

PORSCHE 911 (992 CARRERA)

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

Compiled from public sources, the Porsche 992 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: 992.1 or 992.2, Carrera/S/GTS/T, T-Hybrid or not, C2/C4, Coupé/Cabrio/Targa, PDK or manual — build sheet, never badges.
- ☐ Software level and OTA history documented — the 992 is bought with its software, not just its hardware.
- ☐ VIN campaign matrix closed: early-build layer (19V-/20V-/21V-era), 24V155 glass, 23V715 bucket seats, 25V896 camera, 25V079 (992.2).
- ☐ ECU state checked against stock — software tuning is clearly increasing on the biturbos.
- ☐ PPF/wrap documented: installer, coverage, paint condition underneath.
- ☐ Options verified on the build sheet: lift, RAS, PCCB, Chrono, ADAS content.
- ☐ On a GTS T-Hybrid: HV documentation and hybrid service record — observation status understood.
- ☐ Maintenance vs longlife: annual oil on driven cars is the doctrine, gaps are the finding.
- ☐ Accident file with RAS calibration evidence where fitted.
- ☐ PCCB history: measurements on record.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — the mechanics are the quiet part, so anomalies count double.
- ☐ Boost behaviour warm: even delivery, no hiss, no smoke on overrun.
- ☐ PDK cold: R, D, crawl; warm: shift quality, no jerks in manoeuvring.
- ☐ Lift cycled several times, cold and warm, with hold test.
- ☐ PASM both modes felt; Chrono and launch control tested where appropriate.
- ☐ PCM and digital instruments through every menu: cameras, sensors, radar, connectivity.
- ☐ ADAS test block: every fitted system exercised once on the road.
- ☐ Front radiators, intercoolers and condensers through the openings: stones, dirt, fins.
- ☐ Targa: full roof choreography watched twice; Cabriolet: cycles, drains, tension.
- ☐ Front PPF sighted: stone-chip state, edges, paint under the film where visible.
- ☐ PCCB surfaces and edges; steel wear read.
- ☐ 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, ADAS, battery management.
- ☐ Adaptation values and misfire counters read; rail pressure and injector data plausibility.
- ☐ GTS T-Hybrid: HV system diagnosis, battery State of Health where readable, hybrid cooling circuits, software baseline — per the HV doctrine.
- ☐ PDK adaptations and service history verified.
- ☐ RAS calibration verified where fitted — mandatory after any accident history.
- ☐ Lift hydraulics: tightness and hold measured, not promised.
- ☐ Cooling performance checked under load; condensers sighted.
- ☐ PCCB measured (thickness/weight) where fitted.
- ☐ Software levels PCM/DME/gateway current; OTA status read.
- ☐ Campaign closure verified by VIN in the dealer system.
- ☐ ECU read for tuning traces; hardware matched against build sheet.
- ☐ 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

Very low mechanical risk, medium digital risk: the price sits in software currency, options, PPF quality and the campaign file.

- ☐ Open campaigns: free at the dealer, but closed before delivery.
- ☐ Software backlog (PCM/OTA): priced as dealer time.
- ☐ Undocumented ECU tuning: returned to stock or priced as risk.
- ☐ PCCB wear: measured and priced (€8,000–15,000+ exposure).
- ☐ Lift faults: €2,500–5,000 — cycled and verified.
- ☐ PPF findings: replacement priced per panel; chips under old film honestly assessed.
- ☐ T-Hybrid diagnosis (GTS 992.2): per manufacturer terms — budgeted, not guessed.
- ☐ PDK service due: €900–1,500 — scheduled before delivery.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Undocumented ECU tuning on a biturbo presented as stock.
- Open campaign matrix on a car presented as sorted.
- Accident history without RAS calibration evidence.
- A GTS T-Hybrid offered without HV diagnosis access.
- Diagnostics cleared before viewing, or scan refused.
- ADAS faults dismissed as "needs an update".
- PCCB worn to limits but presented as fine.
- PPF hiding undisclosed paintwork.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

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

"The 992 is the most mature Carrera yet: very low mechanical risk, medium digital risk. Buy the software state, the systems and the file — the engine is settled."

Deep dive: Supercar Models Paper 46 · Model File 46 · Owner's Intelligence series.

FINDINGS & NOTES