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The New 911

The New 911



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adventurous
enthusiastic
The New 911
courageous liberated
direct determined
mature spirited

Opposing forces, in perfect balance.

Introducing the New 911.

The Porsche 911 has always been a study in contrasts. At its 1963 debut, it did more than delight enthusiasts with its race-bred technology—it astonished them with its suitability for everyday driving.

Here was a car replete with track-tested innovations—a six-cylinder boxer engine, fully independent suspension, and four-wheel disc brakes—that offered a spacious cockpit, tractable road manners, and ample room for groceries and luggage. With this rare balance, the new Porsche ushered in a golden age of sports cars.

A New Golden Age

In the new 911, Porsche applies this singular balance to the priorities of a new era. Tradition dictates that a new 911 must outperform its predecessors in driving dynamics—no small feat considering the 30,000 racing victories won by the 911 over generations. At the same time, it must prove its relevance to a new generation. So the engineers at Weissach did more than invest the next 911 with breathtaking performance. They balanced it with intelligent solutions for the 21st century: engines that were more efficient and generated greater power; safety systems so advanced, they enhanced rather than intruded on the driving experience; and information and entertainment systems, seamlessly integrated into the most rewarding 911 interior yet created.

Icon and Iconoclast

Call it the 911 paradox: For nearly 50 years, no car has remained so instantly recognizable; yet no car has undergone such constant change. Porsche's most legendary model has remained at the vanguard of sports car performance, not because it is an icon, but because it is an iconoclast.

The new 911 exemplifies this apparent contradiction. Its identity is unmistakable. Yet 90 percent of its components are either new or fundamentally revised. Its timeless shape incorporates significant dimensional changes that include a longer wheelbase, wider front track, lower roofline, and on the Cabriolet a new top. The body is a composite of

aluminum and various types of steels that increase torsional rigidity up to 25 percent over its predecessor.

The engines have been developed with new, efficiency-enhancing technologies—such as Auto Start Stop, thermal management, and electrical system recuperation—that reduce fuel consumption while optimizing performance. Porsche's first-ever seven-speed manual transmission allows for precise control of engine power while also improving fuel efficiency. The optional 7-speed Porsche Doppelkupplung (PDK) transmission provides even greater fuel efficiency with its new coasting feature, not to mention the thrill of lightning-quick gearshifts.

Tradition Without Bounds

If there is one tradition we hold sacred, it is our commitment to innovation. If there is one car that crystallizes our latest thinking, it is the 911. The ideals embodied in every generation of this legendary car—race-bred performance, everyday practicality—have once again been taken to the next level.

The New 911 Carrera
The New 911 Carrera S
The New 911 Carrera Cabriolet
The New 911 Carrera S Cabriolet



Let's clearly state our intentions.

Exterior design.



Not a single surface remains unaltered. Yet, somehow, every enthusiast knows it at a glance. What makes this new design so emphatically a 911?

It's what you see—and what you don't. In this and every 911, not a single line is wasted. By shunning the superfluous, its form invites the eye to slip over its surface, just as the air slips over its contours with a drag coefficient of just 0.29 for the Coupes and 0.30 for the Cabriolets. It is by following function, rather than fashion, that this legendary sports car retains its timeless appeal.

In the new 911, its pure form also speaks volumes about the car's balanced temperament, manifesting an unprecedented balance of athleticism and refinement.



New Dimensions

The tapering roofline has been lowered, exposing less surface to the air. The front track has been widened by 1.8 inches (46 mm) on the 911 Carrera and just over 2 inches (52 mm) on the 911 Carrera S for improved cornering stability. Together, these changes accentuate the first impression of sportiness and elegance when viewing the car from the front.

A Distinctive Front View

New Bi-Xenon™ headlights are standard. Their classic oval-shaped surrounds reveal their technically impressive inner workings. The Porsche Dynamic Light

System (PDLs), with dynamic cornering lights and speed-sensitive headlight range control, is available as an option.

The new direction indicators, daytime running lights, and side marker lights are all LEDs and are integrated into the separate front-light units. Their slim, linear design contrasts with that of the rounded headlights. Together with the two integral air intakes, they make the front of the new 911 unmistakable.

Balance in Profile

Circling around to the side of the new 911, one can see that the exterior mirrors are now mounted directly on the doors. This results in improved

aerodynamics. A firmly planted stance is also apparent—the result of a 3.9-inch (100mm) longer wheelbase, and shorter overhangs at both front and rear. These alterations do more than please the eye—they contribute to driving stability while offering greater interior room.

New 19-inch and 20-inch wheels are standard equipment on the new 911 Carrera and 911 Carrera S, respectively. One inch larger than those of the previous model, they enhance the sporty presence of the new 911, and their increased rolling circumference improves both comfort and performance. Increased agility is just one of the results of all these refinements.

Lasting Impression

Drivers are accustomed to seeing the 911 from behind, thanks to its effortless passing ability. From this perspective, the 911 makes a concise statement of power in perfect balance.

This effect is accentuated by a new, crisp trailing edge that travels without interruption over the LED taillights and across the rear deck. The wide track is also accentuated by a defined edge traveling over the repositioned rear reflectors. Stainless steel tailpipes feature a new ovoid cross section on the 911 Carrera, becoming the horizontal contours above. On the 911 Carrera S,

twin tailpipes are fitted on both sides. In all new 911 models, the characteristic extendable rear spoiler has been widened to increase downforce.

Finally, the Porsche badge returns with fresh prominence, befitting the place of the 911 as the most enduring legend in the Porsche stable.



Comfort and performance in harmony.

The 911 interior.

Since the introduction of that first Porsche in 1948, we have demonstrated that comfort is not only compatible with driving performance—it is essential. Harmony between man and machine is especially evident in the new 911. The layout of the instruments and controls, the logic of their operation, even the tactile sensation engineered into every interior surface, are designed to relax the senses while providing all the information needed in a new generation of highly advanced sports car.

Classic yet Modern

The classic five-gauge layout is still the best way to provide essential driver information. In keeping with Porsche tradition, the tachometer is located at the center of the display, easily glimpsed through the sport steering wheel. The refined steering wheel features a high-grip smooth-leather rim.

Long-legged drivers now have even more room to stretch out, thanks to an additional inch (25 mm) of legroom. Fitted as standard, the 911 has refined sport seats that combine even greater comfort with racing-style support and now feature four-way power adjustment.

Advanced Technology

The new center console puts logically organized controls at the fingertips of the driver or front-seat passenger and includes a high-resolution, 4.6-inch full VGA TFT color display, for viewing onboard computer, audio system, or navigation information. The new automatic climate control with zonal temperature controls for the driver and front passenger is standard.

Personalization

In the new 911, the traditional choice of interior options includes innovative additions. A new lighting design package

allows you to customize the level of illumination in the footwells, ignition lock, storage compartments, rear compartment, and overhead console. An extensive selection of interior colors and materials—such as Carbon Fiber, leather, wood, or Aluminum—allows a high degree of personalization.

The acoustic sensations of driving a 911 extend beyond the music of the engine note. A nine-speaker, 235-watt audio system is standard, and can be combined with the optional HD Radio receiver or Bose® Surround Sound System. For the ultimate sound experience, Porsche offers the optional Burmester® High-End Surround Sound System.





The history of Porsche engineering in a single volume.

Engineering.

Through its history, the 911 has served as a summation of everything we know. Today, concepts proven over a half century are enriched by groundbreaking innovations, ideas that not only make for a better sports car, but something even more impressive: a better 911.

Greater Power and Efficiency

The new engines follow the time-honored 911 design: six horizontally opposed cylinders provide a lower center of gravity than do more common configurations. Output has been increased to 350 horsepower in the new 911 Carrera models and 400 horsepower in the 911 Carrera S models.

Both models are equipped with Direct Fuel Injection (DFI) and VarioCam Plus for increased power and reduced fuel consumption.* This power is transmitted to the wheels by the introduction of our first seven-speed manual gearbox or, optionally, the Porsche Doppelkupplung (PDK) transmission, which offers gear changes with virtually no interruption in the flow of power.

Despite this increased output, fuel consumption efficiencies are the result of several innovative technologies that optimize engine performance and reduce the load that's placed on the engine by peripheral systems.

New Composite Architecture

The unibody employs a combination of aluminum and steel to reduce weight while improving the already remarkable rigidity of the 911 chassis. This new architecture helps achieve an impressive power-to-weight ratio of 7.6 lb./hp for the 911 Carrera S Coupe.

The chassis is also packed with forward-looking technology. Now standard in the 911 Carrera S models, Porsche Torque Vectoring (PTV) increases dynamic performance and control. Newly available as an option for the S models, Porsche Dynamic Chassis Control (PDCC) improves dynamic performance further still. Dynamic engine mounts, included

as part of the optional Sport Chrono Package, are now available for the 911 Carrera models for the first time. These provide perceptibly more stable handling during aggressive cornering.

Through these advances, the new 911 satisfies the enthusiast's desire for even greater performance and the world's need for greater efficiency.

*Please refer to 2012 U.S. EPA Fuel Economy Estimates on page 94.

Passion meets practicality.

The new 911 Carrera.

The new 911 Carrera was created to redefine the everyday driving experience, delivering exhilarating performance with surprising practicality. Although its engine displacement has been reduced to 3.4 liters, it generates more power and faster acceleration than its celebrated 3.6-liter predecessor, sprinting from 0–60 mph in just 4.6 seconds—4.2 seconds when equipped with the optional Porsche Doppelkupplung (PDK) transmission and the Sport Chrono Package.

Advanced Powertrain

How did Porsche engineers balance the sensible with the sensational? The new thermal management technology manipulates heat flow

to bring engine and transmission to optimal operation temperatures faster, reducing fuel consumption. Electrical system recuperation reduces the alternator’s draw on engine power, freeing it for pure exhilaration.

Other benefits come from a choice of two advanced transmissions, including a seven-speed manual gearbox. The first six forward gears have a sport ratio, while the seventh has a long ratio that reduces fuel consumption and engine noise at highway cruising speeds. The optional PDK also employs seven forward gears with a long-ratio top gear for efficient cruising. A new addition to PDK is the ingenious coasting function, which eliminates

engine braking in certain conditions for even greater fuel efficiency.

The Sport button, which is fitted as standard in the 911 Carrera, makes it possible to select an even more responsive engine performance program. In vehicles equipped with PDK, the Sport button also selects more aggressive shift points when in automatic mode.

Sportiness and Safety

The new 911 Carrera is fitted as standard with 19-inch wheels, which improve driving stability and performance while enhancing the car’s visual presence. Powerful braking is provided by four-piston, aluminum

monobloc brakes with black calipers, and optimized with ABS (Anti-lock Brake System) and standard Porsche Stability Management (PSM). In addition to helping provide stability, PSM improves braking response and braking power in emergency conditions.

