



JON S CORZINE
Governor

New Jersey Office of the Attorney General

Division of Consumer Affairs
Consumer Service & Intake Center
124 Halsey Street, 3rd Floor, Newark, NJ 07102



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Attorney General

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Acting Director

Mailing Address:
P.O. Box 45025
Newark, NJ 07101
(973) 504-6200

December 1, 2006

[Redacted]
[Redacted]
Chatham, NJ [Redacted]

10164077

Re: Porsche, NA
File No.: 06-16215

Dear Sir/Madam:

Your letter to Attorney General [Redacted] has been referred to us for review and response. Because the allegations you made in your letter are not within the division's jurisdiction, we are referring this matter to:

National Highway Traffic Safety Administration
400 7th Street, SW Room 5232
Washington, DC 20590
(888) 324-4236

All future correspondence, including inquiries and copies of additional documents should be addressed to them.

Sincerely,

Patricia D. Pate
Supervisor
Consumer Service Center

PDP:aro
CSC11B.frm

Ana man
12/18/06

[REDACTED]
Chatham, New Jersey [REDACTED]
(973) 377-3315 [REDACTED]

August 2, 2006

The Honorable Zulima V. Farber
Attorney General of New Jersey
P. O. Box 080
Trenton, NJ 08625-0080

Madam:

I have been debating with myself for some time whether or not to write this letter. I have now decided to do so.

I would like to call your attention to a dangerous condition with 1998 and 1999 Porsche Boxsters and perhaps other Porsches. This danger relates to the tendency of these cars to have catastrophic engine failures.

In early December 2005 my 1999 Boxster experienced such a catastrophic engine failure. I had driven to a shopping center without incident. When I attempted to start the car to drive home, the engine would not start. I called a towing service, who took it to a local mechanic I had used before. Through their diagnostic equipment, they indicated that there was some unknown engine problem. The specifics could only be confirmed by removing the engine and disassembling it.

At that point I called the dealer where I had purchased the car [REDACTED] described the problem and requested financial assistance since I had become aware that this problem had been created by Porsche (described later in this letter). After considering my request, they responded that they would provide no financial assistance as my warranty had expired. I then wrote a letter (Exhibit 1) to them, expressing my disappointment with their decision.

After considering my options for several weeks (including more calls to [REDACTED] [REDACTED] and calls to Porsche Cars North America [PCNA]), I then had the car towed to [REDACTED]. Their diagnostic test also confirmed that there was a

catastrophic engine failure and that the engine needed to be replaced. At that point I wrote a letter to PCNA (Exhibit 2) expressing my outrage that I was sold a car with a defective engine, that the engine was defective on the day I had purchased the car, and that they refused to provide compensation for replacing the engine.

Their written response is contained in Exhibit 3. As you can read in paragraph three, [REDACTED] implicitly indicates that there was a manufacturing/engineering problem that they later corrected. She also noted in paragraph two (as she or others had done in previously phone calls) that they would provide no financial compensation since my warranty had expired and I had used an independent mechanic. Using an independent mechanic is perfectly legal and should not have affected the way I was treated. I responded to her letter with my letter of February 11 (Exhibit 4). When PCNA did not respond, I called them and they restated their unwillingness to provide any financial compensation. I then had the engine replaced at [REDACTED]

As I indicated in my letters to [REDACTED] and PCNA (Exhibits 1, 2 and 4), certain Boxsters built in 1998 and 1999 had engines that were prone to seizing due to the manufacturing procedure used by Porsche. This procedure was described in detail (Exhibit 5) on the website of the Porsche Club of America (PCA), a club of Porsche owners and enthusiasts. The author of the article is [REDACTED] whom I believe is on the Technical Committee of the PCA as shown in *Porsche Panorama*, the magazine of the PCA (Exhibit 6), and would likely be knowledgeable about the problem. [REDACTED] responded to a number of questions about catastrophic engine failure submitted by owners of Boxsters. I have included four (Exhibits 7-10) but there are others. Also, there was at least one article in *Porsche Panorama* (Exhibit 11) which discussed this engine problem.

There are a number of other websites where Boxster owners described their personal experiences with engine failures—Pelican Parts (Exhibit 12), car-guru (Exhibit 13), Roadfly (Exhibit 14), Automotiveforums (Exhibit 15) and rennlist (Exhibit 16). There may be others.

As I stated in my letter to [REDACTED] and PCNA, I believe this was and continues to be a dangerous condition, as these 1998 and 1999 cars are still driven on the highways. The fact is these cars were prone to catastrophic engine failure due to a manufacturing technique employed by Porsche and this fact was known to Porsche either during the manufacturing process or at some time shortly thereafter.

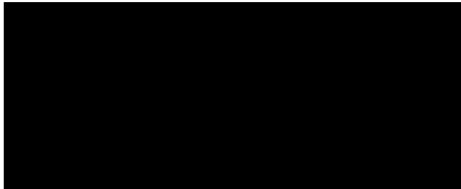
I believe the only safe thing to do is to recall those cars where the engines have not failed and to repair or replace the engines.

According to the April 2006 *Consumer Reports* (page 91), 1999, 2001, 2003 and 2004 Boxsters had particularly unreliable engines, while other mechanical aspects of these cars were generally reliable. From reading the article, I cannot determine whether or not these other engine problems represent catastrophic engine failure or some other type of engine problem that would not represent the danger that the 1998 and 1998 engine problem does.

I have also filed a report with the National Highway Traffic Safety Administration (Exhibit 17).

If I can be of any further assistance in the matter, please feel free to contact me.

Very truly yours,



Enclosures (17):

Cc: The Honorable Bill Lockyer
Attorney General of California
P. O. Box 944255
Sacramento, CA 94244-2550

The Honorable Eliot Spitzer
Attorney General of New York
The Capitol
Albany, NY 12224-0341

[REDACTED]
Chatham, New Jersey [REDACTED]

December 13, 2005

General Manager
Ray Catena Porsche
920 Route 1
Edison, NJ 08817

Dear Sir:

On June 1, 1999 my wife purchased and took delivery of a new 1999 Porsche Boxter at your dealership (VIN-WP0CA2987XU630602).

