PORSCHE

The 911 Turbo

The benchmark

Benchmark: the 911 Turbo principle.

There are a few turbos. But there is only one 911 Turbo. This discovery might not be completely new. But for us it applies more than ever. Because the 911 Turbo is our benchmark – for everything that we build. The starting point for getting to the very limit of what can be done. Once again.

You can follow examples.
Or you can leave your own tracks.

The 911 Turbo concept.

On the moon. At the North Pole. In the deepest jungle. There isn't one place where someone hasn't already been and opened up new territory, raised the flag and written history.

So where should we place ourselves? Behind the predecessors? We would certainly get there. With a familiar solution. With something that works. But can we go further?

The answer is obvious. And it takes courage. The courage to take new routes which question what was once cast in stone. Where others give up, that's where our engineers begin. Only then will the future be more than just the next page of the calendar.

With the 911 Turbo it has tradition. The tradition of leaving the beaten path. Like in 1974 – not a good time to start developing a super sports car. Oil crisis and economists dictating puritanical thrift in the car industry. What was a sports car manufacturer to do? One option: ignore the needs of the moment and go for maximum power. Or another option: follow the specified route.

In Zuffenhausen we analysed both scenarios – and then took a third route: optimising cost and benefits, the Porsche way. Getting the most out of available resources, adding power and increasing efficiency. The result was the 911 Turbo. At the Paris motor show, people shook their heads at first. They had to take a closer look to find out that there was actually more than raw power hiding behind the 191 kW (260 hp). Under the hood: where, with six cylinders and 3-litre displacement, they found a small, compact engine which, despite its relatively small displacement, had a surprising amount of power to give.

Head shaking turned to appreciation. It quickly became clear that the Turbo was going to be a reference for sports cars – which was a challenge for our engineers because the bar was set high. And with every generation, we have to raise it a bit higher.

Unrealistic. Much too idealistic, you might say. We have to admit that we never fail to be surprised by the answers our development centre comes up with.

Ultimately we ask for more performance in the maximum power range – and with lower consumption values.

In the latest generation of the 911 Turbo, our engineers have redeveloped 90 % of the components and again provided a reference. With greater engine power, with Porsche Doppelkupplung (PDK), fitted as standard in all models, a considerably more comprehensive standard specification and thermal management. Expectations have been exceeded with the rear-axle steering and the Porsche Active Aerodynamics (PAA), used here for the very first time in a road car. Just a few of the answers that turn a Porsche made for the racetrack into a sports car for everyday use. And which show that you only succeed if you measure yourself against your own dreams. Our engineers have been measuring themselves against their dreams for 50 years. When they had the idea of the 911, they established the future tradition. The 911 Turbo is continuing it.

What distinguishes it at heart is the absolute desire for performance. To reach the very limit of what is possible. But not at any price. It intelligently takes responsibility – with a high level of safety for driver and passenger and excellent efficiency values for the environment. In the end it's personality that makes every 911 Turbo stand out from the crowd. Personality expressed in a way that is setting standards for sports cars – in looks and function.

The 911 Turbo. The benchmark since 1974. And now, in the latest generation, it has found its most powerful expression.

Starts off on graph paper. Doesn't fit into any grid.

Design.

A lot of designed objects are beautiful. Very few remain so: the spirit of time gets dusty quickly. Design can only really be convincing if form is not just a shell, but follows function. When we feel that the object before us cannot, should not be anything else. Then we have something that we can call timeless; something that will become the reference. The basis for the next stage of development.

There can be no doubt about the origin of the 911 Turbo. In its form, proportions and lines, it is clearly a Porsche. The wings are higher than the front lid; the 28 extra millimetres at the back compared to the previous generation are designed to look especially powerful. Height and overhangs have been reduced, while the wheelbase is 100 mm longer, improving stability and stretching the roof line. The 911 Turbo models look more powerful and even more sporty.

A typical feature of the 911 Turbo is the rear wing. Together with adaptive spoiler at the front, it forms the Porsche Active Aerodynamics system (PAA, see page 59).

The design of the 911 Turbo is also setting standards as a Cabriolet. With both form and function: integrated supporting magnesium elements make the fabric hood light and extremely stable. And, not least, they help retain the distinctive form of the 911.

1

2

3

The 20-inch wheels on all models are forged and designed in a high-quality two-tone look. The standard wheels at the front and rear of the 911 Turbo S are half an inch wider than on the 911 Turbo models and have a central locking device derived from motorsport.

Another standard feature on the 911 Turbo S models is the nose panel with additional air blades and the SportDesign exterior mirrors with V-shaped base. Their delicate appearance proves that sportiness isn't just a question of power. Because you can save on material – and gain in looks.

The LED main headlights featuring Porsche Dynamic Light System Plus (PDLS+, see page 63) are another example of the high standards we set in the design of the 911 Turbo models. They use little energy and give the S models an even more memorable look, as standard. They are also available as an option for the 911 Turbo and the 911 Turbo Cabriolet.

Inside – the evolution of the Turbo principle continues. The interior is focused on just one thing: the driver. All of the information comes together behind the steering wheel. The rising central console is impressive with an intelligent operating concept and clever ergonomics.

A classic reference is provided by the five round instruments with the rev counter in the middle. The instrument cluster with high-resolution 4.6-inch colour screen provides you with all of the information from the on-board computer or audio system.

Sportiness and comfort are combined in the fully electric Sports seats. Fitted as standard in the 911 Turbo models. The emphasis is placed firmly on sport by the adaptive Sports seats Plus with 18-way adjustment. Fitted as standard in the 911 Turbo S models. All models have electric steering column adjustment and memory package as standard.

A feature that distinguishes the 911 Turbo S models is the distinctive two-tone leather interior in Black and Garnet Red, combined with the carbon interior trim package.

And, thanks to the great scope for personalisation, you can set your own personal standards in the interior. With a wide range of different interior colours and materials, such as wood, leather, aluminium or carbon.

Summary: the design stands for itself. Not with fashionable gadgets. Not because it represents the spirit of time. But because it remains true to its own principles – and so continues to develop.

1 SportDesign exterior mirror | **2** 911 Turbo S front panel with air blades

3 911 Turbo S interior in Black and Garnet Red

The laws of physics. Reinterpreted.

Engineering.

A benchmark provides direction. Not to cling to, but to provide a new starting point.

The heart of the 911 models is the 3.8-litre boxer twin-turbo engine with variable turbine geometry (VTG). It sits in the rear and provides more power than ever before (see page 31). In all models, power is transmitted to the road by Porsche Doppelkupplung (PDK) and Porsche Traction Management (PTM) active all-wheel drive.

Rear-axle steering, fitted as standard (see page 52), adapts to different driving situations, thereby improving agility and stability. For straight sections of road and for bends, Porsche Dynamic Chassis Control (PDCC) is standard equipment in the 911 Turbo S models. PDCC ensures that the car sits more solidly and holds the road better.

The Porsche Active Aerodynamics system (PAA, see page 59) enhances both everyday practicality and performance. A contradiction that has been resolved by the flexible settings of front spoiler and rear wing. Resulting in better road clearance at the front, greater stability, lower fuel consumption on the road and impressive times on the racetrack.

More power. Greater efficiency. Job done? Not unless we need safety to keep up as well. This is ensured by driver assistance systems (see page 83 onwards) such as the speed limit indicator, reversing camera or adaptive cruise control including Porsche Active Safe (PAS).

The LED main headlights, including Porsche Dynamic Light System Plus (PDLS+, see page 63) provide excellent orientation and make driving much less tiring. Standard in the 911 Turbo S models and available as an optional extra for the 911 Turbo and the 911 Turbo Cabriolet.

Summary: technical milestones marking the way to the future.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

**The limits of what is achievable
are only stages on the way to the destination.**

The 911 Turbo.

You don't get to be a fixed quantity by decree. You have to work hard for that status. Millimetre by millimetre. Only with this attitude can you expand the limits of what is possible. As demonstrated by the 911 Turbo.

Low at the rear and close to the road. The 3.8-litre twin-turbo engine in the 911 Turbo delivers: 383 kW (520 hp) at 6,000–6,500 rpm. The maximum torque is 660 Nm. The standard Porsche Doppelkupplung (PDK) and active all-wheel-drive Porsche Traction Management (PTM) ensure that the power is transmitted to all four wheels. The result is a top speed of 315 km/h and an acceleration from standing to 100 km/h in 3.4 seconds. The optional Sport Chrono Package reduces this figure even more: to sprint from 0 to 100 km/h in just 3.2 seconds. Thanks to Porsche Active Aerodynamics (PAA), which is fitted as standard, optimum drive values at high speeds and a fuel-saving drag coefficient can now also feature in everyday use.

The 911 Turbo has 20-inch two-tone wheels as standard. An extremely dynamic drive yet excellent comfort are ensured, as standard, by the rear-axle steering, Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring Plus (PTV Plus) including rear differential lock.

The interior follows one clear line: sporty, yet comfortable. For example with the leather trim that comes as standard and the fully electric Sports seats including electric steering column adjustment.

Porsche Communication Management (PCM) with navigation module brings all information clearly together and has intuitive controls. The BOSE® Surround Sound System enhances the typical Porsche sound with another impressive sound experience, as standard.

We work hard, push boundaries, millimetre by millimetre. The result? A fixed quantity. The 911 Turbo.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Absolute silence.
Only the power principle speaks volumes.

The 911 Turbo S.

It sprints from 0 to 100 km/h in 3.1 seconds. Yet the 911 Turbo S also stands for great composure. It sounds paradoxical at first but it is made believable by the playful ease with which the S model reaches its maximum performance values.

The 3.8-litre, 6-cylinder, twin-turbo engine delivers 412 kW (560 hp) between 6,500 and 6,750 rpm – that's 29 kW (40 hp) more than the 911 Turbo.

The maximum torque is 750 Nm with overboost, a function of the Sport Chrono Package including dynamic engine mounts which is fitted as standard. The power is transmitted by the 7-speed Porsche Doppelkupplung (PDK) to the active all-wheel-drive Porsche Traction Management (PTM). And we should mention the top speed again: 318 km/h. These performance values are impressive because they are set against consumption values that are no less important. The 911 Turbo S shows an average fuel consumption in the NEDC of just 9.7 litres over 100 km. This reference value is achieved thanks, amongst other things, to Porsche Active Aerodynamics (PAA): the flexible adjustment of front spoiler and rear wing improves performance – and lowers consumption.