With its potent and efficient powertrain, luxurious and purposeful interior, and outstanding performance and safety, the 911 Carrera delivers a rare combination of driving passion and everyday practicality.





The superlative form of Carrera.

The new 911 Carrera S.

One letter can say quite a lot. For Porsche, “S” designates the superlative form of the 911 Carrera. In the new Carrera S, track-ready performance is taken to a new level through a host of engine and chassis advancements. Impressively, its improved power and agility coexist with fuel efficiency.

400 Horsepower with Efficiency

The new Carrera S achieves 400 horsepower from a 3.8-liter boxer engine. The engine benefits greatly from Porsche’s ongoing development of VarioCam Plus, which optimizes power and torque at all engine speeds, and Direct Fuel Injection (DFI), which improves combustion.

A suite of innovations—including the standard Auto Start Stop function, thermal management, and electrical system recuperation—provides even greater fuel efficiency while freeing more power.

Commanding Acceleration

The new Carrera S accelerates from 0–60 mph in a breathtaking 4.3 seconds, and achieves a top track speed of 188 mph. When equipped with the optional PDK and Sport Chrono Package, it sprints from 0–60 in just 3.9 seconds.

Other Carrera S Sensations

Outstanding acceleration is just one sensation that sets the Carrera S apart. Visually, its standard 20-inch wheels make a bold statement while also improving stability. The resonant engine sound is enhanced by two matched pairs of brushed stainless steel tailpipes.

One also feels the superlative damping control of Porsche Active Suspension Management (PASM) and the increased agility and steering precision of Porsche Torque Vectoring (PTV), both standard in the Carrera S.

Shorter Braking Distance

For the first time, the new 911 Carrera S features front brakes with six (rather than four) pistons in a solid monobloc red caliper, resulting in even shorter braking distance.

The 911 Carrera S has always been a bold expression of the 911 Carrera character. In the new Carrera S, the performance envelope has expanded to embrace greater efficiency for a new century.



The future of the sports car is wide open again.

The new 911 Carrera Cabriolet.

Sometimes, the best option is to free your mind and look at things from a fresh perspective. Exploring your own direction and setting new goals for the future let you discover new ideas.

This is the direction explored by the new 911 Carrera Cabriolet. With a re-engineered cabriolet top made of lightweight materials and an integrated fully electric wind deflector, top-down driving reaches new heights.

An Advanced Design

Smooth and firm, light and robust, the design of the new cabriolet top is impressive in terms of both appearance and construction. It is made from three ultra-lightweight magnesium supporting elements and is covered in fabric. This saves weight and reduces unwanted noise. What you can still hear is the unadulterated sound of your 911.

The new wind deflector is fitted as standard and offers practically wind-free driving and minimal wind noise. Integrated directly behind the rear seats, the wind deflector does not consume any interior room or cargo space when not deployed.

Operation could not be easier, and it allows for quick and easy transition from reduction in wind to passenger utilization of the new rear seats. The wind deflector folds out electrically in just two seconds and remains operable no matter how fast you drive your 911.

Open-Top Performance

The performance figures of the new 911 Carrera Cabriolet reflect the ambitious goals achieved by our engineers. The new downsized and rear-mounted 3.4-liter flat-six engine delivers 350 horsepower at 7400 rpm and enables a top track speed of 177 mph.

Bold exploration of new directions—the new Carrera 911 Cabriolet.



A top-down tradition continues.

The new 911 Carrera S Cabriolet.

Porsche has a long-standing tradition of open-top models. It began back in 1948 when the cabriolet variant of the first 356 became a legend, as did its descendant, the Porsche 550 Spyder. In 1982, the first 911 Carrera model in cabriolet form was introduced to the road.

The Top-Down Performance Experience

Fresh air and unlimited driving pleasure. The time has come to carry this tradition on into the future. The new 911 Carrera S Cabriolet does just that.

Featuring a new 3.8-liter engine with Direct Fuel Injection (DFI) and VarioCam Plus, which produces 400 horsepower at 7400 rpm, the new 911 Carrera S Cabriolet, when equipped with PDK and the Sport Chrono Package, completes the sprint from 0–60 mph in just 4.1 seconds and reaches a top track speed of 185 mph.

Forward-Thinking Design

Porsche Intelligent Performance has combined lightweight materials with re-engineered design to produce these impressive performance figures. The new 911 Carrera S Cabriolet incorporates extensive use of lightweight materials.

The new cabriolet top has integrated magnesium elements resulting in a top that is light yet extremely robust. The top opens and closes in only 13 seconds and is operable up to a speed of 31 mph. With the top closed, the car's profile is optimized for aerodynamic performance, which explains the low drag coefficient of 0.30. Wind noise is practically eliminated.

The new integrated, fully electric wind deflector manipulates headwind to create ideal conditions. Electrically powered and installed directly behind the passenger compartment, it provides effective protection against air turbulence.

Performance at a Glance

Twin tailpipes in stainless steel also make a clear statement. The 20-inch Carrera S wheels afford an unobstructed glimpse of the brake calipers with a red-painted finish. As you would expect, the 911 Cabriolet offers a high level of occupant safety and features an automatically deploying supplemental safety roll-bar system as well as full-size airbags for the driver and front passenger.

Without question, the new 911 Carrera S Cabriolet has remained faithful to the performance spirit of its predecessors and is ensuring that the legacy lives on in the 21st century.

everyday
superior relaxed **lively**
wild Performance
efficient intense **spontaneous**



Efficiency meets power.

The 911 engines.

Efficiency is not only compatible with performance—it is essential. From the “Giant Killer” Porsche 550 of the late 1950s to the hybrid-powered 911 GT3 R of the 2010s, our racing history is replete with examples of Porsche engineers squeezing more performance from every drop of fuel and every cubic centimeter of displacement.

The engines powering the new 911 models bring this discipline once again to daily driving—not just reducing fuel consumption, but delivering higher output across the power band.

Building on Excellence

Our engineers analyzed an extensive series of engine components to discover the best solutions for improved efficiency. This effort uncovered new possibilities, including the rapid heating of the engine and gearbox to reach optimal efficiency sooner after start-up, tuning of air induction to optimize flow at all engine speeds, and Direct Fuel Injection (DFI) refinements to enhance combustion efficiency.

The New 3.4-Liter Engine

Each of the new engines begins with a strong foundation, retaining a light-alloy construction to reduce weight while assuring structural rigidity for durability. The 911 Carrera models are equipped with a 3.4-liter boxer engine that is more powerful than its 3.6-liter predecessor. Incorporating Direct Fuel Injection (DFI) and VarioCam Plus, it develops 350 horsepower at 7400 rpm and generates maximum torque of 287 lb.-ft. at 5600 rpm.

Linked to the new seven-speed manual gearbox, this new engine is capable of launching the new 911 Carrera from 0–60 mph in 4.6 seconds and achieving a top track speed of 179 mph. With the optional Porsche Doppelkupplung (PDK) gearbox and the Sport Chrono Package, 0–60 mph can be reached in just 4.2 seconds, while maximum track speed is reached at 178 mph.

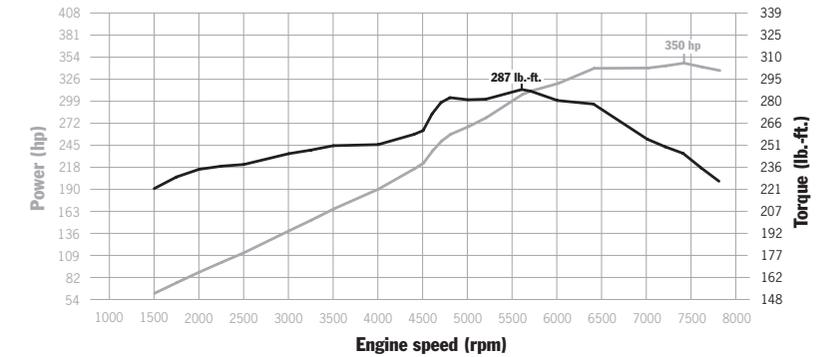
The new 911 Carrera Cabriolet has a 0–60 time of 4.8 seconds, and achieves a top track speed of 177 mph. Add the optional PDK and the Sport Chrono Package, and 0–60 mph can be reached in just 4.4 seconds, while maximum track speed is reached at 176 mph.

The New 3.8-Liter Engine

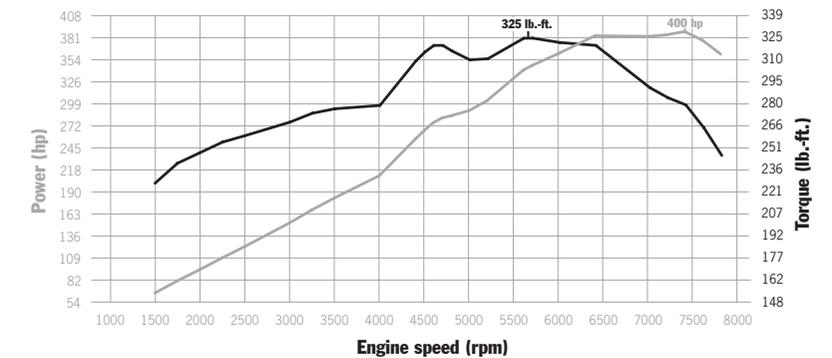
The 911 Carrera S models are powered by a 3.8-liter boxer engine with Direct Fuel Injection (DFI) and VarioCam Plus. It produces 400 horsepower at 7400 rpm, and a maximum torque of 325 lb.-ft. is achieved at 5600 rpm.

The new 911 Carrera S with seven-speed manual gearbox completes the sprint from 0–60 mph in 4.3 seconds and can reach a top track speed of 188 mph. With the optional Porsche Doppelkupplung (PDK) gearbox and the Sport Chrono Package, the figures are 0–60 mph in 3.9 seconds and a top track speed of 187 mph.

The new 911 Carrera S Cabriolet has a 0–60 time of 4.5 seconds and achieves a top track speed of 187 mph. Add the optional PDK and the Sport Chrono Package, and 0–60 mph can be reached in just 4.1 seconds, while maximum track speed is reached at 185 mph.



