



PORSCHE



The new 911
Ever ahead





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**Sports car
fascination**



“In the beginning I looked around and could not find quite the car I dreamed of. So I decided to build it myself.”

Ferry Porsche

The dream of the sports car.

A big dream has to be fought for. And so does a bold vision. The next victory? Rarely does it simply fall into our lap. Often though, there are innate factors we must fight against: resistance, conventions, and rigid patterns of thinking.

Whatever we fight for or against, nothing is achieved without passion, grit and determination. Ferry Porsche gave everything for the sports car of his dreams. His dream came true. Not because he hesitated, dwelled or got lucky. Because he went that extra mile.

This attitude is in every Porsche that we've created since 1948. It's there in the smallest part and in every race we've won. It's also found in every idea. That's because our engineers are not satisfied with 100%. It's because they fight. They fight for that one crucial percentage point more. For the one second that means the difference between triumph and despair. For the 'Dr. Ing.' in our company name and for the chance to stir the passion for the sports car time and time again.

To us, it's never been about extra horsepower alone, but about more ideas per hp. It's about engines that are more efficient, not bigger. It's about a design that follows principles, not trends. It's about sports cars that can be driven day in, day out.

It's only when all these things come together that we can talk of Intelligent Performance – the core of the Porsche brand, and of its future. This is what we are fighting for. Just as we did on day one. We are fighting for a dream that will forever be in our heart.



**We like to start from the front.
In the lead.**

The new 911.

Yet again, everything comes back into play. It's about a new benchmark. A sports car that has only ever existed once in this form. That has been a source of fascination for generations. And is firmly anchored in our heart and soul. It's about the future of the 911.

We are always looking forward. Not sideways, never back. We don't want to rest on the laurels of our past, no matter how illustrious it may be.

All the racing victories. The dreams. Our fans. Thousands of ideas. We hold them in our hearts.

But we start from scratch. And we will give everything we've got. We will go on the attack, to get even better. And we will fight, to defend our lead. With one single goal: to create the next 911, one that can do more, deliver more and consume less than ever before. A sports car as beautiful now as it was on day one.

That is our tradition. And our future. We will give it our all. For the best 911 of all times: the new 911.

**911 Carrera
911 Carrera S
911 Carrera 4
911 Carrera 4S**

**911 Carrera Cabriolet
911 Carrera S Cabriolet
911 Carrera 4 Cabriolet
911 Carrera 4S Cabriolet**

**911 Targa 4
911 Targa 4S**

**There's a good reason for looking forward again.
And many a compelling argument.**

The highlights of the new 911.

Appreciate a compelling argument – and love a good film?
Scan code or go to www.porsche.com/911-highlights and start the video.



Sport: fit for the racetrack

Mode switch on the multifunctional GT sports steering wheel for four driving modes – plus SPORT Response button for maximum responsiveness.

Safety: reinforced

Lane Change Assist and further reinforced brake system – greater driving pleasure as well as greater safety.

Stress-relief: daily

New lift system – for increased ground clearance over ramps. Adaptive dampers on all vehicles – for enhanced comfort during everyday driving.

Connect Plus: web-connected

Always on-board: innovative infotainment centre with online navigation, Apple CarPlay®, telephone module and Connect apps.

Design: sharpened

New front and rear design with four-spot LED daytime running lights, three-dimensional taillights and four-spot brake lights.

Power and efficiency: increased

New twin-turbo engines for more power, considerably more torque, high rpm limit and lower consumption.

Sound: more 911

New sports exhaust system with central tailpipes announces where the 911 feels at home: on the racetrack.

Driving dynamics: tremendous

New rear-axle steering improves driving stability and agility.

Control: in every season

Enhanced Porsche Traction Management (PTM) – for well-balanced handling and optimum traction.





Design



**An innovation is a tradition,
forever being sharpened to look brand new.**

Design.

The design of the 911 shows where we come from and where our roots are. But it also shows the direction of our thinking and how we see the future.

The design language, proportions and contouring follow the 911 tradition: with wings that are higher than the front lid; with headlights that are bulging and round; with a roof line that slopes down towards the rear over tapering side windows. The overall appearance is low, wide and sleek. Sports car proportions that originated on the racetrack.

An icon? Certainly – but only because we continue its development. Our designers focused on making the new 911 appear even more precise, and by doing so they created the blueprint for its future. With a new lighting design and characteristic four-spot LED daytime running lights, which have now been incorporated into the Bi-Xenon main headlights. With direction indicators that are even slimmer than they were before. For a Porsche that is recognisably a 911, even from a distance.

The front has been reshaped for an even sportier look. The air intakes are larger, the design is even more succinct. In the side air intakes, new active air intake flaps control aerodynamics and cooling performance as required.

In summary: the new 911 shows plenty of bite from the front. And the future has whetted its appetite.



The rear encapsulates the heart of the 911: the engine. This is where it has been beating since 1963. With the introduction of the new drive configuration, it beats harder than ever before. Some parameter tweaking was therefore required, including in the design.

First, then, let us explain the function before we come to the form. A combustion engine without air cannot do any work at all. That's physics. A Porsche engine needs a lot of air to breathe. That's motorsport. And the turbocharged drive layout of the new 911 Carrera and 911 Targa 4 models inhales more than ever, thanks to the longitudinally arranged slats of the rear lid grille.

Conspicuous, in the best sense of the word, is how to describe the prominent, three-dimensional LED taillights. They create a sculptural look, also typical of the 918 Spyder. A design for tomorrow, combined with engineering for a new era.

A hallmark of the all-wheel drive models is the seamless light strip on the rear. For the new 911 models, it has been further refined. It is narrower and appears to seep into the taillight units on either side, with an illumination that has never been so homogeneous – qualities that accentuate the 44 mm wider rear of the all-wheel drive body.

The design of the single-tube tailpipes in stainless steel – two-tract on the S models – is new. Inspired by the 911 GT3: the centrally positioned tailpipes of the optional sports exhaust system. For harmony of form, function and sound.

Sharp, sporty and timeless. The contouring of the rear is even more clearly defined, making it look wider, brawnier and more heavily built. That's our approach to the theory of evolution.



Design of the 911 Targa and 911 Cabriolet.

A legend of the 911 range, a classic, a sports car dream – ‘the Targa’ always will have a special place at Porsche. Conceived 50 years ago as a ‘safety cabriolet’, the Targa gained its reputation as a design icon thanks to its style-defining roll bar. With the innovative fully automatic roof system now in its seventh generation, our engineers have seen the Targa idea mature into a technical masterpiece.

The roll bar, adorned with the ‘targa’ logo underneath the side gills, and the gracefully rounded rear screen bestow the new 911 Targa 4 models with a timeless elegance.

Their engineering hallmark is the inclusion of all-wheel drive as standard. For added driving stability, reflected also in the design, the body is 44 mm wider – an impression accentuated by the seamless light strip on the rear end.

Roof closed, the new 911 Targa displays the profile of its 911 counterpart, whilst offering the comfort of a Coupé. Open the roof and the 911 Targa comes into its own: a style icon that transcends fashions, rich in tradition – even richer in future.

The new 911 Cabriolet models have also always been characterised by open virtues. Made for civilised cruising on the coastal road, but also for some sporty corner chasing in the mountains.

Here, just like there, they excel with powerful forward thrust, great agility, and anticipation aplenty on every inch of tarmac.

What does that have to do with design? A great deal, because not only does the innovative fabric hood capture the elegance of a 911 Coupé silhouette, the low drag coefficient and use of lightweight materials also mean that the 911 Cabriolet models come uncannily close to matching the performance of a closed-top 911. Form and function once again working as one. In a particularly aesthetic way.

Roof system.

The fully automatic roof system of the new 911 Targa 4 models is innovative – and extremely robust. With the vehicle stationary, the roof opens and closes fully automatically in around 20 seconds. And it folds away behind the rear seats elegantly and with visual perfection.

The roof materials are as pioneering as the overall concept. Two magnesium elements provide optimum tensioning of the fabric hood, while the heatable rear screen is made from laminated safety glass. Together with the soundproofed interior lining of the hood itself, this selection of materials ensures an incredibly low level of driving noise with

the roof closed. An extendable wind deflector is integrated into the windscreen cowl surround.

The roll-over protection of the Targa roll bar fulfils the most stringent requirements for safety. And all the more so in terms of design. It takes cues from the classic form of the original Targa: with gills on

either side, a surface finish in aluminium and the 'targa' logo left and right.

In short, the roof system offers the driving feel of a 911 Coupé and the driving experience of an open-top sports car.

Hood.

The fabric hood of the 911 Cabriolet models has a fixed glass rear screen and three integral elements manufactured from magnesium. Together, these make the hood highly robust and, yet, particularly lightweight. It's also smooth and firm, the fabric is kept taut, and the

design line is elegant. The hood opens or closes in around 13 seconds – up to a speed of 50 km/h.

The interior hood lining is made from a heat-insulating and sound-absorbing material, resulting in perceptibly consistent interior temperatures and an

effective suppression of wind noise. Thankfully, however, even the hood's soundproofing properties are no match for the resonant Porsche sound.

The new 911 Cabriolet models are also equipped as standard with an electrically powered wind deflector, which offers

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



**Interior design.**

The interior of a Porsche is infused with over 60 years of experience in sports car construction. You can feel it: in the materials, which are easy to grip and are exquisitely made. You can see it: in the sporty design. And it communicates itself with every second of driving, thanks to excellent ergonomics and comfort.

Not an everyday sports car then, but a sports car for everyday use. It's clear the moment you get in, and find an astonishing amount of leg and head room.

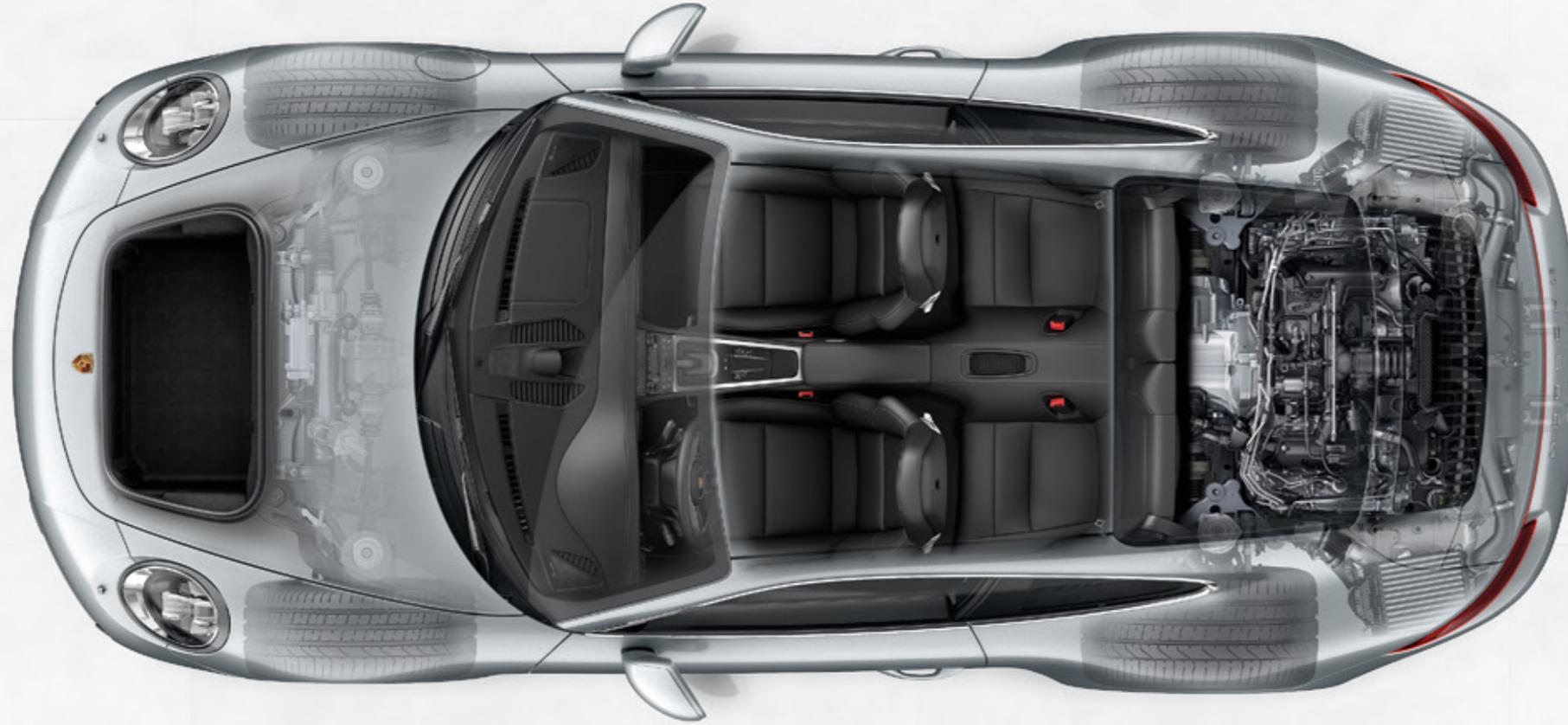
The new sports steering wheel speaks the language of motorsport. The design is based on the steering wheel of the 918 Spyder and combines style with purism and a high level of functionality.

