM
Quote:

Originally Posted by fbirch (Post 13542049)

Were your 8500 track miles all accumulated on a single engine? If so, you got about 100 track hours out of your engine, which is longer than most of the folks reporting the worn follower problem. It's too bad we'll probably never know the source of the problem with your engine. It would be nice to know what wears out soonest on these engines, apart from the followers.

Yes, all of the track mileage was on a single engine. And yes you are right, at an average of 90 mph, I got almost 100 hours out of the engine.

IvanBurns 08-21-2016 04:04 AM

Quote:

Originally Posted by Macca (Post 13542149)

Wow! 61 track days is a record on an E engine from the data we have! Well done. Interesting you are one of the few here that has 85% of their miles on the track and 15% on the road. Im guessing on average a GT3 used on track has more like 75% on road and 25% on track. You must live close to your track or trailer it there?

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Tnx

Macca - I always trailer my GT3 to the track. That accounts for the low road mileage. Nothing local about the 16 tracks that I have driven. They range from Calabogie in Canada (between Montreal and Toronto) to Sebring in Florida.

Following the Porsche recommended Race Circuits maintenance cycle, I change oil every 3,000 track miles or less. The "or less" occurs because I always change the oil in early November regardless of mileage because the car is mostly in hibernation mode for the winter.

On the track I use SportAuto. I let the Auto handle 100% of the upshifts because it handles those just fine and I don't need to use any brain cycles worrying about the redline. So I am always revving it to the max, many thousands of times.

On some tracks and some turns, maybe 5% of the time, I still use SportAuto but paddle shift the downshifts. I do this because if I control the timing and gear number of downshifts, I can keep the car more settled through the turn.

I will definitely photograph the stickers on both sides of the crate when the engine comes in.

IvanBurns 08-21-2016 04:56 AM

Quote:

Originally Posted by Macca (Post 13542149)

.....

.....

Its interesting that the highest track mileage "non issue" cars on here that I know of off hand (OrthoJoe, Manifold, yourself etc) all seem to have 5000+ track miles but few road miles (i.e. they are used primarily for the track and the tracks are not a great distance from where the cars are housed).

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.....

.....

Macca - back in late June, while you were travelling in the US, I think, rosenbergendo started a thread ("Confusing info from Lemans and Goodwood") where he said that he talked directly to AP at Goodwood, and AP said that the oiling issue happens more at low revs and city driving. AP told rosenbergendo to drive the **** out of the car and then he would not have the problem.

I took note in that thread that the break-in procedure described in the US Owner's Manual (i.e., keep it below 4,200 RPM for the first 2,000 miles) was quite contrary to what AP recommended.

As a corollary to this, perhaps the US break-in procedure has contributed to the E engine problem?

When I asked about break-in when I picked up my GT3 for a European Delivery, I was bluntly advised that Rule Number One was, "Don't baby the engine." The engineer advising this said that the 4,200 RPM limit was a bad joke.

So for my own GT3, I drove it normal/hard, including on the Autobahn, for the first 1,000 miles. After that, 95% of the time the car has been driven hard on a track. As I mentioned in an above post, I have banged it up against the redline thousands of times.

So an interesting question is for those high mileage "non issue" cars, were they babied in accordance with the US break-in procedure, or were they driven normal/hard like mine. I bet they were all the latter. Perhaps Orthojoe, Manifold, and Trackcar can chime in on their break-in?

And on the other side of the coin, Macca, aren't there a large number of cars on your spreadsheet with very low mileage that had the lifter wear problem? And surely those cars were lugged around at low RPMs the whole time?

robmypro 08-21-2016 11:24 AM

If cars that were driven hard from the start are doing better than cars that followed the recommended breakin procedures, why would this occur? Is it better oiling at high rpm, or something metallurgy related?

FastLaneTurbo 08-21-2016 02:19 PM

Quote:

Originally Posted by IvanBurns (Post 13542578)

Yes, all of the track mileage was on a single engine. And yes you are right, at an average of 90 mph, I got almost 100 hours out of the engine.

Just for reference, Porsche recommended OH Time on the Race Engine and transmission in my 993 GT2 Race Car (Turbocharged, air cooled) was for 30 Track hours. Engine finally failed (Con Rod Bearing failure followed by Piston Failure) during a PCA race at Watkins Glen at 50 Hours. \$75K Porsche MS Engine OH, \$25K Tranny OH. OUCH!!!:(

cheechs 08-21-2016 02:25 PM

Look at your vin number is is with the last 6 digits where you will see a e,f,or g

My 2014 heads just went and the gt3,has been in the shop for 5 weeks

Alan C. 08-21-2016 02:29 PM

What kind of physical therapy are they applying to your car? Hopefully a G?

Chris3963 08-21-2016 10:17 PM

Quote:

Originally Posted by cheechs (Post 13543180)

Look at your vin number is is with the last 6 digits where you will see a e,f,or g

My 2014 heads just went and the gt3,has been in the shop for 5 weeks

If you get the chance, it would great if you could find out the part numbers of the new camshaft and valve levers they will be installing to see if they line up with the recent upgraded parts my GT3 is getting as part of its engine rebuild.

IvanBurns 08-22-2016 07:44 PM

OK Macca - Here is a copy of the Manufacturing Order and the Motor Assembly instructions for my replacement engine as you requested.

As best I can tell, we have the following info:

Manufacturing Date: 19.05.2016

Part Number: 9A1.100.975.EX

Serial Number: MA175 *G60086*

What can you tell about this engine? Does it have the new camshaft with DLC coating?

I am confused about the serial number. In your recent posts you referred to serial numbers in the "mid 5000's", and said that you think that the new camshaft parts started appearing in serial number 05734. My serial number is 60086, not 05xxx. What's going on here?

Thanks! :bowdown:

<http://cimg4.ibsrv.net/gimg/rennlist...ac0e556846.jpg>
[dfdf sdf](#)

<http://cimg3.ibsrv.net/gimg/rennlist...fb6770b085.jpg>

[Michael 991 GT3 08-22-2016 09:19 PM](#)

[My G Series](#) replacement, which was done at the end of April was G60006 so that makes sense.

Macca 08-22-2016 10:29 PM

5 Attachment(s)

Hi Ivan,

Thanks for the information.

Unfortunately I cant give you an exclusive answer on this.

In 2014 when our E engines were replaced under the "stop sale" recall they were replaced with engines having the designation "E1". By way of example, our original engine may have been E01023 but the replacement engines we received were E11920.

The first digit after the letter I am certain refers to a revision number.

The latest online PET shows the latest replacement engine SKU as 9A1 100 975 DX. This was infact what was shipped to myself and a friend here who had the replacement to G done in Feb 2016. The date on those engines was mid Dec 2015 production (see below).

However as an earlier poster noted in July, Michael above in April and yourself the latest replacement engine part number is now 9A1 100 975 EX.

The DLC cam shafts are listed on the aforementioned PET as a MA176 (RS part number) from serial G05373 (see below). There is no corresponding part listed at that time on that PET for the MA175 engine, however we know for fact they are now installing the same part number DLC coam lobe coated camshafts into GT3 MA175 engines as part of a "warranty retrofit kit" as evidenced prior by Chris' photos and reporting from July on his GT3 which received a top end rebuild only.

Feedback from a number of RS owners who have received cars and reported their engine serial numbers against their build dates suggest that cars with serials before 0573 were built up until some time in later part of June before later serial cars rolled off the production line in July.

So where does this leave us? In the land of pure speculation unfortunately. based on the evidence at hand I would suggest there has been a revision of the G engine since many of us received ours in Feb. This revision may refer simply to a fresh batch of engines that was produced in early 2016. The factory may have elected to use the "G6" serial prefix as the rolling serial number table was already

occupied for RS production. By this I mean that the original batch of G replacement engines in stores (of which myself and a number of others have received units) was produced whilst the GT3 G cars were still in production (I believe the last cars were build around mid Dec 2015) and thus could legitimately be given a sequential serial number. However later when a new batch were required the prefix was added to denote these were build outside of the RS G engine serial ranges etc. These were given a part number ending in EX (replacement engines have prior had BX, DX etc nomlature).

The other theory is that the "G6" denotes a revision with these newly produced engines and the EX defines them as a specific replacement engine part. What the changes are is hard to say. Cghris noted his heads had a revised part number that differed from current production RS heads and G series GT3 heads so that may be one clue. It could also refer to the inclusion of the DLC cams. However michael has posted that his engine was G60006 and was installed late April which would indicate the engine was likely manufactured early in April as best case scenario - and we understand from the evidence we have at hand that the DLC cams did not appear on RS engines until July. Infact Levd states that the cams in his top end rebuild E engine were non DLC coated and these parts were ordered back in June I believe (he is based in Europe so close to PAG stores).

The evidence as presented in my best opinion would suggest that you have a G series engine build some time between mid Dec 2015 and late March 2016 as part of a batch of replacement engines for MA175 GT3 which was given a unique serial prefix and replacement part number that denoted its production outside of the standard vehicle "production run" (which had ceased) similar infact to the 784 replacement "E1" engines build in May 2014 for the recall cars. Its my opinion that these engines are unlikely to contain the DLC coated cams which appear to have become production ready from early July 2016 when the 911R started production. Your new G engine however Im sure includes all the other latest updates (and perhaps more) inherent in MA175 & 176 G engines to date.

This is just my theory. To find out for definite your tech would need to remove the cam covers on one bank of cylinders before installing the engine (a job that would be relatively easy with the engine prior to installation).

I hope that helps although I understand its of no particular comfort and as I say I may well be wrong.

This is a story unfolding in real time where we are having to reverse engineer the story, so as time goes on in this thread we will uncover everything that has happened prior Im sure...

Ive attached some information below to support statements above including the documentation on my own G "crate engine" and a picture of the serial on Chris DLC Cam that was fitted as part of a top end rebuild last month to his GT3...

robmypro 08-22-2016 10:40 PM

It would be really helpful if Ivan can get one valve cover removed to confirm DLC coating on the cams. If an engine manufactured this far back has the new parts, that might lend some credibility to the notion that Porsche believes enough in this fix to go back and redo the top ends of spare engines. The absence of such DLC might also lend credibility to the notion that Porsche is still evaluating the latest fixes, and they are not confident enough to redo existing spare engines.

It is a data point.

Macca 08-22-2016 10:51 PM

Apologies I appended the wrong PET screen grab from on the new DLC coated camshafts. I have now corrected (the last image on my post).

Macca 08-22-2016 11:07 PM

Quote:

Originally Posted by robmypro (Post 13546805)

It would be really helpful if Ivan can get one valve cover removed to confirm DLC coating on the cams. If an engine manufactured this far back has the new parts, that might lend some credibility to the notion that Porsche believes enough in this fix to go back and redo the top ends of spare engines. The absence of such DLC might also lend credibility to the notion that Porsche is still evaluating the latest fixes, and they are not confident enough to redo existing spare engines.

It is a data point.

Rob I agree this would be a very valuable data point, however it comes at a cost of labour no doubt payable by Ivan so it is his choice if he elects to confirm this and we wont hold it against him if he chooses not to...

P.S. Its my believe on prior PAG behavior with regards to this issue that they will elect a specific point in time to address the update of components ion the engines and as illogical as it may seem they are unlikely to go back to stores and change components on already built

replacement engines. As evidence I refer to the overall development of "fixes" for this situation which suggest as late as July this year PAG were installing the older camshafts into top end rebuild cars like Levd and others and no effort was made to remedy the situation (parts were ordered prior to DLC cam release but not fitted until after the new cam was made available). Looking at this pragmatically I my view is PAG are not prepared to go to the expense of addressing engines in production or stores until they need remedy, in part because I suspect until the new component is run up on customer cars for extended duration and loads and until it has "proven" to be a fail safe remedy for the issue, it is infact just one change in a long line of revisions for which in the future there may be an improved version available. As crazy as this seems from a business and engineering perspective the logic is sound. It is for this very reason I have NO faith currently that soon to be production built 991.2 GT3 engine (3.8 or 4.0L it doesn't matter) will incorporate any significant changes in design over the DLC cams and finger followers that are the subject of this debate.

Im prepared to wager that short of a valve train redesign APs launch statements for the 991.2 GT3 in March 2017 at Geneva will say something such as this:

"The new 991 GT3 benefits from a number of significant mechanical improvements for performance and durability over the first generation model, which include redesigned cam shafts and followers, improved oiling, redesigned heads and revisions within the ECU".

The statement holds true when you refer to the 991.1 GT3 engine as installed in the 2013 launched car, but every one of the revisions he elludes to I believe will already have been incorporated into subsequent F, then G RS, G GT3 and 911R engines. This in reality nothing will be "new" although no doubt the press will be uneducated to this and report only the headlines which the general un educated car buying masses will interpret to significant beneficial red design.

If Im wrong beer on me next time Im in USA. Given the lengthy development process we have witnessed to date I am fairly confident other than a few minor component revisions and ECU software changes that the 991.2 GT3 engine is already signed off and in in the bag and the car is in effect only weeks away for final sign off pending a few minor tweaks to suspension, spring rates and etc. The 991.2 GT3 I wager will have the same revisions as these latest MA175 retrofit engine kits (cam towers, camshafts, finger rockers), the uprated oil pump, filter and ECU parameters of the already productionized G

series engine - essentially all the changes you currently see in the 911R and July onward 991.,1 GT3RS engines...

History will tell?

ipse dixit 08-22-2016 11:25 PM

I don't believe the word "durability" will be in AP's vocabulary when (or if) he introduces the 991.2 GT3

IvanBurns 08-23-2016 01:02 AM

Quote:

Originally Posted by robmypro (Post 13546805)

It would be really helpful if Ivan can get one valve cover removed to confirm DLC coating on the cams. If an engine manufactured this far back has the new parts, that might lend some credibility to the notion that Porsche believes enough in this fix to go back and redo the top ends of spare engines. The absence of such DLC might also lend credibility to the notion that Porsche is still evaluating the latest fixes, and they are not confident enough to redo existing spare engines.

It is a data point.

OK robmypro and Macca - I'll drop by the dealership tomorrow and ask the mechanic to remove the valve cover to inspect the cam.

I agree, it would provide a useful data point, and it would relieve me of the uncertainty of knowing whether I have a DLC coated cam for the remaining three years of my warranty.

Thanks for the suggestion.

lessthan3mph 08-23-2016 01:20 AM

:thumbup: @IvanBurns :thumbup:

IvanBurns 08-23-2016 01:56 AM

Quote:

Originally Posted by lessthan3mph (Post 13547115)

:thumbup: @IvanBurns :thumbup:

Thanks for the thumbs up, but I have one big question - what's with the username "lessthan3mph"? :roflmao:

lessthan3mph 08-23-2016 02:08 AM

Yup, it's awkward and unwieldy, I know. It used to be simply <3mph but then there were problems with the "less than" symbol when people replied (not sure if the coding on RL has sorted this out now, but it was a big problem for a while, so my username got changed). <3 =

"heart" sideways (aka "love") so "heart mph." But I originally came up with it while I was going nowhere fast ordering my GT3--it took forever (1 1/2 years) to arrive thanks to the stop sale etc. It also kinda relates to my work and another graduate degree I did (heart, Master of Public Health (MPH)). That's the long answer!

Macca 08-23-2016 02:12 AM

Quote:

Originally Posted by IvanBurns (Post 13547084)

OK robmypro and Macca - I'll drop by the dealership tomorrow and ask the mechanic to remove the valve cover to inspect the cam.

I agree, it would provide a useful data point, and it would relieve me of the uncertainty of knowing whether I have a DLC coated cam for the remaining three years of my warranty.

Thanks for the suggestion.

Good on ya mate :-)

robmypro 08-23-2016 03:10 AM

Quote:

Originally Posted by IvanBurns (Post 13547084)

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I agree, it would provide a useful data point, and it would relieve me of the uncertainty of knowing whether I have a DLC coated cam for the remaining three years of my warranty.

Thanks for the suggestion.

Thanks Ivan. Appreciate you taking one for the team!

levd 08-23-2016 04:48 AM

Quote:

Originally Posted by ipse dixit (Post 13546915)

I don't believe the word "durability" will be in AP's vocabulary when (or if) he introduces the 991.2 GT3

I'm also sure no durability issues will be even remotely mentioned.

R.Deacon 08-23-2016 10:26 AM

[QUOTE=IvanBurns;13547084]OK robmypro and Macca - I'll drop by the dealership tomorrow and ask the mechanic to remove the valve cover to inspect the cam.

Mr. Burns out on the leading edge , the place where the big boys hang out

:cheers:

robmypro 08-23-2016 10:55 AM

Quote:

Originally Posted by Macca (Post 13546870)

Rob I agree this would be a very valuable data point, however it comes at a cost of labour no doubt payable by Ivan so it is his choice if he elects to confirm this and we wont hold it against him if he chooses not to...

P.S. Its my believe on prior PAG behavior with regards to this issue that they will elect a specific point in time to address the update of components ion the engines and as illogical as it may seem they are unlikely to go back to stores and change components on already built replacement engines. As evidence I refer to the overall development of "fixes" for this situation which suggest as late as July this year PAG were installing the older camshafts into top end rebuild cars like LevD and others and no effort was made to remedy the situation (parts were ordered prior to DLC cam release but not fitted until after the new cam was made available). Looking at this pragmatically I my view is PAG are not prepared to go to the expense of addressing engines in production or stores until they need remedy, in part because i suspect until the new component is run up on customer cars for extended duration and loads and until it has "proven" to be a fail safe remedy for the issue, it is infact just one change in a long line of revisions for which in the future there may be an improved version available. As crazy as this seems from a business and engineering perspective the logic is sound. It is for this very reason I have NO faith currently that soon to be production built 991.2 GT3 engine (3.8 or 4.0L it doesn't matter) will incorporate any significant changes in design over the DLC cams and finger followers that are the subject of this debate.

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If I'm wrong beer on me next time I'm in USA. Given the lengthy development process we have witnessed to date I am fairly confident other than a few minor component revisions and ECU software changes that the 991.2 GT3 engine is already signed off and in the bag and the car is in effect only weeks away for final sign off pending a few minor tweaks to suspension, spring rates and etc. The 991.2 GT3 I wager will have the same revisions as these latest MA175 retrofit engine kits (cam towers, camshafts, finger rockers), the updated oil pump, filter and ECU parameters of the already productionized G series engine - essentially all the changes you currently see in the 911R and July onward 991.1 GT3RS engines...

History will tell?
Hi Macca,

I think you are probably right regarding Porsche not going back and making this fix on already built spare engines. So the absence of DLC coated cams doesn't say much. Only if we find DLC coated cams can we draw any conclusions. It would signify that Porsche believes they help enough to go back and rebuild spare engines, and we can assume all replacement G engines moving forward have them. If we can get some photos with the valve cover off, maybe we learn something else new?

It looks like Ivan is going to help us add a piece to the puzzle. I guess we will find out how valuable that piece turns out to be shortly.

squid42 08-23-2016 02:45 PM

Quote:

Originally Posted by Macca (Post 13546870)

Looking at this pragmatically in my view is PAG are not prepared to go to the expense of addressing engines in production or stores until they need remedy, in part because I suspect until the new component is run up on customer cars for extended duration and loads and until it has "proven" to be a fail safe remedy for the issue, it is in fact just one change in a long line of revisions for which in the future there may be an improved version available.

Worth noting that VAG is currently delivering, under the VW brand at least, cars to consumers that are already affected by airbag recalls. They do not perform that recall before delivery and people will have to bring them back in.

The fact that those recalled airbags did kill in practice doesn't seem to matter either to VAG or to the authorities. The recall laws don't prohibit this behavior. A certain timeframe of the consumer driving around with the recalled parts is in the law and apparently it applies equally on freshly delivered cars.

VAG proactively doing post-production, pre-delivery fixes on some GT engine? I don't think so.

DrJupeman 08-23-2016 03:29 PM

Quote:

Originally Posted by squid42 (Post 13548206)

Worth noting that VAG is currently delivering, under the VW brand at least, cars to consumers that are already affected by airbag recalls. They do not perform that recall before delivery and people will have to bring them back in.

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VAG proactively doing post-production, pre-delivery fixes on some GT engine? I don't think so.

OT: I have a March 2016 airbag recall notice from BMW sitting on my desk right now! I wonder how long they are allowed to allow my family to drive around with this known dangerous airbag before they fix it?

R.Deacon 08-23-2016 04:39 PM

^^

OT

Charlie, same here on a 335i since march

Macca 08-23-2016 06:05 PM

Quote:

Originally Posted by squid42 (Post 13548206)

Worth noting that VAG is currently delivering, under the VW brand at least, cars to consumers that are already affected by airbag recalls. They do not perform that recall before delivery and people will have to bring them back in.

The fact that those recalled airbags did kill in practice doesn't seem to matter either to VAG or to the authorities. The recall laws don't prohibit this behavior. A certain timeframe of the consumer driving around with the recalled parts is in the law and apparently it applies equally on freshly delivered cars.

VAG proactively doing post-production, pre-delivery fixes on some GT engine? I don't think so.

Yip. I was fascinated when a month after the "stop sale" recall in March 2014 a friend went on a factory visit and saw 991 GT3 still being produced on the line. Porsche were still manufacturing these cars and holding them in a warehouse where the engine changes were then

later done on a makeshift and independent line. This was the rod bolt failure issue.

The very earliest complete engine replacements I have noted show PAG was replacing E engines with F crate engines right up until the month that G cars were being produced! As you can imagine by mid 2015 the engineers already knew that they had a problem that would affect F engines too, and they had a further revisions with parts (oil pump, filter, filter neck, head design with additional oil sprayers etc) but they also had a release date for that unit and regardless of if you engine needed a swap a week before those new engines were put into production cars you were still given the old F crate engine and I guess they just knew eventually you might be back for another. Its a huge complexity 3 & 4 party logistics, resource planning, step functions etc and I guess it must be cheaper to deal with it "holistically" even if that doesn't make the best customer experience..

sccchiii 08-23-2016 06:36 PM

Quote:

Originally Posted by squid42 (Post 13548206)

Worth noting that VAG is currently delivering, under the VW brand at least, cars to consumers that are already affected by airbag recalls. They do not perform that recall before delivery and people will have to bring them back in.

The fact that those recalled airbags did kill in practice doesn't seem to matter either to VAG or to the authorities. The recall laws don't prohibit this behavior. A certain timeframe of the consumer driving around with the recalled parts is in the law and apparently it applies equally on freshly delivered cars.

VAG proactively doing post-production, pre-delivery fixes on some GT engine? I don't think so.

Not to venture off topic too much but VW delivering cars is not a high risk senario in most cases depending on type of airbag recall. The airbags "inflators" that are the root of problem do not pose a reasonable risk for another 3-4 years in high humidity environments and even longer for dry climates. Otherwise they would not be allowed to continue as is. The parts availablitiy will also take some time based on how widespread this problem is. Not sure I'm seeing the tie in?

TRAKCAR 08-23-2016 07:35 PM

2 Attachment(s)

Maybe we should start a separate thread for this but for now I'll post it on a couple threads:

My first motor oil and PDK oil lab work.

Motor oil was about 4000 miles old and 6 track days, the last couple thousand miles were just puttering around
The car had a bunch of oil changes in its first 6000 miles, including one after the first 500 miles and first track day.

PDK oil was factory, so 10,000 miles and about 24-30 track days.

Nizer 08-23-2016 08:14 PM

Quote:

Originally Posted by TRAKCAR (Post 13548941)

Maybe we should start a separate thread for this but for now I'll post it on a couple threads:

My first motor oil and PDK oil lab work.

Motor oil was about 4000 miles old and 6 track days, the last couple thousand miles were just puttering around
The car had a bunch of oil changes in its first 6000 miles, including one after the first 500 miles and first track day.

PDK oil was factory, so 10,000 miles and about 24-30 track days.
The reward for a proper break-in.

bronson7 08-23-2016 08:51 PM

Would like to thank IvanBurns for taking one for the team. You have great deal of respect from all of us. :cheers:

IvanBurns 08-23-2016 09:57 PM

Quote:

Originally Posted by bronson7 (Post 13549143)

Would like to thank IvanBurns for taking one for the team. You have great deal of respect from all of us. :cheers:

Oh man, my name will be mud if the dealer mechanic doesn't take the valve cover off like he promised to do. :burnout:

Hopefully by tomorrow! Maybe I should drop in tomorrow and butter them up.

The mechanics seem to like me a lot because I seem to be their rare interface with a customer who "drives the car like it is supposed to be driven". They seem to like that it doesn't bother me that my car is all marred by track rubber and debris. And they can't think of anyone else

who has ever asked them to remove the AC and speakers from their precious GT3!

Macca 08-24-2016 03:08 AM

Quote:

Originally Posted by TRAKCAR (Post 13548941)

Maybe we should start a separate thread for this but for now I'll post it on a couple threads: My first motor oil and PDK oil lab work. Motor oil was about 4000 miles old and 6 track days, the last couple thousand miles were just pattering around The car had a bunch of oil changes in its first 6000 miles, including one after the first 500 miles and first track day. PDK oil was factory, so 10,000 miles and about 24-30 track days.

Good results Peter especially the PRK one which I was curious about. To be honest I've seen oil reports on the MA175 engine that look within range right up to the dreaded CEL light intervention. It would be nice if the tests were designed to identify the DLC particulate in the oil but they were not designed to do this...

Kobalt 08-24-2016 04:57 AM

Quote:

Originally Posted by IvanBurns (Post 13549304)

Oh man, my name will be mud if the dealer mechanic doesn't take the valve cover off like he promised to do.

"Prepare to put your flame suite on, Sir" :)

Seriously: Much appreciated!

elp_jc08-24-2016 02:58 PM

Quote:

Originally Posted by TRAKCAR (Post 13548941)

PDK oil was factory, so 10,000 miles and about 24-30 track days.

So why does it say 37,000?:confused: And may I ask if you removed the oil from the fill plug, or loosening the drain plug? Thx.

robmypro 08-24-2016 03:02 PM

Quote:

Originally Posted by Macca (Post 13549848)

Good results Peter especially the PRK one which I was curious about. To be honest I've seen oil reports on the MA175 engine that look within range right up to the dreaded CEL light intervention. It would be nice if the tests were designed to identify the DLC particulate in the oil but they were not designed to do this...

Good to know, Macca.

IvanBurns 08-25-2016 04:45 PM

Quote:

Originally Posted by robmypro (Post 13546805)

It would be really helpful if Ivan can get one valve cover removed to confirm DLC coating on the cams. If an engine manufactured this far back has the new parts, that might lend some credibility to the notion that Porsche believes enough in this fix to go back and redo the top ends of spare engines. The absence of such DLC might also lend credibility to the notion that Porsche is still evaluating the latest fixes, and they are not confident enough to redo existing spare engines.

It is a data point.

Quote:

Originally Posted by Macca (Post 13546870)

Rob I agree this would be a very valuable data point, however it comes at a cost of labour no doubt payable by Ivan so it is his choice if he elects to confirm this and we wont hold it against him if he chooses not to...

P.S. Its my believe on prior PAG behavior with regards to this issue that they will elect a specific point in time to address the update of components ion the engines and as illogical as it may seem they are unlikely to go back to stores and change components on already built replacement engines. As evidence I refer to the overall development of "fixes" for this situation which suggest as late as July this year PAG were installing the older camshafts into top end rebuild cars like Lev and others and no effort was made to remedy the situation (parts were ordered prior to DLC cam release but not fitted until after the new cam was made available). Looking at this pragmatically I my view is PAG are not prepared to go to the expense of addressing engines in production or stores until they need remedy, in part because i suspect until the new component is run up on customer cars for extended duration and loads and until it has "proven" to be a fail safe remedy for the issue, it is infact just one change in a long line of revisions for which in the future there may be an improved version available. As crazy as this seems from a business and engineering perspective the logic is sound. It is for this very reason I have NO faith currently that soon to be production built 991.2 GT3 engine (3.8 or 4.0L it doesn't matter) will incorporate any significant changes in design over the DLC cams and finger followers that are the subject of this debate.

.....

.....

.....

OK Rob and Macca - I am surprised but pleased to report that after the dealer mechanic removed a valve cover, he found that the camshaft DOES have the DLC coating.

Surprising to me (and to Macca, as above) since my engine was built on May 19 while the first report of the new DLC coated camshaft used on a top end repair was in July.

The mechanic said he had no idea why the serial number sequence for this engine jumped from G05xxx to G60xxx.

What all of this means is above my pay grade - Macca will have to explain it to us! And then there's the open question of whether DLC on DLC is something that will make a difference.

In any event, I'm glad that I had the engine opened up, since I will be able to make a more informed decision about what to do when the warranty expires in three years from now.

robmypro 08-25-2016 04:56 PM

Quote:

Originally Posted by IvanBurns (Post 13554179)

OK Rob and Macca - I am surprised but pleased to report that after the dealer mechanic removed a valve cover, he found that the camshaft DOES have the DLC coating.

Surprising to me (and to Macca, as above) since my engine was built on May 19 while the first report of the new DLC coated camshaft used on a top end repair was in July.

The mechanic said he had no idea why the serial number sequence for this engine jumped from G05xxx to G60xxx.

What all of this means is above my pay grade - Macca will have to explain it to us! And then there's the open question of whether DLC on DLC is something that will make a difference.

In any event, I'm glad that I had the engine opened up, since I will be able to make a more informed decision about what to do when the warranty expires in three years from now.

Thanks Ivan! You the man. Now we get to speculate as to what this finding means. If I had to guess....I was say Porsche has some confidence in this fix, and they went back and replaced parts on previously built engines to hopefully avoid this problem moving forward.

Macca will give his thoughts, but I believe this is good news.

bronson7 08-25-2016 05:06 PM

Great news Ivan. I'm sure you're a bit happier now. Now comes the "piece the puzzle together". I'm waiting patiently for any update.

levd 08-25-2016 05:38 PM

Thanks Ivan!

robmypro 08-25-2016 05:43 PM

Quote:

Originally Posted by bronson7 (Post 13554251)

Great news Ivan. I'm sure you're a bit happier now. Now comes the "piece the puzzle together". I'm waiting patiently for any update.

In my mind, this is the key. Do we have proof that engines built after May 19 did not have these cams? If so, I think it is pretty clear that Porsche went back and replaced those parts on previously assembled engines. Why would they do that? I doubt they believe this is just incrementally better. They must have done additional testing and felt confident enough to tear down new replacement engines. Doesn't guarantee that this is the BIG ONE, but they must have felt pretty strongly to open up these engines.

JMHO

levd 08-25-2016 05:44 PM

My car had engine rebuild with no DLC coating shaft in June-July.

robmypro 08-25-2016 06:37 PM

Quote:

Originally Posted by levd (Post 13554364)

My car had engine rebuild with no DLC coating shaft in June-July.

What was the manufacture date of your engine?

levd 08-25-2016 06:49 PM

I have no idea, it's a T7 engine, installed instead of original one @ 24.06.2014

robmypro 08-25-2016 07:24 PM

Quote:

Originally Posted by levd (Post 13554520)

I have no idea, it's a T7 engine, installed instead of original one @ 24.06.2014

Okay thanks. Waiting for Macca to chime in on this one.

levd 08-25-2016 07:27 PM

:)

bronson7 08-25-2016 07:28 PM

Quote:

Originally Posted by levd (Post 13554520)

I have no idea, it's a T7 engine, installed instead of original one @
24.06.2014

If I were you, I would ask your dealer about the DLC camshaft and see what they say.

levd 08-25-2016 07:30 PM

I did. As I told, the camshaft that was sent as a replacement from Porsche and was recently installed had no DLC coating. That simple.

So even if they produced "DLC over DLC" engines in May, they were still sending (leftovers of?) no DLC camshafts as a rebuild parts in June. I don't think they really care much. Just applying whatever patches are available at the moment. Getting a rid of trash bin parts. Making us beta-test for our own money. I personally have zero trust to PAG. I really hope I'm wrong.

IvanBurns 08-25-2016 08:30 PM

Quote:

Originally Posted by levd (Post 13554347)

Thanks Ivan!

Well, we should also thank Chris3963 for first reporting the development of the DLC coated camshaft, and robmypro for first suggesting that I remove a valve cover to see what was inside.

And then there's Macca. He is so smart that I think that he is from another planet. I think that it is called Vanuatu. :roflmao:

robmypro 08-25-2016 08:48 PM

Quote:

Originally Posted by levd (Post 13554604)

I did. As I told, the camshaft that was sent as a replacement from Porsche and was recently installed had no DLC coating. That simple.

So even if they produced "DLC over DLC" engines in May, they were still sending (leftovers of?) no DLC camshafts as a rebuild parts in June. I don't think they really care much. Just applying whatever patches are available at the moment. Getting a rid of trash bin parts. Making us beta-test for our own money. I personally have zero trust to PAG. I really hope I'm wrong.

Here's what I am thinking Lev. I don't think Porsche decided to go all in on this DLC over DLC until July. Those May engines originally did not have the DLC cams. Porsche opened them up (probably in July) and replaced the cams and whatever else was called for.

So maybe you just missed it, as they were still testing this. Don't worry, you will most likely get another shot in the future lol. These engines are a HUGE problem for PAG. Don't worry about them caring about you or me. They have ample motivation to sort this out, as they are on the hook for the engine when it goes.

robmypro 08-25-2016 08:55 PM

Quote:

Originally Posted by IvanBurns (Post 13554722)

Well, we should also thank Chris3963 for first reporting the development of the DLC coated camshaft, and robmypro for first suggesting that I remove a valve cover to see what was inside.

And then there's Macca. He is so smart that I think that he is from another planet. I think that it is called Vanuatu. :roflmao:
Macca is an alien - in a good way! :)

levd 08-25-2016 09:10 PM

Quote:

Originally Posted by robmypro (Post 13554769)

Don't worry, you will most likely get another shot in the future lol. These engines are a HUGE problem for PAG. Don't worry about them caring about you or me.

I don't worry any more. This whole 991 GT3 story is a bad joke. So I just wonder what's next. :corn:

Macca 08-25-2016 09:12 PM

Quote:

Originally Posted by IvanBurns (Post 13554179)

OK Rob and Macca - I am surprised but pleased to report that after the dealer mechanic removed a valve cover, he found that the camshaft DOES have the DLC coating.

Surprising to me (and to Macca, as above) since my engine was built on May 19 while the first report of the new DLC coated camshaft used on a top end repair was in July.

The mechanic said he had no idea why the serial number sequence for this engine jumped from G05xxx to G60xxx.

What all of this means is above my pay grade - Macca will have to explain it to us! And then there's the open question of whether DLC on DLC is something that will make a difference.

In any event, I'm glad that I had the engine opened up, since I will be able to make a more informed decision about what to do when the warranty expires in three years from now.

Ivan. That is great news and thanks kindly for taking the effort to clarify the situation with these engines. I think its safe to assume the G6 series engines produced in May 2016 incorporate all the latest developments being used on the 911R and recent RS builds.

It is not possible to debate this subject with facts. We are playing detective and reverse engineering the scenario that has played out.

Personally I believe PAG likely built the G6 MA175 engine in May with the DLC cams already in situ. They then likely moved to building the same updated MA176 engine for the 911R/RS. The PET denotes G>50XXX as the cut over point for the new engine. A new G"X" nomenclature is still greater than G50XXX. By way of example the cut over to G series engine in 2015 was defined on the PET as >FXXXX etc

I agree with Levd that they were probably running down their stocks of retrofit head/cams packages and basically you got what you were sent until these stores ran dry and were replaced (we assume in June/July) with the newer DLC cam. I also agree with him that PAG have no urgency around retrospectively applying the current "patch". We have seen this before already in their behaviors with prior "fixes". For example G engines have a different part number oil pump (higher duty cycles) and filter neck but rebuilt E & F engines have rarely included a short block strip down to accommodate the new oil pump and filter neck adapter. So how much faith do they have that the updated oil pump and filter have a material affect to the outcome. Obviously at the time enough to incorporate the design into the MA176/5 engines but today it would seem very little.

I think its still a wait and see game with these new DLC cam lobes. Porsche dont even know themselves for sure. They are obviously confident there is an improvement but I suspect this may not be the final chapter in this story and they will be prototyping well into 991.2 GT3 production. Where as prior many of us had thought and update to RS, or 991.2 gen GT3 may be a way to leave these issues behind, I believe that is no longer the case, and infact see no reason to change up to the 991.2 GT3 on that basis alone as its clear the MA175 3.8L valve-train development is continuing alongside the 4.0L MA176 911R/RS program long after the 3.8L GT3 has ceased production (and is generally believed the 3.8L capacity unit will not be in the next gen GT3). Essentially, for now, this means anyone with a warranty will benefit from an increasingly more

refined and hopefully durable solution if their engine needs attention, essentially keeping up with the latest engines PAG are developing for the GT range of cars - all included as part of the service!

I have been recently advised first hand of a specific valve train failure issue identical to what we discuss here on a G series MA176 engine GT3RS in Europe that has seen almost 8,000km track work and is 11 months old. I hope to have more details here once the engine is inspected etc.

Its still a case of "watch this space" so its good if we can keep a thread like this live to record what we find as a community over time...

Macca 08-25-2016 09:15 PM

Quote:

Originally Posted by IvanBurns (Post 13554722)

Well, we should also thank Chris3963 for first reporting the development of the DLC coated camshaft, and robmypro for first suggesting that I remove a valve cover to see what was inside.

And then there's Macca. He is so smart that I think that he is from another planet. I think that it is called Vanuatu. :roflmao:

LOL! Agree and thanks to Chris & Rob. Not so smart, just too much time on my hands maybe ;-)

IvanBurns 08-25-2016 09:24 PM

Quote:

Originally Posted by robmypro (Post 13554769)

Here's what I am thinking Levd. I don't think Porsche decided to go all in on this DLC over DLC until July. Those May engines originally did not have the DLC cams. Porsche opened them up (probably in July) and replaced the cams and whatever else was called for.

So maybe you just missed it, as they were still testing this. Don't worry, you will most likely get another shot in the future lol. These engines are a HUGE problem for PAG. Don't worry about them caring about you or me. They have ample motivation to sort this out, as they are on the hook for the engine when it goes.

Another data point. My replacement engine was scheduled to arrive August 12. It was one week late. The parts guy was surprised.

Perhaps, as robmypro has suggested, Porsche just recently decided to retrofit replacement engines, and that accounts for the one week delay?

