

Position Statement

Prohibition of Porsche Rim Repairs

Manufacturing and repair requirements

A genuine Porsche rim is a well-engineered quality product: it meets the highest standards of manufacturing and design to bring the best combination of driving safety and driving pleasure to the road.

Our manufacturers work on constantly refining rim quality and performance. Furthermore, as the weight- and structure-optimized Porsche rims have an extremely low wall thickness, service workshops must take the manufacturing conditions into account and comply with them when carrying out repairs.

Porsche's repair conditions are as follows: only superficial paint damages can be repaired. In contrast to that, any damage to the base material (metal) requires an immediate change of the rim.

In the interests of customer safety, it is essential that these instructions are strictly observed.

Impacts on safety, product liability, handling & performance

Handling damaged rims involves several dangers. The mechanical damage itself as well as attempting to repair the rims – heating the material to add or remove metal – have a significant detrimental impact on driving safety.

- ❗ **Warning!** Porsche never attempts to repair rims. They are replaced without exception if there is damage in the base material. Only superficial paint damages can be treated.

- ❗ **Warning!** Verifying the operation safety of rims requires a professional level of metrology, far-reaching expertise and appropriate measuring equipment.

- ❗ **Warning!** Failure to comply with these requirements can be fatal for drivers, passengers and other road users.

Good to know:

- The reduction of unsprung masses increases vehicle performance and improves traction. Porsche improves vehicle performance and traction by minimising the wall thickness of the rims using a flow-forming technique. As a result, repair work on the material is prohibited as it could pose a significant safety risk.
- The European Tyre and Rim Technical Organisation (ET RTO) advocates for an outer rim flange of at least of 11 mm – Porsche always uses 8.5 mm. Consequently, Porsche rims are not to be repaired and official reparability specifications do not apply*. This variation is harmless if the rims are undamaged as they are tested and approved.
- Only the correct observation of manufacturing and observation standards leads to an appropriate handling of rim damages and thus to real customer safety.

*In Germany for example, the TÜV (Technischer Überwachungsverein), officially tests vehicles for their roadworthiness on behalf of the German state. It also specifies conditions for repairing standard rims. These, however, do not apply to Porsche's custom light weight rims.