Integrated as standard in the 911 Carrera and 911 Targa models for the first time: Porsche Communication Management (PCM) including online navigation module with real-time traffic information, voice control system and mobile phone preparation as well as the Connect Plus module.

Tradition meets innovation. The result? Futurism, but of the Porsche kind.



Principle



**How do we defend our position?
By always being one idea ahead.**

Tradition and future of the 911 principle.

Engineered design.

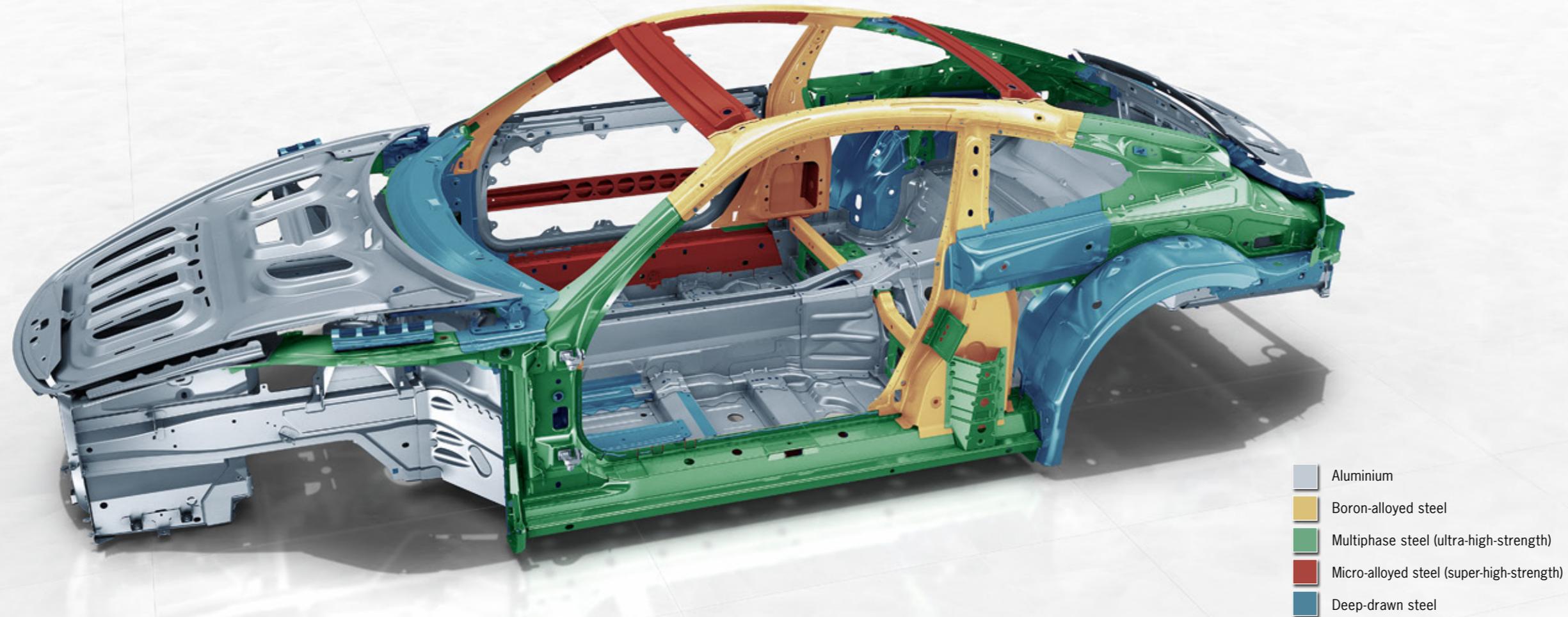
Engine, chassis, body. In every component of the 911, we have invested years of experience, thousands of ideas and countless hours of development. Even the smallest innovation would fill a book. Yet, it is only when all individual parts work as one that we see a particular principle emerge: a harmonious overall concept or – as our engineers sometimes call it – the unique technical layout of the 911.

This principle has made the 911 fit for the future since 1963. 2+2 seats are the ideal concept for a compact and purebred sports car that nevertheless offers an astonishing amount of space and an airy feel.

Then there is the compact engine in the rear end: the optimum drive concept for the 911. It is this position that helps to ensure excellent traction and lends the 911 its unique driving feel.

The logical place for belongings in a rear-engined sports car is the luggage compartment at the front. This is key to good travel comfort, remarkable everyday practicality – and the strong individuality of an unadulterated sports car.

The perfect basis for superlative sporty performance, which you can bring to the road day in, day out.



**The real opponent is not the other car.
But every single gramme.**

Lightweight construction.

Those who want to win the fight against time and for efficient power delivery cannot afford to carry unnecessary bulk. Lightweight construction is therefore another core principle of the 911.

However, lightweight construction is not intelligent unless the right material is used in the right place on the vehicle. That, too, is Porsche conceptual harmony. For without body rigidity, there is no agility.

Likewise, driving dynamics and ride comfort are inextricably linked. For the bodyshell, therefore, our engineers used

very thin, but nevertheless extremely stiff, sheets of steel. Aluminium and magnesium were used extensively in areas such as the roof, the underbody, the front and rear ends, the doors and wings, and the engine compartment and luggage compartment lids.

Such material efficiency reduces the overall weight and, as a result, the fuel consumption of the vehicle. It's what makes the 911 the lightest sports car in its segment. And we're no less proud of that leading position than we are of any epoch-making racing victory.

- Aluminium
- Boron-alloyed steel
- Multiphase steel (ultra-high-strength)
- Micro-alloyed steel (super-high-strength)
- Deep-drawn steel



How to take the 911 principle up a level: with a simple 'S'.

One 911, two engine variants.

The 911 was designed to be a pure-bred sports car from the very start, initially offering 96 kW (130 hp). As early as 1966, the first S model hit the road with an engine built for higher compression. The 911 S 2.0 Coupé drove the power output of the six-cylinder horizontally opposed engine up to 118 kW (160 hp) and was the force behind countless race-going versions of the 911 in motorsport.

This tradition is also followed by the new 911, boasting six cylinders, a displacement of 3.0 litres and two engine variants: one rated 272 kW (370 hp) and the other – an S model – offering 309 kW (420 hp).

Both engines meet the requirements of our time. Thanks to their turbocharged design, they generate more power – with reduced displacement and lower fuel consumption.

911 Carrera models and the 911 Targa 4.

Incredible sportiness is the number one discipline of the 911 Carrera models and the 911 Targa 4. Turbocharged induction makes their engine not only more efficient, but also more powerful. In figures: 272 kW (370 hp). The high torque of 450 Nm is available early on at an impressively low 1,700 rpm. A performance promise delivered to the driver without detour – across a wide engine speed range.

Fitted as standard for the first time in all models: Porsche Active Suspension Management (PASM), the electronic damping control system. Further proof that, when it comes to the 911, it's always about increased performance – as well as greater comfort.

The base models are equipped with 19-inch alloy wheels. The newly styled single-tube tailpipes are imposing – just like the sound.



911 Carrera S models and the 911 Targa 4S.

The new S models raise the performance concept to an even higher level, with a twin-turbo engine capable of 309 kW (420 hp). Here, too, some turbo-enabled downsizing has reduced fuel consumption, and increased driving pleasure at the

same time. The S models generate a maximum torque of 500 Nm – from as low as 1,700 rpm – putting them ahead of their predecessor once more by an impressive 60 Nm. And you ahead of the field.

The 911 Carrera S models and the 911 Targa 4S are equipped with 20-inch

alloy wheels. Traction is enhanced by Porsche Torque Vectoring (PTV), which is fitted as standard. Porsche Active Suspension Management (PASM), the electronic damping control system, also comes as standard. The new rear-axle steering and Porsche Dynamic Chassis Control (PDCC) are available on request.

Increased performance could not be managed without greater safety. The S models are therefore equipped with six-piston aluminium monobloc fixed brake calipers in red at the front and four-piston equivalents at the rear. Another hallmark of the new S models: twin tailpipes in brushed stainless steel. Well, 'S' does stand for Sport, doesn't it?

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 147 onwards.

Selected key features of the standard specification: 911 Carrera models and the 911 Targa 4

- Six-cylinder twin-turbo boxer engine producing 272 kW (370 hp) and 450 Nm
- 19-inch Carrera wheels
- Four-piston aluminium monobloc fixed brake calipers in black front and rear
- Brake discs with 330-mm diameter front and rear
- Twin single-tube tailpipes in brushed stainless steel
- Porsche Active Suspension Management (PASM)
- SPORT button
- Porsche Communication Management (PCM) including online navigation module with real-time traffic information
- Connect Plus

Selected key features of the standard specification: 911 Carrera S models and the 911 Targa 4S

- Six-cylinder twin-turbo boxer engine producing 309 kW (420 hp) and 500 Nm
- 20-inch Carrera S wheels
- Six-piston aluminium monobloc fixed brake calipers in red at front and four-piston units at rear
- Brake discs with 350-mm diameter at front and 330-mm diameter at rear
- Twin dual-tube tailpipes in brushed stainless steel
- Porsche Torque Vectoring (PTV) or Porsche Torque Vectoring Plus (PTV Plus)
- Porsche Active Suspension Management (PASM)
- SPORT button
- Porsche Communication Management (PCM) including online navigation module with real-time traffic information
- Connect Plus



Even philosophical questions can be answered with outstanding performance.

Rear-wheel and all-wheel drive.

For 911 fans it's a question of faith, for tech lovers it's an issue of performance: rear or all-wheel drive?

The answer may turn out differently on either side, but neither would be wrong. Those who recognise the rear-driven variant as being the one true 911 should consider that the all-wheel drive setup goes back to the legendary Paris–Dakar Rally of 1984, when the Porsche 953 based on the 911 wrote its own chapter in sport – and engineering – history. Fun in the corners, by the way, is guaranteed by both drive layouts.

Two irreconcilable philosophies? Let's discuss a third: the design. The all-wheel drive 911 models have a 44 mm wider body, letting it rest more firmly on the road. An impression underlined by the new light strip, especially after dark.

Another hallmark of the all-wheel drive models: sheer supremacy. In every corner and at any time of year. Porsche Traction Management (PTM), the active all-wheel drive system, varies the drive force transmitted to all four wheels as the situation demands. This helps to ensure solid roadholding and even better

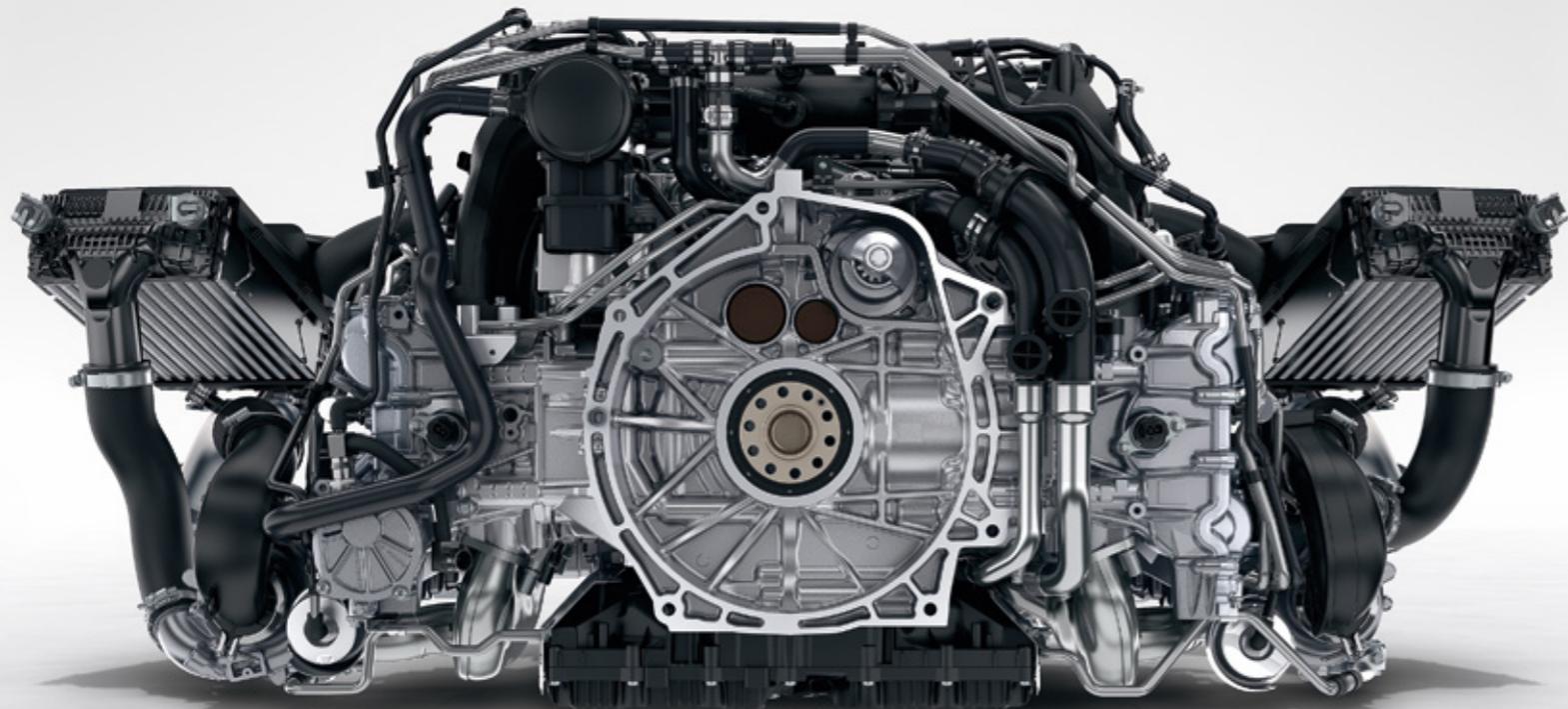
performance. Simultaneously, of course. In winter. Day in, day out. At the limits of dynamic driving performance.