This past Wednesday (December 7) my Boxter did not start after I drove it earlier in the day. It was taken to a local mechanic (Autohaus, 12 Commerce Street, Chatham, NJ who specializes in Porsche maintenance) who has done maintenance on this Boxter previously and who determined that the Boxter had suffered engine failure.

From reviewing various web sites such as pca.org (Porsche Club of America), car-guru.com, forums.pelicanparts.com, etc., I was able to determine that premature catastrophic engine failures are common with 1998 and 1999 Boxters and certain other Porsches. Although my wife's Boxter is now out of warranty (It has 50,910 miles), I am aware that Porsche has handled these premature engine failures by replacing the engines without cost to the owner.

I was very disappointed to learn from these websites that Porsche has known for some time that its manufacturing process led to this problem and that once knowing about it did not issue a recall for the defective engines. As you know, catastrophic engine failure at high speed could be tragic not only for the driver and passenger of the Boxter but also for drivers and passengers of cars behind the Boxter when the Boxter experiences the catastrophic engine failure.

I look forward to hearing from you very soon on how to resolve this unfortunate situation.

Sincerely,

[REDACTED]

[REDACTED]
Chatham, New Jersey [REDACTED]
(973) 377-3315

January 4, 2006

Mr. Peter Schwarzenbauer
President and Chief Executive Officer
Porsche Cars North America, Inc.
980 Hammond Drive
Suite 1000
Atlanta, GA 30328

Dear [REDACTED]

After speaking with [REDACTED], Service Department Manager of [REDACTED] I took my Boxter to [REDACTED] on January 2nd for them to determine the problem with the engine of my Boxter. I received a call today indicating that the engine had seized. I was told that [REDACTED] had talked with [REDACTED] of Porsche North America to determine if goodwill service could be performed on my Boxter. I was told that it would not because my Boxter had not had a major maintenance service at a dealership since 2003.

As you are aware it is illegal to require service at a dealership. I am very disappointed that Porsche has made this decision. As I pointed out in my letter to [REDACTED] attached as Exhibit 1, Porsche is directly responsible for the defective engine. It was reckless for Porsche to use this engine and worse to allow these defective engines to remain in the cars after knowing that they were prone to catastrophic failure.

While I am aware that the engine is out of warranty, my position is that the car should have been recalled some time ago and the engine replaced or repaired at that time. There is no doubt that this recall would have occurred while the car was still within the warranty period.

I would appreciate your reconsidering this decision.

Sincerely,

[REDACTED]
Enclosure:

Cc: [REDACTED]



PORSCHE

February 1, 2006

Porsche Cars North America, Inc.
980 Hammond Drive
Suite 1000
Atlanta, Georgia 30328
(770) 290-3500 Fax: (770) 290-3700

[Redacted]
Chatham, NJ [Redacted]

**Re: 1999 Porsche Boxster
WPOCA2987XU [Redacted]**

Dear [Redacted]

We are in receipt of your letter dated January 4, 2006 addressed to [Redacted] President & CEO of Porsche Cars North America concerning your 1999 Porsche Boxster.

Respectfully, Porsche Cars North America declines to participate financially in this repair to your vehicle. Please understand that this decision is based on the fact your vehicle's warranty expired over two years ago. In addition, your vehicle has been serviced at a non-authorized, independent service facility; additionally you have not visited an authorized Porsche dealership since 2003. In the future, we encourage you to have your service work performed at an authorized Porsche dealership where, if situations like the one you report occur, your request for assistance would most likely receive positive consideration.

Please allow me to explain that it has always been Porsche's policy to continuously improve its products and since the production of your vehicle, there have been some design changes. Porsche Cars stands by its brand as a producer of superior quality vehicles crafted with superior quality parts. Our Research and Development team at Porsche AG works vigorously to evaluate the craftsmanship of our product to ensure our customers' driving experience matches the pride they share with us in the vehicle.

Thank you for calling this matter to our attention.

S [Redacted]
[Redacted]

Customer Commitment Support Specialist
Porsche Cars North America

Cc: [Redacted] President & CEO, Porsche Cars North America

[REDACTED]
Chatham, New Jersey [REDACTED]
[REDACTED]

February 11, 2006

Ms. Angie Jennings
Customer Commitment Support Specialist
Porsche Cars North America, Inc.
980 Hammond Drive
Suite 1000
Atlanta, GA 30328

Dear Ms. Jennings:

I am disappointed that Porsche is unwilling to provide any compensation to me for a problem for which Porsche knows it is responsible and for which it has compensated others. I am disappointed also because I have enjoyed driving my Boxster and have had little trouble until the engine seized at 50,000+ miles, a ridiculously low level given the conditions under which I drove the car.

I was surprised about your comment of refusing compensation because "...your vehicle has been serviced at a non-authorized, independent service facility..." As you know I am under no legal obligation to use a Porsche dealer for service. I went to a local, independent Porsche service facility that is well-known to, and highly regarded by, members of the Northern New Jersey Region Porsche Club of America. Also as you know, or can verify from talking to the [REDACTED] Service Department, I have records to prove that I have had all the required maintenance done either by a Porsche dealer or by this independent service facility.

As I mentioned to you in our telephone conversation on February 6th, I am willing to shoulder part of the burden, such as 1) funding the cost of labor if Porsche supplies a new or reconditioned engine or 2) entering into a lease of a new Boxster if Porsche will accept my Boxster at the Kelley Blue Book "Private Party Value" for a Boxster with 50,000 miles in "Good" condition. You rejected both of these approaches.

When BMW recently had an engine quality problem involving potentially catastrophic failures on 20,000 'M3' models, they alerted their customers with an official Service Action and provided an extended warranty to 100,000 miles, giving owners an extra degree of comfort that should their engine fail, BMW would be there to help them.

I, and others I have spoken with, believe this is a dangerous condition that you have allowed to persist (i.e. you have not undertaken a recall to repair/replace the engine). As I wrote in my letter to [REDACTED] on January 4, there may be significant consequences of an engine failure at high speed with following traffic. Such consequences at the time the engine seizes may include, but are not limited to, 1) the rear wheels lock and the car goes into an uncontrolled spin with unknown but potentially deadly consequences, 2) the piston rods are thrown through the crankcase and the entire contents of the oil reservoir are dumped onto the highway where following traffic could hit this oil patch at high speed and spin out of control, and 3) other potentially deadly consequences depending on the type of engine failure.

