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**PORSCHE**

**VIA UPS**

June 9, 2011

Ms. Kathleen Demeter  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W. (NVS-200)  
Washington, D.C. 20590

Porsche Cars North America, Inc.

980 Hammond Drive  
Suite 1000  
Atlanta, Georgia 30328  
(770) 290-3500 Fax: (770) 290-3700

RE: Updated Defect Notification Reports for Model Year 2010-11 Porsche 911 Turbo/GT2/GT3 models and Dealer Installed Tequipment Accessory Central Wheel Lock/Central Wheel Bolts

Dear Ms. Demeter:

Enclosed please find two updated reports containing missing information not included in the original reports submitted on May 6, 2011, pursuant to the provisions of Part 573 of Title 49 of the Code of Federal Regulations, one for the subject vehicles and one for the dealer installed accessory (Tequipment).

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

Sincerely,

A handwritten signature in black ink, appearing to read "Walter J. Lewis".

Walter J. Lewis, Manager  
Regulatory Affairs

Enclosures

cc: George Person, NHTSA - ODI via facsimile

# PORSCHE

## **PART 573 Defect and Noncompliance Report (Update)**

On April 29, 2011, Porsche decided that a defect which relates to motor vehicle safety exists in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: **June 9, 2011**

Manufacturer's identification code: **AB01**

1. Identify the full corporate name of the trademark owner of the recalled item of equipment. If the recalled item is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

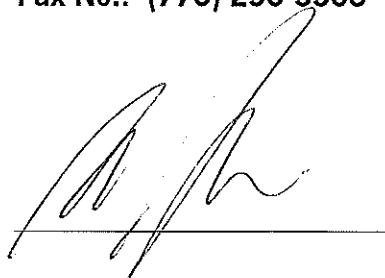
**Manufacturer**  
**Dr. Ing. h.c.F. Porsche AG**  
**70435 Stuttgart**  
**Germany**

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

Corporate official, whom the agency should contact with respect to this recall:

**Walter J. Lewis**  
**Regulatory Affairs Manager**  
**Tel. No: (770) 290-3627**  
**Fax No.: (770) 290-5508**

Signed



# PORSCHE

## PART 573 Defect and Noncompliance Report (Update)

### I. Identify the Items of Equipment Involved in this Recall

Generic name of the item: **Central locking bolts**

Make: **Porsche Tequipment**

Model: **Not applicable**

Part numbers: **997 044 650 01**  
**997 044 650 02**  
**997 044 650 03**  
**997 044 650 04**  
**997 044 605 98**  
**997 044 605 99**

Other information which characterizes/distinguishes the items of equipment to be recalled:

**The originally offered bolts bear an inscription of the previously required tightening torque specification. The revised bolts no longer bear this inscription.**

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents.

**Not applicable.**

### II. Identify the Recall Population

3. Furnish the total number of items of equipment recalled potentially containing the defect or noncompliance.

Total Number Potentially Affected by the Recall:

**54 sets**

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## **PART 573 Defect and Noncompliance Report (Update)**

4. Approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance:

**100%.**

Identify and describe how the recall population was determined:

**All sets equipped with center wheel lock and hub assemblies bearing the torque specification inscription "500 Nm" on the center bolt. The affected components were manufactured from the start of production up to September 16, 2010.**

### III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance.

**Porsche is aware that some customers of the affected vehicles occasionally operate them on a racetrack or under similar conditions. From Porsche's own racing experience with vehicles using the same central wheel lock components, Porsche has developed new components as well as additional instructions for the use of such components when the affected vehicles are operated under racing conditions.**

Describe the cause of the defect or noncompliance condition.

**See above.**

Describe the consequence of the defect or noncompliance condition.

**Should the affected vehicles be operated under racing conditions there is the possibility that the wheel retention system may fail resulting in a crash.**

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## **PART 573 Defect and Noncompliance Report (Update)**

Identify any warning, which can (a) precede or (b) occur.

**None.**

Identify the supplier by corporate name and address, and the name and title of the chief executive officer or knowledgeable representative of the supplier:

**The supplier group is:**

**Hirschvogel Holding GmbH  
Mühlstr. 6  
86920 Denklingen  
GERMANY**

**The manufacturer of the center wheel lock is:**

**Hirschvogel Komponenten GmbH  
Rossau Str. 3  
86956 Schongau  
GERMANY**

**Technical Director: Mr. Albert Kees  
Telephone Number: 011 49-886-191-0101  
E-mail: albert.kees@hirschvogel.de**

**Please note: The torque specifications for fastening the wheel to the vehicle was determined by Porsche AG and not the supplier.**

### IV. Provide the Chronology in Determining the Defect/Noncompliance

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

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## **PART 573 Defect and Noncompliance Report (Update)**

### **August 2010**

A German Porsche Dealer which sponsors racing teams in competitive events on European racetracks informed Porsche AG of a broken center locking wheel and hub assembly on a 911 Carrera GT3 sports car operated under semi professional racing conditions.

A subsequent internal check of field reports did not indicate any such incidents with vehicles on public roads.

### **August 2010 - November 2010**

Investigations from Porsche AG staff took place on racetracks in conjunction with the last European races of the season. In total, three cases with broken center wheel hubs were discovered on the racetrack. In two cases there were accidents on the racetrack after the hub failed. No injuries or fatalities resulted from these accidents.

As an immediate measure a Technical Information Bulletin "Central wheel lock: Additional instructions for driving on race circuits (73/10)" was released via the Porsche subsidiaries to the Porsche dealers and racing teams. The technical information provided instructions for additional maintenance and service of the center locking wheel and hub assembly as well as an increase of the tightening torque specification to 600 Nm (from 500 Nm as imprinted on the bolt) for fixing the center wheel bolt.

Also, the internal check of field reports was intensified in order to determine whether the additional instructions need to be extended to include public road use. The field reports did not provide any cases of broken center locking wheel and hub assemblies. Nevertheless, the Product Safety Committee at Porsche AG decided to also increase the torque specification for all future series production vehicles with center locking wheel and hub assemblies. The new bolts without the torque inscription, and the new tightening torque specification were introduced into production on September 16, 2010.

### **December 2010 - March 2011**

No further reports on incidents from race tracks and no reports of broken center locking wheel and hub assemblies from the field.

### **March 2011 - April 2011**

With the start of the new racing season, customers required information on why there are different torque requirements for the center locking wheel and hub assembly for racing

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## **PART 573 Defect and Noncompliance Report (Update)**

conditions (600 Nm per the a.m. technical information) and for public road use (500 Nm per the inscription on the center wheel bolt). Consideration by the Product Safety Committee at Porsche AG that the subject differences can only be addressed through a recall, even though there were no reported field cases during public road use.

Date of determination: April 29, 2011

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

**Not applicable.**

### V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

**The affected vehicles will be recalled to the workshop and the central bolts will be replaced and fitted in accordance with the new greasing specification. A new owner's manual supplement will also be added to the vehicles documentation portfolio. In addition, any mating components will be inspected and replaced as necessary.**

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

**The Techquipment bolts bear an inscription of the previously required tightening torque specification. The replacement bolts no longer bear this inscription.**

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

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The new bolts (without the imprinting) were introduced into production on September 16, 2010. This is also the date of how the recall population was determined. The production solution (new bolts and the fitting in accordance with the new greasing specification) is identical to the recall remedy in the field.

### VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to dealers and purchasers.

**To be determined.**

### VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification.

**Attached is a draft of the draft copy of the Technical Information Bulletin. Also attached is a Part Information Bulletin requesting the affected parts be returned to PCNA from dealer inventory.**