

MODEL FILE 47 · COLLECTOR CATEGORY · PORSCHE · HALO PROTOCOL

PORSCHE CARRERA GT (980)

M80/01 V10 · 612 PS · 2003–2006 · 1,270 CARS · MANUAL · CARBON

THE CAR IN BRIEF · OUTSIDE THE NORMAL RANGE

ONE MODEL, NO VARIANTS

Carrera GT, 2003–2006, 1,270 cars — no factory RS, Clubsport or Spider ever existed: the register documents only special executions (colours, Porsche Exclusive, known provenances). This file opens the register's COLLECTOR CATEGORY, and the halo protocol applies: these cars run outside the normal range — transactions move through specialist dealers, auction houses and private networks, the fleet is a collector fleet, and no market bands are quoted: reference points are auction results and documented specialist sales.

WHY IT MATTERS

One of the most significant Porsches ever built, and a reference car of the 21st century: 5.7-litre V10 from a Le Mans project lineage, carbon monocoque AND carbon subframe, ceramic clutch (PCCC), PCCB, a manual gearbox — the analogue hypercar, complete. The register's doctrine from the dossier: the V10 itself plays a comparatively SUBORDINATE role in the PPI. What decides: clutch state, carbon structure, originality, specialist history — and proof of the factory suspension campaign.

THE V10

M80/01: 5.7 litres, 612 PS, 8,400 rpm ceiling, dry sump. Extraordinarily robust — no documented series problem in crankshaft drive, rod bearings or timing chains. Register classification: ENGINE = VERY LOW FAILURE RATE. The engine is the quiet certainty of the file: everything expensive lives around it.

THE CRITICAL ITEMS

PCCC · THE CERAMIC CLUTCH

The most important technical point of the whole car: the ceramic clutch runs a very small friction diameter — exceptionally light, and exceptionally sensitive to mishandling. Many early cars needed a new clutch at low mileage, usually from operator error, not defect. PPI: CLUTCH WEAR IN PERCENT (measured, on record), launch behaviour, bite point, and the handling history. The consequence block: a clutch change requires ENGINE AND GEARBOX OUT — €20,000–35,000 today depending on scope and the "while you're in there" positions. CLUTCH_WEAR_PERCENT and CLUTCH_REPLACED are mandatory fields.

THE CARBON STRUCTURE

Absolute focus: monocoque and carbon subframe checked for accident damage, repairs, delamination, attachment points — and the CARBON UNDERBODY, because many cars have grounded: scratches, repairs, delamination read from below. A damaged monocoque moves collector value massively: repairs are single-case, extremely cost-intensive, and belong in no purchase without full documentation. Body carbon: paint depth, UV damage, stone chips, resprays — ORIGINAL_PAINT is its own field.

THE 2023 SUSPENSION
CAMPAIGN

The most important official action of the model — verified: NHTSA 23V241, Porsche code APA3, filed April 2023. 489 US cars (MY2004–05, built Dec 2003–Oct 2005), estimated defect rate 100%: the SPHERICAL JOINTS locating the wishbones front and rear were made of X46Cr13 — a material with insufficient resistance to intergranular stress corrosion under salt and load: cracks and fractures possible. Two phases: inspection, then replacement with joints in 42CrMoS4 — with STOP-USE advisories where anomalies were found. Around it, the factory programme the dossier describes: new wishbone/damper packages, fresh alignment, and the specially developed Michelin Pilot Sport Cup 2 N-spec tyres. For every PPI: PROOF OF COMPLETION IS MANDATORY — cars without it are systematically marked down in the trade. SUSPENSION_RECALL_COMPLETE and ALIGNMENT_PROTOCOL are gatekeeper fields.

INSPECTION ZONES · AROUND THE STRUCTURE

CHASSIS, WHEELS & TYRES

The pushrod-style suspension: ball joints, bearings, dampers, geometry — track cars are rare but exist, and the campaign layer above covers the joints. Magnesium wheels (original): corrosion, cracks, kerb damage, runout — at twenty years, the inspection is forensic, and repaired wheels are replaced, not trusted. Tyres: an extremely important point — the original Pilot Sports were superseded by the N-spec Cup 2 programme: old tyres degrade the handling substantially: DOT checked, no aged first-fitment rubber accepted. MICHELIN_N_SPEC and DOT_DATE are fields.

BRAKES & DRIVELINE

PCCB standard: chipping, cracks, disc thickness — replacement today runs beyond €20,000, so condition is measured, never eyeballed. Gearbox: 6-speed manual, very robust — synchros, shift feel, shift cables. Differential: no known weakness, oil changes documented. Cooling: radiators, lines, water pump — no real weakness, checked as age. Electrics: simple by hypercar standards — battery, control units, immobiliser, instrument cluster.

ORIGINALITY & THE FILE

One of the most important points of all: original exhaust, original wheels, original seats, tools, books, both keys, paint — TOOLS_COMPLETE, BOOKS_COMPLETE, KEYS_COMPLETE are fields, because at this level completeness IS value. Service history: ideally unbroken Porsche or recognized Carrera GT specialists — a gapless file moves the market result materially. Maintenance doctrine: TIME decides, not kilometres — oil annually, brake fluid on schedule, tyres by age, never by tread.

MARKET POSITION & COST FRAME

STATUS

A blue-chip collector reference: colour, provenance, mileage, originality and the campaign file rank the cars — and the market punishes two things without mercy: structure stories and missing suspension-campaign proof. No market bands, per the halo protocol: auction results and documented specialist sales are the reference points, and the register tracks them in the transaction round.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €3,000–6,000 · major service €8,000–15,000 · clutch €20,000–35,000 · PCCB over €20,000 · suspension components five figures · monocoque repair: single-case, extremely cost-intensive. The ownership doctrine is the halo doctrine: the file, the structure and the campaign proof are the purchase — the V10 will not be the problem.

1,270

Cars, one configuration: no factory variants — the register documents executions, not versions

100%

Estimated defect rate in 23V241: the 2023 suspension campaign is market-deciding

€35k

The clutch ceiling: engine and gearbox out — measured wear percent is the first question

Sources: Porsche factory data (M80/01 5.7 V10 612 PS, carbon monocoque/subframe, PCCC, 1,270 cars 2003–06); NHTSA 23V241/APA3 verified September 2026 per Part 573 report (489 US cars, MY2004–05, spherical joints X46Cr13 → 42CrMoS4, two-phase remedy, stop-use element, dealer notice Apr 2023/owners Jun 2023) plus the factory suspension/alignment/Michelin N-spec programme per Porsche communications; clutch, carbon, wheel, tyre and originality doctrine per the dossier and named specialist sources. Cost figures are MI working magnitudes; no market bands per halo protocol — auction results and documented specialist sales are the reference.