911 Carrera: 287 lb.-ft. at 5600 rpm, 350 horsepower at 7400 rpm



911 Carrera S: 325 lb.-ft. at 5600 rpm, 400 horsepower at 7400 rpm



1. High-pressure pump
2. High-pressure injector
3. Ignition rod module
4. Camshaft controller
5. Valve-lift adjustment switch valve
6. Switch tappet with integrated valve-clearance compensation
7. Intake camshaft
8. Intake valves
9. Valve spring
10. Combustion chamber with Alusil cylinder liner surface
11. Forged aluminum piston
12. Forged connecting rod
13. Crankshaft
14. Water pump
15. Air-conditioning compressor
16. PDCC servo pump
17. Vibration damper
18. Alternator pulley with freewheel
19. Hydraulic belt tensioner
20. Resonance valve
21. Resonance distributor
22. Resonance valve actuator
23. Intake manifold with integrated sound chamber
24. Electronically controlled throttle valve
25. Oil filter
26. Electronic map-controlled thermostat
27. Vacuum pump
28. Coolant jacket
29. Crankcase breather
30. Timing chain
31. Auto Start Stop module

Engine cross section: 3.8-liter boxer engine

Engineered for human nature.

New fuel-saving technologies.

To be embraced by humanity, fuel-saving technologies must embrace human nature. The new 911 does exactly that, answering our desire for exhilaration and our need for efficiency—without compromising either one.

Auto Start Stop Function

The Auto Start Stop function is standard in the new 911 models. In the 911 equipped with manual transmission, the engine switches off automatically when you come to a stop, select Neutral, and release the clutch pedal. In cars equipped with the optional Porsche Doppelkupplung (PDK) transmission, the engine switches off when you stop and leave your foot on the brake

pedal. All audio and communication systems remain switched on and the climate control continues to maintain your selected temperature. The only differences you will notice are the silence at the rear and the fuel savings. As soon as you engage the clutch or release the brake, the engine will restart instantly and smoothly.

The Auto Start Stop function may remain inactive under certain circumstances—for example, during extreme outside temperatures, if the battery charge is low, or if the Sport button is selected. It is also possible to deactivate the function manually using a separate button on the center console.

Thermal Management

The new thermal management system regulates the temperature in the engine and gearbox through the intelligent manipulation of heat flow. In this way, the engine and gearbox reach their optimal operating temperature sooner, reducing fuel consumption through increased combustion efficiency and lubrication performance.

Electrical System Recuperation

The new 911 models are also equipped as standard with fuel-saving electrical system recuperation technology. The vehicle battery is recharged by the alternator, predominantly under braking. Under acceleration on the other hand, the power draw of the alternator is limited to increase the engine output available for driving. The electrical systems are supplied by the electrical energy stored during the recharging process.

Advancing the art of internal combustion.

Efficiencies for the future.

The recipe for internal combustion—air, fuel, spark—has never changed. But through over 60 years of engineering advancement, Porsche has turned this simple recipe into a work of art by fine-tuning the precise timing, volume, and movement of these ingredients to suit the full range of driving demands.

Direct Fuel Injection (DFI)

DFI delivers fuel directly into the combustion chamber. Injected under pressure, the atomized fuel has a cooling effect that allows for a higher compression ratio, resulting in greater power output.

In the new 911 engines, the spray and cone angles of the new multi-hole injectors have been further optimized for torque, power output, fuel consumption, emissions, and combustion efficiency. Depending on conditions, DFI performs up to three injection pulses per combustion cycle. These multiple pulses generate greater torque in the upper load range, and faster heating of the catalytic converters after a cold start.



VarioCam Plus

The VarioCam Plus system adjusts valve timing and valve lift on the inlet side to provide optimal performance under different driving conditions. The system differentiates between driver inputs that typify normal, everyday motoring and those that demand maximum engine response. Based on these factors, it adapts valve operation to the prevailing conditions. This results in smooth running, responsive acceleration, extraordinary power on demand, and efficient fuel consumption.

Integrated Dry-Sump Lubrication

Integrated dry-sump lubrication ensures steady lubrication, even under severe and prolonged cornering, braking, and accelerating forces. An electronically controlled oil pump supplies the lubricating points inside the engine as required. In this way, the engine operates at peak efficiency even under extreme high-performance driving conditions. The oil tank is located in the engine, thereby eliminating the need for an external oil tank, which saves both space and weight.

Air-Intake System

This system adjusts the volume of air entering the engine to suit changes in engine speed. It does so by cleverly fine-tuning the air's vibration as it passes through the intake manifold. Benefits include higher torque at low engine speeds, a flatter torque curve, and a sporty sound at higher revolutions. The Carrera S operates a two-stage system. The entire intake system is made from a durable, lightweight synthetic material.

Exhaust System

The exhaust system of the new 911 models has been completely redesigned. The stainless steel system comprises two fully independent exhaust tracts. Each is served by its own catalytic converter, engineered to heat up rapidly for effective emissions reduction. A twin-tube sport exhaust is available as an option. With the touch of a button, it produces an exhaust note with an even more aggressive sporting character.



Single-tube tailpipe on the 911 Carrera



Twin-tube tailpipe on the 911 Carrera S



Twin tailpipe of the sport exhaust system

Seven speeds, no waiting.

Transmission.



Seven-Speed Manual Transmission

You expect a Porsche transmission to provide a choice of perfectly spaced gear ratios. But seven choices? That's a first for Porsche, and for the sports car segment.

A seven-speed manual may be unprecedented, but its logic is inarguable, especially after the proven success of the 7-speed Porsche Doppelkupplung (PDK). In this new manual transmission (as with the PDK), gears 1 through 6 have a sport ratio, with top track speed reached in sixth gear. The seventh gear provides the driver with greater efficiency and comfort for longer journeys.

A gear indicator in the tachometer reminds you which gear has been selected. In addition, an upshift indicator in the instrument cluster helps actively to conserve fuel. Thanks to the elevated center console, the gear lever is within easy reach for quick gear changes.

Porsche Doppelkupplung (PDK)

The 7-speed PDK is available as an option for the new 911 models, giving the driver the ability to enjoy driving in either manual or automatic modes, with significant performance and efficiency benefits. This double-clutch transmission has been further refined for the new 911, enabling fast gear changes in milliseconds with no interruption in the

flow of power, improving acceleration while reducing fuel consumption.

PDK has seven forward gears. Gears 1 to 6 have a sport ratio, and top speed is reached in sixth gear. Seventh gear has a long ratio and helps reduce fuel consumption and engine noise by reducing engine revolutions.

PDK is essentially two gearboxes in a single unit: One gearbox contains the odd gears (1, 3, 5, 7); the other contains the even gears (2, 4, 6). Each gearbox has its own clutch. During a gear change, one clutch opens at the precise moment the other closes. Gear changes can therefore take place in an instant. When the Sport button is engaged, PDK is optimized for rapid shifts.

Choose the optional Sport Chrono Package, and PDK is enhanced by the Launch Control and motorsport-derived gearshift strategy functions.

Coasting

A new fuel-saving capability of PDK is its automatic coasting function. At appropriate times, the engine is decoupled from the transmission to prevent engine braking and exploit the car's forward momentum. For example, you may want to slow from 65 to 40 mph due to a change in speed limit. As soon as you release the accelerator pedal, PDK opens the clutch that connects to the current gear and you begin to coast in Neutral until you have reached

your desired speed. The moment your foot touches the accelerator or brake pedal, PDK re-engages smoothly and seamlessly in the appropriate gear. The coasting function can also reduce fuel consumption on downhill gradients that are gentle enough for you to maintain a constant speed. The coasting mode makes a measurable impact on fuel consumption without compromising comfort or sporty performance.



Added strength, reduced weight.

Body and chassis.

The car's body and chassis are the unsung heroes in vehicle dynamics. Agile, predictable handling rests on the car's ability to let suspension, engine, steering, and brakes do their job without the body's twisting. The challenge is to achieve this strength without adding weight—the shared enemy of performance and fuel efficiency.

The new 911 fulfills these opposing goals with its completely new bodyshell. Torsional, or twisting, stiffness has been increased up to 25 percent over its already impressive predecessor. Amazingly, this was achieved while shedding up to 100 pounds (45 kg).

How is this done? Precise, innovative techniques are used to combine

diverse metals, whose specific material properties are applied exactly where needed for optimal strength. Thin yet extremely rigid sheets of steel form the bodyshell. Aluminum and magnesium are used extensively in areas such as the roof, underbody, front end, doors, and rear quarters, as well as in the engine and luggage compartment lids. Lightweight magnesium is also selected for the cockpit support beam and, on the Cabriolet models, the top frame.

This intelligent blend of materials reduces the weight of the vehicle, which brings a host of benefits: more precise and predictable handling, improved acceleration, lower braking demands, and better fuel efficiency. Its excellent vibration-damping characteristics also

improve driving comfort. Stability and ride quality are further enhanced by the 3.9-inch (100mm) longer wheelbase.



- Aluminum
- Deep-drawn steels
- Multiphase steels
- Super high-strength micro-alloyed steels
- Boron-alloyed steels

Front and Rear Axles

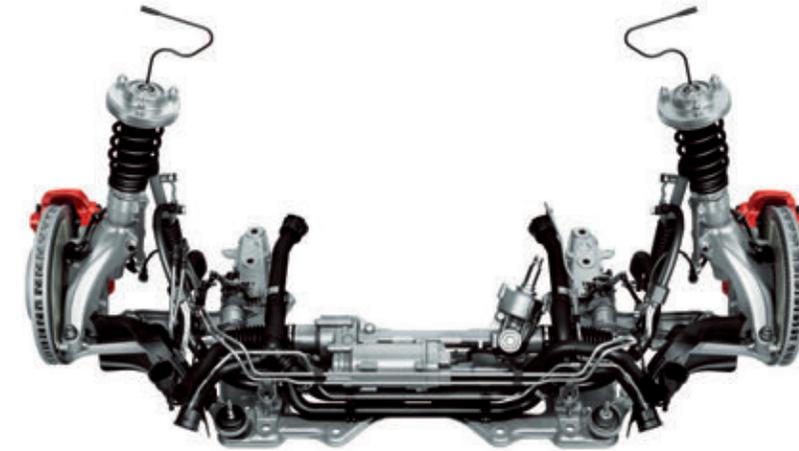
The redesigned independent suspension at the front features a lightweight spring-strut axle with longitudinal and transverse links and crossmembers that have been refined for stiffness. With this design, the front wheels remain precisely located, providing excellent directional stability, superior

handling, and reduced dive—or pitching—under heavy braking. The new, wider front track optimizes turn-in.

