

WD13 - Maintenance and Service Intervals For Race Track Use (Workshop Campaign)

Vehicle Type: **911 Carrera GTS (997)/911 Carrera 4 GTS (997)**
911 Turbo (997)/911 Turbo S (997)
911 GT3 (997)/911 GT3 RS (997)/911 GT3 RS 4.0 (997)/911 GT2 (997)

Model Year: **As of 2009 up to 2013**

Equipment: Central wheel lock (I-no. 422, 430)

Concerns: **Maintenance and Service Intervals for race track use**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles.

Current market observation shows that the race track usage profile of many vehicles in the 911 model line now comes close to that of pure GT3 racing vehicles (e.g. GT3 Cup). The component stresses associated with race track use and competitive driving are much higher than for a sporty driving style on public roads.

The new maintenance and service intervals for race track use must therefore be observed, particularly for highly stressed chassis components, in the same way as is required for GT3 racing vehicles. If these new maintenance and service intervals are not observed, the failure of highly stressed components cannot be ruled out, particularly in the case of components in advanced stages of wear.

For this reason, Porsche has established new maintenance and service intervals for race track use.

Action Required: During workshop campaign WD13, customers whose vehicles were fitted with the current standard version of the rear wheel hub at the factory will be informed about the new maintenance and service intervals for race track use.

Each owner of record for the affected VINs will be mailed a notification letter with an enclosed owner's manual supplement that outlines the new maintenance and service intervals.

NOTE: The new Maintenance and Service Checklist is available in the Document Repository under Service Operations, Group 0 (zero); P/N PNA 000 162 FG.

Affected Vehicles: The VIN(s) can be checked by using PIWIS Vehicle Information link to verify if the campaign affects the vehicle. This campaign is scope specific to the VIN! Failure to verify in PIWIS may result in an improper repair. This campaign affects 4,709 vehicles in North America.

Procedure: See Attachment "A".

Claim Submission: See Attachment "B"

Attachment "A": **Procedure**

PCNA will mail a customer notification letter to affected customers as noted above.

The new Maintenance and Service Intervals outlined in the supplement that accompanies the letter are as follows:

Additional maintenance for race track use/Vehicles with central lock, model years 2009-2013

Additional maintenance every 4,200 miles (7,000 km) for race track use (cumulative)

- Replace wheel hubs and wheel bearings on rear axle
- Replace central lock bolts on rear axle

Additional maintenance every 8,400 miles (14,000 km) for race track use (cumulative)

- Replace wheel bearing housing on rear axle
- Replace wheel hubs and wheel bearings on front axle
- Replace central lock bolts on front axle

Additional maintenance every 16,800 miles (28,000 km) for race track use (cumulative)

- Replace wheel bearing housing on front axle

Attachment "B": **Claim Submission** - Workshop Campaign WD13

Warranty claims should be submitted via WWS/PQIS.

Open campaigns may be checked by using either the PIWIS Vehicle Information system or through PQIS Job Creation.

Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS. If necessary, the required part numbers will need to be manually entered into warranty system by the dealer administrator.

Working time:

Sending customer letter

Labor time: **0 TU**

Parts required:

WD130000001

Expendable items

1 ea.*

* The WWS Warranty system will automatically add into the "Miscellaneous item" section (sublet) of the claim after the claim has been submitted.

⇒ Damage code WD13 066 000 1

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