

MODEL FILE 38 · TURBO LINEAGE · PORSCHE

PORSCHE 992 TURBO & TURBO S

3.8 BITURBO 580/650 PS · 2020–2024 · 992.2 TURBO S T-HYBRID FROM 2026

THE MODEL IN BRIEF

VARIANTS

992.1 Turbo (580 PS) and Turbo S (650 PS), 2020–2024, each as coupé and technically identical Cabriolet. The 992.2 layer carries this round's major correction — see THE 992.2 section: the new Turbo S is NOT a facelift of the same architecture but a T-HYBRID, and a non-S 992.2 Turbo was not yet presented at verification date. Turbo S: PCCB, centre locks and PDCC standard; on the Turbo much of it is optional — configuration truth by build sheet as always.

ENGINE BASE

The 3.8-litre biturbo (9A2 Evo) with VTG turbochargers ranks among the most reliable high-performance boxers in service today. Register classification: ENGINE = VERY LOW FAILURE RATE. No known series problem in crankshaft drive, rod bearings, pistons, timing chains, oil consumption or valvetrain — and no recognizable HPFP pattern of the kind occasionally described on the 991. The VTG units themselves are robust: the check is function, not fear — actuation, boost target vs actual, wastegates, oil traces. Cars with long standing periods can develop sticky VTG mechanisms, though far more rarely than older generations.

WHY IT MATTERS

Unlike the GT files, this is NOT a track-forensics file: track use is the exception on a Turbo. The 992 Turbo is currently one of the most technically inconspicuous high-performance cars on the market — so the file inverts: quality is decided by the ACTIVE SYSTEMS (PAA, PDCC, lift, rear-axle steering, PCCB) and by a current, documented SOFTWARE STATE. The drivetrain is the quiet part: the money and the findings live in the systems around it.

INSPECTION ZONES · DRIVETRAIN

PDK-8 & FOUR-WHEEL DRIVE

The 8-speed PDK is a new generation with no known failure series to date: PPI cold and warm, manoeuvring, launch behaviour, adaptation values, shift quality. PTM four-wheel drive — a development of the proven system: no known weakness: DTC scan, clutch values, calibration, drive. Neither unit belongs on a known-problem list, and the file says so — but €10,000+ is the extreme-case PDK exposure, which is why the readout is standard anyway.

COOLING & CHARGE AIR

Large radiator surfaces collect what daily drivers collect: stone impacts, leaves, dirt — regular cleaning is maintenance, not cosmetics, and the front radiators are sighted through the openings at every PPI. Intercoolers: damage, oil traces, cooling performance. Oil cooler: visual check. High-pressure fuel system: no 992 HPFP pattern known — rail pressure plausibility and fault memory close the topic.

INSPECTION ZONES · THE ACTIVE SYSTEMS

PAA · ACTIVE AERO

The 991 doctrine continues unchanged: active aerodynamics remains one of the most important check points on any Turbo. Front spoiler and extending rear wing: full cycles, end positions, symmetry, noises, fault memory. No genuine series disease exists — but repairs are expensive (working magnitude €3,000–6,000), which makes PAA the priciest routine check zone on the car. PAA_FRONT and ACTIVE_REAR_WING are separate database fields.

PDCC, STEERING & DAMPERS

PDCC (standard on the S, frequent option on the Turbo): practically no known problems — hydraulic lines, fault memory and function checked regardless. Rear-axle steering: standard, remarkably inconspicuous — after any accident the calibration is verified, not assumed. PASM: very reliable: dampers checked for oil loss on the rare tracked car. Front-axle lift (very frequently ordered): no conspicuous series — cycled several times, cold and warm, with a hold test.

PCCB, WHEELS & CENTRE LOCKS

PCCB standard on the Turbo S, optional on the Turbo: discs, pads, stone impacts, heat marks — replacement runs €8,000–15,000+, so condition is measured, not eyeballed. Centre locks (Turbo S): threads, torque history, corrosion — and recall 24V809 makes the centre-lock status a mandatory VIN item (see FACTORY ACTIONS). Wheels on this power level: inner edges, kerb contact, cracks.

ELECTRONICS, PCM & ADAS

The 992 carries substantially more control units than the 991: what is known so far is software, not hardware — sporadic software errors, PCM updates, connectivity and OTA themes: mechanical defects are rare. PCM 6 on the 992.1, a new software generation on the 992.2: the SOFTWARE STATE is documented at purchase, always. Driver assistance per equipment — InnoDrive, ACC, lane keeping, night vision, surround view — every fitted system is tested once, completely, on the PPI drive.