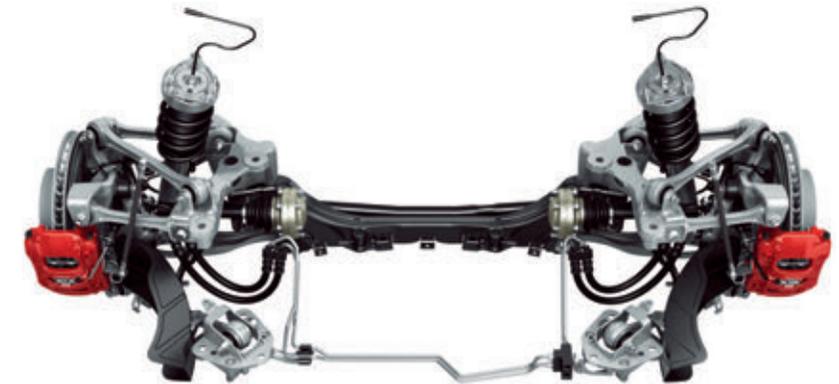
The rear axle is equipped with a motorsport-derived multi-link suspension and chassis subframe based on the LSA concept (Lightweight, Stable, Agile), which has been modified to provide an even quieter ride. Refined

axle kinematics improves damping, reducing acceleration squat and increasing comfort. Lightweight spring struts further enhance agility.

The high proportion of aluminum in the axle assemblies reduces the weight of the vehicle and of the unsprung masses, helping to improve agility, efficiency, and driver comfort.



Front axle of the 911 Carrera S



Rear axle of the 911 Carrera S

Open, flexible, independent. A long-term relationship is in the air.

Cabriolet technology.

Cabriolet Top

Our engineers have completely redesigned the top for the 911 Carrera Cabriolet models. The result is a flexible roof comprising a glass rear window and three individual and integral cabriolet top elements, which are manufactured from magnesium and covered in fabric. This makes the top highly robust and lightweight.

Another benefit of the new design is that the top is smooth and firm. The fabric remains taut and has elegant design lines. Aerodynamic design produces a low drag coefficient of just 0.30, a further feat of Porsche engineering.

The rear window is made from glass and is electrically heated and scratch-resistant to provide excellent rearward visibility. A rain channel on the top carries away water to avoid dripping when the doors are opened.

Electrically powered, the new top is operated using a button on the center console or via the key remote. It opens or closes in approximately 13 seconds and remains operable up to a speed of 31 mph. The concertina action ensures optimal protection for the interior lining.

The interior top lining is made from a heat-insulating and sound-absorbing material. Consistent interior temperatures and an effective suppression of wind noise are the perceptible results. Thankfully, however, even the top's soundproofing properties are no match for the resonant Porsche sound.



Electrically Powered Wind Deflector

Once again, our engineers have explored new directions, this time in the wind tunnel. The new 911 Carrera Cabriolet models are equipped as standard with an electrically powered wind deflector, which offers

practically wind-free driving and minimal wind noise with the top down.

With the 911, installing and removing the wind deflector is now a thing of the past because it is integrated directly into the body behind the rear seats. As a result, it doesn't take up any extra space

in the interior or luggage compartment, and it is ready for use at all times.

For unrestricted top-down driving pleasure, the wind deflector extends or retracts in approximately 2 seconds, no matter how fast you are driving.



Electrically powered wind deflector



Taking control to a new level.

Porsche Active Suspension Management (PASM)

An even more advanced version of PASM comes standard in the new 911 Carrera S models, and is available as an option in the new 911 Carrera models.

This system actively and continuously regulates damping forces according to driving style and road conditions. In addition, it allows for a 0.39-inch (10mm) lower ride height, improving stability.

Sensors monitor body movements generated by powerful acceleration, braking, or uneven road surfaces. The PASM control unit modifies the damping force at each of the wheels accordingly. In the new 911, the number of sensors has been increased for

improved data acquisition and even more efficient control interventions. PASM has two modes, which can be selected using a separate button on the center console: "Normal," which is a blend of performance and comfort, and "Sport," with harder damping,

appropriate for high-performance driving. When uneven roads are encountered in Sport mode, PASM immediately switches to a softer rating, improving road contact. When the road surface improves, PASM automatically reverts to the original damping. If Normal mode is selected and the driver's style becomes more assertive, PASM automatically switches to a harder rating.

The results are tangible: increased driving stability, enhanced roadholding, and improved comfort.

PASM Sport Suspension

The new PASM sport suspension is available as an option for both coupe models, in conjunction with 20-inch wheels and Porsche

Torque Vectoring (PTV) or Porsche Torque Vectoring Plus (PTV Plus).

The ride height is 0.79 of an inch (20 mm) lower than the standard 911 Carrera suspension, and 0.39 of an inch (10 mm) lower than the PASM suspension. The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. Front spoiler lip and rear spoiler control are revised to further

reduce lift at the front axle and even provide downforce at the rear axle. The improved aerodynamics provide even better performance.



Porsche Dynamic Chassis Control (PDCC)

PDCC, a new option available on the 911 Carrera S models, is an active anti-roll system that reduces lateral body movement during cornering. With this system, hydraulic stabilizing actuators located at each wheel actively optimize wheel camber, their action moderated based on steering angle and lateral acceleration.

The result is more stable lateral load transfer, sharper turn-in, and improved dynamic performance. PDCC is also helpful in minimizing the car's lateral instability over uneven ground and in emergency maneuvers requiring sudden steering inputs. In simple terms, the vehicle holds the road better and you can steer through corners faster and in a more relaxed manner with greater ride comfort. In this way, PDCC contributes to a new benchmark in dynamic performance.

Porsche Stability Management (PSM)

The new 911 models feature enhanced PSM as standard equipment. Sensors within the car continuously monitor direction, speed, yaw velocity, and lateral acceleration. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to help restore stability. Under acceleration on wet or low-grip road surfaces, PSM improves traction using the Automatic Brake Differential

(ABD), Anti-Slip Regulation (ASR), and Engine Drag Torque Control (EDC).

In cars equipped with the optional Sport Chrono Package, the driver can raise the PSM activation threshold by selecting the Sport Plus setting. For an even more dynamic experience, the driver can fully deactivate PSM. The system is automatically reactivated only if the driver brakes hard enough to require ABS engagement at one of the front wheels (or both front wheels, if the driver has selected Sport Plus mode). ABS and ABD, however, remain active at all times.

Electromechanical Power Steering

Research shows that a car drives in a straight line 90 percent of the time. That inspired Porsche to develop a new electromechanical power-steering system for the new 911. In place of a conventional hydraulic steering pump, which constantly demands a portion of the engine's power, this system employs an electric motor that uses energy only when the steering wheel is actually turned. The absence of hydraulic fluid also makes the system more beneficial to the environment.

When twists and turns beckon, the steering system has the classic Porsche feel. It features a variable-steering ratio and responds sensitively and directly, providing the driver with the agility and feedback customary in a 911.

Power Steering Plus

Power Steering Plus, the speed-sensitive power-steering system, is available as an option for the 911 Carrera models. At high speeds, the steering is firm. At low speeds, the steering ratio of Power Steering Plus adjusts for much easier maneuvering and parking.

Tire Pressure Monitoring System (TPMS)

This safety system sends warnings to the onboard computer's display screen in the event of a gradual or sudden loss of pressure. The individual pressures in all four tires can be displayed in the instrument cluster.



Rapid cornering in the 911 Carrera without PDCC (illustrative example)



Rapid cornering in the 911 Carrera S with PDCC (illustrative example)



Sport tuning at the touch of a button.

Additional performance systems.

New Sport Button

An exhilarating new feature is the Sport button, now standard on the new 911. The Sport button adjusts the engine's response to suit one's preferred driving style. Pressing the Sport button changes the electronic engine mapping so it engages a sharper throttle response. In vehicles with Porsche Doppelkupplung (PDK), automatic upshifts take place at higher rpm's and downshifts happen sooner, while PDK's coasting mode and Auto Start Stop function are deactivated. In cars equipped with the optional sport exhaust system, a more assertive exhaust note is also activated. Turning the Sport button off allows the driver

to adjust for a more leisurely driving style with smoother throttle response.

Sport Chrono Package

The Sport Chrono Package is optional in the new 911 models. With a touch of the Sport Plus button, this integrated system adjusts engine and transmission for high-performance driving. In addition, it includes a performance display with both digital and analog stopwatches, and the Sport Plus button. An additional display in the steering wheel and instrument cluster indicates whether the Sport button and Launch Control have been activated. On activation of Sport Plus mode, Porsche Active Suspension Management

(PASM) and, in the S models, the optional Porsche Dynamic Chassis Control (PDCC) switch to a firmer damping setting for more direct steering and better roadholding.

In Sport Plus mode, the trigger threshold for PSM is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing for sportier braking and exit acceleration. For maximum dexterity, PSM can be set to standby while the car is still in Sport Plus mode. For safety, it is set to intervene automatically only when ABS assistance is required on both front wheels.

In cars equipped with Porsche Doppelkupplung (PDK), the selection

of Sport Plus adds two additional high-performance functions ideal for motorsports. The first is Launch Control, which can be used on the track or autocross course to achieve the fastest possible standing start. The second is a motorsport-derived gearshift strategy: Shifting becomes lightning-fast for maximum acceleration.

The Sport Chrono Package includes a stopwatch mounted on the dashboard. The driver can store and evaluate lap times via the Porsche Communication Management (PCM) system. The display shows lap distance, lap number, individual lap times, and total driving time.

Dynamic Engine Mounts

Dynamic engine mounts are included in the new Sport Chrono Package. Based on the dynamic engine mounts formerly available in 911 GT3 and 911 Turbo models, they make a decisive contribution to dynamic performance by controlling centrifugal forces.

The electronically controlled system minimizes the oscillations and vibrations of the entire drivetrain, especially the engine. The engine is bolted to the body by two mounts. Like any mass, it obeys the law of inertia. This means that it will continue moving in a uniformly straight line unless some force causes it to change direction. Dynamic engine mounts minimize the centrifugal effect. Steering angle and both longitudinal and lateral acceleration are constantly recorded by sensors. The stiffness and damping performance of the engine mounts adapt to changes in driving style and road surface conditions, which is achieved by use of a fluid magnetized in an electrically generated field.

This results in greater traction and more stable handling under load change conditions and in fast corners.



Porsche Torque Vectoring (PTV) and Porsche Torque Vectoring Plus

PTV, in conjunction with the manual transmission, or PTV Plus with Porsche Doppelkupplung (PDK), are available as options for the 911 Carrera models and standard in the 911 Carrera S models. Both systems actively enhance vehicle

dynamics and stability. Operating in conjunction with a mechanical (PTV) or electronic (PTV Plus) rear differential lock, they work by braking the rear wheels as the situation demands.