Fair-weather cars? The new 911 Targa 4 models are anything but. Here, the all-wheel drive marries excellent traction with excellent aesthetics.

Rear or all-wheel drive? Whatever stance you take, the most fascinating philosophy of life is and shall remain the practical one. At Porsche, this philosophy has been about the road for well over 60 years.



Drive



**We could sit back in the slipstream of our own tradition.
Or prepare to overtake.**

Engines.

At Porsche, there are no conventions. Forbidding free thought? That's forbidden. The only thing that matters is this question: how can we become even better? Let's put it another way: can we redefine the limits of engineering? Can we reconcile apparent contradictions? Yes, we can. With Intelligent Performance.

The new 911 answers questions about the future of the sports car with a quantum leap in performance. By reducing fuel consumption, but not by suppressing emotions. By following a principle that has already changed everything once before: in 1974, with the first 911 Turbo.

Developed completely from scratch, the six-cylinder twin-turbo engines of the 911 Carrera and Targa 4 models with a displacement of 3.0 litres embrace this principle and perfect it in a forward-looking way. To be more precise: tremendous acceleration force even in the low rpm range is supplemented by the engine map of a 911 Carrera with the high rev limits typical of a sports car. In other words, high compression and a high engine speed combined with good modulation of power output and surprisingly low fuel consumption, thanks to the reduced overall displacement.

Expressed in figures, this means an extra 15 kW (20 hp) of power, an extra 60 Nm of torque and engine speeds of up to 7,500 rpm. And a considerable reduction in fuel consumption of up to 13%.

The engine of the 911 Carrera and 911 Targa 4 models develops 272 kW (370 hp). The maximum torque of 450 Nm is available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK), the 911 Carrera can accelerate from 0 to 100 km/h in only 4.4 seconds and reach a top speed of 293 km/h.

The propulsive potential of the engine in the S models, featuring upsized turbochargers and independent exhaust system, is even more impressive. It generates a power output of 309 kW (420 hp) and the maximum torque is a mighty 500 Nm, available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK) and Launch Control, the

911 Carrera S sprints to 100 km/h in a mere 3.9 seconds. Top speed isn't reached until 306 km/h.

What cannot be expressed in figures: the legendary sound of a 911 six-cylinder horizontally opposed engine. And the experience is all the more intense for it.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 147 onwards.

Prepare to overtake.

Scan code or go to www.porsche.com/911-engines and start the video.





The stand-out qualities of the new twin-turbo engines are their extraordinarily direct responsiveness and wide torque plateau, reached early in the low end of the rpm band. Combined with the high rev limit – and the legendary sound of a 911 six-cylinder horizontally opposed engine. In short: excellent performance that feeds back to the driver in an instant.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 147 onwards.

Turbochargers.

The displacement of the new 911 models has been considerably reduced with the aim of cutting fuel consumption. That's because we more than most as a sports car manufacturer bear huge responsibility. Nevertheless, the power output of the new engines has been significantly

increased. Responsible for that are the turbochargers developed for the 911 completely from scratch.

The drive system is a twin-turbo configuration. It has two turbochargers with one charge-air cooling for each cylinder bank. Both turbos are

particularly compact and have been optimally adapted to the displacement and power output of the engine. This construction minimises the inertia of the drivetrain and improves responsiveness. The new turbochargers leave the sceptics in their wake and find a new destination: unexplored levels of torque.

What looks technical on paper has an unmistakably resonant sound. The sound of a 911. And a performance that hits the driver in an instant. In the form of direct acceleration and visceral forward thrust. Rather like a 'thump' in the back the moment the engine unleashes its unadulterated power.

Active air intake flaps.

The active air intake flaps in the front air intakes act to reduce fuel consumption during everyday trips and to achieve superlative performance on sporty drives. Already proven on the 918 Spyder, the flaps close automatically while the car is in motion and thereby reduce drag.

On demand or in SPORT or SPORT PLUS mode, the flaps open and help to provide optimum engine cooling.

This means that cooling air is supplied only to the extent that it is actually needed. That's efficiency. Of the intelligent kind.

1 Turbocharger
2 Air intake flaps closed
3 Air intake flaps open



1



2

3



1

Efficiency-enhancing technologies.

Auto start/stop switches off the engine when the driving speed falls below 7 km/h under moderate deceleration, such as when you are approaching a red light. As soon as you release the clutch or, with PDK, depress the accelerator pedal, the engine restarts – swiftly and smoothly.

In conjunction with Porsche Doppelkupplung (PDK), a coasting function becomes available where the situation allows. The engine is decoupled from the transmission to avoid deceleration caused by engine braking. In this way, optimum use is made of the vehicle's momentum, enabling it to coast for longer distances.

Sports exhaust system.

It's a first for any Porsche turbocharged boxer engines, and it's a technical innovation. Available as an option for the new 911, the sports exhaust system features two catalytic converters and a rear silencer, which lead into two centrally positioned tailpipes. For a look otherwise more likely to be seen on the racetrack. For impressive resonance and an intense sports car sound – typical of the 911. For 100% Porsche. And for goose bumps at the push of a button.



2



3

1 Sports exhaust system
2 Single-tube tailpipes of the 911 base models
3 Twin tailpipes of the 911 S models



Always a few milliseconds ahead of time.

Transmission.

7-speed manual transmission.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. The 7-speed manual transmission combines a high level of sporty performance with fast gear changes. In conjunction with the optional Sport Chrono Package, selecting SPORT or SPORT PLUS mode activates the dynamic throttle-blip function, which ensures the optimum engine speed for every downshift, a more emotional driving experience and an impressive sound.

A gear indicator in the rev counter reminds you which gear has been selected. The upshift indicator in the instrument cluster helps you actively to conserve fuel.

Porsche Doppelkupplung (PDK).

The optimised 7-speed PDK, featuring both a manual and an automatic mode, is available as an option and offers extremely fast gear changes with no interruption in the flow of power. And that's with even faster acceleration performance and a further reduction in fuel consumption.

A first for the 911 models: in manual mode, the shift direction simulates that of racing cars and the 911 GT3 models – to the rear to shift up, forwards to shift down. For a racetrack driving experience wherever you are.

Gears one to six have a sports ratio, with top speed being reached in sixth gear. Seventh gear is ratioed primarily for fuel economy.

PDK is essentially two gearboxes in one. This double-clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. The flow of power from the engine is transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half gearbox. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds.



1



2

1 7-speed manual transmission
2 Porsche Doppelkupplung (PDK)



**Drizzle, snow, leaves, sun.
Perfect weather for some sports action.**

Porsche Traction Management (PTM).

The essential feature of all 911 all-wheel drive models: enhanced Porsche Traction Management (PTM).

Derived from the 911 Turbo, the electronically controlled and fully variable multi-plate clutch distributes drive force between the permanently driven rear axle and the front axle even faster and more precisely than ever before.

The driving state of the vehicle is continuously monitored so that it is possible to respond to different driving situations. Sensors are used to collect a range of data, including the rotational

speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle.

If, for example, the rear wheels threaten to spin under acceleration, a greater proportion of drive force is transmitted to the front by a more powerful engagement of the multi-plate clutch.

In this way, PTM, working in conjunction with Porsche Stability Management (PSM), always ensures the appropriate distribution of force necessary for excellent driving performance and particularly well-balanced handling at the limit.

Porsche Torque Vectoring (PTV) and Porsche Torque Vectoring Plus (PTV Plus). PTV (with manual transmission) or PTV Plus (with PDK) is available as standard in the S models and as an option for the 911 Carrera 4 models and the 911 Targa 4. Both systems actively enhance vehicle dynamics and stability. Operating in

conjunction with a rear differential lock, they work by intelligently braking the rear wheels as the situation demands. When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive

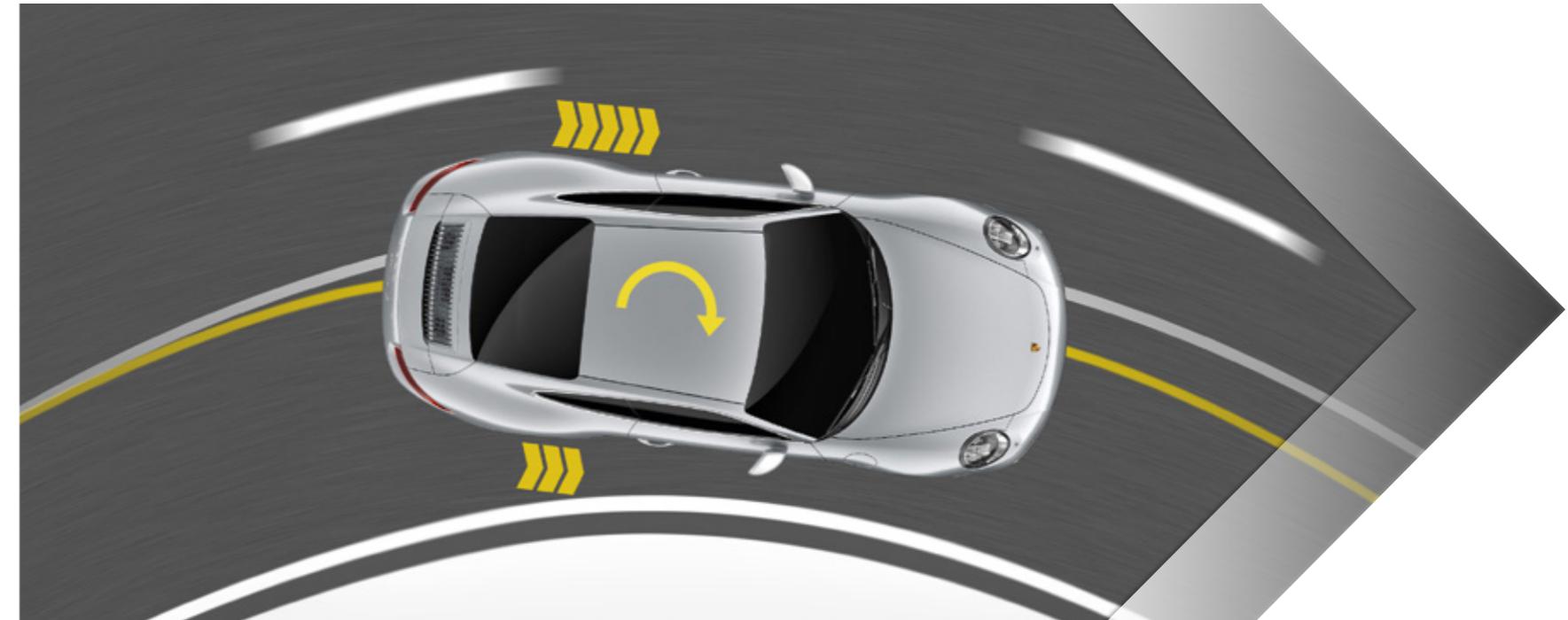
force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action from the turn-in point.

With PTV, the rear differential lock is regulated mechanically, while PTV Plus is equipped with electronic control offering fully variable torque distribution. In interaction with Porsche Stability Management (PSM), the system improves

driving stability not least on road surfaces with varying grip as well as in the wet and snow.

For the driver, this means strong resistance to destabilising side forces, outstanding traction and great agility at

every speed – with precise turn-in and well-balanced load transfer characteristics. What else? Tremendous fun in the corners.





Chassis

**The road to the future has its ups and downs.
And its fair share of twists and turns.**

Chassis.

Porsche Active Suspension Management (PASM).

PASM is fitted as standard in all 911 models for the first time. This electronic damping control system continuously adjusts the damping force on each wheel, based on current road conditions and driving style.

PASM has two modes, which can be selected using a separate button on the centre console: 'Normal', which is a blend of performance and comfort, and 'Sport' where the setup is much firmer.

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

Porsche Stability Management (PSM).

All 911 models are equipped with enhanced Porsche Stability Management (PSM) as standard. PSM maintains stability even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this

information, PSM is able to calculate the actual direction of travel at any given moment and initiates strategic braking of individual wheels to prevent you from deviating from your intended line.

Under acceleration on inconsistent surfaces, PSM improves traction using the automatic brake differential (ABD)

and anti-slip regulation (ASR) functions. The result is a high level of driving stability and safety – and extraordinary agility at the same time.



Wheels.

The 911 Carrera models and the 911 Targa 4 are equipped with 19-inch wheels. These are lightweight alloys featuring a classic sporty design.

All S models are equipped with 20-inch alloy wheels. The visual effect is sporty and dynamic. The tyres are wider to cope with the increased power output of these models.