Macca 08-25-2016 09:32 PM

Quote:

Originally Posted by levd (Post 13554813)

I don't worry any more. This whole 991 GT3 story is a bad joke. So I just wonder what's next. :corn:

Me neither. I expect we have more company than we think with these issues in the next 12-24 months. Essentially as all 991 GT owners are likely facing the same dilemma I like to think of it in a more positive light - that we are all in this "screen play" together with PAG redrafting the "script" from season to season (or episode to episode). I guess on the positive side is "safety in numbers".

If we consider that all 3500 (approx) 991 GT3 built around the world with E/F/G engines and the majority of RS built with G engines (assume another 2500+ units) have the older cams etc, and then remember the new DLC cams in the remainder of the RS to be produced until December 2016 (estimate 1500 units) and 911R engines (1000 units) are also very much an unknown, then you have 8500 x 991 "GT" cars (every one of them) essentially affected. Furthermore unless there is some significant redesign of the valve-train in the future 991.2 GT3 engine the weight of evidence on these pages, plus logic and a healthy dollop of skepticism, would suggest STRONGLY that essentially everyone in the sample group has a stake, now or in the distant future in this story. PAG simply cannot walk away from this surely without creating irreparable damage to their (near term) reputation with GT car enthusiasts. I guess the only thing they can hope for is that these DLC rocker revisions and other remedy's in the future may push the durability of the engines outside of the initial warranty period which in Europe is 2 years, many ROW 3 years and I believe USA is 4-5 years....

As Levd says, its beyond being worried about. You may as well drive the crap out of these cars within their warranty, get the latest updated remedy and enjoy the performance of these machines in the meantime and as I say I now have no impetus to "upgrade" to the newer model till Im 100% confident it has these design flaws under control. In a sense that alone is a relief from the relentless "next is best" upgrade philosophy which is so tempting to engage in...

robmypro 08-25-2016 09:52 PM

Quote:

Originally Posted by IvanBurns (Post 13554854)

Another data point. My replacement engine was scheduled to arrive August 12. It was one week late. The parts guy was surprised.

Perhaps, as robmypro has suggested, Porsche just recently decided to retrofit replacement engines, and that accounts for the one week delay?
That is a possibility, Ivan, but 1 week is pretty short. Now a month delay and I think there is something there.

But...hard to say without someone on the inside confirming this stuff.
But, bottom line...you got the best fixes available. In some ways it is easier NOT having the latest fixes. I know my F can go if pushed.

Time to push hard lol.

WernerE 08-25-2016 10:51 PM

Quote:

Originally Posted by Macca (Post 13554817)

I have been recently advised first hand of a specific valve train failure issue identical to what we discuss here on a G series MA176 engine GT3RS in Europe that has seen almost 8,000km track work and is 11 months old. I hope to have more details here once the engine is inspected etc.

Big Picture Q: How many hours should be expected of a GT3 motor on the track? Are there stats for hours the vaunted 997 Metzger will deliver? In your example of above, the 991 failure occurred after approx. 60 hours. Not great.

In other words, how many track hours does the GT3 motor need to run to consider the engine issues have been solved?

KINGSRULE08-25-2016 11:15 PM

Without pictures IvanBurns car supposedly has DLC cam lobes...I'll believe it if I see it. Doesn't make sense

Macca 08-25-2016 11:35 PM

Quote:

Originally Posted by WernerE (Post 13555030)

Big Picture Q: How many hours should be expected of a GT3 motor on the track? Are there stats for hours the vaunted 997 Metzger will deliver? In your example of above, the 991 failure occurred after approx. 60 hours. Not great.

In other words, how many track hours does the GT3 motor need to run to consider the engine issues have been solved?

Hi Werner. 60 is on the 95th percentile of what information I am receiving. Ivan's engine has outlasted almost all others (for usage) in the sample. I speculate that is because its used almost 100% on the track, trailer-ed

there, with more than annual oil changes. I think a big dose of lucky too. Many E are failing after 20+ hours on the track. F seem a bit more robust (maybe 30-40), G unknown as yet. A few pages back I take some time to speculate on this. I dot think we are anywhere near Mezger levels of reliability on track yet (100h+).

JSA 08-25-2016 11:53 PM

With all the negativity in this thread, I thought I'd share something positive - my 2015 GT3 has over 13,500 miles with zero issues. Love the car! And I love driving it as evidence by the mileage!

Best of luck to the select few with issues.

WernerE 08-26-2016 12:08 AM

Quote:

Originally Posted by Macca (Post 13555141)

Hi Werner. 60 is on the 95th percentile of what information I am receiving. Ivan's engine has outlasted almost all others (for usage) in the sample. I speculate that is because its used almost 100% on the track, trailer-ed there, with more than annual oil changes. I think a big dose of lucky too. Many E are failing after 20+ hours on the track. F seem a bit more robust (maybe 30-40), G unknown as yet. A few pages back I take some time to speculate on this. I dot think we are anywhere near Mezger levels of reliability on track yet (100h+).

Thanks, Macca. I might have to backtrack this thread to read the relevant section. It would be interesting to know definitively how representative your sample is of the total, as it's generally the failed engines that tend to get reported here. Surely Porsche has superior data points. Could Porsche have greater confidence in the engine from their data given the iterative improvements they've seem to have settled on? Or more likely, real world, limited track usage is a manageable risk, money-wise. Probably something in between?

Really appreciate the sleuthing here. For now, it's a wait-and-see to learn if the recent upgrades are enough to bump the average "track life expectancy" up to the 100 hour standard, if there is such a thing.

WernerE 08-26-2016 12:12 AM

Quote:

Originally Posted by JSA (Post 13555176)

With all the negativity in this thread, I thought I'd share something positive - my 2015 GT3 has over 13,500 miles with zero issues. Love the car! And I love driving it as evidence by the mileage!

Best of luck to the select few with issues.

Same here. No issues. It's a bit of the 80/20 rule -- the 20% earns 80% of the attention.

Michael 991 GT3 08-26-2016 12:59 AM
I have my G6 back

So after three weeks I have my car back. It is a 2014 and now on it's 3rd engine. A G6 series (G60006) engine installed some time between the end of April and 18th May.

It went in because it was drinking oil, anything between 0.7L and almost 1L per 1000km. At the time the car had done about 5000km of spirited road use.

Porsche have driven 1024km on the car since I handed it over. Conducting tests and oil changes following a software update.

Following their 1000km road test they measured the consumption at 0.45L per 1000km; which is and I quote now within specification. (Still seems high to me and nobody seemed convinced)

The car has now done 6000km on the G6 (38k in total) and I was told that I should expect similar consumption for the next 4000km.

Some points to note;

My situation was described as very serious. I assume because it is a G6 engine.

I could not get a clear answer around the software update, other than some mention of changes to the display? Could it be that the new oil system (the RS system doesn't match the GT3 display calibration).

Oil pressures are early and elevated over the previous E series engines, as before. However the pressure increases further beyond 8000rpm and now goes beyond the 5.0bar rating of the gauge.

Everybody seemed very keen not to refer to this as a warranty issue, very little explanation and to top everything off, I had to pay for the fuel for the 1000km test.

I'll let you all draw your own conclusions, but I suspect that once you get to a G6 series engine, the Porsche piggy bank closes very quickly and firmly.

Michael 991 GT3 08-26-2016 01:08 AM

Quote:

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With all the negativity in this thread, I thought I'd share something positive - my 2015 GT3 has over 13,500 miles with zero issues. Love the car! And I love driving it as evidence by the mileage!

Best of luck to the select few with issues.

I agree, I wish it wasn't so negative. In fact I used to think like yourself, until I hit 22,000 miles and then reality struck.

It is a 80/20 situation; with the 20% being people who have entered into the milage danger zone.

elp_jc08-26-2016 03:48 AM

Two questions: Would it be beneficial to not rev the GT3 engine beyond RS levels of 8,700rpm? And is there really any performance benefit to go beyond that? I still think it was strictly a top rpm lubrication (or lack thereof) issue, and that's why Porsche lowered it on the RS, but could be wrong. We'll find out soon enough if the latest changes (DLC cams included) eliminated the issue:evilgrin:. Curious which redline the 2017 GT3 will show up with if it retains the 3.8. If 4.0, it obviously won't be higher than the RS.

Macca 08-26-2016 04:15 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13555298)

So after three weeks I have my car back. It is a 2014 and now on it's 3rd engine. A G6 series (G60006) engine installed some time between the end of April and 18th May.

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Everybody seemed very keen not to refer to this as a warranty issue, very little explanation and to top everything off, I had to pay for the fuel for the 1000km test.

I'll let you all draw your own conclusions, but I suspect that once you get to a G6 series engine, the Porsche piggy bank closes very quickly and firmly. Thanks for this. very interesting indeed. So your E replacement engine took you through to 32,000km. I assume this was mostly daily type driving and not on track. Your new G6 engine has now run 6000km and has been consuming oil. I agree even the Techs 450ml per 1000km is way too high for a street driven GT3/RS. Most of us with G engines are experiencing very little engine oil useage on the road, but there have been reports of at least two (one RS and one GT3) that have consumed "excessive" oil from new so its not unheard of.

It seems Porsche are very reluctant to rebuild your engine (one assumes maybe piston rings are to blame) under warranty and have instead insisted that the oil usage falls within the "acceptable range" (often printed in the handbook as their "get out of jail card". I have been in this position with another brand car I bought new and after legal remedy the dealer had to replace the car with "new for new" but it was an expensive and painful process.

The software update is interesting especially in relation to the oil pressure analogue dial reading. Very odd indeed. I wonder if its in any way related to why your engine is burning so much oil. Maybe you should go to the track for a day and see how much oil it burns there - it may well fall outside the acceptable range and allow you better chance at remedy. As the dealer to top the oil off, take a reading with the PWSIS console and make the oil cap and sump plug so you cannot be accused of tampering. If you are using 450ml of oil in 1000km road driving I will guess you will use at least that much in a single day on the track.

maybe you just got a bad replacement engine. I agree that they must be concerned given this is one of the first G6 engines they built and installed in a customer car, but I think it unlikely the oil consumption is related to the modified cams.

I hope this does work out ok for you. Please keep us informed and updated to what happens as your feedback and experience is very valuable to this community Michael.

Macca 08-26-2016 04:18 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13555316)

It is a 80/20 situation; with the 20% being people who have entered into the mileage danger zone.

I entirely agree with you, although there seem exceptions to the rule. For example you made it to 32+k km./22K miles Thats pretty high for our sample set. Ivan did around 60 track days on his engine. Thats high for a tracked engine.

Macca 08-26-2016 04:28 AM

Quote:

Originally Posted by elp_jc (Post 13555516)

Two questions: Would it be beneficial to not rev the GT3 engine beyond RS levels of 8,700rpm? And is there really any performance benefit to go beyond that? I still think it was strictly a top rpm lubrication (or lack thereof) issue, and that's why Porsche lowered it on the RS, but could be wrong. We'll find out soon enough if the latest changes (DLC cams included) eliminated the issue:evilgrin:. Curious which redline the 2017 GT3 will show up with if it retains the 3.8. If 4.0, it obviously won't be higher than the RS.

Its a good question: would lowering the redline help with pushing the timing of this finger follower event further out?

The answer in my mind is "possibly, but the issue remains and the whole oint of this redesigned valvetrain was to allow the 9A1 GT3 engines to reve out beyond the Mezger predessorors (i.e. above 8600 rpm) reliably through their lightweight roller rocker style valve train.

If your redesigned heads dont give you the benefit for which they were designed then you may as well just drop a base Carrera 3.8L 9A1 engine in there (like the GT4) with a X55 powerkit upgrade and some ECU tweaks.

I personally believe that dropping the GT3RS redline moments before launch was a precaution (unproven at the time). I dont think this

turned out to be the issue in the end. However PAG have played conservatively with the 4.0L engine in the 911R and GT3RS as the pistons have greater mass and keeping the piston speeds down below 8750 rpm means they are not exceeding the forces on the wrist pins any further than the design of the GT3 at 9000 even though they claim to have a stronger crank (and one assumes bearings) to handle everything at the bottom end.

I think the max rpm has little to do with this specific issue. For the 4.0L it may have more to do with durability of rids and fasteners at elevated speeds with larger piston crown mass/weight.

Just my laymans point of view but Im sure someone will help if Im off track here..

levd 08-26-2016 04:46 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13555316)

It is a 80/20 situation; with the 20% being people who have entered into the milage danger zone.

Well said.

Also I think it's a nonsense to buy a street legal car for that kind of money and be happy that after one year it was able to do a WHOLE 13500 miles with no engine fault. :roflmao:

BTW, I once owned 997 Carrera. Maybe that's when I learned the fact Porsche doesn't care much about cars that are already out of production. Some who still believe fairy tales might want to google IMS/RMS.

squid42 08-26-2016 08:23 AM

Quote:

Originally Posted by gago1101 (Post 13525913)

I have thought about posting this for awhile, but I think it's time. I have read the whole thread here, Porsche bulletin, and the changes that were made to the g engine. Sometimes the answers are not complicated. In my humble opinion the oiling issue stems from the fact that this engine generally runs cool, 190-200, under normal driving. It does go up to 235 on the track (in my case with outside temps above 100F). I would challenge the physicists in this forum to calculate, but the thick oil we put in this engine will have a really hard time reaching all the crevices necessary when revving to 9k with temps below 200-210F.

Higher pressure doesn't mean more flow. In fluid dynamics you can see how vortexes build, hampering throughput, around the tiniest unevenness in the pipes. Consider page 10 here:

http://www.efm.leeds.ac.uk/CIVE/CIVE2400/pipe_flow2.pdf

[That messes up piping](#) design as your expected easier flow when making it wider doesn't happen, and it is very hard to diagnose.

Those throughput problems will then build higher than expected pressure in front of them. That might explain some of the high-pressure at high rpm + high consumption.

It would be interesting to collect pressure @ high rpm data, combined with outside temp, engine temp and oil used.

I think it would be very hard to predict whether thinner oil or thicker oil makes this worse or better, as there is no transparency and no way to see or measure anything for us. Personally, I would wiggle the oil if I would see very high pressure, i.e. change to thinner if thicker was used and vice versa.

Is it at least documented where exactly oil pressure is measured for the driver display?

hf1 08-26-2016 10:16 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13555298)

Following their 1000km road test they measured the consumption at 0.45L per 1000km; which is and I quote now within specification. (Still seems high to me and nobody seemed convinced)

That's still WAY too high to be acceptable, especially on a "high-performance" \$150k car.

Quote:

...and to top everything off, I had to pay for the fuel for the 1000km test.

Wow, the balls on that service manager to submit this bill after having their way with your car for 1000kms and returning it to you still gulping oil like a drunkard. You are a patient man.

bronson7 08-26-2016 10:21 AM

Quote:

Originally Posted by Michael 991 GT3 (Post 13555298)

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Everybody seemed very keen not to refer to this as a warranty issue, very little explanation and to top everything off, I had to pay for the fuel for the 1000km test.

I'll let you all draw your own conclusions, but I suspect that once you get to a G6 series engine, the Porsche piggy bank closes very quickly and firmly.

Totally unacceptable to me, 1000km and you had to pay for the fuel. No way. :nono:

GrantG 08-26-2016 11:40 AM

Quote:

Originally Posted by Macca (Post 1355535)

Its a good question: would lowering the redline help with pushing the timing of this finger follower event further out?

The answer in my mind is "possibly, but the issue remains and the whole point of this redesigned valvetrain was to allow the 9A1 GT3 engines to rev out beyond the Mezger predecessor (i.e. above 8600 rpm) reliably through their lightweight roller rocker style valve train.

If your redesigned heads don't give you the benefit for which they were designed then you may as well just drop a base Carrera 3.8L 9A1 engine in there (like the GT4) with a X55 powerkit upgrade and some ECU tweaks.

I personally believe that dropping the GT3RS redline moments before launch was a precaution (unproven at the time). I don't think this turned out to be the issue in the end. However PAG have played conservatively with the 4.0L engine in the 911R and GT3RS as the pistons have greater mass and keeping the piston speeds down below 8750 rpm means they are not exceeding the forces on the wrist pins any further than the design of the GT3 at 9000 even though they claim to have a stronger crank (and one assumes bearings) to handle everything at the bottom end.

I think the max rpm has little to do with this specific issue. For the 4.0L it may have more to do with durability of rids and fasteners at elevated speeds with larger piston crown mass/weight.

Just my laymans point of view but I'm sure someone will help if I'm off track here.. Well said as always, Macca. Just one little reminder that the difference between the 3.8L and the 4.0L is not that the pistons have more mass (they are about the same, AFAIK) but they have to travel further with each revolution. The 4.0L crank has a longer throw (stroke) and that's why the lower redline is used to guarantee the same piston speeds (and same forces, given about same mass pistons) as the 3.8L...

ipse dixit 08-26-2016 01:06 PM

I wonder if Porsche is spending as much time as we are diagnosing and trying to fix the GT3/RS engine issue.

robmypro 08-26-2016 01:28 PM

Quote:

Originally Posted by ipse dixit (Post 13556299)

I wonder if Porsche is spending as much time as we are diagnosing and trying to fix the GT3/RS engine issue.

They had better be. And almost certainly they are.

sparkyglenn 08-26-2016 01:31 PM

Hi all,

I just want to thank everyone for their contributions to this thread. I am not a GT3 owner but the information contained is a great benefit to

ppl like myself with deposits on 991.2 GT3's and has me realizing the greater risk vs reward on this chassis if you plan for extended ownership.

:thumbup:

robmypro 08-26-2016 01:42 PM
Deleted.

WernerE 08-26-2016 01:43 PM
Based on earlier posts by Macca and others, it sounds like Porsche has settled on the current motor for the next-gen GT cars. If that's true, Porsche believes it has. The jury is out until the latest engines prove it w/100 hours of track time. Surely, Porsche has already done that. Or have they? The presence of this thread against the testing Porsche has or should have done is the mystery.

neanicu 08-26-2016 02:10 PM
Goodwill is not a program, it's just what the name suggests : goodwill. Will they replace engines out of warranty? They probably will and I'm not arguing that. Would I personally take the chance and rely on goodwill considering how expensive these engines are? No way! Warranty=insurance in my view. That is why we insure our homes/vehicles and our health. Did Porsche use the GT3 owners as test beds? I unfortunately believe so...
What is Porsche? An engineering company first. But it's also one of the best, if not the best marketing company.

GrantG 08-26-2016 02:20 PM
Quote:
Originally Posted by robmypro (Post 13556407)
So walk me through this one.

My warranty runs out. I am nowhere near 50k miles on my car. I get the CEL error as the car goes into limp mode. I go to the dealer, they look at it, and tell me this is out of warranty, and please pay \$20, \$30, \$60k please. I post about it here. Next day I call my attorney. A Class Action lawsuit is filed against Porsche, and I shoot a few emails off to news outlets.

What would be the legal argument that Porsche is liable for these engine repairs/replacements beyond the warranty period?

LSs1Power 08-26-2016 02:20 PM
Quote:

Originally Posted by WernerE (Post 13556411)

Based on earlier posts by Macca and others, it sounds like Porsche has settled on the current motor for the next-gen GT cars. If that's true, Porsche believes it has. The jury is out until the latest engines prove it w/100 hours of track time. Surely, Porsche has already done that. Or have they? The presence of this thread against the testing Porsche has or should have done is the mystery. I won't be buying a 991.2 GT3 if it doesn't have the 4.0 and a manual. I plan on keeping the car for years to come without having to worry about a blown engine every now and then.

I hope Porsche stick the 4.0 engine in it and call it a day.

ipse dixit 08-26-2016 02:26 PM

Quote:

Originally Posted by robmypro (Post 13556407)

So walk me through this one.

My warranty runs out. I am nowhere near 50k miles on my car. I get the CEL error as the car goes into limp mode. I go to the dealer, they look at it, and tell me this is out of warranty, and please pay \$20, \$30, \$60k please. I post about it here. Next day I call my attorney. A Class Action lawsuit is filed against Porsche, and I shoot a few emails off to news outlets. This impacts all 991 GT3, GT3 RS and 911R owners, even those still under warranty, so almost every owner here adds their name. Thanks to this thread (Macca, Ivan and many others, you guys are awesome!), which my attorney will be directed to and read from top to bottom, Porsche really cannot argue successfully about this issue. A settlement is reached, and I get a new engine anyway. Full stop.

With a due respect, that assumes a lot of things my friend and severely oversimplifies quite a bit.

Most importantly, aside from the recall/stop sale in 2014/2015 with the E engines, unless I've missed it, no where has Porsche ever indicated, much less admitted, to any sort of fault for any of the engine issues. Now, Porsche has not blamed any owner (for abuse, etc.), but the company itself has never taken responsibility for any of these issues.

Replacing them under warranty is very different than accepting responsibility for engine design and/or manufacturing defects.

elp_jc08-26-2016 02:40 PM

Quote:

Originally Posted by ipse dixit (Post 13556531)

Replacing them under warranty is very different than accepting responsibility for engine design and/or manufacturing defects.

Why else would you replace an engine? It's absolutely, unequivocally due to one or both of those reasons. But unfortunately, the BS legal system in this country, gets you out of anything with enough money. There's no way in hell I'd assume under any scenario Porsche would give me a 'goodwill' engine. I'd almost bet cash money nobody will get one, but we'll see until '14 GT3s get out of warranty.

robmypro 08-26-2016 03:31 PM

It really comes down to your view of the situation. Personally, I don't think Porsche has a choice. Fortunately or unfortunately, we are going to find out eventually. But I am not worried.

robmypro 08-26-2016 03:35 PM

Quote:

Originally Posted by GrantG (Post 13556508)

What would be the legal argument that Porsche is liable for these engine repairs/replacements beyond the warranty period?

A mountain of evidence showing that the engines have a design flaw that causes it to fail prematurely using it the way it was intended. Keep in mind that it isn't really about Porsche winning or losing the case. It is that they will lose in the court of public opinion. I seriously doubt they will go there. The PR hit would be brutal.

robmypro 08-26-2016 03:37 PM

Quote:

Originally Posted by neanicu (Post 13556468)

Will they replace engines out of warranty? They probably will and I'm not arguing that.

That's all I am really saying. At the end of the day I view the risk as very low. But it is a personal decision to take the small risk or not.

RajDatta 08-26-2016 03:41 PM

Quote:

Originally Posted by robmypro

So walk me through this one.

My warranty runs out. I am nowhere near 50k miles on my car. I get the CEL error as the car goes into limp mode. I go to the dealer, they look at it, and tell me this is out of warranty, and please pay \$20, \$30, \$60k please. I post about it here. Next day I call my attorney. A Class Action lawsuit is filed against Porsche, and I shoot a few emails off to news outlets. This impacts all 991 GT3, GT3 RS and 911R owners, even those still under warranty, so almost every owner here adds their

name. Thanks to this thread (Macca, Ivan and many others, you guys are awesome!), which my attorney will be directed to and read from top to bottom, Porsche really cannot argue successfully about this issue. A settlement is reached, and I get a new engine anyway. Full stop.

This is essentially how this whole thing is going to play out, assuming Porsche decides not to replace the engine. But...Porsche is not stupid. And I believe they WILL do the right thing. They are a great company with a storied history. In today's connected world, they would never want to piss away such good will that they have with enthusiasts. Their best move would be to quietly replace the engines as part of a goodwill program, and move on. It is cheaper, retains client loyalty, and has far less PR issues. And they only have to replace the engines that fail. This is why I believe they will do it. So either way, our engines are going to be fixed without us paying for it. This thread is incredibly valuable, but I believe the core concern, which is the engine blows and we own an expensive paper weight, is NOT going to ever happen. In fact, you could look at this another way. What car can you buy today that you can race on the track, beat the snot out of, and still get multiple FREE ENGINE COUPONS as well? You know the answer. None.

In conclusion, I need to go drive this thing this weekend. Not to blow it up. I need to drive it because...

991 GT3. Best. Car. Ever.
My kinda guy :thumbup:

Sees things 1/2 full.

robmypro 08-26-2016 03:42 PM

Quote:

Originally Posted by ipse dixit (Post 13556531)

With a due respect, that assumes a lot of things my friend and severely oversimplifies quite a bit. Most importantly, aside from the recall/stop sale in 2014/2015 with the E engines, unless I've missed it, no where has Porsche ever indicated, much less admitted, to any sort of fault for any of the engine issues. Now, Porsche has not blamed any owner (for abuse, etc.), but the company itself has never taken responsibility for any of these issues.

Replacing them under warranty is very different than accepting responsibility for engine design and/or manufacturing defects.

I don't disagree with anything you've said, but that doesn't change the facts. The engine has a very well known design flaw that has been well documented here. Porsche cannot say that this issue is not a problem. The issue is, do they want a very public PR hit if they decide not to fix engine failures when the failure consistently points to the same problem over and over?

No way they fight an engine replacement for this issue. That would just be stupid, and they have proven over and over that they are not stupid.

This problem does not involve one car model. This is their FLAGSHIP line, encompassing the GT3, GT3RS and 911R. Do you really think they are going to take a chance of tainting their reputation over an engine?

Not happening IMO. No way.

robmypro 08-26-2016 03:43 PM

Quote:

Originally Posted by RajData (Post 13556750)

My kinda guy :thumbup:

Sees things 1/2 full.

Thanks man! They are 1/2 full. ****, they may even be overflowing. :cheers:

sparkyglenn 08-26-2016 03:47 PM

Quote:

Originally Posted by robmypro (Post 13556734)

That's all I am really saying. At the end of the day I view the risk as very low. But it is a personal decision to take the small risk or not.

Dropping \$200k on a car with a known flawed engine with unknown post warranty Porsche behaviour is pretty high risk in my books.

Just saying everyone's risk tolerance is very different.

neanicu 08-26-2016 03:57 PM

Not knowing how Porsche would handle such a situation when owners are out of warranty leads us only to guessing. Although,as with anything,there's a history. Unless the company's policy has changed,they haven't done much for owners with IMS issues in 996/early 997 cars,until the NHTSA's involvement.

F1CrazyDriver 08-26-2016 04:13 PM

Quote:

Originally Posted by neanicu (Post 13556790)

Not knowing how Porsche would handle such a situation when owners are out of warranty leads us only to guessing. Although,as with anything,there's a history. Unless the company's policy has changed,they haven't done much for owners with IMS issues in 996/early 997 cars,until the NHTSA's involvement.

Which is a greater % of Porsche owners over GT owners. Which means current GT owners, left w/ a bad taste, another normal non GT owner is just waiting lurking to get in. Just look at the markups on these cars... always someone in line.

Nor have they done anything about all Metzger motors of the 996/997 generation with coolant pipes issue / engine vibration damping issue (bolts backing out on .2). The coolant issue, which puts ALL motorist near that vehicle in the highway at risk of death and occupants - rather than some rich folks crying about their toys revving to 9k is now broken, and a much lower RF of injury... yeah i'd say Porsche will look the other way after warranty.

neanicu 08-26-2016 04:20 PM

Guys,to those that own the 991GT3,please don't take all this the wrong way. You might think that since it's coming from those that do not own the car... We are only trying to prepare you for the worst...just in case. The smart owner buys extended warranty IMO,if they want to keep the car. I'll do the same thing with the GT4. It's been reliable so far,but as with everything new they build these days,I bet it's not bulletproof.

F1CrazyDriver 08-26-2016 04:46 PM

Quote:

Originally Posted by neanicu (Post 13556852)

Guys,to those that own the 991GT3,please don't take all this the wrong way. You might think that since it's coming from those that do not own the car... We are only trying to prepare you for the worst...just in case. The smart owner buys extended warranty IMO,if they want to keep the car. I'll do the same thing with the GT4. It's been reliable so far,but as with everything new they build these days,I bet it's not bulletproof.

Agree.

I don't own a 991 GT3, however i'm right behind you guys fighting the cause for Porsche find the solution sooner rather than later. I would HATE to see anyone be in the situation where you have to pay for a new motor for a well known problem (like this one) because of Porsche negligence. I had to pay \$\$ out of pocket for 2 metzger motors coolant fixing, 996 turbo, 997 gt3. Well known hydraulic issues on 996,s paid for all of them - Porsche looked the other way every-time. A friend had his 9972cs tear down at 25k the bill to repair the IMS issue at dealer, where was Porsche on that repair ? :soapbox:

robmypro 08-26-2016 05:03 PM

Quote:

Originally Posted by neanicu (Post 13556852)

Guys, to those that own the 991GT3, please don't take all this the wrong way. You might think that since it's coming from those that do not own the car... We are only trying to prepare you for the worst...just in case. The smart owner buys extended warranty IMO, if they want to keep the car. I'll do the same thing with the GT4. It's been reliable so far, but as with everything new they build these days, I bet it's not bulletproof.

No worries. I don't blame anyone for being nervous about it. I have 2.5 years left on my warranty and fully expect the engine to be replaced before then. At that point all should be solid.

I also encourage everyone to read their warranty booklet. It covers dispute resolution and arbitration details which should be helpful. Some interesting details in there.

nxfedlt1 08-26-2016 05:26 PM

Quote:

Originally Posted by neanicu (Post 13556852)

Guys, to those that own the 991GT3, please don't take all this the wrong way. You might think that since it's coming from those that do not own the car... We are only trying to prepare you for the worst...just in case. The smart owner buys extended warranty IMO, if they want to keep the car. I'll do the same thing with the GT4. It's been reliable so far, but as with everything new they build these days, I bet it's not bulletproof.

agreed. I added 7 years.

Macca 08-26-2016 05:42 PM

Thanks Grant for the correction. I think I must have confused myself there.

I heard a little more about the "failed" 991GT3 RS G engine last night. Delivered late August, Germany, 14,000 km, 8000km on track (approx 35 days) including a number of sessions this season at the Germany one make series. cEL light with scored finger rockers being replaced with the new DLC cams.

PAG have been very good so far at supporting this. But like others have said it won't last for ever. My guess is now it is also affecting the 4.0l units they will see us right for a little while to come. I'd imagine they have settled on the DLC cams as the final revision till after the 991.2 is launched. I think while that is still selling (assuming identical engine architecture) they will hold our hand. When the GT cars go turbo in "992" generation then I suspect we will be on our own...

WernerE 08-26-2016 05:56 PM

Quote:

Originally Posted by LSs1Power (Post 13556509)

I won't be buying a 991.2 GT3 if it doesn't have the 4.0 and a manual. I plan on keeping the car for years to come without having to worry about a blown engine every now and then.

I hope Porsche stick the 4.0 engine in it and call it a day.

That's no panacea. See post #1433 ^

Al Pettee 08-26-2016 06:25 PM

Wow, lots of Porsche Kool-Aid...no, rather spiked Kool-Aid...drinking going on in this thread.

People honestly believe PAG will happily send you new free replacement GT3 crate engines after your warranties run out in perpetuity? And if they don't, you'll call your lawyer and sue them for the engines? I know Americans maintain the mentality that they can sue their way to get what they want, but wow.

Wow....

Omi 08-26-2016 07:31 PM

In the United States there is little reason to believe that Porsche will do anything other than what costs them the least in immediate dollar terms, even if all GT3s are affected. I base this on the owner and enthusiast bases, Porsche history, and how most automotive companies conduct themselves with mechanical issues and even safety related issues.

In the near term and given the company's apparent objectives, Porsche's current approach is all that's needed and it may even benefit Porsche. They may see an increase in warranty claims but they have the option to fight those or at least draw them out on a case by case basis. Additionally, once the cars are out of warranty they will either sell more parts or sell more cars.

The primary way this could negatively impact Porsche is in the long term. Among Porsche's competitors, McLaren is going downmarket, a new i8 is coming, a new GT-R is coming, new NSXs are being produced, and a new Tesla Roadster is on the way. Will Porsche be impacted? Some say the 911 has seen many competitors come and this is not new. Others will say that there is a major shift in the industry coming that really is new. They may say that for the first time Porsche is commenting on some of its competitors. They may also say

that buyer tastes and enthusiasm are changing in a way that is new as well.

Is any of that enough to incentivize Porsche to invest significant resources into previous and already-sold products? That is not likely, especially if it is a low volume product among their most loyal base.

The GT3 is doing better than it ever has despite it no longer having race pedigree, despite it not having a manual transmission, and despite the first engine related issues. If anything, the way everything has occurred and the way people have reacted should encourage Porsche to continue along this track.

If one were the CEO of Porsche pursuing the company's present objectives, the current approach would be the one to adopt. It would yield the highest revenue and reduce liabilities. It would increase future sales in parts and/or ensure demand for cars. Both investors and the board would be happy in the brief time it took to discuss the GT segment. A few loyalist customers might be unhappy but the next GT3 will be more reliable and will have features that they desire. Another RS is also on the way and that is effectively guaranteed to sell. The remainder of one's time can be spent looking at the high volume cars such as the Macan and Cayenne, looking at company performance in Asian markets, examining emerging markets, and working to ensure Mission E comes to market on schedule and as planned.

The only way this does not go optimally is if the competition gets more intense than expected or if GT3 owners create a lot of "noise" and fight for a solution.

In any scenario, new competition will take significant time to materialize, more than the timeline of this incident, and the impact of that competition is not likely to be materially detrimental to the GT3.

GT3 owners can file a class action law suit but how many are going to spend the hundreds of thousands of dollars necessary to pursue that? Those with the resources to do so also own other cars and for a number of valid reasons, are not concerned. The remainder are held "in check" by the dealer system. They typically do not want to impact their relationship with their dealers and impact their ability to buy future Porsches.

That leaves the main risk being action (eg class action lawsuit) in a more modern "viral kick starter" style. That is really the only situation in which Porsche's hand could be forced. But if that were to happen, Porsche could settle the suit on favorable terms: Not all GT3s would be covered, the settlement would take many years, and the solution could be the cheapest one that is determined at the time of the settlement of the suit (many years in the future). By that point in time, the issue would not be very meaningful to today's owners and the settlement solution could be engineered to be very simple (low cost to Porsche). Since it's unlikely that the class would seek and successfully win a lot more, and since Porsche has a legal department on staff, the incremental cost to them is not significant and this low probability outcome is a "risk" well worth taking. This is especially true since such actions would probably accompany or follow attempted "fixes" in the aftermarket. Those attempted "fixes" would result in many GT3s being removed from Porsche's liabilities on potential engine related warranty claims. That would help to further reduce Porsche's liabilities, particularly in worst case scenarios, but also in other scenarios.

levd 08-26-2016 07:43 PM

As I already mentioned here, those who didn't own 997 Carreras, should probably google IMS/RMS.

Good luck with your blind belief in PAG or lawyers. :)

WernerE 08-26-2016 08:07 PM

Here's a thread from 2015 on 996/997 GT3 motor longevity, including a post by Mooty claiming 200 hours of track time, which is impressive.

<http://rennlist.com/forums/997-gt2-g...997-gt3-s.html>

Outlaw 08-26-2016 08:21 PM

Man I [really admire you guys and your faith in this car. Any other](#) brand and we would see a populist revolt ...

Having seen results on manufacturing defects from post "class action" claims for the last 20 years, it's not pretty at all. Unless of course you have damages as in takata and GM ignition deaths.

So yeah, get warranties.

scchiii 08-26-2016 08:22 PM

Quote:

Originally Posted by robmypro (Post 13556726)

A mountain of evidence showing that the engines have a design flaw that causes it to fail prematurely using it the way it was intended. Keep in mind that it isn't really about Porsche winning or losing the case. It is that they will lose in the court of public opinion. I seriously doubt they will go there. The PR hit would be brutal. I've said this once, I've said this a thousand times. Porsche has shown its hand before and they likely won't offer much goodwill after a certain time period beyond warranty expiration for these engine issues but yes on a case by case basis probably but at some point they will say enough is enough and cut the goodwill cord. The only sure outside warranty expiration help you are most likely to receive is if government were to deem it a safety related issue that must be fixed by Porsche (and even then Porsche could fight that). Other than that, just because you have a mountain of evidence proving a defect (debatable if these changes proves a defect and not Porsche simply saying they are longevity improvements) does not mean they have any obligation to cover a repair outside warranty period! Is it smart to? Sure but certainly not guaranteed and again in the past there have been several stubborn instances of them basically saying pound sand we are done. Wish, hope, threaten, do whatever....my simple point is it most likely will take legal action outside warranty and if you lose case it will be obviously costly.

bigskyGT4 08-26-2016 08:36 PM

As already illustrated by F1CrazyDriver and others above, there is previous data on how Porsche will behave out of warranty. I could see them swapping out the occasional engine out of warranty depending on the situation, customer, dealer etc. I personally believe this would not happen in the majority of out of warranty cases.

For me, I would not own a 991 GT3 out of warranty without an extension. I just don't like the risk given the engine. My name is on a list for the 991.2 GT3, but I'm sure it will be awhile if at all when I am offered an allocation. If I am offered a car, I'll have to think about it and look at the available data/feedback from owners to see if the issues have been reasonably resolved. I'll also have to look at the reliability of the GT4 to see if I want to let it go.

I totally understand and accept the risk/reward with these high strung cars (not just Porsche). Just trying to minimize the BIG badness situations that can kill morale and the bank account.

Unconscionable 08-26-2016 09:01 PM

Market share is lost incrementally. Piece by piece. Pissed off owner by pissed off owner.

Any CEO that thinks by having a failed product, she can sell more future products, is signing a death wish. It won't happen today or any time soon, but it will happen if this is their continued modus operandi. That's simply egregious.

But it's up to you to stop buying them.

Macca08-26-2016 10:06 PM

Yes I think if a 991GT3 without warranty was offered to me today at market price i would say no.

Let's be real here folks those gone is not destroyed when you get the CEL!

If you had to pay privately to replace the cams with the latest DLC ones and replace with new followers and labour we are talking around 10k job with labour and a good discount.

Dundon motorsports may well have a cheaper and better solution shortly....

If I were offered a 991 GT3 with no warranty at the "right price" I feel comfortable enough to buy it. I'd have the remedial work done right away.

As for the 991.2 GT3 - I think given the series of changes over the last few years the current solution means it could take 2-3 years of hard track use before any issues are known...

ipse dixit 08-26-2016 10:27 PM

Quote:

Originally Posted by Macca (Post 13557678)

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Let's be real here folks those gone is not destroyed when you get the CEL!

If you had to pay privately to replace the cams with the latest DLC ones and replace with new followers and labour we are talking around 10k job with labour and a good discount.

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As for the 991.2 GT3 - I think given the series of changes over the last few years the current solution means it could take 2-3 years of hard track use before any issues are known...

This is quite a change of view from you, Macca.

Especially coming from someone who felt pretty "confident" that Porsche would replace these engines out-of-warranty based on goodwill.