Since I have had no success going through the Porsche channels, let me review with you what I will do next if you continue to refuse financial assistance. I will write to the attorneys general of New Jersey, New York and California alerting them to this widely-known dangerous problem. I will supply them with information outlining the nature of the manufacturing defect. Also, I will supply them with various postings on some of the sites where engine failures caused by manufacturing defects are discussed. They will be able to see readily that my problem is not unique. In fact, they will see that it has been a common problem.

I will ask the attorneys general to investigate whether or not your allowing these dangerous vehicles to be driven may trigger causes of action including, but not limited to, 1) negligence or 2) breaches-of-IMPLIED-warranty and whether or not your refusal to provide me with compensation because I used an independent service facility constitutes a restraint of trade. I will ask them also if there are other potential criminal or civil actions that should be investigated.

I will file a report of a dangerous condition with the National Highway Traffic Safety Administration at the Department of Transportation informing them of this dangerous condition.

To ensure that [REDACTED] is aware of these proceedings, I will copy [REDACTED] on all aforementioned correspondence. To ensure that the

proper authorities in Germany understand how Porsche treats its customers, I will write to [REDACTED] the Premier of Lower Saxony. Lower Saxony is a major shareholder in Volkswagen and I will ensure that the Premier is aware of how Porsche treats its American customers so that he can be alerted as to how the Porsche representatives on the Volkswagen board handle any similar issues Volkswagen may have.

To ensure that current and potential owner of Porsche products are aware of what has happened, I will write to *Automobile*, *Car and Driver*, *Road and Track*, and *Ward's Auto World* magazines. I will write to other Porsche car clubs around the world. Also, I will write to the *Financial Times*. I will post this problem at Edmunds, Epinions and other sites where existing customers provide candid, unbiased product reviews. This letter does not describe exhaustively how I will alert other existing and potential Porsche customers how Porsche Cars North America approaches its engineering, manufacturing and customers.

When I bought my car I expected a premium product with all that implied—premium engineering, premium customer service, etc. Instead I got Chevy engineering and Chevy customer service.

I suggest that you contact me to discuss a resolution that is satisfactory to both parties and that will restore my loyalty to the brand.

Sincerely,

[REDACTED]

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Boxster (986 & 987) Engine

MY99 Boxster cylinder liners

[Back to Boxster \(986 & 987\)](#)

Question	Answer
<p>██████████, I am a new member and 1999 boxster owner. RE: liner failures. My car has 8500 miles and is an early 1999. Did the liners fail usually prior to first service? I am an engine builder for the race car industry (indy, nascar, sports cars) I know that failures of the liners in the lip area usually give no warning signs. However, I thought that failure would happen very early in the engines' life. Your comments would be very welcome. Thank You, ██████████</p>	<p>With the introduction of the Boxster, Porsche teamed up with Kolbenschmidt to manufacture their new water-cooled engine. These engines were to utilize the newly introduced Lokasil liners. The liners themselves offer a higher friction-free service area. This is most useful in regard to not only the longevity of the cylinder but the ever-growing higher mileage service interval. The cases experienced several issues starting with their porosity. In 1997 many of these newly released engines seeped oil through the cases themselves. This seepage was due to a problem in the manufacturing process. When the cases are made in a high-pressure die-casting, the air in the die has to escape. Should the alloy enter too fast and not let all the air out, trapped air pockets are the result. These pockets produce a porous area. This area would then allow seepage of the oil. The reason it was generally oil and not coolant leakage was due to the casting process. The air was trapped in the bottom to center rear of the castings, which housed the oil.</p> <p>Another well-known problem was the liner failures in late 1998 to early 1999. This would translate into only the 1999 model year do to production dates.</p> <p>These failures were also due to a manufacturing process.</p>

Exhib. 17 D

The cylinder liners are created from an alloy made abrasion resistant by adding silicon. Prior to casting the crankcase, the cylinder liners are fixed in position by an operator, then surrounded by a conventional aluminum alloy casting. This is done by inserting the pre-formed cylinder liners (manufactured by Plochingen-based Ceram Tec AG in a special freeze casting process) into the die. The dies are then closed and a high-pressure die casting (HPDC) and squeeze casting (SC) are utilized to achieve this. Three casting machines with a closing force of 1800 tons are used for this purpose. The advantage of the Lokasil process is that the silicon is applied only where it is needed. Lokasil base material costs less than Alusil and is easier to process. These liners or pre-forms are of high silicon content (20-27 percent) and offer a high reduction of friction. Kolbenschmidt holds the patent to Lokasil and is also known for their Alusil and Galnikal piston liners. Lokasil is a "sacrificial" bore liner comprised of silicon fibers in a binding that, when inserted into the block mold, burns out the fibers, leaving the high-content silicon surface directly in the bores. This actually allows the "sacrificial" liner to become one with the block thus eliminating a separate part in the block.

In 1998 Kolbenschmidt's casting machine was damaged. The time required to repair the machine could have slowed Boxster production down severely unless a fix was found. The solution was to reline some not-quite-perfect blocks that were on hand. Most of these blocks had a casting defect or a porosity problem in at least one cylinder. The fix was simple and absolutely acceptable to standards when done correctly. Kolbenschmidt began the process of the repairs until the casting machine was fixed. This process started by boring out the failed cylinder to allow for the insertion of the liner. There is also a groove cut around the top of the cylinder to keep the sleeve from dropping. This groove is approximately 2.0mm larger than the size of the cylinder's width and goes down approximately 4.5mm. The next step was the insertion of these liners. It was decided to press the liners in the blocks. This is where the error occurred. Some of these liners were pressed in at a higher rate than the top retaining ring could handle. This would then fracture the ring at the top of the liner. When this ring failed under operating conditions, it was catastrophic. The ring itself would fall apart inside the combustion chamber. At this time the piston would force this debris up into the cylinder head. The piston rings would grab

the liner and pull it down from the momentum of the crankshaft. Some of these engines were replaced from coolant loss before they totally self destructed in this fashion. This was due to the ring starting to come apart but not fully. This would compromise the sealing of the head gasket and cause the coolant to either be burnt or expelled from the combustion pressure.

