



PORSCHE

December 19, 2014
VIA NHTSA Recall Portal

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

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

Subject: Notification of Voluntary Recall
2015 Porsche 918 Spyder
Replacing Front Lower Suspension Control Arms

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 the 2015 Porsche 918 Spyder. 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
Vice President, 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 Years: 2015
Models: 918 Spyder

Production Dates: February 25, 2014, to September 18, 2014
VIN Ranges: WPOCA2A1XFS800024 to WPOCA2A14FS800911
Vehicle Type: Sports Car
Bodystyle: 2-door convertible
Component Supplier: Hirschmann GmbH
Kirchentannenstrasse 9
78737 Fluorn-Winzel
Germany

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

39

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

To be determined.

573.6 (c) (5) Description of Defect

Internal testing has revealed that the lower control arms of the front axle, produced in a particular production batch, contain a manufacturing error. Due to the manufacturing error the durability of these components installed in the affected vehicles cannot be guaranteed.

573.6 (c) (6) Basis for Determination

September 16, 2014

Information from the field was received indicating that the lower suspension control arm broke at the point between the threads and taper during the removal of a transportation nut attached to the right front wheel's center-locking hub. Transportation nuts are used to secure each of the center-locking hubs of the 918 Spyder, and thus the entire vehicle, to its transportation pallet during vehicle shipment from the factory.

Calendar Week 39 (September 22 to September 26, 2014)

The failed parts were requested from the field and forwarded to Porsche's Research and Development Center for analysis.

The manufacturing process at the supplier was reviewed by Porsche. It was determined that the affected component's protective coating was not correctly applied.

Calendar Week 39 to 41 (September 22 to October 10, 2014)

Salt spray tests were conducted on suspect components for 96, 120 and 240 hours. The cause of the failure could not be replicated.

Calendar Week 39 to 40 (September 22 to October 3, 2014)

Addition damage analysis, chemical analysis, metallography and SEM (scanning electron microscope) evaluations were conducted.

Calendar Week 40 to 41 (September 29 to October 10, 2014)

Immersion leakage tests in ice-cold water were conducted on suspect components. Water was determined to penetrate into the component.

Calendar Week 41 (October 6 to October 10, 2014)

A search commenced for suitable testing facilities at various colleges and universities.

Calendar Week 42 (October 13 to October 17, 2014)

Tensile tests of suspect components were performed.

Calendar Week 42 to 46 (October 13 to November 14, 2014)

Test parts were provided to the Technical University of Darmstadt, Germany by the supplier. Preparation of the testing facility at TU Darmstadt.

Calendar Week 45 (November 3 to November 7, 2014)

The first immersion test (threaded pin sealing) was performed in ice cold water for leakage (with wax applied). It was determined that water penetrated into the component.

Calendar Week 46 to 47 (November 10 to November 21, 2014)

Step load test at TU Darmstadt. Additional testing conducted using dummy probes.

Calendar Week 47 (November 17 to November 21, 2014)

The second immersion test (threaded pin sealing and contact surface under the screw head) was performed in ice cold water for leakage (with wax applied). It was determined that water penetrated into the component.

Calendar Week 47 to 48 (November 17 to November 28, 2014)

Additional step load test at TU Darmstadt. Replicated the cause of the fault/fault symptoms.

Calendar Week 47 to 49 (November 17 to December 5, 2014)

A 240 hour saltwater immersion test was performed (PH value of 3 similar to TU Darmstadt) on an assembly with pre-tensioned pins.

Calendar Week 49 and later (November 17 and later)

Additional verification testing is ongoing at TU Darmstadt. It is expected to be completed in late January 2015.

Date of determination: December 15, 2014.

573.6 (c) (7)

Noncompliance Test Result

Not applicable.

573.6 (c) (8)

Proposed Remedial Program

The affected components from the defective batch will be replaced. Due to safety concerns, Porsche will recommend to customers that the affected vehicles not be driven until the recall remedy has been completed. The repair parts for the recall are scheduled to be ready at the end of February 2015.

573.6 (c) (9)

Remedy Proposal for the Replacement of Tires

Not applicable.

573.6 (c) (10)

Recall Communications

A representative copy of all bulletins and other communications sent to dealers and owners will be submitted within five (5) days of dealer/owner notification.

573.6 (c) (11)

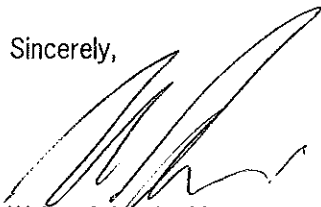
Manufacturer Campaign Number

AF01.

Ms. Nancy Lewis
Notification of Recall – Replacing Front Lower Suspension Control Arms
December 19, 2014
Page 5 of 5

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 'W. Lewis', with a large, sweeping flourish at the end.

Walter J. Lewis, Manager
Regulatory Affairs