Why the change?

robmypro 08-26-2016 11:04 PM

Guys, sorry my post turned this thread into a mess. All I will say is, if you have concerns, don't buy a 991 GT3, sell the one you have before the warranty runs out, or make sure you get an extended warranty. I have 2.5 years to enjoy this thing before my warranty runs out. By then I should have evidence to show that Porsche is doing the right thing, or they aren't. If I feel things are too shaky, I will most likely just trade it in on a new GT3.

In any case I refuse to buy into this doom and gloom mentality. Again, the risk that I get stuck with an expensive paper weight is...zero.

As always, do what you think is right. None of us know with absolute certainty what comes next. Again, sorry for getting so many people upset because I don't believe this situation is that bad. I just don't. And I refuse to throw Porsche under the bus when they have done nothing wrong to me.

Macca 08-27-2016 12:28 AM

Quote:

Originally Posted by ipse dixit (Post 13557734)

This is quite a change of view from you, Macca. Especially coming from someone who felt pretty "confident" that Porsche would replace these engines out-of-warranty based on goodwill. Why the change?

Hi mate. I'm still confident Porsche will provide the parts to update/fix the engines "gratis" for some time after the warranty expires. Let's not talk replacement engines as I believe this practice will slow down or stop in the future.

Like you I am not concerned and this is definitely not spoiling my enjoyment of the car.

What I was trying to say above is that I would even buy a car without the fix applied and out of warranty if the price was cheap enough to allow provision for me to put aside 10k to do the work myself even if PAG refused to cover the work....

qbix 08-27-2016 12:31 AM

How many track hours this engine needs to hold so it is considered reliable?

Race engines needs rebuild every 50h or so.

Macca 08-27-2016 01:01 AM

Quote:

Originally Posted by qbix (Post 13557981)

How many track hours this engine needs to hold so it is considered reliable?

Race engines needs rebuild every 50h or so.

I think we agree given the frenzied nature of the engine and its power per litre, then 100 track hours and above would be considered acceptable...

bigskyGT4 08-27-2016 01:45 AM

I agree its going to take some time to see how these fixes do. We'll have to wait and see. In the mean time enjoy the car.

To be clear, I think the GT3 is a top of the food chain sports car. Probably one of the best all around street and track cars. If I had one, I would continue to enjoy it under warranty.

I am not bagging on PAG. From what I see, they are busting their humps to take care of this. Many other manufacturers would use track time as an excuse to refuse coverage even under warranty. Just saying if my car had a problem after warranty, I'm not sure I would be surprised if they denied "goodwill" coverage.

elp_jc08-27-2016 02:45 AM

I was scared from a GT3 ever since the 2014 fiasco, so don't own one. But have a question for the owners: How exactly is tracking spelled out on the warranty?:evilgrin: I haven't read of a single engine failure on a non-tracked car, therefore it must be considered a tracking issue, correct? Most car manufacturer warranties specifically exclude tracking, including Ferrari, BMW, and MB, I believe (basically everybody except Porsche GT cars and McLarens). I'm curious if

Porsche is already doing 'goodwill' engine swaps even during warranty (if not specifically included). Another possible move is to exclude tracking again (if included), like most others do. It'll be interesting to see how this thing unfolds.

qbix 08-27-2016 03:12 AM

To add oil to fire (but I don't know how it refers to US market) the extended warranty doesn't cover track days. I am still in process of obtaining that information first hand. I will pay a visit to a local dealer in Germany and report it here for the EU part of the forum. So for now take it as a rumour only.

Maybe you should also check T&C of your warranty extension as I don't believe that anyone would warrant amongst other components engine and transmission for 10 year of heavy abuse getting like 1200EUR premium per year.

The insurer may well say that cam wear is normal and that is not covered by the warranty...

Macca 08-27-2016 03:22 AM

Quote:

Originally Posted by elp_jc (Post 13558129)

I was scared from a GT3 ever since the 2014 fiasco, so don't own one. But have a question for the owners: How exactly is tracking spelled out on the warranty?:evilgrin: I haven't read of a single engine failure on a non-tracked car, therefore it must be considered a tracking issue, correct? Most car manufacturer warranties specifically exclude tracking, including Ferrari, BMW, and MB, I believe (basically everybody except Porsche GT cars and McLarens). I'm curious if Porsche is already doing 'goodwill' engine swaps even during warranty (if not specifically included). Another possible move is to exclude tracking again (if included), like most others do. It'll be interesting to see how this thing unfolds.

There are cars reported here already that have failed with no track work. As i have repeatedly said this will affect ALL GT3/RS engines in time if mileage is high enough. Type of usage (track) may speed up that.

On the subject of extended warranty I was under the local distributors extended warranty when the second E engine was replaced with the G engine and there were no issues - it was never questioned. Both engines were tracked and 85% of those on here who have received new engines or heads have been tracking their cars. PAG are rock solid supporting this.

Like I said before, this isnt an monumental failure of the engine like the 996/7 M96 engine issues refereed to by Levd and others. Those

engines did their crank bearings and were in need of a full rebuild. We are talking worn rocker fingers here. \$1800 for PAGs latest improved DLC units. Labour. If you are unlucky cams. If the car went 80-100 track days before needing new finger rockers we would all accept that as a wear item...

doubleurx 08-27-2016 02:28 PM

Quote:

Originally Posted by elp_jc (Post 13558129)

I was scared from a GT3 ever since the 2014 fiasco, so don't own one. But have a question for the owners: How exactly is tracking spelled out on the warranty?:evilgrin: I haven't read of a single engine failure on a non-tracked car, therefore it must be considered a tracking issue, correct? Most car manufacturer warranties specifically exclude tracking, including Ferrari, BMW, and MB, I believe (basically everybody except Porsche GT cars and McLarens). I'm curious if Porsche is already doing 'goodwill' engine swaps even during warranty (if not specifically included). Another possible move is to exclude tracking again (if included), like most others do. It'll be interesting to see how this thing unfolds. There is a special section in the warranty for tracking. It only requires enhanced maintenance. Otherwise the full warranty covers track use.

Jamie@dundonmotorsports 08-27-2016 03:57 PM

We're still getting our solution ready, as cars are coming out of warranty, the end of this year into next, I'm sure some aren't counting on an out of warranty engine replacement...

European vacations are slowing down some of the production, but we're not stopping!

Jamie

bronson7 08-27-2016 04:54 PM

Great to hear this Jamie. Down the road, if/when I still have my gt3 and it's out of warranty and your fix has proven solid, is there any chance a Canadian can get the parts for the fix or is it more to it than just getting some parts? Just curious.

MaxLTV 08-27-2016 05:41 PM

Quote:

Originally Posted by Macca (Post 13558030)

I think we agree given the frenzied nature of the engine and its power per litre, then 100 track hours and above would be considered acceptable...

100 hours is not that much. These are race car numbers, and in races criteria are very different - if probability of failure or performance loss

increases by even 1%, it may be worth rebuilding just in case. Very different for us weekend warriors without 7-figure sponsorships.

FWIW, Porsche claims GT4 Clubsport should not need a rebuild for 20,000 race miles, which makes it to 250 race hours, which is probably twice as much in HPDE hours. So here you go. Yes, GT4 CS is lower power per liter than GT3RS, but race speeds of GT4CS have been vastly faster than HPDE speeds of GT3s. Basically, the throttle is pinned to the floor much higher % of the time.

Jamie@dundonmotorsports 08-27-2016 05:50 PM

Quote:

Originally Posted by bronson7 (Post 13559145)

Great to hear this Jamie. Down the road, if/when I still have my gt3 and it's out of warranty and your fix has proven solid, is there any chance a Canadian can get the parts for the fix or is it more to it than just getting some parts? Just curious.

The parts required aren't necessarily difficult for a trained Porsche tech to install. What were concerned about is the residual damage in the engine from circulating ground cam and finger follower for x,xxx miles.

As part of our upgrade we plan to go through each engine we do and look at the wear areas, or even offer the upgrade as part of a rebuild or performance rebuild to ensure that all the areas that were possibly affected are resolved.

What we don't want to end up happening is we apply the upgrade to an engine that was bearing damage or cylinder seal issues due to ground metal bits circulating and becoming liable as we were the last ones in there.

Unfortunately there has to be a CYA portion to this...

Macca 08-27-2016 06:32 PM

Quote:

Originally Posted by MaxLTV (Post 13559230)

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GT3 cup engines have 50hr top end requirements. I've seen 991GT3/RS driven quite hard on track with their owners matching Cup times on slicks from only 1 or 2 generations ago. 100 hours plus seems reasonable IMO.

I've run 993RS and C2 track spec for years - I would definitely be in for top ended work on those nines after 80 track days. Valve springs, retainers, valve guides, exhaust port cleaning, timing (with manual lifters), cam timing, Ramps and possibly chains. Call it 10k all in with labour as its a bigger job to drop on my 993 too. Mezger engine etc...

250 race hours for Maintenance schedule for GT4 CS sounds absolutely crazy. In fact unbelievable. Can you post a scan of that?

Alan C. 08-27-2016 09:23 PM

Quote:

Originally Posted by MaxLTV (Post 13559230)

100 hours is not that much. These are race car numbers, and in races criteria are very different - if probability of failure or performance loss increases by even 1%, it may be worth rebuilding just in case. Very different for us weekend warriors without 7-figure sponsorships.

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I bet PAG didn't clear this through the cleaning lady.:)

MaxLTV 08-27-2016 09:30 PM

Quote:

Originally Posted by Macca (Post 13559328)

GT3 cup engines have 50hr top end requirements. I've seen 991GT3/RS driven quite hard on track with their owners matching Cup times on slicks from only 1 or 2 generations ago. 100 hours plus seems reasonable IMO.

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I had a non-US brochure mentioning 30000 km between rebuilds. I cannot find it now. I'm not 100% sure it was directly from Porsche, so it could have been wrong. I googled this, mentioning 20k miles, but I'm not sure how credible it is either:

<http://www.brrperformance.com/blog/?p=3338>

[So the bottom line is this info can be incorrect](#). Some people on this forum own gt4 CS cars, so maybe they can clarify.

FWIW, Radical warranties their race engines for 40, 50 or 60 racing hours, depending on the model (e.g., here:

<http://uk.radicalsportscars.com/sr1cup/faqs.aspx> "[Is there a warranty on the engine?](#)

[Yes](#). Radical and Porsche are the only companies in the world who provide engine warranties for race cars. Ours covers the engine for non-driver induced failures and the only stipulation is that it is refreshed after 60 hours use, which is more than enough to cover two seasons of racing in the Radical championships including testing.") and Ecoboost engines are rated at 10,000 km, and those are cheap Ford engines boosted to 460hp out of 3.5 liters.

100 hours sounds too little out of a street engine made with much more exotic materials and newer tech (and the price to match). What's the benefit then if you can get the same power and longevity out of a similarly sized Ford engine for a fraction of the price?

hf1 08-27-2016 10:56 PM

Quote:

Originally Posted by MaxLTV (Post 13559670)

100 hours sounds too little out of a street engine made with much more exotic materials and newer tech (and the price to match).

+1

The 8500+ rev limit or the high hp/liter are not good excuses for the dismal robustness.

The standard (non-GT) 2009+ DFI 3.4/3.8 engines (currently also in the GT4/CS) appear to be much more robust. It now also becomes clear why the Cups delayed using the new GT3 engine all these years. I don't think anyone (including PAG) would have chosen a 8500+ rev limit for the GT3 had they known the headaches that would come along with it. I'd trade a lower rev limit for extra 100hrs of engine life, without question. In retrospect, probably so would PAG. They flew too close to the sun and got burned.

hf1 08-27-2016 11:02 PM

Quote:

Originally Posted by Macca (Post 13559328)

GT3 cup engines have 50hr top end requirements.

I've seen 996 Cups with 200+ hrs on their engines -- at that point maybe not racing but still hauling major DE a\$\$.

Macca 08-27-2016 11:25 PM

Quote:

Originally Posted by MaxLTV (Post 13559670)

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100 hours sounds too little out of a street engine made with much more exotic materials and newer tech (and the price to match). What's the benefit then if you can get the same power and longevity out of a similarly sized Ford engine for a fraction of the price?

Porsche tax I guess. Ive recently seen a thread with the Ford part number and official price for a 2.3 Eco Boost engine (350 bhp) for my incoming Focus RS. Lets just say I can buy a new short and long block (i.e. replacement engine) for less than a full set of OEM discs, pads and tires for my 991 GT3! Excludes install labour of course...

Im not sure about others on here but I run in small groups (max cars on track 15). I get alot of low traffic laps. Mostly we run between 70F and 90F ambient. Our Porsche Track Group (Rennsport Gruppe) typically rent a track to ourselves and run three sessions an hour. We break cars up into fast, medium and slow groups. I would have to say I drive as fast as I can (I cant see myself pushing on any quicker in a

"race" with the same car. More often than not (especially if its a course Im not particularly experienced with) I run in Sport Auto. I record all my telemetry on Aim Solo DL with Smartycam HD Rev 2.0. When my E engine threw the CEL after almost 7000 miles (of which 2500 were track miles - 10 track days) I did a little study. On my local track (most frequent) I hot the rev limiter (or very near to it) in Sport Auto 80 times a session. So around 480 to 560 times in a full day. Over the life of that E engine it hit the rev limiter around 5000 times on the track. I confess in those early days i was also doing alot of fast back road driving (I only use MT) holding the gears in 2nd and 3rd near the limiter with the paddles. Probably the equivalent of another few track days at least....

Now Im no expert on this, but for a 125bhp/L NA engine with 9000 rpm and piston speeds vs piston mass pretty much at the edge of manufacturer limits (Im not sure even the Speciale gets anywhere close at 9000 rpm), run HARD on track (I get alot of low traffic laps) I would honestly not expect this engine to go without top end inspection/maintenance for more than 100 hours. For me I guess thats around 60 track days. So far on the last E engine I managed lets say the equivalent of 12 so that's a fail. On the G I have the equivalent of 8 and all is fine so far. If the G engine goes 30 days equivalent before the later cams and finger rockers are required (or Jamies, DMS equivalent part) then Ill be surprised.

I have one other friend here with E engine 991 GT3 who matches my track miles and driving efforts exactly. We both got new E engines at the same time in May 2014. His E engine failed one track day after mine in Feb 2016. He now has G engine with around 6 track days on it and all is fine (oil consumption like mine is lower than prior E engine). We also have a F engine comrade in our Rennsport Gruppe who has around 20 track days on their F engine 2015 991 GT3. Its a husband and wife team. Fair to say they arent running as hard as myself and comrade with the 2014 cars (E then G engine) but so far they have been fine and their oil consumption on track is between our old E and new G units.

These are cars and drivers Im intimate with. There were around 25 x 991 GT3 imported into my country officially. We have 3-4 other 991 GT3 owners of 2014 and 2015 vintage (E and F engines as no G engined cars were produced for our RHD market as far as Im aware). They attend our track days only occasionally and are not particularly experienced drivers so not running more than 7/10th so to speak.

Interestingly we have currently ZERO 991 GT3RS in our 35-45 strong Porsche private track group. Infact we have no regular run RS of any generation (we do have 5 x 996 GT3 and 1 x 997.2 GT3). We have 2 x GT4 with another shortly joining our ranks.

Of those approx 25 x 991 GT3 in this country three have had replacement engines. One was an F engine that just smoked too much from the time it was delivered and was deemed to be consuming way too much oil. That car never saw the track. Issue was assumed to be rings after much trial and error. Only two other engine at this stage have been replaces and thats myself and said comrade.

To the best of my knowledge (and I do try and keep my ear to the ground) at this time failures on 991 GT3 in our market have been limited to Thermostats (many and frequent), a failed strut in the 2015 F car run by husband and wife team and a failed PDK transmission (within 2000km of delivery street driven only). No PDK issues have yet surfaced on the heavily track run cars. To date PAG have replaced everything under warranty track or no track usage. I suspect my caliper "pucks" are cracked and I have some small chipping to the edges of my rear lights and now some condensation occasionally in my front lights, but after almost 3 years, 20 equivalent track days and a total of 15,000 accumulative miles on the chassis. I hope to get the lights and pucks sorted under warranty shortly but not sure how that will work out...

So, Ive gone a bit sideways here. Is 100 track or "race" hours acceptable for this engine? It depends how hard you are pushing the car and what ambient temperatures you see but for me I would say given my experience with other 911s and within our group that 100 track hours (60 full track days) would be within expectations. At that time i would expect to replace valve springs, guides, possibly rockers but not typically cams. Id probably be advised to do sensors, cam timing wheel and gaskets etc same time. This all assumes regular oil changes and annual spark plug replacement (as is no the required in our market)...

Those are just my thoughts although I know others may differ.

bigskyGT4 08-28-2016 01:38 AM

Macca a quick off topic question. Are you planning on tracking your Focus RS? If so, I hope you post a review on how it does. I'm interested on how the RS performs.

Macca 08-28-2016 02:23 AM

Quote:

Originally Posted by bigskyGT4 (Post 13560052)

Macca a quick off topic question. Are you planning on tracking your Focus RS? If so, I hope you post a review on how it does. I'm interested on how the RS performs.

Hi mate. It was purchased as a daily driver, but initially I thought I may use it on the track as a cheaper alternative to the GT3.

After reading up on its track credentials, it seems in stock for it would eat tyres (19" MPSC2 - not that much cheaper to buy than the 20" variants for the GT3 and from what I'm reading the shoulders are toast within 2-3 hard track days - much the same issue faced by the GT4 fraternity). They drink fuel on the track as much as the GT3 too. So on face value a stock Focus will be a slower less precise track tool with only rotor and pad cost advantages over the GT3. A full set of OEM rotors is a faintly ridiculous \$800 (all four corners!). Some have encountered high oil temps and RDU overheating. I've purchased a cooling scoop for the RDU and don't run in Texas summers so probably all good there. However getting 400 bhp and 550nm from the Focus is now as easy as a Cobb AP with Tune+ program for \$800 and another \$900 for an enlarged inter-cooler, air filter and actuator. That gives you reliable 0-60 in around 4.2s and 1/4 mile trap speeds in the low 12s. More if you run E30 ethanol and buy the tune. As good as that is on the street it will require better oil cooling on the track. Once you have 400 bhp on tap now you really need more negative camber or else sell your soul to the tire gods. The factory suspension has -1.1F geo but needs more. No solution exists right now for this unless you want to replace it all with KW.

So in summer, after much research and though I figure bumping it safely for fast road work to 400 bhp/550nm for under \$2K seems like a lot of extra fun for the money. Taking it to the track regularly seems like diminishing returns when you have a Porsche in the garage to cover those duties. I'll probably run it at the track a couple of times but keep it mostly for road till there are cheaper tire/wheel options to play with and some way of getting the camber better suited. The aftermarket industry in UK and USA is forging ahead with this car so I expect we will see some interesting (and possibly eye opening) things done with them over time. Have to be patient...

bigskyGT4 08-28-2016 07:59 AM

Interesting. Thanks for the input and enjoy the car.

Macca 08-28-2016 10:31 AM

Quote:

Originally Posted by hf1 (Post 13559796)

+1

The 8500+ rev limit or the high hp/liter are not good excuses for the dismal robustness.

The standard (non-GT) 2009+ DFI 3.4/3.8 engines (currently also in the GT4/CS) appear to be much more robust. It now also becomes clear why the Cups delayed using the new GT3 engine all these years. I don't think anyone (including PAG) would have chosen a 8500+ rev limit for the GT3 had they known the headaches that would come along with it. I'd trade a lower rev limit for extra 100hrs of engine life, without question. In retrospect, probably so would PAG. They flew too close to the sun and got burned.

We aren't getting anywhere near 100 hours. That's the point. 100+ hours would be an acceptable target IMO.

I know 4-5 996/7 Cup car owners. Most run in our national Porsche series and a few join us on our track days. None of them go more than 100 hrs without a drive train inspection and some form of rebuild. The engine may go longer but the cost to the wear escalates. Once rockers, springs and valve seals wear then its cams and risk of a dropped valve. Better to replace those relatively low cost components within spec before lifed or face much bigger bills later.

P.S. If PAG isn't pushing the envelope with new tech and designs for its CUP car then it wouldn't be moving the breed forward and would lose competitiveness. I think we will see the RSR go DFI in January. Porsche MS seem to be happy so far with the GT3R. I'm sure by the time the RSR has put in a few seasons the bugs will be ironed out and the platform will be mature. If there is a 991.2 GT3RS I believe it will benefit significantly from the next 12 months of motorsport development on this engine...

fbirch 08-28-2016 10:34 PM

The older 996 Cups could be run for 100 track hours and some people pushed them further than that. They typically don't blow up or fail at that point, but that refresh interval was adequate to ensure top level performance under race conditions on full race slicks. For a street car on street suspension being driven on street tires by a non-Pro, I'd be disappointed if 100 hours was the limit for the new GT3. It would be a different story if we were talking about a Pro driving 100 track hours on race slicks, but for a DE guy (even a pretty good one) on street tires, 150+ hours would be closer to the limit that I'd like to see.

If you assume a slightly above average enthusiast takes his car to a DE 8 weekends per year, and on each weekend he averages 2.5 track hours per day (5 hours per weekend), then in one year he'll accumulate 40 track hours on the car. In four years he'll accumulate 160 track hours. In that case the refresh interval would match the US warranty period, so that should be Porsche's goal, IMO.

fbirch 08-28-2016 10:40 PM

Quote:

Originally Posted by Macca (Post 13560389)

We aren't getting anywhere near 100 hours. P.S.

Porsche MS seem to be happy so far with the GT3R. If there is a 991.2 GT3 I believe it will benefit significantly from the next 12 months of motorsport development on this engine...

I agree with the above. It would be very interesting to know if the GT3R guys are routinely changing heads/valvetrain at 50 hours or something like that. The rebuild interval may be such that parts are changed before the follower/misfire problem has a chance to manifest.

brake dust 08-29-2016 07:54 AM

Quote:

Originally Posted by fbirch (Post 13561738)

I agree with the above. It would be very interesting to know if the GT3R guys are routinely changing heads/valvetrain at 50 hours or something like that. The rebuild interval may be such that parts are changed before the follower/misfire problem has a chance to manifest.

Porsche indicates that the GT3R is much more cost effective over the older Mezger car. What I find interesting is that so few teams are running Porsche in FIA GT3 series these days. Would be interesting what the teams are saying about the new engine. Can't wait to see the new RSR.

gled 08-29-2016 09:54 PM

The 918 has the same valve train as the GT3/RS, are they experiencing any issues? G.Led

CC911 08-30-2016 02:06 PM

Macca, thanks for all your information regarding engine performance. I'm particularly interested in mileage achieved in 991 gt3's lightly tracked. What are the highest mileage vehicles in the database? I've

inferred from your posts (maybe mistakenly) that these motors fail before 50000km, tracked or not. Is that what the data supports? I'm in Australia (Perth) and my dealer says no failures in WA, not sure about the rest of the country but nobody in Perth over 20000km on gt3 or rs so early days. Current ride is 996 gt3 club sport for last 7 years - amazing vehicle - and deposit paid ages ago for new 991.2 manual with high likelihood of allocation so really interested in this thread

KA 991 GT3 08-30-2016 02:51 PM

A bit off base here but I was experiencing excessive smoke at startup once the car sat for a few days...

Here are some results...

Smoked cleared.

After I picked up the car from the dealer (they kept it 5 total days) drove it home. By the time I got to my garage a fault came on. Something to do with engine compartment temp sensor.

Tech examined, looked on his scanner, couldn't find anything. He removed the top fans and as he took them off he found out they were both unplugged.

He plugged them in, cleared the fault, told me to drive it hard for a couple of days then park it for 48+ hours and check for smoke.

He believed that the fans not working created more heat and left oil/oil vapors trapped inside the intake.

I did the test and no smoke. Not even a puff. Hope this makes sense or/and helps in anyway.

Smoke cleared on 2014 GT3 - YouTube

Chris3963 08-31-2016 01:33 PM

Just [picked my car up after the engine re](#)build and I am totally, absolut

e before telling them No Freakin' Way am I paying for this and peeled off the following:

- it's a design fault that is caused over time. It's purely coincidental that the CEL occurred on the track
- if it's not a design issue, why did they re-design the parts...I have photos to prove it
- why the f... does Porsche even build the GT3 if warranty doesn't cover track work
- I know of 2 the guys in Belgium who had there engines replaced so why single out me
- when I brought the car in the engineer told me it would be done under warranty
- I made 4 trips to the garage to check on progress and at no point did they tell me the work would not be done under warranty
- If I had have known, I may have taken a different path.

The service manager is a good guy who is supporting but he is fighting PAG. I told him that if this cannot be resolved, I will explore legal avenues, I will sell every Porsche I have, cancel my two orders and invest my money in other more trustworthy brands.

To say I am angry is an understatement. So all of you out there, if a CEL comes up on the track and you have to take the car to the garage, never tell the truth. Tell them it happened on the road, then you are maybe ok.

ipse dixit 08-31-2016 01:44 PM
Chris,

I am very sorry to hear this.

From what you are saying, is it correct that PAG does not warrant track use for the GT3 in Europe? Because in the U.S. there is a separate track warranty booklet for the GT3 (i.e., "Driving on the Race Circuit").

Again, sorry to hear this. Please keep us updated and let us (or at least me) know if there's anything we can do to help.

CALSE 08-31-2016 02:13 PM
Ouch! Need to start thinking about selling mine before Porsche warranty expires.:o

neanicu 08-31-2016 02:18 PM

Quote:

Originally Posted by Chris3963 (Post 13568804)

Just picked my car up after the engine re-build and I am totally, absolutely, freakin' rotable. I have just been told that PAG have not approved the work under warranty because I told them the CEL occurred on the race track and they want to bill me 30,000 euro!!! If it had have happened on the road, it would be ok. WTF! I sat there stunned for a minute before telling them No Freakin' Way am I paying for this and peeled off the following: - it's a design fault that is caused over time. It's purely coincidental that the CEL occurred on the track - if it's not a design issue, why did they re-design the parts...I have photos to prove it - why the f... does Porsche even build the GT3 if warranty doesn't cover track work - I know of 2 the guys in Belgium who had there engines replaced so why single out me - when I brought the car in the engineer told me it would be done under warranty - I made 4 trips to the garage to check on progress and at no point did they tell me the work would not be done under warranty - If I had have known, I may have taken a different path. The service manager is a good guy who is supporting but he is fighting PAG. I told him that if this cannot be resolved, I will explore legal avenues, I will sell every Porsche I have, cancel my two orders and invest my money in other more trustworthy brands. To say I am angry is an understatement. So all of you out there, if a CEL comes up on the track and you have to take the car to the garage, never tell the truth. Tell them it happened on the road, then you are maybe ok.

WOW!

So much for " Porsche will take care of us out of warranty... "

robmypro 08-31-2016 02:25 PM

Well, that sucks. Isn't track use warrantied in Europe? With all the amazing tracks you guys have, how could it NOT be warrantied???

robmypro 08-31-2016 02:27 PM

Quote:

Originally Posted by neanicu (Post 13568918)

WOW! So much for " Porsche will take care of us out of warranty... "

I actually think this might be different. It sounds like in Europe track use is not covered under warranty, and not that the warranty expired.

neanicu 08-31-2016 02:30 PM

Quote:

Originally Posted by robmypro (Post 13568940)

I actually think this might be different. It sounds like in Europe track use is not covered under warranty, and not that the warranty expired.

I understand that angle, but he is also saying others in Europe have been covered. My point is : if PAG gives a hard time to a customer under warranty, guess what they'll do after that warranty expired...

robmypro 08-31-2016 02:33 PM

Quote:

Originally Posted by neanicu (Post 13568956)

I understand that angle, but he is also saying others in Europe have been covered. My point is : if PAG gives a hard time to a customer under warranty, guess what they'll do after that warranty expired...

I fully get you. But I just want to understand the justification for denying the claim under warranty first before I start throwing knives.

neanicu 08-31-2016 02:37 PM

Quote:

Originally Posted by robmypro (Post 13568965)

I fully get you. But I just want to understand the justification for denying the claim under warranty first before I start throwing knives.

Yes, I'd be very interested as well, because this reflects over the entire brand and is not model specific. As far as I'm aware, there's no way that GT3s in Europe are not covered for the race track! If anything, PAG would not cover the US because of the legal system here. But we already know that's not the case since there's specific literature saying it is covered.

robmypro 08-31-2016 02:43 PM

Quote:

Originally Posted by neanicu (Post 13568976)

Yes, I'd be very interested as well, because this reflects over the entire brand and is not model specific. As far as I'm aware, there's no way that GT3s in Europe are not covered for the race track! If anything, PAG would not cover the US because of the legal system here. But we already know that's not the case since there's specific literature saying it is covered.

The devil is in the details.

Q1. Was the car under warranty or not?

Q2: If it was under warranty, was this the original warranty or extended/CPO?

Q3: Assuming warranty active, is track usage allowed under the warranty in effect?

We need answers to these 3 questions at an absolute minimum.

CALSE 08-31-2016 02:47 PM

Quote:

Originally Posted by robmypro (Post 13568994)

The devil is in the details.

Q1. Was the car under warranty or not?

Q2: If it was under warranty, was this the original warranty or extended/CPO?

Q3: Assuming warranty active, is track usage allowed under the warranty in effect?

We need answers to these 3 questions at an absolute minimum.

Regardless of the answers to all the above, it appears Porsche is not paying for the top end repair work associated with the known problem.

:/

robmypro 08-31-2016 02:49 PM

Quote:

Originally Posted by CALSE (Post 13569004)

Regardless of the answers to all the above, it appears Porsche is not paying for the top end repair work associated with the known problem. :/

I think the answers to those questions are very relevant. If the car was not covered under warranty for track use, then that is different. I want to know more facts before I run screaming. Look, I am not trying to be a Porsche apologist. Chris said that the car was specifically not covered because the CEL happened during track use. The dealer said the car would have been covered if it had happened on the street. What does that infer?

1. The car was probably under warranty at the time.
2. It doesn't sound like track use was covered under his warranty.
3. He never said the other 2 engines that were replaced were from track usage, so those were probably not from that (or not told).

Just want to understand the facts first.

bronson7 08-31-2016 03:01 PM

I'm not liking this. What if you do ED and visit a track or two, then what? Are you not covered? There is definitely questions that need to be answered.

squid42 08-31-2016 03:07 PM

I know it doesn't matter to you at this point but I would really like to know mileage and age, and country of that refused head rebuild.

In any case, the workshop has no right to perform the work while you were being told it will be covered by warranty and then go ahead and do it when it is not covered. You can tell them to take the new parts out and return the car to its original state.

CALSE 08-31-2016 03:12 PM

I hear you Rob. I am just concerned that when the CEL occurs outside the warranty period, I am on the hook for 30,000 euros to repair a known problem.

robmypro 08-31-2016 03:20 PM

Quote:

Originally Posted by CALSE (Post 13569104)

I hear you Rob. I am just concerned that when the CEL occurs outside the warranty period, I am on the hook for 30,000 euros to repair a known problem. Agree 100%. Same concern here. Just want more facts first.

robmypro 08-31-2016 03:23 PM

Quote:

Originally Posted by bronson7 (Post 13569068)

I'm not liking this. What if you do ED and visit a track or two, then what? Are you not covered? There is definitely questions that need to be answered.

Major questions need answered Bronson, and only after that can we panic.

FJSeattle 08-31-2016 03:25 PM

Porsche provides unique insurance for ED customers that covers track use.

Alan C. 08-31-2016 03:28 PM

Quote:

Originally Posted by CALSE (Post 13569104)

I hear you Rob. I am just concerned that when the CEL occurs outside the warranty period, I am on the hook for 30,000 euros to repair a known problem.

For those of us in the US that works out to \$33456. I would have skipped mad, livid and gone straight to ballistic.

I sincerely hope this works out for you.

robmypro 08-31-2016 03:30 PM

Does anyone know if track usage is covered under the standard warranty in Europe or not?

Chris3963 08-31-2016 04:37 PM

Quote:

Originally Posted by robmypro (Post 13568994)

The devil is in the details.

Q1. Was the car under warranty or not?

Q2: If it was under warranty, was this the original warranty or extended/CPO?

Q3: Assuming warranty active, is track usage allowed under the warranty in effect?

We need answers to these 3 questions at an absolute minimum.

Carr is still under original warranty.

Service manager told me track usage is not covered under warranty.

robmypro 08-31-2016 05:05 PM

Quote:

Originally Posted by Chris3963 (Post 13569351)

Carr is still under original warranty.

Service manager told me track usage is not covered under warranty.

That sucks. The problem is that the engine should be able to withstand track usage, within reason. Time to fight Porsche on this.

And it really doesn't speak to the main issue about the engine, other than not to tell Porsche you were tracking it when the CEL came on, if you are in Europe.

GT3 KSA 08-31-2016 05:37 PM

Quote:

Originally Posted by Chris3963 (Post 13569351)

Carr is still under original warranty. Service manager told me track usage is not covered under warranty.

Chris really sorry to hear but they should have not done the work without informing you first what it would cost. For Euro 30,000 i'm assuming they would need to get a signature from you approving such work.

Try to have them put the car back to original state for free then drive to another Porsche dealership and don't mention the car was tracked. Since you said you have a good relationship with the service manager try to have him not put a record on your vehicle that it was tracked this way when you go to other dealer it hopefully will be covered under warranty.

Good luck!

robmypro 08-31-2016 06:04 PM

Quote:

Originally Posted by GT3 KSA (Post 13569566)

Chris really sorry to hear but they should have not done the work without informing you first what it would cost. For Euro 30,000 i'm assuming they would need to get a signature from you approving such work.

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Good luck!

Unfortunately I think that ship has sailed. If it was denied by Porsche, they have it in the system already.

Chris, there is an arbitration process that Porsche has setup. Start there, and give them a chance to do the right thing. If that doesn't work, go to plan b. The issue might not have risen to the right person yet, so the arbitration process is to make sure it gets proper visibility.

Good luck!

LSs1Power 08-31-2016 06:10 PM

Sorry to hear that Chris, Send an email to CarBuzz and similar magazines about your story and point them to this thread. That would put pressure on PAG.

FLT6SPD 08-31-2016 06:28 PM

Hope it works out for you in your favor as the biggest thing standing out here is they where to perform the work under warranty and when you went to pick up you where submitted a bill.

If you where to be liable for any payment they should of presented you with an estimate that you would of had to sign.

good luck

Quote:

Originally Posted by Chris3963 (Post 13568804)

Just picked my car up after the engine re-build and I am totally, absolutely, freakin' ropable.

I have just been told that PAG have not approved the work under warranty because I told them the CEL occurred on the race track and they want to bill me 30,000 euro!!! If it had have happened on the road, it would be ok. WTF!

I sat there stunned for a minute before telling them No Freakin' Way am I paying for this and peeled off the following:

- it's a design fault that is caused over time. It's purely coincidental that the CEL occurred on the track
- if it's not a design issue, why did they re-design the parts...I have photos to prove it
- why the f... does Porsche even build the GT3 if warranty doesn't cover track work
- I know of 2 the guys in Belgium who had there engines replaced so why single out me
- when I brought the car in the engineer told me it would be done under warranty
- I made 4 trips to the garage to check on progress and at no point did they tell me the work would not be done under warranty
- If I had have known, I may have taken a different path.

The service manager is a good guy who is supporting but he is fighting PAG. I told him that if this cannot be resolved, I will explore legal avenues, I will sell every Porsche I have, cancel my two orders and invest my money in other more trustworthy brands.

To say I am angry is an understatement. So all of you out there, if a CEL comes up on the track and you have to take the car to the garage, never tell the truth. Tell them it happened on the road, then you are maybe ok.

Chris3963 08-31-2016 07:21 PM

One of the things that especially pisses me off is that it is not as if I am a one-time Porsche buyer. Over the last 18 months I have dropped close to \$700K on the brand by buying 5 Pcars with another two planned in the next 12months. Collectively, that would be almost \$1m spent on Porsche in a 28mth period.

Further during the same period, I have spent over \$50K on PSDS events so overall they could not get much of better brand ambassador than me. You would think they would be falling over themselves to keep buyers/supporters like me happy.

If they don't come thru, then Porsche is dead as brand for me and anybody I speak to.

Macca 08-31-2016 08:03 PM

Quote:

Originally Posted by Chris3963 (Post 13568804)

Just picked my car up after the engine re-build and I am totally, absolutely, freakin' ropable.

I have just been told that PAG have not approved the work under warranty because I told them the CEL occurred on the race track and they want to bill me 30,000 euro!!! If it had have happened on the road, it would be ok. WTF!

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Chris. I agree with you - this is simply not acceptable. Myself (non USA) and many others (USA & Europe) have had replacement engines after CEL on track. We have the supplementary track warranty booklet that was provided with the car, which states the car is covered for track usage (some conditions apply). My car was supplied Ex Europe dealer (RHD market, not UK) and came with this said same track warranty booklet.

If the car is under the original factory warranty then I believe you should be covered (regardless of where the CEL was caused, it could easily have happened on the way back from the track - the fact it happened at a Porsche Masters driving experience (if I am recalling correctly) is an "insult to injury" as you were forced to rent a 991 RS for 1.5 days!).

I must say im very deeply dissapointed in Porsche in regards to the way they have handled your situation. That they did not once mention you were not covered until after the work was performed is grounds for legal action. If you were told this first (I still dont believe they have a right to refuse here) then you could have sought remedial actions (for example trialing a solution from Dundon or else just replacing the finger followers for \$1500 USD etc). I cant recall if they did a bottom up rebuild for you but if not then 30K either way is more than faintly ludicrous for heads/cams/followers etc. For example you may not have needed the heads and all the sundry stuff they fitted if you were forced to just change the followers or cams and followers on your own coin). It would have been enough to get the car working normally again in order to sell it etc...

Please keep us informed of progress here. Its a very upsetting outcome for you and for us as a community and we will do what we can to support. I can only hope that PAG will see the light. If they are not supplying track warranty in your market then I understand, but Id be very surprised as I understand they are in most European countries. Lets hope this is a brain fart by someone at PAG and they will rescind this outrageous request. In the meantime I rescind my view on their future "goodwill" until be know further what grounds this decision has been made on. Certainly I agree, if someone gets a CEL its hardly inducive to them telling the truth that it happened on the track or a few days later on the road if these are the real grounds for denial. Evidence to date has suggested PAG have not faltered in all other known cases of replacing engines/top end rebuilds for cars having this issue on track (at least half of the reported cases failed while on a track day).

Its a small consolation, but you have this community behind you and the decision they make for you will collectively affect the goodwill towards their GT brand by a much larger audience than they care to recognize at this point. We are just the early adopters here with a few years on the 991 RS owners and we know for fact (see this thread) that the 991 RS is susceptible to the same design related CEL (miss fire) failure down the line (infact I believe its already starting a little). So this is not a 991.1 GT3 specific issue and the wider GT community should also be concerned at your treatment and supportive of a satisfactory outcome.