Porsche has not divulged exactly how many engines this actually occurred in other than a broad range of 2.5 engines in late 1998-early 1999. Nor have they released any engine numbers that have had sleeves installed. Generally speaking, the problem occurred within the first several thousand miles. They have been very good in correcting this for their customers in and out of warranty.

Scott Slauson - PCA WebSite - 6/14/2004

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Boxster, Cayman (986 & 987) Engine

Engine failure

[Back to Boxster, Cayman \(986 & 987\)](#)

Question	Answer
<p>Hi [REDACTED]</p> <p>I was driving my Boxster by a beautiful sunday morning at 60 mph suddenly I had the impression that my engine was running 5 cylinders only, effectively I took off all my spark plugs and plug from cylinder 1 got 2 metal pieces in it. Is it something that you've heard before ?</p> <p>A local specialist will go tomorrow with a camera inside the cylinder to get an overview of these damages.</p> <p>I paid approx \$27,000 US last year after inspection from my local Porsche dealer and I heard that it will cost me approx \$8000 to make a complete repair of that engine unless I go a used engine ? any suggestion ? can I install 2.7 liters that someone offered me ?</p> <p>I am going to repair it since that is in excellent condition overall except.....</p> <p>Thanks</p> <p>[REDACTED]</p>	<p>Yes I have heard of this to many times as a matter of fact. As a suggestion do a search in the Boxster section of " MY99 Boxster Cylinder Liners". The article will explain what may have happened to your engine in detail. I would also like to see any photos that you may take of the cylinder liner. To do this the removal of the head would be best.</p> <p>[REDACTED] - PCA WebSite - 8/16/2005</p>

EX4.b.7 /

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Boxster, Cayman (986 & 987) Engine

Help-Boxster w/only 11,116 miles= dead engine ?

[Back to Boxster, Cayman \(986 & 987\)](#)

Question	Answer
<p>Help- I am non mechanical. Bought a beautiful low mileage Porsche Boxster 12/03 from dealership in Minnesota. Boxster was owned by dealer in Iowa and then sold to friend in Minnesota who also owned dealership. I bought it and had it shipped to Colorado. Vehicle when purchased had only 8,456 miles on it from 1999 to 12/03. Flawless inside and out. I kept garaged and it only had 11,116 miles on it when engine died (2,663 miles put on by me in about 16 months). My wife and I were out on 4/18/05 on beautiful sunny Colorado day for a short drive. Rounded corner at 10-15 mph/low rpm's. Car shut off/lights came on dashboard and we could not restart it. Had vehicle towed to my mechanic's shop. They looked at it briefly and advised me to have taken/towed to Porsche dealership. My mechanic and the Porsche dealership think that the Boxster needs a new engine. Porsche dealer called to ask if I/or my mechanic wrote down any fault codes as they could not get any out of the computer/on the car ? Porsche service manager advises that we will have to pay for the engine to get it diagnosed so that a determination of what is wrong with it can be made. This results in about \$1500+/to start with the determination. This must be done in order to bring Porsche N.A. into the picture so that they can</p>	<p>Being that the car is a 1999 with low mileage the failure is highly suspicious. Now since the car is out of warranty it would require that you pay for as they say the exploratory work on it. Porsche has no obligation at this point to do anything. However should you find a cause of failure that has been a problem with that model year you would have more grounds for assistance. Porsche will generally include the work that was originally taken to determine such a failure if they Good Will it. Many times a Good Will would consist of a 50/50 acceptance of fault and monies. Porsche often pays for the parts and you as the customer pays for the labor at warranty time. All of this is still entirely up to them to determine.</p> <p>██████████ PCA WebSite - 4/26/2005</p>

E44.6.78

determine next step(s). I was told by Porsche service manager that since vehicle is out of the warranty period and since it is a 1999 model that highly unlikely Porsche would assist me unless as a Good Will gesture. Estimates for a rebuilt engine,etc. are about \$7k + service hours =15-20 hours so about \$10k. Guess this does not even include the diagnostic's to my now (dead) engine ? I need help.

I bought this vehicle from the many---- that we looked at due to it's condition and the incredible low miles and Porsche's reputation for its Auto's/Engine quality,etal. I would sincerely appreciate any/all feedback. [REDACTED]

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Boxster, Cayman (986 & 987) Engine

Boxster Engine Failure / Good Will

[Back to Boxster, Cayman \(986 & 987\)](#)

Question	Answer
<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <p>It apparently happened to my car...the failed liner problem. Out of warranty, but Porsche immediately Good Will offered a new (reman) motor replacement. I am the original owner; the car has been dealer maintained, garaged, and babied.</p> <p>I have two questions. 1. What assurance do I have that I will not get the same problem with a replacement motor despite a 12/12 warranty? (I put on about 1500 miles / year..)and 2. Have you heard of any recourse for dealer labor (est \$2100) that PCNA says I must pay? I plan to appeal that.</p> <p>Vern</p>	<p>I'm glad to hear that Porsche is offering you Good Will in this matter.</p> <p>Now as to the problem happening again you do not have to worry about that. The dilemma that caused this to in the first place was do to the manufacturing process for the 99MY. My article "MY99 Boxster cylinder liners" that can be found in the Tech section fully describes this.</p> <p>Generally speaking whenever Porsche offers Good Will they will either pay for the parts or labor. I would say that the engine would be the better for you to have them pay. Now the Dealer that is doing the work is to only charge you the warranty time for the job. This would have been the time that Porsche would have paid them if the car was still under warranty. Porsche does this so that Good Will is not done as a common procedure and the Dealer does not abuse it. I believe the \$2100 that you describe may have been the retail amount and the actual amount may be less do to the Porsche Good Will.</p>
No Attachments	<div style="background-color: black; width: 100px; height: 15px; display: inline-block;"></div> CA WebSite - 9/25/2005

