

Manufacturer's Certificate

911 (996)

66/20 ENU 4440

4

Approved Tires and Wheels (66/20)

Revision: This bulletin replaces bulletin Group 4 19/09, dated October 30, 2009.

Model Year: As of 2001 up to 2005

Vehicle Type: 911 GT2 (996)

Information: Tire approval



Driving with different tires (mixed tires)

- Uncontrollable vehicle handling
- ⇒ Only use tires of the same make and type, with the same speed index and the same specification code (NO, N1, N2, ...) on a vehicle.

Makes/Types: The tire makes and types shown in **bold** in the table below are currently approved makes and types. We recommend that you use these tires when installing new tires.

Summer tire approvals	
Tire size	Tire make and type / Label value (Link to EU database)
235/40 ZR 18 (FA) 315/30 ZR 18 (RA)	<p>Michelin Pilot Sport 2 N4 (Rotation) ¹</p> <p>FA: https://eprel.ec.europa.eu/qr/410964</p> <p>RA: https://eprel.ec.europa.eu/qr/408442</p>
	<p>Michelin Pilot Sport 2 N4 (Rotation) ¹</p> <p>FA: https://eprel.ec.europa.eu/qr/410964</p> <p>RA: https://eprel.ec.europa.eu/qr/408442</p>
	<p>Michelin Pilot Sport N0 (Rotation)</p> <p>FA/RA: Label values currently not available</p>
	<p>Pirelli P-Zero Rosso Asimmetrico N4</p> <p>FA: https://eprel.ec.europa.eu/qr/595113</p> <p>RA: https://eprel.ec.europa.eu/qr/595115</p>
	<p>Pirelli P-Zero Corsa N6 (front: Rotation; rear: Rotation, Inside/Outside)</p>

Summer tire approvals	
Tire size	Tire make and type / Label value (Link to EU database)
	FA/RA: Label values currently not available
	Pirelli P-Zero Rosso Asimmetrico N4 FA: https://eprel.ec.europa.eu/qr/595113 RA: https://eprel.ec.europa.eu/qr/595115

- ¹ Contrary to the above rule, which specifies that only tires with the same specification code (N0, N1, N2, ...) must be used on a vehicle, the **following mixed tires can be used on each axle**: Michelin Pilot Sport 2 N2 on front axle/Michelin Pilot Sport 2 N4 on rear axle and Michelin Pilot Sport 2 N4 on front axle/Michelin Pilot Sport 2 N2 on rear axle.

Makes/types: The tire makes and types shown in **bold** in the table below are currently approved makes and types. We recommend that you use these tires when installing new tires.

Winter tire approval	
Tire size	Tire make and type / Label value (Link to EU database)
225/40 R18 92V M+S (FA) 265/35 R18 97V M+S (RA)	Pirelli Winter Sottozero 3 N4 FA: https://eprel.ec.europa.eu/qr/595710 RA: https://eprel.ec.europa.eu/qr/621928
225/40 R18 92V M+S (FA) 265/35 R18 97V M+S (RA)	Pirelli Winter 240 SnowSport N3 FA/RA: Label values currently not available



Information

N... = Specification code of the tire, e.g. "N0", "N1", "N2" ... The complete "N ..." code of the tires in question must be shown on the tire sidewall near the tire type designation.

Instructions for correct mounting of the tires are also given on the tire sidewall. If there are no mounting instructions on the tire sidewall, the tire must be mounted so that the DOT marking is visible from the outside.

Arrow with inscription "Rotation" = directional mounting.

"Inside/Outside" inscription or "Left" or "Right" = mounting on specified side only.

Arrow with both inscriptions "Rotation" and "Inside/Outside" = directional mounting on specified side only.

Arrow with both inscriptions "Rotation" and "Left" or "Right" = directional mounting on specified side only.



Information

If a tire is damaged and it is not possible to determine with absolute certainty that there is no ply damage - with all of its consequences - or if the tire was thermally and/or mechanically overloaded due to a loss of pressure or other prior damage, replace the tire in question for safety reasons.

Repairs to "V", "W", "Y" and "ZR" tires are not permissible, as well as the use of inner tubes in tubeless tires. Please inform your customers accordingly. It is advisable to mount winter tires at temperatures below **45° F/7°C**, because the driving characteristics of summer tires are reduced at low temperatures. Extremely low temperatures can cause permanent damage to summer tires.