As a function of steering angle and steering speed, accelerator pedal position, yaw rate, and vehicle

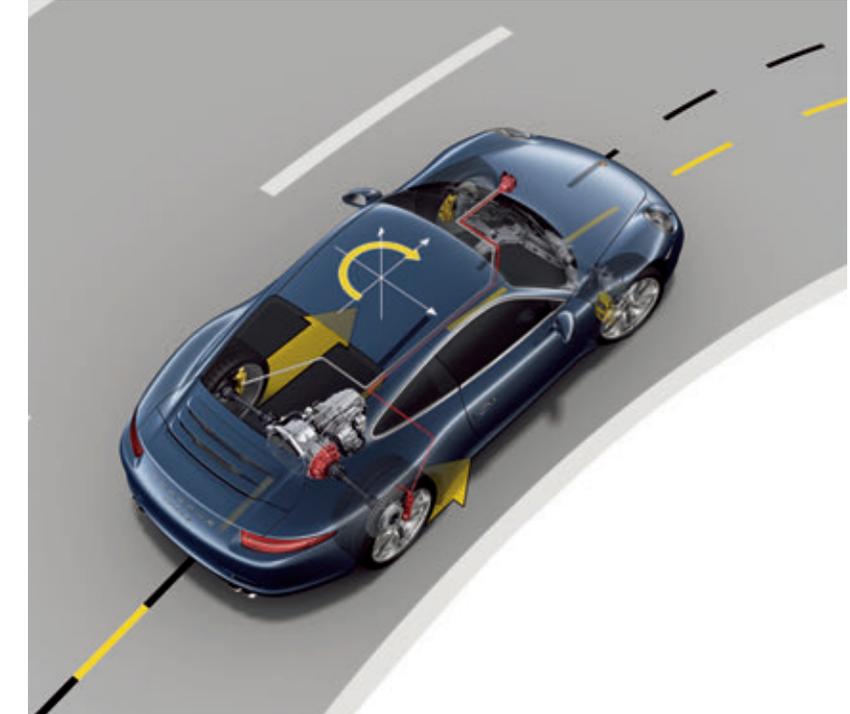
speed, PTV and PTV Plus are able to improve steering response and steering precision by specific braking of the right or left rear wheel.

To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel.

Consequently, a greater amount of power is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV and PTV Plus increase agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability. With PTV, the differential lock is regulated mechanically. With PTV Plus, it is regulated electronically and the torque distribution is infinitely variable. Both

systems interact with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions. For the driver, this means greater stability, easier handling, and outstanding traction, as well as greater agility, precise steering, and stable load transfer characteristics. What else? Unrivaled driving pleasure at every twist and turn.



An illuminating difference.

The new 911 lighting systems.

Headlights

Bi-Xenon™ headlights are standard on the new 911 models. The lights illuminate the road ahead more uniformly. Automatic headlight activation is standard: As you drive into the dark of evening, the daytime running lights switch off and the low-beam headlights switch on automatically. When the vehicle ignition is shut off, the headlights are shut off automatically.

The “Welcome Home” lighting feature automatically switches on the LED daytime running lights for a defined period whenever the vehicle is unlocked or locked using the key remote. The daytime running lights, taillights, and, where applicable, the courtesy lights remain on for the time interval you pre-select.

Advanced LED technology

The restyled LED front light units incorporate direction indicators, daytime running lights, and position lights. Cutting-edge LED technology is also used for the taillights, the high-level third brake light, the license-plate illumination, the rear direction indicators, and the rear fog light. LEDs provide better illumination and respond more quickly to driver input.

Porsche Dynamic Light System (PDLS)

The Porsche Dynamic Light System (PDLS) with the headlight-cleaning system is available as an option for all models. Its dynamic cornering light function swivels the headlight beam toward the inside of a turn, based on steering angle and road speed, providing additional light where it’s needed.

The system also offers speed-sensitive headlight range control. PDLS automatically adjusts the low beam to project to the appropriate range for your driving speed. The short-range covers most city traffic speeds. A mid-range extends the beam further for moderate speeds, such as on an open road. A long-range engages at high speeds.

PDLS also includes an adverse weather function, activated whenever the rear fog light is switched on. It reduces the effect of light reflection in poor-visibility conditions, and minimizes reflection bounce-back that may dazzle the driver.

Light Design Package

The optional light design package adds practical and aesthetic appeal to your 911. It comprises dimmable LEDs in the door panels, overhead console, footwells, ignition lock, and rear compartment.



Porsche Dynamic Light System (PDLS) headlights



Taillights and high-level third brake light



Porsche Dynamic Light System (PDLS) cornering lights

What's faster than a 911 engine?

The 911 brake system.

Porsche sports cars are famous not just for their brief sprint times, but for their even more concise braking distance. The braking systems in the new Porsche 911 set the standard for deceleration and stability, and give the driver the reassurance needed to push the car to the limits.

The 911 Carrera is fitted front and rear with black anodized, four-piston, aluminum monobloc fixed calipers. All brake rotors have a diameter of 13 inches (330 mm).

On the 911 Carrera S, the brakes are differentiated not just by the red calipers, but by larger brake rotors and more brake pistons at the front wheels, to cope with its increased engine power.

The new generation of brakes features six-piston, aluminum monobloc fixed brake calipers at the front and four-piston, aluminum monobloc fixed calipers at the rear. The brake disc diameter is 13.4 inches (340 mm) at the front and 13 inches (330 mm) at the rear. The results are enhanced braking performance and a reduction in stopping distance compared with that of the previous model.

On all models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lighter and enables a more rapid engagement and release of the brake, even under extreme loads. The pedal travel is short and the biting point precise. The brake discs are cross-drilled for better characteristics in wet conditions.

Also standard is the Anti-lock Brake System (ABS), designed to keep deceleration constant. Pedal effort is reduced and braking response improved by a newly developed tandem vacuum brake booster. In the S models, brake disc cooling is further enhanced by modified air spoilers.

Porsche Ceramic Composite Brakes (PCCB)

The Porsche Ceramic Composite Brakes (PCCB) were developed to cope with the harshest track requirements in mind and are fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup. They are now also available as an option on the new 911 Carrera and 911 Carrera S models.

The cross-drilled PCCB ceramic brake rotors for the new 911 have a diameter of 13.8 inches (350 mm) front and rear for even more formidable braking performance.

The use of six-piston, aluminum monobloc brake calipers on the front axle and

four-piston units at the rear (all finished in yellow) imparts high and consistent brake pressure. PCCB provides all the ingredients for short stopping distance, especially under the toughest road and track conditions. Excellent fade resistance allows consistent brake control when slowing from track speeds.

The key advantage of PCCB is the extremely low weight of the ceramic brake rotors, which are 50 percent lighter than standard rotors of similar size and design. This represents a major reduction in unsprung and rotating masses. The consequence of this is better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Keep in mind that the service life of any brakes—even the most durable—will be greatly reduced if used for circuit racing, track days, or other high-performance driving. As with conventional high-performance braking systems, Porsche recommends that all PCCB components be professionally inspected and serviced, as needed, before and after every track event.



Standard brake system on the 911 Carrera



Standard brake system on the 911 Carrera S



Porsche Ceramic Composite Brakes



Electric Parking Brake

The new electric parking brake, which you can activate and deactivate manually, releases automatically as you pull away. The hold function assists the driver in making a comfortable, smooth, and roll-free start on an incline. The system automatically detects that the vehicle has been braked to a halt on an incline. Provided a gear is engaged, the brake pressure is maintained at all four wheels for approximately two seconds once the brake pedal is released. The vehicle is therefore temporarily prevented from rolling backward. This brake pressure is reduced once sufficient revs have been generated by the driver depressing the accelerator pedal (or, in the case of manual transmission, the accelerator pedal is depressed and the clutch is released).



Airbags

The new 911 models offer advanced airbag technology in the form of full-size driver and front-passenger airbags, which are inflated in two stages depending on the severity and angle of impact (for example, frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimizing discomfort to the occupants. Also included are knee airbags for both the driver and passenger.

In addition to the central airbag control unit on the transmission tunnel, two impact sensors are located near the headlights. This allows a crash to be detected and evaluated.

Porsche Side Impact Protection (POSIP) System

The 911 Carrera and 911 Carrera S models are equipped as standard with the Porsche Side Impact Protection (POSIP) system.

It comprises side impact protection elements in the doors and two airbags on each side.

is located in the seat backrests, while the door panels each contain an upward-inflating head airbag. Each thorax airbag has a volume of 2.6 gallons (10 liters) and each head airbag 3.9 gallons (15 liters), to help provide protection in the event of a side impact.



Cabriolet Rollover Protection

Despite their low weight, the 911 Carrera Cabriolet models have exemplary torsional rigidity and flexural strength. Body flexing is minimal, even on the most poorly surfaced roads.

Increased protection is provided by an automatically deploying rollover protection system if the car were to overturn. Two spring-loaded, automatically deploying supplemental safety roll bars are neatly incorporated behind the rear seats. The rollover sensor continuously monitors the car's pitch and roll, and contact with the road, as well as lateral and longitudinal forces. If the car were to overturn, the automatically deploying supplemental safety roll bars would be deployed.



discerning
foresighted
intuitive
uncompromising
tenacious
Comfort
balanced
precise
controlled

An interior focused on the driver, for drivers focused on the road.

Comfort.

What makes the 911 interior so engaging? It was designed that way. Every curve, every plane, every control and information system was developed to engage the driver in the art of driving with maximum enjoyment and minimal disruption.

Leather provides more than lasting elegance. It enhances tactile grip on the steering-wheel rim, door handles, and armrests—all standard—while the standard leather seating surfaces help keep the driver firmly in place. The Coupe roof liner is finished in Alcantara®.

For greater personalization, the 911 offers a wide choice of interior colors. Standard color choices include Black, Platinum Grey, Luxor Beige, and Yachting Blue. Two-tone combinations, special

colors, and natural leather are also available. Further personalize your 911 by choosing optional Carbon Fiber, Aluminum, or wood accents.

Instruments

The five-dial instrument array provides the driver with vital information at a glance. The tachometer is exactly where Ferry Porsche intended it to be: at the center.

Now, in the first gauge to the right, is a high-resolution, 4.6-inch TFT color screen, where the driver can quickly check information from the onboard computer, such as speed, trip mileage, journey time, or current fuel consumption. It also displays the

navigation system map, delivers various warnings—including alerts from the Tire Pressure Monitoring System (TPMS)—and reminds you of your selected communication and audio settings.



TFT display



Instruments in the 911 Carrera S with aluminum-colored tachometer



Sport Steering Wheel

In the 911, there is a point at which all forces come together: the steering wheel, the most important interface between driver and sports car. This is why a sport steering wheel is standard in all 911 models. It features a high-grip rim in Smooth-Finish Leather and offers outstanding ergonomics. It is also available in Carbon Fiber or Mahogany. A full-size airbag is integrated at the wheel's center. For optimal comfort, the steering wheel adjusts for both height and reach.