EX: 679

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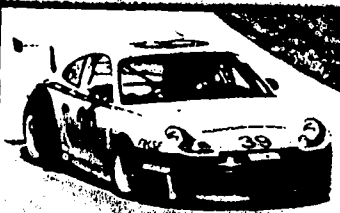
Boxster, Cayman (986 & 987) Engine

99 Boxster sudden engine failure

[Back to Boxster, Cayman \(986 & 987\)](#)

Question	Answer
<p>I purchased a 99 Tiptronic Boxster in May 2002 with 11,637 miles. The car was in pristine condition. I had it inspected at a Porsche dealership, and talked with the previous owner's Porsche mechanic before I bought it. Over the past two years, I've kept the car garaged and well maintained. Just had the 15,000-mile servicing done a couple of months ago, and the car got a clean bill of health. Then 1 1/2 weeks ago, without warning, the engine catastrophically failed. I was driving on the highway when the engine made brief clunking noise, then died. I had the car towed to a Porsche dealership, where they determined that the engine cannot be repaired. It has to be replaced at a cost of over \$ 10,000. There was a crack inside the engine, with coolant in the exhaust, no compression on cylinder number 5, and damage to spark plug. This car only has 14,814 miles on it! I know there have been manufacturing defects in the Boxsters (mine was put into service in Dec 1998). I and dealer contacted Porsche of North America, but they are unwilling to set up to plate and give me a new engine, saying "the car is out of warranty." Can you point me in the right direction, so that Porsche will take care of the problem? No engine should fail after 14,800 miles! Any help you could give me would be greatly appreciated.</p>	<p>Being a 1999 it very well could have had a liner failure. From what you describe the possibility seems very real. The only sure way to tell is to pull the cylinder head and look at the cylinder. The head or heads can be removed with the engine still in the car very easily. This does not take a long time and costs far less. Granted the engine would still have to come out in the future to get replaced. However this would offer you some insight on the cause and perhaps help you with Porsche.</p> <p style="text-align: right; margin-top: 20px;">PCA WebSite - 10/16/2004</p>

Exh. 6: 1-10

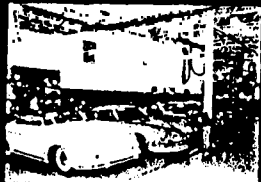


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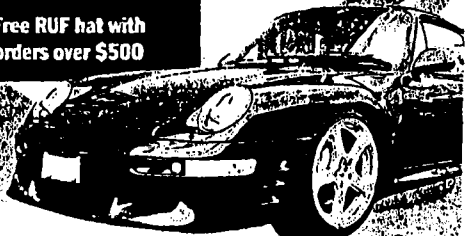
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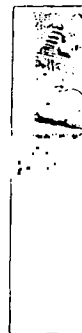
Boxster engine failures: I've been reading about the alarmingly high rate of engine failures on a particular Porsche Board. I am interested "in the larger community" regarding this. Are the Boxster engines in general vulnerable?

Steve: There were issues with the 1998 and early 1999 Boxsters with liner failures. Some of the blocks had porous castings and Porsche would bore out the sleeves and install a liner. The liner would then fracture on the machined step and would separate and then all hell would break loose. We have not seen any 2000 and later Boxsters with this problem. And we were told that not every block was machined and that Porsche has a list of the vehicles that have a bored block.

1988 928 S4 vibration troubleshooting: I get a slight vibration in the steering wheel at around 1500 rpm during light to moderate acceleration for the past several months. I have just replaced all four tires and had a forced balance and alignment done. The problem still exists, though I didn't expect it was related to the tires. It almost feels like how a manual transmission car's dashboard kind of shakes a little as it gets older. Any ideas? Engine mounts, transmission, etc?
Veninger: Failing motor mounts can cause this vibra-

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Author

Thread

AFJuvat
Moderator

Boxster FAQ

Hi All,

Registered: Feb 2001
Location: Viera FL
Posts: 5184

After reading a post asking for a FAQ, it seemed like a good idea. Please post your tips that you have about boxsters and post them here. If I get enough responses, I will put it all together and have it posted.

AFJuvat

Es geht nicht darum wie schnell man faehrt, sondern wie gut man schnell fahren kann.

Ihr Brunnen der nutzlosen Porsche Information

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06-26-2005 07:02 AM

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AFJuvat

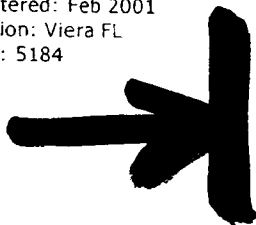
Ok, I'll go first.....

Ex: 6:12

Moderator



Registered: Feb 2001
Location: Viera FL
Posts: 5184



1. What are the common failures in the Boxster?

A. Coolant tank, waterpump, drive cables for the convertible top, electrical portion of the ignition switch.

2. Is there any particular model or year I should avoid?

A. No, all of them are good. from MY 2000, the regular boxster got a 2.7 liter engine. You should use caution with the 1998 models. Some of the engines in that year had a casting flaw that would allow the cylinder liners to break loose, causing catastrophic engine damage.

3. My rear main seal is leaking!!!!

A. Due to the design on the 986 and 996 engines, if the bores are slightly mis-aligned, you can get a leak from the rear main seal or the rear intermediate shaft seal. Sometimes replacing the seal solves the problem. Other times, it does not. Most of the problem engines were replaced by Porsche under warranty.

Es geht nicht darum wie schnell man faehrt, sondern wie gut man schnell fahren kann.

Ihr Brunnen der nutzlosen Porsche Information

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09-30-2005 02:12 AM

Senior Member

Registered: Sep 2004
Location: Not Seattle, North of Seattle
Posts: 100

10-24-2005 08:51 PM

Used parts guy!!

Registered: Oct 2002
Location: nashville,tn
Posts: 664



If your low beams are not working, check both bulbs. I have seen more than one case where both bulbs were burned out on a 97' and then a 98' 986.

[Report this post to a moderator](#) | IP: [Logged](#)



any write-ups about removing the engine???