Incorrect tire pressure

- **Uncontrollable vehicle handling**
- ⇒ **Adjust the tire pressure according to specifications. Never allow the pressure to fall below the minimum pressure.**
- ⇒ **Check age of tires. Replace tires that are more than 6 years old.**
- ⇒ **Perform visual inspections.**
- ⇒ **Use new rubber valves at every tire change.**
- ⇒ **Use only tires approved by Porsche.**

Tire pressure:

Summer tires		
Wheel size	FA	RA
18-inch wheels	2.7 bar (40 psi)	2.7 bar (40 psi)

Winter tires		
Wheel size	FA	RA
18-inch wheels	2.2 bar (32 psi)	2.7 bar (40 psi)



Information

The tire pressure applies only to the tire makes and types approved by Porsche, and is specified for cold tires (approx. **68° F/20°C**). The tire pressures must never be lower than the specified values.

Sizes: **Permissible summer tire and wheel sizes (RO = rim offset in mm)**

Tires	Wheels
235/40 ZR 18 (FA)	8.5 J x 18, RO 40
315/30 ZR 18 (RA)	12 J x 18, RO 45

Sizes: **Permissible winter tire and wheel sizes (RO = rim offset in mm)**

Tires	Wheels
225/40 R 18 (FA)	8 J x 18, RO 50
265/35 R 18 (RA)	10 J x 18, RO 47

Wheels:



Information

Improper handling can damage the wheel surface.

Carry out tire removal and mounting using a bead holding-down device only.

Use a leather pad on the rim flange to support the valve insertion tool.

Only use the Porsche centering clamping set for balancing.

Do not use brushes to clean the wheels because brushes can cause deep scratches that cannot be removed by polishing.

Never use solvents or other chemical substances on tires.

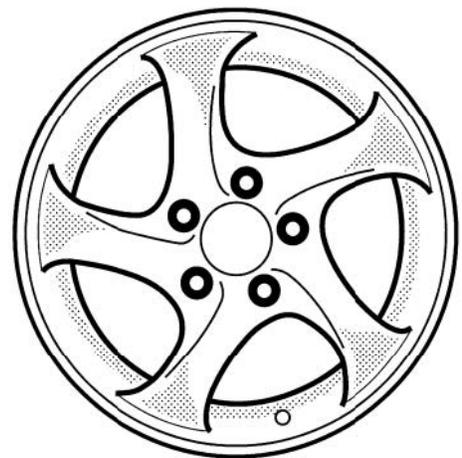
Overview of Porsche wheels for summer tires

Identification on the inside/outside of the wheel disc:

Wheel size, rim offset (RO) in mm, Part No. and Porsche logo

front 8.5 J x 18 H2, RO 40

rear 12 J x 18 H2, RO 45



18-inch Turbo Look II wheel

front 8.5 J x 18 H2, RO 40

rear 12 J x 18 H2, RO 45



18" GT3 wheel

Wheels:

Overview of Porsche wheels for winter tires

Identification on the inside/outside of the wheel disc:

Wheel size, rim offset (RO) in mm, Part No. and Porsche logo

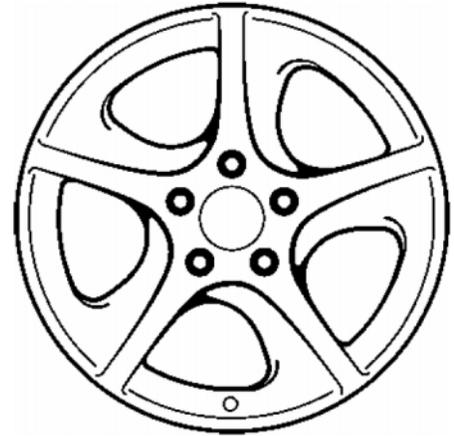
front 8 J x 18 H2, RO 50

rear 10 J x 18 H2, RO 47



18-inch Turbo Look II wheel

front 8 J x 18 H2, RO 50
rear 10 J x 18 H2, RO 47



18-inch Sport Techno wheel

Wheel
mounting:

Tightening torque 130 Nm (96 ftlb.)