Best for now, hang in there, and keep some of your "powder dry" for the possible battle ahead....

M

RajDatta 08-31-2016 08:58 PM

Until another viable solution exists and has been thoroughly tested, not sure I would throw it out there as an option.

So far, all we know is that a vendor is working on a solution. What that solution is, how much it costs etc is still yet to be determined.

I am still suspect of a vendor beating Porsche to the punch on a viable solution. Hoping a solution is found soon for the ones affected, no matter where it comes from.

MileHigh911 08-31-2016 09:00 PM

Unbelievable response from PAG. If they hold the line against you, then I see a future social media ****-storm for them.

CALSE 08-31-2016 09:04 PM

Quote:

Originally Posted by robmypro (Post 13569133)

Agree 100%. Same concern here. Just want more facts first.

30,000 euros for top end then probably 50,000+ euros for replacement?

Hope the resale value of the GT3/RS does not get beat way down. If all is true, I do not think buyers would be so inclined to jumping in even if still within the warranty period.:/

Country911 08-31-2016 10:10 PM

:corn: :corn: :corn: :corn:

ipse dixit 08-31-2016 10:38 PM

I am still trying to wrap my mind around the fact that a Euro spec car is not warrantied for track use (like the U.S. cars are).

I was always under the impression that the ROW 991 GT3 had a track warranty.

Is that incorrect?

Is it possible that U.S. cars are unique in this respect? If so, that's really hard to believe.

dunlopnick 08-31-2016 10:40 PM

I'm struggling with this

Quote:

Originally Posted by Chris3963 (Post 13568804)

Just picked my car up after the engine re-build and I am totally, absolutely, freakin' ropable.

I have just been told that PAG have not approved the work under warranty because I told them the CEL occurred on the race track and they want to bill me 30,000 euro!!! If it had have happened on the road, it would be ok. WTF!

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To say I am angry is an understatement. So all of you out there, if a CEL comes up on the track and you have to take the car to the garage, never tell the truth. Tell them it happened on the road, then you are maybe ok.

Why would the dealer start the work without getting approval from PAG or you first ??

I have just had my PCM changed out on my GT3 under warranty but the dealer had to perform a number of tasks to get the approval from Porsche first - fair enough and understandable ...

C6 ZED 08-31-2016 10:47 PM
Supplementary Track Warranty

Quote:

Originally Posted by Macca (Post 13569958)

Chris. I agree with you - this is simply not acceptable. Myself (non USA) and many others (USA & Europe) have had replacement engines after CEL on track. We have the supplementary track warranty booklet that was provided with the car, which states the car is covered for track usage (some conditions apply). My car was

supplied Ex Europe dealer (RHD market, not UK) and came with this said same track warranty booklet.

M

Macca

Following this thread closely. I have a thin booklet titled "911 GT3 Driving on the Race Circuit" but I do not have the supplemental warranty booklet you reference. Would it be possible for you to post the cover so I can follow up with my dealer?

Thanks.

squid42 08-31-2016 11:37 PM

Still curious which country this incident is in and what work was done.

(prices in Europe include sales tax, so you can't translate to dollars without knowing the country.

fbirch 09-01-2016 12:07 AM

For this amount of money I certainly wouldn't take the service manager's word on it. I'd want to speak directly with a representative of Porsche as to whether track usage is excluded from warranty coverage. And if you strike out there and exhaust all your options, I'd certainly get them to reverse the unauthorized repairs and have another dealer perform a minimalist repair as Macca suggested.

ipse dixit 09-01-2016 12:09 AM

I think for everyone in the U.S. who is chiming in with suggestions -- all of which are helpful -- should keep in mind that laws, rules and regulations may (and probably are) very different across the pond.

robmypro 09-01-2016 12:31 AM

Quote:

Originally Posted by squid42 (Post 13570386)

Still curious which country this incident is in and what work was done.

(prices in Europe include sales tax, so you can't translate to dollars without knowing the country.

I believe it was Belgium.

meaker 09-01-2016 12:48 AM

If they had performed the work without asking me first, I would had left the car with them and tell them to put the damage parts back. I didn't agree to paying for the work to be done.

m42racer 09-01-2016 01:04 AM

I believe Porsche just showed their hand!!!

What is the difference in track use and street use in this circumstance? The number of engine revolutions in a given (shorter) amount of time. Take one half of those revolutions and that is how many times the camshafts revolved 360°.

What am i saying? I'm suggesting that whatever Porsche are doing to solve this problem, its all about kicking the can (problem) down the road and hopefully out of the warranty period. Track use means that the engine probably was used at higher RPM over a shorter amount of time, therefore the road got shorter.

In this situation, I would ask the dealer for a print out of the ECU logged data. It will show the max RPM, Temps etc, and the time the engine was used and at each RPM. If you stayed within the manufacturers limits on all parameters, then ask what is the difference. The problem exists regardless of use. The problem has nothing to do or is caused by track use "v" street use, temps or any other engine parameter. Its a fault in design and is created by engine revolutions. The only difference in high engine speed and low engine speed is the number of engine revolutions in the same given time. More RPM's the higher the wear rate in the same given time, accelerated wear, the higher the probability the problem with surface within the warranty period.

The problem is going to happen, track use just shortened the road Porsche wish to kick the can down.

This is why I believe Porsche just showed their intention.

Macca 09-01-2016 01:13 AM

Quote:

Originally Posted by m42racer (Post 13570535)

I believe Porsche just showed their hand!!!

What is the difference in track use and street use in this circumstance? The number of engine revolutions in a given (shorter) amount of time. Take one half of those revolutions and that is how many times the camshafts revolved 360°.

What am i saying? I'm suggesting that whatever Porsche are doing to solve this problem, its all about kicking the can (problem) down the road and hopefully out of the warranty period. Track use means that the engine probably was used at higher RPM over a shorter amount of time, therefore the road got shorter.

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The problem is going to happen, track use just shortened the road Porsche wish to kick the can down.

This is why I believe Porsche just showed their intention.
Some good points here. Its not like a claim on suspension, hubs or brakes which may differ on the track.

997s07 09-01-2016 01:23 AM

The misfiring that results from damage triggers the light, no? Where is the logic that disqualifies the warranty?

Who is running Porsche these days?

robmypro 09-01-2016 01:25 AM

I know I sound like a Porsche apologist, but I want to wait and see how this plays out. I am concerned that PAG isn't just fixing the issue, but maybe they just need a little push. Fingers crossed for Chris!

silverrules 09-01-2016 01:35 AM

Chris, If all fails seek legal counsel. Don't let this get to you. Easy peasy.

Macca 09-01-2016 01:50 AM

1 Attachment(s)

Quote:

Originally Posted by C6 ZED (Post 13570305)

Macca

Following this thread closely. I have a thin booklet titled "911 GT3 Driving on the Race Circuit" but I do not have the supplemental warranty booklet you reference. Would it be possible for you to post the cover so I can follow up with my dealer?

Thanks.

Apologies, I think I may have confused this. I think I was referring to this clause in page 2 of the same booklet you mention...

Match-Lave 09-01-2016 02:52 AM

1 Attachment(s)

The warranty reference is not in my book here in USA....

Jamie@dundonmotorsports 09-01-2016 03:06 AM

updates on the fix for this issue.

parts are finishing design now that the lead engineer is back from vacation (the swiss know how to vacation). We'll be taking my valve covers off to measure a few bits to confirm sizing and placement and then off to the mill!

Unfortunately for those of us that the issue has yet to occur, Porsche may be showing their hand and saving money that the mothership is spending on fines... I hope not, but I'm planning on having to go it alone.

Will likely re ring my smokey 2014 at some point as well...

Macca09-01-2016 04:20 AM

Quote:

Originally Posted by Match-Lave (Post 13570680)

The warranty reference is not in my book here in USA....

That's curious. My book is for GT3 and yours is for RS. Nothing sinister Im sure just a small omission?

Jamie, really looking forward to your work with the cams/followers. You must start a new thread to document when you finally delve in there...

Match-Lave 09-01-2016 06:37 AM

1 Attachment(s)

My book is for both GT3 and GT3 RS - here is the cover....

Chris3963 09-01-2016 07:24 AM

Quote:

Originally Posted by 997s07 (Post 13570561)

The misfiring that results from damage triggers the light, no? Where is the logic that disqualifies the warranty?

Who is running Porsche these days?

Exactly my point to Porsche, the fact that the CEL occurred on the track is purely coincidental/bad luck. The damaged caused to the valve lifters is obviously caused over an extended period of time not just in a few laps on the track.

Chris3963 09-01-2016 07:27 AM

Quote:

Originally Posted by Macca (Post 13570597)

Apologies, I think I may have confused this. I think I was referring to this clause in page 2 of the same booklet you mention...

I have the same clause in my German booklet.

I just can't see how I don't comply with this clause because I took my car in for a track inspection at Porsche and as recommended by Porsche.

MileHigh911 09-01-2016 08:21 AM

Isn't there video of AP boasting of track warranty? It isn't like we all just made that idea up.

Macca 09-01-2016 09:08 AM

Quote:

Originally Posted by MileHigh911 (Post 13570860)

Isn't there video of AP boasting of track warranty? It isn't like we all just made that idea up.

Like someone has been blowing smoke up our nose while we weren't watching? We were all so high from the fall out from "stop sale" we didn't realise they had done a "switcharoo" and removed the track-side warranty from the 2015/16 GT3/RS cars manuals. All we recall is AP sound bytes about 9000 rpm, Shut up and Drive and your covered on track LOL! Imagine. Kidding, Im sure its not like that...

robmypro 09-01-2016 10:11 AM

Chris, if you look in your warranty booklet does it mention an arbitration process? My warranty book in the U.S. does, and it includes contact information as well.

hf1 09-01-2016 10:45 AM

This warranty denial boggles the mind. As already mentioned, it's an ominous sign about PAG's estimates of the frequency of these problems and about how they plan to deal with them going forward. Perhaps they already realized and calculated that giving that many fresh tops and/or engines under warranty ("for free") will be

prohibitively costly so they go to Plan B: Deny responsibility and hope for the best. If so, Chris' case sets the precedent.

Looks like the PTS 911R premium may have just fallen from \$600k to \$550k. j/k

lessthan3mph 09-01-2016 11:09 AM

FWIW, my Canadian supplemental track manual (for GT3 only) contains the same warranty voiding clause as Macca's (page 2 is exactly the same as his). On the inner front cover it lists the item number as WKD 991 17 21 15, with a printing date of 04/14. Strange that the US and Canada are not the same either.

This whole thread has taken a turn towards the disturbing in my mind, and I hope it does not spell a significant reversal of policy for the 9A1 GT engine in all its forms.

(Moderators, perhaps it's time to bookmark this thread?)

Alan C. 09-01-2016 12:02 PM

Quote:

Chris, if you look in your warranty booklet does it mention an arbitration process? My warranty book in the U.S. does, and it includes contact information as well.

Sadly or maybe not so sad the European market doesn't quite have the same litigation paths as we in the US.

Chris3936, be professional, gather data and hang tough.

Mech33 09-01-2016 12:19 PM

Quote:

Originally Posted by Match-Lave (Post 13570680)

The warranty reference is not in my book here in USA....

Now I need to go check my GT4 booklet...

Sean in Texas 09-01-2016 12:56 PM

Wow. This is complete BS.

ipse dixit 09-01-2016 12:58 PM

Quote:

Originally Posted by robmypro (Post 13556407)

Deleted.

Quote:

Originally Posted by robmypro (Post 13571017)

Chris, if you look in your warranty booklet does it mention an arbitration process? My warranty book in the U.S. does, and it includes contact information as well.

Not sure of how it works exactly in the EU, but in the U.S. a consumer (meaning you and me) generally wants to avoid arbitration in cases like this.

doubleurx 09-01-2016 01:09 PM

Wow, suddenly its not so bad to own a 2014 year. Mine has the same wording as Macca. Can 2015 owners confirm that clause on warranty was removed? If that is consistent on 2015 and 2016 manuals, I doubt it was a mistake in printing. And if it is consistent, it would be difficult to argue. I guess we should also know if there is anything in the warranty section about denial if used on a track?

robmypro 09-01-2016 01:39 PM

Quote:

Originally Posted by ipse dixit (Post 13571474)

Not sure of how it works exactly in the EU, but in the U.S. a consumer (meaning you and me) generally wants to avoid arbitration in cases like this.

I hear you. The warranty booklet states that you do not have to go through arbitration, and it does not appear to be binding, but if you do go that route the findings of that process may impact you if you go the legal route after.

I tend to want to work things out first without going the legal route, so I would probably do arbitration first (if it ever came to that). In this case, Chris may ultimately have no choice but to hire an attorney, but here's hoping for a good outcome for him.

ipse dixit 09-01-2016 01:46 PM

Quote:

Originally Posted by robmypro (Post 13571619)

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You can't do both. You arbitrate or you litigate. Either / or.

robmypro 09-01-2016 01:56 PM

Quote:

Originally Posted by ipse dixit (Post 13571648)

You can't do both. You arbitrate or you litigate. Either / or.

Page 8:

You must utilize Porsche's Cap-Motors arbitration program, administered by DeMars & Associates, Ltd., before seeking to enforce rights or obtain remedies in court under Title 1 of the Magnuson-Moss Consumer Warranty Act.

And...here is what I found in my MY 2015 Warranty Booklet:

Page 10, under This Warranty Does Not Cover...

Abuse, accidents, acts of God, competition, racing, track use, or other events.

neanicu 09-01-2016 02:00 PM

Quote:

Originally Posted by robmypro (Post 13571674)

track use

WOW WOW WOW!!!!

robmypro 09-01-2016 02:10 PM

More zingers...also on page 10, under This Warranty Does Not Cover:

- Dealer-installed accessories not distributed by PCNA
- Modifications not authorized by PCNA

Note 2: You should also be aware that PCNA may deny your warranty coverage if your vehicle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

I would not be driving up to the dealer with a modified exhaust if my CEL went on. If they can get out of covering the engine by pointing to these clauses, what luck are you going to have fighting it?

robmypro 09-01-2016 02:13 PM

Quote:

Originally Posted by doubleurx (Post 13571513)

Wow, suddenly its not so bad to own a 2014 year. Mine has the same wording as Macca. Can 2015 owners confirm that clause on warranty was removed? If that is consistent on 2015 and 2016 manuals, I doubt it was a mistake in printing. And if it is consistent, it would be difficult to argue. I guess we should also know if there is anything in the warranty section about denial if used on a track?

This clause was removed on my 2015.

neanicu 09-01-2016 02:15 PM

This is mind blowing!!! Since when did they stop offering track warranty?!

Mods are a different story...that specification was there since forever and it's dealer dependent when it comes to reinforcing it.

robmypro 09-01-2016 02:20 PM

The bottom line is pretty clear here. Porsche will deny warranty coverage if they have any way out of it. And that means they better not see any modifications, and they better not know about any racing or track use.

The situation Chris is going through should make that crystal clear.

qbix 09-01-2016 02:27 PM

I am done with Porsche GT cars. Will put mine on sale before it's warranty expires and others figure out that this car is not for track days any longer. MY2015.

F%&* you porsche.

GrantG 09-01-2016 02:55 PM

Really interesting that Porsche would back away from its track warranty for GT cars, just as much of the competition has been broadening their warranties to include track use (GT350, Camaro Z28, Corvette, Viper, etc.).

Maybe it will return with low-revving turbocharged GT cars???

robmypro 09-01-2016 02:55 PM

Quote:

Originally Posted by qbix (Post 13571764)

I am done with Porsche GT cars. Will put mine on sale before it's warranty expires and others figure out that this car is not for track days any longer. MY2015.

F%&* you porsche.

I wouldn't go that far, but I don't blame anyone for having these thoughts. To me, it is simple. Don't expect the car to be covered by warranty if something bad happens on the track (and they know about it), or they

know of any modifications, and don't expect any goodwill after your warranty expires.

I am just hoping to learn more about the new top end changes, and get some sense that those parts address the problem. Then hope my engine needs a new top end before my warranty expires.

tonymission 09-01-2016 02:55 PM

Quote:

Originally Posted by robmypro (Post 13571674)
or other events.

???? I guess that's pretty inclusive..... :icon501:

One thing we're learning here is don't be honest about your CEL.

Sean in Texas 09-01-2016 03:00 PM

Quote:

Originally Posted by robmypro (Post 13571716)

This clause was removed on my 2015.

:roflmao:

I don't want to take the conspiracy theory down the rabbit hole, but I just checked my owner's manual case, and the little booklet about 'Driving On The Race Circuit' isn't in there any more. I would have had zero reason to not keep it with the other car manuals...

Checking to see if I can order a replacement.

WernerE 09-01-2016 03:01 PM

Here's a snapshot of my 2015 Warranty Page.

<http://cimg3.ibsrv.net/gimg/rennlist...feb5e5bcd5.jpg>

WernerE [09-01-2016 03:04 PM](#)

Quote:

[Originally Posted by Sean](#) in Texas (Post 13571866)

:roflmao:

I don't want to take the conspiracy theory down the rabbit hole, but I just checked my owner's manual case, and the little booklet about 'Driving On The Race Circuit' isn't in there any more. I would have had zero reason to not keep it with the other car manuals...

Checking to see if I can order a replacement.
The booklet was included in my 2015.

WSH 09-01-2016 03:06 PM

Quote:

Originally Posted by WernerE (Post 13571873)
Here's a snapshot of my 2015 Warranty Page.

<http://cimg3.ibsrv.net/gimg/rennlist...feb5e5bcd5.jpg>

Is that from [a GT3 manual ?](#)

[If not, it shouldn't be part of this discussion](#) as it's a different engine, different model

robmypro 09-01-2016 03:13 PM

Quote:

Originally Posted by WSH (Post 13571897)

Is that from a GT3 manual ?

If not, it shouldn't be part of this discussion as it's a different engine, different model

This was the warranty booklet that came with my GT3.

WernerE 09-01-2016 03:15 PM

Quote:

Originally Posted by WSH (Post 13571897)

Is that from a GT3 manual ?

If not, it shouldn't be part of this discussion as it's a different engine, different model

My 2015 GT3, correct (I have more than one 911).

zedcat 09-01-2016 03:21 PM

A few comments. The USA warranty language is unchanged from at least 2012. The note about "driving events" and "may not be covered" are in the warranty book for my 12 Cayman. The GT cars do not get a special warranty book. If you look at the book it is titled Warranty and Customer Information Model year xxxx and it is for all models. you can see a footnote that GT cars have a shorter corrosion warranty so it is clear the booklet is for all. So nothing really new. My opinion is PAG/PCNA want this to be vague- it may or may not be covered. I've had warranty coverage on a tracked car although relatively minor (water pump, PDLs) and other USA cars have had GT3 top end work. I know cars that went from the track to the dealer on a flat bed with numbers on the doors.

My 9/14 build MY 2015 GT3 was not delivered with the Race Circuit booklet. I requested and received one from PCNA. It is copyright 2014 with a 10/14 notation and does not have the warranty reference.

Of course sorry to hear about the denial of coverage in Europe. Not sure what impact this may have for US market cars.

Going to COTA Sunday and will try not to think about all this!

Sean in Texas 09-01-2016 03:34 PM

Quote:

Originally Posted by WernerE (Post 13571894)

The booklet was included in my 2015.

It was included with mine, as well. I have referenced it a couple of times just to make sure I wasn't forgetting about anything. Always put it back in the car with the rest of the car's documentation. The 'implication' was that it has disappeared under mysterious circumstances. :cheers:

Quote:

Originally Posted by zedcat (Post 13571931)

A few comments. The USA warranty language is unchanged from at least 2012. The note about "driving events" and "may not be covered" are in the warranty book for my 12 Cayman. The GT cars do not get a special warranty book. If you look at the book it is titled Warranty and Customer Information Model year xxxx and it is for all models. you can see a footnote that GT cars have a shorter corrosion warranty so it is clear the booklet is for all. So nothing really new. My opinion is PAG/ PCNA want this to be vague- it may or may not be covered. I've had warranty coverage on a tracked car although relatively minor (water pump, PDLs) and other USA cars have had GT3 top end work. I know cars that went from the track to the dealer on a flat bed with numbers on the doors.

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Of course sorry to hear about the denial of coverage in Europe. Not sure what impact this may have for US market cars.

Going to COTA Sunday and will try not to think about all this!

Zedcat, our cars were very close in build date, and I took delivery from North in November of 14. I had the booklet. I called up and ordered a replacement. Apparently only 6 left in NA!

Have a good time this weekend!

neanicu 09-01-2016 03:41 PM

I specifically remember early(2014) owners had clear warranty books which mentioned that track usage is covered as long as a more strict service interval is followed. What happened to that?

FLT6SPD 09-01-2016 03:43 PM

Question, Do you think the 991 cars are smart enough to link GPS coordinates with CEL's? The GTR has a GPS based speed limiter that is automatically removed when on a track.

Quote:

Originally Posted by robmypro (Post 13571908)

This was the warranty booklet that came with my GT3.

neanicu 09-01-2016 03:51 PM

I knew it was posted by Mike somewhere :

<http://rennlist.com/forums/991-gt3-g...-warranty.html>

hf1 09-01-2016 03:54 PM

Quote:

[Originally Posted by neanicu \(Post 13571969\)](#)

[I](#) specifically remember early(2014) owners had clear warranty books which mentioned that track usage is covered as long as a more strict service interval is followed. What happened to that?

Plus almost every GT3 promotional video and photo showed the car driven on a race track.

ipse dixit 09-01-2016 03:59 PM

Quote:

Originally Posted by neanicu (Post 13571969)

I specifically remember early(2014) owners had clear warranty books which mentioned that track usage is covered as long as a more strict service interval is followed. What happened to that?

Quote:

Originally Posted by neanicu (Post 13572012)

I knew it was posted by Mike somewhere :

<http://rennlist.com/forums/991-gt3-g...-warranty.html>

[I](#) have that booklet. And mine is a MY 2015.

I thought everyone had it, no?

zedcat 09-01-2016 04:11 PM

Quote:

Originally Posted by neanicu (Post 13572012)

I knew it was posted by Mike somewhere :

<http://rennlist.com/forums/991-gt3-g...-warranty.html>

This is just my interpretation- the Race Circuit book does not provide any specific warranty. Apparently the MY 2014 Circuit booklets included a reference to the warranty which would seem to imply that if one follows the booklet service requirements then warranty would apply. As noted previously the booklet dated 10/14 and provided with MY 2015 does not have this reference. I don't have a 2014 Warranty and Customer Information booklet but I would expect it has the same note about "driving events" and "may not be covered" language. I think Porsche would take the position the warranty book supersedes.

Again just my interpretation but I think specific warranty coverage for track use has always been a bit loose and in Porsche's favor. Since starting the track hobby/sport in 2012 I've always assumed I was taking some risk of warranty denial.

signes 09-01-2016 04:17 PM

Everybody does, if it wasn't included it isn't a conspiracy, just an oversight. My GT3 and now RS both included that booklet.

neanicu 09-01-2016 04:21 PM

The way I've seen it and I admit, one of the biggest selling points over the 997 GT cars was the TRACK WARRANTY. If that warranty only applies to cheap thermostats, coils and brake pucks/and not to 90K dollars engines...then it's not ok...and I see it as a stab in the back.

doubleurx 09-01-2016 04:23 PM

There is a difference in the "driving on a race circuit booklets". It appears only the 2014 cars have the statement about warranty coverage, it is pretty clear with the use of the word "if".

RFGGT3 09-01-2016 04:24 PM

My 2012 Panamera Turbo warranty booklet and the 2014 GT3 booklet are identical in content except for the cover that reads Model Year

2012 and Model Year 2014. Hard to believe PCNA/PAG not honoring track related issues with the GT3/RS at least for US models.

CALSE 09-01-2016 04:41 PM

Quickly researched Porsche's behaviour when the IMS issue came up as LEVD had suggested. Anyone else thinks we may be SOL with the GT3/RS motor design flaw when the warranty period ends?

Alan C. 09-01-2016 04:55 PM

My 2015 with an 11/14 build did not come with the track booklet. I asked for it twice but never received it.

ipse dixit 09-01-2016 04:56 PM

Quote:

Originally Posted by CALSE (Post 13572162)

Quickly researched Porsche's behaviour when the IMS issue came up as LEVD had suggested. Anyone else thinks we may be SOL with the GT3/RS motor design flaw when the warranty period ends?

Why would anyone think otherwise?

(My apologies, but I don't mean to come off as glib.)

CALSE 09-01-2016 05:10 PM

Quote:

Originally Posted by ipse dixit (Post 13572211)

Why would anyone think otherwise?

(My apologies, but I don't mean to come off as glib.)

Where is my kool-aid? :/

Omi 09-01-2016 05:11 PM

Quote:

Originally Posted by FLT6SPD (Post 13571977)

Question, Do you think the 991 cars are smart enough to link GPS coordinates with CEL's? The GTR has a GPS based speed limiter that is automatically removed when on a track.

In the case of the GT-R, most do not have GPS limiters. That was a feature on Japanese market cars. All GT-Rs have "black boxes". When a fault is triggered (CEL or otherwise) a data snapshot is captured.

Additionally, the black box has a recording of driving data. The combination of this data can then be used to identify issues and verify circumstances in warranty claims. For example, if the black box sees a modification to the ECU and sustained 30 psi from the turbos before a

failure, coverage is likely to be denied, regardless of whether or not the customer returned it to stock before bringing it into the dealership.

Either way, ethics aside, misrepresenting the circumstances of failures is not going to be an effective solution.

Chris3963 09-01-2016 05:15 PM
Some good news.

Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums.

I sent the email to my dealer at 1pm. My dealer forwarded it to PAG at around 2pm. Then at 5:30pm I got an email from my dealer saying that PAG had agreed to do the work under warranty.

Faith restored, if a little tarnished.

ipse dixit 09-01-2016 05:20 PM
Quote:
Originally Posted by Chris3963 (Post 13572258)
Some good news.

Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums.

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Faith restored, if a little tarnished.
Wonderful to hear!

neanicu 09-01-2016 05:22 PM
Quote:

Originally Posted by Chris3963 (Post 13572258)

Some good news. Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums. I sent the email to my dealer at 1pm. My dealer forwarded it to PAG at around 2pm. Then at 5:30pm I got an email from my dealer saying that PAG had agreed to do the work under warranty. Faith restored, if a little tarnished.

Good news!

I'm sure they're reading this thread. They don't want this to become more than it is.

MileHigh911 09-01-2016 05:23 PM

Quote:

Originally Posted by Chris3963 (Post 13572258)

Some good news.

Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums.

I sent the email to my dealer at 1pm. My dealer forwarded it to PAG at around 2pm. Then at 5:30pm I got an email from my dealer saying that PAG had agreed to do the work under warranty.

Faith restored, if a little tarnished.

Perhaps restored---for your individual case. But are you covered NOW if you track it? I view this as a "shot over the bow" from PAG. If the next GT3/RS do not have a track warranty, then I have no interest. Many other brands are specifically given track warranty coverage on their special issue track purpose cars.

This is a design issue through and through. No question. It is not a money shift thing, where user error cause failure. They should be happy most of us are testing the engine for them.

MileHigh911 09-01-2016 05:25 PM

And----there has been failure from those NOT driven on the track. This may be the first real sign that PAG has become Audi. They are more about selling SUVs than the enthusiast cars.

Omi 09-01-2016 05:27 PM

Quote:

Originally Posted by Chris3963 (Post 13572258)

Some good news.

Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums.

I sent the email to my dealer at 1pm. My dealer forwarded it to PAG at around 2pm. Then at 5:30pm I got an email from my dealer saying that PAG had agreed to do the work under warranty.

Faith restored, if a little tarnished.

Good to hear.

Quote:

Originally Posted by Omi (Post 13557356)

In the near term and given the company's apparent objectives, Porsche's current approach is all that's needed and it may even benefit Porsche. They may see an increase in warranty claims but they have the option to fight those or at least draw them out on a case by case basis. Additionally, once the cars are out of warranty they will either sell more parts or sell more cars.

Some agreed with this and some did not, but this is exactly how it is playing out and I am more confident now than before that Porsche will take this least cost approach as previously described. Chris was probably not the first in this situation and will undoubtedly not be the last.

RFGGT3 09-01-2016 05:36 PM

Great news Chris.

doubleurx 09-01-2016 05:42 PM

Congrats Chris!

robmypro 09-01-2016 05:51 PM

Quote:

Originally Posted by Chris3963 (Post 13572258)

Some good news.

Wrote a very detailed letter to my Porsche dealer today detailing my case, the fact that it was a known problem, that I was not given advance notice that I may have to pay, how much money I had spent on PCars in the last 18 months, highlight the track warranty conditions in the booklet that I had complied with, etc....and that if they did not positively resolve the situation I would marshal social media globally via Porsche forums.

I sent the email to my dealer at 1pm. My dealer forwarded it to PAG at around 2pm. Then at 5:30pm I got an email from my dealer saying that PAG had agreed to do the work under warranty.

Faith restored, if a little tarnished.

Now THAT'S what I am talking about! Congrats Chris!

robmypro 09-01-2016 05:53 PM

Quote:

Originally Posted by robmypro (Post 13570564)

I know I sound like a Porsche apologist, but I want to wait and see how this plays out. I am concerned that PAG isn't just fixing the issue, but maybe they just need a little push. Fingers crossed for Chris!

I love being right. Especially when being wrong would completely blow.

:cheers:

Macca 09-01-2016 06:12 PM

Great outcome Chris. I think they must have had a brain fart. The whole decision to charge you was wrong on so many levels. Glad it is resolved now. You currently have the same equivalent engine as installed in the 911R and July on 991 RS. Go out there and thrash it mercilessly for us to ensure its up to teh task. We are after all, all PAG GT program prototype test engineers LOL :-)

997rs4.0 09-01-2016 06:16 PM

Great news, enjoy the new updated engine!

tonymission 09-01-2016 06:31 PM

Great to hear... I'm in the brain fart camp or at least 'they'll require a little push" and then go ahead with it. Not everyone is on rennslist so maybe they feel they can get a couple people to actually pay for this?? Not that that's a positive approach from PAG but wouldn't put it past them.

Chris3963 09-01-2016 06:34 PM

Quote:

Originally Posted by Macca (Post 13572397)

Great outcome Chris. I think they must have had a brain fart. The whole decision to charge you was wrong on so many levels. Glad it is resolved now. You currently have the same equivalent engine as installed in the 911R and July on 991 RS. Go out there and thrash it mercilessly for us to ensure its up to teh task. We are after all, all PAG GT program prototype test engineers LOL :-)

I have a track day scheduled at Spa on September 19th. The dealer has already put 500 kms on the new engine, changed the oil, etc. They advised me to drive normally for another 500kms before giving it the full beans.

Chris3963 09-01-2016 06:36 PM

Quote:

Originally Posted by tonymission (Post 13572457)

Great to hear... I'm in the brain fart camp or at least 'they'll require a little push" and then go ahead with it. Not everyone is on rennslist so maybe they feel they can get a couple people to actually pay for this?? Not that that's a positive approach from PAG but wouldn't put it past them.

I think I agree because if I had have been one of those people that just said ok and rolled over, I would be 30,000 euro out of pocket.

Al Pettee 09-01-2016 06:49 PM

Quote:

Originally Posted by MileHigh911 (Post 13572279)

...This may be the first real sign that PAG has become Audi....

They have been for years-both legally and culturally-it's still a Porsche/Pieech company.

And I'm allowed to say this-I own 2 Porsche's and 2 Audi's, both modded-and both out of warranty.....:icon501:

squid42 09-01-2016 07:23 PM

Quote:

Originally Posted by GrantG (Post 13571845)

Really interesting that Porsche would back away from its track warranty for GT cars, just as much of the competition has been broadening their warranties to include track use (GT350, Camaro Z28, Corvette, Viper, etc.).

Maybe it will return with low-revving turbocharged GT cars???

I would really like to collect the photos of that page in the booklet clearly labeled by country and model year of the car it came with.

So this is 2014 German and 2015 US, respectively? But if I understand that correctly the first one is the Gt specific "track driving" booklet and the other one is a Porsche generic warranty booklet, right?

http://rennlist.com/forums/attachmen...rcuit_0004.jpg

<http://cim3.ibrsv.net/gimg/rennlist...feb5e5bcd5.jpg>

[squid42](#) 09-01-2016 07:39 PM

Quote:

Originally Posted by Omi (Post 13572248)

In the case of the GT-R, most do not have GPS limiters. That was a feature on Japanese market cars. All GT-Rs have "black boxes". When a fault is triggered (CEL or otherwise) a data snapshot is captured. Additionally, the black box has a recording of driving data. The combination of this data can then be used to identify issues and verify circumstances in warranty claims. For example, if the black box sees a modification to the ECU and sustained 30 psi from the turbos before a failure, coverage is likely to be denied, regardless of whether or not the customer returned it to stock before bringing it into the dealership.

Either way, ethics aside, misrepresenting the circumstances of failures is not going to be an effective solution.

It is a bit more complicated. From 2015 on all cars newly registered in the US must have a black box useful for accident reconstruction, named EDR ("event data recorder").

http://standards.sae.org/j1698/2_201301/

Download pdf and more [links](#):

<https://www.google.com/search?q=saej...hrome&ie=UTF-8>

The standard [does not specify how this is implemented](#). Obviously there is nothing that keeps the manufacturer from also storing this information when the CE light goes on, as long as they also keep the on-crash functionality.

I read somewhere that GPS is supposed to be in there if the car has it, but I can't see that right now. Again, nothing keeps the manufacturer from putting in whatever they like in addition to the required elements.

The reason why you don't hear about this often is that it is kept a bit under the covers. U.S. police very rarely request this data for random accidents (because police officers are the most enthusiastic speeders both on and off duty, not to mention U.S. police generally doesn't like to do accident reconstruction in the first place) and if they do request

it then they just throw it in as "excessive speed appears to be a cause" pretending it came out of tire marks or whatever.

I am sure that Porsche knows where your car was when the CEL came on, in the models with GPS as standard at least.

C6 ZED 09-01-2016 07:48 PM

Quote:

Originally Posted by squid42 (Post 13572558)

I would really like to collect the photos of that page in the booklet clearly labeled by country and model year of the car it came with.

So this is 2014 German and 2015 US, respectively? But if I understand that correctly the first one is the Gt specific "track driving" booklet and the other one is a Porsche generic warranty booklet, right?

Squid42

Correct for both but as noted in other posts above it appears that the warranty reference in the GT3 specific track booklets (and in the GT3 & GT3RS booklet) changed in later editions of the booklets to remove the warranty reference. <3mph's GT3 booklet WKD 991 17 21 15 dated 04/14 has the warranty reference as does Macca's booklet but my GT3 booklet WKD 991 19 21 15 dated 10/14 does not mention warranty. It appears that PAG's legal folks decided to remove this implied warranty.

Omi 09-01-2016 07:54 PM

Quote:

Originally Posted by squid42 (Post 13572594)

It is a bit more complicated. From 2015 on all cars newly registered in the US must have a black box useful for accident reconstruction, named EDR ("event data recorder").

http://standards.sae.org/j1698/2_201301/

Download pdf and more links:

<https://www.google.com/search?q=saej...hrome&ie=UTF-8>

The standard [does not specify how this is implemented](#). Obviously there is nothing that keeps the manufacturer from also storing this information when the CE light goes on, as long as they also keep the on-crash functionality.

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I am sure that Porsche knows where your car was when the CEL came on, in the models with GPS as standard at least.

Yes every manufacturer has different implementations and different technologies. I was only referring to Nissan's implementation of GPS and "black boxes" in the GT-R as it pertains to this kind of situation.

squid42 09-01-2016 08:07 PM

Quote:

Originally Posted by C6 ZED (Post 13572618)

Squid42

Correct for both but as noted in other posts above it appears that the warranty reference in the GT3 specific track booklets (and in the GT3 & GT3RS booklet) changed in later editions of the booklets to remove the warranty reference. <3mph's GT3 booklet WKD 991 17 21 15 dated 04/14 has the warranty reference as does Macca's booklet but my GT3 booklet WKD 991 19 21 15 dated 10/14 does not mention warranty. It appears that PAG's legal folks decided to remove this implied warranty.

Well, it is to everybody's advantage to change things so that warranty is clarified only in one place, instead of two.

Now, if the warranty booklet was a bit more clear...

The wording "and events" without further qualification will not survive contact with any lawyer.

Also, what is the definition of "a track"? Obviously you are allowed to use your car on private land, as long as the surface is suitable. What if you have a really long and really curvy driveway?

What about autocross? Are closed off airfields and parking lots "tracks"? I don't think we would say that. But now imagine you buy an old airfield and you do more and more car events and improve it. At what point does it turn into "a track"?

I think the only hard data here is whether you are on any popular enough forums or blogs or not.

gled 09-01-2016 08:18 PM

I got no response to question about 918 valve train. It's the same as GT3/RS. Have they encountered any problems.

levd 09-01-2016 08:24 PM

Quote:

Originally Posted by CALSE (Post 13572162)

Quickly researched Porsche's behaviour when the IMS issue came up as LEVD had suggested. Anyone else thinks we may be SOL with the GT3/RS motor design flaw when the warranty period ends?

Absoluthely.

bronson7 09-01-2016 08:29 PM

How many owners of either the gt3 or rs, NOT receive the track manual. It seems there's more than a few that did not get it and/or had to ask for it. I had to ask for it and did receive it after a few months. Do you think PAG did this purposely? I'm starting to wonder.

neanicu 09-01-2016 08:45 PM

Quote:

Originally Posted by gled (Post 13572671)

I got no response to question about 918 valve train. It's the same as GT3/RS. Have they encountered any problems.

The Porsche 918 engine is a naturally aspirated 4.6 V8 developed from the RS Spyder race car. I highly doubt that the valve train is the same as the GT3/RS!

Macca 09-01-2016 08:51 PM

1 Attachment(s)

Here is mine. First edition printed 08/13 supplied with my car built 11/13 ROW Europe market car (EU). WKD 991 10 21 14

It makes me wonder if they will stop warranting the 991.2 GT3 when it comes out. They didn't warranty these cars on the track with prior generations in our market. This was the first time! Probably the last too id imagine. After these DFI GT debacles I couldn't personally justify taking the risk having been through the situation already. I'd be better if to keep my 991.1 GT3 with its extended warranty for longer. It will be interesting to see if the marketing boys and bean counters at PAG have retracted this here forth...

zedcat 09-01-2016 09:05 PM

Quote:

Originally Posted by bronson7 (Post 13572703)

How many owners of either the gt3 or rs, NOT receive the track manual. It seems there's more than a few that did not get it and/or had to ask for it. I had to ask for it and did receive it after a few months. Do you think PAG did this purposely? I'm starting to wonder.