The large wheel size improves traction and track performance. Rolling resistance and tyre weight are comparatively low, which helps to reduce fuel consumption.

A selection of 20-inch wheels is available in our range of options.

Electromechanical power steering.

Statistically, a car drives in a straight line 90% of the time. In light of this, our engineers identified potential for energy savings. Unlike the hydraulic pumps of conventional power steering systems, the electric motor of the electromechanical

arrangement uses energy only when the steering wheel is actually turned.

That isn't to say that you aren't ideally prepared for the other 10%. After all, this steering system is typically Porsche. It features a variable steering ratio and

responds sensitively and directly while providing customary agility, a high level of comfort and precisely selected feedback from the road. Our definition of efficient.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 147 onwards.

- 1 19-inch Carrera wheel
- 2 20-inch Carrera S wheel
- 3 20-inch Carrera Classic wheel
- 4 20-inch RS Spyder Design wheel
- 5 20-inch Carrera Sport wheel



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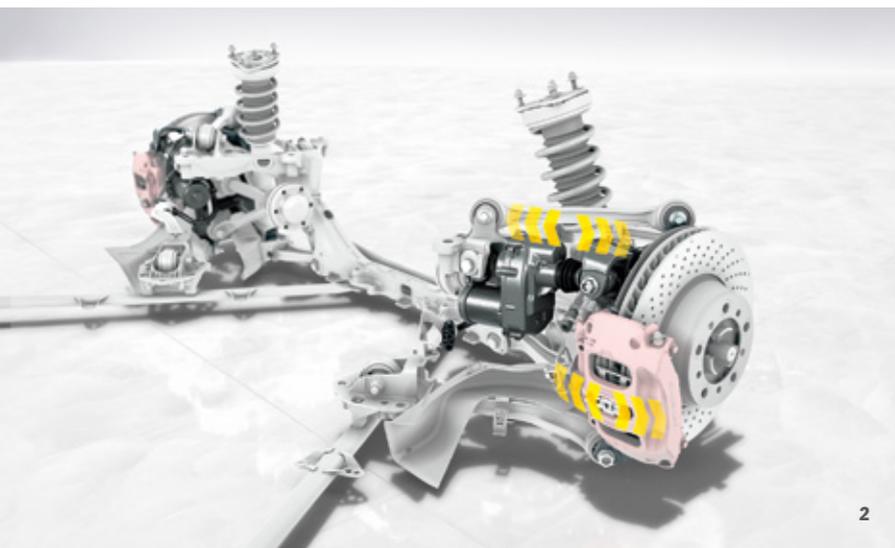
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Power steering Plus.

The comfort-oriented Power steering Plus is available as an option. At low speeds, it adjusts for much easier manoeuvring and parking.

Rear-axle steering.

Rear-axle steering is available on request for all S models. Until now reserved exclusively for the 911 Turbo and 911 GT3 models, it enhances performance and everyday practicality in equal measure. For particularly nimble handling combined with a significant increase in driving stability.

The advantage for day-to-day driving: during low-speed manoeuvres, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of

shortening the wheelbase. The turning circle is reduced, cornering turn-in becomes considerably more dynamic, and parking is noticeably easier to manage.

The advantage for sporty driving: during high-speed manoeuvres, the system steers the rear wheels in the same direction as that of the front wheels. Driving stability is increased by the virtual extension of the wheelbase and agility is enhanced by the simultaneous steering of the front and rear axles. All this has an impact on maximum driving performance: an extremely positive one.

Front-axle lift system.

Particularly practical: the lift system, available as an option for all 911 models, raises the front end by approximately

40 mm – and keeps it there up to a speed of roughly 35 km/h. With this new system, kerbs, ramps and car park entrances are a sporting challenge of the past.

Porsche Dynamic Chassis Control (PDCC).

PDCC – optional for all S models in conjunction with rear-axle steering – is an active anti-roll system that suppresses lateral body movement during cornering manoeuvres. In addition, it minimises the lateral instability of the vehicle on uneven ground.

The results are improved dynamic performance, even more neutral handling and increased ride comfort – whatever the speed.

In simple terms, the tyres and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner. Which is why PDCC sets standards for driving performance, ride comfort – and driving pleasure.

1 Porsche Dynamic Chassis Control (PDCC)
2 Rear-axle steering
3 Front-axle lift system

Want to overcome your obstacles?

Scan code or go to www.porsche.com/front-axle-lift-system and start the video.





Another few seconds faster. Under the skin.

High-performance systems.

SPORT button.

The SPORT button enables you to select a suspension setup where the emphasis is on either comfort or sporty performance. At the push of a button, the electronic engine management system switches the engine mapping to offer an even sharper response and engine dynamics that are more direct.

In vehicles with Porsche Doppelkupplung (PDK), upshifts take place at higher engine speeds and downshifts happen sooner. In addition, the optional sports exhaust system is activated automatically while certain functions, such as auto start/stop, are deactivated.

Sport Chrono Package.

Adrenaline at the push of a button, goose bumps included: the functions of the optional Sport Chrono Package enable an even sportier tuning of the chassis, engine and transmission – and launch you to unprecedented sporty heights.

What's new is the mode switch on the steering wheel, derived from the 918 Spyder to make you feel closer to the racetrack. Without your hand leaving the steering wheel, you can choose any of four settings: Normal, SPORT, SPORT PLUS and Individual. Now you can adapt the vehicle even more to the way you want to drive.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and, in the S models, optional Porsche Dynamic Chassis Control (PDCC) and optional rear-axle steering adapt for enhanced roadholding performance by switching to a sportier damper setting and offering more direct turn-in on entering the corner.

In combination with PDK, the Sport Chrono Package has three additional functions. The first is 'Launch Control', which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport-derived gearshift strategy. In this mode,

PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available.

This combination of uncompromising and involving performance is ideal for the racetrack.

The third function – SPORT Response – is brand new to the 911. Pressing the button in the centre of the mode switch primes the engine and transmission for the fastest possible unleashing of power. In other words, maximum responsiveness – for a period of approximately 20 seconds. A timer graphic in the instrument cluster tells you how long is left.

Engage SPORT.

Scan code or go to www.porsche.com/sport-chrono-package and start the video.



Another component of the Sport Chrono Package is the stopwatch mounted on the dashboard. In conjunction with PCM, a special performance display enables you to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far.

Dynamic engine mounts are also part of the Sport Chrono Package. The electronically controlled system minimises the perceptible oscillations and vibrations of the entire drivetrain, particularly the engine, and combines the benefits of a hard or soft engine

mounting arrangement. In short, it enhances both driving stability and driving comfort.

PSM Sport.

In conjunction with the optional Sport Chrono Package, PSM is supplemented by a 'Sport' mode. It allows a significantly more sporty driving style, with PSM remaining active in the background. For a further enhancement to your driving experience.

PASM sports suspension.

The PASM sports suspension is available as an option for the S models of the Coupé and only in conjunction with 20-inch wheels.

The ride height is 10 mm lower than with the PASM suspension. The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. The front spoiler lip has an even sportier geometry, the rear spoiler extends even more. Not only does this further reduce

lift at the front axle, it also provides downforce at the rear axle for improved aerodynamics and even better performance – combined with a surprisingly high level of comfort.





**Safety and
environment**



For Ferry Porsche, even then standing still was unthinkable. With one exception.

Brakes.

We want to speed everything up. Progress included. The same applies to negative acceleration. That's because even brakes are a source of potential. So we've upsized the brake system of the new 911 to match the increased power output.

The 911 Carrera base models are fitted with newly developed four-piston aluminium monobloc fixed calipers with a black anodised finish. All brake discs have a diameter of 330 mm.

The S models are equipped with red six-piston aluminium monobloc fixed brake calipers at the front and four-piston

equivalents at the rear. The brake chambers at the front axle are now made from aluminium. Brake disc diameters are 350 mm at the front, 330 mm at the rear. For enhanced stability and braking performance.

On all models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lightweight and enables a more rapid response 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 improved wet braking and optimum cooling.

Porsche Ceramic Composite Brake (PCCB).

Proven in motorsport, the Porsche Ceramic Composite Brake (PCCB) is available as an option. On the new 911, the cross-drilled ceramic brake discs of PCCB now have a diameter of 410 mm at the front and 390 mm at the rear – for even more formidable braking performance.

Originating from the 911 Turbo S, PCCB features six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all painted in yellow – to provide braking forces that are considerably more powerful and, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

Another advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.



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1 Standard brake system of the 911 base models
2 Standard brake system of the 911 S models
3 Porsche Ceramic Composite Brake (PCCB)

Is there simply no stopping you?

Scan code or go to www.porsche.com/brakes and start the video.





Airbags and Porsche Side Impact Protection System (POSIP).

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 type of accident.

All new 911 models are also equipped as standard with the Porsche Side Impact Protection System (POSIP). It comprises side impact protection elements in the doors and two airbags on each side. An integral thorax airbag is located in each seat side bolster, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres, ensuring excellent protection in the event of a side impact.

Roll-over protection.

In the 911 Carrera Cabriolet models, an automatically deploying roll-over protection system offers added protection if the car were to overturn. Two spring-loaded roll-over bars are neatly incorporated behind the rear seats. The roll-over sensor continuously monitors the car's pitch and roll, contact with the road, as well as lateral and longitudinal forces. The instant a potential roll-over is detected, it initiates deployment of the roll-over bars within fractions of a second. For the 911 Targa 4 and 911 Targa 4S, added roll-over safety is provided by a steel protection system concealed behind the aluminium trim of the Targa roll bar.



Visionary? That's one view.

Lights.

A restyling of the Bi-Xenon main headlights – fitted as standard – sees the four-spot LED daytime running lights now incorporated into each headlight unit. These are an innovative technical feature of the new 911 models – and a facet of their personality. After all, it is the characteristic lighting design that makes the face of the 911 so unmistakable.

Cutting edge LED technology is also used for all functions of the redesigned taillights. As well as being a powerful lighting source, LEDs offer a fast response to driver input. The LED brake lights emulate the four-spot appearance of the daytime running lights.

Porsche Dynamic Light System (PDLS). The Porsche Dynamic Light System (PDLS) is available as an option. Its dynamic cornering light function swivels the main headlights towards the inside of a bend, based on steering angle and road speed, so as to light up more of the road at bends and turns. Put simply, the road ahead is illuminated the moment you start to corner. PDLS also features speed-sensitive headlight range control and the adverse weather function.

LED main headlights including Porsche Dynamic Light System Plus (PDLS+). Superior safety meets sporty design in the form of optional LED main headlights including PDLS+. In addition to being efficient and long-lasting, LED technology also creates a light very similar to daylight and thus helps to reduce driver fatigue.

One special feature of PDLS+ is the dynamic main beam function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based on the data from the camera, the dynamic main beam function then adapts the

headlight range accordingly. This continuous, seamless control means that you are able to see the course of the road, pedestrians and potential hazards earlier without hindering other road users.

Would you like to see more?

Scan code or go to www.porsche.com/lighting and start the video.





**For others, it's the order of the day.
For us, the order of the future.**

Environment.

In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer? Excellent performance together with excellent efficiency.

Emission control.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category.

This is accomplished, on the one hand, with the efficient use of fuel by means of efficiency-enhancing technologies such as auto start/stop, thermal management,

electrical system recuperation, active air intake flaps and, in conjunction with Porsche Doppelkupplung (PDK), coasting mode. On the other hand, catalytic converters with stereo Lambda control circuits provide efficient emission control.

Fuel economy and recycling.

Intelligent lightweight construction is integral to the Porsche identity. This is expressed in the form of a high proportion of aluminium, magnesium, plastics and super-high-strength sheet steels. All materials have been strategically selected, and the paints used are predominantly environmentally friendly water-based paints. Each

lightweight material is easily recyclable and all plastic components are labelled to facilitate future separation for recycling. In all, the 911 is up to 95% recoverable.

Fuel.

All Porsche models – including the 911 – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance because it is derived from plants that absorb CO₂ from the atmosphere.



Comfort



**You can feel the Porsche tradition here.
And touch the future.**

Interior.

The driver must always know how to get ahead, without ever losing sight of the bigger picture. For this reason, everything in the interior is geared towards looking forward: to the car in front, to the next corner, to the next driving manoeuvre.

That's possible only when synergies are created between engineering and design, and sportiness and comfort. Proof: the new sports steering wheel with its puristic design and excellent ergonomics. More proof: the ascending centre console. The principle they share: putting the driver first. The same applies to the suspension

settings and the two-zone air conditioning system. There shouldn't be any need to spend too long browsing one submenu after another. You should instead be able to concentrate on what's important: driving pleasure.

Five round instruments make a sporty contribution. Their primary purpose is to provide information. They do so efficiently and accurately. And their styling is typically Porsche, with the rev counter exactly where you would expect it to be: in the middle.

Technology to help you along the way is integrated as standard: new Porsche Communication Management (PCM) including online navigation module plus 7-inch multi-touchscreen. Thanks to the Connect Plus module, PCM is also your gateway to the digital world.

The instrument cluster with 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer, such as trip mileage, journey time or average fuel consumption. It also displays the map of the navigation system together with real-time traffic

information, delivers various warnings and reminds you of your chosen communication and audio settings.

