



PORSCHE



Porsche Rim Repairs

Dos & Don'ts Guideline



Manufactured to the millimetre

The development of Porsche alloy wheels sets the highest standards for weight reduction and performance. By reducing unsprung masses, we are able to enhance vehicle performance and improve traction. Porsche works directly with the manufacturers using a flow-forming or forge procedure to produce rims with minimised wall thickness and optimum stability. Therefore Porsche rims do not carry a single gram of extra weight and any repair work on the material structure can represent a significant safety risk.

Porsche rims and repair regulations

The German Technical Inspection Agency (TÜV) has specifications for the repair of light alloy rims, but these are generally not applicable to Porsche wheels due to the weight- and structure-specific dimensions of their rim flanges.

For a long time, the ET RTO directive prescribed a minimum of 11 mm for the outer rim flange. Porsche has always used 8.5 mm to achieve the lowest possible weight and best performance. This variation is harmless if the rims are undamaged as they are tested and approved.

For reasons of safety, repair can only be carried out in the case of superficial paint damage. Repairing mechanical damage or reworking Porsche rims is prohibited.



*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.

What to consider in case of vehicle trade-in and purchase

At Porsche, the pricing of a pre-owned Porsche is based on clear parameters that include the vehicle's original value, maintenance history and actual current state. The high safety and quality standards of our service mean that a vehicle's condition, and therefore its value, can be maintained for a long time.

An often overlooked but important factor in a Porsche's value is the condition of the rims. Unfortunately, it is often not easy to verify if rims have been repaired or reconditioned by third parties. In the event of a vehicle trade-in or purchase, this can lead to inaccurate price assessment.

Even more importantly, this could endanger the safety of passengers.



How to tell if rims have been repaired

There are some ways to recognize rims which have been repaired in an unacceptable manner, e.g.:

Paint coating

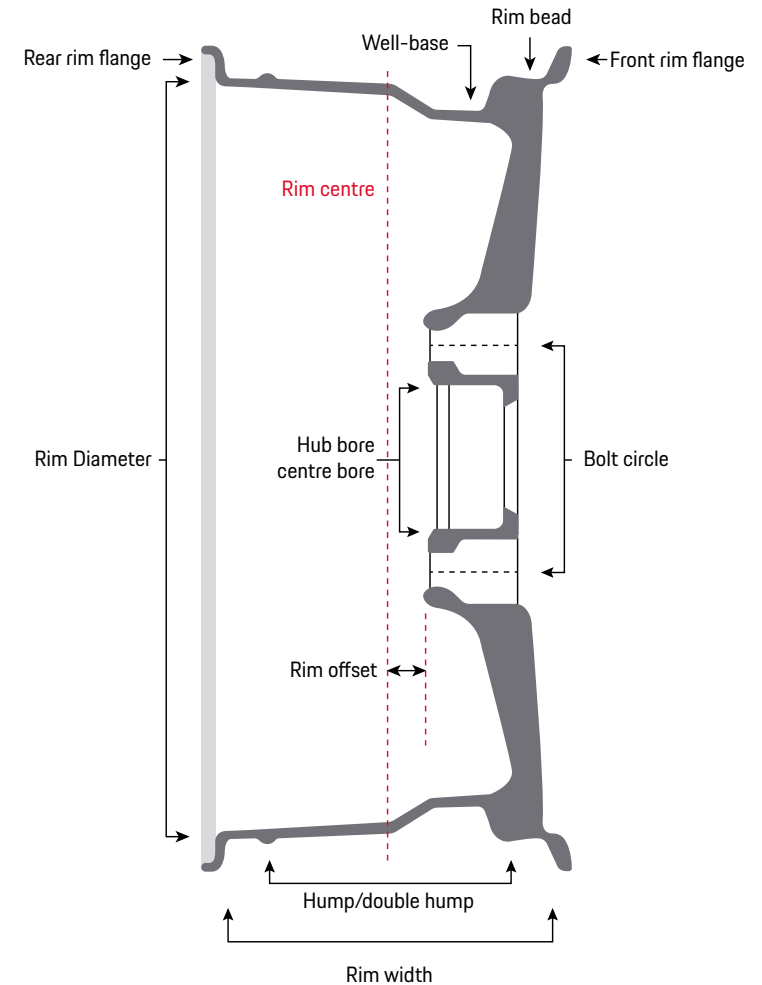
Measuring the thickness of the paint coating. Looking for differences in the colour tone and structure of the paint or comparing polished/burnished areas of the rims with one another (similar to checking the bodywork for repainting).

Rim flange

Measuring the rim flange after removing the tyre to check if the contour of the rim flange still corresponds to the original contour.

Different polishings

- Polished rims may show differences in the transition from the polished area (spokes on the visible side or exterior flange) to the spoke edge or the area where the polishing stops.
- On trimmed rims, the grinding pattern stops towards the centre of the rim. Wheels that have been completely polished, i.e., up to the hub cap, may show geometric differences in the hub area compared to a rim that has not been reworked.
- Diamond cut rims may show differences in the transition from the high gloss area (visible or external spokes) to the spoke flank or the end of the diamond cut. In the case of fully polished wheels, geometric differences in the area of the hub may be visible up to the hubcap when compared to a non-remanufactured wheel.



Dos & Don'ts

To make it easier for you to deal with the rim manufacturing and repair standards, we have summarized the most important points for you. Please observe the following dos and don'ts and follow the guidelines.



- ✗ Don't repair Porsche rims under any circumstances.
- ✗ Don't sell an unfamiliar car without a rigorous rim check.

- ✓ Retouch minor paint damages.
- ✓ Thoroughly check rims for prior damage or repairs.
- ✓ Patiently inform customers why their rims must not be repaired.