84 944 na guards red with tan (mine)
88 944 na satin black met with grey and black (hers)

85.5 944 na copehagen blue with tan(mother-in-law) (don't ask)
 2004 Explorer (gotta have something to haul the kids in)
 74 F-250 (gotta have something to haul the non running cars home)

E-mail for all of your used part needs. Have parts from early and late cars.
 currently parting
 88 944S (abs and airbag car)
 86 951 (only 75k miles on it)
 88 944
 86 944 automatic



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01-30-2006 03:53 AM



Senior Member

Registered: Jul 2001
 Location: Bloomington, MN USA
 Posts: 136

Re: Ok, I'll go first.....

quote:

Originally posted by AFJuvat

1. What are the common failures in the Boxster?

A. Coolant tank, waterpump, drive cables for the convertible top, electrical portion of the ignition switch.

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warranty.

I'd include the RMS/intermediate seal in the list of common "failures" - it's probably more common than those minor issues listed. Also consider breaking that list down by model year/engine type (i.e. 1997 - 1999 2.5L, 2000 - 2004 2.7L, 2000 - 2004 3.2L, etc...)



[2000 Boxster S - exterior](#) | [2000 Boxster S - interior](#)
[1982 911 SC Euro - exterior](#) | [1982 911 SC Euro - interior](#)

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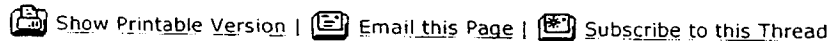
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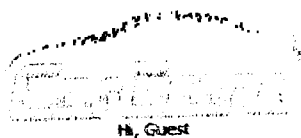
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Car-Guru Porsche **Blown Engine** 22-588-Blown-Engine-Read.shtml

Blown Engine

Rifco 97 12/10/2005 11:17

I have a 1999 boxer and have not missed an oil change or service checkup. At 47K miles the engine seized up. 12K replacement. Apparently there is a heat sleeve on the manifold (to draw heat from the engine), that gets sucked into the engine if it comes loose. I asked why this was not checked at the 45K mile check if this was a known problem. The result is that Porsche is willing to give me 4K off the repair.

I am thinking of suing. Has anyone else had similar experience with this or any other major part that has pre-maturely fail when the vehicle was maintained?

All experiences with problems are welcome

thanks

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[1 message]

Rifco:

I am thinking of suing. Has anyone else had similar experience with this or any other major part that has pre-maturely fail when the vehicle was maintained?

Hundreds of 968's manual transaxles suffered from premature wear of pinion bearings due to too much pre load at assembly.

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Porsche never admitted the problem and very few owners with cars out of warranty received any financial help.

We looked at class action, but it would have to be done separately in each state, so it never happened.

Porsches make brilliant cars, but it is now run by accountants, they are destroying the quality reputation for the sake of few bucks.

Regards,

Martin

Create topic: CarGuru

Reply

2005-03-10 10:17 [permanent link]

Had a 1999 boxster (bought 2nd hand in 2001) where the engine blew up after just 8K (only had 6K on the clock when I bought it). This happend in Houston, Texas and they installed a new engine free of charge (first time I ever used a car warranty). Was told that there's a problem with 1% of the 1999 2.5 engines. Didn't follow up on this any further. A friend bought the car in 2003 and it now has done 60K with no more problems.

Create topic: CarGuru

Reply

2005-03-10 10:17 [permanent link]

You sure it wasn't the well known cylinder liner failure that I just read about in the latest Panarama Magazine? PCNA replaced a LOT of engines from what I hear, would think they would continue to do so as it is a manufacturing defect.

Create topic:

Reply

- On Sat, 09 Apr 2005 18:26:40 -0400, "1111" <1111@blyss.com> wrote:
 - I have a 1999 boxster and have not caused an oil change or service checkup. At 47K miles the engine seized at 10K rpm/rev/min.
 - Apparently there is a seal sleeve on the manifold (to draw heat from the engine) that gets sucked into the engine if it comes loose.
 - asked why this was not checked at the 40K mile check if this was a known problem. The result is that Porsche is willing to give the 4K off the repair.
 - I am thinking of suing. Has anyone else had similar experience with this or any other major car that has a "manufacture" failure that the vehicle was maintained?
 - Had expensive repairs problems are not time.

- Mazda
- Nissan
- Peugeot
- Pontiac
- Porsche
- Saab
- Saturn
- Toyota
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- Open discussion

Now discuss:

Plugs and wireset on 01 Optima SE

Toyota 4-cylinder engine comparison with 4-cylinder 6-cylinder engines. The 4-cylinder engine is a 2.0 liter.

Vito Van fuse box location
2001 Vito Van fuse box location. The fuse box is located under the hood on the driver's side.

2002 Protege 5
2002 Protege 5 with 100,000 miles. The engine is a 1.8 liter. The oil filter is replaced.

Wanted Sorento, Rexton comparison
Wanted Sorento, Rexton comparison. The Sorento is a 2.8 liter. The Rexton is a 2.8 liter.

2003 pontiac sunfire 2.2litre 5
2003 pontiac sunfire 2.2litre 5. The engine is a 2.2 liter. The oil filter is replaced.

Volvo 240 GL Overheating
Volvo 240 GL Overheating. The engine is a 2.0 liter. The oil filter is replaced.

Chrysler Grand Voyager
Chrysler Grand Voyager. The engine is a 3.0 liter. The oil filter is replaced.

Odd problem with 98 T3
Odd problem with 98 T3. The engine is a 2.0 liter. The oil filter is replaced.

to a lawyer! When they finally give you that new engine - they better also include a warranty on it. Expect 2-3 weeks for replacement.

Even with the above, I love my Boxster! I'd suggest to anyone buying an older model with low miles to purchase an extended warranty covering the engine (about \$40.00/month) even with my comments above. It's cheap insurance and would guarantee you'd have your Porsche up and running (which is what owning a Porsche is all about)- not sitting in a garage waiting out a legal fight.

