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VIA FEDERAL EXPRESS

November 30, 2012

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Ave., S.E.
Washington, DC 20590

Subject: Notification of Voluntary Safety Recall
2010 Porsche 911 GT3
Replacing Rear Wheel Hubs and Wheel Bearings

Dear Ms. Lewis:

Porsche Cars North America, Inc. ("Porsche"), on behalf of Dr. Ing. h.c. F. Porsche AG ("Porsche AG"), hereby informs you of Porsche's intention to conduct a voluntary safety related recall and remedy campaign involving certain 2010 model year Porsche vehicles. This information is submitted in accordance with the provisions of Part 573 of Title 49 of the Code of Federal Regulations.

573.6 (c) (1) Manufacturer's Name
Dr. Ing. h.c. F. Porsche AG
70435 Stuttgart
Germany

Importer / Agent
General Counsel and Secretary
Porsche Cars North America, Inc.
980 Hammond Drive
Suite 1000
Atlanta, GA 30328

573.6 (c) (2) Identification of Vehicles

Make: Porsche

Model Year: 2010

Models: 911 GT3 (997 platform)

Production Dates: May 15, 2009, to February 11, 2010

VIN Range: WPOAC2A91AS783064 – WPOAC2A97AS783621
Vehicle Type: Passenger Car
Bodystyles: 2-door Coupe
Component Supplier: To be determined

573.6 (c) (3) Number of Vehicles Potentially Containing the Defect

455

573.6 (c) (4) Percentage of Vehicles Actually Containing Defect

100%

573.6 (c) (5) Description of Defect

Recent market observations show that the race track usage profile of some vehicles in the 911 car line now approach that of pure GT3 racing vehicles (e.g. GT3 Cup racing cars), especially when using ultra-high performance tires (racing slicks). The component stresses associated with race track use and competitive driving are considerably higher than that for even sporty driving styles on public roads. The more stringent service intervals recommended for race track use must therefore be observed, particularly for highly stressed chassis components, in roadgoing vehicles in the same way as is required for GT3 Cup racing vehicles. If these revised service intervals are not observed, the failure of highly stressed components and breakage of the hubs on the rear axle, as an example, cannot be ruled out, particularly in the case of components in advanced stages of wear.

573.6 (c) (6) Basis for Determination

The first wheel hub breakage on a vehicle that was manufactured during the affected period, and operated regularly on a racetrack, was reported in May 2010.

The results of the investigations conducted after the above incident indicate the published central locking bolt torque of 500 Nm was too low for race track usage. As a remedy, new components were developed.

In the framework of a recall campaign implemented in 2011 (Porsche campaign number AB01 / NHTSA Campaign Number 11V-285), the central wheel bolts were replaced by wheel bolts without a printed specified torque on them. At the same time the required fastening torque of the central wheel bolts was increased to 600 Nm. Affected vehicle owners also received additional instructions in case their vehicles were operated on race tracks.

Prior to the start of the recall campaign AB01, five cases of this type of damage were reported (three were broken, two had prior damage). At the time, the cause of all these cases was determined to be "tightening torque too low." Only one of the cases was reported in the U.S. After the recall campaign was implemented, seven more vehicles were reported with broken or damaged wheel hubs, despite the recall campaign having been performed on these vehicles. An analysis of these cases revealed that the rear wheel hubs could break if the more stringent revised service intervals were not followed.

The seven subsequent cases can therefore properly be assigned to the cause "revised service intervals were not followed." At the present time, it is no longer clear, for the original five cases, whether the damage was caused by improper tightening torque or failure to observe the more stringent required intervals for race track use.

Therefore, Porsche has decided to conduct a voluntary safety recall and replace the wheel hubs of the affected vehicles with the state of the art wheel hubs that are currently used in production. The owners of these vehicles will also be informed again about the revised service intervals.

Porsche is not aware of any events involving accidents or injury on public roads resulting from the failure of a central wheel hub. Porsche is aware of three events on the race track, but in these cases as well no injuries were reported.

Date of determination: November 23, 2012.

573.6 (c) (7)

Noncompliance Test Result

Not applicable.

573.6 (c) (8)

Proposed Remedial Program

The affected vehicles will be recalled to the workshop and the wheel hubs on the rear axle will be replaced by the most current specification wheel hubs with central wheel lock. The specifications for race track use described in the Owner's Manual will be augmented by the revised service intervals for race track usage and will be included in the customer notification letter.

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573.6 (c) (9) Remedy Proposal for the Replacement of Tires

Not applicable.

573.6 (c) (10) Recall Communications

Attached is a draft copy of the pertinent Technical Information Bulletins to be distributed to the Porsche dealer network. A draft of the customer notification letter will be forwarded as soon as possible.

573.6 (c) (10) Manufacturer Campaign Number

AC05.

Porsche is currently planning to notify customers via first class mail in December 2012.

Should you have any questions or require further information, please do not hesitate to contact me at (770) 290-3627.

Sincerely,

Walter J. Lewis, Manager
Regulatory Affairs

Enclosures

cc: Jennifer Timian, NHTSA - ODI via facsimile