2006 Porsche Cayenne S at 110,000 mi

WP1AB29P26L123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Cayenne S · 955 Cayenne S (4.5 V8)	Porsche Cayenne and Panamera V8 (4.5 and 4.8, naturally aspirated and turbo)	110,000 mi	AWD
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 '6' = 2006, 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	1	1
jobs recommended now	to plan in the next 30,000 miles · plus 1 factory maintenance item	to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 3)

- **17V-576** · Fuel pump flange: The fuel pump flange can crack and leak fuel, a fire risk.
- **19V-446** · Shifter · selector lever bushing: A worn shifter bushing can leave the car out of Park; without the parking brake it could roll away.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Porsche dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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, including 17V-576. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Nothing scheduled here.

Next 12 months up to about 122,000 mi — **$1,350–$2,150**

Coolant pipes in the engine valley — **$1,350–$2,150**
Any mileage (2003–2006 Cayenne V8 with the original plastic pipes; later V8s also have valley pipes)
independent shop, installed

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

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

Cylinder bore scoring (4.5 and 4.8) — **No published price**
Any mileage (Mainly the 4.5 V8 (2003–2010) per a specialist shop) · Ask for this check at every service

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

$1,350–$2,150

Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “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

Scheduled maintenance from 110,000 mi to 140,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Brake fluid Porsche: every 2 years.	every 2 years	**By time: check the records** [M1][M2][M3]

M1. Porsche Cars North America Maintenance Checklist, Cayenne/S/Turbo 2003-06, Edition 9/07 (copy hosted by PcarWise) OFFICIAL
https://www.pcarwise.com/wp-content/uploads/2020/08/Cayenne-955-service-schedule.pdf

M2. Porsche Cars North America Maintenance Checklist, Cayenne 2009, Edition 9/08 (copy hosted by PcarWise) OFFICIAL
https://www.pcarwise.com/wp-content/uploads/2020/08/Cayenne-957-service-schedule.pdf

M3. Porsche Cars North America Maintenance Checklist, Cayenne 2013, Edition 8/12 (copy hosted by PcarWise) OFFICIAL
https://www.pcarwise.com/wp-content/uploads/2020/08/Cayenne-958-service-schedule.pdf

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Coolant pipes in the engine valley	2003–2006 Cayenne V8 with the original plastic pipes; later V8s also have valley pipes OFFICIAL	Any mileage
2	Cylinder bore scoring (4.5 and 4.8)	Mainly the 4.5 V8 (2003–2010) per a specialist shop 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 2006 Porsche Cayenne S

Safety recall repairs are free at Porsche dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 WP1AB29P26L123456.
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.

4.5/4.8 V8 RECALLS WE TRACK

17V-576 · Fuel pump flange can crack (2003–2006 Cayenne) NHTSA lists this model and year: check by VIN

The fuel pump flange may crack and leak fuel. Free repair. OFFICIAL [8]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 4.5/4.8 V8 recalls we track, not listed by NHTSA for this model and year: 17V-368 (camshaft controllers can come loose (2010–2012 Panamera V8, 2011 Cayenne S and Turbo)), 12V-329 (turbocharger turbine wheel can fracture (2011–2012 Panamera Turbo, 2012 Cayenne Turbo)).

EVERY RECALL NHTSA LISTS FOR THE 2006 PORSCHE CAYENNE S (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
17V-576 4.5/4.8 V8 tracked	Fuel pump flange	The fuel pump flange can crack and leak fuel, a fire risk. Details
19V-446	Shifter · selector lever bushing	A worn shifter bushing can leave the car out of Park; without the parking brake it could roll away. Details
22V-656	Headlights · aim caps	Missing caps on the headlight aiming screws can let the low beams be mis-aimed. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: CAYENNE S, CAYENNE. 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

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 (955). Left out because they apply to other models, years, engine sizes or body codes: Timing chain cover leaks and camshaft phaser screws; Intake carbon and oil consumption (2011–2014).

1 Coolant pipes in the engine valley

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 18 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2003–2006 Cayenne V8 with the original plastic pipes; later V8s also have valley pipes), so mileage doesn't say much here. Range: 2003–2006 Cayenne V8 with the original plastic pipes; later V8s also have valley pipes OFFICIAL [2][3]

WHAT FAILS SHOP/RETAILER [2][3]

Early Cayenne V8s use plastic coolant pipes under the intake manifold that crack and leak. Porsche explains how to tell if the updated aluminum pipes are fitted.

SYMPTOMS

- Coolant smell
- Coolant pooling at the back of the engine
- Overheating

IF IT'S LEFT TOO LONG

A cracked pipe can dump coolant and overheat the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace plastic pipes with the aluminum kit before they fail.

