



ADVANCED PRE-PURCHASE INSPECTION REPORT

Date:	October 12, 2025	Vehicle:	2018 Porsche 911 Carrera S (991.2)
Inspector:	Jody Jackson, ASE Certified Master Technician	VIN:	WP0AB2A90JS1**** (Redacted)
Location:	Private Seller – South Tampa, FL	Odometer:	34,210 Miles

EXECUTIVE SUMMARY

The vehicle is in above-average condition for its age and mileage, showing signs of consistent enthusiast maintenance. The powertrain is exceedingly healthy, and the PDK transmission shifts flawlessly. However, utilizing OEM-level diagnostic scanning and physical undercarriage inspection, we have identified approximately \$2,300 in near-term maintenance and minor seepage issues. This vehicle is highly recommended for purchase, provided the buyer utilizes the findings below to negotiate the asking price down.

1. DIAGNOSTIC NETWORK & MODULE SCAN

(Utilizing Autel MaxiSys / Porsche PIWIS software to scan all 32+ onboard computers)

Engine Control Module (DME): PASS. No active or stored fault codes.

Transmission Control Module (PDK): PASS. Fluid pressures are optimal.

Airbag / SRS System: PASS. Verified no deployment history or crash data.

Body Control Module (BCM): 1 STORED FAULT. Code U0140 (Lost Communication with Body Control).

Inspector Note: This is a historical code likely triggered by a low battery in the past. It is not currently active.

Live Data Analysis: Timing chain camshaft deviation was measured at 1.2 degrees on Bank 1 and 1.4 degrees on Bank 2. This is well within Porsche's factory tolerance threshold (max 6.0 degrees). The engine timing system is perfectly healthy.

2. POWERTRAIN & UNDERCARRIAGE

Engine Bay Visual: Factory plastics and routing are intact. No signs of aftermarket tuning modifications.

Fluid Assessment: Engine oil is clean and at the correct level. Coolant is pink (OEM) and tests at -35°F freezing point.

Undercarriage & Leaks: Removing the rear aero-tray revealed a very slight weeping of oil from the Bank 2 (passenger side) lower timing cover. It is not actively dripping onto the exhaust, but dirt is collecting.

Inspector Note: This is a known quirk of the 3.0L twin-turbo flat-six. It does not require immediate repair, but it is an excellent negotiation point.

Structural/Frame: Factory spot welds and seam sealers are completely original. No evidence of frame-pulling or undisclosed accident damage.

3. SUSPENSION, BRAKES & WHEELS

Brake Pads: Front pads measure at 7mm (~70% life). Rear pads measure at 5mm (~40% life).

Brake Rotors: Minimal grooving. No noticeable lip on the rotor edges.

Brake Fluid: Moisture test shows 3% water content.

Inspector Note: Porsche recommends a brake fluid flush every 2 years. This vehicle is due for a flush.

Tires: Michelin Pilot Sport 4S (Staggered).

- **Front:** Date code 4122. Tread: 7/32nds. Condition: Excellent.
- **Rear:** Date code 1220. Tread: 3/32nds. Condition: Requires replacement within 2,000 miles. Inside shoulders show aggressive camber wear.

Wheels: Factory 20" Carrera S alloys. Minor curb rash (approx. 2 inches) on the right rear wheel.

4. INTERIOR, CABIN & ELECTRONICS

HVAC System: A/C compressor engages immediately. Center vent temperature measured at a crisp 42°F on max cooling.

Interior Wear: Leather is soft and well-conditioned. Standard, minor wrinkling on the driver's side left seat bolster. No rips, tears, or odors.

Convertible Top / Sunroof: Glass sunroof tracks operate smoothly with no binding. Drainage tubes appear clear.

Electronics: Navigation, Bose audio system, seat heaters, and power window regulators all function perfectly.

5. DYNAMIC ROAD TEST

Cold Start: No rattling from the timing chains on cold start. Immediate, smooth idle.

Drivability: Acceleration is linear and powerful. The turbochargers spool cleanly with no whistling or wastegate rattle.

Transmission: PDK gear changes are seamless in Normal mode and aggressively crisp in Sport+. No hesitation when shifting from Reverse to Drive.

Chassis Dynamics: The suspension is tight and quiet over rough pavement. The vehicle tracks perfectly straight at highway speeds with zero steering wheel vibration.

NEGOTIATION STRATEGY & CONCLUSION

This is a fundamentally excellent, highly optioned Porsche 911. The chassis is straight, and the engine internals show superb live-data numbers.

However, the buyer has the following leverage points to adjust the seller's asking price:

- **Rear Tires:** Require immediate replacement (~\$900 value).
- **Brake Fluid Flush:** Overdue based on moisture content (~\$250 value).
- **Timing Cover Weep:** Early stages of weeping on Bank 2. Does not need immediate fixing, but a dealership would quote ~\$1,200 to drop the bumper/exhaust and reseal.

Recommendation: We recommend presenting this report to the seller and requesting a **\$1,500 to \$2,000 reduction** in their current asking price to offset the cost of the impending rear tires and general maintenance.