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 - 911 & 930 ('65 - '77)
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 - 911 & 930 ('95 - '04)
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 - 5 Series (E60)
 - M5 (E60)
 - 6 Series (E63/E64)
 - 7 Series (E65/E66)
 - X3 (E83)
 - X5 (E53)
 - Z4 (E85)

- Future Models**
- 1 Series (E81)

- Past Models**
- Z3
 - Z3 Coupe
 - Z8
 - 3 Series (E46)
 - 3 Series (E36)
 - M3 (E36)
 - 3 Series (E30)
 - M3 (E30)
 - 3 Series (E21)
 - 5 Series (E39)
 - M5 (E39)
 - 5 Series (E34)
 - M5 (E34)
 - 5 Series (E28)
 - M5 (E28)
 - 5 Series (E12)

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- Politics Lounge

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- STS/STS-V
- SRX
- Escalade
- XLR/XLR-V

Jaguar
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- X-Type
- S-Type
- X350 (New XJ8)
- XK8/XKR

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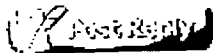
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#1

10-14-2004, 06:52 PM

AF Newbie

Join Date: Oct 2004

Posts: 4

Buying a 98 Boxster...ADVICE???? PLEASE!

Howdy

Looking at a 98 Boxster. One owner, 91k. Appears well maintained. I have owned two Porsches but they were both 944s. Does this model have any peculiar 'quirks' that I should be aware of? Also what trouble areas should I pay special attention to (i.e. seals known to leak etc). Finally, is 91k too many miles (on avg?) for this model? With care, how many miles do Boxster engines usually last? I know that it is common to get 200k out of a 944 with the proper care but how about the Boxster?

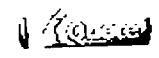
Any advice is VERY appreciated!

Thanks



5-K4.6.7-L-C

7/30/2006





#2

10-15-2004, 02:31 AM

neo the hacker
AF Enthusiast

Join Date: May 2004
Posts: 193

Re: Buying a 98 Boxster...ADVICE???? PLEASE!

Early boxter engines had a problem with the liners lifting, something that porsche will not admit to. but if you have no record off any such work being done at that milage then it looks like its one of the ones that got away.





#3

10-15-2004, 06:03 AM

[REDACTED]
AF Newbie

Join Date: Oct 2004
Posts: 4

Re: Re: Buying a 98 Boxster...ADVICE???? PLEASE!

Quote:

Originally Posted by **neo the hacker**
Early boxter engines had a problem with the liners lifting, something that porsche will not admit to. but if you have no record off any such work being done at that milage then it looks like its one of the ones that got away.

Thanks [REDACTED] Does that mean that at 91k it should be okay? What exactly are liners?

Again, thanks
[REDACTED]





#4

10-16-2004, 07:02 AM

[REDACTED]
AF Enthusiast

Join Date: May 2004
Posts: 193

Re: Buying a 98 Boxster...ADVICE???? PLEASE!

If its still got the same motor in it then it looks like you're ok. Right, now then, Liners?, The Wearing surface of the cylinder must be made of a relatively hard material which is resistant to wear. Cast iron is most commonly used because it is reasonably hard and can be cast into complicated shapes. There are, however, many different varieties of cast iron, and those which have the best casting properties are not

7/30/2006

necessarily the best for wear resistance. Furthermore, wear-resistant cast iron may be not only more difficult to cast but also to machine. This difficulty is overcome by making the main cylinder block casting of a type of iron having good casting and machining properties, and making the wearing surfaces of the cylinder in the form of liners of a harder material. There is also two main types, Wet and Dry. When liners are used (boxster) the cylinder block and crankcase may be made of aluminium alloy, thus reducing weight. Exactly



#5

10-16-2004, 09:37 AM

AF Newbie

Join Date: Oct 2004
Posts: 4

Thanks for the explanation! I can't be sure if it is the original engine...but it was a one owner car and I think it probably is.
At what point (mileage) do liners typically fail? Was this 'fixed' by a certain year model?

Again, Thanks for the info.



#6


10-17-2004, 09:25 AM

AF Enthusiast

Join Date: May 2004
Posts: 193

Re: Buying a 98 Boxster...ADVICE???? PLEASE!

the ones that i've seen have been around 40ish but that nothing to go off, and it was upto 2001. but i wouldn't worry, like i said, looks like your ok. Boxster is a very good car and as won sports car of the year a few times over here in the uk. I love em.



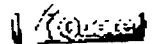
#7

10-17-2004, 09:36 AM

AF Newbie

Join Date: Oct 2004
Posts: 4

THanks again 
What are the symptoms of liner problems?



#8

11-04-2004, 10:42 AM

7/30/2006


busa_4
AF Enthusiast
☆☆☆☆☆☆☆☆
Join Date: Aug 2004
Posts: 423

you can tell if the engine has been replaced. look under the vehicle at the engine if you see the engine has no corrosion spray on it then it has been replaced. the corrosion lining is like a light orange color. if you only see the aluminum engine then the motor has been replaced. also another problem area is the cab top. the cab top is actuated by a motor running 2 seperate cables to the 2 seperate top transmissions. these cables are known to shrink from use. unfortunetly only 1 cable goes at a time so 1 side of your top will move and the other will not causing expensive damage. replaced both of these top cables every 20k. if you havent done it yet please do so. the worst case i had was a 5500.00 repair because the owner kept pushing the button and he destroyed the top frame, top fabric, both top transmissions, the vehicle frame bent and cracked so we had to weld, and the rear lid was bent so we had to replace it and repaint it.

 [Quote](#)

03-12-2005, 08:58 PM
HB.
Join Date: Mar 2005
Posts: 20

What neo was referring to is the famous RMS failure (rear main seal) it doesn't matter what year '97 or '04 this issue has not been corrected. If you still haven't purchased the car yet I can give you a break down on what problems to look for, for most of the MY Boxsters.

 [Quote](#)

03-12-2005, 09:24 PM
AF Enthusiast
Join Date: Dec 2004
Posts: 127

Re: Buying a 98 Boxster...ADVICE???? PLEASE!

Quote:
Originally Posted by [redacted]
replaced both of these top cables every 20k. if you havent done it yet please do so. the worst case i had was a 5500.00 repair because the owner kept pushing the button and he destroyed the top frame, top fabric, both top transmissions, the vehicle frame bent and cracked so we had to weld, and the rear lid was bent so we had to replace it and repaint it.