And the 911 Turbo S also has rear-axle steering as standard. This combines the various demands of a high-performance sports car that is suitable for everyday use: excellent agility and great driving stability. Yet another apparent Porsche paradox.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Porsche Dynamic Chassis Control (PDCC) is fitted as standard to stabilise sway. Together with Porsche Active Suspension Management (PASM) – a system that electronically controls the shock absorbers – and Porsche Stability Management (PSM), it ensures that the 911 Turbo S is not only setting standards in terms of dynamics, but also in terms of the chassis.

Composure is also generated by the high-performance braking system, the Porsche Ceramic Composite Brake (PCCB). It has already satisfied the toughest requirements on the racetrack and is a standard feature in the 911 Turbo S.

Excellent levels of comfort are provided by systems that are fitted as standard, such as cruise control or ParkAssist front and rear. And the LED main headlights in conjunction with the Porsche Dynamic Light System Plus (PDLS+).

The enthusiasm of the 911 Turbo S is also evident at the rear: with the ‘turbo S’ logo and the dark chrome tailpipe trim. We can see this on the side with the SportDesign exterior mirror with V-shaped base and the gloss-lathed, forged 20-inch 911 Turbo S wheels. Their central locking devices are derived from racing sport.

In the interior, exclusive materials in a high-quality finish are standard. Specifically: the two-tone leather interior package in Black and Garnet Red. The interior trim in carbon. The door sill guards with the ‘turbo S’ logo. The adaptive Sports seats Plus with 18-way adjustment and driver memory package and leather-covered backrest shell with double French seam.

Performance generates composure. Not a paradox. But standard in the 911 Turbo S.

One of the few objectives in our life where the sky's still the limit.

The 911 Turbo Cabriolet and the 911 Turbo S Cabriolet.

It's a long way up, and sometimes it can also be arduous. But when you get to the top you can breathe in the mountain air and enjoy the view. Especially during the drive.

In the 911 Turbo Cabriolet and 911 Turbo S Cabriolet, the optimum conditions for an intense open air experience are created not only by the fabric hood and electrically powered wind deflector, but also by the performance capabilities of the 3.8-litre twin-turbo engines. Their power and torque ratings are identical to those of the Coupé engines.

The 911 Turbo Cabriolet develops 383 kW (520 hp), enabling it to accelerate from 0 to 100 km/h in 3.5 seconds. It reaches a top speed of 315 km/h. The figures for the 911 Turbo S Cabriolet are even more impressive: 412 kW (560 hp), top speed 318 km/h, acceleration from 0 to 100 km/h in just 3.2 seconds.

Apart from some customary Cabriolet-specific engineering, both models come equipped with the same drivetrain technologies and standard specification as their respective Coupé counterpart.

Despite their comparatively low weight, the 911 Turbo Cabriolet models offer exemplary torsional rigidity and flexural strength. And an outstanding safety concept: an automatically deploying roll-over protection system, full-size airbags for driver and front passenger and the Porsche Side Impact Protection System (POSIP) provide a high level of protection even when the roof is down (see page 69).

The 911 Turbo Cabriolet models: our benchmark for open-top driving.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Hood.

The standard equipment in a cabriolet: the hood. Much more than the standard: the completely revised fabric hood in the 911 Turbo Cabriolet models. Three integrated supporting magnesium elements make it extremely stable – yet light and flexible.

Another benefit is that the hood is smooth and taut. The fabric is close-fitting and the design line even more elegant than in the previous generation. Purely superficial? Yes. If you disregard the low drag coefficient. In the 911 Turbo Cabriolet models it is just 0.31.

The glass rear windscreen is scratch-resistant and heated. A water deflecting edge on the hood makes sure that no rainwater can drip onto you when you open the doors.

The hood is electrically operated by a button in the central console or on the vehicle key. It opens or closes in just 13 seconds – at speeds of up to 50 km/h. The hood folds in a Z-shape so the inside is always well protected.

Inside, the roof is covered with heat- and noise-insulating material, resulting in uniform interior temperatures and effective wind noise suppression. What do you hear instead? That rich Porsche sound of course.

Electric wind deflector.

Developed in a wind tunnel and made for relative wind: the 911 Turbo Cabriolet models have an electric wind deflector as standard equipment. This ensures that you can drive with the top down and a low drag coefficient. And with minimal wind noise.

Manually fitting and removing the wind deflector? No longer necessary. It is integrated directly into the body and rests behind the back seat system. So it does not need any additional space inside the vehicle or in the luggage compartment and is ready to use at any time.

You can extend and retract the wind deflector at speeds of up to 120 km/h – at the press of a button and in only 2 seconds. For more enjoyable driving per kilometre with the hood down.

Power.

In the 911 Turbo we like to take up established traditions: rear engine, turbocharge, maximum performance. A good basis for achieving the ultimate goal: setting a benchmark in terms of performance, efficiency and the future.

Rousing ideas stir the fire within.

Engine.

Six cylinders. Rear engine. In a boxer arrangement. There are some principles from which we never deviate. Because the typical Porsche construction and the position of the drive unit guarantee very good load changing, excellent balancing of masses, a low-vibration drive and a low centre of gravity. The cylinders are placed in two opposite rows, with a total displacement of 3.8 litres.

But we still haven't mentioned what makes a Porsche a 911 Turbo: two exhaust turbochargers with variable turbine geometry. Together with the expansion intake manifold and VarioCam Plus. You might call it the fire within the 911 Turbo models. Or simply an extremely good basis for setting benchmarks. It comes in two power levels:

The 911 Turbo and the 911 Turbo Cabriolet deliver 383 kW (520 hp) available between 6,000 and 6,500 rpm and 660 Nm torque between 1,950 and 5,000 rpm (and briefly up to 710 Nm with the overboost function that comes with the optional Sport Chrono Package, see page 46).

The 911 Turbo S models have 412 kW (560 hp) available between 6,500 and 6,750 rpm. The maximum torque is 700 Nm, with no restriction. And it can increase to 750 Nm, thanks to the overboost function that comes with the Sport Chrono Package, which is fitted as standard.

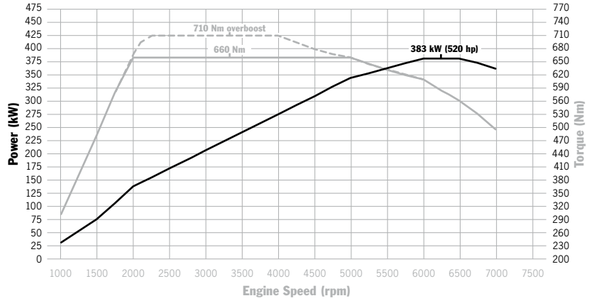
When you have so much to give you have to make savings elsewhere. For instance in fuel consumption and CO_2 emissions. These are up to 16 % lower than the values of the previous generation. The result of technologies that keep the vehicle weight low and make optimum use of the fuel. These also include efficiency-enhancing measures such as thermal management, electrical system recuperation, the auto start/stop function or the coasting function. More on these functions can be found on pages 36 and 40.

Another good example: the 911 Turbo models already meet the Euro 6 emissions standard which will be obligatory for all new petrol-engine cars from September 2015.

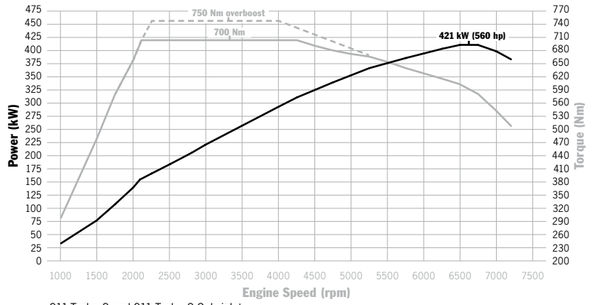
For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Both versions of the engine have direct fuel injection (DFI). DFI injects the fuel directly into the combustion chamber with millisecond precision. Injection and taper angle are optimised for torque, performance, consumption and emissions. The engine control system adjusts the injection timing individually for each cylinder and the injection quantity for each cylinder bank. The greater compression achieved provides more power – and makes the engine more efficient.

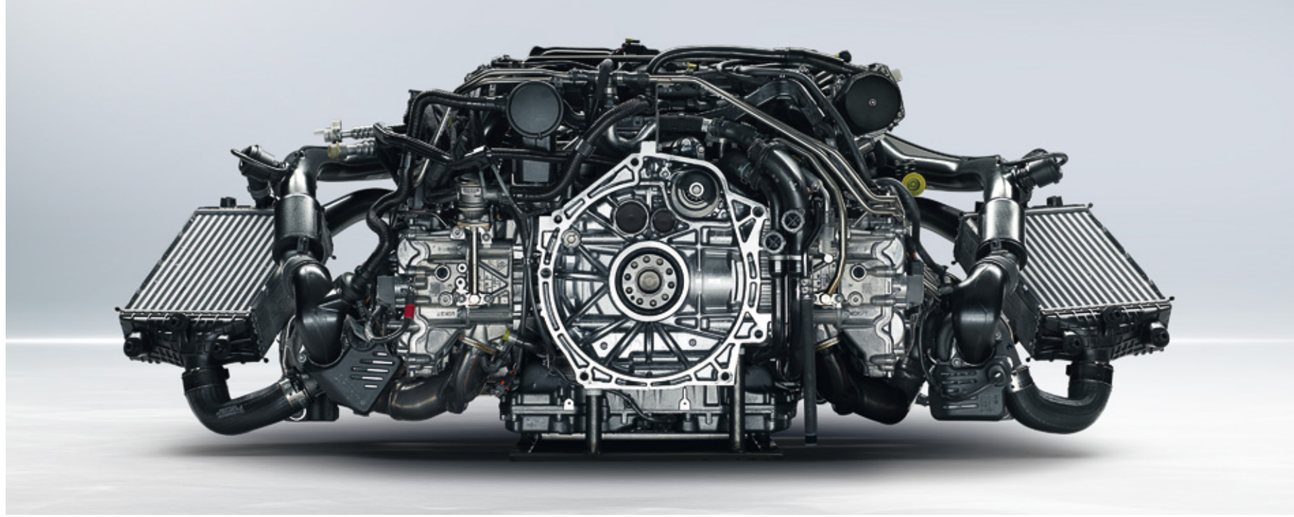
The integrated dry-sump lubrication ensures reliable oil supply and also performs additional cooling functions. The electronic oil pump supplies oil when it is needed. Simply efficient. Because the oil reservoir is integrated into the engine, there is no need for an external oil tank. This saves space. And, above all, weight.