From pioneering technology to sporty comfort. Whether it's leather or Alcantara, all the materials we use are exquisite and puristic.

In addition to the choice of Agate Grey, Black and Luxor Beige for the interior, there is a wide range of other personalisation options available, including two-tone colour combinations or special colours and materials such as carbon, aluminium and high-quality wood.



Sports steering wheel.

Fitted as standard, the sports steering wheel with spoked design is lightweight and functional. The small centre pad and the chrome ring encircling the Porsche Crest – both derived from the steering wheel of the 918 Spyder – reinforce its sporty character.

In conjunction with PDK, the sports steering wheel features two alloyed gearshift paddles. The shift throw of the paddles has been reduced, gearshifts are even crisper. Available as an option is the new GT sports steering wheel. This has a smaller diameter. The decorative ring and the paddles are finished in Galvano Silver, while the spoke trims are screw-fastened. For a motorsport-derived design? Definitely. Above all, though, to emulate a motorsport driving feel.

Heating and multifunction controls are optionally available for all steering wheels. These give you fingertip access to the colour display, the on-board computer and many audio, telephone and navigation functions.

Light design package.

The optional light design package is both practical and aesthetically appealing. It comprises dimmable LEDs in the overhead console and in the areas of the door handles, door storage compartments, front footwells and rear seats.

Porsche Entry & Drive.

With the optional Porsche Entry & Drive, you can leave your car key in your pocket. As soon as you grab the door handle, or your hand nears the Porsche Crest on the luggage compartment lid,

the system automatically checks the encrypted access code on the 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.



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We've been on a journey to new destinations for over 60 years. So we've learnt the value of sitting comfortably.

Comfort.

Sports seats.

The Sports seats are comfortable and provide support even during performance driving. They are equipped as standard with electric seat height and backrest adjustment and mechanical fore/aft adjustment.

Optional fully electric Sports seats offer a wider range of powered adjustments, such as lumbar support and seat squab angle and depth. A comprehensive memory function and electric steering column adjustment are also included.

Sports seats Plus.

Available as an option are Sports seats Plus in leather with electric seat height and backrest adjustment as well as mechanical fore/aft adjustment. The side

bolsters on the squab and backrest have a firmer, sportier padding and offer even better lateral support.

Adaptive Sports seats Plus in leather are available on request. Featuring 18-way electric adjustment of seat positions, including side bolsters, they also come with a comprehensive memory function and electric steering column adjustment.

Sports bucket seats.*

Sports bucket seats featuring a folding backrest, integral thorax airbag and manual fore/aft adjustment are available as optional equipment. The seat shells are made from glass- and carbon-fibre reinforced plastic with a carbon surface finish.

Seat heating and ventilation.

Seat heating is available as an option for all seats. Seats are heated in the squab, the backrest and, for the front seats, the side bolsters. Seat ventilation is also available on request (excluding Sports bucket seats) – for a pleasant and dry seating environment, even in hot weather.

Rear seats.

The rear seats are remarkably comfortable for a sports car and the shelf behind offers additional storage space. With the backrests folded down, the luggage compartment volume in the rear of the 911 Carrera models increases to 260 litres and, with a capacity of 160 litres, the 911 Carrera Cabriolet and 911 Targa models offer plenty of space for luggage, too.

Child seat preparation.*

ISOFIX child seat preparation including top tether (Coupé models only) is available on the rear seats as standard. On request, we can equip the front passenger seat with ISOFIX child seat preparation and integrate an airbag deactivation feature.

*Child seats are not compatible with the Sports bucket seats.

Luggage compartment.

The luggage compartment volume in the 911 models is 145 litres – 125 litres in the 911 all-wheel drive models. The luggage compartment is fully trimmed in scratch-resistant materials.

1 Rear seats
2 Luggage compartment
3 Seats (Sports seat, fully electric Sports seat, Sports seat Plus, adaptive Sports seat Plus, Sports bucket seat)

Sit back and relax.

Scan code or go to www.porsche.com/comfort and start the video.





A fresh wind blowing through the sports car segment has some decidedly pleasant side effects.

Air conditioning and glazing.

Climate control.

All models feature two-zone automatic climate control as standard, offering an enhanced ventilation effect and separate temperature controls for the driver and front passenger.

An active carbon filter traps particles, pollen and odours and an automatic air-recirculation function permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when required. A demister function keeps the windows clear in cold weather. In warmer weather, strong sunlight is

detected by a solar sensor, for which the air conditioning system automatically compensates in order to maintain the comfort of both the driver and front passenger.

Slide/tilt sunroof.

The electrically adjustable slide/tilt sunroof is available as an option for the 911 Coupé models. It opens outwards so that it does not interfere with headroom. Another advantage of this innovative design is the particularly large aperture

for increased driving pleasure under the open sky. The net-type wind deflector protects against draught and further reduces wind noise.

Slide/tilt glass sunroof.

On request, the electrically adjustable slide/tilt sunroof is available in tinted toughened safety glass. An integral electric roll-up sunblind provides shade from unwanted bright light. The build, headroom and aperture specifications of the glass sunroof are otherwise identical to those of the regular slide/tilt sunroof.



**Take the stress out of sport.
On every drive.**

Assistance systems.

Adaptive cruise control including Porsche Active Safe (PAS).

Available as an option in conjunction with Porsche Doppelkupplung (PDK), this enhanced version of cruise control actively regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 200 m.

If Porsche Active Safe (PAS) detects that your vehicle is approaching the vehicle in front too quickly, the system issues an audible and a visual warning. Where necessary, this may be accompanied by a brief jolt of the brakes and the initiation of targeted braking. During this process, any braking by the driver is boosted to achieve the maximum braking force that the system is able to provide.

With the new 911, coasting is now possible even while adaptive cruise control is active.

Lane Change Assist.

New Lane Change Assist, available as an option, uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 15 km/h, the system issues a visual warning signal in the door mirror panel whenever a vehicle rapidly approaches your vehicle from behind or enters one of your blind spots. In this way, Lane Change Assist improves comfort and safety, particularly on motorways. However, the system does not actively intervene to control the vehicle and can be deactivated at any time.

ParkAssist.

Featuring four inconspicuous sensors in the rear end, the system audibly alerts the driver to the presence of obstacles detected behind the vehicle. An intermittent warning tone increases in rapidity as the obstacle is approached.

ParkAssist can be optionally upgraded to include monitoring of the front end with four additional sensors. The audible alert is supplemented by a visual warning in the central display screen, which shows a graphical representation of the vehicle from overhead.

The optional reversing camera facilitates precise reverse parking and manoeuvring. Help is provided in the form of the camera image and the dynamic, superimposed

guidelines on the PCM screen, which illustrate the predicted course of the vehicle given the current position of the steering wheel.

Speed limit indicator.

The camera-based speed limit indicator informs you of speed restrictions and 'no overtaking' zones (start and end). Notifications appear on the display in the instrument cluster and on the screen of PCM.



Another word for pioneering? Trailblazing.

New Porsche Communication Management (PCM) including online navigation module.

Infotainment for a new generation: enhanced Porsche Communication Management (PCM) including online navigation module with real-time traffic information is your control centre for audio, navigation and communication functions – and it's standard in every model.

PCM is operated by means of the new 7-inch multi-touchscreen or by voice control. Alternatively, you can use the conventional rotary pushbutton controls. In response to hand movement, an integral proximity sensor activates the

screen to display the relevant menu contents, which you can then operate easily using multi-touch gestures. With its high-quality glass surface, PCM is the aesthetically perfect addition to the centre console.

Equally user-friendly is the new navigation system – offering real-time traffic data. Based on this information, roads in map view are highlighted green, yellow or red, depending on volume of traffic. In addition, the traffic information is continuously updated and, thanks to dynamic route guidance, your journey is adapted accordingly.

Infotainment begins the moment you connect and charge your iPod® or hook up any other audio source of your choice. Simply use the iPod® interface in the centre console, or the universal audio interface or AUX input in the glove compartment.

Your iPod® or USB stick can be operated conveniently via PCM, the steering wheel if specified with optional multifunction controls, or by voice control. What's

more, the USB connection enables you to download data from the performance display of the optional Sport Chrono Package or from the optional electronic logbook.

For your personal music collection, the CD/DVD drive is supplemented by an internal hard drive ('jukebox') and two SD card readers. Once you have inserted a card containing your audio files, you can play them using the music player in PCM.

Mobile phone preparation.

With mobile phone preparation, a Bluetooth® connection can be established automatically with mobile phones that support the Handsfree Profile (HFP), so you can leave your mobile phone tucked away. PCM enables you to operate the phone's basic functions. The GSM connection is always established through the aerial of the mobile phone.

Sound Package Plus.

Sound Package Plus, with eight loudspeakers and a total output of 150 watts, delivers excellent sound. The amplifier integrated into PCM optimally adapts the acoustic pattern in the vehicle interior to the driver and front passenger.

New infotainment features:

- Porsche Communication Management (PCM) as standard, including online navigation module, mobile phone preparation, voice control system and Sound Package Plus
- Connect Plus module as standard, including online navigation, Apple CarPlay®, telephone module and wireless Internet access
- Porsche Connect app for transferring destinations from your smartphone, e.g. from address or calendar entries
- Porsche Car Connect with Carfinder, Remote Vehicle Status, Remote Services and Porsche Vehicle Tracking System (PVTs)



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Do you feel there's a special connection between you and your Porsche? It does, too.

Connect Plus.

Always on-board: the Connect Plus module, for making the optimum connection between your smartphone and your Porsche.

The centre console contains a special smartphone tray, which hands over the function of the mobile phone aerial to the external aerial of the car, sparing the mobile phone battery and providing optimum reception. At the same time, you can connect your smartphone by USB cable for recharging or to play its audio content.

Online navigation.

The Connect Plus module delivers real-time traffic information to the 911 for the first time ever. Now you can find out even before you set off which routes are

best avoided if you wish to arrive at your destination sooner. Throughout the journey, the optimum route is dynamically recalculated based on regular updating of traffic data.

The online navigation package also includes the Google Street View® and Google Earth® services. Their 360° views and satellite imagery help you to identify your surroundings at your destination and along the way.

Apple CarPlay®.

With Apple CarPlay®, you can use the apps of your iPhone® even when you're on the move – via PCM or voice control. The voice control system, available as standard, can also be used to make phone calls. And with 'Siri', the Apple® voice recognition interface, you can

compose text messages, have incoming SMS read out and send your replies – or you can listen to music and podcasts, all the while keeping your full concentration on the road.

Telephone module.

Connect Plus also includes the telephone module, which offers convenience, excellent reception and optimised voice quality. With a SIM card inserted directly into the SIM card reader of PCM, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP). Once the link has been established automatically, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial.

Wireless Internet access.

Wireless Internet access gives you in-car online access from WiFi-enabled client devices (e.g. tablets, laptops, smartphones or netbooks), simultaneously if necessary.

For further information on Connect Plus and availability in your country, please visit www.porsche.com/connect or consult your Porsche Centre.

Real-time traffic information, Google Street View® and Google Earth® are available free of charge for 12 months. Please visit www.porsche.com/connect if you wish to continue usage (subject to charge) after this period. A data-enabled SIM card and a separate, valid subscription to a mobile network provider (subject to charge) are required for use of these services and wireless Internet access.

1 PCM with Apple CarPlay®
2 Smartphone tray



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Porsche Connect app.

The Connect Plus module interacts with the Connect app for your smartphone (available free of charge from Apple iTunes® and Google Play® Store), enabling you to easily transfer destinations stored in the address book or calendar of your smartphone to your vehicle. With the music streaming function, you also have access to millions of music tracks.

Porsche Car Connect.

Sports car driving has always relied on the relationship between driver and vehicle being as intimate as possible. Thanks to Porsche Car Connect, this relationship becomes even more intimate – no matter how far from your Porsche you might be.

Porsche Car Connect offers a range of useful functions for accessing your Porsche remotely. Carfinder, for example, displays the shortest route from your current position to your car's parked location.

Thanks to Remote Vehicle Status, the most important data from your 911 are always available at a glance. For example, you can call up your odometer reading and fuel level or check whether the windows and doors are open or closed. Remote Services gives you fingertip access to a range of statistics recorded by your car, including distance covered, average speed and fuel consumed during the last drive.

Particularly practical: using Porsche Car Connect, you can make a breakdown call at any time from any location. You can even check the status of the alarm system whenever you want, wherever you are. Your smartphone can also be used to control door locking and folding of the optional electric exterior mirrors. Another feature of Porsche Car Connect is the Porsche Vehicle Tracking System (PVTs), enabling remote location of a stolen vehicle.

For further information on Porsche Car Connect, please visit:
www.porsche.com/connect

1 Car Connect overview
 2 Carfinder
 3 Range display

Is virtual mobility something else you appreciate?
 Scan code or go to www.porsche.com/911 and start the video.





1

Music of the future? Absolutely.

Sound systems.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 911 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 12 fully active loudspeakers and amplifier channels including a patented 100-watt active subwoofer integral to the vehicle bodyshell. This fully active system setup enables each individual loudspeaker to be optimally adapted to the vehicle interior and transforms the 911 into a fast-moving concert hall. Total output 555 watts.