ESTIMATED REPAIR COST

Pipe kit about $550 plus 8–10 h labor	**$1,350–$2,150** OUR ESTIMATE [4] [5] independent shop, installed
Same job if caught early; damage from a failure (overheating or oil leaks) costs more, no published figure	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: about $550 for the aluminum pipe kit plus 8–10 h labor, both from a specialist shop article [4], at $100–$160/h [5].

PARTS FOR 955

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

WHAT TO ASK YOUR SHOP

- Aluminum coolant pipes installed? Receipt?

2 Cylinder bore scoring (4.5 and 4.8)

Any mileage

Severity: Critical: rare, but can badly damage the engine · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Mainly the 4.5 V8 (2003–2010) per a specialist shop), so mileage doesn't say much here. Range: Mainly the 4.5 V8 (2003–2010) per a specialist shop SHOP/RETAILER [9]

WHAT FAILS SHOP/RETAILER [9]

A specialist shop says the 4.5 V8 shares the aluminum-silicon bore design that is prone to scoring. Signs include oil use, ticking and misfires that do not go away after ignition repairs.

SYMPTOMS

- Oil consumption
- Ticking noise
- Persistent misfire
- Smoke

IF IT'S LEFT TOO LONG

Scoring ends in an engine rebuild or replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Borescope the cylinders before buying.

ESTIMATED REPAIR COST

No published price for early checks	**No published price** independent shop, installed
Bore scoring repair, owner-reported average for a 2008 Cayenne	**$8,000** FORUM/BLOG [10] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR 955

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

WHAT TO ASK YOUR SHOP

- Any oil use or ticking?
- Borescope done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.5/4.8 V8 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
Fuel pump / fuel leak	13	Covered by recall 17V-576 (2003–2006 fuel pump flange); check it is done.

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

- Coolant pipes plastic vs. aluminum
- Timing cover for oil drops
- Borescope cylinders

Ask the seller

- Coolant pipes replaced?
- Recall 17V-368 done?
- Oil use?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Coolant pipes in the engine valley: original, no replacement invoice	$1,350–$2,150
Cylinder bore scoring (4.5 and 4.8): fault found on inspection	$8,000
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 Cayenne S, GTS, Turbo and Turbo S complaints, base Cayenne and Panamera complaints that name the V8, plus Panamera S, 4S, GTS and Turbo complaints: 328 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Timing / camshaft	40	Other years or engine sizes
Coolant leak	18	Item 1
Bore scoring / engine failure	15	Item 2
Fuel pump / fuel leak	13	Also reported
Oil use / carbon	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 Cayenne S, GTS, Turbo and Turbo S V8 (2003–2018) and Panamera S, 4S, GTS, Turbo and Turbo S (2010–2016), pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Porsche Advanced Technical Information 13-04: Coolant pipe inspection: plastic coolant pipes on 2003–2006 Cayenne V8 (2013-12-12), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2013/SB-10054512-9449.pdf

3. LN Engineering: Cayenne V8 valley coolant pipes `SHOP/RETAILER`
https://docs.lnengineering.com/article/323-cayenne-v8-valley-coolant-pipes

4. Foreign Automotive: Porsche Cayenne coolant pipe failure, causes and repair costs (kit about $550, 8–10 h labor), via search extract Oct 27, 2026 `SHOP/RETAILER`
https://foreignautomotive.ca/blogs/news/porsche-cayenne-coolant-pipe-failure-causes-symptoms-and-repair-costs

5. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. `SHOP/RETAILER`
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

6. Porsche Warranty Information D460: Timing chain cover repairs: oil leak from the timing chain cover needs engine removal (2011–2017 Cayenne and Panamera V8) (2019-11-25), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10168745-0001.pdf

7. Porsche Symptom bulletin 210/21: Loose or broken screws and oil leaks at the chain housing cover and camshaft phaser (2011–2018 Cayenne) (2022-03-02), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2022/MC-10209759-0001.pdf

8. NHTSA recall records: 17V-368 (camshaft controllers), 12V-329 (turbocharger turbine wheel) and 17V-576 (2003–2006 Cayenne fuel pump flange), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=17V368000

9. LN Engineering: Macan, Cayenne and Panamera engine bore technologies and reliability SHOP/RETAILER
https://docs.lnengineering.com/article/75-porsche-macan-cayenne-panamera-engine-bore-technologies-and-reliability

10. CarComplaints: Porsche Cayenne engine problems (bore scoring, 2008 Cayenne average $8,000), via search extract Oct 27, 2026 FORUM/BLOG
https://www.carcomplaints.com/Porsche/Cayenne/engine/

11. Porsche Technical Information 122-A6Z3V-03: Carbon on intake valves and ports: cleaning procedure (2018-02-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10130121-9999.pdf

12. Porsche Technical Information 41/11: Customer complaint "high engine oil consumption", 2011–2014 Cayenne S, GTS, Turbo, Turbo S (2020-11-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10183495-0001.pdf

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-CAYV8-123456-20261027 and we'll correct and reissue it.

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.