I'm sure they purposely made the wording change. My car was built 9/14, delivered 11/14 and the booklet was dated 10/14. I didn't get the booklet with the car and had to ask the dealer several times without success then called PCNA. Took 2 calls but they sent it. I always assumed it was just timing/ availability rather than PAG/ PCNA withholding it.

Macca 09-01-2016 09:31 PM

This by C6 ZED is very interesting in my mind:

WKD 991 17 21 15 dated 04/14 has the warranty reference as does Macca's booklet but my GT3 booklet WKD 991 19 21 15 dated 10/14 does not mention warranty

Why so? Because PAG produced E series 991 GT3 between 09/13 - 08/14. These engines were replaced under the stop sale with "E1" (revision) series engines.

So it would appear PAG changed the USA booklet from F series production 09/14 onwards. Given they had just spent circa \$100MM USD on replacing over 780 engines worldwide Im guessing this was a calculated decision to limit liability in the future.

To this day I do not believe PAG yet have a 100% reliable and proven solution for premature 991 GT3 and RS valve train wear.

Its my hunch that PAG WILL NOT WARRANTY next generation GT3 and RS for Track use...

This is not to say they will not honour claims of wear which is due to design or technical failings, but simply that they have the "right" to refuse and can work again (like in the past) to a fixed "provision" in their balance sheet rather than an almost open ended one which happened with the early 991.1 GT3....

This would all make an excellent article or book.

neanicu 09-01-2016 09:40 PM

Macca is spot on! And as I've said in the past, what better testing can you do as a company, than having 7-8000 customers, out of which 80%

track their cars(according to AP),as test beds for your new competition engine?

zedcat 09-01-2016 09:53 PM

For the USA is the track warranty situation truly any different 991 vs 997? I didn't own a 997. But I have a 2012 Warranty book and it has the same language in it and it has the footnote on corrosion warranty limit for GT cars so I believe it applies to them as well. Were there a lot of warranty claims denied due to track use? Myself and others I know have tracked non GT cars of that vintage and gotten warranty repairs. What seems to be different to me is the marketing and the existence of the Race Circuit booklet. It will be interesting to see how they approach that with the next gen GT cars if they truly intend to exclude warranty for track use.

neanicu 09-01-2016 09:58 PM

^^^ Those that received warranty repairs after failures on track in 997 GT cars, received them solely on having a good relationship with their respective dealers, who were willing to close their eyes and tell PAG failures happened elsewhere. The 991 GT cars are the first who specifically had warranty books that named track coverage.

squid42 09-01-2016 10:06 PM

Don't forget how big the Internet and social media are now. How much does it cost to keep a couple of GT3 heads rotating in the mail to have them exchanged by US dealers and refurbished in Germany? Less than -say- 30% of the people who suffer from a known failure mode succeeding in making a dustup that is seen by a lot of potential customers?

The particular failure mode doesn't apply to other Porsche models, so they would have an excuse to treat the GT3 people special and still not have to pay for vanilla 911s suffering random track failures. This is probably the key in the whole game. They don't want to erode the warranty system. They need a lid to keep on it, a lid clearly visible to customers.

zedcat 09-01-2016 10:07 PM

Quote:

Originally Posted by neanicu (Post 13572898)

^^^ Those that received warranty repairs after failures on track in 997 GT cars, received them solely on having a good relationship with their respective

dealers,who were willing to close their eyes and tell PAG failures happened elsewhere.

The 991 GT cars are the first who specifically had warranty books that named track coverage.

That's the part I don't understand. I see no specific track warranty language in any of the written material that came with my 2015 GT3. Can you elaborate or point to the language? Thanks

Macca 09-01-2016 10:08 PM

Quote:

Originally Posted by neanicu (Post 13572898)

^^^ Those that received warranty repairs after failures on track in 997 GT cars,received them solely on having a good relationship with their respective dealers,who were willing to close their eyes and tell PAG failures happened elsewhere.

The 991 GT cars are the first who specifically had warranty books that named track coverage.

This was certainly the way it rolled in our market. To be honest the 997.2 GT3 & RS were retired early on from track use as values started to head north within 3 years of their introduction. The 991 GT3s I know here (and one GT4) have by far done more track work than the prior GT3 in our market. Not the same in the USA or Europe I know.

I think the key to the local warranty claims on 997 Gt3 (and there were a number including an engine that "hydro locked" during a spin on a local circuit (very unusual issue) was goodwill with the dealer (small market etc).

doubleurx 09-01-2016 10:18 PM

Quote:

Originally Posted by zedcat (Post 13572920)

That's the part I don't understand. I see no specific track warranty language in any of the written material that came with my 2015 GT3. Can you elaborate or point to the language? Thanks

It appears only the 2014 GT3 had the statement about track warranty. Mine has it. So far nobody with a 2015 or 2016 has confirmed that wording. It appears it may only be with the original 785 cars.

neanicu 09-01-2016 10:23 PM

Quote:

Originally Posted by zedcat (Post 13572920)

That's the part I don't understand. I see no specific track warranty language in any of the written material that came with my 2015 GT3. Can you elaborate or point to the language? Thanks

Go back to page 106. There's 2 pics posted by squid42 comparing the language for 2014 cars with 2015 and on.

Also there's more info on this thread :

<http://rennlist.com/forums/991-gt3-g...-warranty.html>

[zedcat](#) 09-01-2016 10:41 PM

Quote:

Originally Posted by neanicu (Post 13572962)

Go back to page 106. There's 2 pics posted by squid42 comparing the language for 2014 cars with 2015 and on.

Also there's more info on this thread :

<http://rennlist.com/forums/991-gt3-g...-warranty.html>

[Ok, thanks, I'm](#) aware of both of those. Just a difference in interpretation. I don't have a 14 but I expect the 2014's were delivered with the Warranty book with Note 1 stating driving events "may not" be covered. My interpretation would be it's unclear. If I had an issue or have another one with my 2015 I'll absolutely be pushing to get coverage but I don't see it as clear. Now I have all my warranty books and Circuit books spread all over and checking for any little differences LOL. Knew I shouldn't have checked this thread again...

qbix 09-01-2016 10:47 PM

It's very nice that the things turned out ok for our colleague. But it is not good news for all of us.

I haven't spent thousands bucks for P cars in the last years. Does it mean they will not fix my car shall the problem occur (under the warranty)?

It shows Porsche attitude has changed and once our cars are out of warranty we will be left alone with the bill for possible engine fixes. 100% sure.

Talking about the Racing on a Circuit booklet... Does it have your car's VIN put there? Is there any reference in the warranty to that booklet? If not that mean this little paper means nothing. It is not part of the warranty.

Macca 09-01-2016 10:55 PM

Quote:

Originally Posted by qbix (Post 13573014)

It's very nice that the things turned out ok for our colleague. But it is not good news for all of us.

I haven't spent thousands bucks for P cars in the last years. Does it mean they will not fix my car shall the problem occur (under the warranty)?

It shows Porsche attitude has changed and once our cars are out of warranty we will be left alone with the bill for possible engine fixes. 100% sure.

Talking about the Racing on a Circuit booklet... Does it have your car's VIN put there? Is there any reference in the warranty to that booklet? If not that mean this little paper means nothing. It is not part of the warranty.

The supplement does not carry unique VIN data. Im guessing PAG will use the cars production date to reference the supplement it would have been shipped with is s*t came to shove.

I agree its not a water tight document. My GT3 lives in a different country than I do but I will be visiting it next week and I will look at all teh documentation and photograph and post what I find here.

Regardless, this is an interesting diversion. I had never picked up on this point having an early production car from the original build. My track supplement indicates track work is covered unless the specific track maintenance schedule is not adhered to, and Ive been granted a warranty replacement engine without question when the CEL alert was on track.

I also distinctly remember the fact that the 991.1 GT3 was the first GT car sold by PAG which had track use included in its warranty provision. Im sure I have this on a press release or youtube clip (AP) in my files somewhere. To be fair, I am not a rich man and the 991 GT3 was a diversion from my old skool aircooled passion so this weighed significantly on me making the GT3 my primary track appliance (my 993 had handled those duties admirably till that time). I figured if big ticket items such as the PDK gearbox and/or engine should fail Id be covered at least for the first few years etc

Macca 09-01-2016 11:11 PM

5 Attachment(s)

Hindsight (history) is a wonderful thing!

here are a few screen shots from the 2013 USA press release I found will looking in my files.

Also I found again significant reference to the cars being warrantied for track use. I have linked to my drop box so you too can download

the full 2014 991 GT3 "Service Information" Technical Introduction booklet from PAG (for the dealers sales people and service staff). Dated 09/13.

The 991.1 GT3 IMO was clearly intended to have a warranty that covered use on track as long as Track Maintenance Items were adhered to...

Have a good look at this. Many fascinating things we have learnt much about since. Also interesting I found more than one reference in old press packs to a special unique crankshaft for the GT3. The PET shows this part as being more expensive today than the 991 RS "space metal" crank. That's curious.

This was all written before 2014 "stop sale", replacement E & F valvetrain wear, subsequent G engine (improved heads, oiling etc) introduction and very recent May/June G+ DLC cams...

https://www.dropbox.com/s/e28s1lpqnt...es_v2.pdf?dl=0

[mwar99](#) 09-01-2016 11:26 PM

Quote:

Originally Posted by zedcat

My 9/14 build MY 2015 GT3 was not delivered with the Race Circuit booklet. I requested and received one from PCNA. It is copyright 2014 with a 10/14 notation and does not have the warranty

!

Just curious - mine didn't come with it either, how did you request it from PCNA?

Thanks!

gled 09-01-2016 11:28 PM

1 Attachment(s)

918 and GT3/RS valve trains are the same. From the service info booklet: 918, "its design corresponds to the components of the GT3 engine". GT3 pix here. 918 pix in next post. Can't seem to upload two pix in one post.

gled 09-01-2016 11:31 PM

1 Attachment(s)

918 valve train pix.

Macca 09-01-2016 11:39 PM
Nice detective work Gled...

They do indeed "correspond". One assume they are of similar/same design (rockers). However the head design, oiling galleries etc may be different?

To your question regards if the 918 has suffered similar issues. Even if the parts were identical I suspect with 918 units worldwide and around 1/2 of those in the US given the use these cars have seen it would be unlikely the issue has surfaced, and should it have I'd imagine its been quickly "swept" under the "warranty carpet". 918 owners aren't overly well represented on global forums...

Interestingly your first picture is from the document I have just posted link to!

zedcat 09-01-2016 11:53 PM

Quote:

Originally Posted by mwar99 (Post 13573093)

Just curious - mine didn't come with it either, how did you request it from PCNA?

Thanks!

I called 1 (800) PORSCHE. They had records for me going back to the stop-sale. It took a couple of tries as they didn't have the part number or there was some confusion on it. The booklet is marked WKD 991 19 21 15 for MY2015. Hope that helps.

mwar99 09-02-2016 12:19 AM

Quote:

Originally Posted by zedcat

I called 1 (800) PORSCHE. They had records for me going back to the stop-sale. It took a couple of tries as they didn't have the part number or there was some confusion on it. The booklet is marked WKD 991 19 21 15 for MY2015. Hope that helps.

Thanks! I'll give that a try. Much appreciated

ipse dixit 09-02-2016 12:24 AM

Quote:

Originally Posted by mwar99 (Post 13573193)

Thanks! I'll give that a try. Much appreciated

I would contact your sales person (or Porsche Brand Ambassador) first.

nxfedlt1 09-02-2016 12:52 AM

not that it is apples and apples, but one of my boats has yamaha F-350s on it. The flywheel/harmonic balancer has been proven to be a wear issue that needs replacement after so many hours (100) which is pretty easy to put on during fishing season. Yamaha has outright stated they will cover the cost to send out a mechanic and replace them, past the end of the warranty so long as the motor runs as good will. For this reason, I'll continue to buy yamaha. Porsche should take a note.

that's 3x motors, getting flywheels replaced every 100 hours, several times a year. I don't do anything other than make a phone call.

Sean in Texas 09-02-2016 09:46 AM

Quote:

Originally Posted by mwar99 (Post 13573193)

Thanks! I'll give that a try. Much appreciated

I called the Parts desk at my dealer, gave them the part number, and they ordered it. As I said in a previous post, they told me there were only 6 left in North America.

gled 09-02-2016 01:39 PM

1 Attachment(s)

There is a material description of 918, assume it is the same for GT3.

signes 09-02-2016 03:53 PM

^ Great info gled, what was the picture in?

gled 09-02-2016 05:04 PM

1 Attachment(s)

The info is in the service information book. Here is the other photo that goes with last post. Again I can't get 2 photos to upload in the same post. Gordon

gago1101 09-02-2016 05:05 PM

I wouldn't worry about the warranty not being covered. They may try, but will cover. Including a booklet for a race circuit driving and describing maintenance implies that it is okay to drive at the track and any reasonable person will assume it is covered under warranty. The warranty booklet itself is generic and goes out with all 911s.

At least in the US, if one can prove that the small print was not clearly laid down when you bought the car, they have no case to argue. Including a track circuit driving booklet is enough to imply warranty,

unless they stated clearly in that booklet that while doing so warranty will be voided.

robmypro 09-02-2016 05:14 PM

Quote:

Originally Posted by gago1101 (Post 13574872)

I wouldn't worry about the warranty not being covered. They may try, but will cover. Including a booklet for a race circuit driving and describing maintenance implies that it is okay to drive at the track and any reasonable person will assume it is covered under warranty. The warranty booklet itself is generic and goes out with all 911s.

At least in the US, if one can prove that the small print was not clearly laid down when you bought the car, they have no case to argue. Including a track circuit driving booklet is enough to imply warranty, unless they stated clearly in that booklet that while doing so warranty will be voided.

I tend to agree. I looked for any wording in my tracking booklet telling me that my warranty was voided. Nothing.

Just in time 09-02-2016 10:43 PM

One could also easily argue that if PAG was withdrawing its track warranty for '15 and after cars, after doing so for '14s, that they needed to disclose that to buyers clearly. This is particularly relevant given that '15 and '16 cars are essentially no different than '14s. I could argue that if there had been a significant redesign for '15 then that might have been a different story. No, I never practiced law, but did work many times as expert witness on damages.

F1CrazyDriver 09-02-2016 11:02 PM

Quote:

Originally Posted by Just in time (Post 13575619)

One could also easily argue that if PAG was withdrawing its track warranty for '15 and after cars, after doing so for '14s, that they needed to disclose that to buyers clearly. This is particularly relevant given that '15 and '16 cars are essentially no different than '14s. I could argue that if there had been a significant redesign for '15 then that might have been a different story. No, I never practiced law, but did work many times as expert witness on damages.

no different to the "untrained" eye. Porsche can argue that the new mother E /f / g are different, therefore warrant new owners book that exclude track driving. Also different model years, etc. Just because they "look alike" does not mean they're the same internally. Just CYA guys, good luck, happy this one turned out okay after a 30k euro scare.

robmypro 09-02-2016 11:19 PM

So far Porsche hasn't let us down. That's the bottom line for me. Great company.

Porsche. There is no substitute.

qbix 09-02-2016 11:33 PM

Quote:

Originally Posted by robmypro (Post 13575683)

So far Porsche hasn't let us down. That's the bottom line for me. Great company.

Porsche. There is no substitute.

Porsche is giving crap and you are saying it is chocolate. I have never met more fixated individual.

Good luck. I hope they will never let you down ;)

robmypro 09-03-2016 12:08 AM

Quote:

Originally Posted by qbix (Post 13575703)

Porsche is giving crap and you are saying it is chocolate. I have never met more fixated individual.

Good luck. I hope they will never let you down ;)

Please define crap. Name one 991 GT3 owner who was treated unfairly. I am waiting.

doubleurx 09-03-2016 12:18 AM

Quote:

Originally Posted by robmypro (Post 13575790)

Please define crap. Name one 991 GT3 owner who was treated unfairly. I am waiting.

I agree, I've been treated very fair since the purchase of my GT3....12K compensation, a new C2 to drive for 4 months during the delay, an extended warranty to 5 years/100K, a trip to the experience center in Atlanta, invitation to Monterey pavilion....not crap in my opinion.

robmypro 09-03-2016 12:33 AM

This is my take on all of this. Some people want to assume the worst. They are not willing to give Porsche the benefit of the doubt. There is literally no amount of good intentions and deeds from Porsche that goes unpunished. Their warranty (which we all have and should have read) clearly states that the warranty is not valid when tracking the car. Yes, it is a bit ambiguous, depending on MY, but it is there. Yet, someone has an engine problem, tells Porsche they were tracking it

when it happened, and Porsche STILL covers it, albeit after a little nudge.

This is GOOD behavior from a very large company, one that did not have to honor the warranty. I was one of the only ones stating that I wanted to see how things played out first before I crucified them. Doesn't Porsche of all companies deserve the benefit of the doubt? If not, why did you buy your car from them in the first place?

Why are we all so quick to think the worst of Porsche? And why, when they do the right thing, as they clearly did in the case with Chris, are we so quick to discard that good behavior and continue to throw them under the bus?

Sorry, I refuse to be that cynical. If and when they treat me unfairly, I will change my opinion of them. Until then they will get the benefit of the doubt.

Isn't that how everyone should be treated?

robmypro 09-03-2016 12:35 AM

Quote:

Originally Posted by doubleurx (Post 13575806)

I agree, I've been treated very fair since the purchase of my GT3....12K compensation, a new C2 to drive for 4 months during the delay, an extended warranty to 5 years/100K, a trip to the experience center in Atlanta, invitation to Monterey pavilion....not crap in my opinion.

That sounds a lot like a company that actually cares about your satisfaction. In fact, I would say that was exceptional behavior. :thumbsup:

chance 09-03-2016 01:04 AM

Quote:

Originally Posted by robmypro (Post 13575683)

So far Porsche hasn't let us down. That's the bottom line for me. Great company.

Porsche. There is no substitute.

Agree 100%.

qbix 09-03-2016 01:19 AM

Again I truly hope they won't let you down.

From what I see the Gt3 engine suffers big design issues and Porsche can't address it properly. F and following G revisions just add a bit of reliability but don't solve the core of the issue.

Now, some people that are lucky to track their cars and have the misfire CEL are given engine refurbish.

As we have learnt it will not be an easy way to get it covered under the warranty. Ok, our colleague eventually got it I think because of his earlier dedication to the brand.

From the history of customers having known issues with earlier GT3s I am more than sure that after the warranty expires we stand no chances to have engine issues solved free of charge.

My car according to dealership has no warranty for track. This is not what I thought when ordering it after seeing multiple press releases, brochures and interviews with AP. The car was designed for street and track and 80% of previous customers take them to race track- this is what Porsche claims.

So we all have to agree that in everyone's sense this car has warranty when tracked, right?

Not so much in EU. I again confirmed it in writing with my dealer in Austria and spoke on a phone with another dealer from another EU country. I will need to have a look what my paper warranty says about it. I am abroad and can't do it now.

To add complexity to the warranty... The extended warranty (up to 10 years in EU) is although done via Porsche Finance it implements further even more stringent restrictions to the warranty. It is not the same factory warranty. But this one is understandable to me.

What I don't get is:

1. My car has a known engine issue and Porsche does nothing about it.
2. When my warranty expires I will be left alone with this issue. I already see extended warranty denial as camshaft issue will be to them "normal wear" and that is not covered.

Time will show. Hopefully I can sell the car before the prices hit a mud.

I will get another GT3 for sure but I want to know it will be reliable.

I don't expect to have warranty for racetrack if I am well aware of it.

robmypro 09-03-2016 02:50 AM

Quote:

Originally Posted by qbix (Post 13575902)

Again I truly hope they won't let you down.

From what I see the Gt3 engine suffers big design issues and Porsche can't address it properly. F and following G revisions just add a bit of reliability but don't solve the core of the issue.

Now, some people that are lucky to track their cars and have the misfire CEL are given engine refurbish.

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Time will show. Hopefully I can sell the car before the prices hit a mud.

I will get another GT3 for sure but I want to know it will be reliable.

I don't expect to have warranty for racetrack if I am well aware of it.

I understand that some people are uncomfortable with the engine issues, and are nervous about what Porsche will do on out of warranty issues pertaining to it. But why should I assume the worst, and let that thinking negatively impact my enjoyment of owning the car? You said that you hope they won't let me down. But here is the issue. They have not let me down. What they may or may not do in the future is not relevant. I can only go on experience to date, and Porsche have been great. All the stories I read of other people's experiences, and they too are great.

Regarding your points...

1. Your engine has a known issue and Porsche is doing nothing about it.

What are you expecting here? They are clearly aware of the problem. They are updating parts regularly. They are replacing engines or rebuilding top ends when the problem surfaces. Are we really expecting Porsche to give us all new engines, even when our engines are working fine? I think it is unfair to say Porsche is doing nothing about the issue.

2. When your warranty expires you will be left alone.

You don't know what is going to happen if this issue occurs out of warranty. Nobody does. But trust me, you will have TONS of support here on RL if they treat you unfairly.

The GT3 is a high performance car. The engine pushes the limits. Isn't that part of the attraction? Well, Porsche never said the engine was going to last forever. They said 4 years, or 50,000 miles (in the U.S.). If something bad happens before then, guess what? You get a rebuilt top end or new engine for free. That's the deal we signed up for.

You obviously love your car. Most of us do. The GT3 is awesome. Enjoy it, get the extended warranty, and have faith that Porsche is still the company you thought they were when you bought your car.

Until they give you reason to believe otherwise, have some faith in the brand.

qbix 09-03-2016 03:41 AM

I get your points but would not believe so reluctantly Porsche will stand behind their product. This what they have already shown and with much less serious problems.

What I expect from Porsche? Simple thing. Admittance that there is a problem and future solution for it in case the engine breaks down. Ideally to do the refurbishment right now before metal pieces make more damage to the rest of the engine. Why they don't fix every engine now? Cause they want to save on us.

I don't feel comfortable that there are same engines but with better camshaft, oiling rail and ECU upgrade and mine is not. The factory warranty comes to an end and that makes me nervous.

I love my car and enjoy it every minute I take it for a spin.

qbix 09-03-2016 03:51 AM

And you wrote that Porsche made their engine to last 4 years/50kmil.. That is obviously not true. This is only consumer right in US implementing this requirement. EU is 2 years only. Would anyone with right mind buy Porsche knowing they designed engine to last 2/4,years? Then cash out 90k Eur for a new engine? I highly doubt it. Porsche is where is now partially for being known for their reliability. Unfortunately with present GT3/RS is not the case. I hope they will have it fixed completely with 992 generation and take it as a very bitter lesson.

Macca 09-03-2016 04:18 AM
I really like Robs spirit on this and I share it.

I also understand qbix concern coming from a market that has only 2 year factory warranty and non if the litigation avenues and the consumer rights protection of the USA.

With the 993 we had some engine fires 8 years after production (they started in 2002). A gentleman on these boards suffered a total loss of his car by fire and determined the root cause, a wiring loom which was defective with age. A few more fires happened and Porsche did nothing. Then our Rennlist friend started a petition here and lobbied Porsche NA hard also with legal support. PAG capitulated once they realised they had serious liability and replaced every 993 wiring harness for every car around the world, 70,000 of the, IIRC at a cost of over \$2000 each including dealer labour.

Without our North American friends here there are many manufacturers who would ignore their customers plight. This is why I do what I can to support this board and these causes. The 991 GT3 and 991 RS are great cars and I don't wish to live in fear of being left unsupported should they have a mechanical issue due to a poor design. In my home market only 25 X 991 GT3 and 19 X 991 RS were delivered new. Clearly my market cannot put pressure on PAG to be responsible. Only USA market is large enough for this.

Macca 09-03-2016 05:12 AM
For those new to this thread wishing a synopsis this is an email I wrote to a member today who contacted me by PM...

"Hi There,

Thanks for your email.

Currently, via Rennlist and direct contact I have 35 examples of the CEL engine "misfire code" leading to replacement of complete engines or in a few cases new cam towers with full valve train (top end replacement).

From that rather small sample size 73% are E1 engines and 27% are F engines. E1 simply denotes these engines were the replacement E engines after the stop sale recall in early 2014.

The engines shipped with the early cars (Sept 2013 build through to July 2014) were simply "E" engines followed by a four digit serial number. All E engines were replaced with "E1" engines by June 2014. The issue at the time was "rod bolt failure". A few examples of cars catching fire was the reason for the global recall. These examples had issues within a few hundred miles. It (unofficially) believed the issue was in the calibration of the air tool used for torquing the titanium fasteners for the rod bolts. The bolts were designed with a very narrow torque tolerance and the tool was unable to maintain calibration to this specification on the production line. The replacement rod bolts were engineered beyond original specification to handle production line tool calibration variances and the tool itself was subject to frequent calibration checks. They are understood to be the rod bolts that feature in the later RS engine.

E engines had the first generation DLC "finger" rockers/followers. Later F engines we believe had a revised DLC coating on their DLC rockers and what appears to be a revision of oil pressure in the mid rpm range via the ECU. The oil pump in these cars is electronically variable and controlled by the ECU. The finger rockers are Metal Injection Molding (MIM) formed, the alloy constituency unknown but they are light and then coated with a diamond like layer for hardness and durability...

E1 cars were back on the road in Europe and USA from June/July 2014 in time for the European and North American summer and traditional "track season". These cars are now in their third such season of useage by those who track their cars frequently.

The F serial cars started to be delivered to clients by September 2015. As such they have seen the equivalent of just over one season of use on the track at this time.

With such a small sample base (I personally believe there are around 10x the failures We have knowledge of) and with the F engines having been introduced relatively recently it's difficult to make predictions.

However in September 2016 "G" serial (and e fine) cars started to be delivered to customers. These cars were only in production for approx. 4 months and coincided with deliveries of the first 991 RS which was also G serial. I believe around 3-400 G series GT3 were produced by the factory until production ceased mid Dec 2015.

With the G serial cars Porsche appears to have made updates to the GT3 MA175 engine to match identically (other than crank and 4.0L capacity related components) the RS MA176 engines.

The G engines have re designed heads which include additional oiling galleries. The pump has been updated to a unit for which the higher oil pressures on these cars make up a smaller percentage of their total capability (known as "duty cycle"). This is not to say the E/F oil pumps are inadequate, simply that the pump is now working less to maintain the increased pressure which I guess may aid in long term reliability. Not an issue as I believe as the original pump was already up to the job. ECU software for mid range oil pressure was further revised. Its very likely a third revision of the DLC coated rockers was also used, however this has not yet been confirmed. A new oil filter and neck specific to the G series is fitted.

We have no specific examples of failures of G engines in GT3 and RS at this time, however I have been contacted by a German fellow claiming his G engine RS has suffered the misfire code and its currently being looked at by Porsche. He is in his second European track season with the car as it was one of the first delivered in July 2015 (European cars only take a few days from factory to dealer unlike cars sent by sea to far away markets). I also have a 2nd/3rd hand claim of a European GT3 G series that may have had the same failure. It was a car used in the Porsche race series over in Germany in anger any and an early delivery so its in its 2nd season. However Ive learned not to rely on "here-say", as so far many stories have turned out to be wrong (i.e. it was an F engine "failure" not a G or the issue was unrelated to the valve train etc).

Subsequent we learn in May 2016 that a new engine "G1" is built as a swap replacement for engine issues. It has changes, primarily DLC coated cams (the lobes). This engine is installed in June onward 911RS builds and the new 911R & of course in the 4.0L capacity but the same changes apply. We have evidence of this through photos and the Porsche parts catalogue (PET) and invoices for supply of parts to a German GT3 owner who has just had updated heads fitted with these parts on his E engine.

My advice to you? If Im honest I will tell you I am not confident that Porsche have a 100% handle on the valve train wear issue in the GT3 & RS yet. But I suspect they must be getting close. They have played with the rockers, then the oiling and now the cam lobes. I think they must be very close to addressing this but my confidence has been eroded over three years so I cannot say this is certain.

If I were in the market for a 991 GT3 (great car by the way, you will love it!) and I had intentions to drive it on the track, I would look for an early E series car that has not yet had the engine or heads replaced that carries the longest possible warranty. Some cars were given extended factory warranty until 2019. I would drive it hard at the track understanding it will at some point need a new engine/heads. My theory is

you will be given the latest update at that time, a fix I believe is superior to the E and F engines. Infact you will have the very latest tech likely shared by the 911R and 991.2 engines to come depending on when the engine shows the issue. The track warranty and extended duration of warranty are the comfort and the price for earlier higher mileage cars would be less. I would not be concerned about mileage. Low mileage cars will take longer for you to receive your updated parts and enjoy full piece of mind.

The other option is to try and find a G series car. They will be expensive and as demonstrated do not have the "last word" in updates. They could take many years to show the fault and be out of warranty when that happens. I now have the G engine from Feb and fall into this camp. I wish now my E1 engine had hung on for longer so I could today have the G1 engine replacement!

So in summery, its my speculative belief that over a long enough time all E & F engines will exhibit the issue dependent on use and mileage. The F engines do appear more robust but the time line is mucking up the stats and if its taken out long enough I suspect the outcome will be the same failure rate %. The G engines is one supposes more reliable again but much newer with less time on it to show the issues just yet, especially with RS cars which are not tracked with as much volume/frequency and have a lower redline. These "G" RS cars too will exhibit the issue over time. We know for fact that the G series RS & GT3 cannot be 100% bullet proof as PAG have released the G1 engine with further updates. To be honest I don't think they will know exactly how well their changes are tracking till well into 991.2 GT3 production and thus one reason Im not running out to order next gen GT3 at this time. Id rather deal with what I know..."

CALSE 09-03-2016 06:47 AM

It troubles me that PAG originally denied Chris warranty coverage for a known motor problem regardless of whether it was tracked or not. To me, and I hope I am wrong, PAG has essentially shown their cards on how they will treat motor issues arising from their known motor problem outside of the warranty period - 30,000 euros please.

Unless maybe I have the same social media party letter (\$700,000+ on the brand in 28 months, never notified of the repair work performed under my own dime, etc.).

XPRESSO 09-03-2016 09:03 AM

Purchase Advice

Need Help and advice. Been shopping for a 991 GT3. After reading these posts however not certain which model year might be best. Considering a '16 with a G engine. Not sure thats the way to go. Also, if I buy an older 3 when the warrantee expires does anyone know what the cost of a replacement engine would be? Appreciate any and all help. Thanks

Macca09-03-2016 09:15 AM

Quote:

Originally Posted by XPRESS0 (Post 13576166)

Need Help and advice. Been shopping for a 991 GT3. After reading these posts however not certain which model year might be best. Considering a '16 with a G engine. Not sure thats the way to go. Also, if I buy an older 3 when the warrantee expires does anyone know what the cost of a replacement engine would be?

Appreciate any and all help. Thanks

Read my thoughts two posts back for My personal opinion on this. Save some money, buy a MY14 with middling mileage and original E1 engine, warranty (includes track) till 2019/20, drive the pants off it and get the latest engine/head updates when the "miss fire" codes appear...

robmypro 09-03-2016 10:02 AM

Quote:

Originally Posted by CALSE (Post 13576071)

It troubles me that PAG originally denied Chris warranty coverage for a known motor problem regardless of whether it was tracked or not. To me, and I hope I am wrong, PAG has essentially shown their cards...

How do we know that some new or junior person at PAG didn't screw up on the initial call, and when Chris pushed back a little (very little) the issue landed on someone's desk who said "Oh, we fix this under warranty. This is related to the top end problem." How do we know it wasn't that simple?

These are people making decisions on the frontlines. Some mistakes will be made. But the initial decision was very quickly reversed. It doesn't sound like it had to go up many levels of management to get approved, either. If PAG was "showing their cards" don't you think they would have held their ground a bit longer?

Until we get a case where someone with low mileage out of warranty gets their request for a free fix rejected, and Porsche holds their

ground when push comes to shove, we can and should not assume the worst.

If Porsche one day does not act in a manner that is right, you will have a lot of friends right here on RL supporting you. We can apply a lot of pressure, if needed, and we will.

But...let's not go there so quickly. Let's give Porsche the benefit of the doubt. I think they have earned that much.

robmypro 09-03-2016 10:10 AM

Quote:

Originally Posted by XPRESSO (Post 13576166)

Need Help and advice. Been shopping for a 991 GT3. After reading these posts however not certain which model year might be best. Considering a '16 with a G engine. Not sure thats the way to go.

Also, if I buy an older 3 when the warrantee expires does anyone know what the cost of a replacement engine would be? Appreciate any and all help. Thanks

At this point pretty much all of them have the same issue, so buy the one that is spec'd the way you like, drive the crap out of it, and get the latest and greatest engine when the CEL comes on.

And get the extended warranty from Porsche regardless if you plan on keeping the car long term or not. It will have value in the marketplace.

zedcat 09-03-2016 10:30 AM

Quote:

Originally Posted by XPRESSO (Post 13576166)

Need Help and advice. Been shopping for a 991 GT3. After reading these posts however not certain which model year might be best. Considering a '16 with a G engine. Not sure thats the way to go.

Also, if I buy an older 3 when the warrantee expires does anyone know what the cost of a replacement engine would be? Appreciate any and all help. Thanks

For the US market if you want factory bucket seats then it's 2015(F) or 16(G). Also a minor thing imo is the Sport Chrono track precision app if you want that it is 15, 16 only. And absolutely I would look for a CPO warranty car.

hf1 09-03-2016 10:49 AM

Have any 15-16's been denied warranty due to being on track?

robmypro 09-03-2016 11:07 AM

Quote:

Originally Posted by hf1 (Post 13576338)

Have any 15-16's been denied warranty due to being on track?
Not that we are aware of. And trust me, if someone on here was we would know about it!

CALSE 09-03-2016 11:38 AM

Quote:

Originally Posted by robmypro (Post 13576256)

Until we get a case where someone with low mileage out of warranty gets their request for a free fix rejected, and Porsche holds their ground when push comes to shove, we can and should not assume the worst.

GT3 performance is fantastic, MY 2014 track warranty is unreal, but time to soon move on before warranty expires.

bigkraig 09-03-2016 12:30 PM

My engine replacement was a ~42K warranty job

XPRESSO 09-03-2016 01:01 PM

The reason for the engine replacement cost inquiry... I was told at a dealership a crated factory engine for a GT3 runs about \$80K.

Ouch...does that sound right? I would not want to deal that hefty bill. Down the road when you sell you would never recover the costs.

doubleurx 09-03-2016 01:05 PM

Quote:

Originally Posted by XPRESSO (Post 13576559)

The reason for the engine replacement cost inquiry... I was told at a dealership a crated factory engine for a GT3 runs about \$80K. Ouch...does that sound right? I would not want to deal that hefty bill. Down the road when you sell you would never recover the costs.

That would mean the rest of the car is only worth \$50,400, so no, that can't be correct.

LnC993 09-03-2016 01:14 PM

Quote:

Originally Posted by Macca (Post 13576057)

For those new to this thread wishing a synopsis this is an email I wrote to a member today who contacted me by PM...

Thank you for this nice recap of this GT3 engine ordeal, really appreciate your contribution here.

This is one very informative thread, admin should make this a sticky thread.

zedcat 09-03-2016 01:17 PM

Think if I have an engine issue outside of warranty, as long as the block isn't toast, I'll go to an independent engine builder. Hopefully some good options will be there by 2019/20. I met a 997 RS owner that had a mezger rebuild by Sharkwerks to 3.9l and was very happy. Won't be cheap of course.

CALSE 09-03-2016 02:07 PM

Quote:

Originally Posted by XPRESSO (Post 13576559)

The reason for the engine replacement cost inquiry... I was told at a dealership a crated factory engine for a GT3 runs about \$80K. Ouch...does that sound right? I would not want to deal that hefty bill. Down the road when you sell you would never recover the costs.

<http://cim1.1bsrv.net/gimg/rennlist...cfd33ce59.png> Discounted price. Plus labour.

[neanicu](#) 09-03-2016 02:10 PM

1 Attachment(s)

Quote:

Originally Posted by doubleurx

That would mean the rest of the car is only worth \$50,400, so no, that can't be correct.

It's more than 80K Nick! How about 97K!!! The value of a car is always less than the sum of its parts.

XPRESSO 09-03-2016 02:13 PM

Cost of replacing a 997.2 GT3 Mezger engine a few years back was \$40k.

Today I'm told the cost is \$80k for a crated engine. Sounds very expensive if true?

XPRESSO 09-03-2016 02:15 PM

Wow...Big thank you for the info. Appreciate it.

RajDatta 09-03-2016 02:24 PM

Quote:

Originally Posted by qbix

And you wrote that Porsche made their engine to last 4 years/50kmil.. That is obviously not true. This is only consumer right in US implementing this requirement. EU is 2 years only.

Would anyone with right mind buy Porsche knowing they designed engine to last 2/4,years? Then cash out 90k Eur for a new engine? I highly doubt it.

Porsche is where is now partially for being known for their reliability. Unfortunately with present GT3/RS is not the case.

I hope they will have it fixed completely with 992 generation and take it as a very bitter lesson.

A little twisted, no? A manufacturer giving 4 yrs/50k warranty is the same as saying it will only last 4yrs and 50k miles?

Sorry but I don't follow your way of thinking. If that is the case, then every manufacturer that offers a warranty is saying that their engine only last that long, which obviously is not true.

qbix 09-03-2016 03:26 PM

It is only if you read my post out of context. I was referring to a post one above.

RajDatta 09-03-2016 05:16 PM

Quote:

Originally Posted by qbix

It is only if you read my post out of context. I was referring to a post one above.

Not really. I read all your posts and this jumped at me and made absolutely no logical sense.

squid42 09-03-2016 09:43 PM

Quote:

Originally Posted by XPRESSO (Post 13576559)

The reason for the engine replacement cost inquiry... I was told at a dealership a crated factory engine for a GT3 runs about \$80K. Ouch...does that sound right? I would not want to deal that hefty bill. Down the road when you sell you would never recover the costs.

That is the cost that several websites give for a crate engine.

In practice a deal like that is unlikely to happen. What happens instead is that the core goes back, and I remember that somebody said that is \$40,000 (which also matches quotes for earlier GT engines). If so the price for a crate engine could simply be determined to keep every Hinz und Kunz from putting a GT3 engine into a base 911 or Boxster.