Burmester® High-End Surround Sound System.

The road is perhaps the last place in the world in which you can still listen to music without disturbance. Reason enough, then, to upgrade your enjoyment the Porsche way – together with the most important manufacturer of premium quality sound systems in Germany.

The result is a sound performance of the highest level, specially matched to your 911. 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 1,340 cm², and a frequency response of 35 Hz to 20 kHz.

The Burmester® system uses the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems. Analogue and digital filters have been optimally defined for their specific installation location. Ribbon tweeters (air motion transformers, AMT) have been used for unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

All loudspeaker housings are perfectly matched and deliver a natural and richly textured spatial sound, even at top volume.



Personalisation



**We believe in passion for the sports car.
And for every detail.**

Personalisation.

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colours. With materials such as aluminium and carbon.

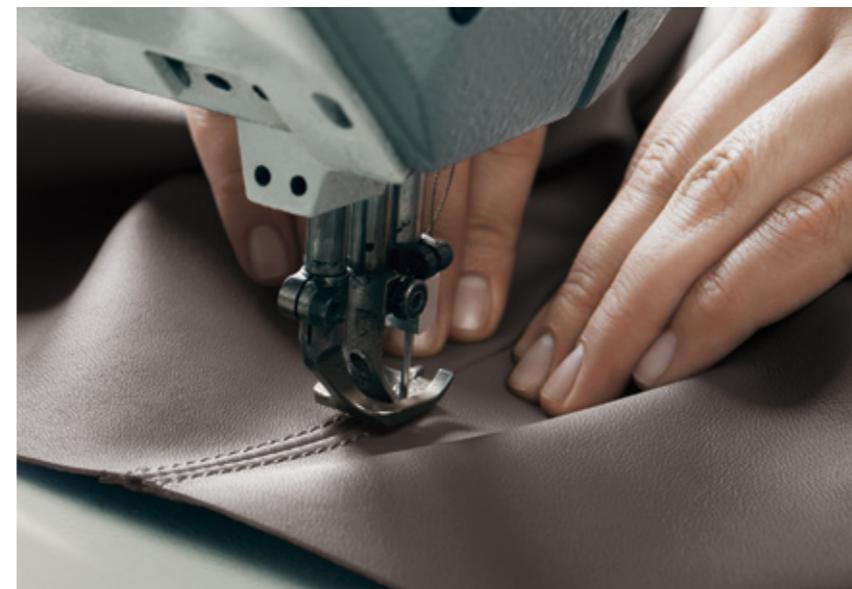
Whatever you envisage: we have passion for detail. We believe in the one-of-a-kind – and turn it into reality. Piece by piece. Detail by detail. Nuance by nuance. With experience. With expertise. With the power of imagination – and of the hands. Adding to one's strengths in the pursuit of a dream is worth the while. And so is imbuing this dream with individuality

and vitality by means of precision craftsmanship. Just as Ferry Porsche did with the first ever Porsche: the 356/1.

Now it's down to you to give your Porsche that one extra thing to make it truly unmistakable: personality. With optional equipment. Or bespoke customisations. Let the following pages fill you with inspiration – and let your creativity run wild. The possibilities are many. The limits are few and far between. Take Porsche Exclusive Manufaktur as an example, where you can have your Porsche personalised directly on the

shop floor. To the ultimate level. And for the most part by hand.

You can find out more about the ultimate form of personalisation on the following pages. By the way, we've taken special care to point out all the personalisation options available from Porsche Exclusive Manufaktur. You'll be amazed at what we can do.



The transition from handcraft to craftsmanship is a fluid one.

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, Porsche has been dedicated to giving customers the opportunity to personalise their vehicle as part of our special request service. Known until 1986 as the Porsche 'Sonderwunschprogramm', today we call it Porsche Exclusive Manufaktur. The philosophy has remained the same. Hand on heart.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. It's how we bring dreams to life. And how we create something unique. Directly from the Manufaktur.

None of this would be possible without originality, inspiration and enthusiasm, beginning as early as the consultation stage. That's because we keep in mind

one thing above all else: your particular wishes and requirements. We fulfil them with composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, Alcantara, carbon, mahogany or aluminium.

Added value is achieved with dedication and finesse. In other words, we handcraft a product that blends sporty performance, comfort and style and reflects your own personal taste. A Porsche with your signature touch.

We offer a wide range of personalisation options, with visual and technical enhancements for the interior and exterior, from a single alteration to extensive modifications. For your inspiration, select examples of our unique accomplishments are showcased on the following pages.

Sometimes life really is a request show.

The 911 Carrera 4S in Racing Yellow.

Motorsport has always been a driving force. Intensified by the power of your imagination. And the power of hands. For after the inspiration comes the work. There's polishing, filing and stitching to be done – and painting. The goal? Agility combined with originality.

The 911 Carrera 4S in Racing Yellow embodies creative force: yours and ours. Every touch has imbued it with a little more personality and sportiness. The exterior is comprehensively finished in Racing Yellow – contrasted by the 20-inch Carrera Sport wheels painted in high-gloss black and by other carefully

chosen details with a black painted finish. The individuality of the exterior has also been enhanced by such features as black LED main headlights including PDLs+, the black model designation on the doors and the black sports tailpipes.

The inside is also brimming with passion for detail. And plentiful works of handcraft. Numerous items are lined in leather or trimmed with carbon. Matching-colour seat belts and instrument dial faces capture masterfully the colour of the exterior: Racing Yellow. Powerful and dynamic. A 911 that sets the mark.

- 1 20-inch Carrera Sport wheels painted in black (high-gloss), LED main headlights in black including Porsche Dynamic Light System Plus (PDLs+), headlight cleaning system covers painted in black (high-gloss), SportDesign exterior mirror lower trims painted in black (high-gloss), model designation on doors in black
- 2 Privacy glass, sideskirts painted, 'PORSCHE' logo and model designation painted in black (high-gloss), sports tailpipes in black
- 3 Carbon interior package, PDK gear selector in carbon, sports steering wheel in carbon including multifunction controls and steering wheel heating, floor mats in carbon with leather edging, storage compartment lid with model logo, instrument dials and Sport Chrono stopwatch in Racing Yellow, seat belts in Racing Yellow

Visit www.porsche.com/exclusive to discover everything you need to know about configuring a unique vehicle.





1



2



3

Style.
Still one of our most important stylistic devices.

The 911 Carrera S Cabriolet in Jet Black Metallic.

This 911 substantiates style: yours. Its outward appearance is dominated by the classy Jet Black Metallic – tastefully combining with the brown of the hood. This exclusive look is refined by LED main headlights in black and by headlight cleaning system covers in Jet Black Metallic. In keeping: elegant 20-inch Carrera S wheels painted in satin platinum. Sports tailpipes and the model designation on the doors in silver colour round off the overall impression of this style icon.

The interior continues the theme in true style: the interior package, the sports steering wheel including multifunction controls and steering wheel heating, and the PDK gear selector are all in mahogany. These are complemented by the use of hard-wearing yet elegant leather in Espresso, e.g. for the backrests, Sports seats Plus, air vents, seat belt buckles and storage compartment lid embossed with the Porsche Crest.

Hard to demonstrate a greater assurance of style.

- 1 Mahogany interior package, PDK gear selector in mahogany, sports steering wheel in mahogany including multifunction controls and steering wheel heating, storage compartment lid with Porsche Crest, air vents in leather, seat belt buckles in leather, personalised floor mats with leather edging
- 2 20-inch Carrera S wheels painted in satin platinum, exterior mirror lower trims painted, model designation on doors in silver colour, silver-coloured sports tailpipes
- 3 LED main headlights in black including Porsche Dynamic Light System Plus (PDLs+), headlight cleaning system covers painted

Visit www.porsche.com/exclusive to discover everything you need to know about configuring a unique vehicle.

The future looks good.

Life is never monotonous. That's why the extensive colour range for the 911 models comprises 15 exterior colours. In total, there are four solid, eight metallic and three special colours to choose from.

Then there are seven interior colours and four two-tone combinations, plus various interior packages in carbon, aluminium, mahogany or leather.

**Personalisation.
Colours.**

Solid exterior colours.



White



Racing Yellow¹⁾



Guards Red



Black

Hood colours.



Black

Metallic exterior colours.



Carrara White Metallic



Rhodium Silver Metallic¹⁾



Sapphire Blue Metallic¹⁾



Night Blue Metallic



Blue



GT Silver Metallic



Graphite Blue Metallic



Agate Grey Metallic



Jet Black Metallic



Brown

Special exterior colours.



Lava Orange¹⁾



Carmine Red¹⁾



Miami Blue¹⁾



Red

¹⁾ Available from 01/2016 at the earliest.

**Standard interior colours.
Dashboard/trim/seats.**



Black



Agate Grey¹⁾



Luxor Beige²⁾

**Standard interior colours.
Leather interior.
Dashboard/trim/seats.**



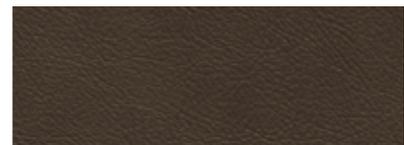
Black



Agate Grey¹⁾



Luxor Beige²⁾



Saddle Brown¹⁾
(roof lining: black)

**Special interior colours.
Leather interior.
Dashboard/trim/seats.**



Bordeaux Red
(roof lining: black)



Graphite Blue

**Natural leather interior.
Dashboard/trim/seats.**



Espresso

**Two-tone interior.
Natural leather.
Dashboard/trim/seats.**



Espresso and Cognac
(roof lining and carpet: Espresso)

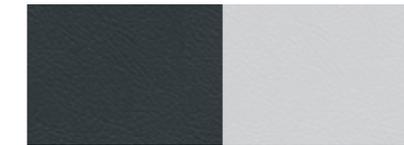
**Two-tone interior.
Leather interior.
Dashboard/trim/seats.**



Black and Bordeaux Red¹⁾
(roof lining and carpet: black)



Black and Luxor Beige¹⁾
(roof lining and carpet: black)



Graphite Blue and Crayon
(roof lining and carpet: Graphite Blue)

Interior packages.



Carbon⁴⁾ **Exclusive**



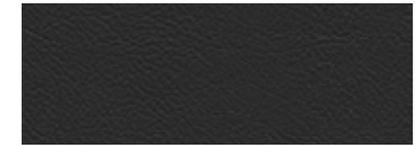
Mahogany^{3), 4)} **Exclusive**



Painted **Exclusive**



Brushed aluminium **Exclusive**



Leather **Exclusive**

Roof lining in Alcantara (Coupé models) or in black fabric (Cabriolet and Targa models).

¹⁾ Available from 01/2016 at the earliest.

²⁾ With this interior colour, there is a possibility of reflections on the windscreen in unfavourable light conditions.

³⁾ Since wood is a natural product, there may be variations in colour and grain.

⁴⁾ Also available as decorative steering wheel from Porsche Exclusive.

Possible interior colours.



Black



Saddle Brown



Espresso



Black and Luxor Beige



Agate Grey



Bordeaux Red



Espresso and Cognac



Graphite Blue and Crayon



Luxor Beige¹⁾



Graphite Blue



Black and Bordeaux Red

¹⁾With this interior colour, there is a possibility of reflections on the windscreen in unfavourable light conditions.

Especially recommended colour combinations: exterior and interior.

	Standard interior/leather interior						Two-tone leather interior			
	Black	Agate Grey	Luxor Beige ²⁾	Saddle Brown	Graphite Blue	Bordeaux Red	Black and Luxor Beige	Black and Bordeaux Red	Graphite Blue and Crayon	
Exterior colours										
White	●	●	○	●	●	●●	○	●	●	
Racing Yellow	●	●								
Guards Red	●	●					○			
Black	●	○	●	●	●	●●	●	●	●	
Carrara White Metallic	●	●		●	●	●●	○	●		
Rhodium Silver Metallic	●	●		●	●	●●		●		
Sapphire Blue Metallic	●	○								
Night Blue Metallic	●●	●●	●●	○			○			
GT Silver Metallic	●	●		●	●	●●	●	●		
Graphite Blue Metallic	●		●		●				●	
Agate Grey Metallic	●	●	●			●●	●	●		
Jet Black Metallic	●	●	●	●	●	●●	●	●	○	
Mahogany Metallic	●		●				●			
Lava Orange	●	●			○					
Carmine Red	●		○				○			
Miami Blue	●									
Interior packages										
Carbon	●	○			●	●	●	●	●	
Brushed aluminium	●	●		●	●	●	●	●	●	
Mahogany ¹⁾	●	●	●		●				●	
Leather	●	●	●	●	●	●	●	●	●	

¹⁾ Since wood is a natural product, there may be variations in colour and grain.
²⁾ With this interior colour, there is a possibility of reflections on the windscreen in unfavourable light conditions.

● Especially recommended colour combination
 ○ Recommended colour combination

Natural leather interior	Natural leather interior in two-tone combination
Espresso	Espresso and Cognac
●○	●○
○	
●○	●○
●○	○○
●○	
●	○
●○	●○
●○	●○
●○	●○
●○	
●	●
●	○
●	○
●	●

● Hood in black
 ● Hood in red
 ● Hood in blue
 ● Hood in brown



Exclusive Leather interior package



Exclusive Brushed aluminium interior package



Exclusive Carbon interior package



Exclusive Mahogany interior package



Where tradition and future unite. A selection of our personalisation options.