911 Turbo and 911 Turbo Cabriolet:
660 Nm between 1,950 and 5,000 rpm, 383 kW (520 hp) between 6,000 and 6,500 rpm



911 Turbo S and 911 Turbo S Cabriolet:
700 Nm between 2,100 and 4,250 rpm, 412 kW (560 hp) between 6,500 and 6,750 rpm

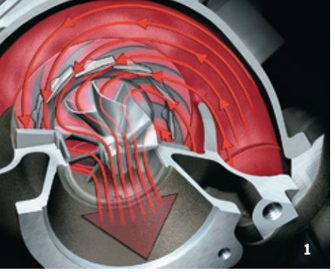


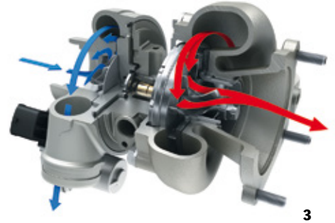
The 3.8-litre, 6-cylinder boxer engine is made with a lightweight metal design. The engine's low weight-to-power ratio increases agility and lowers consumption. Forged connecting rods are used.

To increase strength, the engine has forged aluminium pistons, specifically cooled by oil injection nozzles, running in cylinders made from an aluminium/silicon alloy.

All of this is not without consequences. For you. For the 911 Turbo driving experience. To put it more precisely, for an extraordinary engine power and surprisingly low consumption, especially when compared to engines with much greater displacement. Simply a lot of fire. And a whole lot of ideas.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.





Variable turbine geometry (VTG).

The variable turbine geometry of the twin water-cooled exhaust gas turbochargers goes a long way to resolving the conflict of aims of normal turbochargers. With this technology, the gas flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry in all types of turbo, large or small. And thus achieve the optimum gas-flow characteristics. The guide vanes are controlled by the engine management system.

This results in a high turbine speed – and therefore greater boost pressure – even at low engine rpm. With more air available, the combustion is increased, yielding better power and torque. The torque curve reaches its maximum level much sooner – and stays there. Variable turbine geometry also improves the response of the turbo engine with dynamic boost pressure development.

When the boost pressure reaches its maximum value, the guide vanes are opened further. By varying the vane angle, it is possible to achieve the required boost pressure over the entire engine speed range. So excess pressure valves are no longer required.

The fuel economy that is achieved despite the high power output is impressive. Simply efficient, just as it should be with a turbo. A 911 Turbo to be precise.

VarioCam Plus.

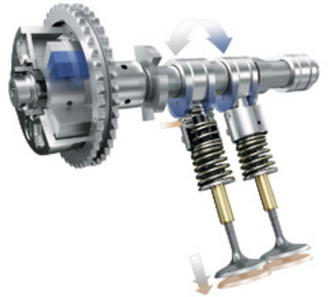
VarioCam Plus is a two-in-one engine concept that adjusts the camshafts on the inlet side and controls valve lift.

The system distinguishes between normal everyday and maximum power requirements and adapts to the corresponding conditions. The switchover is performed imperceptibly by the electronic engine management system.

The result is spontaneous acceleration, an extremely quiet drive and extraordinary engine power with comparatively low fuel consumption.

Expansion intake manifold.

More power for less fuel. Sounds paradoxical, but it's really quite simple. You just have to have the nerve to question the norm.



For instance with the expansion intake manifold in the 911 Turbo models. With a traditional resonance manifold, more air means more power. The compression effect in the intake system is used to press as much of the fuel/air mixture as possible into the cylinders. Unfortunately, compression not only increases air volume, it also increases air temperature. And this has a negative effect on the ignition.

Our expansion manifold turns that principle around. The internal geometry is radically different from that of a resonance intake system. Key modifications include a longer distributor pipe, with a smaller diameter, and shorter intake pipes. As a result, the air is in the expansion phase as it enters the combustion chambers. Since expansion always cools, the air/fuel temperature is lower and ignition is significantly improved – thereby increasing performance.

The amount of air that enters the engine under expansion is less than it would be under compression. To compensate for this, we've simply increased the boost pressure. The resulting increase in temperature – again through compression – is immediately offset by the uprated intercoolers.

Instead of hot compressed air entering the combustion chambers, we now have cooler air generating more power and torque. As a consequence, there is a major improvement in engine efficiency. And therefore lower fuel consumption, even under heavy loads and at high revs.

1 Vanes closed | **2** Vanes open | **3** Variable turbine geometry (VTG) | **4** VarioCam Plus

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Thermal management.

The thermal management system regulates the temperature in the engine and gearbox through the intelligent manipulation of heat flow. In this way, the engine and gearbox reach their optimum operating temperature sooner. As a result, fuel consumption is reduced by means of the increased combustion efficiency and lubrication performance.

Auto start/stop function.

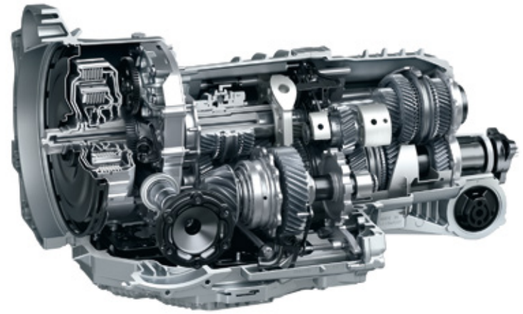
The auto start/stop function is standard in the 911 Turbo models. When the speed falls below 7 km/h and the car is decelerating normally, the engine switches off. For example, as you are approaching a red traffic light.

Audio and communication systems remain switched on. The climate control continues to maintain your selected temperature. The engine starts again when you release the brake or move the steering wheel.

The auto start/stop function may remain inactive under particular circumstances, for example: extreme outside temperatures, when the SPORT button is selected or if battery charge is low. It is also possible to deactivate the function manually using a separate button on the centre console.

Electrical system recuperation.

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



To make something happen,
you have to be able to convey your principles.

Transmission.

Porsche Doppelkupplung (PDK).

All of the 911 Turbo models are equipped as standard with PDK featuring manual and automatic modes. PDK delivers remarkably fast gear changes without interrupting the flow of power. With excellent acceleration values and low consumption. With the same high level of comfort.

PDK has seven gears at its disposal. Gears one to six have a sports ratio and top speed is reached in 6th gear. The 7th gear has a long ratio and helps to reduce fuel consumption by keeping engine revs low.

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.

Depending on the gearshift programme (SPORT button activated or deactivated), the gear change is optimised for comfort or for sporty driving.

With the optional Sport Chrono Package (standard in the 911 Turbo S models) PDK is enhanced by the ‘Launch Control’ and ‘motorsport-derived gearshift strategy’ functions.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Coasting.

The coasting function enables you to save even more fuel where the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. In this way, optimum use is made of the vehicle's momentum, allowing it to coast for longer distances.

For example, you may want to slow down from 100 to 80 km/h in anticipation of the change of speed limit ahead. As soon as you release the accelerator pedal, PDK deselects the current gear automatically and you begin to coast in neutral until you have reached your desired speed. The moment you engage the accelerator or brake pedal, PDK selects the appropriate gear smoothly and seamlessly within a fraction of a second.

Another way to reduce fuel consumption is to utilise the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long journeys, such as on the motorway. PDK remains ready to respond as swiftly and precisely as you would expect.

In short, driving in coasting mode makes a real impact on fuel consumption without any need for compromise on comfort or sporty performance.

Porsche Traction Management (PTM).

Porsche Traction Management (PTM) with water-cooled front-axle gearbox is standard in all 911 Turbo models. It is an active all-wheel-drive system with an electronically variable map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

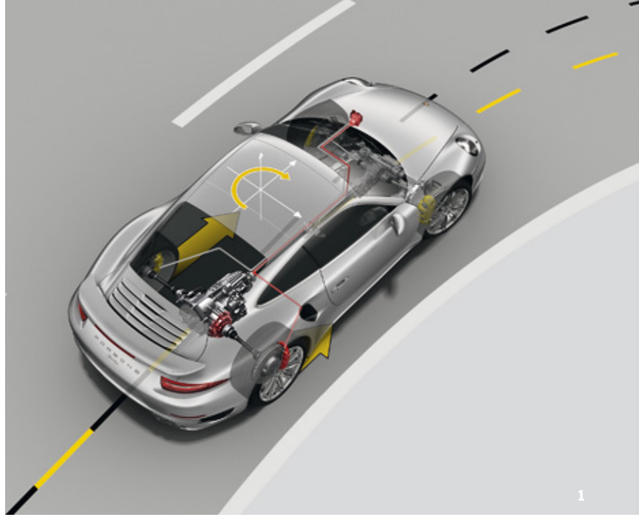
And it delivers the high power of the 911 Turbo models even more effectively and efficiently to the road. This is thanks to the water cooling system for the front-differential gearbox. Water conducts heat better than air. So the cooling jackets placed on the gearbox have several advantages: when you set off, the water ensures that the gearbox warms up more quickly – and reaches its optimum temperature sooner. And during the drive itself, the heat produced is dissipated more easily. So more torque – i.e. more drive force – can be transmitted through the gearbox to the front axle.

Drive power is distributed between the permanently driven rear axle and the front axle by means of the electronically variable multi-plate clutch.

The status 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 begin to lose traction under acceleration, a greater proportion of the drive power is automatically transmitted to the front axle by a more positive engagement of the multi-plate clutch. In addition, ASR prevents wheel spin by adapting the engine's power output. During cornering, the optimal level of drive power is distributed to the front wheels to ensure excellent lateral stability.

In conjunction with Porsche Stability Management (PSM), PTM helps to ensure the perfect distribution of drive power for optimum traction in most road scenarios, whether on long straights, through tight corners, or on surfaces with different friction coefficients.



Porsche Torque Vectoring Plus (PTV Plus) including electronic rear differential lock.

Standard in all 911 Turbo models: PTV Plus. The system actively enhances vehicle dynamics and stability and operates, in conjunction with an electronic rear differential lock, by varying the distribution of torque applied to the rear wheels.

As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV Plus is able to improve steering response and steering precision by specific braking of the right or left rear wheel.

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

At low and medium vehicle speeds, PTV Plus significantly increases agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock, with infinitely variable torque distribution, ensures greater driving stability.

The system thus interacts with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions, including the wet and snow.