And unless you face the original bolt problem you are "only" looking at a head rebuild. This isn't quite the IMSB problem where the rest of the engine gets destroyed instantly.

I think most here suspect that the engine oil just cannot keep up with valve speed at 9000 rpm, and unoiled areas are not good. There is also one poster with more than 5 bar oil pressure. Those sound like issues that could destroy the engine but so far they didn't.

gago1101 09-03-2016 11:29 PM

Quote:

Originally Posted by F1CrazyDriver (Post 13575649)

no different to the "untrained" eye. Porsche can argue that the new mother E /f / g are different, therefore warrant new owners book that exclude track driving. Also different model years, etc. Just because they "look alike" does not mean they're the same internally. Just CYA guys, good luck, happy this one turned out okay after a 30k euro scare.

But they did include the race circuit driving booklet.

qbix 09-03-2016 11:34 PM

Quote:

Originally Posted by RajDatta (Post 13577005)

Not really. I read all your posts and this jumped at me and made absolutely no logical sense.

"...The GT3 is a high performance car. The engine pushes the limits. Isn't that part of the attraction? Well, Porsche never said the engine was going to last forever. They said 4 years, or 50,000 miles (in the U.S.). ..."

Context in regards to this post. Hope this helps you to get back on rails.

fbirch 09-03-2016 11:46 PM

Quote:

Originally Posted by XPRESSO (Post 13576689)

Cost of replacing a 997.2 GT3 Mezger engine a few yearss back was \$40k. Today I'm told the cost is \$80k for a crated engine. Sounds very expensive if true? Porsche traditionally has two prices for engines - one price if you trade in your old engine (core exchange), and a second, much higher price, if you are buying a new engine with no core exchange. I think the 80K+ prices are without core exchange.

That said, I do find it a bit ironic that the main reason cited by AP for ditching the Mezger in road cars was excessive cost. And yes, I know there are other reasons, but cost was the #1 reason he cited in his first interviews about the new car and new engine. The prices I've seen for the new GT3 motors and its various subassemblies don't appear to reflect any cost reductions. Of course, Porsche's cost could be much lower while also increasing the price to customers.

CC911 09-04-2016 02:41 PM

Apologies for the repost, does anyone have data on the highest mileage lightly tracked vehicles are achieving prior to cel failure?

Macca, thanks for all your information regarding engine performance. I'm particularly interested in mileage achieved in 991 gt3's lightly tracked. What are the highest mileage vehicles in the database? I've inferred from your posts (maybe mistakenly) that these motors fail before 50000km, tracked or not. Is that what the data supports? I'm in Australia (Perth) and my dealer says no failures in WA, not sure about the rest of the country but nobody in Perth over 20000km on gt3 or rs so early days. Current ride is 996 gt3 club sport for last 7 years - amazing vehicle - and deposit paid ages ago for new 991.2 manual with high likelihood of allocation so really interested in this thread

RFGGT3 09-04-2016 03:29 PM

I still don't understand why PAG gave us US '14 owners a 5 yr or 100K mile warranty if they knew the E engine was going to fail much earlier or with lower miles?

bigkraig 09-04-2016 03:29 PM

They didn't know

Alan C. 09-04-2016 03:44 PM

^+1

ipse dixit 09-04-2016 04:30 PM

Quote:

Originally Posted by bigkraig (Post 13578653)

They didn't know

Or maybe they did know and wanted to be good corporate citizens.

:biggulp:

Or maybe they wanted to quell the media sh!tstorm from the stop sale/recall.

Or it may be like Kraig said, they didn't know and still don't know what's going on.

mcs1 09-04-2016 04:55 PM

Quote:

Originally Posted by ipse dixit (Post 13578764)

Or it may be like Kraig said, they didn't know and still don't know what's going on.

clueless and still playing catch-up

RFGGT3 09-04-2016 05:00 PM

Almost 60 years of boxer engine experience and they are clueless, what the f---!

KBS911 09-04-2016 06:07 PM

Wow, this is some scary stuff at face value. After reading the entire thread I am still pulling the trigger on a 2015, 5K mile, CPO GT3. Several friends own and track, none with problems...so far at least. I feel that a lot of folks, me included may have a tendency to overthink this. I have owned 8 P'cars over the years and loved every one of them. This includes a 10 GT3 and an 11 GT3RS. Got the 997 GT3/RS "OMG Catastrophic coolant hose failure potential" behind me, although I have to admit it was one of the reasons I sold the RS car. Stupid me!! Made \$12K over purchase price and thought I did well. Now they are selling for really crazy prices!!

Bottom line, the 991 GT3's are incredible machines. Life is too short. With CPO until 2021 I'm convinced that I'll be taken care of in the event of an engine failure. Can't wait.

BTW many thanks to MACCA for his detailed and insightful info. Just incredible!

Macca 09-04-2016 06:26 PM

Quote:

Originally Posted by KBS911 (Post 13578904)

Wow, this is some scary stuff at face value. After reading the entire thread I am still pulling the trigger on a 2015, 5K mile, CPO GT3. Several friends own and track, none with problems...so far at least. I feel that a lot of folks, me included may have a tendency to overthink this. I have owned 8 P'cars over the years and loved every one of them. This includes a 10 GT3 and an 11 GT3RS. Got the 997 GT3/RS "OMG Catastrophic coolant hose failure potential" behind me, although I have to admit it was one of the reasons I sold the RS car. Stupid me!! Made \$12K over purchase price and thought I did well. Now they are selling for really crazy prices!!

Bottom line, the 991 GT3's are incredible machines. Life is too short. With CPO until 2021 I'm convinced that I'll be taken care of in the event of an engine failure. Can't wait.

BTW many thanks to MACCA for his detailed and insightful info. Just incredible! Thanks for the kind words. You have the right attitude with this. Its an exceptional car (I still love mine) and may never show the CEL. But even if it does you have 5 more years of peace of mind, what more could you ask for

than that! Heck none of us even know if we will be alive in 2021 (we all hope so). Enjoy in good health...

bronson7 09-04-2016 07:55 PM

Quote:

Originally Posted by robmypro (Post 13576370)

Not that we are aware of. And trust me, if someone on here was we would know about it!

That's the issue. If you're not on RL, you might not have any knowledge of all the recent happenings.

silverrules 09-04-2016 08:00 PM

My service guy said he has yet to get a GT3 back for engine work but when you read this thread it sounds like the sky is falling.

bronson7 09-04-2016 08:01 PM

Quote:

Originally Posted by XPRESSO (Post 13576559)

The reason for the engine replacement cost inquiry... I was told at a dealership a crated factory engine for a GT3 runs about \$80K. Ouch...does that sound right? I would not want to deal that hefty bill. Down the road when you sell you would never recover the costs.

And I'm sure the cost of an engine will just increase as the days move on. PAG needs to recover many costs.

Jamie@dundonmotorsports 09-05-2016 01:29 AM

Quote:

Originally Posted by bronson7 (Post 13579088)

And I'm sure the cost of an engine will just increase as the days move on. PAG needs to recover many costs.

Engines need not be thrown away, the majority of things, barring a hole in the case, are fixable for far less than buying a crate engine. We already have hot rod pistons, rods, cams etc. for the GT cars in the works, in addition to the fixes to the valve train. These engines won't be throw away and will only get better, regardless if the Mothership fixes them or no...

bronson7 09-05-2016 09:13 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13579584)

Engines need not be thrown away, the majority of things, barring a hole in the case, are fixable for far less than buying a crate engine. We already have hot rod pistons, rods, cams etc. for the GT cars in the works, in addition to the fixes to

the valve train. These engines won't be throw away and will only get better, regardless if the Mothership fixes them or no...

Great to know all the effort you're putting into these engines. :cheers:

squid42 09-05-2016 10:19 PM

Anybody got diagrams from comparable angles how exactly this rocker design differs from the Mezger valve train?

Maybe there are some animated gifs out there?

I had my nose in parts diagrams on 3 sites the entire evening but I can't get a clear picture of the Mezger.

FLT6SPD 09-06-2016 12:14 AM

The Mezger M97 is a completely different engine design, only things in common are flat 6 and 4 cams. Here is a pic of the M97:

Quote:

Originally Posted by squid42 (Post 13581162)

Anybody got diagrams from comparable angles how exactly this rocker design differs from the Mezger valve train?

Maybe there are some animated gifs out there?

I had my nose in parts diagrams on 3 sites the entire evening but I can't get a clear picture of the Mezger.

m42racer 09-06-2016 01:16 AM

Quote:

Originally Posted by FLT6SPD (Post 13581418)

The Mezger M97 is a completely different engine design, only things in common are flat 6 and 4 cams. Here is a pic of the M97:

Not 996 or 997 GT3.

squid42 09-06-2016 11:09 AM

Quote:

Originally Posted by FLT6SPD (Post 13581418)

The Mezger M97 is a completely different engine design, only things in common are flat 6 and 4 cams. Here is a pic of the M97:

Cannot see a picture, sorry.

I am specifically interested in the valvetrains to understand why Porsche picked those finger followers starting with the v10 GT. I can

find reasonable pictures of the 9A1 GT3 valve mechanism, but surprisingly there is very little out there for the Mezger (or the N96/N97 for that matter). Certainly not enough to understand why the finger followers are (were?) supposed to be supporting higher rpm.

m42racer 09-06-2016 12:30 PM

High RPM's require the parts to be light and low mass. Valve trains especially. Look at Dundon Motorsport 42R post in 997 GT3 forum and you can see the 997 follower type. In their post the follower is an extremely lightweight solid type, unlike the stock version that includes a heavy hydraulic damper. They have done this for the exact same reason to gain RPM and valve train control.

FLT6SPD 09-06-2016 01:14 PM

1 Attachment(s)

Here is a pic 997.2 GT3, last night I posted a pic of the standard 996.

Quote:

Originally Posted by squid42 (Post 13581989)

Cannot see a picture, sorry.

I am specifically interested in the valvetrains to understand why Porsche picked those finger followers starting with the v10 GT. I can find reasonable pictures of the 9A1 GT3 valve mechanism, but surprisingly there is very little out there for the Mezger (or the N96/N97 for that matter). Certainly not enough to understand why the finger followers are (were?) supposed to be supporting higher rpm.

squid42 09-06-2016 04:07 PM

Thanks! Any idea why it is better for high rpm to go through the finger rockers? Is that to keep the lobes on the shaft smaller (lighter)?

scb997 09-06-2016 08:24 PM

My New Heads (2014)

2 Attachment(s)

Below are pictures of the valves of my new heads going together. I think it was Macca that asked that we show pictures.

I should get it back Friday. Three weeks for the scope 2...

Scott

bronson7 09-06-2016 09:02 PM

^^^How many miles did you have on your car prior to the breakdown?

Macca 09-06-2016 09:29 PM

Quote:

Originally Posted by scb997 (Post 13583498)

Below are pictures of the valves of my new heads going together. I think it was Macca that asked that we show pictures. I should get it back Friday. Three weeks for the scope 2... Scott

Nice work with the DLC cams! Was it an E or F (sorry if you already said..)

KINGSRULE09-07-2016 05:04 AM

Shouldn't the arrows be pointing at each other?

Kobalt 09-07-2016 05:45 AM

Quote:

Originally Posted by KINGSRULE (Post 13584446)

Shouldn't the arrows be pointing at each other?

This post indicates that they don't point to each other:

<http://rennlist.com/forums/991-gt3-g...l#post13505099>

Jamie@dundonmotorsports 09-07-2016 02:45 PM

Quote:

Originally Posted by squid42 (Post 13582770)

Thanks! Any idea why it is better for high rpm to go through the finger rockers? Is that to keep the lobes on the shaft smaller (lighter)?

It's more to move the hydraulic lash (lifter) out of the direct motion of the valve train, the finger follower pivots and to take up the lash as the lifter fills with oil. This is also the reason why the systems are failing, the lifter and geometry of the system is squeezing all the oil film out from between the finger follower and the cam lobe.

If anyone can measure the new DLC cams base circle dimension vs the old cams that would be incredibly helpful.

Even a tech with calipers would do it...

Jamie

golfnutintib 09-07-2016 06:40 PM

as usual this thread like others has drifted badly from the OP statement and title

so do we have an answer... even an educated approximation?

HOW MANY 15-16 1GT3's HAVE HAD THEIR ENGINES REPLACED?

Alan C. 09-07-2016 08:55 PM

That's a good question for Hillary and Donald tonight.:D

scb997 09-07-2016 09:01 PM

Quote:

Originally Posted by bronson7 (Post 13583589)

^^^How many miles did you have on your car prior to the breakdown?

Quote:

Originally Posted by Macca

Nice work with the DLC cams! Was it an E or F (sorry if you already said..)

I goes back quite a while. My car was a 2014 with an E. It was en route to the US when the stop sale came out. So, it had the engine swap in Rhode Island. I took delivery 8/22/2014.

It had just under 36,000 miles when it went in for this. It'll get the 36k service as part of the visit :) I'm an autocrosser, not a track/DE driver. So, I probably got more miles out of it before it got bad enough to cause misfires. I'm betting that this gets me through the 5 year, 100k mile, warranty period.

I had also a chronic CEL caused by Secondary Air System faults. The region Porsche rep came and visited my Dealer/shop on Tuesday. They now believe that the cam wear was the real cause of those faults. The car was in the shop 7 times and off the road for over 45 days trying to fix that. They replaced every component in the Secondary Air System and it still kept coming back.

Out of sympathy, the Rep saw that I had curb rash on a rear wheel. I was planning on getting it fixed when the snows went on this winter. They're giving me a new wheel.

Fingers crossed that I get her back on Friday...

Scott

bronson7 09-07-2016 10:42 PM

Please keep us posted as to how it all goes. Thank you.

Macca 09-08-2016 04:02 AM

Scott thanks for the update. 36,000 miles is the highest mileage we have seen even if most of those were on the street. It does seem quite possible your other issues were linked with the wear on the followers.

Just for clarity, they shipped you new heads with Cams/followers etc?

dark knight 09-08-2016 12:06 PM

so do i need to worry if I have a '15, I love my car, its like I just got married to Taylor Swift and now you tell me she might need a vagina transplant

KA 991 GT3 09-08-2016 01:24 PM

Quote:

Originally Posted by dark knight (Post 13587877)

so do i need to worry if I have a '15, I love my car, its like I just got married to Taylor Swift and now you tell me she might need a vagina transplant
Better than a sex change LOL

squid42 09-08-2016 05:17 PM

Well I'm gonna throw in my hat to provide a solution, too.

Putting my mad skills in woodworking to work I'll make rocker fingers from the hardest Ebony I can get. That otta do it, no?

white6speed 09-08-2016 05:25 PM

What was the cut off date for problem engines. Did it get into the '16s

robmypro 09-08-2016 05:52 PM

Quote:

Originally Posted by white6speed (Post 13588792)

What was the cut off date for problem engines. Did it get into the '16s
2022

scb997 09-08-2016 08:24 PM

Quote:

Originally Posted by Macca (Post 13587269)

Just for clarity, they shipped you new heads with Cams/followers etc?
The told me that I was going to get "new heads" so I expected completely assembled heads to show up in a box. Take the old off, put the new on, and in-and-out in a couple of days. The tech explained to me that,

to get to the head bolts, you'd have to remove pretty much everything. The last time I did a valve job was on a '66 Mustang. For that, pull off the valve covers, remove about 10 bolts/head, and pull them off. These heads came in Heathkit form. It was quite a pile of boxes and the tech is assembling them one component at a time.

Scott

Just in time 09-08-2016 10:04 PM

Quote:

Originally Posted by squid42 (Post 13588766)

Well I'm gonna throw in my hat to provide a solution, too.

Putting my mad skills in woodworking to work I'll make rocker fingers from the hardest Ebony I can get. That otta do it, no?

The ones in our car seem to be made of particle board! Lol. :roflmao::roflmao:

Maybe lignum vitae would be a better wood.

Alan C. 09-08-2016 10:27 PM

Quote:

These heads came in Heathkit form.

:cheers:

rubberman 09-08-2016 10:40 PM

Quote:

Originally Posted by scb997 (Post 13586505)

Out of sympathy, the Rep saw that I had curb rash on a rear wheel. I was planning on getting it fixed when the snows went on this winter. They're giving me a new wheel.

Fingers crossed that I get her back on Friday...

Scott

Sorry this happened to you Scott. Nice they are giving you a new wheel. I've been looking for you around town, but this explains it. Fingers crossed for you as well. Hope to see you on the road this weekend! Who's doing the service?

lessthan3mph 09-09-2016 12:46 AM

Quote:

Originally Posted by scb997 (Post 13586505)

It had just under 36,000 miles when it went in for this.

I had also a chronic CEL caused by Secondary Air System faults.

They now believe that the cam wear was the real cause of those faults.
Just out of curiosity when (miles) did the air system faults start?

Good luck and thanks for your post!!

WernerE 09-09-2016 01:03 AM

Quote:

Originally Posted by golfnutintib (Post 13586164)

as usual this thread like others has drifted badly from the OP statement and title

so do we have an answer... even an educated approximation?

HOW MANY 15-16 1GT3's HAVE HAD THEIR ENGINES REPLACED?

Based on my read of this thread, off and on, approx. 1- 1.5% of GT3s built for each year. Data is thin for 2016 MY.

elp_jc09-09-2016 02:24 AM

Hey guys, remember (many pages back) when I asked for the warranty wording, and I was just told by the few who replied: 'GT3s are covered!?' Well, glad I didn't take your words for an answer:roflmao:. I'm no lawyer, but with the language posted on newer cars, I'd bet my houses Porsche is absolutely covered against tracked cars. Chris's case is unique in 2 ways: First, dealer disassembled his engine assuming it was covered. That by itself is probably a winnable lawsuit (at least for the head change) if it came to that, so lucky him. And second, few of us buy \$750K worth of Porsches in less than 2 years, so he has the upper hand on a goodwill case. And with both of those things in his favor, Porsche still gave him a hard time, even under warranty. Every smart person here should assume his newer GT3 won't be covered under warranty if tracked, and hope for the best if it craps out. But unless dealer makes the same mistake and starts working on the car, your only hope is goodwill. And that's under warranty only IMO. I don't have a penny in the stock market, so wouldn't take that risk either:evilgrin:. But thanks to Macca and all others for posting here. Hope Porsche is listening, and next time they develop their engines (especially GTs) properly. The new 2016 Cayman GTS should serve me well a few years. Hopefully the GT3 will be well sorted when it's time to trade, to consider it. Take care.

Chris3963 09-09-2016 03:35 AM

Quote:

Originally Posted by scb997 (Post 13589236)

The told me that I was going to get "new heads" so I expected completely assembled heads to show up in a box. Take the old off, put the new on, and in-and-out in a couple of days. The tech explained to me that, to get to the head bolts, you'd have to remove pretty much everything. The last time I did a valve job was on a '66 Mustang. For that, pull off the valve covers, remove about 10 bolts/head, and pull them off. These heads came in Heathkit form. It was quite a pile of boxes and the tech is assembling them one component at a time.

Scott

Yes, all the parts come is a jumble of boxes and the heads are rebuilt by the technicians at the garage. When mine got done, the technicians said that this was the first time they were required to do a GT3 top end build. All other times it was a simple engine replacement which they had done 5 times before. They told me that rebuilding a GT3 top end is a long'ish, complex task. To make sure that everything was done correctly, a GT3 engine specialist was brought in to help.

So if I was you, I would ask your dealer what experience the shop has previously had doing a GT3 top end rebuild and were they going to get any advice/help from elsewhere.

golfnutintib 09-09-2016 03:52 AM

Quote:

Originally Posted by WernerE (Post 13589894)

Based on my read of this thread, off and on, approx. 1- 1.5% of GT3s built for each year. Data is thin for 2016 MY.
so for my2015 that's say 10-15 cars?? if so the problem is much smaller than i imagined... says he as he drives his '15 to a private track day
hahahaha

Macca 09-09-2016 05:00 AM

Quote:

Originally Posted by golfnutintib (Post 13590055)

so for my2015 that's say 10-15 cars?? if so the problem is much smaller than i imagined... says he as he drives his '15 to a private track day hahahaha
Hi Mate. You need to read back in this thread a few weeks. At one point i wrote about 500 words on this issue as an overview based on the data Ive recorded here. In sort Im estimating only 10-15% of all cases have been reported on these boards (which I have knowledge of approx 35 unique instances). That would be around 350 cars world wide to date

but increasing by the month as the F engines get older and the G engines too (though we dont have a firm reported case yet).

scb997 09-09-2016 07:22 PM

Quote:

Originally Posted by lessthan3mph (Post 13589858)

Just out of curiosity when (miles) did the air system faults start?

Good luck and thanks for your post!!

The first air system fault occurred last September at about 22,000 miles. For that one, the shop inspected/tested everything and couldn't get the fault to re-occur. By last November, at about 25,000 miles, some components failed testing and they started replacing valves. We repeated that periodically until this visit.

Quote:

Originally Posted by rubbaman

Sorry this happened to you Scott. Nice they are giving you a new wheel. I've been looking for you around town, but this explains it. Fingers crossed for you as well. Hope to see you on the road this weekend! Who's doing the service? Porsche of Towson is doing the service. I still believe that they're doing all the right things. They're just being misled by the OBD and following "orders" from PCNA.

The update is - not today. The engine is re-assembled. But, when the tech went to re-connect the transmission, something about the flywheel "didn't look right." So, new plan is mid next week. I have a Chesapeake Region AutoX next Sunday. I'd really like it back for that. So far, I've missed two Potomac Region AutoXs for this adventure but have managed to make all 5 Chesapeake Region ones. The map is out and I think I like it :)

Scott

Chris3963 09-09-2016 09:46 PM

Agree with Macca that this problem is more widespread than readily known. My dealer alone has done 5 cars. Now that's possibly not a representative sample but does give some indication of the potential number of engine replacements being done.

golfnutintib 09-09-2016 10:16 PM

Quote:

Originally Posted by Macca (Post 13590079)

Hi Mate. You need to read back in this thread a few weeks. At one point i wrote about 500 words on this issue as an overview based on the data Ive recorded here. In sort Im estimating only 10-15% of all cases have been reported on these boards (which I have knowledge of approx 35 unique instances). That would be around 350 cars world wide to date but increasing by the month as the F engines get older and the G engines too (though we dont have a firm reported case yet).

thanks macca

i have heard anecdotally that there are many cases of replacement or major repair that PCNA has done thru dealers on a 'hush-hush' basis... well, I am gonna keep running mine hard and see if she blows hahaha...but so far my car is running beautifully and taking track punishment without a complaint...

Alan C. 09-09-2016 10:17 PM

Quote:

My dealer alone has done 5 cars.

It would be interesting to know the engine numbers.

lessthan3mph 09-10-2016 12:34 AM

Quote:

Originally Posted by scb997 (Post 13591689)

The first air system fault occurred last September at about 22,000 miles.

Thanks. Perhaps then you've been driving around for 14,000 miles on a bad engine. Was there much damage to report elsewhere due to metal bits flying around in there? Or does this suggest that rocker/lobe scoring is tolerable for quite some time?

gago1101 09-10-2016 01:30 AM

I keep looking at this thread every day. This is getting to me. Truly, it seems many of us are sitting on a time bomb. I'm sure many of you share my feelings.

So we do know the final issue, nobody really knows why, but can any one chime in to say what we can do to protect these engines? Macca, any thoughts? Do we say FU the cats and start pouring race oil into it? What the hell, may be this puppy needs high zddp. Anyway, I am still keeping this car since I love it, but hate the feeling in the back of my neck.

Would also appreciate some input from members who have been tracking their cars for some time, but have not had any issues so far, (i.e Orthojoe and others).

scb997 09-10-2016 07:50 AM

Quote:

Originally Posted by lessthan3mph (Post 13592333)

Thanks. Perhaps then you've been driving around for 14,000 miles on a bad engine. Was there much damage to report elsewhere due to metal bits flying around in there? Or does this suggest that rocker/lobe scoring is tolerable for quite some time?

There was no sign of damage elsewhere in the engine. I assume that means that the oil, from the heads, is accumulated and goes through the filter before it goes anywhere else. I sure wouldn't expect any metal bits to make it through the filter.

Scott

lessthan3mph 09-10-2016 12:31 PM

That's reassuring. Thanks again Scott.

Daniel

Jamie@dundonmotorsports 09-10-2016 01:59 PM

Quote:

Originally Posted by gago1101 (Post 13592397)

I keep looking at this thread every day. This is getting to me. Truly, it seems many of us are sitting on a time bomb. I'm sure many of you share my feelings.

So we do know the final issue, nobody really knows why, but can any one chime in to say what we can do to protect these engines? Macca, any thoughts? Do we say FU the cats and start pouring race oil into it? What the hell, may be this puppy needs high zddp. Anyway, I am still keeping this car since I love it, but hate the feeling in the back of my neck.

Would also appreciate some input from members who have been tracking their cars for some time, but have not had any issues so far, (i.e Orthojoe and others).

More frequent oil changes will help, higher zddp will help a little, the main issue is the design of the parts and the lack of oil film formed between the cam lobe and the finger follower. Until the design is changed the problem will likely keep happening. We're trying to get a measurement on the new DLC coated cams to see if PAG is on the right track...

We're waiting on a 991 GT3 head to arrive to double check the final fitment and get our parts in production...

mwar99 09-10-2016 02:50 PM

I'm not sure why one individual should get better goodwill just because they have bought more cars. Someone else could be buying more cars in the future. What you have already purchased should be irrelevant and all GT3 owners should be treated equally.

That may not be what happens, but it is what should happen. The worst part about this is that short of taking your engine apart you will not know if you have the issue until you have the error code tripped. And not all issues will be reported here. Will Porsche do the right thing? One would hope, but only time will tell.

elp_jc 09-10-2016 03:19 PM

Quote:

Originally Posted by mwar99 (Post 13593148)

That may not be what happens, but it is what should happen.

Indeed. But that's not the reality. With the explicit track exclusion on newer cars, Porsche doesn't have to do anything. So it sure as hell matters what kind of relationship (as in how many cars you've bought, and how often) you have with Porsche when granting a goodwill repair. And just like in politics and everywhere else, money talks:evilgrin:.

A side comment. After seeing all that excess grease on the new head, from now on, I'm going to change the factory oil sooner than the 2,500 miles on the new GTS. Cheap insurance IMO. Have a great weekend folks.

Green & Silver 09-10-2016 03:21 PM

I'm curious as to the engine reliability of the cars that were built late in the production run and whether the GT3 engine issues were remedied. My car was completed on 12/9/15 and was the 20th from the final GT3 built. The last unit was completed on 1/11/16 and hopefully somewhere along the way, they got them sorted out.

Macca 09-10-2016 04:39 PM

Quote:

Originally Posted by Green & Silver (Post 13593190)

I'm curious as to the engine reliability of the cars that were built late in the production run and whether the GT3 engine issues were remedied. My car was completed on 12/9/15 and was the 20th from the final GT3 built. The last unit was

completed on 1/11/16 and hopefully somewhere along the way, they got them sorted out.

If you read the thread you will learn that like me you have a G0 serial engine and they have just updated with G1 used Ng DLC cams so one assumes that NO our engines are not "sorted" unfortunately. Unless you are using it a lot on the track it will probably go well for a long time.

Green & Silver 09-10-2016 05:04 PM

Quote:

Originally Posted by Macca (Post 13593287)

If you read the thread you will learn that like me you have a G0 serial engine and they have just updated with G1 used Ng DLC cams so one assumes that NO our engines are not "sorted" unfortunately. Unless you are using it a lot on the track it will probably go well for a long time.

Guilty. I did not read the entire thread. I've heard chatter that there perhaps was some remedy, which based on your info is not so. Mine isn't tracked, so hopefully it lasts. Thanks.

JSA 09-10-2016 11:20 PM

Let me remind all of you of something - Porsche is taking care of these failures (as limited as they actually are).

The LS7 has faulty valve train but Chevy isn't owning up to it. The Vette guys are SOL.

We own real cars backed by a real company.

And I will continue to enjoy my 6 year/100,000 mile warranty and I won't worry for a second about all of this. Because Porsche will make it right IF something bad were to happen.

So, I think most of you need to keep this in mind and stop all the bitching. No car is perfect. And with that said, we are driving a car on the street that produces 125 hp/liter on 93 octane. That's like Chevy giving the general public a 875 hp LS7 Z06 with a 100,000 warranty - that will NEVER happen.

MileHigh911 09-10-2016 11:53 PM

Quote:

Originally Posted by JSA

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While I agree with your sentiment, You have to agree that this 9000 rpm engine has been a bit of a disappointment in the reliability department. The engine con rod issue was the start. The thermostat issue is minor, but an annoyance. This early valvetrain wear is a REAL concern. Engines in a modern car are not supposed to need valvetrain replacements before 15,000 miles. This was not in their plan. This is a mistake in engineering. The boasting of the track warranty, then the quiet removal of the track warranty is telling. Everyone here is fully enjoying their GT3. But no one here has faith that once the warranty is done, that Porsche will take care of them for the beta-testing.

ipse dixit 09-11-2016 12:49 AM

Quote:

Originally Posted by JSA (Post 13594029)

Let me remind all of you of something - Porsche is taking care of these failures (as limited as they actually are).

The LS7 has faulty valve train but Chevy isn't owning up to it. The Vette guys are SOL.

We own real cars backed by a real company.

And I will continue to enjoy my 6 year/100,000 mile warranty and I won't worry for a second about all of this. Because Porsche will make it right IF something bad were to happen during the warranty period.

So, I think most of you need to keep this in mind and stop all the bitching. No car is perfect. And with that said, we are driving a car on the street that produces 125 hp/liter on 93 octane. That's like Chevy giving the general public a 875 hp LS7 Z06 with a 100,000 warranty - that will NEVER happen.

FIFY

rennlistdavid 09-11-2016 01:25 AM
Many thanks for this thread.

I spent most of the entire day reading from post 1 to the last and over 116 pages.

I have been going back and forth between the 997 and the 991 consuming information on both, pros and cons.

Rennlisters are fantastic. Not a lot of salt or big egos, just passionate people showing each other respect even when they disagree. I'm really happy I found this site. Just wanted to say thanks.

Alan C. 09-11-2016 01:52 AM
They all have their problems. The good news, the problems are usually fixable.

gago1101 09-11-2016 04:16 AM

Quote:

Originally Posted by RayDBonz (Post 13014785)

How can you tell if you have an E, F, or G engine?

Number 10 digit in your vin, which designates the model year produced: E for 2014, F for 2015, and G for 2016. 2017 will be H. We put emphasis on e, f, g for the engine, but the truth is that it's just the model year produced. I think updates/upgrades may come mid year without change in the letter designation.

Chris3963 09-13-2016 08:57 AM

Finally got my car back after the rebuild. The dealer put around 500kms on it and asked me to add a couple more and then bring it back in for a check up.

So far, I have noticed two things. There is a short high'ish pitched whine on start up which doesn't sound right so I will get that checked. Also, it may just be my imagination, but it seems to run a bit quieter/smoothier.

Macca 09-13-2016 05:22 PM

Quote:

Originally Posted by Chris3963 (Post 13599504)

Finally got my car back after the rebuild. The dealer put around 500kms on it and asked me to add a couple more and then bring it back in for a check up. So far, I have noticed two things. There is a short high'ish pitched whine on start up which

doesn't sound right so I will get that checked. Also, it may just be my imagination, but it seems to run a bit quieter/smoothen.

Chris. The first item I'm sure will be just a belt or something minor.

However the section no issue seems rather more serious ;-)

levd 09-13-2016 07:02 PM

Macca, you can add one more car to "engine rebuild" list. I reported here when it got an engine problem message during a track day a month ago. Now I've got to know it's getting a new top end. MY14.

DrJupeman 09-14-2016 09:33 AM

Quote:

Originally Posted by Chris3963 (Post 13599504)

The dealer put around 500kms on it
:confused:

Match-Lave 09-17-2016 09:42 AM

This thread is quiet now. Has there been any news on "G" failures that I might have missed? Thanks.

mlkissel1 09-17-2016 10:25 AM

Hi All,

I am new to the GT3, but a long time Pcar owner. Engine issues were a concern, but I decided to jump in and so far, no regrets. A special thanks to Macca for his time and personal advice to others concerning this matter. Mine is a 15 with 4800 miles, and certified till late 2020, so plenty of time to shake things out. I have read most posts, not all (I mean really 116 pages) and maybe this has already been address. Do any of you have oil analysis done with each change? If so, given the extensive wear, I would think it would show. Maybe higher metal content after track time. Does cracking open the oil filter reveal much? Again, all your comments are greatly appreciated.....now its time to go for a drive :))))))

Alan C. 09-17-2016 12:02 PM

I don't think you'll find the DLC in an oil analysis. If you have excessive cam wear you might find metallic particles in the filter. It's possible removing the the valve covers to inspect the cams might become a preventative measure.

If you are enjoying your car maybe you should go out and REALLY enjoy your car.:thumbup:

the-missile 09-18-2016 04:26 AM
Macca,

I got a confirmation of a misfire on a "G" Engine from one friend with CEL.

Dealer reset the fault and told him drive the car and if the fault appears again we will investigate. he is on his 3rd engine already. 2014 model. 30.000kms. 27 track days overall. second engine was changed summer 2015 @16000 kms

Chris3963 09-18-2016 05:51 AM

While I absolutely believe that the fundamental problem is design based, I also believe that driving style contributes to a number of cases.

Too often when I go to the track I see guys go out in their GT3s and..BAM...they are on it straight out of pit lane as if they want to break the lap record on the out lap. They don't seem to want to take it easy on the first lap to warm everything up.

hf1 09-18-2016 07:39 AM

Which car(s) had their rev limit go up with temps? That's an excellent invention and every sports car should have it. It should be a no brainer way for car makers to lower warranty claims.

RajDatta 09-18-2016 09:41 AM

Quote:

Originally Posted by hf1

Which car(s) had their rev limit go up with temps? That's an excellent invention and every sports car should have it. It should be a no brainer way for car makers to lower warranty claims.

Bmw had this in their 2002-2006 M3's

Macca 09-18-2016 05:19 PM

Quote:

Originally Posted by the-missile (Post 13611877)

Macca, I got a confirmation of a misfire on a "G" Engine from one friend with CEL. Dealer reset the fault and told him drive the car and if the fault appears again we will investigate. he is on his 3rd engine already. 2014 model. 30.000kms. 27 track days overall. second engine was changed summer 2015 @16000 kms

Thanks. Keep me posted if this developed further. It will be our first G data point. So the G engine has covered 14000km and I assume around 15 track days. Will be good if you can keep an eye on this for us...

Maxi_z 09-18-2016 05:43 PM

Is there any reported engine failure from someone that was using 10w60 oil?

RajDatta 09-18-2016 06:36 PM

Quote:

Originally Posted by Maxi_z

Is there any reported engine failure from someone that was using 10w60 oil?

This is Modern Porsche engine. 20 weight would be too thick and cause damage at cold start from not flowing well. Today's cars run much thinner oils. If it were an M or an older Porsche 20W60 would be a great choice.

levd 09-20-2016 02:22 PM

My car never smoked after engine rebuild.

Today, 4000 km later, it started with biggest and fattest fart of smoke I ever seen, after being idle for one night only.

No more fairy tales. :)

Things are back to "normal". I'm expecting huge oil appetite to follow.

the-missile 09-20-2016 03:29 PM

Quote:

Originally Posted by levd (Post 13617522)

My car never smoked after engine rebuild.

Today, 4000 km later, it started with biggest and fattest fart of smoke I ever seen, after being idle for one night only.

No more fairy tales. :)

Things are back to "normal". I'm expecting huge oil appetite to follow.

Hi Levd,

give us more feedback please. what's about the past 4000kms? any track days? any difference noticed in the car? only top engine rebuild? car response?

Chris3963 09-20-2016 04:08 PM

Quote:

Originally Posted by levd (Post 13617522)

My car never smoked after engine rebuild.

Today, 4000 km later, it started with biggest and fattest fart of smoke I ever seen, after being idle for one night only.

No more fairy tales. :)

Things are back to "normal". I'm expecting huge oil appetite to follow. Interesting. I have now done 1,000kms in the last 7 days since I got my car back after the top end rebuild. On the second day, after parking my car in the driveway with the tail of the car down the slope, I had the biggest belch on smoke on start up I have ever seen. it took a good 2-3 minutes for it to stop. Same thing next day, but smaller. Since then nothing. Bizarre.

Chris3963 09-20-2016 04:31 PM

1 Attachment(s)

If I didn't have bad luck, I wouldn't have any luck at all.

Went to Spa yesterday for my first track day after the engine rebuild. Car ran beautifully....except ...during the 2nd session I hit a deep hole at the end of an inside curb and burst my rear tyre.

There had been a 3 day race meeting the previous 3 days which included the running of the Spa 6hr. The cars were hitting this part of the kerb aggressively all weekend so the hole just got bigger and bigger.

So in the end it was my fault. I was just riding the curb too aggressively.

I had to get two new rear tyres so that they matched. And it was very expensive too since they have you over a barrel holding a size nine pineapple. Lost 2hrs while tyres were found and fitted. But I wasn't the only one, a couple of others suffered the same fate so the tyre guy did great business.

At least the engine ran strongly. And the grip on new tyres was fantastic. You kind of forget how good a set of new tyres are.

GT3 KSA 09-20-2016 04:32 PM

If i recall from reading a lot on this thread engine smoke has nothing to do with then issue at least i believe this is what i understood

levd 09-20-2016 05:18 PM

Quote:

Originally Posted by the-missile (Post 13617708)

Hi Levd,

give us more feedback please. what's about the past 4000kms? any track days? any difference noticed in the car? only top engine rebuild? car response? It's already 4500 km after today's track training.

2 months after rebuild = 1200 track km (8 track days) + 3300 road km.

Car feels the same, but oil consumption decreased A LOT. Car is consuming 3-4 times less oil than before.

Only top engine rebuild, yes.

I'm doing better laps now, but my driving improved a lot, so it's not a better car response. Car response is the same.

Macca 09-20-2016 05:21 PM

Correct. They are not related. The smoking thing is more about the rings.

I have 7500km on the new G engine now. I was in NZ last week and put around 700km on the car including a 200km spirited back road drive. Still no smoke on daily start up and even after the car sitting for 2 months the smoke wasn't bad at all. I think oil consumption has increased a little. I maybe 100ml of oil in 700 km but that did include a lot of trips to 9000 as I was running in the Dundon headers :-)

Alan C. 09-20-2016 06:33 PM

Macca, good news on your engine. How do you like the Dundon headers? I spent about an hour behind Matt at the Spring Smokies event and came away with serious exhaust envy. Have a set on order.