LED main headlights including Porsche Dynamic Light System Plus (PDLS+) (page 124)



Side window trims in aluminium (page 123)



SportDesign exterior mirror (page 125)



GT sports steering wheel (page 128)



Sport Chrono Package (page 121)



PASM sports suspension (20 mm lower) (page 121)



Rear-axle steering (page 121)

How to take the Porsche feel up a level: Porsche Exclusive.



Exclusive LED main headlights in black including PDLs+ (page 124)



Exclusive SportDesign exterior mirror lower trim painted in high-gloss black (page 123)



Exclusive Carbon interior package (page 135)



Exclusive 20-inch Carrera Sport wheel (page 122)



Exclusive Model designation on doors in black (page 123)



Exclusive Sports tailpipes in black (page 120)



Exclusive Storage compartment lid with model logo (page 133)



Exclusive 20-inch Carrera Sport wheel painted in satin platinum (page 122)



Exclusive Sideskirts painted



Exclusive 'PORSCHE' logo and model designation painted



Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS)

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Exterior.											
Headlight cleaning system covers painted Exclusive	<input type="checkbox"/>	XUB									
Headlight cleaning system covers painted in contrasting exterior colour Exclusive	<input type="checkbox"/>	CGU									
Sideskirts painted Exclusive	-	-	<input type="checkbox"/>	<input type="checkbox"/>	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	XAJ
'PORSCHE' logo painted Exclusive	<input type="checkbox"/>	CWL									
'PORSCHE' logo and model designation painted Exclusive	<input type="checkbox"/>	CWJ									
'PORSCHE' logo and '911' logo painted Exclusive	<input type="checkbox"/>	CWM									
Lights and vision.											
Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS)	<input type="checkbox"/>	603									
LED main headlights including Porsche Dynamic Light System Plus (PDLS+)	<input type="checkbox"/>	602									
LED main headlights in black including Porsche Dynamic Light System Plus (PDLS+) Exclusive	<input type="checkbox"/>	XEY									

- not available I number/extra-cost option standard equipment available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Lights and vision.											
SportDesign exterior mirrors	<input type="checkbox"/>	529									
Automatically dimming mirrors with integrated rain sensor	<input type="checkbox"/>	P13									
Electrically folding exterior mirrors including courtesy lighting	<input type="checkbox"/>	748									
Light design package	<input type="checkbox"/>	630									
Rear footwell lighting Exclusive	<input type="checkbox"/>	CEE									
Rear wiper	<input type="checkbox"/>	425									
Air conditioning and glazing.											
Electric slide/tilt sunroof	<input type="checkbox"/>	651									
Electric slide/tilt glass sunroof	<input type="checkbox"/>	653									
Windscreen with grey top-tint	<input type="checkbox"/>	567									
Privacy glass Exclusive	<input type="checkbox"/>	XPL									



Electric slide/tilt glass sunroof



Exclusive Privacy glass



Adaptive Sports seats Plus



Sports bucket seats

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	
Seats and seat options.												
Sports seats Plus (4-way, electric)	<input type="checkbox"/>	P05										
Fully electric Sports seats (14-way) with memory package including electric steering column adjustment	<input type="checkbox"/>	P06										
Adaptive Sports seats Plus (18-way) with memory package including electric steering column adjustment	<input type="checkbox"/>	P07										
Sports bucket seats	<input type="checkbox"/>	P03										
Sports bucket seats with memory package including electric steering column adjustment	<input type="checkbox"/>	P01										
Seat heating	<input type="checkbox"/>	342										
Seat ventilation	<input type="checkbox"/>	541										
Safety and security.												
Porsche Vehicle Tracking System Plus (PVTS Plus)	<input type="checkbox"/>	712										
ISOFIX child seat mounting points on front passenger seat	<input type="checkbox"/>	899										
Fire extinguisher	<input type="checkbox"/>	509										

– not available I number/extra-cost option ● standard equipment available at no extra cost
 For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.	
Comfort and assistance systems.												
Cruise control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	454					
Adaptive cruise control including Porsche Active Safe (PAS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	456					
Lane Change Assist	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	457					
ParkAssist (rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	635						
ParkAssist (front and rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	636					
ParkAssist (front and rear) including reversing camera	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	638					
Porsche Entry & Drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	625					
HomeLink® (programmable garage door opener)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	608					
Speed limit indicator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	631					



Adaptive cruise control



Speed limit indicator



ParkAssist (front and rear) including reversing camera



GT sports steering wheel



Storage net in front passenger footwell



Exclusive

Instrument dials in Racing Yellow

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Interior.											
GT sports steering wheel	<input type="checkbox"/>	<input type="checkbox"/>	858								
Multifunction controls and steering wheel heating	<input type="checkbox"/>	<input type="checkbox"/>	489								
Floor mats	<input type="checkbox"/>	<input type="checkbox"/>	810								
Smoking package	<input type="checkbox"/>	<input type="checkbox"/>	583								
Storage net in front passenger footwell	<input type="checkbox"/>	<input type="checkbox"/>	581								
Rev counter dial face in black	<input checked="" type="checkbox"/>	<input type="checkbox"/>	022								
Instrument dials coloured¹⁾											
Exclusive											
– Luxor Beige	<input type="checkbox"/>	<input type="checkbox"/>	XFL								
– Racing Yellow	<input type="checkbox"/>	<input type="checkbox"/>	XFR								
– White	<input type="checkbox"/>	<input type="checkbox"/>	XFJ								
– Guards Red	<input type="checkbox"/>	<input type="checkbox"/>	XFG								
– Bordeaux Red	<input type="checkbox"/>	<input type="checkbox"/>	XFB								

¹⁾ Available from 04/2016 at the earliest.

– not available I number/extra-cost option standard equipment available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Interior.											
Sport Chrono stopwatch instrument dial coloured¹⁾											
Exclusive											
– Luxor Beige	<input type="checkbox"/>	XGK									
– Racing Yellow	<input type="checkbox"/>	XGL									
– White	<input type="checkbox"/>	XGM									
– Guards Red	<input type="checkbox"/>	XGN									
– Bordeaux Red	<input type="checkbox"/>	XGP									
Seat belts coloured											
Exclusive											
– Luxor Beige	<input type="checkbox"/>	XHP									
– Racing Yellow	<input type="checkbox"/>	XHN									
– Silver Grey	<input type="checkbox"/>	XSH									
– Guards Red	<input type="checkbox"/>	XSX									
– Bordeaux Red	<input type="checkbox"/>	XHU									
Interior package painted											
Exclusive											
	<input type="checkbox"/>	EKA/EKB									



Exclusive Sport Chrono stopwatch instrument dial in Racing Yellow



Exclusive Seat belts in Racing Yellow



Exclusive Interior package painted



Exclusive Door sill guards in carbon, illuminated



Exclusive Floor mats in carbon with leather edging



Exclusive PDK gear selector in mahogany

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Interior: carbon.											
Door sill guards in carbon Exclusive	<input type="checkbox"/>	X69									
Door sill guards in carbon, illuminated Exclusive	<input type="checkbox"/>	XXD									
Personalised door sill guards in carbon, illuminated Exclusive	<input type="checkbox"/>	CXE									
Floor mats in carbon with leather edging Exclusive	<input type="checkbox"/>	CHM									
Personalised floor mats in carbon with leather edging Exclusive	<input type="checkbox"/>	CHN									
Interior: mahogany.											
Mahogany interior package Exclusive	<input type="checkbox"/>	EKE/EKF									
Sports steering wheel in mahogany including multifunction controls and heating ¹⁾ Exclusive	<input type="checkbox"/>	XHV									
Gear lever in mahogany ¹⁾ Exclusive	<input type="checkbox"/>	XHC									
PDK gear selector in mahogany ¹⁾ Exclusive	<input type="checkbox"/>	XHD									

¹⁾ Available from 04/2016 at the earliest.

– not available I number/extra-cost option ● standard equipment □ available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Carrera	911 Carrera S	911 Carrera 4	911 Carrera 4S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	911 Targa 4	911 Targa 4S	I no.
Audio and communication.											
Porsche Communication Management (PCM) including online navigation module, voice control system and mobile phone preparation	●	●	●	●	●	●	●	●	●	●	Standard
Connect Plus including online navigation, Apple CarPlay®, telephone module and wireless Internet access	●	●	●	●	●	●	●	●	●	●	Standard
Digital radio	<input type="checkbox"/>	QV3									
Electronic logbook	<input type="checkbox"/>	9NY									
TV tuner	<input type="checkbox"/>	QV1									
TV tuner including digital radio	<input type="checkbox"/>	QU1									
BOSE® Surround Sound System	<input type="checkbox"/>	9VL									
Burmester® High-End Surround Sound System	<input type="checkbox"/>	9VJ									
Factory collection.											
Factory collection in Zuffenhausen	<input type="checkbox"/>	900									
Factory collection in Leipzig including intensive driving induction	<input type="checkbox"/>	S9Y									



Porsche Communication Management (PCM)



Connect Plus



TV tuner

Porsche Tequipment – accessories developed for 365 days full of life.

With the Porsche Tequipment range of accessories developed specifically for your 911, you can style it entirely to your own preference. From the start, the same rules that apply to our vehicles also apply to the products of Porsche Tequipment: developed, tested and proven at the Development Centre in Weissach. By the same Porsche engineers and designers who made your car. Designed with the complete vehicle in mind and precisely tailored to your Porsche.

And your original car warranty? It will remain completely intact, whichever Tequipment products you ask your Porsche Centre to fit.

To discover more about Porsche Tequipment, please consult your Porsche Centre. Alternatively, all Tequipment products can be found online at www.porsche.com/tequipment using our 'Tequipment accessories finder'.

[1] Care kits

Interior and exterior care products optimally selected and formulated for your Porsche.

[2] Child seats

Distinctively designed, and specially tested and approved for Porsche cars.

[3] All-weather floor mats

In an appealing design featuring the '911' silhouette and 'PORSCHE' logo.

[4] Roof boxes

Lockable plastic roof boxes in black (high-gloss) or platinum look, with a capacity of approximately 320 or 520 litres.

[5] Winter wheel and tyre sets

For enhanced individuality, agility and safety. And even greater driving pleasure.

[6] Car cover

Tailored indoor or outdoor cover with Porsche Crest.

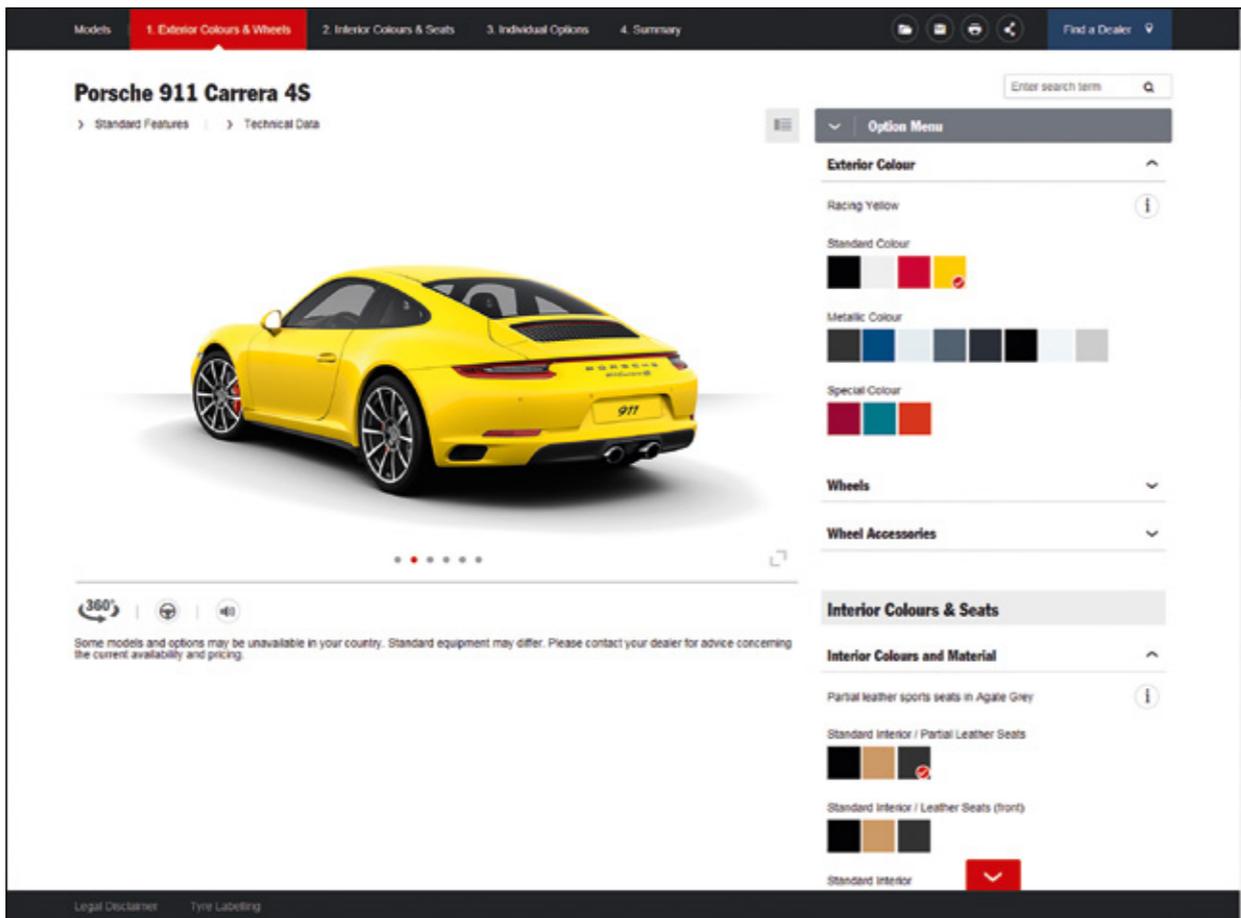


Porsche Car Configurator.