Are you sure about this? I've never heard of anyone doing this as a part of preventative maintenance. If this was a widespread problem, why wouldn't porsche put this in the scheduled 30k or 60k maintence?

H.B., the RMS failure is different than the sleeve failure NEO was talking about. He was referring to the sleeves that make up the cylinder wall(these are known to fail in 97-99 boxsters, but it's not

supercommon). The RMS is a seal around the crank bearing I believe and also more common than sleeve failure but most boxsters are ok. A 98 boxster with 91k miles on it was most likely someone's daily driver so it probably didn't live a pampered life. I would have a Porsche mechanic check the car out before you do anything if you haven't yet. It's definately worth the extra bucks.

03 Boxster S in Guards Red/Black

-Options-

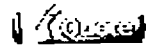
6 speed

Xenons

Bose surround Sound

18" Carrera Lights

Painted to Match Roll bars



03-14-2005, 03:23 PM

#11

HB.

Re: Re: Buying a 98 Boxster...ADVICE???? PLEASE!

Join Date: Mar 2005
Posts: 20

Quote:

Originally Posted by [REDACTED]
H.B., the RMS failure is different than the sleeve failure NEO was talking about. He was referring to the sleeves that make up the cylinder wall (these are known to fail in 97-99 boxsters, but it's not supercommon).

Ah, good call, I had heard about a sleeve problem on the '97 model, but didn't know that it still existed on the '98-99 models as well.



03-14-2005, 10:39 PM

#12

AF Enthusiast

Re: Buying a 98 Boxster...ADVICE???? PLEASE!

Join Date: Dec 2004
Posts: 127

You may be right about "bad" sleeves in only the 97 model. I can't remember if 98/99 owners have had the problem. In any case, I wouldn't lose any sleep over it.

03 Boxster S in Guards Red/Black
-Options-
6 speed
Xenons
Bose surround Sound
18" Carrera Lights
Painted to Match Roll bars



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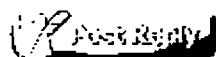
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Boxster Engine Failure Survey

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04-24-2005, 11:04 PM

Gundo
Registered User



Join Date: Mar 2002
Location: Newtown, CT
Posts: 236

Boxster Engine Failure Survey #1

I'm crossposting this from another board. LorenS has dedicated his time and effort to finally gather statistically significant information about Boxster engine failure modes.

Read on below:

As promised last week, and due to a significant amount of interest, I have created a "Boxster Failure Survey Form" for everyone to download. Instructions are on the form. I will be using the collected data to create a Statistical Failure Analysis for Boxsters. This effort will take me 3-4 months (weekends) depending upon the number of respondents.

Please note: It is very important that I get a significant number (hundreds) of responses. I want to hear from everyone, whether or not you have had a failure. I regularly read this board but not others, so if someone can provide a link for Babblers and any other forums, I would appreciate it. Deputies, can I please get a banner link to this form? It's in all our best interests.

The collected data will be used to compile a database for present, previous, and future Porsche Boxster owners; and only pertaining to engine/transmission failures.

After I receive a significant number of responses, I will be correlating this data into a computer analysis matrix, looking for patterns, and attempting to create a statistically accurate "Boxster Failure Prediction Formula" for all of our use. All collected data will be made public upon completion of my work. The level of accuracy depends on the amount of responses and me and my computer finding correlation and patterns within the data.

I have no motives for this endeavor other than wanting some hard data on this long, ongoing PPBB discussion issue. I am not employed by PCNA, and have no association with anything related to the auto industry. Please get everyone you know who has had a Boxster to fill out a form.

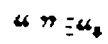
To download: Turn off any download accelerators, click on the link, go to the bottom of the page, click on the free button, and click on the file to download.

[Boxster Engine Failure Form](#)



04-25-2005, 01:51 PM

85percent



#2

VOQ Confirmation

Your Complaint Information is successfully submitted.

Your Confirmation number (ODI Number) is: 10164077

Your Complaint Information

Consumer Information

Name : [REDACTED]
Org. Name : [REDACTED]
Address : [REDACTED]
City, State, Zip : Chatham, NJ [REDACTED]
USA
Daytime Phone : [REDACTED] **Ext :** [REDACTED]
Evening Phone : [REDACTED] **Fax :** [REDACTED]
Email : [REDACTED] [top](#)

Complaint Information

Description : I had driven the car without incident to a store. When I tried to start the car later it would not start. It was determined by both an independent mechanic and a Porsche dealer that the car had sustained catastrophic engine failure of an unknown origin. (They were not be able to determine exactly what the problem without disassembling the engine. I did not ask them to do this.) I replaced the engine.

Incident Date : 12/7/2005 **Fire :** No
Num. Failures : 1 **Property Damage :** No
Num. Deaths : 0 **Crash :** No
Num. Injured : 0 **Police Report :** No
Referral Source : OTHER [top](#)

Vehicle Information

VIN : WPOCA2987XL [REDACTED] **Purchase Date :** 6/1/1999
Manufacturer : PORSCHE CARS NORTH AMERICA, INC.
Year, Make and Model : 1999/PORSCHE/BOXSTER **Original Owner :** Yes
of Cylinders : [REDACTED] **Trans. Type :** MANUAL

| | |
|--------------------------------|--------------------------------------------|
| Engine Size : 2.5 L | VehicleDetails Usage : RECREATIONAL |
| Cruise Control : Yes | Antilock Brakes : Yes |
| Current Mileage : 52000 | Speed : 0 |
| Failure Mileage : 50911 | Powertrain : REAR WHEEL DRIVE |
| Body Style : 2-DOOR | Fuel System : FUEL INJECTION |
| Fuel Type : GAS | Vehicle Type : PASSENGER CAR |

Vehicle Component Information

Component 1: ENGINE AND ENGINE COOLING:ENGINE:GASOLINE **OEM:** Yes

Vehicle Dealer Information

Dealer : 1 **Dealer Type :** SALES DEALER

Name : Ray Catena

Address : 920 Route 1
Edison
NJ 08817

Dealer Phone: 908-205-9000 **Dealer Fax:**

Email:

top