

MODEL FILE 36 · TURBO LINEAGE · PORSCHE

PORSCHE 991 TURBO / S

3.8 BITURBO MA1.71 · 2013–2020 · 520–580 PS · EXCLUSIVE SERIES

THE FAMILY IN BRIEF

VARIANTS

991.1 Turbo (2013–16, 520 PS) and Turbo S (560 PS) · 991.2 Turbo (2016–20, 540 PS) and Turbo S (580 PS) · Cabriolets technically identical across all years · and the Turbo S Exclusive Series (500 cars: more carbon, golden wheels, bespoke interior — technically a Turbo S, carried as its own collector variant). One engine family underneath: the 3.8-litre biturbo MA1.71 with direct injection and VTG turbochargers.

WHY IT MATTERS

Technically probably one of the most RELIABLE modern high-performance cars, full stop: engine, PDK and AWD count as outstandingly durable, and the register's verification confirms the thin record — the thin file IS the finding, not a data gap. The real risks sit in the expensive PERIPHERY: the pneumatic PAA front spoiler above all, PDCC, PCCB, and the VTG actuation. The audit prices the periphery: the drivetrain comes last.

INSPECTION ZONES · DRIVETRAIN

ENGINE · VERY ROBUST

No usable series of rod bearings, crankshafts, timing chains, pistons or valvetrain — and the IMS era is long over: one of the most dependable modern turbo boxers. Two named care points ride on top. VTG ACTUATION: not the turbo core but the vane adjustment — on long-standing cars the linkages can seize: boost pressure, control behaviour, wastegate, VTG adaptation, fault memory — a known maintenance theme, not a mass weakness. HPFP: occasional high-pressure fuel-pump failures (long cranking, limp mode, misfires, power loss) — not frequent, but known enough to sit in every PPI. Discipline: oil changes never stretched to maximum interval — and Turbos that are DRIVEN regularly are consistently the more reliable cars. Water pump: occasional leaks at higher mileages — carried as INSPECTION ITEM, not a known issue. Radiators: leaves, dirt, stone impact — the front coolers are cleaned and inspected, not assumed.

PDK, PTM & REAR STEER

The PDK is very robust: cold, warm, manoeuvring, reverse, adaptation values — genuine gearbox failures are rare. The economics still matter: a failed mechatronic or internal damage usually means a COMPLETE gearbox replacement, which is why the extreme case sits at €10,000–20,000 — LOW FREQUENCY, HIGH CONSEQUENCE. PTM all-wheel drive: no weakness — calibration checked after accidents. Rear-axle steering (standard): very reliable — fault memory, calibration, actuators, and accident evidence.

INSPECTION ZONES · THE PERIPHERY

PAA · THE KNOWN
WEAKNESS

Probably the most important known weakness of the whole line: the EXTENDING FRONT SPOILER works pneumatically, and the failure menu is leaks, damaged rubber lip, compressor, valves and hoses — with repairs expensive because the complete unit is often replaced. Mandatory in every PPI: several full cycles — extend, retract, symmetry, fault messages, audible air loss. The electric rear wing alongside: both positions, synchronicity, noises.

PDCC, PASM & LIFT

PDCC (standard on the S, optional on the Turbo) is hydraulic: lines, pump, tightness, fault memory — leaks are laborious and cost-intensive, which earns the system its HIGH slot. PASM: very reliable — dampers checked after track lives. Front lift where optioned: several cycles cold and warm.

BRAKES & WHEELS

PCCB: standard on the S, optional on the Turbo: chipping, cracks, stone impact, pads — a disc set runs into five figures quickly, so the discs are measured, not admired. Centre locks (Turbo S): greasing, threads, torque history, correct tool — the standing centre-lock doctrine applies.

DAILY LAYER & EXCLUSIVE

Electrics: no conspicuous series. PCM: the 991.1 carries the older generation, the 991.2 gets PCM 4.0 with CarPlay — one of the biggest everyday advantages of the facelift and a real market datum. Dynamic Boost (991.2): no known weakness. Cabriolets: normal top checks, nothing model-specific. Track use: Turbos rarely live on circuits — uniball and chassis wear run well below GT-model levels, and the file says so rather than importing GT paranoia. Exclusive Series: 500 cars — authenticity by build sheet (carbon content, golden wheels, interior), technically a Turbo S: the collector layer on an otherwise rational file.

RECALLS · PLATFORM LAYER, NOT MODEL STORY

VERIFIED PICTURE

The dossier's claim holds under verification: NO model-defining engine or recall story exists for the 991 Turbo — nothing like the 991.1 GT3 chapter. What exists is the 911 PLATFORM layer, now named: 14V698 (front hood latch, MY2014–15 911/Boxster/Cayman, 1,382 cars) · 16V946 (side-airbag inflator initiator, MY2017 range) · 17V135 (windshield bonding, MY2017) · 19V533/AKB4 (airbag ECU power-supply capacitor, 7,517 cars across 2016–17 911, 718 and Panamera). NHTSA rolls variants under "911": Turbo applicability is therefore checked strictly BY VIN — the standing doctrine, and the whole compliance story of this model.

MARKET POSITION · A RATIONAL FILE

STATUS

Bands follow the transaction dataset — a normally-traded family in clean segments: .1 versus .2 (PCM 4.0/CarPlay moves real money), Turbo versus S, coupé versus Cabriolet, and the Exclusive Series as the collector tier. Structural readings: PAA, PDCC and PCCB condition price the car: driven, serviced examples beat stored ones: and the thin defect record keeps the family one of the most rational buys in this register.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €1,200–2,000 · major service €2,000–3,500 · PAA system €2,500–4,000 · PCCB axle €5,000–10,000+ · VTG turbo about €3,000+ each · HPFP €1,500–3,000 · PDK €10,000–20,000 in the extreme. The shape: routine costs are moderate — the tails are periphery tails.

580 PS

991.2 Turbo S: one of the most reliable modern high-performance cars, full stop

PAA

The pneumatic front spoiler: the family's one true known weakness — cycled, never assumed

500

Exclusive Series cars: the collector layer on an otherwise rational file

Sources: Porsche factory data (MA1.71, outputs 520–580 PS, PDCC/PCCB fitment, PCM generations, Dynamic Boost, Exclusive Series at 500 cars); NHTSA platform campaigns 14V698 (1,382 cars), 16V946, 17V135 and 19V533/AKB4 (7,517 cars) verified September 2026 — no model-specific Turbo drivetrain campaign exists, applicability by VIN; PAA, VTG-actuation, HPFP, PDCC, water-pump and radiator patterns per named buyer guides (911Finder and others as cited in the dossier). Cost figures are MI working magnitudes; market bands follow the verification round.