But what does that mean for the driver? Remarkable stability, easier handling and outstanding traction. As well as greater agility at every speed with precise steering and stable load transfer characteristics. What else? Unrivalled driving pleasure at every twist and turn.

1 Porsche Torque Vectoring Plus (PTV Plus)

The SPORT button.

Fitted as standard, 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. In conjunction with the Sport Chrono Package (standard in the 911 Turbo S and the 911 Turbo S Cabriolet), the overboost function is then active and the dynamic engine mounts much firmer.

In SPORT mode, Porsche Doppelkupplung (PDK) ensures that upshifts take place at higher engine speeds and downshifts happen sooner. Coasting mode and the auto start/stop function are deactivated.

Sport Chrono Package including dynamic engine mounts.

The Sport Chrono Package including dynamic engine mounts is standard in the 911 Turbo S models and available as an option for the 911 Turbo and the 911 Turbo Cabriolet. This integrated system provides simultaneous enhancement for the chassis, including rear-axle steering, engine, transmission and aerodynamics.

The main features include a digital and analogue stopwatch mounted on the dashboard, a performance display in the Porsche Communication Management system (PCM), the SPORT PLUS button and the overboost function.

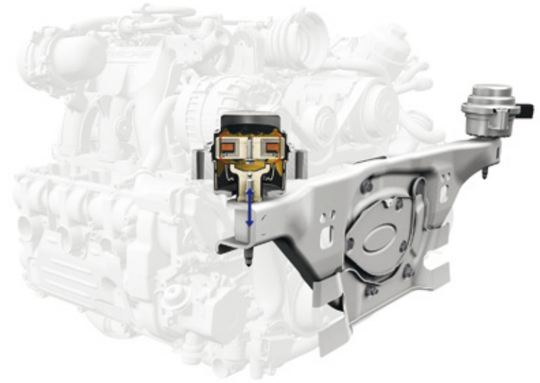
On activation of SPORT PLUS mode, the electronic engine management makes the engine even more responsive, Porsche Active Suspension Management (PASM) and Porsche Dynamic Chassis Control (PDCC) – standard in the 911 Turbo S models – switch to SPORT PLUS mode and a harder damping setting, more direct steering on bends and much better roll stabilisation. And the rear-axle steering reacts more directly – for even more agile steering. As part of Porsche Active Aerodynamics (PAA), the front spoiler and rear wing are also included in the performance setting in SPORT PLUS mode. So you can make full use of the performance potential of your 911 Turbo – especially on the racetrack.

In SPORT PLUS mode, the trigger threshold for PSM is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing sportier braking and exit acceleration. For maximum dexterity, PSM can be set to standby while the car is still in SPORT PLUS mode. Although, for safety, it's still there in the background.

With the SPORT or SPORT PLUS button active, under full acceleration, the maximum boost pressure in the lower and medium speed ranges is now temporarily increased by approximately 0.15 bar: the overboost. Engine torque is also boosted by 50 Nm for a short time – to 710 Nm in the 911 Turbo and the 911 Turbo Cabriolet. In the 911 Turbo S models it goes up to 750 Nm.

The Sport Chrono Package has two additional functions. For a sporty drive that borders on a motorsport experience. The first function is Launch Control. When performing laps, for example, this helps you achieve optimum acceleration from a standing start, a racing start in other words.

1 Digital and analogue stopwatch mounted on the dashboard | **2** SPORT buttons in the centre console | **3** Display on the multifunction steering wheel with Sport Chrono Package



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The second function is the ‘motorsport derived gearshift strategy’. Using this, PDK is geared up for the shortest possible shift times and optimum shift points for maximum acceleration. Ideal for the racetrack.

Another key component of the Sport Chrono Package is the stopwatch mounted on the dashboard. The PCM has a special performance display to view, store and evaluate lap times or other driving times.

Dynamic engine mounts.

The laws of physics are a fixed quantity. We cannot change them. But we can use them. To reach our destinations faster, for instance.

You will take bends more precisely with the dynamic engine mounts as part of the Sport Chrono Package. The electronically controlled system minimises the oscillations and vibrations of the entire drivetrain, especially the engine, and combines the benefits of a hard or soft engine mounting arrangement.

A hard engine mounting delivers optimum dynamic performance because it offers the highest degree of handling precision possible. Soft engine mounts, on the other hand, minimise oscillations and vibrations. While comfort is improved on uneven road surfaces, this comes at the expense of dynamic performance.

1 Dynamic engine mounts

Our engineers have solved this problem by enabling the engine mounts to adapt their stiffness and damping properties to changes in driving style and road surface conditions. This has been achieved by use of a fluid with magnetic properties in interaction with an electrically generated field. For the driver, the results are tangible. Stiffness and damping adapt to the conditions. Handling is perceptibly more stable under load change conditions and in fast corners. Whenever a less assertive driving style is adopted, the dynamic engine mounts provide a greater level of comfort.

Once again we see that you can stick to the rules – and yet still achieve more. More driving enjoyment for example.

Setting the benchmark also means not deviating from your own line. Especially around bends.

Chassis.

The chassis of the 911 Turbo models enables smooth high-speed manoeuvres. The car offers exceptionally high levels of stability. Its cornering agility can scarcely be described in words. The 20-inch wheels, fitted as standard to all models, also play their part.

In everyday use and in sport, the 911 Turbo models are supported by the rear-axle steering (see page 52). This makes handling much more responsive at low speeds. While, at the same time, increasing stability at high speeds.

Another key contribution to the 911 Turbo driving experience is made by chassis control systems, such as Porsche Stability Management (PSM, see page 56) and Porsche Active Suspension Management (PASM, see page 54). As well as Porsche Dynamic Chassis Control (PDCC, see page 56) – which is standard in the 911 Turbo S models, and available as an option for the 911 Turbo and the 911 Turbo Cabriolet.

Agility and stability. Great sports performance and great comfort. For the 911 Turbo models those are not contradictions, but development goals.

Rear-axle steering.

Thanks to the rear-axle steering which is fitted as standard, everyday practicability and performance have both been equally increased. The system consists of two electromechanical actuators fitted on the rear axle instead of the conventional tie rod. It therefore steers the rear wheels of the 911 Turbo models around up to 2.8 degrees in the same or opposite direction as the steering angle on the front axle, depending on speed.

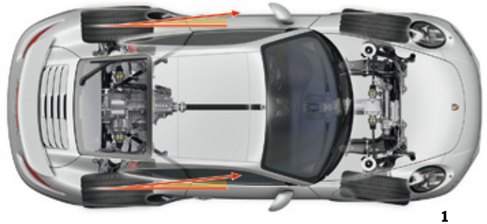
At speeds up to 50 km/h the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. The turning circle is reduced, steering into corners becomes much more dynamic and parking is noticeably easier.

At speeds above 80 km/h, the system steers the rear wheels in the same direction as that of the front wheels. The result is a virtual extension of the wheelbase and increased stability, for example when performing high-speed manoeuvres on the motorway.

Between 50 and 80 km/h the steering direction is constantly changing depending on the driving conditions.

Thanks to the excellent stabilising properties of rear-axle steering, it has also been possible to make the steering ratio on the front axle more direct around the central position. The advantage is greater agility without any loss of stability at higher speeds.

The flexibility of the rear-axle steering makes it clear that there is no contradiction between stability and agility, performance and everyday practicality. The result is greater manoeuvrability in day-to-day driving – and a clearly noticeable increase in maximum performance.



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1 More agile effect of rear-axle steering | **2** Stabilising effect of rear-axle steering

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Porsche Active Suspension Management (PASM).

Included as standard equipment, Porsche Active Suspension Management (PASM) is an electronic active damping system. It offers continuous adjustment of the damping force on each wheel, based on current road conditions and driving style.

At the press of a button, the driver can choose between two modes. While 'Normal' mode provides a blend of performance and comfort, SPORT mode has a much firmer range of settings. The system responds to changing road conditions and/or driving style by continuously varying the individual damping forces within the parameters defined for the selected setup mode ('Normal' or SPORT). Pitch and roll are reduced, whilst contact of each wheel with the road is optimised.

The 20-inch 911 Turbo wheel.

Standard in the 911 Turbo and the 911 Turbo Cabriolet: the 20-inch 911 Turbo wheels. They are one inch larger than on the previous generation and improve contact with the road.

The car has 8.5 J x 20 wheels at the front combined with 245/35 ZR 20 tyres. At the rear are 11 J x 20 wheels with 305/30 ZR 20 tyres. The wheels are forged, of course, to reduce weight and unsprung masses.

The 20-inch 911 Turbo S wheel with central locking device.

These forged aluminium wheels painted in black with a polished finish are available as an option for the 911 Turbo models and are fitted as standard on the 911 Turbo S models. They are especially light and are setting standards in driving comfort and performance – as well as in design. With central locking device including chromium-plated trim with coloured Porsche Crest.

There are 9 J x 20 wheels on the front fitted with 245/35 ZR 20 tyres and 11.5 J x 20 wheels at the rear with 305/30 ZR 20 tyres.

A sports-oriented focal point is the black central locking devices derived from motorsport. By reducing rotating masses, they deliver an even more agile driving experience.

Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring (TPM) is included as standard equipment in all models. It warns against low tyre pressure or slow or sudden pressure loss. The driver is informed via the on-board computer display. And the pressures of all four tyres can be checked at any time from the instrument cluster.

1 20-inch 911 Turbo wheel | **2** 20-inch 911 Turbo S wheel with central locking device

Porsche Stability Management (PSM).

As standard, all models are equipped with enhanced Porsche Stability Management (PSM) which 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. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the automatic brake differential (ABD) and anti-slip regulation (ASR). When the SPORT PLUS mode of the Sport Chrono Package is selected, the PSM threshold is raised to allow a sportier driving style.

PSM can be deactivated. It is automatically reactivated, for your safety, only if you brake harder and either of the front wheels (in SPORT PLUS mode, both of the front wheels) requires ABS assistance. ABS and ABD, however, remain active at all times.

Porsche Dynamic Chassis Control (PDCC).

Porsche Dynamic Chassis Control (PDCC) is fitted as standard in the 911 Turbo S models (available as an option for the 911 Turbo models). PDCC 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. With the result that the car holds the road even better and performs even more dynamically.

This effect is achieved with the aid of hydraulic stabilising actuators in the form of cylinders designed to optimise camber. Lateral roll is counteracted by forces generated at each individual wheel, based on steering angle and lateral acceleration.

