

Joseph Leggs Sets a Public Challenge for Porsche PDK Owners: Check Your Fluid Before Winter

Joseph Leggs, an Escondido, California based mechanic and gearbox builder, is calling on Porsche PDK owners to complete a five-step fluid and mechatronic check

Escondido, California Sep 12, 2026 ([IssueWire.com](https://www.IssueWire.com)) - Joseph Leggs is asking Porsche PDK owners to run a five-day self-check before temperatures drop. Cold fluid behaves differently than warm fluid, and PDK gearboxes are sensitive to fluid condition in a way that catches a lot of owners off guard once the weather turns.

The challenge is simple. One task a day, five days, no shop appointment required for the first four steps.

"PDK problems rarely start as PDK problems," Leggs says. "They start as a fluid service that got pushed back a year, or two. By the time a driver notices a hard shift or a hesitation, the transmission has already been working harder than it should have."

Day by day

Day one: check your service history. Leggs asks owners to find the last date their PDK fluid and filter were changed. Porsche's interval guidance exists for a reason, and owners who cannot remember the last service are usually the ones who need it most.

Day two: listen on a cold start. Start the car after it has sat overnight. Leggs wants owners to notice any delay engaging first gear, or a clunk that was not there before. Cold behavior tells you things warm behavior hides.

Day three: pay attention to shift feel for one full drive. Not a track day, just a normal commute. Hesitation between gears, a shift that feels late, or anything that feels different from a month ago belongs on a written list, not just in memory.

Day four: check for stored codes if you have a reader. Not every owner has one, and that is fine. For those who do, Leggs says a stored code is worth writing down even if the dashboard light never came on.

Day five: bring the list to a shop that works on PDK gearboxes specifically. This is the one step that requires a professional. Leggs is direct about why: a general shop can change fluid, but reading the pattern across four days of notes takes someone who has rebuilt these gearboxes before.

Why fluid condition matters more in a PDK

A PDK gearbox is not a traditional automatic, and it is not a manual either. It uses two clutch packs and a mechatronic unit that depends on fluid that is clean and at the right level to do its job. Old fluid does not just lubricate poorly. It changes how quickly the clutch packs engage, and that changes shift quality before it changes anything a driver can hear.

"Owners think of transmission fluid the way they think of oil," Leggs says. "It's not the same job. Engine oil is mostly about protecting metal from metal. PDK fluid is doing that, but it's also part of how the transmission decides when to shift. When it degrades, the computer is working with worse information."

Who this is for

Leggs built this challenge for owners who have never had a transmission problem and want to keep it that way, not for owners already dealing with a hard shift or a warning light. Those owners need a shop visit now, not a five-day plan.

The five-day format exists because most owners will not book a diagnostic appointment for a car that feels fine. A short, specific list of things to check is something an owner can actually do between a Tuesday and a Saturday.

What comes next

Leggs plans to keep the challenge available as a standing recommendation, not a one-time event tied to a single week. Owners can start the five days whenever their schedule allows, and he expects most who follow it will either confirm their PDK is in good shape or catch a small problem before it becomes an expensive one.

"The gearbox doesn't ask for much," Leggs says. "Clean fluid, correct level, and someone who checks in before there's a reason to worry. That's it. Most of the expensive repairs I see started as a five-minute check somebody skipped for two years."

About Joseph Leggs

[Joseph Leggs](#) is a mechanic, machinist, and engine and gearbox builder based in Escondido, California. He began his training during college at a Porsche specialist shop and has since received factory training with Porsche, Lamborghini, and Bentley. His work covers engine building, gearbox rebuilding, machining, and service and restoration for Porsche, Ferrari, and Lamborghini vehicles, including both street and race applications.

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