CABRIOLET

Technically identical to the coupé: the roof adds its own block — hydraulics, tightness, drain channels, linkage, tension cables. No systematic weakness known: the check is condition and function, with drains cleared as preventive maintenance.

THE 992.2 · THE T-HYBRID CORRECTION

NOT A FACELIFT

The dossier's working assumption — updated electronics, new PCM, detail improvements on identical architecture — verifies for the interim, but the actual 992.2 Turbo S (unveiled 8 September 2025, IAA Munich: deliveries from 2026) is a fundamental technical redevelopment: 3.6-litre T-Hybrid with TWO electric exhaust-gas turbochargers, 400-volt system, 1.9-kWh battery and an electric motor integrated in the 8-speed PDK — 711 PS, 800 Nm, 0–100 in 2.5 s, 322 km/h, Nordschleife 7:03.92 (about 14 s under the 992.1 S). PDCC electro-hydraulic as standard, larger rear brakes, active cooling flaps and diffuser: coupé as two-seater or optional 2+2, plus Cabriolet.

PPI CONSEQUENCE

For the buyer the 992.2 Turbo S therefore inherits the register's HV doctrine, not the 992.1 protocol: high-voltage system, eTurbo function and SOFTWARE BASELINE join the check list, and fleet patterns are MONITOR — INSUFFICIENT FLEET AGE. The 992.1 sections of this file apply to the 992.1 only: the T-Hybrid layer will grow its own evidence as the fleet ages. A non-S 992.2 Turbo had not been presented at verification date.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

NO DRIVETRAIN SERIES

The dossier's core claim verifies: NO engine or PDK recall series exists for the 992 Turbo — and no model-shaping technical campaign of the early-991.1-GT3 kind. What the record carries is a PLATFORM MATRIX, checked by VIN: 24V155 (ARA3, 8,101 cars, MY2020–24): windshield and rear window possibly not properly bonded — the dossier's glass story, confirmed. 24V809 (ARC4, 2,251 cars, MY2021–24 911): centre-lock wheel bolts may fracture, issued with a stop-drive — the Turbo S runs centre locks as standard.

THE SMALL CAMPAIGNS

25V078 (ASA0, 279 cars, MY2023, built Feb–Sep 2023): rear seat-belt buckle bolts possibly not torqued to spec (mispositioned butyl mats in production) — inspected and re-torqued, letters April 2025: relevant here because the Turbo, unlike the GT3, carries rear seats. 22V897 (ANB7, 53 cars, MY2022–23): dashboard/airbag interaction. 23V715 (APB3, 2,923 cars incl. 2021–23 Turbo S and 2022 Turbo with optional full bucket seats): seat-mounted airbags — control unit reprogrammed. 25V896 (ASB2, 172,107 vehicles across model lines): rearview-camera software, letters from February 2026. Software campaigns (PCM, assistance, connectivity) run below the recall threshold — the dealer system check closes them with the VIN query.

MARKET POSITION & COST FRAME

STATUS	The everyday end of the supercar spectrum: volumes far above the GT models, a substantial Cabriolet share, and mileage that actually gets driven. The market separates Turbo from Turbo S, coupé from Cabriolet, and rewards documented software currency and PCCB condition. The 992.2 T-Hybrid opens a new technical era above the 992.1 — early cars trade on allocation. Bands follow the transaction dataset in the usual round.
COST FRAME & MAINTENANCE	Working magnitudes, not quotes (Sep 2026): annual service €1,300–2,200 · major service €2,500–4,000 · PCCB €8,000–15,000+ · PAA repair €3,000–6,000 · lift system €2,000–5,000 · PDK over €10,000 in the extreme case. Maintenance doctrine: NOT by longlife intervals alone — sporting use means annual oil changes, brake fluid on schedule, PDK oil by usage profile.

9A2 Evo	PAA	711 PS
The 3.8 biturbo: VERY LOW FAILURE RATE — the quiet core of the file	Active aero, the 991 doctrine continued: the priciest routine check zone	The 992.2 Turbo S T-Hybrid: this round's correction — a new technical world

Sources: Porsche factory data (580/650 PS 9A2 Evo, PDK-8, PTM, PDCC, PAA, 992.2 Turbo S T-Hybrid — 3.6, two eTurbos, 400 V, 711 PS/800 Nm, IAA Sep 2025); NHTSA verified September 2026 — 24V155 (8,101), 24V809 (2,251, stop-drive), 25V078/ASA0 (279, MY2023, per Part 573 report), 22V897 (53), 23V715 (2,923 incl. Turbo/Turbo S), 25V896 (172,107 across lines) — no engine or PDK campaign series; VTG, PAA, roof and electronics patterns per the dossier and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.