But what does that mean? Improved dynamic performance and increased ride comfort at all speeds. As well as optimised turn-in and stable load transfer characteristics.

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1 Fast cornering with the 911 Turbo without PDCC (illustration) | **2** Fast cornering with the 911 Turbo S with PDCC (illustration)

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Porsche Active Aerodynamics (PAA).

Objective I: to make the drag coefficient as low as possible. Objective II: to set a new standard for downforce. With the Porsche Active Aerodynamics (PAA).

For the first time at Porsche, in the 911 Turbo models, we have used active aerodynamics as a combination of a multi-stage adjustable front spoiler and a rear spoiler. The front spoiler, which is made from a flexible, pneumatic elastomer, and the rear spoiler will extend and retract synchronously in three positions.

In Stage 1 (Start), front spoiler and rear spoiler are completely retracted. This increases suitability for everyday use because there is less risk of getting caught on ramps, thresholds or kerb edges. The spoiler lip is well protected.

In Stage 2 (Speed), after 120 km/h, the front spoiler and rear spoiler are partially extended. This ensures a high level of stability, a low drag coefficient and enables a high top speed.

Stage 3 (Performance) is activated by the press of a button, with the spoiler button or – in conjunction with the Sport Chrono Package – the SPORT PLUS button.

Front spoiler and rear spoiler are now completely extended. The ‘turbo’ or ‘turbo S’ logo can be seen on the front spoiler lip. Also, in this position, the rear spoiler is tilted by up to 15 degrees. Thanks to the high level of downforce on the front and rear axles, in this setting the car can release its full performance potential, for example on the racetrack. The downforce also provides advantages when braking at high speeds.

Porsche Active Aerodynamics (PAA).
A system that combines everyday use, efficiency and driving performance. And reaches its objectives in the 911 Turbo way.

1 Rear spoiler in Start position | **2** Front spoiler in Start position | **3** Rear spoiler in Speed position | **4** Front spoiler in Speed position | **5** Rear spoiler in Performance position | **6** Front spoiler in Performance position

Responsibility.

If you have power available to you, you can remain calm and look forward to the challenges with composure. But great power also comes with responsibility. For the things that you do and the actions you take. For the driver. For the environment.

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Pedal distance. Braking distance. Distance home. Our engineers are focused on your racing line.

Safety.

Bi-Xenon headlights with PDLS.

The 911 Turbo models are equipped as standard with Bi-Xenon headlights including a headlight cleaning system and dynamic range control – for an even illumination of the road ahead – and also the Porsche Dynamic Light System (PDLS).

The dynamic cornering light function swivels the main headlights towards the inside of a bend.

LED daytime running lights are integrated into the front light units.

LED main headlights incorporating Porsche Dynamic Light System Plus (PDLS+).

LED main headlights incorporating Porsche Dynamic Light System Plus (PDLS+) are available as standard for the 911 Turbo S and the 911 Turbo S Cabriolet (available as an option for the 911 Turbo models). The inner workings of each headlight consist of two housings arranged at different levels – and certainly make an impression.

The LED light is very bright, thus ensuring better illumination of the road ahead. Thanks to optimised near-side and distance lights and the daylight-like colouring and reduced scatter of the light, the eyes become tired less quickly than with other systems.

Porsche Dynamic Light System Plus (PDLS+) is combined with the LED main headlights. In addition to all of the functions provided by PDLS, PDLS+ also has dynamic main beam control. Dynamic main beam control is activated at speeds in excess of 60 km/h and identifies the lights of the car in front as well as oncoming vehicles. The intensity and range of the light cone can then be individually adapted to the current situation.

Daytime running lights are integrated into each headlight in the form of four LED spots encircled by a light ring.

Lighting concept.

The front light units of the 911 Turbo models incorporate LED direction indicators and position lights. Automatic headlight activation is also included as standard. The moment it gets dark, the dipped headlights switch on automatically.

LED technology is also used for the rear driving lights, the high-level third brake light, the side and rear direction indicators, the licence plate illumination and the rear fog light. For powerful illumination and a fast response.

In the event of sudden braking, the adaptive LED brake lights begin to pulsate. If the vehicle is braked to a halt, the hazard warning lights will switch on automatically. The lighting system features an automatic switch-off and the ‘Welcome Home’ function.

1 911 Turbo with Bi-Xenon headlights with PDLS | **2** 911 Turbo S with LED main headlights incorporating PDLS+

Brakes.

Positive: negative acceleration. For us, it goes without saying that the 911 Turbo models should also be setting standards with their brakes. We value them as highly as we do our engines and chassis. With reference values for deceleration and stability. Giving the driver the reassurance needed to push the car to the limits of its performance.

So, in the 911 Turbo and the 911 Turbo Cabriolet the brakes have been adapted to meet the demands of higher performance. They feature red six-piston monobloc aluminium fixed brake calipers at the front and four-piston aluminium monobloc fixed calipers at the rear. The brake disc diameter is 380 mm front and rear.

The brake calipers have an enclosed monobloc construction. This makes them tougher but lighter 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 better performance in the wet.

Other benefits of the braking system include the anti-lock braking system (ABS), designed to keep deceleration constant. Pedal effort is reduced and braking response improved by an 8-/9-inch tandem vacuum brake booster. Brake disc cooling is optimised by air spoilers.

Electric parking brake.

The electric parking brake, which you can activate and deactivate manually, releases automatically as you pull away.

With the hill-hold function, you can pull away without ever rolling back. The system automatically detects when the vehicle has come to a halt on an uphill gradient requiring intervention. PSM then maintains the brake pressure at all four wheels to prevent the vehicle from moving in the opposite direction.


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1 Standard brakes in the 911 Turbo

Porsche Ceramic Composite Brake (PCCB).

Porsche has been synonymous with motorsport right from the start. And we have taken the experience we have gained on the racetrack and applied it to the road. The Porsche Ceramic Composite Brake (PCCB), which is standard equipment in the 911 Turbo S models and available as an option for the 911 Turbo models, is a fine example. This brake system has already had to cope with the harshest requirements of motor racing and is fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup.

The cross-drilled PCCB ceramic brake discs have a diameter of 410 mm at the front and 390 mm at the back – for even more formidable braking performance.

The use of six-piston aluminium monobloc brake calipers on the front axle and four-piston aluminium monobloc units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Excellent fade resistance guarantees greater balance when slowing from racetrack speeds.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses, resulting in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

The demands of racetrack use mean that additional maintenance tasks will be required alongside the routine maintenance work scheduled as part of standard maintenance intervals.

1 Porsche Ceramic Composite Brake (PCCB)

Body.

The innovative bodyshell of the 911 Turbo models fulfils two structural design requirements: first, excellent driving dynamics due to the body's extremely high rigidity. Second, a saving in vehicle weight primarily as a result of the intelligent lightweight construction.

To meet the second requirement, we employed state-of-the-art techniques for combining various materials in order to utilise specific material properties exactly where they are needed.

For the bodyshell, therefore, we used very thin, but nevertheless extremely rigid, sheets of steel. Aluminium and magnesium were utilised extensively in areas such as the roof, underbody, doors, engine compartment and luggage compartment lids. Magnesium, which is a particularly lightweight material, was also selected for the cockpit and centre console support beam. Such material efficiency is key to reducing the overall weight and, as a result, fuel consumption of the vehicle.

For the driver, this reduces the weight of the vehicle and offers a high level of comfort thanks to excellent vibration-damping characteristics and particularly high composite rigidity, an increase in dynamic torsional stiffness of up to 25 % compared with that of the previous generation, and even sportier handling despite a further improvement in the weight-to-power ratio.

Airbags and the Porsche Side Impact Protection System (POSIP).

The airbag technology in the 911 Turbo models provides full-size driver and front passenger airbags, which are inflated in two stages depending on the severity and type of accident. In less serious accidents, the airbags are only partially inflated. Thereby minimising discomfort to the occupants.

Another standard feature is the Porsche Side Impact Protection System (POSIP), comprising 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 a head airbag – ensuring excellent protection in the event of a side impact.

Roll-over protection in the Cabriolet models.

Despite their light weight, the 911 Turbo Cabriolet models have exemplary torsional rigidity and flexural strength. Body flexing is minimal, even on uneven road surfaces.

In the event of the car rolling over, additional protection is provided by a roll-over protection system that deploys automatically. The two spring-loaded roll-over bars are located behind the back seats. The roll-over sensor continuously monitors the car's pitch and roll, lateral and longitudinal acceleration and contact with the road. In an emergency, it deploys the roll-over bars within a fraction of a second.

What we find when we go our own way: solutions.

The environment.

In an era of global climate change, and especially the debate about CO_2 emissions, all automotive manufacturers are being asked what answers they have for the future. Whether they have a benchmark. Our answer has always been the same. Ultimate performance with ultimate efficiency.

Porsche has reduced fuel consumption in all of its current series by two-figure percentage points compared with previous series, while at the same time increasing performance. This is achieved by an efficient drive (e.g. thanks to DFI, PDK, variable turbine geometry and VarioCam Plus), intelligent lightweight construction, active aerodynamics and low rolling resistance.

A high level of environmental responsibility is ensured not least by Porsche´s own environmental management teams in Weissach. They ensure that all developments take account of environmental compatibility. The objective is to achieve pure performance, but not at the expense of the environment. This also applies to the 911 Turbo models.

Exhaust 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.

On the one hand, through the use of fuel-efficient technologies such as auto start/stop, thermal management, electrical system recuperation, direct fuel injection (DFI), VarioCam Plus and coasting.

On the other hand, the catalytic converters provide efficient emission control. The 911 Turbo models already meet the conditions of the Euro 6 emission standard which will be compulsory for all new petrol-engine cars from September 2015.

The stereo Lambda control circuitry controls and monitors each cylinder bank separately. For each exhaust tract, oxygen sensors regulate the composition of the exhaust gas. While another Lambda sensor on each cylinder bank monitors pollutant conversion in the respective catalytic converter.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Fuel economy and recycling.

Intelligent lightweight construction has been fundamental to the Porsche identity since 1948. For both technical and ecological reasons. This forms the basis for achieving low fuel consumption values in conjunction with outstanding performance.

On the technical side, we use a high proportion of aluminium, magnesium, plastics and super-high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter than conventional steel.

On the ecological side, all materials used are meticulously selected. All synthetic components are easily recyclable. And each material is labelled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements.