Multifunction Steering Wheel

An optional multifunction steering wheel provides four function buttons and two thumbwheels for convenient operation of audio, Bluetooth® phone and navigation functions, TFT display, and onboard computer.

In conjunction with PDK, the steering wheel is equipped with two ergonomic gearshift switches, enabling you to change gear directly from the steering wheel. With the optional Sport Chrono Package, the steering wheel also features a display above the airbag module to inform you whether the Sport, Sport Plus, and Launch Control functions have been activated.



Multifunction steering wheel in conjunction with PDK and Sport Chrono Package



Sport steering wheel

SportDesign Steering Wheel

The optional SportDesign steering wheel employs high-grip moldings and, in conjunction with PDK, two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering-wheel spokes. Pull the right-hand paddle

and PDK shifts up. Pull the left-hand paddle and PDK shifts down. When PDK has been combined with the optional Sport Chrono Package, the left- and right-hand spokes additionally feature an integrated display that tells you whether the Sport, Sport Plus, and Launch Control functions have been activated.



SportDesign steering wheel with gearshift paddles

Steering Wheel Heating

For increased comfort on cold days, steering wheel heating is available as an option for the sport steering wheel and multifunction steering wheel (only in conjunction with seat heating).



SportDesign steering wheel

Sport Seats

Fitted as standard, the 911 has refined sport seats that combine even greater comfort with racing-style support and now feature four-way power adjustment.

Sport Seats Plus

Available as an option are Sport Seats Plus in leather, with electric seat-height and backrest adjustment and mechanical fore/aft adjustment. The thigh and back side-bolsters have firmer, sportier padding for even better lateral support. The backrest shell is finished in Silver Grey.

Power Sport Seats

The optional 14-way Power Sport Seats with memory package offer full power adjustment of the front seats—including seat height, bottom cushion and backrest angle, thigh-support depth, four-way lumbar support, and fore/aft position—as well as a power-adjustable steering column.

The integrated memory system stores the driver’s seating preferences, as well as settings for the steering-wheel position, outside mirrors, lights, wipers, climate control, door locks, PCM, and instrument cluster.

Adaptive Sport Seats Plus

The optional 18-way Adaptive Sport Seats Plus are the ideal combination of sport and comfort. Finished in leather, they feature firmly padded side bolsters and shoulder supports.

The driver memory function allows storage of driver seating preferences, as well as settings for the steering-wheel position, outside mirrors, lights, wipers, climate control, door locks, PCM, and instrument cluster. Offering 18-way electric adjustment, the seats can be adjusted for seat height, bottom cushion and backrest angle, thigh-support depth, four-way lumbar support, and fore/aft position. Although not part of the memory function, the thigh and back side-bolsters are independently adjustable for added comfort and precision lateral support on winding roads.

The seat also features inflatable side bolsters for bottom cushion and backrest. The steering column is also power-adjustable.



Sport Seat Plus

Seat Heating and Ventilation

Seat heating is available as an option for the front seats. Seats are heated in the bottom cushion, backrest, and the side bolsters.



Power Sport Seat



Adaptive Sport Seat Plus

In conjunction with seat heating, Porsche will equip the seats with seat ventilation on request. A slipstream effect is produced by active ventilation of the perforated seat center and backrest and by passive aeration at the side bolsters, improving your comfort in hot weather.

Rear Seats

The rear seats are remarkably comfortable for a sports car, and the shelf behind offers additional storage space. In the Coupes, the backrests fold to offer a generous 7.2 cubic feet (205 liters) of luggage space in the rear. The Cabriolet models offer split-folding rear seat backrests offering 5.4 cubic feet (155 liters) of storage.



Rear seats

Child Seats

LATCH child seat preparation including top tether is standard on the rear seats. On request, your Authorized Porsche dealer can equip the front-passenger seat with LATCH child seat preparation and integrate an airbag deactivation feature.

Find your comfort zone.

Comfort and convenience features.

Climate Control

The new 911 features standard two-zone automatic climate control, including separate temperature controls for the driver and front passenger, enhanced ventilation, and three air-conditioning modes: gentle, normal, and strong.

In addition to controlling temperature, the system also enhances air quality. An active carbon filter traps particles, pollen, and odors, while an automatic air-recirculation function monitors air quality, reduces humidity, and switches from fresh to recirculated air as required.

A defogger keeps the windows clear in cold weather. In warmer weather, a solar sensor detects strong sunlight and automatically compensates for the comfort of both the driver and front passenger.

HomeLink®

The standard HomeLink® is integrated into the overhead console. At the push of a button, it controls up to three different garage doors or gates, lighting systems, or alarm systems.

ParkAssist

Rear ParkAssist (standard for the Cabriolet models and optional on the Coupes) features four sensors neatly concealed in the rear bumper. When the driver is backing the car, an intermittent warning tone increases in rapidity as a detected obstacle is approached.

An enhanced version of ParkAssist, with an additional four sensors concealed in the front bumper, is available on request. The audible alert is supplemented by a visual warning in the central display screen, which shows a graphical representation of the vehicle from overhead.

Exterior Mirrors and Rearview Mirror

Power-adjustable exterior mirrors are standard, and are distinguished in the new 911 by their mounting point, located on the doors for improved aerodynamics.

Electrically folding exterior mirrors with courtesy lighting on both sides of the vehicle are available as an option. By illuminating the area in front of the doors, they make it easier to find your way in the dark.

An auto-dimming function for the rearview mirror and exterior mirrors is also available as an option.

Electric Tilt/Slide Sunroof

The optional electrically adjustable tilt/slide sunroof for the Coupe models features an all-new design that opens outward, so that it doesn't sacrifice headroom.

Another advantage of the new design is the much larger sunroof opening, adding to the sensation of open-air driving. The new two-position, net-type wind deflector protects against draft and minimizes wind noise.

Roof Transport System

Available as an option for the Coupe models, the new aluminum Roof Transport System is aerodynamically efficient, very lightweight, and easy to attach. A range of attachments is available, such as a roof box, a bike carrier, or a ski/snowboard carrier. Maximum roof load is 165 pounds (75 kg).

Luggage Compartment

The luggage compartment volume in the new 911 models is 4.7 cubic feet (135 liters). The luggage compartment is fully trimmed in scratch-resistant materials—perfect for weekend adventures.



Power-adjustable exterior mirror



Electric tilt/slide sunroof

Porsche Entry & Drive

With the optional Porsche Entry & Drive, you can enter and drive without removing your electronically coded key from your pocket. As soon as you touch the door handle or the Porsche Crest on the luggage compartment lid, the system checks the encrypted access code embedded in your key. Once the

key is validated, the door or the luggage compartment lid unlocks. The engine can then be started and switched off using the electronic ignition switch.

To lock the vehicle, you simply press the button on the outside of the door handle. Porsche Entry & Drive then locks the vehicle and activates the engine immobilizer.

Anti-Theft Protection

All 911 models are equipped with anti-theft protection, which includes an immobilizer with in-key transponder and an alarm system with radar-based interior surveillance. The system secures the doors, luggage compartment, passenger compartment, and ignition lock.



Stay well-connected.

Audio and communication.

Sound Package Plus

The new 911 is equipped with Sound Package Plus as standard. With its nine speakers and total power output of 235 watts, it creates a rich interior sound experience.

HD Radio Receiver

For the first time, an HD Radio receiver is now available as an option on the 911. HD Radio technology provides access to all of your favorite FM stations plus a broad range of new digital programming.* HD Radio also includes advanced audio and data features that enhance your listening experience.



*Please visit hdradio.com for stations and up-to-date information.

Porsche Communication Management (PCM) system

SiriusXM Satellite Radio® Receiver

Only SiriusXM® brings you more of what you love. The SiriusXM Satellite Radio® receiver, available as an option for all 911 models, includes a three-month free trial period.* This service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news, talk, comedy, and entertainment. Welcome to the world of satellite radio.

Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams and stocks, so you can arrive at your destination well-informed.

The optional NavTraffic® service, available with SiriusXM®, enables PCM to display continuously updated traffic information in over 130 markets. Avoid congestion before you reach it with information on traffic speed, accidents, construction, and road closings.

The optional SiriusXM® NavWeather® service, available with SiriusXM®, allows you to stay informed with driver-friendly weather information on the PCM screen. See storms and severe weather, keep track of weather warnings, and see the current conditions and 3-day forecasts.

Porsche Communication Management (PCM) Including Navigation Module

The latest version of Porsche Communication Management, PCM 3.1, is standard equipment on the new 911. Powerful, multifunctional, and easy to use, PCM is your control center for audio, navigation, and communication functions.

The main feature is the larger, more intuitive seven-inch touchscreen. Alternatively, you can choose to operate PCM using conventional rotary pushbutton controls. With a maximum of five list items per page, the screen display is very clearly presented. A useful help function is displayed at the foot of the screen.

Radio functions include up to 42 memory presets and an FM dual tuner, which continuously scans in the background for the best signal.

The DVD audio drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs is also supported. A six-disc CD/DVD changer integrated into PCM is available as an option.

A navigation module with high-speed hard drive is included with PCM. Route guidance can be displayed in either 2-D or 3-D perspective. In some regions, topographical features and buildings can be displayed in 3-D. Split-screen mode enables you to view two functions at once, such as the current navigation map and a list of symbols that represent the next driving instruction.

*SiriusXM Satellite Radio® requires a subscription, sold separately after any trial included with vehicle purchase or lease. **If you decide to continue your SiriusXM® service at the end of your subscription, service will automatically renew and bill until you call SiriusXM® at 1-866-635-2349 to cancel.** See SiriusXM® Customer Agreement for complete terms at www.siriusxm.com. Satellite service available only to those at least 18 and older in the 48 contiguous United States and D.C. Sirius, XM, and all related marks and logos are trademarks of SiriusXM Satellite Radio® Inc.



Porsche Communication Management (PCM) including navigation module

Bluetooth® Hands-Free

A standard Bluetooth® interface lets you connect your Bluetooth®-enabled mobile phone to the PCM with Hands-Free Profile (HFP), allowing you to receive and place calls. Basic functions can be controlled via PCM or the optional multifunction steering wheel.

Universal Audio Interface

In conjunction with PCM, you can access content from your iPod® or any other compatible USB device. The USB port, safely located inside the glove compartment, can also recharge your audio device. You can control your iPod® or USB device conveniently and safely using PCM, the optional multifunction steering wheel, or the optional voice-control system. The USB port is also useful for downloading information from the onboard computer, such as performance data from the Sport Chrono Package or the optional electronic logbook.

Voice-Control System

Audio options, route guidance, phone calls, and many other PCM functions can all be controlled using the optional voice-control system. In most cases, you simply say the name of the menu item as seen on the screen. Even lists can be browsed by voice command. For added convenience, there is no need to “train” the system.

