

2014 GT3 Engine Failures

Understanding what's causing the catastrophic rod bolt failures

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any questions have been asked of us recently regarding why there have been engine fires in the 2014 911 GT3 model. As many of you know, Porsche issued an order to dealers worldwide to stop selling the current GT3 and further requested all owners of these cars to stop driving them until the problem could be resolved. Rather than respond to each question we received, we thought it best to bring everyone up to date with the latest information we have and explain some of the complexities involved.

On March 18, 2014, Porsche Cars North America's Public Relations Department published the following news release:

ANALYSES COMPLETED: PORSCHE TO REPLACE ENGINES OF CURRENT 911 GT3 MODELS

Atlanta, Georgia—Sports car manufacturer Porsche will be replacing the engines of all 2014 model year 911 GT3 vehicles. This is the corrective action derived from intensive internal analyses that were initiated in response to two engine fires. Meanwhile, it has been confirmed that engine damage resulted from a loosened fastener on the connecting rod. The loose connecting rod damaged the crankcase, which in both cases led to leakage of oil which then ignited.

After becoming aware of the two accident cases, Porsche promptly took action to avoid any risk to customers by advising them to cease using the affected 785 vehicles until further notice and have them picked up by a Porsche dealer. Now, engines with optimized fasteners will be used in all 2014 Porsche 911 GT3s—including in those that have not been delivered yet. Porsche is in direct communication with customers worldwide to discuss the further course of action.

Porsche points out that no other 911 models or other model series are affected by this action.



The 2014 911 GT3 is an impressive car, but its reputation has been marred by a few much-publicized engine fires caused by rod bolt failures.