

PORSCHE 992 TURBO & TURBO S

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Porsche 992 Turbo family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Configuration truth first: 992.1 or 992.2, Turbo or Turbo S, coupé or Cabriolet, PCCB, PDCC, lift, ADAS content — by build sheet, never by looks.
- ☐ Software state documented: PCM version, OTA history, open campaigns — the 992 is bought with its software, not just its hardware.
- ☐ Recall matrix by VIN: 24V155 (glass), 24V809 (centre locks — stop-drive), 25V078 (rear belt buckles, MY2023), 22V897, 23V715 (bucket seats), 25V896.
- ☐ Service file against the doctrine: annual oil on driven cars, brake fluid on schedule, PDK oil by usage profile — longlife-only histories are the finding.
- ☐ PCCB history where fitted: disc life, measurements on record, any replacement invoiced.
- ☐ Accident file: any repair with documentation — rear-axle-steering calibration verified after bodywork.
- ☐ Cabriolet: roof service history, drain maintenance noted.
- ☐ PPF history and paint documentation under the film.
- ☐ On a 992.2 T-Hybrid: HV system documentation and software baseline — the HV doctrine applies.
- ☐ Date-stamped items: tyres by DOT, brake fluid age.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — anomalies on this engine count double, because none are expected.
- ☐ Boost warm on the drive: even delivery both banks, no lag asymmetry, no reduced-power message — VTG cars with long standing checked for sticky actuation.
- ☐ PDK cold: R, D, crawl; warm: launch behaviour, shift quality, no jerks in manoeuvring.
- ☐ PAA cycled and WATCHED: front spoiler and rear wing through all positions — end stops, symmetry, noises.
- ☐ Lift cycled several times, cold and warm, with a hold test.
- ☐ Rear-axle steering: straight-line stability, no off-centre steering feel.
- ☐ PCCB surfaces, edges, pads; heat marks on calipers.
- ☐ Centre locks (Turbo S): condition, locking indicators, correct tool present (24V809 status known).
- ☐ Front radiators through the openings: stones, leaves, dirt, straightened fins.
- ☐ Windshield and rear glass edges: 24V155 status, no wind noise on the drive.
- ☐ Cabriolet: full roof cycles observed — hydraulics, seals, drains, linkage tension.
- ☐ ADAS test block: every fitted system exercised once on the road.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: DME, PDK, PTM, PASM, PDCC, RAS, PAA, lift, ADAS, TPMS.
- ☐ Boost target vs actual logged both banks; wastegate and VTG actuation; oil traces at turbos and charge pipes.
- ☐ Rail pressure plausibility and fault memory — closes the HPFP topic.
- ☐ PDK adaptation values and temperatures; PTM clutch values and calibration.
- ☐ PDCC: hydraulic lines, reservoir, function test; PASM damper response, oil loss check.
- ☐ PAA: end positions, symmetry and current draw read electronically, not just watched.
- ☐ RAS calibration verified — mandatory after any accident history.
- ☐ PCCB with wear measurements (thickness/weight), never visual impressions.
- ☐ Cabriolet roof: hydraulic pressure, cycle time, drain flow test.
- ☐ Software levels PCM/DME/gateway current; campaign closure verified in the dealer system by VIN.
- ☐ On a 992.2 T-Hybrid: HV insulation measurement, eTurbo function, software baseline per HV doctrine.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€550–1,100 / ≈£450–950 / ≈\$600–1,200. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the quiet part: the price sits in the active systems, the brakes, the software currency and the service doctrine.

- ☐ PAA findings: €3,000–6,000 working magnitude — priced before purchase, never after.
- ☐ PCCB wear: measured and priced (€8,000–15,000+ replacement exposure).
- ☐ Lift faults: €2,000–5,000 — cycled and verified, not promised.
- ☐ PDCC findings: hydraulic work quoted by OEM rates.
- ☐ Software backlog: open campaigns and outdated PCM priced as dealer time before delivery.
- ☐ Longlife-only service history: the catch-up (oil, brake fluid, PDK oil) quoted line by line.
- ☐ Roof findings on Cabriolets: hydraulics and seals by OEM quote.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- PAA inoperative, asymmetric or "just needs a reset".
- Open 24V809 centre-lock status on a car presented as drive-ready.
- Accident history without rear-axle-steering calibration evidence.
- Diagnostics cleared before viewing, or scan refused.
- PCCB worn to limits but presented as fine.
- Longlife-only service on a hard-driven car, defended as sufficient.
- Roof faults on a Cabriolet explained away as character.
- Software state unknown, OTA history unclear, campaigns unverified.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan, boost logs, PAA function video, PCCB measurements.
- ☐ Campaign matrix closed; PCM and software brought current at the dealer.
- ☐ Service schedule set to the doctrine (annual oil, fluids by calendar), radiator cleaning added for daily drivers; purchase file and PPI report archived.

"The 992 Turbo's engine will not be your problem. Buy the active systems, the software state and the service doctrine: that is where quality lives on this car."

Deep dive: Supercar Models Paper 38 · Model File 38 · Owner's Intelligence series.