Electronic Logbook

An electronic logbook is available for PCM as an option. It enables automatic logging on every journey of mileage, route distance, date, time, starting location, and destination. Data can be downloaded to a USB device and evaluated on your home PC using the software supplied.



Universal audio interface

Bose® Surround Sound System

The optional Bose® Surround Sound System was specially developed and tuned to the interior acoustics of the new 911.

With 445 watts of total output, it comprises eight amplifier channels, 12 loudspeakers, and a patented integral 200-watt active subwoofer. The combined effect is a balanced acoustic pattern that transforms your 911 into a fast-moving concert hall.

The DVD audio playback capability of Porsche Communication Management (PCM) enables the Bose® Surround Sound System to make full use of the impressive sound spectrum of 5.1 digital recordings.

Of course, you can still play other audio sources, such as CDs and MP3s, in stereo or, at the push of a button, in one of the virtual surround modes generated by Bose® Centerpoint® 2.

The Bose®-patented AudioPilot® Noise Compensation Technology uses a microphone to continuously measure

the ambient noise inside the vehicle and adapt music playback automatically, resulting in consistent sound quality across changing driving conditions.

With the Bose® Surround Sound System, you'll enjoy balanced, faithfully reproduced sound and a captivating 360-degree acoustic experience.



Burmester® High-End Surround Sound System

Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide, has developed the Burmester® High-End Surround Sound System as the ultimate audiophile experience for the 911, available for the first time in the new Carrera and Carrera S.

The technologies behind the system are based on the finest premium home audio systems Burmester® has to offer. The system owes its eminence to countless details, and one goal: perfection in sound. The system has 12 amplifier channels with a total output of 821 watts, 12 loudspeakers including an active subwoofer with 300-watt Class D amplifier, a total diaphragm surface area of more than 207 square inches (1,340 cm²), and a frequency response of 35 Hz to 20 kHz.

Burmester® has introduced the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems.

This saves weight and has a beneficial impact on acoustic performance.

Crossover technology has been carried over from the home audio sector. Analog and digital filters have been optimally defined for their new installation locations and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based Air Motion Transformers (AMT) that have been designed specifically for the 911, resulting in unmistakably fine, clear, and undistorted high-frequency sound reproduction with excellent level stability. All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition, and impulse accuracy. This results in a natural and richly textured spatial sound, even at top volume.





inventive spirited
agile optimistic
Intelligent
realistic **Performance**
unconventional

It's not a race to the finish.

It's a race to the future.

Motorsports.

Why has Porsche devoted so much effort to motorsports over the past 60 years? Despite our storied past, our purpose is not to make history—it is to shape the future. In a lifetime of competition, we have renewed, time and again, man's understanding of what is possible in an automobile. It is this perpetual racing development that has kept Porsche cars at the vanguard of innovation.

Today, we remain steadfast in our commitment to motorsports as the ultimate R&D laboratory, even as we pursue the quest for sustainable transportation. Driven by racing's culture of speed and urgency, we have already achieved novel solutions with promising results.

911 GT3 R Hybrid

May 15, 2010—For the first time, a hybrid-powered Porsche is entered in the grueling 24 Hours of Nürburgring. The 911 GT3 R Hybrid features an electrically powered front drive, with two electric motors supplementing the 480-hp, 6-cylinder boxer engine that drives the rear axle. Instead of heavy batteries, the electric motors are powered by a generator flywheel. When the driver applies the brakes, the electric motors act as generators that spin the flywheel at up to 40000 rpm. As the driver exits the turn, the power stored in the flywheel can be tapped for an extra burst of acceleration.

Powered by these innovations, the 911 GT3 R Hybrid led the field for 22 hours and 15 minutes. An engine failure unrelated to the unconventional electrical system forced its retirement. But Porsche came away with something more valuable than a trophy: evidence that the most efficient car in the field could also be the fastest. Within a few months, the 911 GT3 R Hybrid proved that theory outright with its first endurance racing win at the International Le Mans Racing Cup in Zhuhai, China, and put in electrifying performances at Nürburgring in 2011 and Daytona.

So begins a new era of Intelligent Performance.

918 RSR Race Lab

January 10, 2011—Porsche takes its hybrid technology to the next level in the 918 RSR, unveiled at the North American International Auto Show. The RSR is powered by a 563-hp V8 engine driving the rear wheels, with dual electric motors driving the front. Power to the electric motors is provided by a flywheel system that boosts the total power to 767 horsepower for acceleration bursts of up to eight seconds. The 918 RSR is certain to open a new, more efficient chapter for world-class super cars.

Porsche Sport Driving School (PSDS)

At the Porsche Sport Driving School, students enjoy more track time than at any other North American school. You'll be piloting many of the newest Porsche models, including the 911 Carrera S, Boxster S, Cayman S, Cayenne S, and the incomparable 911 Turbo.

For experienced drivers, the GT3 Cup Experience is the most advanced manufacturer driving curriculum available in North America. Students will pilot the 911 GT3, 911 Turbo, and GT3 Cup Car in a course centered around track time.

PSDS is located at Barber Motorsports Park—one of the newest and most exciting tracks in the country. With 2.38 miles, 16

turns, and over 80 feet of elevation change, the circuit is exciting and challenging.

The Renaissance Ross Bridge Golf Resort & Spa is the host hotel for the Porsche Sport Driving School. A luxury hotel surrounded by the natural beauty and lush landscape of a Robert Trent Jones championship golf course.

Novice or veteran, you'll come away with a greater appreciation for your Porsche and a powerful addiction to high-performance driving.

For more information, visit porschedriving.com.



Porsche Sport Driving School—GT3 Cup Experience

Earth is a beautiful place to drive. The 911 helps to keep it that way.

Porsche and the environment.

In a racing series, every competitor reads the same rulebook—which is why so many arrive at similar solutions. At Porsche, we realized long ago that the best way to beat the competition was by thinking and doing the unconventional.

Our approach to the environment is no different. We share with other carmakers the concern with global climate change and CO₂ emissions. But we bring novel solutions that not only reduce environmental impact, but enhance overall performance. We call this Intelligent Performance.

Through its application, Porsche has managed to reduce fuel consumption in every model range, when compared to their predecessors. At the same time, we've improved acceleration and responsiveness, to make performance vehicles that are better for the environment and the driver. This is achieved through a disciplined approach to every vehicle system.

With its aerodynamic shape, lightweight composite construction, and a powerful and efficient engine, the new 911 demonstrates the beauty of Intelligent Performance.

Servicing and Warranty

Long service intervals are not only more convenient—they also reduce ownership costs. They promote a more sparing use of consumables and replacement parts, which for you, lowers costs and saves time. Perhaps the greatest benefit, however, is for the environment.

Additionally, Porsche Cars North America offers Service and Maintenance packages. Please see your Authorized Porsche dealer for more information.

As standard, Porsche provides a limited 4-year/50,000-mile warranty, which includes a limited 12-year anti-corrosion warranty. You will also receive Porsche Roadside Assistance for the duration of the warranty.





subtle direct determined genuine
Personalization
perfectionist mature
clear nonconformist

The final ingredient in a truly exclusive sports car: you.

Personalization options.

The standard specification of the new 911 Carrera models may be second to none, but Porsche still gives you the opportunity to make it unmistakably yours. There are many ways to make your 911 Carrera or 911 Carrera S a true exclusive.

Porsche Options

One way to personalize your 911 is with a variety of exterior and interior options detailed in the following pages. See your Authorized Porsche dealer for more information.

Porsche Exclusive

Each 911 that rolls out of the factory is different from the last, thanks to the creativity of our customers and the Porsche workers who love to accommodate their wishes. Explore the possibilities of Porsche Exclusive, our legendary factory customization program, with your Porsche dealer.

Porsche Tequipment

To appreciate the full range of options, consider Porsche Tequipment innovative accessories, available exclusively through your Porsche dealer. Your dealer will be happy to advise you and inspire you with ideas in the Tequipment catalog.



Solid exterior colors.*



Carrara White



Racing Yellow



Guards Red



Black

Metallic exterior colors.**



Platinum Silver Metallic



Aqua Blue Metallic



Dark Blue Metallic

Special exterior colors.**



GT Silver Metallic



Lime Gold Metallic



Cognac Metallic



Ruby Red Metallic



Anthracite Brown Metallic



Agate Grey Metallic



Basalt Black Metallic

Cabriolet top colors.



Red



Brown



Blue



Black

*Standard.
**Optional.

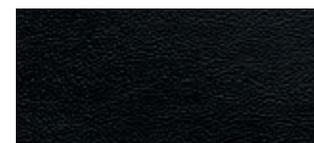
Standard interior.

With partial leather seats.

With leather front seats.

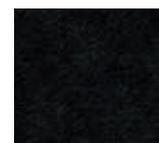
With leather seats.

Leather interior.



Black

Roof liner.¹



Black

Carpet.

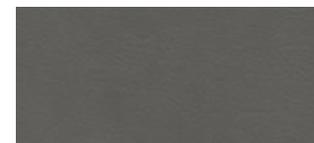


Black

Floor mats.



Black



Platinum Grey



Platinum Grey



Platinum Grey



Platinum Grey

Leather interior.

Special colors.

Two-tone color combination.



Agate Grey

Roof liner.¹



Agate Grey

Carpet.



Agate Grey



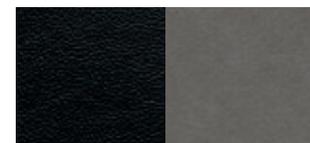
Agate Grey and Pebble Grey



Agate Grey



Pebble Grey



Black and Platinum Grey



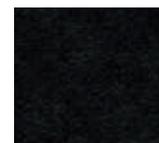
Black



Platinum Grey



Yachting Blue



Black



Yachting Blue



Yachting Blue

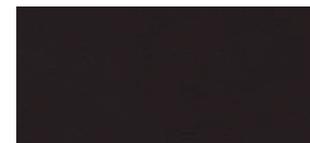
Floor mats.



Agate Grey

Natural leather interior.¹

**Leather/soft-touch paint
in interior color.**



Espresso

Roof liner.¹



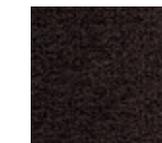
Espresso

Carpet.



Espresso

Floor mats.



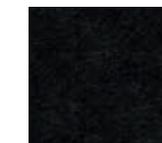
Espresso



Agate Grey



Carrera Red



Black



Carrera Red



Carrera Red



Black

¹Roof liner in Alcantara.



Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)



ParkAssist, rear

Building Your Porsche Dream Efficiently

The Porsche Option Packages: our most popular options, grouped to offer you more Porsche, more efficiently than ever.