Nodrip 09-20-2016 06:57 PM

I heard that my motor (late 2014) could be the "Highlander" one. More than 30k KM, with a decent amount of track time. But still drink oil.

bronson7 09-20-2016 07:21 PM

As far as smoke on start up goes. Does anyone, prior to shutting down the engine (after a spirited drive) let it idle while parked for about 90 secs? I've been doing this since day one and have never seen any smoke at start up.

Alan C. 09-20-2016 07:26 PM

I did that a few times and the car either didn't smoke or only had a small puff. Somewhere around 1000 miles mine quit smoking.

stpatsday 09-20-2016 11:09 PM

Quote:

Originally Posted by bronson7 (Post 13618368)

As far as smoke on start up goes. Does anyone, prior to shutting down the engine (after a spirited drive) let it idle while parked for about 90 secs? I've been doing this since day one and have never seen any smoke at start up.

Good advice

qbix 09-21-2016 04:57 AM

My car smoked just a few times and all of that was when the car was parked on a driveway.

Match-Lave 09-21-2016 06:11 PM

Nice to see this thread has been quiet. No news is good news I can only assume. Gives me hope....

Cay_PI 09-22-2016 04:23 AM

Hey Guys, how can I determine the production Number of my engine? Its model year "F", April 2015 production, VIN is "...99ZFS1...".

gurneyeagle 09-22-2016 08:22 AM

While I have been trying to keep up with this thread, and at one point, have read through it completely, I will admit to have gotten a bit lost lost.

As such, please excuse what is probably a noob question. I am finally in a position to actively search for a GT3, preferably low mileage with a CPO. I've been watching the forum and used car sites for over a year now. Looks like plenty on the market and prices are softening.

All that being said, if I can find a car with low mileage that hasn't been tracked, do I really have anything to worry about? Any track days I

might do would be rare (once a year) in the beginner class. In other words, I won't be hammering the car.

Should I be concerned about anything?

Thanks for your insight; the forum is amazing.

hf1 09-22-2016 08:39 AM

In some sense, cars with no track time or low miles may be worse off in the long run. If the problem is showing up after a certain number of engine revolutions, then tracked cars are more likely to experience it and get a new engine or the latest upgrade before warranty expiration. Low miles, no track cars are likely to get the problem after warranty expires.

R.Deacon 09-22-2016 08:42 AM

Thread title ?

mlkissel1 09-22-2016 01:17 PM

I have had my 2015 F engine GT3 for a month or so and the other day, after sitting for a day or so, when I started her up, the garage filled with white smoke. Reminded me of my old SC motor, which that was common. I presented this to the dealer, and of course, they said that with any high performance motor, this will happen from time to time. So, is this true? Not sure if that would be considered normal in a modern engine with 5K. A sign of things to come, or does anyone else experience this on cold start? To be clear, no smoke after warm up, or hard acceleration. no noticeable oil consumption, but only had the car for 3 weeks now and driven it a 100 or so miles.....Thanks

signes 09-22-2016 02:39 PM

^ Nothing out of the ordinary and unrelated to valvetrain wear (which is the subject of this thread). More to do with rings and flat 6 design. Not all smoke but many do and at varying times depending somewhat on an individual's driving habits.

In short you shouldn't be concerned that you have an impending engine failure. Drive and enjoy!

fxz 09-24-2016 07:14 AM

Oil smoke is not white
that s due to the catalysers temp and humidity factors

NSD991 09-25-2016 11:27 PM

I searched with no luck. I'm sure the answer is in here, my apologies. What warranty was applied to engines that were replaced in the original batch of 2014 cars? An extra year?

MileHigh911 09-25-2016 11:48 PM

Quote:

Originally Posted by NSD991

I searched with no luck. I'm sure the answer is in here, my apologies. What warranty was applied to engines that were replaced in the original batch of 2014 cars? An extra year?

Yeh. 1 extra year up to 100,000k miles

Alan C. 09-26-2016 12:09 AM

Which is interesting as AP once stated they built the engine intending it to go 100,000 miles for its known use.

NSD991 09-26-2016 12:36 AM

Quote:

Originally Posted by MileHigh911 (Post 13630624)

Yeh. 1 extra year up to 100,000k miles

Thank you.

ShakeNBake 09-30-2016 12:07 PM

This is probably posted elsewhere, but I found it interesting to read about the expected increase in the duty cycle of the MA1 derived cup motor vs the old Mezger based engine.

"After the GT3 R, it's the second car with our new generation of engines," Porsche's motorsports chief, Frank-Steffen Walliser, told C/D. In this case, "new generation" does not mean force-fed by a turbocharger. The 911 GT3 Cup is propelled by a free-breathing, direct-injected 4.0-liter flat-six-cylinder engine that makes 485 horsepower, up from the predecessor's 460. Even more important, it offers far more torque at low revs, and this makes it a lot faster than before: "We've never taken such a big leap," said Walliser. He also managed to cut running costs significantly. While the predecessor needed an engine tuneup every 40 hours and a transmission service every 30 hours, now the engine can go 80 to 100 hours, and the transmission needs attention only every 60 hours...."

<http://blog.caranddriver.com/porsche...t-leap-so-far/>

[Macca](#) 09-30-2016 05:59 PM

Quote:

Originally Posted by ShakeNBake (Post 13642402)

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<http://blog.caranddriver.com/porsche...t-leap-so-far/>

[They must have the](#) new DLC cams in those engines to give 80 race hours. Actually they must have a bit more than that I think...

mqandil 09-30-2016 10:07 PM

Another one bites the dust

it finally happened. Sunset Porsche pulled my engine and inspected the top end of my engine and got confirmation i have wear on my cam & followers.

My car is one of the original GT3's and it was manufactured on November 24th 2013, around the same time as Macca's and Mike_in_CA. It was also one of the first cars that received the replacement engine back in 1st week of June 2014. The car has 18,500 miles and first engine was replaced around 2000 miles, so this engine has 16,500 miles. Mostly they are street miles. However I have participated in few track events 3 total, and few autocrosses. Most of my street miles are backroad spirited driving with the exception of one trip to Laguna Sect to attend Rensport reunion last year. First sign of trouble was 1500 miles earlier, around May time, where I had a misfire shifting from 2nd to 3rd at redline, but error was gone when I turned off the car and I took it to Sunset and they could not see any stored codes nor could repeat the issue, so I proceeded to drive the car, and last Month, I had the same issue happen again doing the same thing shifting from 2nd to third at red line, but this time the error was stored at PCM with message stating reduced engine performance, ok to drive on, and also a check engine error message. I took it back to sunset and they indicated PCM is showing a misfire on cylinder #5, and they consulted with PCNA which they asked them to replace the spark plugs

and coil pack and see if they can duplicate the error and in particular on the same cylinder. They tried but could not get the car to repeat the error, and I was given back the car earlier this month. I received a call from sunset on that same day indicating PCNA, after they became aware I have complained earlier about a misfire but no codes were stored, to bring the car back so they can drop the engine and perform a visual inspection. So I scheduled the car to be returned to Sunset on September 26th, so I can use it at an Autocross event on the 25th. However last week, and the day before at the Autocross and during a spirited drive on backroads the car displayed the reduced engine performance message and again during a shift from second to third close to redline, but the message was cleared when I turned off the engine, so I took the car to the Autocross and it did fine without an incident. On the way back from Autocross the same error message appeared again during a shift close to redline from 2nd to third along with a check engine message and this time the error was stored in PCM. Brought the car back to sunset last Monday and today I got confirmation there Are excessive wear to the cam & followers. They took pictures and sent to PCNA To get further instructions how to proceed. Unfortunately PCNA is closed on Monday so we won't hear back from them until Tuesday.

Here are few pictures of the damaged parts....<https://www.icloud.com/sharedalbum/#B0YGrq0zwGFlea1>

[Not sure what PCNA](#) would recommend but from reading some of your comments it is likely they would recommend a top end rebuild. The question is do I have a shot of getting a new engine (G), or would I be wasting my time trying. Please let me know your thoughts and if an engine top end rebuild is a good solution. I am really concerned keeping the car beyond warranty period. This failure would have shown much earlier had I continued to pile the miles at the same rate I did during the first 18 months (16000 miles), but I bought a 2016 GT4, 2016 Spyder and 2017 911 4S targa and have been racking the miles on these cars instead. I have put only 2000 miles on GT3 in the past 12 months. Please let me know your thoughts. Mark

MileHigh911 09-30-2016 10:44 PM

Well...bad news Mark. They will want to give you a new top-end. They haven't been handing out new engines like they did a year ago. And your engine is a pretty good example of how long the top end will last when not tracked, turns out the answer is <20,000 miles. No where close to what one should expect in a modern car. Thanks for the

update. PM Macca if you want a more detailed following of all this debacle.

MaxLTV 09-30-2016 10:46 PM

Quote:

Originally Posted by ShakeNBake (Post 13642402)

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<http://blog.caranddriver.com/porsche...t-leap-so-far/>

[More than doubling](#) recommended time between rebuilds is huge and welcome news.

R.Deacon 09-30-2016 10:47 PM

Mark quite the stable , I trust PCNA will take Proper care , given your allegiance

Sorry you had to revive this thread

MaxLTV 09-30-2016 10:51 PM

Quote:

Originally Posted by MileHigh911 (Post 13643793)

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I have 16K+ street and track miles on mine, and still ticking (figuratively, not literally), not burning oil, and giving ever faster lap times. I'm afraid to schedule more than 1 track day at a time though, after all these posts. Almost want it to fail to get over with it.

R.Deacon 09-30-2016 10:56 PM

^very similar #s for me

Hate to abuse BUT maybe we should skip

Engine warm up before full boot

s996 09-30-2016 11:15 PM

mqandil I am sorry to hear you are the latest to suffer the valve train fate and its early onset damage. We are all following this thread and the great work Macca and others have done to document the failures that seemed to only occur on tracked cars at 5-8000 miles. The eye opener is the fact that we all accept the pay to play at the track idea and no other car seems to scratch the itch like these gt cars, but for a car of this caliber and cost to fail with normal street use is something that is starting to bother me.

After looking at those pictures I see more than just a lack of a microscopic coating being scraped away. I see large grooves in the base metal that have floated to somewhere else in the engine.

The microscopic particles of dlc coating are not what causes main bearing and other oiled surfaces to scuff and wear, it's the pieces of base metal that used to be part of that follower that after an upper end rebuild result in an rod or main bearing failure at 40k miles.

I would have the shop open the filter for evidence and at minimum demand an entire engine evaluation to see the other bearing surfaces and possibly a complete replacement. 160k/20000 miles. Porsche will pay for this once but when it happens again at 40k and this time it's every oiled bearing surface you may have a real issue.

neanicu 09-30-2016 11:16 PM

Quote:

Originally Posted by mqandil

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lessthan3mph 09-30-2016 11:44 PM

Thanks for the update and photos, Mark. And best of luck with the repair/replacement!

mqandil 10-01-2016 12:41 AM

Thanks guys for all the kind words and support. I love this forum and Have the atmost respect for you guys. You guys are the best. I will keep you updated with all the development of this repair until all fixed. I am not really upset this has happened as I would rather deal with this issue now, during the warranty period rather than later but I am really concerned owning this car beyond warranty period. It can get very expensive owning this beast.

I agree with S996 assessment & observations of the deep groves and that large chunks of metal must have traveled through the engine and most likely ended up in the oil filter. Unfortunately I had an oil change last month, so most of the evidence is gone. I would still inspect the current oil filter and hopefully we can still see some metal trapped inside.

I also wanted to let you know that although I drive the car hard, I take extreme care to not let engine go above 3K until oil temperature is above 190F, and I also did baby this engin for the first 1400 miles on both engines. I changed the oil every 3000 to 4000 miles on the average. One final observation, aside from the error message from PCM there was no other indications something was wrong. Engine pulled hard and smooth all the way till it was taken apart. The engine sounded good with no strange or abnormal sounds, and the oil consumption have actually reduced significantly in the last few thousand miles. The engine/exhaust after 12k miles stopped producing the excessive smoke, that it used to produce at start up when the car was new and was embarrassing as the smoke filled the air and ended up at my neighbors front yards. Bottom line the car/engine was running perfect with no indication something was wrong aside from the occasional misfire/check engine message that occured only few times when shifting at redline at 2nd gear or higher. Even after it happened the engine sounded perfect and the car ran great, and pulling strong. Very deceptive, and giving you false sense of security! Again thanks to all of you, will keep you posted. Mark

Macca 10-01-2016 03:10 AM

Mark. Firstly, commiserations!

Secondly, congratulations.

You have done very well to get this far IMO. One of the "leaders on the board". I do believe that a lack of track work has helped significantly with the loneyivity of your valve train along with regular oil changes

and good warm up protocol. I also believe that there is some variance in when particular engine will trigger the "missfire code". Some, like my own, with very little wear to the finger follower pad, others like yourself after quite a lot of wear and material has been removed from the face of the pad.

The reality of the situation is that there is nothing you could have done to avoid this. The good news is I believe at the very least you will receive the new heads with DLC cams and finger followers etc. It is possible you will receive an entirely new "G1" engine, the same architecture used in the latest RS and 911R. Even better. Either way I would not be overly concerned, the filer is on the valve-train side and should have caught the majority of the debris one would hope. If you receive the new G1 engine maybe you will keep this car forever -0 it will be the only 8500++ screamer, if not then the choice is yours to enjoy and then sell when the warranty is up. Push hard and see if you can get the full engine, state your concerns with the material missing and possible effects to the bottom end etc.

I know this is not the time or place for it, but there is much talk the new 991.2 GT3 will adopt the 2017 911 GT3 Cup engine architecture and this will arrest the problem, along with the reduced redline for good. I do hope that's the case. People are pointing to oiling as the issue. But it's clear there is more at play here than just throwing more lubricant at the mating surfaces between cam lobe and finger follower. Perhaps the recent DLC on DLC factory solution finally addresses this for good, and the timing of this update after the 9A1 motorsports engine was finalized and run in series (Jan 2016) would indicate to me this is a strong possibility. If not then I would suggest a total redesign is in play with the current motorsports 9A1 engine and this will manifest itself as a production variant in the next 991.2 GT3. Only time will tell, if the DLC/DLC solution is the only significant change to the engines forthwith then rest assured your new heads/engine will serve you well for a long time. If the engine can be made 100% reliable I can't see what more one could want from a GT3 package such as the 991.1 GT3 (other than MT for those who do not track frequently).

Please keep up informed of progress. Travel well.

Chris3963 10-01-2016 03:24 AM

Bad luck...but if it's any consolation my engine has been running better than ever since my rebuild.

Apolo1 10-01-2016 04:22 AM

Quote:

Originally Posted by Macca (Post 13644088)

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Secondly, congratulations.

You have done very well to get this far IMO. One of the "leaders on the board". I do believe that a lack of track work has helped significantly with the longevity of your valve train along with regular oil changes and good warm up protocol. I also believe that there is some variance in when particular engine will trigger the "missfire code". Some, like my own, with very little wear to the finger follower pad, others like yourself after quite a lot of wear and material has been removed from the face of the pad.

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Please keep up informed of progress. Travel well.

Hi M.

First of all very sorry to hear about the car above.....

M,

In view of this Topic, do you think regular oil changes help a lot. I ask due to the fact like you I had an Early 91GT3, Oct 13. It had done about 4k miles and 5 track days by the time it was called in for its new Engine in Feb 14. I kept this car until July 15. On both engines it did over 30 Track and V-max type events. Not once did it ever miss a beat. Like my Current 91RS, I change Oil and filter after every 3-4 Events....

CALSE 10-01-2016 04:33 AM

<http://cimsg6.ibsrv.net/gimg/rennlist...c64a4a5940.jpg> About the same wear as yours Mark. Enjoy your loaner.

levd 10-01-2016 05:53 AM

It's OK, Mark.

Every single 991.1 GT3 will be there sooner or later. Your 2nd engine lasted more miles before rebuild than mine did.

I would not hope on getting a 3rd engine. Most like likely they'll give you a rebuild. That's what they do lately.

levd 10-01-2016 12:57 PM

One of my friends just got infamous "Engine control fault" message on his GT3.

MY15, F engine, 17500 km, some track usage (1500-2000 km on track, AFAIK).

Short summary:

There are 4 of 991 GT3 cars I'm well informed about where I live. Two MY14 (including my own) and two MY15 (there are 2 more, but I'm not keeping close enough contact with the owners to be sure about their cars issues. From what I know, one of them still has only delivery miles on the clock).

Out of these 4 cars, 1 MY14 and both MY15 are already affected by engine issue, all of them under 20.000 km.

4rd car is MY14 with 13.000 km that is for sale since last year. Owner doesn't drive it at all. I was actually thinking about getting this as a spare car for myself, when my car was in a long engine rebuild, but I

believe this car will bring a nice and very fast delivered surprise to a new owner, so I refrained from picking it up.

So much about "just some cars are affected". :)

Loess 10-01-2016 05:35 PM

When I look at those pictures of the cam follower, it seems like the cam lobe is hitting the follower rather than following it. At very high rpm I wonder if the cam hits the follower and then the follower floats a bit before hitting again on the down side. It's sad to see that on an engine with 15000 miles.

I can't believe a Porsche engineer can't look at that wear and know exactly what the problem is.

Macca 10-01-2016 05:58 PM

Quote:

Originally Posted by Loess (Post 13644987)

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Totally agree with you. It's not surely only a lubrication issue. It may be a metallurgy one (two different hardness compounds sticking each other repeatedly with force many millions of times) or one of the components physical design...

Jimmy-D 10-01-2016 06:18 PM

^The scary thing is they knew of these issues but continue to pump these cars out making updates as they go. I guess they figure cheaper than a recall and engine replacements for all. Actually, very reckless and disappointing on their part but it is all about risk/reward/cost

Macca 10-01-2016 07:31 PM

Quote:

Originally Posted by Jimmy-D (Post 13645065)

^The scary thing is they knew of these issues but continue to pump these cars out making updates as they go. I guess they figure cheaper than a recall and engine replacements for all. Actually, very reckless and disappointing on their part but it is all about risk/reward/cost

Yes I agree but it seem to be the way of the future now. Look even the GT4, problems now with MT durability starting to increase, differentials

made of chocolate, then we have the RS with rubbing under-body work on fast compression.

It is not possible to rust any product, even the new GT3 next year, until its had time to be proven. Its very easy to look back 20 years and say Mezger "good engine". Sure hindsight is nice but the road was rocky and by the end it was pretty sorted engine. At some point you need to get on with it and if you cant wait 10 years to find out if what you want is perfect then take the chance now and live with the adventure than may pursue.

Jimmy, if you are the worrying type I would not consider any 991.1 product including 911R or even 991.2 GT3 may not be fully resolved on launch or in its first 18 months production. Maybe one towards the end is better?

What Im getting at here is that I suspect the speed at which the market is moving with competitors vying for the same dollar, we will have to expect in the future to have more warranty concerns than in the recent past. Just go in eyes wide open and none of this will be an issue for you....

Jamie@dundonmotorsports 10-01-2016 09:38 PM

We have heads ordered to finish up the last few bits on the long term solution to this, to those seeing the lifter being the culprit you're on the correct path. The issue has to do with the force that the lifter is pressing the finger follower against the cam lobe, and the lack of space left between the lobe and the follower for an oil film.

The hope was that the new DLC cams were of a different dimension to give a little more room in the system.

I'm also pursuing details on the new DFI cup engine to see what, if any, differences are in the Cup variant.

Macca 10-01-2016 10:00 PM

Thanks Jamie for the update. Exciting. Where the lobes in the DLC camshafts a different width? Or is this still unkown?

Loess 10-02-2016 12:33 AM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13645342)

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Jamie, I agree it could be that there is too much pressure from the lifter so it increases wear but could it be that there is not enough pressure on the follower so at very high rpms a slight gap develops between the follower and the cam so when the lob comes around it impacts the follower (instead of gradually lifting it), bounces up and it drops back down? I see a big impact wear and a little wear when it comes back down if I'm looking at it right. Getting the pressure just right in the lifter would be tricky at 9000rpm with variable temperatures.

hf1 10-02-2016 07:24 AM

Maybe everyone should have just stuck with the rule to only put race proven engines in the GT cars. Meanwhile, it's a full on stripes and decals fiesta over in the R forum. :)

levd 10-02-2016 07:36 AM

Most of Rs could have been shipped with no engine at all. :)

Macca 10-02-2016 08:09 AM

Quote:

Originally Posted by hf1 (Post 13645831)

Maybe everyone should have just stuck with the rule to only put race proven engines in the GT cars. Meanwhile, it's a full on stripes and decals fiesta over in the R forum. :)

Yeah, but I doubt those cars will ever be properly driven, so it's likely their owners will need to venture to this board in a few years time ;-P

Macca 10-02-2016 08:10 AM

Quote:

Originally Posted by levd (Post 13645834)

Most of Rs could have been shipped with no engine at all. :)

Ha Ha. Great minds. I posted same time as you LOL!

levd 10-02-2016 08:39 AM

Macca, LOL.

I'm still thinking if I want to get .2 ASAP or want to wait and see.

On the one hand, .1 is still faster car than I am as a driver, it already significantly depreciated, I have a plenty of warranty left and we have no clue if .2 will be any more reliable.

On the other hand, I love new looks, new car is a new car and I now drive fast enough to feel the real need of bucket seats and won't mind having roll cage too, just in case.

Changing .1 to another .1 with buckets and cage is not an option, as 991.1 GT3 is the last car in the world I would consider buying, knowing what I know about this car. :)

So it's either keep using and abusing by old beaten up horse of jumping .2 train. Can not decide.

Chris3963 10-02-2016 10:15 AM

Quote:

Originally Posted by levd (Post 13645872)

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So it's either keep using and abusing by old beaten up horse of jumping .2 train. Can not decide.

I feel your dilemma. I am first on the list at my dealer for a .2 having placed a deposit months ago but have recently started to play the "yes, no, yes, no" game in my head.

At this point I still intend to go ahead with the .2 and keep the .1 for awhile because even with the engine problems I can't help but feel

that used prices will go up...a lot....once people see that it is the only 911 with a 9,000 rpm engine. I think it is destined to be one of "the 911s".

levd 10-02-2016 10:26 AM

Hmmm. As most engines need a rebuild at approx. 15.000-20.000 km, I somehow feel the prices of .1 with mileage will only drop down.

Zero mileage cars in bubble wrap may become a collectors thing, but MY14 cars with 45.000+ km on clock, like mine (I assume 55.000+ at the time, if I'll be able to get .2 allocation quick enough). I don't know. Hard to believe for me.

Still I'm probably up to the same solution as you - getting .2 and keeping .1 for a while, at least as a spare car.

bronson7 10-02-2016 11:17 AM

This continues to suck. Pretty soon it will be easier to start a thread on "How many 15-16 gt3's HAVE NOT had their engines replaced"?

Maverick787 10-02-2016 11:28 AM

This thread has become very detailed good contributions. Any idea is this the sole reason for the RS going to 8800 vs. 9000 revs? Looks like the 991.1 will become legendary in their own little way on the history side.

hf1 10-02-2016 11:31 AM

Quote:

Originally Posted by Maverick787 (Post 13646119)

This thread has become very detailed good contributions. Any idea is this the sole reason for the RS going to 8800 vs. 9000 revs? Looks like the 991.1 will become legendary in their own little way on the history side.

I never understood this argument. Maybe it would have been even more legendary if they gave it a 9500rpm limiter and made every engine blow after 3k miles.

levd 10-02-2016 11:33 AM

Quote:

Originally Posted by bronson7 (Post 13646098)

This continues to suck. Pretty soon it will be easier to start a thread on "How many 15-16 gt3's HAVE NOT had their engines replaced"?

Easy to answer. The ones that have under 10.000 miles on clock (not enough wear) plus the ones that are not getting revved to high RPMs often (already worn, but error not getting reported). :)

CALSE 10-02-2016 12:34 PM

Quote:

Originally Posted by bronson7 (Post 13646098)

This continues to suck. Pretty soon it will be easier to start a thread on "How many 15-16 gt3's HAVE NOT had their engines replaced"?

"How many 3rd motors or top end repairs had their engines replaced?" is what I am interested in.

IPSA 10-02-2016 01:15 PM

Quote:

Originally Posted by Macca (Post 13593287)

If you read the thread you will learn that like me you have a G0 serial engine and they have just updated with G1 used Ng DLC cams so one assumes that NO our engines are not "sorted" unfortunately. Unless you are using it a lot on the track it will probably go well for a long time.

I have a September build RS at port Emden waiting for a ride and the paper work shows engine serial number G06458.

Are you suggesting latest upgrade would show G1xxxx ?

If so Porsche is not putting latest tech in the current build RS's...

Jimmy-D 10-02-2016 03:39 PM

Quote:

Originally Posted by Chris3963 (Post 13646006)

I feel your dilemma. I am first on the list at my dealer for a .2 having placed a deposit months ago but have recently started to play the "yes, no, yes, no" game in my head.

At this point I still intend to go ahead with the .2 and keep the .1 for awhile because even with the engine problems I can't help but feel that used prices will go up...a lot...once people see that it is the only 911 with a 9,000 rpm engine. I think it is destined to be one of "the 911s".

I would not put my money that it will go up. I think this is a black eye for Porsche

Macca 10-02-2016 04:19 PM

Quote:

Originally Posted by IPSA (Post 13646349)

I have a September build RS at port Emden waiting for a ride and the paper work shows engine serial number G06458. Are you suggesting latest upgrade would show G1xxxx ? If so Porsche is not putting latest tech in the current build RS's...

No - you are all good. It's the replacement engines that are now labelled "G1". Your car has a G serial greater than the cut over which is stated on the PET system (roughly G05700 IIRC), so your engine has the latest cams.

Macca 10-02-2016 04:22 PM

Quote:

Originally Posted by Maverick787 (Post 13646119)

This thread has become very detailed good contributions. Any idea is this the sole reason for the RS going to 8800 vs. 9000 revs? Looks like the 991.1 will become legendary in their own little way on the history side.

I know I sound like a broken record but the RS revs to 8600-8700, other than 1st gear. On the track in sport auto you'll see on the data traces the max shift point for 3,4,5,6 etc is around 8675. The 8800 was a marketing fallacy created to make the reduction from the originally planned 9000 on the RS sound less significant. For the R it's 8600 and for the 991.2 GT3 I will not be surprised if it's 8500 like the cup engine....

Macca 10-02-2016 04:26 PM

Quote:

Originally Posted by Chris3963 (Post 13646006)

I feel your dilemma. I am first on the list at my dealer for a .2 having placed a deposit months ago but have recently started to play the "yes, no, yes, no" game in my head. At this point I still intend to go ahead with the .2 and keep the .1 for awhile because even with the engine problems I can't help but feel that used prices will go up...a lot...once people see that it is the only 911 with a 9,000 rpm engine. I think it is destined to be one of "the 911s".

Chris. Now you spreads have a great 991.1 GT3 and as like Lev and myself the car is still no doubt quicker than you, the other option to consider is to wait a model year for the 991.2 to be "fully mature". This will address somewhat any early issues with the car (there will always be something) as well as ensure your car has all the latest upgrades fitted, in the meantime you get to continue driving your 991.1 getting the most value from it...

Macca 10-02-2016 04:33 PM

Alex. Agree with you on the racing thing, but in realty none of us had that option unless we wanted to wait 4-5 years for the 991.2 to come out, and even then the racing engine is still quite young to fully understand reliability and potential issues etc.

I can hand on heart say I would not have done it any other way than I have. The car has never let me down personally (the one misfire

episode I had I could still drive it home just fine), I've had new engines, cash compensations, extended warranties and I don't even think I've yet paid for a service. I've meet tonnes of GT3 folk through the action group and on these threads and made a lot of new friends through being together with these dilemmas. The car has not just provided a month long ED adventure in 2013, but also a further few years of adventure touring tracks around New Zealand and on these boards discuss the next update Porsche have implemented.

BryanCO 10-02-2016 04:35 PM

Quote:

Originally Posted by Jimmy-D (Post 13646613)

I would not put my money that it will go up. I think this is a black eye for Porsche

Agree. As someone who has been watching the used GT3 market with expectations on jumping in at some point, I'm now planning on passing.

levd 10-02-2016 04:50 PM

Damn. We should have been discussing how great this car is, instead of scaring potential buyers. :)

Can moderators delete this thread? :)

Macca 10-02-2016 04:53 PM

Quote:

Originally Posted by levd (Post 13646737)

Damn. We should have been discussing how great this car is, instead of scaring potential buyers. :) Can moderators delete this thread? :)

Too true!!

Country911 10-02-2016 04:59 PM

I have been watching and re-reading this thread for a while, as I am hoping to jump in, soon. This info is disconcerting. Nonetheless, I have faith the Porsche will fix this problem, (or Jamie is going to make a killing!) Still, there is the possibility of a class action suit, like with the 996 IMS issue, and no one really won. Can't help but compare this to my beloved 996. I have driven her for 12 years and no issues, simply bulletproof. Fingers crossed that Porsche takes care of "it."

BryanCO 10-02-2016 05:05 PM

Quote:

Originally Posted by levd (Post 13646737)

Damn. We should have been discussing how great this car is, instead of scaring potential buyers. :)

Can moderators delete this thread? :)

Great car. Maybe this issue will drive down the market so that I can pick one up for cheap. :D

GrantG 10-02-2016 05:16 PM

Quote:

Originally Posted by Macca (Post 13646684)

I know I sound like a broken record but the RS revs to 8600-8700, other than 1st gear. On the track in sport auto you'll see on the data traces the max shift point for 3,4,5,6 etc is around 8675. The 8800 was a marketing fallacy created to make the reduction from the originally planned 9000 on the RS sound less significant. For the R it's 8600 and for the 991.2 GT3 I will not be surprised if it's 8500 like the cup engine....

From the latest Motor Trend video, you can see that the 911R hits the Rev limiter before the 8,600 redline (around 8,500 rpm).

2016 Porsche 911 R: Already a Legend. For [Good Reason? - Ignition Ep. 161 - YouTube](#)

[Macca](#) 10-02-2016 05:41 PM
[Thanks Grant](#)

One of the biggest surprises for me in this whole story is how Porsche have m

difference on an already reduced rpm limit from original conception (RS).

It baffles me that the world motoring press have not taken Porsche to task on this question and garnered a response that may have indeed given us more clarity to the situation PAg are facing with the MA17X engines.

The obviously couldn't back down from the 9000 rpm limit in the 991.1 GT3 as they had already delivered those cars and made the limit a key USP for this car. To have downgraded the limit would have caused them much legal and image headaches.

But I still cant understand why folks at EVO and other magazines havent called foul on this and directed the question back to why Porsche have taken this stance. Obviously there is a relationship "in the industry" that us schmucks dont see - i.e. "dont P*ss off Porsche or you wont get preference/invite next new release"?

fxz 10-02-2016 05:46 PM
Damn Ferrari...:D

Macca 10-02-2016 05:48 PM
1 Attachment(s)
Actually, that limited does look like its kicks in 8500 with some reverb between 8400-8600

Macca 10-02-2016 06:38 PM
1 Attachment(s)
Some information here from another poster on the new 991.2 GT3 Cup engine.

Unfortunately auto translate isnt perfect.

All I can really conclude is there is a n new cam profile which lowers the max rpm of the engine (and also the power from the 4.0RS variant). They have compensated with some additional toque (20nm)

Interestingly they make note of the DLC followers. I get the impression the new less aggressive cam lobe profile mated to a DLC coating (not clearly stated) may be an enhancement in durability. Essentially this is what we have in the 911R engine which takes the RS 4.0 and reduced max rpm to 8500 with possibly a different cam profile.

Other changes appear to be a cylinder boor hardening process (assumes less friction for more power and ring longevity), and improved lubrication at the crankshaft (this may indeed be teh same crank and scrubber as used in the GT3/RS/R but its new to Cup terminology).

So still leaning some facts form the new Cup engine to see if there are significant changes that may translate into road production GT3 in 5 months time at Geneva...

<https://chromjuwelen.com/de/network/...he-911-gt3-cup>

neanicu 10-02-2016 06:56 PM

It's unfortunate IMO that Porsche had to reduce max RPMs in order to gain reliability. There have been a few engines throughout history that were revving to 9K, Porsche is not the first one. Once they have gone down this path combined with all the marketing followed, it kind of paints the wrong image turning back the volume. [It's mind blowing for an engineering company to have not done all the necessary testing before hand.](#) I personally prefer a reliable engine over 500 RPMs, but I remember back all the marketing about those last 500...

bronson7 10-02-2016 06:58 PM
All great info Mark, thank you once again.

IPSA 10-02-2016 07:18 PM

Quote:

Originally Posted by Macca (Post 13646679)

No - you are all good. It's the replacement engines that are now labelled "G1". Your car has a G serial greater than the cut over which is stated on the PET system (roughly G05700 IIRC), so your engine has the latest cams.

A silver lining for being at the back of the bus...

Thx for all your contributions.

Cheers

Iram007 10-02-2016 07:35 PM

Quote:

Originally Posted by Macca (Post 13646679)

No - you are all good. It's the replacement engines that are now labelled "G1". Your car has a G serial greater than the cut over which is stated on the PET system (roughly G05700 IIRC), so your engine has the latest cams.

Please forgive my lack of understanding in some of the areas in this thread and it is also my first post in Rennlist. My 2016 GT3 was built 9/15 and the 10th digit of my VIN does show a G. After reading the thread I am trying to learn a little more so, where do I find the engine serial number?

Thanks in advance.

R.Deacon 10-02-2016 07:53 PM

^^

open the front trunk, it's on the right side, and as well underside of engine deck cover visible when opened as well

Iram007 10-02-2016 08:18 PM

Thanks a bunch!! Found it!!

squid42 10-03-2016 02:39 PM

Quote:

Originally Posted by Macca (Post 13646825)

The obviously couldn't back down from the 9000 rpm limit in the 991.1 GT3 as they had already delivered those cars and made the limit a key USP for this car. To have downgraded the limit would have caused them much legal and image headaches.

They could offer a buyback and downgrade the rpm limit. Do a ECU tuning that gives a bit more power at the lower rpms at the same time for those who will swallow it up. Extend warranty for free for those who keep. Since Porsche would buy back at MSRP and the used cars sell around MSRP, why not?

I'm not sure they are very concerned about their image right now and the GT cars have more demand than supply anyway. Then they turn the story as "we did the right thing although it was painful and look so many GT3 owners drove them 2 years for free".

orthojoie 10-03-2016 03:23 PM

Quote:

Originally Posted by levd

Easy to answer. The ones that have under 10,000 miles on clock (not enough wear) plus the ones that are not getting revved to high RPMs often (already worn, but error not getting reported). :)

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

levd 10-03-2016 03:31 PM

Good for you. :)

orthojoie 10-03-2016 03:33 PM

Quote:

Originally Posted by levd

Good for you. :)

For now! Lol. Still waiting for something bad to happen, but so far so good

SanDiegoDavid 10-03-2016 03:39 PM

Quote:

Originally Posted by orthojoe

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

That's crazy Joe. Nice. I guess I should switch to 5w-50!

Macca 10-03-2016 06:27 PM

Quote:

Originally Posted by orthojoe (Post 13648842)

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

That's amazing Joe. You hold the record mate. Good news is when it finally goes you get the latest generation 2.5 solution with whiz bang heads and DLC coated cams and whatever magic they have dreamed up by that time!

meaker 10-03-2016 07:12 PM

Does anyone have a solid count in how many cars have had this issue? Only gt3s or ere RS starting to pop up?

bronson7 10-03-2016 08:35 PM

Quote:

Originally Posted by orthojoe (Post 13648842)

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

Amazing stuff Joe. Keep the pedal to the metal. :thumbup:

ChrisF 10-03-2016 09:18 PM

Maybe the engine "problem" is not enough are being driven like Joe's :)

Macca 10-03-2016 09:23 PM

Its funny you say that but the next highest useage car to Joe is another RLer who has done similar track days (50) on his E engine, but similar to Joe (F engine) only uses this car at the track p- even trailers it to many tracks. It would appear that the E & F may get close to 100 track hours if its used only at the track and given regular oil changes. This would indicate that the issue may cold idle & mid rev range, which would make some sense given they uploaded a cold rev limiter to the ECU when we all had our E engines done by the factory back in mid 2014, then in 2016 with the G engines they increased the low and mid range oil pressure....

skremese 10-03-2016 10:51 PM

Quote:

Originally Posted by orthojoe (Post 13648842)

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

I'm only a tenth through what you've done (5 track days on my '15 thus far) but using it mostly for the track. I've changed the oil/filter

once but went with 0-W40. I'm sure I could read through the oil threads but never get a straight answer... since I'm in Norther Cali too maybe I should change to 5-W50. Thoughts?

Also - how often are you changing the plugs? I'm about to do mine this weekend (car is 2 years old this month).

orthojoie 10-03-2016 10:55 PM

Quote:

Originally Posted by skremese

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Also - how often are you changing the plugs? I'm about to do mine this weekend (car is 2 years old this month).

5w-50 makes sense for our climate since it never gets below freezing and the thicker oil is supposed to be better for high heat/track use. It is also an approved oil by Porsche.

Plugs are changed per 'new' factory recs, which is every 10k miles, iirc.

fxz 10-03-2016 11:39 PM

MANUAL

Make it a habit to check the engine oil with every refueling.

The following tips will be helpful in obtaining optimum performance from your new Porsche.

Despite the most modern, high-precision manufacturing methods, the moving parts must still wear in with each other. This wearing-in occurs mainly in the first 2,000 miles (3,000 km).

Therefore:

Preferably take longer trips.

Avoid frequent cold starts with short-distance driving whenever possible.

Avoid full throttle starts and abrupt stops.

Do not exceed maximum engine speed of 4,200 rpm (revolutions per minute).

Do not run a cold engine at high rpm either in Neutral or in gear.
Do not let the engine labor, especially when driving uphill. Shift to the next lower gear in time (use the most favorable rpm range).
Never lug the engine in high gear at low speeds. This rule applies at all times, not just during the break-in period.
Do not participate in motor racing events, sports driving schools, etc. during the first 2,000 miles (3,000 kilometers).
There may be a slight stiffness in the steering, gear-shifting or other controls during the break-in period which will gradually disappear.

Break in brake pads and brake disks

New brake pads and disks have to be "broken in", and therefore only attain optimal friction when the car has covered several hundred miles or km.

The slightly reduced braking ability must be compensated for by pressing the brake pedal harder. This also applies whenever the brake pads and brake disks are replaced.

New Tires

New tires do not have maximum traction. They tend to be slippery.