In short, the 911 Turbo models are around 95% recoverable.

In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.

Fuel.

All Porsche models are designed to operate on fuels with an ethanol content of up to 10%, for example 'E10'. Ethanol has a positive impact on the CO_2 balance since the plants grown for the production of this biofuel also absorb CO_2 from the atmosphere.

The release of hydrocarbons from the fuel system has been minimised. Thanks in no small part to the active carbon filter and the multilayered material from which the fuel tank is made. All fuel lines are made from multilayered plastic, steel or aluminium.

Noise.

The 911 Turbo models comply with all current noise regulations – without resorting to engine encapsulation. To achieve this, we've eliminated noise at source: engine components are more rigid, moving parts lighter and tolerances reduced to a minimum. High-efficiency silencers and resonators in the intake system help to reduce noise even further. For the entire service life of the car.

For fuel consumption, CO_2 emissions and efficiency class, please refer to page 117.

Personality.

When we were children our parents used to measure us against the door frame. Now we know that size is measured against inner values. The benchmark is based less on centimetres, and more on what we call personality. Complex – yet straightforward.

Yet another Porsche extreme: extreme quiet.

Comfort.

With the 911 Turbo models, our engineers have pushed forward into the extreme performance range. The fact that the driver can remain quite composed is also due to the answers they have found to the questions about sportiness, ergonomics and comfort.

Interior.

The most important characteristics of the interior: never frivolous, always direct. Clever technology, clear operating logic. Focused precisely on the benchmark for all of our considerations: the driver.

As evident at once from the ascending centre console. In typical Porsche fashion, the use of form follows a basic principle: focus on the driver. This is why the distance between the gear selector and steering wheel is extremely short, and the operating logic, such as that of the two-zone air conditioning system or the suspension settings, is clear and uncomplicated. You shouldn't have to browse one submenu after another. You should instead be able to concentrate on what's important: the road.

Our materials are of high quality with a sporty character. The 911 Turbo models have the interior leather package as standard, including leather seats, dashboard and door and side trims. Alcantara has proven its worth in motorsport and is used as standard for the roof lining in the Coupé models. The distinctive two-tone leather interior in Black and Garnet Red with black carpet is reserved especially for the 911 Turbo S models. Dashboard, centre console and door panel trim strips in carbon are standard in these models (available as an option for the 911 Turbo and 911 Turbo Cabriolet).

In addition to the choice of Black, Platinum Grey, Luxor Beige and Yachting Blue 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 or high-quality wood.

Engineering that takes you forward: the Porsche Communication Management system (PCM) with navigation module and a high-resolution 7-inch colour touchscreen. PCM is your control centre for audio, navigation and communication functions. It's fitted as standard in the 911 Turbo models.

1 911 Turbo interior in Espresso

Another way of setting standards: sound. Fitted as standard, the BOSE® Surround Sound System gives outstanding performance with a total output of 445 watts.

The High-End Surround Sound System from Burmester® is available as an option. The bespoke manufacturer is based in Berlin and is one of the most respected premium audio manufacturers worldwide. With a total output of 821 watts. For powerful reproduction and a fascinating three-dimensional sound.

Detailed information on both systems can be found on pages 90 and 91.

SportDesign steering wheel.

The SportDesign steering wheel is a standard feature of the 911 Turbo models. It is adjustable for both height (by up to 40 mm) and reach (up to 60 mm) and, thanks to its grip mouldings, it's in safe hands – even on the sportiest of drives. The steering wheel features two gearshift paddles made from a strong alloy. They are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle and PDK shifts down. Combined with the optional Sport Chrono Package (standard in the 911 Turbo S and the 911 Turbo S Cabriolet) the left- and right-hand spokes additionally feature a display that tells you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

As an option, for no extra charge, you can have a sports steering wheel with multifunction buttons.

Instruments.

The five round instruments have one purpose above all: to provide information. Efficiently and accurately. With looks that are typically Porsche. With the rev counter in the middle.

The high-resolution 4.6-inch TFT colour screen provides you with a continuous stream of data from the on-board computer, such as range or average fuel consumption. It also displays the navigation system map, delivers various warnings, including alerts from the Tyre Pressure Monitoring (TPM) system, and reminds you of your selected communication and audio settings. You can also use it to carry out individual vehicle settings.

1 Burmester® High-End Surround Sound System | **2** SportDesign steering wheel with gearshift paddles

3 911 Turbo instruments | **4** Multifunction steering wheel

Fully electric Sports seats.

What does sport have to do with comfort? More than you might generally think. As demonstrated by the fully electric Sports seats, which are standard in the 911 Turbo and the 911 Turbo Cabriolet. They offer fully electric adjustment of seat height, backrest angle, squab angle and squab depth, as well as fore/aft position, four-way lumbar support and even the steering column.

The integrated memory package supports the exterior mirrors and all seat positions on the driver's side as well as settings for the steering wheel, lights, wipers, air conditioning, door locks, PCM and instrument cluster.

Adaptive Sports seats Plus.

A deciding factor for maximum sports performance: the correct settings. Adaptive Sports seats Plus are standard in the 911 Turbo S and the 911 Turbo S Cabriolet. The firm sporty padding of the side bolsters and additional shoulder supports provide the best possible hold. And with 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and four-way lumbar support. The steering column is also electrically adjustable.

In addition, the side bolsters on the seat squab and backrest can be adjusted independently for added comfort on long journeys and precision lateral support on winding roads. Also included is the personal memory for all seat positions (apart from the side bolsters) and lumbar support on the driver's side as well as the positions of the steering wheel and exterior mirrors. The memory function also supports settings for the lights, wipers, air conditioning, door locks, PCM and instrument cluster.

Sports seats Plus.*

Available as an option, at no extra cost, 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 excellent lateral support. The backrest shell is finished in Silver Grey (911 Turbo models) or leather (911 Turbo S models).

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 (CFRP) with a stylish carbon-weave finish.

The pivot points of the seat backrest are positioned high in the side bolsters, guaranteeing lateral support – characteristic of racing bucket seats – in the pelvis area too.

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 911 Turbo Coupé increases to 260 litres, providing plenty of space for luggage. You have 160 litres in the 911 Turbo Cabriolet models.

Child seats.**

ISOFIX child seat preparation including top tether is available for 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.

Seat heating and seat ventilation.

Seat heating is available for all seats as an option for no extra charge. Seats are heated in the squab, the backrest and, for the front seats, the side bolsters. In conjunction with seat heating, we can equip the seats (except for Sports bucket seats) with seat ventilation on request. A slipstream effect is produced by active ventilation of the perforated seat centre and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and therefore makes for a dry and pleasant seating environment, even in hot weather.

* This option does not include the standard memory package.
** Child seats are not compatible with the Sports bucket seats.


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2


3

1 911 Turbo rear in Yachting Blue | **2** Sports bucket seat | **3** Adaptive Sports seat Plus

1

2

Roof transport system.

The aluminium roof transport system is available as an option for the 911 Turbo Coupé models. It is aerodynamically efficient, very lightweight and easy to fit. A range of attachments is available, such as a roof box, a bike carrier or a ski/snowboard carrier. The maximum roof load is 75 kg.

Luggage compartment.

The luggage compartment volume in the 911 Turbo models is 115 litres. The luggage compartment is fully trimmed in scratch-resistant materials.

HomeLink® (programmable garage door opener).

As an option, it is possible to have a programmable garage door opener integrated into the overhead console. At the push of a button, it controls up to three different garage doors, lighting systems or alarm systems.

Anti-theft protection.

The 911 Turbo models are equipped as standard with an immobiliser with in-key transponder and an alarm system with radar-based interior surveillance. The system secures the doors, luggage compartment, passenger compartment and ignition lock.

Preparation for Porsche Vehicle Tracking System (PVTS).

Available as an option, this preparation enables the future installation of the Porsche Vehicle Tracking System (PVTS) available from Porsche Tequipment. The system makes it possible to locate a stolen vehicle across most of the countries of Europe and Russia. The preparation package includes a special wiring loom and a tilt sensor for the alarm system.

Automatically dimming mirrors.

An auto-dimming function is included as standard for the interior and exterior mirrors. Also included is an integrated rain sensor for the front wiper system.

ParkAssist.

ParkAssist at the rear is fitted as standard in the 911 Turbo models. 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.

In the 911 Turbo S and the 911 Turbo S Cabriolet, ParkAssist is supplemented by four sensors at the front (available as an option for the 911 Turbo and the 911 Turbo Cabriolet). The audible alert is supplemented by a visual warning in the central display screen, which shows a graphical representation of the vehicle from overhead.

Reversing camera.

The optional reversing camera (only in conjunction with ParkAssist front and rear) facilitates reverse parking and manoeuvring. Help is provided in the form of a high-contrast colour image with dynamic guidelines on the PCM screen, which show the predicted course of the vehicle based on the current position of the steering wheel.

1 Roof transport system | **2** Luggage compartment

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 approach the luggage compartment, the system automatically checks the encrypted access code on the key. Once the key is validated, the door and the luggage compartment lid unlock. The engine can then be started and switched off using the electronic ignition switch. To lock the vehicle, you simply press the button on the outside of the door handle. Porsche Entry & Drive then locks the vehicle and activates the engine immobiliser and steering column lock.

Glass slide/tilt sunroof.

For the 911 Turbo Coupé models an electrically adjustable slide/tilt sunroof is available in tinted single glazed safety glass.

An integral electric sunblind provides shade from unwanted bright light. The design, headroom and aperture of the glass roof are identical to those of the steel slide/tilt sunroof. The only difference is that, even when closed, the glass sunroof still gives you that open-to-the-sky feeling.

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 rear seats, door pulls, door storage compartments and front footwells.

Speed limit indicator.

The speed limit indicator is available as an option for all models. A camera in the rear-view mirror housing identifies traffic signs such as speed limits or overtaking restrictions and the end of such restrictions. Speed limit and overtaking restrictions are shown on the colour display on the instrument cluster and in the PCM. If a sign is not identified (e.g. in heavy rain), the speed limit stored in the navigation module is automatically displayed.

Cruise control.

This automatic speed control function is integrated as standard in the 911 Turbo S and the 911 Turbo S Cabriolet and available as an option for the 911 Turbo and the 911 Turbo Cabriolet. For greater driver comfort on long stretches of road. Cruise control operates in the 30 to 240 km/h speed range and is activated using a button on the steering column control stalk.