Now we're offering select options as part of a series of packages.

Our Option Packages make it easier to personalize your Porsche in the most efficient manner and at a better cost to you, making it easier to build that Porsche you have always dreamed of.

Option Package	Page
A few indulgences that increase your driving pleasure.	
Premium Package	
Auto-dimming mirrors	59
Power Sport Seats (14-way)	57
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	45
Seat heating, front	58
Premium Package Plus. Includes all of the Premium Package and adds—	
Light design package	46
Porsche Entry & Drive	61
Ventilated seats	58

Option Package	Page
Choices that blend sport and comfort.	
Premium Package (with Adaptive Sport Seats Plus)	
Auto-dimming mirrors	59
Adaptive Sport Seats Plus (18-way)	57
Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS)	45
Seat heating, front	58
Premium Package Plus (with Adaptive Sport Seats Plus). Includes all of the Premium Package (with Adaptive Sport Seats) and adds—	
Light design package	46
Porsche Entry & Drive	61
Ventilated seats	58

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Bose® Surround Sound System	67
SiriusXM Satellite Radio® receiver	63
HD Radio® receiver	62
Six-disc CD/DVD changer	63
Burmester® Audio Package	
Burmester® High-End Surround Sound System	68
SiriusXM Satellite Radio® receiver	63
HD Radio® receiver	62
Six-disc CD/DVD changer	63



Bose® Surround Sound System



Burmester® Audio Package

The vehicles illustrated in the chapter on personalization may include additional options not featured in this catalog. For information on these options, please consult your Authorized Porsche dealer.



Window trim in high-gloss Aluminum



Rear wiper

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	Page
Exterior.					
Metallic paint	○	○	○	○	79–80
Special colors	○	○	○	○	80
Exterior color to sample	○	○	○	○	
Auto-dimming mirrors	○	○	○	○	59
Electric tilt/slide sunroof	○	○	–	–	60
Deletion of model designation	◆	◆	◆	◆	
ParkAssist (rear)	○	○	●	●	59
Rear wiper	○	○	–	–	
Roof Transport System	○	○	–	–	60
Electrically folding exterior mirrors including courtesy lighting	○	○	○	○	59
Window trim in high-gloss Aluminum	○	○	–	–	

The vehicles illustrated in the chapter on personalization may include additional options not featured in this catalog. For information on these options, please consult your Authorized Porsche dealer.

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	Page
Engine, transmission, and chassis.					
Porsche Doppelkupplung (PDK, 7-speed)	○	○	○	○	29
Porsche Ceramic Composite Brakes (PCCB)	○	○	○	○	47
Porsche Active Suspension Management (PASM)	○	●	○	●	37
PASM sport suspension (20 mm lower) only in conjunction with PTV/PTV Plus and 20-inch wheels	–	–	–	–	38
Porsche Torque Vectoring (PTV) with mechanically locking rear differential in conjunction with manual gearbox	○	●	○	●	43
Porsche Torque Vectoring Plus (PTV Plus) with electronically locking rear differential in conjunction with optional PDK	○	●	○	●	43
Sport Chrono Package	○	○	○	○	41
Porsche Dynamic Chassis Control (PDCC)	–	○	–	○	39
Sport exhaust system	○	○	○	○	41
Power Steering Plus	○	○	○	○	40
Wheels.					
20-inch Carrera S wheels	○	●	○	●	86
20-inch SportDesign wheels	○	○	○	○	86
20-inch Carrera Classic wheels	○	○	○	○	86
Wheel centers with full-color Porsche Crest	○	○	○	○	

– not available ○ extra-cost option ● standard equipment ◆ available at no extra cost



Porsche Ceramic Composite Brake (PCCB)



20-inch Carrera S wheel



20-inch SportDesign wheel



20-inch Carrera Classic wheel



Sport Seat Plus



Adaptive Sport Seat Plus

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	Page
Interior.					
Sport Seats Plus	○	○	○	○	57
Adaptive Sport Seats Plus (18-way) with memory package including steering-column adjustment	○	○	○	○	57
Seat heating, front	○	○	○	○	58
Steering-wheel heating (only in conjunction with seat heating, front)	○	○	○	○	56
Seat ventilation (only in conjunction with seat heating, front)	○	○	○	○	58
Fire extinguisher	○	○	○	○	
Rev counter dial face in black	●	◆	●	◆	

– not available ○ extra-cost option ● standard equipment ◆ available at no extra cost

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	Page
Interior: leather.					
Multifunction steering wheel	○	○	○	○	55
SportDesign steering wheel	○	○	○	○	56
Leather seats	○	○	○	○	
Leather interior package in standard color	○	○	○	○	81
Leather interior package in special color	○	○	○	○	
Leather interior package in two-tone combination	○	○	○	○	81
Leather interior package in natural leather	○	○	○	○	
Leather interior in color to sample	○	○	○	○	

Audio and communication options.

HD Radio® receiver	○	○	○	○	62
SiriusXM Satellite Radio® receiver	○	○	○	○	63
Bose® Audio Package	○	○	○	○	67
Burmester® Audio Package	○	○	○	○	68



Leather interior package in Luxor Beige



Leather interior package in two-tone combination of Black and Platinum Grey

Panorama



Porsche Tourist Delivery

Imagine touring the original factory and then being handed the keys for an even more gratifying opportunity: touring Europe in your brand new Porsche. What happens next is up to you. Contact your local Porsche dealer for more information.



Porsche Roadside Assistance

Your ownership experience is enhanced with complimentary enrollment in the Porsche 24-Hour Roadside Assistance program. It includes coverage 24 hours a day, 365 days a year, for the duration of your warranty. Contact your Porsche dealer for specifics.



Porsche Financial Services

Competitive, convenient, and carefully crafted financing options can be customized to meet your needs. Ask your certified Porsche Sales Consultant for details.



Porsche Approved Pre-Owned

A meticulous 111-point inspection, a 2-year or 50,000-mile limited warranty, and 24-Hour Roadside Assistance make this program one of a kind. Contact your Porsche dealer for details.



Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation, as well as servicing, repair, and restoration for all types of Porsche classics. For more information, visit porscheusa.com/classic.



Christophorus

Our bimonthly magazine for Porsche owners is packed with news, articles, and exclusive interviews covering every aspect of Porsche automobiles and the Porsche lifestyle.



Porsche Museum

More than 80 vehicles are waiting to take you back through every stage of Porsche history. They include such icons as the 356, 911, and 917, and many other special exhibits presented in an atmosphere you can't experience anywhere else.

Porsche Exclusive

Realize your vision of the perfect Porsche with our factory customization program. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.

Porsche Tequipment

Personalize your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your Porsche, every product is fully guaranteed.

Porsche Design Driver's Selection

Our distinctive collection of clothing and accessories combines timeless elegance with unmistakable quality. Visit your local Porsche dealer or shop online at porscheusa.com/shop.

Porsche Travel Club

Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, contact us by e-mail at travel.club@porsche.us.

Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn firsthand from famed Porsche Racing drivers while they teach you at a world-class racing facility. Visit porschedriving.com for more information.

Porsche Clubs

With more than 120,000 members worldwide in 60 countries, know you are not alone in your passion for Porsche. Learn more about the brand and meet other Porsche enthusiasts just like yourself. Visit porscheusa.com for more information.

Porsche Online

Explore the world of Porsche at porscheusa.com. News, information, and videos are at your fingertips. Even create a car as individual as you are with the online Porsche Car Configurator.

Follow us on:  





visionary traditional formal
Specifications
functional practical agile fascinating
Dr. Ing.

Technical data.

	911 Carrera/911 Carrera Cabriolet	911 Carrera S/ 911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	3.4 liters	3.8 liters
Max. power (DIN) at rpm	350 hp 7400	400 hp 7400
Max. torque at rpm	287 lb.-ft. 5600	325 lb.-ft. 5600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	MacPherson strut suspension	MacPherson strut suspension
Rear axle	LSA multi-link suspension	LSA multi-link suspension
Steering	Variable-steering ratio, power-assist (electromechanical)	Variable-steering ratio, power-assist (electromechanical)
Turning circle	36.4 ft.	36.4 ft.
Brakes	Four-piston, aluminum monobloc fixed calipers front and rear; discs internally vented and cross-drilled	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc fixed calipers at rear; discs internally vented and cross-drilled
Vehicle stability system	Enhanced PSM (with ABS 8.0)	Enhanced PSM (with ABS 8.0)
Anti-lock Brake System	ABS 8.0	ABS 8.0
Standard wheels	Front: 8.5J x 19; Rear: 11J x 19	Front: 8.5J x 20; Rear: 11J x 20
Standard tires	Front: 235/40 ZR 19; Rear: 285/35 ZR 19	Front: 245/35 ZR 20; Rear: 295/30 ZR 20

	911 Carrera		911 Carrera Cabriolet		911 Carrera S		911 Carrera S Cabriolet	
Weights	Manual	PDK	Manual	PDK	Manual	PDK	Manual	PDK
Curb weight	3,042 lb.	3,086 lb.	3,197 lb.	3,241 lb.	3,075 lb.	3,120 lb.	3,230 lb.	3,274 lb.
Performance								
Top speed (mph)	179 mph	178 mph	177 mph	176 mph	188 mph	187 mph	187 mph	185 mph
Acceleration 0–60 mph	4.6 secs	4.4 secs	4.8 secs	4.6 secs	4.3 secs	4.1 secs	4.5 secs	4.3 secs
Sport Chrono Package (with PDK) 0–60 mph	–	4.2 secs	–	4.4 secs	–	3.9 secs	–	4.1 secs
Acceleration 0–100 mph	10.4 secs	10.0 secs	10.8 secs	10.4 secs	9.4 secs	9.0 secs	9.8 secs	9.4 secs
Sport Chrono Package (with PDK) 0–100 mph	–	9.7 secs	–	10.1 secs	–	8.7 secs	–	9.1 secs
Fuel consumption								
City (mpg)	19	20	19	20	19	20	19	19
Highway (mpg)	27	28	27	28	27	27	27	27
Combined (mpg)	22	23	22	23	22	22	22	22
Dimensions/aerodynamics								
Length	176.8 in. (4,491 mm)							
Width (without door mirrors)	71.2 in. (1,808 mm)							
Height	51.3 in. (1,303 mm)		51.1 in. (1,303 mm)		51.0 in. (1,295 mm)		50.9 in. (1,295 mm)	
Wheelbase	96.5 in. (2,450 mm)							
Luggage compartment volume	4.76 cu. ft. (135 liters)							
Tank capacity (refill volume)	16.9 gal.		16.9 gal.		16.9 gal.		16.9 gal.	
Drag coefficient	0.29		0.30		0.29		0.30	

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