

MODEL FILE 46 · MODERN 911 · PORSCHE · THE SYSTEMS CAR

PORSCHE 911 (992 CARRERA)

3.0 BITURBO · GTS T-HYBRID · 2019– · CARRERA · S · GTS · T · TARGA

THE MODEL IN BRIEF

THE FAMILY

This file: 992.1 (2019–24) Carrera (385 PS), Carrera S (450 PS), C4/4S, Cabriolets, Targa 4/4S, GTS (480 PS, 2021–24), Carrera T (2022–24) · 992.2 (from 2024) Carrera (394 PS), Carrera S (from 2025, 480 PS), C4/4S — and the GTS T-HYBRID (from 2024, 3.6 with electric exhaust turbocharger and e-motor, 541 PS): the first hybrid Carrera. Not covered, per the register: GT3 family (Model File 37), Turbo (File 38), and the collector tier — S/T, Sport Classic, Dakar, future GT2 RS — deliberately kept as own files.

THE CLASSIFICATION

The register adopts the dossier's formula verbatim: VERY LOW MECHANICAL RISK / MEDIUM DIGITAL & SYSTEMS RISK. The most technically mature Carrera yet built: no known systematic engine or gearbox problem anywhere in the fleet — while quality increasingly depends on the flawless function of the electronic systems, and on the 992.2 GTS additionally on the state of the new hybrid drive. The PPI is SYSTEM INTEGRATION: software levels, assistance systems, active chassis components, cooling, campaign documentation.

THE ENGINES

992.1: the 3.0 biturbo (9A2 Evo, direct injection) — exceptionally reliable to date: no known series in crankshaft drive, timing chains, rod bearings, oil consumption or pistons. 992.2: the revised biturbo continues the record. The GTS T-Hybrid is its own chapter: too young for a reliable long-term picture — the register leads it as an OBSERVATION theme, not a known-issue list. Classification across the family: ENGINE = LOW RISK.

INSPECTION ZONES · DRIVETRAIN

TURBOS, INJECTION & PDK

Turbochargers: no conspicuous weakness — boost, oil traces, wastegate, noises, adaptation values. High-pressure injection: rail pressure, injectors, fault memory, start behaviour — no known series. The 8-speed PDK: decidedly reliable to this day — adaptation values, shift quality, manoeuvring, launch history where readable. Manuals (selected variants): very robust, clutch checked normally. None of it belongs on a known-problem ledger — the file says so, and the scan proves it per car.

T-HYBRID (992.2 GTS)

Its own sub-chapter for the database, inheriting the register's HV doctrine (see Model File 38): HV system diagnosis, battery State of Health where readable, fault memory, the hybrid COOLING CIRCUITS, and the software baseline. No reliable known-issue picture exists yet — the fleet is too young — so the file carries it as MONITOR — INSUFFICIENT FLEET AGE: HYBRID_SYSTEM_STATUS and HV_BATTERY_HEALTH are standing fields, and the hybrid diagnosis is priced per manufacturer terms for now.

INSPECTION ZONES · SYSTEMS & BODY

CHASSIS SYSTEMS

PASM: dampers, oil loss, switching, fault memory. Rear-axle steering (per equipment): no known weakness — calibration verified after any accident. Front-axle lift (very frequently ordered): cycled several times, cold and warm, tightness and hold function. Sport Chrono: function check, launch control tested where appropriate. Suspension wear: arms, drop links, top mounts, geometry — barely an age topic yet on this young fleet, checked regardless.

ELECTRONICS, PCM & ADAS

More control units than any predecessor — the file's MEDIUM digital risk lives here. PPI: PCM (6 on the 992.1, the new faster platform on the 992.2), OTA update history, connectivity, digital instruments, cameras, park sensors, radar. Driver assistance per equipment — InnoDrive, ACC, lane keeping, night vision, 360° camera, traffic-sign recognition — every fitted system tested completely. The SOFTWARE LEVEL is documented at purchase, always.

COOLING, BRAKES & BODY

The water-cooled standard, plus charge-air: front radiators, intercoolers, condensers — stone impact, dirt, cooling performance. Brakes: steel normal: PCCB — discs, pads, chipping, heat damage, €8,000–15,000+ exposure, measured. Cabriolet: hydraulics, tension cables, tightness, drains. Targa: roof mechanics, hydraulics, microswitches, seals — the construction counts as reliable so far, watched anyway. Originality: software tuning (clearly increasing on the biturbo models), lowering, spacers, exhausts, and PPF/wrap all documented — SOFTWARE_TUNING and PPF_STATUS are fields.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE EARLY-BUILD LAYER

The dossier's §22 verifies and gets concrete. Launch-era torque and assembly campaigns, all small, all by VIN: 19V878 (hazard-light software), 19V445 (driveshaft-to-hub bolts, incl. the 2020 Carrera S — three cars with the GT2 RS), 20V381 (front-axle differential bracket, C4S), 21V201 (rear upper control-arm screws, Carrera S/4S), 21V157 (suspension components possibly not tightened, MY2021), 21V697 (brake-booster pressure-input rod, 2020–21). The flagship of the micro-campaign era: 23V313 (code APA4) — THREE vehicles worldwide scope in the US filing (two 911s, one Taycan) for MISSING BODY WELDS. The record is micro-campaigns, not diseases.

THE PLATFORM LAYER

Carried from the sister files, by VIN: 24V155 (8,101 cars, MY2020–24): the glass-bonding story — windshield and rear window: confirmed exactly as the dossier stated. 23V715 (bucket-seat airbags — includes Carrera GTS, 4 GTS and Carrera T). 22V897 (53 cars, dashboard). 25V078 (279 cars, MY2023, rear belt-buckle bolts). 25V896 (172,107 vehicles across lines, rearview-camera software — letters from February 2026, still landing). And the first 992.2-era entry: 25V079 (MY2025): low-beam glare from a front-end control-module software error — updated. The VIN query is obligatory at every PPI, per the dossier — and on this model it is the single fastest way to prove a car’s software era.

MARKET POSITION & COST FRAME

STATUS

The current benchmark Carrera: 992.1 GTS and T lead the enthusiast demand, manuals carry premiums, and the 992.2 GTS T-Hybrid opens the hybrid era with allocation pricing and no long-term record — the register watches rather than concludes. PPF quality and documented software currency price into every sale. 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 €2,500–4,500 · PDK service €900–1,500 · front-axle lift €2,500–5,000 · PCCB €8,000–15,000+ · hybrid diagnosis (992.2 GTS) per manufacturer terms for now. Maintenance doctrine: annual oil despite longlife intervals, brake fluid on schedule, radiators cleaned, software kept current, PDK service by usage.

9A2

Evo biturbo, both generations: no known series anywhere — VERY LOW MECHANICAL RISK

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Vehicles in the missing-welds recall: the record is micro-campaigns, not diseases

2026

Camera-software letters still landing: a 992 is bought with its software current

Sources: Porsche factory data (992.1 385/450/480 PS, 992.2 394/480 PS, GTS T-Hybrid 3.6/541 PS, PCM generations, family structure); NHTSA record verified September 2026 across MY2020–25 — 19V878, 19V445, 20V381, 21V201, 21V157, 21V697, 23V313/APA4 (3 vehicles, missing welds), 22V897, 25V078, 24V155 (8,101, glass bonding), 23V715, 25V896 (172,107, letters Feb 2026), 25V079 — no engine or gearbox campaign; T-Hybrid observation status, ADAS, software and originality patterns per the dossier. Cost figures are MI working magnitudes; market bands follow the transaction round.