Navigation
systems:

After a wheel or tire change, the full locating accuracy is attained only after a journey of approx. 50 km (30 miles), if possible on a motorway and at a speed > 60 km/h (40 mph). Furthermore, high wheel slip factor (e.g. wheel spin) can result in temporary incorrect positioning.

Wheel Storage:

- Tires must be stored in a cool, dry and dark room with adequate ventilation.
- Tires must never come into contact with fuel, oil, grease or chemicals.
- Do not store summer tires in storage areas with ambient temperatures of less than 5° F (-15° C).
- Complete wheel & tire assemblies can be stacked for storage; we recommend that you increase the tire pressure by approximately 6 psi (0.4 bar).
- Optimum conditions for storage of the complete wheels are provided by the Original Porsche storage trolley, Part No. 000.044.000.38.
- If the tires are not mounted on wheels, it is best to store them in a vertical position.
- We recommend that you turn tires stored in this position every two weeks in order to prevent flat spots.
- Tires that are stacked in a horizontal position will become severely deformed and cannot be seated properly in the rim flange when they are mounted.

General
Information:

- Always use new valves when changing tires: Rubber valves, Part Nos. 900.265.001.50 and 000.044.600.00.
- Only steel valve caps, Part No. 99.361.163.90 may be used.
- Always observe any possible instructions concerning the rolling direction and/or specifying which side the tires must be mounted on.
- Coat the tire beads and humps with mounting lubricant before mounting the tire. This ensures that the tire beads will slide over the humps easily.

- In order to prevent the tire from turning on the wheel, avoid extreme driving maneuvers (acceleration and braking) during the first 100 to 200 miles with new or recently mounted tires.
- In order to optimize smoothness of rolling, it is appropriate - and necessary in individual cases - to mount the tire in a certain (favorable) position with respect to the wheel (matching).

Matching (uncontrolled and controlled) is explained below: Uncontrolled matching:

- Turning the tire on the wheel by 90° or 120° if necessary in order to achieve an acceptable value with regard to rolling smoothness (true running, imbalance and weight distribution of balance weights).

Controlled matching:

- With a balancing machine with matching program. In most cases, this produces an even better result with regard to the rolling smoothness (true running, imbalance and weight distribution of the balance weights) than can be achieved with uncontrolled matching.
- Maximum permissible radial runout and lateral runout of the wheels < 0.7 mm. Maximum permissible radial runout and lateral runout of the wheels with tires < 1.25 mm. Values < 1.50 mm -ideally approx. 0.5 mm - are desirable.
- The mounting pressure (seating pressure) of 58 psi/4.0 bar overpressure must not be exceeded before both tire beads are evenly seated on the rim flange.

New Tires (Replacements):

- If new tires are to be mounted or the tires of one axle are to be replaced, tires of the same make, type and with the same specification code must always be used on each of the two axles.
- If tires are replaced on one axle only, the different tread depth from that on the other axle can cause a noticeable change in the familiar handling.
- This is especially the case if new tires are mounted on the rear axle.
- This effect decreases with increasing tire mileage.

When replacing a tire on an axle, make sure that the tread depth of the new tire does not differ from that of the other tire on the same axle by more than 30 %.

Refer to WM 449503 for specific details of the vehicle you are working on.

- >The 2mm specification will be given here.
- > If there is none listed then the default is 30%.

Repairs to Tires:

- If a tire is damaged and it cannot be determined with absolute certainty that there is no ply damage - with all of its consequences - or if the tire was thermally or mechanically overloaded due to a loss of pressure or other prior damage, we recommend replacement of the tire in question for safety reasons.
- Repairs to "V", "W", "Y" and "ZR" tires are not permissible, as is the use of inner tubes in tubeless tires.

Tire Aging:

- Tires age due to chemical and physical processes, which can impair their function.
- Tires that are stored unused for an extended period harden and become brittle faster than tires that are in continual use.
- Hairline aging cracks can occur on older tires.
- On tires in continual use, the kneading action activates the plasticizer in the rubber and thereby prevents hardening and cracking.
- Therefore, attention should be paid not only to the tread depth but also to the age of the tire.
- Tires should not be older than 6 years.
- The age of the tire can be determined via the DOT code on the sidewall, which indicates the production date of the tire: e.g. DOT 2201 = 22nd week of 2001.

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