Break in new tires by driving at moderate speeds during the first 60 to 120 miles (100 to 200 km). Longer braking distances must be anticipated.

fxz 10-03-2016 11:47 PM

I still prefer the .1 GT3 over the .1 R RS GT4

RajDatta 10-04-2016 09:22 AM

Quote:

Originally Posted by orthojoe

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

Wow!! :thumbup:

mqandil 10-04-2016 03:46 PM

Hi guys. Again thanks for all the comments and kind words. As promised I would keep you updated with my engine repair, today PCNA reviewed the pictures and made a determination that my engine should be replaced with a new engine. An order for the new engine was placed today and is being flown from Germany and should arrive by end of this week. The plan is to have it back in the car early next week. Very impressive turn around, less than 2 weeks. Really happy

with the outcome and I will continue to update you with my repair.
Mark

Nizer 10-04-2016 03:49 PM

Congrats. It'll be interesting to see whether you get the new oiling system.

mqandil 10-04-2016 03:49 PM

Quote:

Originally Posted by orthojoe (Post 13648842)

16,000 miles. Almost 50 track days. Full auto mode on track (9k rpm shifts). Still running fine. Mobil 1 5w-50 oil every 10 track days.

Joe that is really Impressive. One of a kind....Must be the driver. Mark

mqandil 10-04-2016 03:51 PM

Quote:

Originally Posted by Nizer (Post 13651492)

Congrats. It'll be interesting to see whether you get the new oiling system.

Thanks bud. How do I know that I got the new oiling system. Isn't all the G engines supposed to have it? Mark

levd 10-04-2016 03:51 PM

Congratulations, Mark!

Good for you and good to know they are still replacing whole engines once in a while.

mqandil 10-04-2016 03:55 PM

Quote:

Originally Posted by levd (Post 13651502)

Congratulations, Mark!

Good for you and good to know they are still replacing whole engines once in a while.

Thank you. Me too, I was relieved when I heard they will be replacing the engine. Not sure what is the criteria, but I am glad I fall into that.

Thanks again. Mark

jfr0317 10-04-2016 03:56 PM

Quote:

Originally Posted by mqandil (Post 13651482)

Hi guys. Again thanks for all the comments and kind words. As promised I would keep you updated with my engine repair, today PCNA reviewed the pictures and made a determination that my engine should be replaced with a new engine. An

order for the new engine was placed today and is being flown from Germany and should arrive by end of this week. The plan is to have it back in the car early next week. Very impressive turn around, less than 2 weeks. Really happy with the outcome and I will continue to update you with my repair. Mark
That's the best news you could have gotten under the circumstances,
Mark. Best of luck with the replacement, and keep us posted on the progress.

mqandil 10-04-2016 03:58 PM

Quote:

Originally Posted by jfr0317 (Post 13651519)

That's the best news you could have gotten under the circumstances, Mark. Best of luck with the replacement, and keep us posted on the progress.

Thanks John. Mark

Loess 10-04-2016 04:14 PM

That's great you're getting a new engine. I would hope that they look at the amount of metal chewed off the follower and the cam in determining if a new engine is warranted. If it's just the surface layer maybe you get new heads, if it's real metal loss you get an engine?

Does anyone know if they sell the followers individually?

mqandil 10-04-2016 04:16 PM

Quote:

Originally Posted by Macca (Post 13644088)

Mark. Firstly, commiserations!

Secondly, congratulations.

You have done very well to get this far IMO. One of the "leaders on the board". I do believe that a lack of track work has helped significantly with the longevity of your valve train along with regular oil changes and good warm up protocol. I also believe that there is some variance in when particular engine will trigger the "missfire code". Some, like my own, with very little wear to the finger follower pad, others like yourself after quite a lot of wear and material has been removed from the face of the pad.

Please keep up informed of progress. Travel well.

Hi Mark.... thank you for the very kind words my dear friend.

I am not upset at all and nor deterred on continuing to own this beast. There are not that many cars out there that can match the experience, so I am planning to hold onto mine for a while.

As I mentioned earlier PCNA has agreed to give me new replacement engine which should arrive this Friday. Will continue to update you with the repair. Again thank you... Mark

lessthan3mph 10-04-2016 04:26 PM

Great news Mark! What a relief that they'll replace it. And that's indeed very quick! If you find out which version of new engine you get please let us know. Hopefully it's the newest one with dlc-covered cam lobes.

DJM48 10-04-2016 05:07 PM

Very pleased for you Mark. A great outcome.

mqandil 10-04-2016 05:26 PM

Quote:

Originally Posted by DJM48 (Post 13651680)

Very pleased for you Mark. A great outcome.

Thank you. Much appreciated. Mark

mqandil 10-04-2016 05:28 PM

Quote:

Originally Posted by lessthan3mph (Post 13651585)

Great news Mark! What a relief that they'll replace it. And that's indeed very quick! If you find out which version of new engine you get please let us know.

Hopefully it's the newest one with dlc-covered cam lobes.

Thanks bud. I am hoping too it would have the latest and greatest. I plan to take picture of the crate, serial # & part # and share with you guys.

Mark

orthojoie 10-04-2016 05:29 PM

Quote:

Originally Posted by mqandil

Joe that is really Impressive. One of a kind....Must be the driver. Mark

Lol! Sorry to hear about your engine, but glad that Porsche is doing the right thing

R.Deacon 10-04-2016 05:36 PM

mqandil,

Mark terrific news for you that P made such a supporting decision , and an encouraging choice for the folks here too !

bronson7 10-04-2016 07:17 PM

Quote:

Originally Posted by mqandil (Post 13651482)

Hi guys. Again thanks for all the comments and kind words. As promised I would keep you updated with my engine repair, today PCNA reviewed the pictures and made a determination that my engine should be replaced with a new engine. An order for the new engine was placed today and is being flown from Germany and should arrive by end of this week. The plan is to have it back in the car early next week. Very impressive turn around, less than 2 weeks. Really happy with the outcome and I will continue to update you with my repair. Mark
That's great news Mark.

Jimmy-D 10-04-2016 09:58 PM

Glad you got good news. It is pretty clear Porsche is doing the right thing for all

Time to drive the snot out of all 2014/2015. Get a new engine before warranty up should be the ideal plan

bronson7 10-04-2016 10:29 PM

Quote:

Originally Posted by Jimmy-D (Post 13652473)

Time to drive the snot out of all 2014/2015. Get a new engine before warranty up should be the ideal plan

Exactly my game plan. :D

mqandil 10-04-2016 11:54 PM

Quote:

Originally Posted by R.Deacon (Post 13651761)

mqandil,

Mark terrific news for you that P made such a supporting decision , and an encouraging choice for the folks here too !

Quote:

Originally Posted by orthojoe (Post 13651741)

Lol! Sorry to hear about your engine, but glad that Porsche is doing the right thing

Quote:

Originally Posted by bronson7 (Post 13652013)

That's great news Mark.

Quote:

Originally Posted by Jimmy-D (Post 13652473)

Glad you got good news. It is pretty clear Porsche is doing the right thing for all

Time to drive the snot out of all 2014/2015. Get a new engine before warranty up should be the ideal plan

Thanks guys. Really appreciate all the support. I am so glad Porsche came through for me, and without any argument and without me asking for a new engine. I will keep you posted as the repair begins. Mark

bigskyGT4 10-05-2016 12:04 AM

Looking at the pictures you posted, I was quietly rooting for a new engine. Congratulations and a nod to Porsche for taking care of their customer.

Alan C. 10-05-2016 01:31 AM

Great news on the new engine.

mqandil 10-05-2016 02:19 AM

Quote:

Originally Posted by bigskyGT4 (Post 13652835)

Looking at the pictures you posted, I was quietly rooting for a new engine. Congratulations and a nod to Porsche for taking care of their customer.

Quote:

Originally Posted by Alan C. (Post 13652979)

Great news on the new engine.

Thanks guys. I was too a bit concerned with the amount of wear as shown in the pictures, so I am really glad that I am getting new engine. Let's hope it will be the latest & greatst "G1" engine. Mark

Macca 10-05-2016 02:42 AM

Great news Mark. You will I am sure get a "G1" serial engine (confirm when you can) which will mean your engine will be almost identical to the one in the latest RS and 911R. Well done!

aamersa 10-05-2016 06:41 AM

It's funny we have gotten so immune to the engine problems that we now actually consider a full engine replacement to be good news and the best possible outcome.

MileHigh911 10-05-2016 08:11 AM

Lol. So true. A matching numbers 2014 car will be so rare in 20 yrs!!!!!!!!!!

Chris3963 10-05-2016 08:42 AM

Quote:

Originally Posted by MileHigh911 (Post 13653214)

Lol. So true. A matching numbers 2014 car will be so rare in 20 yrs!!!!!!!!!!

Which is why I am kind of pleased that I got a top end rebuild instead of a complete engine replacement. The numbers still match!

RajDatta 10-05-2016 08:48 AM

Quote:

Originally Posted by Chris3963

Which is why I am kind of pleased that I got a top end rebuild instead of a complete engine replacement. The numbers still match!

I always felt a numbers matching thing was more for American muscle cars and not that big a deal on Porsches. To be honest, I have not seen much info that matches anything official to tie the engine, transmission and vin numbers together. Maybe I am unaware.

rm21 10-05-2016 09:07 AM

I'm at 14,000 mikes, 43 track days and about to do my 6k track maintenance next month. The heat slowed me down this year but I'm trying to make up for it in the fall. ♦♦ I had two injectors replaced but otherwise it has been running fine on 0w40. I think Manifold is even farther along in terms of days. I let the car shift like Joe. Glad that doesn't seem to be linked to the engine issues. This thread still has me scared but I'm not going to worry about it too much and plan to track it as much as possible while it is still in the warranty period.

Macca 10-05-2016 09:42 AM

Rich. You are in the record books along with Joe & Manifold. That's almost 80 hours track time. I think the F engines definitely go longer than the E...

By the time you get there they will probably be providing engines with cams and finger followers made from titanium (hey that would be a good idea for the 991.2 GT3 engine!!) LOL!

meaker 10-05-2016 12:14 PM

Quote:

Originally Posted by rm21

I'm at 14,000 mikes, 43 track days and about to do my 6k track maintenance next month. The heat slowed me down this year but I'm trying to make up for it in the fall. ☐ I had two injectors replaced but otherwise it has been running fine on 10w40. I think Manifold is even farther along in terms of days. I let the car shift like Joe. Glad that doesn't seem to be linked to the engine issues. This

thread still has me scared but I'm not going to worry about it too much and plan to track it as much as possible while it is still in the warranty period.

So you haven't had the miss fire issue with your car? Some reason I thought bf-clt said you had it happen last winter. I guess that's when you had the injectors replaced.

GrantG 10-05-2016 12:16 PM

Quote:

Originally Posted by RajDatta (Post 13653257)

I always felt a numbers matching thing was more for American muscle cars and not that big a deal on Porsches. To be honest, I have not seen much info that matches anything official to tie the engine, transmission and vin numbers together. Maybe I am unaware.

If you look at Porsche Certificate of Authenticity (can buy from Atlanta office), it has that info...

EDIT: Sorry for the bad info, Engine Number is no longer included on a COA (just engine model code). It used to be there long ago (like with my 73S).

Jamie@dundonmotorsports 10-05-2016 12:44 PM

Quote:

Originally Posted by mqandil (Post 13652816)

Thanks guys. Really appreciate all the support. I am so glad Porsche came through for me, and without any argument and without me asking for a new engine. I will keep you posted as the repair begins. Mark
Glad to see the NW porsche dealers doing the right thing! My plan is to drive the snot out of mine (just finished 2 days at Oregon Raceway park, probably 7 hours of total track time over 2 days, I'm whooped but the car was flawless!)

Will get the parts for the fix and test them as well, but honestly want Porsche to get this fixed correctly, also starting to investigate the differences with the 991.2 cup heads and oiling system, this could bear fruit for us 991.1 guys as well, wouldn't be the first time motorsports parts fix a street car issue...

MileHigh911 10-05-2016 03:41 PM

Stay on top of it Jamie!! Your RL brethren are very appreciative. Keep us updated when you learn more on the changes. To be honest with you, I am hesitant to do your catted exhaust until I know if I am keeping the .1 My name is on the list for the .2 already, but I still love my current car.

GT3 KSA 10-05-2016 04:37 PM

Quote:

Originally Posted by MileHigh911 (Post 13654173)

Stay on top of it Jamie!! Your RL brethren are very appreciative. Keep us updated when you learn more on the changes. To be honest with you, I am hesitant to do your catted exhaust until I know if I am keeping the .1 My name is on the list for the .2 already, but I still love my current car.

If i am not mistaken their headers should work on the .2 as well

levd 10-05-2016 06:02 PM

Quote:

Originally Posted by levd (Post 13644553)

One of my friends just got infamous "Engine control fault" message on his GT3.

MY15, F engine, 17500 km, some track usage (1500-2000 km on track, AFAIK).
Update: Coils swapped, still misfire in the same cylinder. Rebuild or new engine, up to PAG. One more car is officially "in the club".

rm21 10-05-2016 10:22 PM

Quote:

Originally Posted by meaker (Post 13653725)

So you haven't had the miss fire issue with your car? Some reason I thought bf-clt said you had it happen last winter. I guess that's when you had the injectors replaced.

My car went into limp mode on the track but the dealer fix was to replace several injectors. I was skeptical that would address the issue but it has been running fine since then.

Jamie@dundonmotorsports 10-06-2016 02:45 AM

Quote:

Originally Posted by MileHigh911 (Post 13654173)

Stay on top of it Jamie!! Your RL brethren are very appreciative. Keep us updated when you learn more on the changes. To be honest with you, I am hesitant to do your catted exhaust until I know if I am keeping the .1 My name is on the list for the .2 already, but I still love my current car.

Either headers will work on the .2 as well! So you're good to get them and move them over or keep them on the 991.1!

Nizer 10-06-2016 09:02 AM

Quote:

Originally Posted by levd (Post 13654615)

Update: Coils swapped, still misfire in the same cylinder. Rebuild or new engine, up to PAG. One more car is officially "in the club".

Consider yourself lucky. I feel bad for the owner's that have engines let go when warranty expires.

levd 10-06-2016 12:06 PM

Quote:

Originally Posted by Nizer (Post 13655879)

Consider yourself lucky. I feel bad for the owner's that have engines let go when warranty expires.

It's not my car. It's my friend, who won luck lottery this time. :)

Mine already had a rebuild of second engine earlier this summer, so my time to get lucky again is not there yet. I expect my engine to fail again with lucky message about control fault mid-summer of 2017. :D

2017 will bring a lot of luck of this sort to .1 GT3 and probably RS owners, IMO.

the-missile 10-10-2016 02:35 AM

<http://cimg0.ibsrv.net/gimg/rennlist...d81e075664.png>

<http://cimg1.ibsrv.net/gimg/rennlist...8bd8e78016.png>

<http://cimg2.ibsrv.net/gimg/rennlist...f47350d37c.png>

[Another failure](#) to report on 991 GT3 E engine (one of our club member).

24500 kms, car blocked on stop sale and delivered in DEC 14. low activity on track.

Car failed on last event in Dubai. Dealer was unable to find the code in the history so they kept the car and luckily they were able to repeat the code after some driving. Misfire.

they opened one side only, one cam is scratched, others are just DLC coat removed at some area.

They have proposed him engine rebuilt for the moment. I advised him to check the opposite side and request for an other engine from factory.

he is waiting the report of the second side before asking the engine replacement. I will let you know the outcome.

levd 10-10-2016 07:27 AM

I actually know the easy fix. It's just a matter of time till they will apply it.

I think at some point they will re-write the code to bring misfire messages only when it's a really really bad series of misfires. Every car will get re-flashed on occasion. Maybe this "upgrade" will even be a complimentary for us, with zero cost. :)

VAG is very good at software coding, as we've got to know last year. :)

hf1 10-10-2016 08:25 AM

They put DLC coating in 2014?

What reason would they have for expecting the other half to look any different?

squid42 10-10-2016 09:39 AM

Quote:

Originally Posted by the-missile (Post 13664240)

Another failure to report on 991 GT3 E engine (one of our club member).

24500 kms, car blocked on stop sale and delivered in DEC 14.

low activity on track.

Car failed on last event in Dubai. Dealer was unable to find the code in the history so they kept the car and luckily they were able to repeat the code after some driving. Misfire.

they opened one side only, one cam is scratched, others are just DLC coat removed at some area.

They have proposed him engine rebuilt for the moment. I advised him to check the opposite side and request for an other engine from factory.

he is waiting the report of the second side before asking the engine replacement. I will let you know the outcome.

If the dealer says the DLC coat is scratched on a 2014 with an E series that is not a good sign. Doesn't matter if he/she gets a new engine of course.

Just in time 10-10-2016 02:32 PM

Quote:

Originally Posted by levd (Post 13664348)

I actually know the easy fix. It's just a matter of time till they will apply it.

I think at some point they will re-write the code to bring misfire messages only when it's a really really bad series of misfires. Every car will get re-flashed on occasion. Maybe this "upgrade" will even be a complimentary for us, with zero cost. :)

VAG is very good at software coding, as we've got to know last year. :)
Are u suggesting that PAG will trick up the software so as to avoid showing real performance and problems? If they do then they did not learn anything from VAGs die\$\$el debacle.

LSs1Power 10-10-2016 02:54 PM

What is the price of the cams and Rockers? A good engine builder can change them and torque them properly and it won't cost you an arm and a leg. Its basically a top end job.

levd 10-10-2016 03:04 PM

Quote:

Originally Posted by Just in time (Post 13665045)

Are u suggesting that PAG will trick up the software so as to avoid showing real performance and problems? If they do then they did not learn anything from VAGs die\$\$el debacle.

They can call it "setting overly sensitive algorithm to normal", for example. I really hope they won't do it, but after Dieseltgate can we really trust?

MileHigh911 10-10-2016 03:13 PM

Quote:

Originally Posted by levd

I actually know the easy fix. It's just a matter of time till they will apply it.

I think at some point they will re-write the code to bring misfire messages only when it's a really really bad series of misfires. Every car will get re-flashed on occasion. Maybe this "upgrade" will even be a complimentary for us, with zero cost. :)

VAG is very good at software coding, as we've got to know last year. :)
This was exactly my thinking. With the first E engine failures, the sensors were very sensitive, as they caught the wear early. I have wondered if why the F engines appear more durable isn't due to a "software update" where PAG just dumbs down the sensitivity of the misfire sensor. That way, cars still run, and only the abused ones discover the problem before warranty runs out. Of course, if this is the issue, it is like diesel gate all over again. One can assume if Porsche knew an engine was not running as designed for efficiency and emissions due to the can follower wear, then it is essentially like dieseltgate.

levd 10-10-2016 03:22 PM

They can still claim initial level of sensitiveness was a mistake and new level is OK.

lessthan3mph 10-10-2016 03:25 PM

It's not paranoia if pag is really out to get you! :icon501:

levd 10-10-2016 03:28 PM

They are still busy finding out where Macca lives. :)

elp_jc10-10-2016 04:49 PM

Quote:

Originally Posted by levd (Post 13665177)

They can still claim initial level of sensitiveness was a mistake and new level is OK.

There's no way in hell anybody with engine knowledge would think that level of follower wear is normal. But to be honest, I have zero doubt Porsche would do the above... and they probably did. I think the difference between the 2 levels boils down to a top-end job vs engine replacement. I don't think it'll be beneficial at the end, just like dieselgate:D.

Macca 10-10-2016 05:09 PM

Quote:

Originally Posted by levd (Post 13665207)

They are still busy finding out where Macca lives. :)

LOL! In about the most remote place you can think to live. A rock in the Ocean in the Pacific formerly colonized by France and the UK! Its a long swim from Germany!

RFGGT3 10-10-2016 05:53 PM

Quote:

Originally Posted by Macca (Post 13665470)

LOL! In about the most remote place you can think to live. A rock in the Ocean in the Pacific formerly colonized by France and the UK! Its a long swim from Germany!

Macca,

OT How is everyone doing after 11/2 years since Pam?

Macca 10-10-2016 08:12 PM

Quote:

Originally Posted by RFGGT3 (Post 13665586)

Macca,

OT How is everyone doing after 11/2 years since Pam?

Thanks for asking mate. Especially as your state has just been through similar. Things are largely back to normal here finally. Tourism is still suffering (probably 35% down but has recovered quite a bit since earlier this year). General economy has also taken a fair hit with GDP down at least 40% last 12 months. Most of the damage is repaired now other than a few bridges and roads which are planned to be sorted out in the next 12 months. PAM was a big one, one of the 5 largest storms in the world on record with 180mph winds sustained and 220mph gusting! It was pretty much a direct hit as well and fairly slow moving so the damage was significant in what is already a developing world nation. Death toll was under 100 but possibly more if indirect effects were taken into account. Due largely to the wonderful generosity of people on this board we managed to rebuild from scratch a number of houses in the local village via our charity fund and also provide medical and food/clothes to many more. A little can go a long way in these places.

I trust yourself and your family survived the storm without issue. We were down your way in June, a lovely part of the world (made it all the way down to Key West). Reminded me a lot of Vanuatu!

Take care

M

Jrtaylor9 10-10-2016 10:06 PM

I have an RS scheduled to be delivered last week of the year. Has Porsche improved engine issues continually or have all improvements stopped with G engines; meaning a sep16 delivered RS is same as a dec16 delivered RS?

R.Deacon 10-10-2016 11:02 PM

^I don't think it's known as yet
My bet is after 50+ years of P. continuously
Working to improve the 911 ,
Lucky for us they cannot stop TWEAKING IT.

RFGGT3 10-11-2016 07:35 AM

Quote:

Originally Posted by Macca (Post 13665878)

Thanks for asking mate. Especially as your state has just been through similar. Things are largely back to normal here finally. Tourism is still suffering (probably 35% down but has recovered quite a bit since earlier this year). General

economy has also taken a fair hit with GDP down at least 40% last 12 months. Most of the damage is repaired now other than a few bridges and roads which are planned to be sorted out in the next 12 months. PAM was a big one, one of the 5 largest storms in the world on record with 180mph winds sustained and 220mph gusting! It was pretty much a direct hit as well and fairly slow moving so the damage was significant in what is already a developing world nation. Death toll was under 100 but possibly more if indirect effects were taken into account. Due largely to the wonderful generosity of people on this board we managed to rebuild from scratch a number of houses in the local village via our charity fund and also provide medical and food/clothes to many more. A little can go a long way in these places.

I trust yourself and your family survived the storm without issue. We were down your way in June, a lovely part of the world (made it all the way down to Key West). Reminded me a lot of Vanuatu!

Take care

M

A blessing there were not more fatalities given the magnitude of your storm. We had no damage on Longboat, but our friends from north of Palm Beach to North Carolina really got hit hard. Happy Motoring!

mqandil 10-22-2016 09:48 PM
Quick update

1 Attachment(s)

My new engine is back in the car today. Sunset fired it up today and took the car for test drive. I am getting the car first thing on Monday. Please see attached pictures of new engine.

mqandil 10-22-2016 09:49 PM
Here is the engine number

1 Attachment(s)

Here is a picture of the engine #

R.Deacon 10-22-2016 10:02 PM
^Mark

awesome for you as well timeline , Macca will chime in on your new G #erd motor my bet

also great that it was you reviving this thread with good news ,it's been thankfully quite and was three pages back

standing by for any impressions worthy of post

Jamie@dundonmotorsports 10-22-2016 10:09 PM

Quote:

Originally Posted by mqandil (Post 13693865)

Here is a picture of the engine #

Nice!

Maybe bring it up on the 5th to get some break in miles on her!

I think 60xxx is DLC coated everything! ;)

mqandil 10-22-2016 10:15 PM

Quote:

Originally Posted by R.Deacon (Post 13693886)

^Mark

awesome for you as well timeline , Macca will chime in on your new G #erd motor my bet

also great that it was you reviving this thread with good news ,it's been thankfully quite and was three pages back

standing by for any impressions worthy of post

Thank you. Engine actually arrived 2 weeks ago but my favorite Porsche technician was on vacation so opted for him to come back and work on my car rather than have someone else work on it.

It took about 10 days from me dropping the car off to Sunset to receiving the new engine. Had I not opted to wait I would have had my car back in about 2 weeks time from time I dropped it off. Really impressive turn around. Will keep u posted with my impressions. Mark

mqandil 10-22-2016 10:15 PM

Quote:

Originally Posted by Jamie@dundonmotorsports (Post 13693899)

Nice!

Maybe bring it up on the 5th to get some break in miles on her!

I think 60xxx is DLC coated everything! ;)

Sounds like a plan. Looking forward to meet you in person. Mark

Alan C. 10-22-2016 10:51 PM

Great news on the new G engine!

jfr0317 10-22-2016 11:10 PM

Great news on the quick turnaround on the new engine, Mark!

Macca 10-23-2016 02:33 AM

Well done Mark on the new engine! Sounds like you have been treated well with quick turn around etc.

Well the "G6" is a new designation but I assume just a G iteration given to the latest replacement engines out of stores. We have now got somewhat ahead of the latest online PET on these numbers now - if you had the replacement engine crate part number we can probably look a bit deeper etc.

Rest assured it will have the DLC cams etc so should last a very long time for you I should think.

We had a fifth engine show the "missfire" codes here in NZ. I believe that's 5 out of 30 now. So far all early E series cars. I should think those % pretty much reflect the global situation.

Enjoy stacking the miles up on it and dont baby it during break in ;-)

levd 10-23-2016 08:15 AM

Quote:

Originally Posted by levd (Post 13654615)

MY15, F engine, 17500 km, some track usage (1500-2000 km on track, AFAIK).

Update: Coils swapped, still misfire in the same cylinder. Rebuild or new engine, up to PAG. One more car is officially "in the club".

Update 2: No new engine for that car. It's being rebuilt with new top-end under warranty.

Next summer will be a real doomsday IMO, with A LOT of 991 GT3s joining the bad apple list and probably RS cars will start failing the same way.

bronson7 10-23-2016 10:08 AM

Great news Mark. Enjoy the new engine and please let us know if anything feels any different compared to the previous engine. Did you ask or have any idea what they will do with the removed engine? I assume send it back to Porsche to investigate, but I'm sure they've

gone through more than enough by now to really know what the real problem is.

the-missile 10-23-2016 10:44 AM

Quote:

Originally Posted by levd (Post 13694359)

Update 2: No new engine for that car. It's being rebuilt with new top-end under warranty.

Next summer will be a real doomsday IMO, with A LOT of 991 GT3s joining the bad apple list and probably RS cars will start failing the same way.

Update on misfire on the lad's car. re-built on E engine only. Asked to get new engine but they denied.

Another engine issue happened on another guy, he will get the answer in the coming days. Automatic E engine swap is not anymore!

they are maybe convinced that DLC coat is the solution whatever the engine...:icon107:

I have sold mine, waiting for the new one.

mqandil 10-24-2016 08:09 PM

Quote:

Originally Posted by Alan C. (Post 13693958)

Great news on the new G engine!

Quote:

Originally Posted by jfr0317 (Post 13693990)

Great news on the quick turnaround on the new engine, Mark!

Quote:

Originally Posted by bronson7 (Post 13694449)

Great news Mark. Enjoy the new engine and please let us know if anything feels any different compared to the previous engine. Did you ask or have any idea what they will do with the removed engine? I assume send it back to Porsche to investigate, but I'm sure they've gone through more than enough by now to really know what the real problem is.

Thanks guys. I got my car back today. Hard to tell if there is any difference. Engine feels strong, and I have noticed oil pressures are higher than before. I will continue to update u about my impressions. Mark

mqandil 10-24-2016 08:13 PM

1 Attachment(s)

Quote:

Originally Posted by Macca (Post 13694223)

Well done Mark on the new engine! Sounds like you have been treated well with quick turn around etc.

Well the "G6" is a new designation but I assume just a G iteration given to the latest replacement engines out of stores. We have now got somewhat ahead of the latest online PET on these numbers now - if you had the replacement engine crate part number we can probably look a bit deeper etc.

Rest assured it will have the DLC cams etc so should last a very long time for you I should think.

We had a fifth engine show the "missfire" codes here in NZ. I believe that's 5 out of 30 now. So far all early E series cars. I should think those % pretty much reflect the global situation.

Enjoy stacking the miles up on it and dont baby it during break in ;-)

Thanks Mark...

Here is a picture of the label that came on the crate. Not sure if it can tell you more about the engine.

I am really glad I got a new engine, and after couple of gas refills I am planning to drive it hard. Unfortunately the rain season has arrived, but I will take the opportunity evrytime we have a little break in the weather to drive this baby really hard. Thanks again my dear friend.
Mark

TBC63 10-24-2016 09:41 PM

A few semi- noob questions:

A top end fix will keep the the engine serial # the same as originally issued..right?

A new engine will have a new serial #...do other areas on the car have original serial #'s that tie back to the original engine serial #?

Macca 10-24-2016 11:37 PM

Quote:

Originally Posted by mqandil (Post 13698131)

Thanks Mark...

Here is a picture of the label that came on the crate. Not sure if it can tell you more about the engine.

I am really glad I got a new engine, and after couple of gas refills I am planning to drive it hard. Unfortunately the rain season has arrived, but I will take the opportunity evrytime we have a little break in the weather to drive this baby really hard. Thanks again my dear friend. Mark

Thanks Mark. Great work. Valuable data point. Your replacement engine supersedes the latest online PET which show the same part number with "DX" as the final two digits. You have the very latest MA175 engine on offer with all the enhancements of the 911R and July onward 911 GT3RS engines! This must be costing PAG a fortune...

SanDiegoDavid 10-25-2016 12:46 AM

This whole thing about matching serial numbers is wildly over blown. Who really cares? And if you do, why?! It's a freaking car. Just drive the damm thing for crying out loud.

qbix 10-25-2016 05:01 AM

Quote:

Originally Posted by levd (Post 13694359)

Update 2: No new engine for that car. It's being rebuilt with new top-end under warranty.

Next summer will be a real doomsday IMO, with A LOT of 991 GT3s joining the bad apple list and probably RS cars will start failing the same way.

I hope it will happen. Then Porsche will not get away when my engine fails out of warranty saying that the warranty has expired. It will be a well documented (if not already is) design issue.

TBC63 10-25-2016 07:51 AM

Quote:

Originally Posted by SanDiegoDavid (Post 13698806)

This whole thing about matching serial numbers is wildly over blown. Who really cares? And if you do, why?! It's a freaking car. Just drive the damm thing for crying out loud.

I agree with you..just want to be educated. I'm guessing the Vin# plates at the front windshield and driver doorwell are the only places where the numbers won't match the # on a new engine. Any others?

No one will easily see the # on a new engine.

levd 10-25-2016 08:33 AM

I'm not sure engines do "match" for MY14 cars with recalled engines anyway.

the-missile 10-25-2016 10:16 AM

Quote:

Originally Posted by levd (Post 13699108)

I'm not sure engines do "match" for MY14 cars with recalled engines anyway. they are stickers provided with the delivered to make the new engine matching with everything including a certificate from Porsche. at least, that what was done in the stop sale.

levd 10-25-2016 10:20 AM

I have no certificate. All I have is a "T7" record with no stamp in service book.

Dosn't matter anyway, as this 2nd and already rebuilt engine is not the last one for this car anyway. :)

SanDiegoDavid 10-25-2016 10:29 AM

Quote:

Originally Posted by TBC63 (Post 13699066)

I agree with you..just want to be educated. I'm guessing the Vin# plates at the front windshield and driver doorwell are the only places where the numbers won't match the # on a new engine. Any others?

No one will easily see the # on a new engine.

Just giving some sh**. :D I got the certificate and stickers for the second engine, but they have failed to produce them for my third. I gave up trying to get the third engine stickers. The car has 23,000 miles, so its not going to be a collector car. The service paperwork for the engine replacement has the new engine number, so I'm good with that.

levd 10-25-2016 10:56 AM

You (or next owner) will probably get stickers for 4th engine on 40.000 miles anyway. :)

squid42 10-25-2016 12:48 PM

Anybody buying a 2014 gt3 in 10 years insisting on "matching numbers" might not be the brightest cookie in the box anyway?

bronson7 10-25-2016 06:29 PM

Quote:

Originally Posted by squid42 (Post 13699745)

Anybody buying a 2014 gt3 in 10 years insisting on "matching numbers" might not be the brightest cookie in the box anyway?

In 10 years time that would be a tough find, a 14MY with matching numbers.

SanDiegoDavid 10-25-2016 06:56 PM

Quote:

Originally Posted by squid42

Anybody buying a 2014 gt3 in 10 years insisting on "matching numbers" might not be the brightest cookie in the box anyway?

:roflmao: Funny

Match-Lave 10-25-2016 07:12 PM

PRINT AND SAVE!!!

Time for all of us beta testers to PRINT and SAVE this thread. I am going to print multiple copies and save one in a safety deposit box!!!

:roflmao:

Those like me with MY 16 Nov 15 build may just be lucky enough to have the engine that just barely slides over the wrong side of the warranty expiration line and then kabooms. No way am I buying a new motor that will still be a low mile Porsche "halo" car. PAG is getting the benefit of the doubt from me. And it's a wee bit foolhardy to think any of us will drive the car right up until warranty expiry and unload at any kind of reasonable price whatsoever.

nxfedlt1 10-25-2016 07:45 PM

Quote:

Originally Posted by Match-Lave (Post 13700906)

Time for all of us beta testers to PRINT and SAVE this thread. I am going to print multiple copies and save one in a safety deposit box!!! :roflmao:

Those like me with MY 16 Nov 15 build may just be lucky enough to have the engine that just barely slides over the wrong side of the warranty expiration line and then kabooms. No way am I buying a new motor that will still be a low mile Porsche "halo" car. PAG is getting the benefit of the doubt from me. And it's a wee bit foolhardy to think any of us will drive the car right up until warranty expiry and unload at any kind of reasonable price whatsoever.

pdf me a copy please. and my attorney.

DrJupeman 10-25-2016 08:00 PM

Quote:

Originally Posted by Match-Lave (Post 13700906)

Time for all of us beta testers to PRINT and SAVE this thread. I am going to print multiple copies and save one in a safety deposit box!!! :roflmao:

Those like me with MY 16 Nov 15 build may just be lucky enough to have the engine that just barely slides over the wrong side of the warranty expiration line and then kabooms. No way am I buying a new motor that will still be a low mile Porsche "halo" car. PAG is getting the benefit of the doubt from me. And it's a wee bit foolhardy to think any of us will drive the car right up until warranty expiry and unload at any kind of reasonable price whatsoever.

I have not yet saved this thread, but I do have that sinking feeling that my engine will kaboom post warranty and then the fight will be on. Irony is hoping the engine goes earlier. Sad irony.

bronson7 10-25-2016 08:30 PM

Quote:

Originally Posted by DrJupeman (Post 13701033)

I have not yet saved this thread, but I do have that sinking feeling that my engine will kaboom post warranty and then the fight will be on. Irony is hoping the engine goes earlier. Sad irony.

I'm sure the fight will be on with many. You wont be alone.

TBC63 10-26-2016 12:24 AM

Did Porsche handle most 996 Engine failures (due to the rear main seal) properly post warranty?

I'm going back 12 years and recall a buddy had the failure and the engine was replaced after warranty. I'll dig on that one some more..but if my timeline recall is correct I could be a bit more optimistic on the current 991 GT3's engine concern and with all this detail I think we could be ok.

Now who wants to sell me some swampland? Apparently I'm in a very optimistic state of mind.

Chris3963 10-26-2016 09:52 AM

I was at Spa last Saturday for a track day. Got talking to another GT3 owner from Stuttgart (not sure if he is on this board) who had taken delivery of his GT3 early this year. One of the last European bound GT3s off the line.

G series engine is to be replaced due to very high oil consumption...1+ litre per 1000km I think he said. So another one down but this time not due to the miss-fire issue.

Just in time 10-26-2016 10:58 AM

Quote:

Originally Posted by TBC63 (Post 13701670)

Did Porsche handle most 996 Engine failures (due to the rear main seal) properly post warranty? .

IIRC there was a class action lawsuit in the US. The case was settled by Porsche agreeing to cover the cost of repair for certain 996s and 981s built during a defined period. The settlement called for a 10 year coverage period even if the car was not affected by the IMS issue prior to the settlement.

So in short the answer to your question is YES but not voluntarily. I have to think the 996 settlement must weigh heavily in PAGs decision to replace/rebuild all those MA175 GT3s motors afflicted by the CEL issue (AFAIK no one has been denied yet). Stay tuned.

RobbieRob 10-26-2016 11:27 AM

Whew, My eyes are crossed and I have a major headache trying to read all these pages.. Is it safe to say that my G series engine is safe for many miles or not?

the-missile 10-26-2016 01:48 PM

Quote:

Originally Posted by RobbieRob (Post 13702354)

Whew, My eyes are crossed and I have a major headache trying to read all these pages.. Is it safe to say that my G series engine is safe for many miles or not? many miles for low rpm no track abuse: YES

everything different than above especially with abuse is NO

:icon107:

hf1 10-26-2016 03:56 PM

Quote:

Originally Posted by RobbieRob (Post 13702354)

Whew, My eyes are crossed and I have a major headache trying to read all these pages.. Is it safe to say that my G series engine is safe for many miles or not? Better to go for breaking it before warranty expires and get the (then) best solution for free. So get busy! ;)

Match-Lave 10-26-2016 04:24 PM

Actually/ some strong evidence suggests that keeping low/mid rpm may be the worse thing on this particular motor along with repetitive cold starts around town with daily driving - see Macca's exceptional explanation in earlier replies. There are cases reported here I believe that substantiate this. Sorry to make your head spin more - my head spun off along time ago.

bronson7 10-26-2016 06:28 PM

What if we sent PAG a letter asking what their plans are if we get an engine failure beyond warranty? I can't wait to hear the comments on this.

neanicu 10-26-2016 06:42 PM

Quote:

Originally Posted by bronson7

What if we sent PAG a letter asking what their plans are if we get an engine failure beyond warranty? I can't wait to hear the comments on this.

" Dear Mr Bronson,

All our team here at PAG and our colleagues at PCNA,we'd like to assure you we will do everything in our power to insure the utmost satisfaction for the most valued asset of our company : the customer. We will work tirelessly with our dealer network to insure the proper operation of our cars and make you confident you have made the right choice when buying a Porsche product. "

Best regards,
Franz Winterktophen.

CC : forward automated message. End. "

:)

bronson7 10-26-2016 08:19 PM

Nick, you always seem to put a smile on my face. :roflmao: