

Amended Chronology For Recall AH08

In 2012, Porsche began receiving information from time to time about field incidents in certain Cayenne and Panamera vehicles. According to these occasional reports, the affected vehicles always exhibited noticeable engine noise and vibration, as well as an activated check engine warning lamp. Because all of the cases reported to Porsche followed this failure behavior, we assessed the failure of the camshaft adjuster as a quality issue but, because the operator received clear advance indications, an issue without an impact on road safety.

To improve customer satisfaction, Porsche released a voluntary worldwide workshop campaign. This was published in the U.S. on December 18, 2012.

According to the interpretation of the Japanese MLIT, vehicles exhibiting the failure did not comply with the pertinent Japanese Safety Standard. Thus, following this interpretation unique to the market, Porsche Japan issued a recall for this topic in in 2013.

According to Chinese AQSIQ's interpretation, which we understand was driven by a discussion with another OEM unaffiliated with Porsche, vehicles equipped with the camshaft adjuster (which was made by the same supplier at issue here) did not comply with the pertinent Chinese safety standard. We understand that AQSIQ did not consider it relevant that a failure of the camshaft adjuster would always be noticeable to the customer.

The related recall actions were reported to NHTSA on May 10, 2013, and January 29, 2015, pursuant to the provisions of Part 579.12 (a) of Title 49 of the Code of Federal Regulations.

In early 2017 Porsche received a single report of a customer who described engine stalling without prior warning. Intensive field research of all available data and customer feedback was triggered, as this was contrary to the technical hypothesis and all then-known customer complaints.

On May 31, 2017, the product safety committee of Porsche AG came to the conclusion, based on intensive review of all available field data, including the one report of an engine failure without prior warning, that a safety related defect could not be excluded in very rare cases. It was therefore decided to conduct a voluntary recall of all potentially affected vehicles in the U.S. and Canada.