Adaptive cruise control including Porsche Active Safe (PAS).

Available as an option, this cruise control function regulates your speed according to the distance between your vehicle and the vehicle in front. A radar sensor monitors the road ahead up to a distance of 200 m. If you have set a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly, this is detected by the radar sensor.

The system now reduces the speed of your vehicle at a maximum rate of 3.5 m/sec^2 by restricting the throttle or gently applying the brakes, until the distance that you have preset is maintained. Your vehicle will now continue at a reduced speed. If the other vehicle decelerates further, adaptive cruise control will continue to reduce your cruising speed – even down to a halt.

For additional safety, if the system detects that the distance from the vehicle in front is decreasing, it will also prepare your vehicle for braking by precharging the braking system so that the brake pads are already in light contact with the brake discs. However, drivers still have to perform heavier braking themselves.

As soon as the road ahead clears again, your vehicle will accelerate back up to the cruising speed originally set.

If your vehicle approaches the vehicle in front too quickly, Porsche Active Safe (PAS) will issue audible and visual warnings. In addition, the system briefly jerks the brakes and if necessary initiates target braking, with any braking pressure applied by the driver being increased within certain system limits.

1 Adaptive cruise control radar sensor | **2** Adaptive cruise control display

**Visionaries speculate about what's coming.
Forerunners can report on it.**

Audio and communication.

Porsche Communication Management (PCM) including navigation module.

Porsche Communication Management (PCM) is standard equipment in all 911 Turbo models. PCM is your control centre for audio, navigation and communication functions. Powerful, multifunctional and easy to use.

The main feature is the intuitive colour touchscreen. Alternatively, you can choose to operate PCM using conventional rotary pushbutton controls. With a maximum of five list items per page, the screen display is very clearly presented. Radio functions include up to 42 memory presets and an FM twin tuner frequency diversity with RDS, which continuously scans in the background for the best signal.

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

The standard-fitted universal audio interface (AUX) in the glove compartment enables you to connect your iPod® or any audio source. Recharging is also supported. Once connected, your iPod® or USB stick is then conveniently and safely operated via the PCM, the optional multifunction steering wheel or the optional voice control system.

By means of the USB socket, it is also possible to download data from the performance display of the Sport Chrono Package, as well as data from the electronic logbook. In the opposite direction, you can transfer up to 5,000 tracks in MP3 format to the 40 GB internal hard drive of PCM and create your own jukebox. Podcasts and audiobooks are recognised and played and cover art is displayed. The navigation module in PCM allows you to choose between a 2D display and a 3D perspective. In some regions, it is possible to display the terrain (with a superimposed satellite map) and buildings in 3D. Split screen mode enables you to view two functions at once, such as the current navigation map and a list of symbols that represent the next driving manoeuvre.

The navigation module also has a dynamic route guidance function which takes into account official traffic messages (TMC) and additional traffic flow sensors (TMC Pro)*.

* TMC Pro is available in Germany, Austria and Switzerland.

Electronic logbook.

An electronic logbook is available for PCM as an option. It enables automatic logging on every journey of mileage, route distance, date, time, starting location and destination. Data can be downloaded to a USB stick and evaluated on your home PC using the software supplied. The software fulfils all statutory requirements for automatic logbooks as specified by the German revenue authorities.

Telephone module.

The optional quadband GSM telephone module offers convenience and excellent reception. By inserting a SIM card directly into the PCM's integral SIM card reader, 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 automatic pairing is complete, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. Depending on the phone, it can also be controlled using PCM, the optional multifunction steering wheel or the optional voice control system. Without it ever leaving your pocket.

The telephone module also enables you to establish a Bluetooth® link with those mobile phones that only support the Handsfree Profile (HFP). In this case, the GSM connection is always established through the aerial of the mobile phone. PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a Bluetooth® handset for the telephone module is also available. Stored in the centre console storage compartment, it features a display and keypad. However, the handset cannot be used for Bluetooth® links established using the Handsfree Profile (HFP).

Mobile phone preparation.

To enable a Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP), an optional mobile phone preparation is available. PCM is able to control only the basic functions of the mobile phone. The GSM connection is established through the aerial of the mobile phone.

TV tuner.

The optional TV tuner is capable of receiving unencrypted analogue and digital television broadcasts (DVB-T)* to provide entertainment when your 911 Turbo is between journeys. For your safety, the TV picture is switched off while the car is in motion.

* In MPEG-2-format.

Voice control system.

Want route guidance, need to make a phone call or would like to listen to the radio? You just have to say so. Almost all of the functions of PCM can be controlled using the optional voice control system with word-by-word input. In the majority of cases, you can simply say the name of the menu item as seen on the screen. The voice control system understands complete addresses when entered as navigation destinations, as well as phonebook entries and the names of radio stations. Even lists can be browsed by voice command. There is no need to 'train' the system.

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2

1 Electronic logbook | **2** TV tuner

BOSE© Surround Sound System.

The sound of a Porsche is akin to its unique fingerprint. And we are not referring only to the engine. BOSE® Surround Sound System which is fitted as standard is perfectly tuned to the specific interior acoustics of the 911 Turbo models.

The system has eight amplifier channels, 12 loudspeakers and a patented integral 100-watt active subwoofer. The combined effect is a balanced acoustic pattern that transforms your 911 Turbo into a concert hall. An extremely fast-moving one. It has a total output of 445 watts.

The BOSE® Surround Sound System enables audio playback of DVDs and is thus able to make full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources, such as CDs and MP3s – in stereo. Or, at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2.

The BOSE®-patented AudioPilot® noise compensation technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback instantly and automatically so that a consistent sound is maintained. Whatever the driving conditions. In real time.

The result is a powerful sound and captivating 360° acoustic experience.

Burmester® High-End Surround Sound System.

When two iconic German manufacturers join forces, the result is special. We're referring to Porsche and Berlin-based Burmester®, one of the most respected manufacturers of high-end audio equipment worldwide. And the Burmester® High-End Surround Sound System. The technologies behind the system are based on the finest premium home audio systems Burmester® has to offer. The system owes its eminence to countless details, and one goal: sound perfection.

The system boasts 12 amplifier channels with a total output of more than 821 watts, 12 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 1,340 cm^2 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. This saves weight and has a beneficial impact on acoustic performance.

Crossover technology has been carried over more or less unmodified from the home audio sector. Analogue and digital filters have been optimally defined for their new installation location and finely tuned after extensive in-car audio testing.

Ribbon-based air motion transformers (AMT) have been used for all of the 911 Turbo models. For unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability. All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition and impulse accuracy. The result is a natural and richly textured spatial sound even at top volume.

The pure, sporty design with galvanised surrounds and Burmester® logos on selected loudspeakers make it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio. Uncompromising in sound and design. Typically Porsche.

Digital radio.

The digital radio is available as an option for receiving broadcasts from digital stations. It has a DAB dual tuner. And switches automatically between digital and analogue signals, ensuring the best reception of the selected station.

Online services.

The free Aha Radio app enables you to listen to Internet radio, news feeds, podcasts and audiobooks on the PCM via your smartphone. You can also receive local information, e.g. weather reports. Points of Interest can be searched for and then transferred to the navigation system as destinations. Internet content is received via your smartphone but you operate everything from the PCM. Online services can only be used in conjunction with the standard-fitted universal audio interface (iPhone®) or the optional mobile phone preparation or telephone module (Android® phones). The Aha Radio app can be obtained from iTunes® and Google Play®.*

* In order to use Aha Radio services with the optional telephone module, the HFP function must be activated in PCM.

There is an exception to every rule.

Personalisation.

The standard specification of the 911 Turbo models may be second to none, but Porsche still gives you the opportunity to customise your car to your own taste. And to give it the personality needed to make it unmistakable.

A variety of personalisation options is available for both the exterior and the interior. We appreciate that nobody knows better than you how you wish to express your identity.

You will find more detailed information on the following pages and in the separate price list.

These are not the only ways to style your 911 Turbo to your personal preference. How about the personalisation of your car at the factory through Porsche Exclusive, or why not consider our range of aftermarket accessories from Porsche Tequipment. You will find plenty of inspiring ideas in all the relevant catalogues and your Porsche Centre will be happy to advise you.

The central idea of the 911 Turbo is clearly defined. It just needs your interpretation of what makes a sports car so fascinating.

Standard colours
Solid exterior colours.

White

Racing Yellow

Guards Red

Black

Standard colours
Metallic exterior colours.

Rhodium Silver Metallic

Sapphire Blue Metallic

Mahogany Metallic

Dark Blue Metallic

Anthracite Brown Metallic

Agate Grey Metallic

Jet Black Metallic

Carrara White Metallic

Special exterior colours.

GT Silver Metallic

Lime Gold Metallic

Hood colours.

Red

Brown

Blue

Black

Standard interior colours.

Leather.[1]

Black

Luxor Beige

Platinum Grey

Carpet.

Black

Luxor Beige

Platinum Grey

Roof lining.[2]

Black

Luxor Beige

Platinum Grey

See separate price list for recommended colour combinations.

[1] Leather finish on dashboard upper section including instrument shroud, front section of dashboard including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, upper section of rear side panels, seat centres, seat bolsters, headrests, back of front seat backrests, front seat bases, door centre panels, centre console side sections, transmission tunnel in rear. Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.
[2] Roof lining in Alcantara (Coupé models). Hood lining in black fabric (Cabriolet models).
[3] For 911 Turbo S models only (different colour allocation from two-tone combination of Black and Garnet Red).

Standard interior colours.

Special interior colours.

Leather.[1]

Yachting Blue

Black and Garnet Red[3]

Agate Grey

Carpet.

Yachting Blue

Black

Agate Grey

Roof lining.[2]

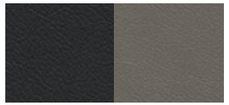
Black

Black

Agate Grey

Two-tone combination interior.

Leather.[1]



Black and Platinum Grey

Agate Grey and Pebble Grey

Black and Luxor Beige

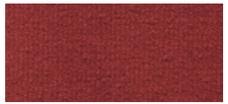
Black and Garnet Red

Carpet.

Platinum Grey

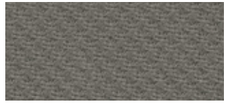
Pebble Grey

Luxor Beige



Garnet Red

Roof lining.[2]



Platinum Grey

Agate Grey

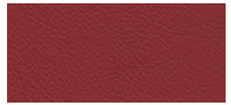
Black

Black

Natural leather interior.

