

PORSCHE 911 (991 CARRERA)

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

Compiled from public sources, the Porsche 991 Carrera, 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

- ☐ Variant truth first: 991.1 or 991.2, Carrera/S/GTS/T, C2 or C4, Coupé/Cabrio/Targa, PDK or manual — by build sheet, never by badges.
- ☐ Maintenance history complete: annual oil, PDK service by profile, brake fluid — the 991 is bought through its file.
- ☐ VIN campaign matrix closed: the eleven touches of MY2012–18 (airbag era, hood latch, fuel pipes, glass bonding) where the year applies.
- ☐ Software level and PCM version documented; on the 991.2, ECU state checked against stock — optimizations are frequent.
- ☐ Options verified on the build sheet: lift, rear-axle steering, PCCB, Chrono, sport exhaust.
- ☐ Suspension work at 80,000 km+: invoiced or scheduled.
- ☐ Accident file with rear-axle-steering calibration evidence where fitted.
- ☐ Targa/Cabrio: roof service history, drain maintenance.
- ☐ PCCB history: measurements on record.
- ☐ Originality: lowering, spacers, exhaust documented or priced for return to stock.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — both engine worlds are low risk, so anomalies count double.
- ☐ Engine mounts felt: load-change knock and idle vibration are the classic 991 age sign.
- ☐ PDK cold: R, D, crawl; warm: shift quality, no jerks in manoeuvring.
- ☐ 991.2: boost behaviour even, no hiss, no smoke on overrun.
- ☐ PASM both modes felt; lift cycled cold and warm with hold test.
- ☐ Targa: the full roof choreography watched TWICE — sequence, noises, seals.
- ☐ Cabriolet: full cycles, drains, tension.
- ☐ Front radiators and condensers through the openings: stones, leaves, straightened fins.
- ☐ PCM tested: navigation, camera, sensors, Bluetooth/CarPlay (991.2).
- ☐ Suspension: clunks from arms and drop links on the drive.
- ☐ Brakes: steel wear read; PCCB surfaces and edges sighted.
- ☐ Road test warm, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: DME, PDK, PASM, RAS, lift, airbag, battery management.
- ☐ Misfire counters and adaptation values read; DI system checked (injectors, HPFP, rail pressure on the 991.2).
- ☐ Carbon build-up assessed by mileage and history; borescope on doubt.
- ☐ PDK adaptations and service history verified.
- ☐ Engine mounts tested under load.
- ☐ RAS calibration verified where fitted — mandatory after any accident history.
- ☐ Lift hydraulics and sensors function-tested.
- ☐ Cooling system sighted and pressure-checked; water pump condition.
- ☐ PCCB measured (thickness/weight) where fitted.
- ☐ Targa/Cabrio mechanism under power; microswitches read in the scan.
- ☐ Software levels checked; campaign closure verified by VIN in the dealer system.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€500–1,000 / ≈£450–900 / ≈\$550–1,100. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The engines are the quiet part: the price sits in the file, the systems, the options and the software state.

- ☐ Suspension refresh at 80k+: quoted, not estimated.
- ☐ Engine mounts due: honest money, listed.
- ☐ PDK service overdue: €800–1,500 — scheduled before delivery.
- ☐ Carbon cleaning due by history: scheduled work, priced in.
- ☐ PCCB wear: measured and priced (€8,000–15,000+ exposure).
- ☐ Lift faults: €2,000–5,000 — cycled and verified, not promised.
- ☐ Targa roof findings: OEM quotes before purchase — rare but involved.
- ☐ Undocumented ECU optimization (991.2): returned to stock or priced as risk.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Service gaps on PDK or oil — on a car sold as "fully maintained".
- Undocumented ECU tuning on a 991.2.
- Accident history without rear-axle-steering calibration evidence.
- Targa roof hesitation explained away as character.
- Open airbag-era campaigns on a car presented as sorted.
- Diagnostics cleared before viewing, or scan refused.
- PCCB worn to limits but presented as fine.
- Lift or PASM faults dismissed as "needs a reset".
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan, adaptations, PCCB measurements, software levels.
- ☐ Campaign matrix closed by VIN; software brought current at the dealer.
- ☐ Service set to doctrine (annual oil, PDK by profile, radiator cleaning); purchase file and PPI report archived.

"The 991 is where the 911 stopped being an engine gamble: buy the file, the systems and the software — the engine will not be the story."

Deep dive: Supercar Models Paper 45 · Model File 45 · Owner's Intelligence series.