The dream of the 911 comes in many shapes and colours. With the new Porsche Car Configurator, you will discover quickly and intuitively which dream perfectly suits you.

On the way to realising your dream car, you can now create your own personalised configuration not only on your desktop and tablet, but also on your smartphone. Your car can be displayed in the perspectives of your choice and, on desktops, with 3D animations. Smart recommendations along the way help you to make those all-important decisions.

Visit www.porsche.com to find the Porsche Car Configurator and discover much more about the fascination of Porsche.



Designing your Porsche.

Consultation.

At your Porsche Centre, we're on hand to answer all your questions about your new Porsche. Of course, the same applies to the personalisation options of Porsche Exclusive.

In our customer centres in Zuffenhausen and Leipzig, we will show you what else can be done. Here, you can select your materials and paint colours and plan your vehicle in detail using the Porsche Car Configurator.

Factory collection.

Once the planning is over, the anticipation begins – looking forward to the day of delivery. The Porsche factory collection makes this an event to cherish even more. Stuttgart or Leipzig? Both venues hold their own special allure.

In Stuttgart-Zuffenhausen, you can experience and learn about every aspect of the legendary Porsche brand. In addition to receiving a detailed lowdown on your car, you will also gain an insight into the entire history of Porsche with a visit to

the Porsche Museum. Legendary models from a sports car history spanning more than six decades await.

At our Leipzig location, you're going to take to the starting grid – in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. During the drive, they will demonstrate all the functions of your new Porsche. And, indeed, the potential that lies within. On-road on the racetrack. Or off-road, on our very own off-road track.

Whichever location you choose, your itinerary includes a guided factory tour, a stylish lunch and, of course, the moment you've been waiting for: taking delivery of your Porsche.

To arrange a date for your factory collection experience, please consult your Porsche Centre. There, you will be given all the relevant further information about current availability and the formalities, legal or otherwise, that need to be completed before you can take delivery.



Porsche Exclusive consultation



Porsche racetrack and Customer Centre



Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and top-quality accessories.



Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalise your Porsche at any time after purchase with our range of aftermarket accessories. You will also find all our available products online at www.porsche.com/tequipment using the Tequipment accessories finder.



Porsche Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.



Porsche Travel Club

Embark on a thrilling adventure and feel the power of Porsche. Stay in top-class hotels and dine in five-star restaurants. Worldwide. To find out more, call +49 711 911-23360. E-mail: info@porschetravelclub.de



Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn about events at some of the world's most famous racing venues, call +49 711 911-23364. E-mail: info@porscheporstdrivingsschool.de



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 651 with a total of 186,000 members worldwide. To find out more, go to www.porsche.com/clubs or call +49 711 911-23250.

Panorama.

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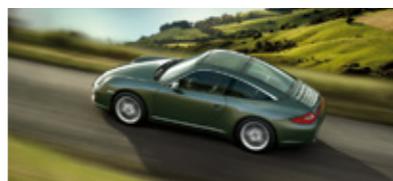
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Technical data

Technical data.

	911 Carrera/911 Carrera Cabriolet	911 Carrera S/911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	2,981 cm ³	2,981 cm ³
Max. power (DIN) at rpm	272 kW (370 hp) 6,500	309 kW (420 hp) 6,500
Max. torque at rpm	450 Nm 1,700–5,000	500 Nm 1,700–5,000
Compression ratio	10.0:1	10.0:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual transmission	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.2 m	11.2 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 76)	Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 76)
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

	911 Carrera	911 Carrera Cabriolet	911 Carrera S	911 Carrera S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,430 kg/1,450 kg	1,500 kg/1,520 kg	1,440 kg/1,460 kg	1,510 kg/1,530 kg
Unladen weight (EC) ¹⁾	1,505 kg/1,525 kg	1,575 kg/1,595 kg	1,515 kg/1,535 kg	1,585 kg/1,605 kg
Permissible gross weight	1,875 kg/1,890 kg	1,925 kg/1,940 kg	1,900 kg/1,915 kg	1,950 kg/1,965 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	295 km/h/ 293 km/h	292 km/h/ 290 km/h	308 km/h/ 306 km/h	306 km/h/ 304 km/h
0–100 km/h	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 (in conjunction with PDK) 0–100 km/h with Launch Control	–/4.2 secs	–/4.4 secs	–/3.9 secs	–/4.1 secs
0–160 km/h	9.8 secs/9.5 secs	10.2 secs/9.9 secs	8.9 secs/ 8.5 secs	9.3 secs/8.9 secs
Sport Chrono Package (in conjunction with PDK) 0–160 km/h with Launch Control	–/9.2 secs	–/9.6 secs	–/8.2 secs	–/8.6 secs
Flexibility (80–120 km/h), 5th gear	5.5 secs/–	5.8 secs/–	4.8 secs/–	5.1 secs/–
Overtaking acceleration (80–120 km/h)	–/2.7 secs	–/ 2.8 secs	–/2.3 secs	–/2.4 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	11.7/9.9	11.9/9.9	12.2/10.1	12.3/10.2
Extra urban in l/100 km	6.3/6.0	6.5/6.2	6.6/6.4	6.7/6.5
Combined in l/100 km	8.3/7.4	8.5/7.5	8.7/ 7.7	8.8/7.8
CO ₂ emissions in g/km	190/169	195/172	199/174	202/178
Efficiency class³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	F/D	F/ D	F/E	F/ D
Efficiency class (Switzerland)	G/F	G/F	G/G	G/F
Dimensions/aerodynamics	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Length	4,499 mm	4,499 mm	4,499 mm	4,499 mm
Width (including exterior mirrors)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)
Height	1,294 mm	1,289 mm	1,296 mm/ 1,295 mm	1,291 mm/ 1,290 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	145 litres	145 litres	145 litres	145 litres
Tank capacity (refill volume)	64 litres (64 litres)	64 litres (64 litres)	64 litres (64 litres)	64 litres (64 litres)
Drag coefficient	0.29	0.30	0.30	0.30

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in accordance with the measurement method required by law (Regulation [EC] 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Valid in the countries listed only.

Technical data.

	911 Carrera 4/911 Carrera 4 Cabriolet	911 Carrera 4S/911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	2,981 cm³	2,981 cm³
Max. power (DIN) at rpm	272 kW (370 hp) 6,500	309 kW (420 hp) 6,500
Max. torque at rpm	450 Nm 1,700–5,000	500 Nm 1,700–5,000
Compression ratio	10.0:1	10.0:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual transmission	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.2 m	11.2 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 56)	Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 56)
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

	911 Carrera 4	911 Carrera 4 Cabriolet	911 Carrera 4S	911 Carrera 4S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,480 kg/1,500 kg	1,550 kg/1,570 kg	1,490 kg/1,510 kg	1,560 kg/1,580 kg
Unladen weight (EC) ¹⁾	1,555 kg/1,575 kg	1,625 kg/1,645 kg	1,565 kg/1,585 kg	1,635 kg/1,655 kg
Permissible gross weight	1,925 kg/1,940 kg	1,975 kg/1,990 kg	1,950 kg/1,965 kg	2,000 kg/2,015 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	292 km/h/290 km/h	289 km/h/287 km/h	305 km/h/303 km/h	303 km/h/301 km/h
0–100 km/h	4.5 secs/4.3 secs	4.7 secs/4.5 secs	4.2 secs/4.0 secs	4.4 secs/4.2 secs
Sport Chrono Package (in conjunction with PDK) 0–100 km/h with Launch Control	–/4.1 secs	–/4.3 secs	–/3.8 secs	–/4.0 secs
0–160 km/h	9.7 secs/9.3 secs	10.1 secs/9.7 secs	8.7 secs/8.3 secs	9.1 secs/8.7 secs
Sport Chrono Package (in conjunction with PDK) 0–160 km/h with Launch Control	–/9.0 secs	–/9.4 secs	–/8.0 secs	–/8.4 secs
Flexibility (80–120 km/h), 5th gear	5.6 secs/–	5.9 secs/–	4.9 secs/–	5.2 secs/–
Overtaking acceleration (80–120 km/h)	–/2.8 secs	–/2.9 secs	–/2.4 secs	–/2.5 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	12.2/10.1	12.4/10.3	12.4/10.3	12.6/10.4
Extra urban in l/100 km	6.7/6.3	6.9/6.5	6.8/6.6	6.8/6.7
Combined in l/100 km	8.7/7.7	8.9/7.9	8.9/7.9	9.0/8.0
CO ₂ emissions in g/km	201/177	206/182	204/180	208/184
Efficiency class³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	F/E	F/D	F/E	F/E
Efficiency class (Switzerland)	G/F	G/G	G/G	G/G
Dimensions/aerodynamics	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Length	4,499 mm	4,499 mm	4,499 mm	4,499 mm
Width (including exterior mirrors)	1,852 mm (1,978 mm)	1,852 mm (1,978 mm)	1,852 mm (1,978 mm)	1,852 mm (1,978 mm)
Height	1,295 mm	1,290 mm	1,298 mm	1,293 mm/ 1,292 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres	125 litres	125 litres	125 litres
Tank capacity (refill volume)	68 litres (67 litres)	68 litres (67 litres)	68 litres (67 litres)	68 litres (67 litres)
Drag coefficient	0.29	0.30	0.30	0.30

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in accordance with the measurement method required by law (Regulation [EC] 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Valid in the countries listed only.

Technical data.

	911 Targa 4	911 Targa 4S
Engine		
Cylinders	6	6
Displacement	2,981 cm³	2,981 cm³
Max. power (DIN) at rpm	272 kW (370 hp) 6,500	309 kW (420 hp) 6,500
Max. torque at rpm	450 Nm 1,700–5,000	500 Nm 1,700–5,000
Compression ratio	10.0:1	10.0:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual transmission	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.2 m	11.2 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 56)	Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 56)
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾ Data determined in accordance with the measurement method required by law (Regulation [EC] 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾ Valid in the countries listed only.

	911 Targa 4	911 Targa 4S
Weights	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,570 kg/1,590 kg	1,580 kg/1,600 kg
Unladen weight (EC) ¹⁾	1,645 kg/1,665 kg	1,655 kg/1,675 kg
Permissible gross weight	2,000 kg/2,015 kg	2,025 kg/2,040 kg
Performance	Manual/PDK	Manual/PDK
Top speed	289 km/h/287 km/h	303 km/h/301 km/h
0–100 km/h	4.7 secs/4.5 secs	4.4 secs/4.2 secs
Sport Chrono Package (in conjunction with PDK) 0–100 km/h with Launch Control	–/4.3 secs	–/4.0 secs
0–160 km/h	10.1 secs/9.7 secs	9.1 secs/8.7 secs
Sport Chrono Package (in conjunction with PDK) 0–160 km/h with Launch Control	–/9.4 secs	–/8.4 secs
Flexibility (80–120 km/h), 5th gear	5.9 secs/–	5.2 secs/–
Overtaking acceleration (80–120 km/h)	–/2.9 secs	–/2.5 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK
Urban in l/100 km	12.4/10.3	12.6/10.4
Extra urban in l/100 km	6.9/6.5	6.8/6.7
Combined in l/100 km	8.9/7.9	9.0/8.0
CO ₂ emissions in g/km	206/182	208/184
Efficiency class³⁾	Manual/PDK	Manual/PDK
Efficiency class (Germany)	F/D	F/D
Efficiency class (Switzerland)	G/G	G/G
Dimensions/aerodynamics	Manual/PDK	Manual/PDK
Length	4,499 mm	4,499 mm
Width (including exterior mirrors)	1,852 mm (1,978 mm)	1,852 mm (1,978 mm)
Height	1,288 mm	1,293 mm/1,291 mm
Wheelbase	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres	125 litres
Tank capacity (refill volume)	68 litres (67 litres)	68 litres (67 litres)
Drag coefficient	0.30	0.30



Tyre identification.

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	235/40 ZR 19	E	B-A	🔊 – 🔊	71-68
	295/35 ZR 19	E	B-A	🔊 – 🔊	74-71
	245/35 ZR 20	E	A	🔊	71
	305/30 ZR 20	E	A	🔊	74

🔊 Quiet rolling noise, 🔊 Moderate rolling noise, 🔊 Loud rolling noise. For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.



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Time and time again, we will create a 911 that is different – from the expected. In this tradition also lies its future. It never tries to be what many believe the 911 ought to be, which is exactly why there's one thing it will always be:

The 911.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (07/15). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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