2014 Porsche 911 Carrera at 65,000 mi

WP0AA2A91ES123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
911 Carrera · 991 911 Carrera coupe (3.4)	Porsche 9A1/MA1 direct-injection flat-six (997.2, 991.1, 981 and 987.2)	65,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

0	0	2
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 2)

- **13V-502** · Air bags · passenger seat wiring: A faulty seat harness plug can switch off the passenger frontal and knee air bags. Built September 2013.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Porsche dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Porsche dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Good news: nothing on the 9A1/MA1 flat-six watch list is due at this mileage. Worth a fresh look at about 75,000 mi.

Next 12 months up to about 77,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 95,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Coolant pipe leak — **No published price**

Any mileage (911 Carrera (991) model years 2014–2019) · Inspect at each service; fix at the first sign

Cylinder bore scoring — **No published price**

Any mileage (Possible on 997.2 and 991.1; reported far less often than on earlier engines) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 95,000 mi

No repairs planned

Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 65K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant pipe leak	911 Carrera (991) model years 2014–2019 OFFICIAL	Any mileage
2	Cylinder bore scoring	Possible on 997.2 and 991.1; reported far less often than on earlier engines SHOP/RETAILER	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Porsche 911 Carrera

Safety recall repairs are free at Porsche dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter WP0AA2A91ES123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Porsche dealer for a campaign printout; it also lists completed campaigns.

9A1/MA1 FLAT-SIX RECALLS WE TRACK

Other 9A1/MA1 flat-six recalls we track, not listed by NHTSA for this model and year: 12V-107 (fuel line can disconnect (2012 911 Carrera S)).

EVERY RECALL NHTSA LISTS FOR THE 2014 PORSCHE 911 CARRERA (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
13V-502	Air bags · passenger seat wiring	A faulty seat harness plug can switch off the passenger frontal and knee air bags. Built September 2013. Details
14V-698	Hood latch	The front hood lock may not latch securely, so the hood could open while driving. Built May–September 2014. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: 911 CARRERA, 911. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL
Left out of this list (911 CARRERA): None. NHTSA files these two recalls under "911" and "911 CARRERA"; both have narrow build windows, so a VIN check shows whether this car is included.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 2 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (991). Left out because they apply to other models, years, engine sizes or body codes: Air oil separator failure; Cracked ignition coils.

1 Coolant pipe leak

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 2 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (911 Carrera (991) model years 2014–2019), so mileage doesn't say much here.

Range: 911 Carrera (991) model years 2014–2019 OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

Tolerances between the coolant pipe flange and the distributor housing can cause a coolant leak under the engine. Porsche's fix adds a retaining bar.

SYMPTOMS

- Coolant under the car
- "Refill coolant" warning

IF IT'S LEFT TOO LONG

Running low on coolant can overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Have the bulletin fix done at the first leak.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 991

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any coolant top-ups? Pipe reworked?

2 Cylinder bore scoring

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 5 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Possible on 997.2 and 991.1; reported far less often than on earlier engines), so mileage doesn't say much here. Range: Possible on 997.2 and 991.1; reported far less often than on earlier engines

SHOP/RETAILER [3]

WHAT FAILS SHOP/RETAILER [3]

A specialist shop says bore scoring is possible on the 9A1 engine, from bore distortion and breakdown of the aluminum-silicon cylinder surface. It is reported far less often than on the earlier M96/M97.

ESTIMATED REPAIR COST

SYMPTOMS

- Rising oil use
- Smoke at start-up
- Ticking noise

IF IT'S LEFT TOO LONG

Scoring ends in a rebuild.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Borescope the cylinders on a pre-purchase inspection.

No early fix; a borescope inspection finds it, and the repair is cylinder work	**No published price** independent shop, installed
Full engine rebuild	**$15,000–$30,000** SHOP/RETAILER [4] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 991

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any oil smoke or rising oil use?

5 · ALSO REPORTED, NOT RANKED

Other themes in 9A1/MA1 flat-six owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Transmission / PDK	19	Counts all transmission complaints; not an engine fault.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Borescope cylinders
- Coolant under the engine
- Smoke at start-up

Ask the seller

- Coolant pipe reworked?
- Oil change interval?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant pipe leak: seeping or leaking	No published price
Cylinder bore scoring: fault found on inspection	$15,000–$30,000
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Porsche documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for 911 Carrera complaints leaving out Turbo, GT2 and GT3, plus Boxster and Cayman complaints for these years (89 complaints): 89 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. Very thin NHTSA data (89 complaints). Weak points rest on bulletins and specialist sources. 2017-on cars use different engines and are not included. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Transmission / PDK	19	Also reported
Oil use / smoke	5	Item 2
Coolant leak	2	Item 1
Ignition coil / misfire	1	Other years or engine sizes
Air oil separator	0	Other years or engine sizes

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2009–2016 911 Carrera (997.2 and 991.1, not Turbo/GT), 2009–2016 Boxster and Cayman, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Porsche Service Information 122-M7J7N-04: Reworking the coolant pipe after loss of coolant, 911 Carrera (991) model years 2014–2019 (2020-03-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10173046-0001.pdf

3. LN Engineering: are 997.2 and 991.1 9A1/MA1 engines susceptible to bore scoring? SHOP/RETAILER
https://docs.lnengineering.com/article/130-are-porsche-997-2-and-991-1-9a1-ma1-engines-susceptible-to-bore-scoring

4. LN Engineering: Porsche engine rebuild cost breakdown (bore scoring repair $5,000–$6,000; rebuild $15,000–$30,000+) SHOP/RETAILER
https://docs.lnengineering.com/article/137-porsche-engine-rebuild-cost-a-comprehensive-breakdown

5. 911uk forum: 997.2 failed air oil separator, via search extract Oct 27, 2026 FORUM/BLOG
https://911uk.com/porsche/997-2-failed-air-oil-separator.118560/

6. Porsche Technical Information 58/12: Ignition coil housing cracked: misfire and rough running (1997–2013 Boxster, Cayman, 996, 997) (2012-09-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/MC-10109328-9999.pdf

7. NHTSA recall records: 12V-107 (2012 911 Carrera S fuel line), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V107000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Porsche dealer or qualified shop. Safety recall repairs are free at Porsche dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-9A1-123456-20261027 and we'll correct and reissue it.

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