Leather.[1]

Espresso



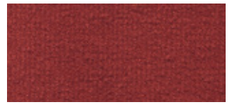
Garnet Red

Two-tone natural leather interior.

Espresso and Cognac

Carpet.

Espresso



Garnet Red

Cognac

Roof lining.[2]

Espresso

Black

Espresso

See separate price list for recommended colour combinations.

[1] Leather finish on dashboard upper section including instrument shroud, front section of dashboard including front passenger airbag cover, steering wheel rim and airbag module, door upper panels, upper section of rear side panels, seat centres, seat bolsters, headrests, back of front seat backrests, front seat bases, door centre panels, centre console side sections, transmission tunnel in rear. Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.
[2] Roof lining in Alcantara (Coupé models). Hood lining in black fabric (Cabriolet models).

Rear wiper

Electric slide/tilt sunroof

Option	911 Turbo	911 Turbo S	911 Turbo Cabriolet	911 Turbo S Cabriolet	I no.	Page
Exterior.						
Special colours	○	○	○	○	Code	95
Colours to sample	○	○	○	○	Code	
Trim strips in a high-gloss finish	○	○	–	–	559	
LED main headlights including Porsche Dynamic Light System Plus (PDLS+)	○	●	○	●	602	63
Porsche Entry & Drive	○	○	○	○	625	84
Deletion of model designation	□	□	□	□	498	
'911' logo	□	□	□	□	911	
ParkAssist (front and rear)	○	●	○	●	636	83
ParkAssist (front and rear including reversing camera)	○	○	○	○	638	83
Rear wiper	○	○	–	–	425	
Windscreen with grey top-tint	○	●	●	●	567	
Electrically folding exterior mirrors	○	□	○	□	748	
SportDesign exterior mirrors	○	●	○	●	529	14
Electric slide/tilt sunroof	●	●	–	–	651	84
Electric glass slide/tilt sunroof	○	○	–	–	653	84
Roof transport system	○	○	–	–	549	82

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost

Option	911 Turbo	911 Turbo S	911 Turbo Cabriolet	911 Turbo S Cabriolet	I no.	Page
Engine and chassis.						
Porsche Ceramic Composite Brake (PCCB)	○	●	○	●	450	67
Porsche Dynamic Chassis Control (PDCC)	○	●	○	●	352	56
Sport Chrono Package	○	●	○	●	640	46
Power steering Plus	○	○	○	○	658	
Wheels.						
20-inch 911 Turbo wheels	●	□	●	□	429	55
20-inch 911 Turbo S wheels	○	●	○	●	435	55
Wheel centres	○	□	○	□	446	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Porsche Ceramic Composite Brake (PCCB)

20-inch 911 Turbo S wheel

20-inch 911 Turbo wheel

Multifunction steering wheel

Adaptive cruise control including Porsche Active Safe (PAS)

Option	911 Turbo	911 Turbo S	911 Turbo Cabriolet	911 Turbo S Cabriolet	I no.	Page
Interior.						
Cruise control	○	●	○	●	454	84
Adaptive cruise control including Porsche Active Safe (PAS)	○	○	○	○	456	85
Multifunction steering wheel	□	□	□	□	844	
HomeLink® (programmable garage door opener)	○	○	○	○	608	82
Speed limit indicator	○	○	○	○	631	84
Preparation for Porsche Vehicle Tracking System (PVTS)	○	○	○	○	674	83
Light design package	○	○	○	○	630	84
Sports seats Plus (4-way, electric)	❐	❐	❐	❐	P05	80
Fully electric Sports seats (14-way, electric)	●	□	●	□	P06	80
Adaptive Sports seats Plus (18-way, electric)	○	●	○	●	P07	80
Sports bucket seats	○	❐	○	❐	P03	80
Seat heating	□	□	□	□	342	81
Seat ventilation	○	○	○	○	541	81
Steering wheel heating	○	○	○	○	345	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Option	911 Turbo	911 Turbo S	911 Turbo Cabriolet	911 Turbo S Cabriolet	I no.	Page
Interior.						
Fire extinguisher	○	○	○	○	509	
Smoking package	❑	❑	❑	❑	583	
Floor mats	○	○	○	○	810	
Luggage net in passenger footwell	❐	❐	❐	❐	581	
ISOFIX child seat preparation for front passenger seat	○	○	○	○	899	81
Interior: leather and natural leather.						
Leather interior						
– in 911 Turbo standard colour	●	❑	●	❑	Code	96, 97
– in 911 Turbo S standard colour	–	●	–	●	Code	96, 97
– in special colour	○	❐	○	❐	Code	97
– in two-tone combination	○	❑	○	❑	Code	98
– in natural leather	○	○	○	○	Code	99
– in natural leather two-tone combination	○	○	○	○	Code	99
– in colour to sample	○	○	○	○	Code	

– not available ○ I number/extra-cost option ● standard equipment ❐ available at no extra cost

Leather interior package in Luxor Beige

Natural leather interior package in Espresso

Six-disc CD/DVD autochanger

Bluetooth® handset for telephone module

Option	911 Turbo	911 Turbo S	911 Turbo Cabriolet	911 Turbo S Cabriolet	I no.	Page
Audio and communication.						
Burmester® High-End Surround Sound System	○	○	○	○	682	91
Digital radio	○	○	○	○	691	91
Electronic logbook	○	○	○	○	641	88
Voice control system	○	○	○	○	671	89
Telephone module	○	○	○	○	666	88
Bluetooth® handset for telephone module	○	○	○	○	669	88
Mobile phone preparation	○	○	○	○	619	88
Six-disc CD/DVD autochanger	○	○	○	○	693	87
TV tuner	○	○	○	○	676	88
Online services	○	○	○	○	UN1	91

– not available ○ I number/extra-cost option ● standard equipment □ available at no extra cost

Porsche Exclusive.

Strictly speaking, its golden age started back in 1974.

With the range of options featured in this catalogue, you can make your 911 Turbo model even more special. With Porsche Exclusive. Direct from the factory.

Individually and exclusively tailored to your wishes. Aesthetically and technically. Inside and outside. Using fine materials. And with customary Porsche quality.

Our overriding principle? That your car is uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive 911 catalogue.

Either your Porsche Centre or the customer centre in Zuffenhausen (tel. +49 (0)711 911-25977 or e-mail customercenter-exclusive@porsche.de) will be happy to answer any questions about Porsche Exclusive that you may have.

Interior.

An especially noticeable feature in the interior: two-tone leather. In Agate Grey and Lime Gold. Another highlight: decorative stitching in Lime Gold, as featured on the personalised floor mats with leather edging.

Further refinements to do credit to the 911 Turbo in Lime Gold Metallic as a Porsche Exclusive car? The carbon interior package, central console trim strips in carbon as well as the personalised illuminated door sill guards in carbon.

In addition to high-tech carbon, hard-wearing Alcantara has also been incorporated: on the SportDesign steering wheel and also on the PDK gear selector.

1 Carbon interior package, central console trim strips in carbon, SportDesign steering wheel in Alcantara, PDK gear selector in Alcantara, individual floor mats with leather trim

Personalised door sill guards in carbon, illuminated.

These door sill guards with white, illuminated lettering of your choice highlight sports performance and extravagance in equal measure.

20-inch Sport Classic wheels painted in black (high gloss).

Five-spoke, 20-inch forged aluminium wheels with polished rims. Another highlight: the wheel bears a striking resemblance to the world-renowned Fuchs wheel.

Sport seats Plus leather backrests.

The backrests are covered with a classic natural material: timeless, hard-wearing leather.

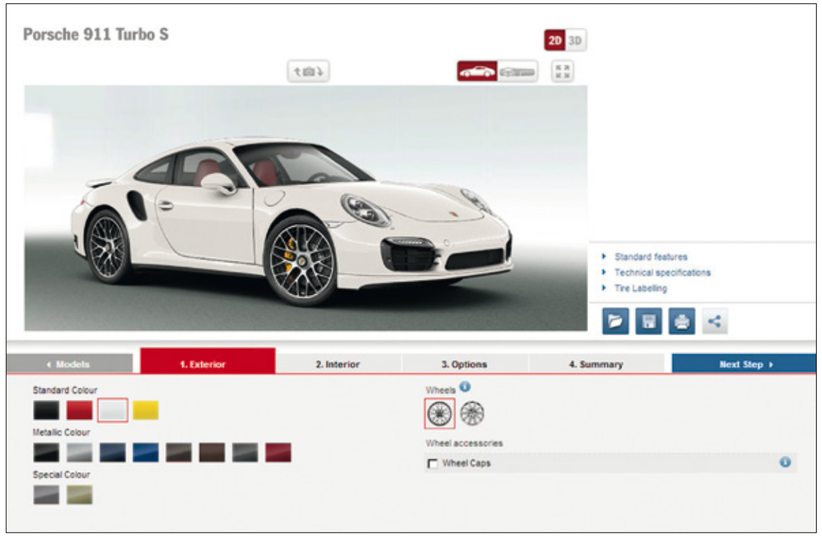
2 Sports seat Plus leather backrest
3 Individual door sill guards in carbon, illuminated
4 20-inch Sport Classic wheel painted in black (high gloss)

Porsche Car Configurator.

Our most important benchmark: your individuality.

Taste, personality, style. You decide how to refine the 911 Turbo to your personal preference. With the Porsche Car Configurator, you can see the result instantly on your computer. Just four simple steps are all it takes to create the Porsche of your dreams. The Car Configurator allows you to select and deselect your options with ease, the price being calculated instantly every time. How does it look? All equipment and selections can be displayed in 3D to provide you with an excellent overview of your chosen car. You can also view your configuration from all angles, save it and print it out directly.

Please visit www.porsche.com to access the Porsche Car Configurator and find out more about the captivating power of Porsche.



Factory collection.

The first time you drive your new Porsche will be a truly special moment. Nevertheless, you can make it even more special with Porsche factory collection. Come and collect your Porsche in Stuttgart-Zuffenhausen or Leipzig and be the one to take it to its rightful place: on the road.

Before this, we invite you behind the scenes of the Porsche production process. As part of a guided factory tour, you will see how much passion and precision goes into everything we do. You can then take time to reflect on your experience over a leisurely lunch. And look forward to the highlight of the day: taking delivery of your Porsche. Our specialists will take their time to explain everything about your new car in as much detail as you wish.

That leaves you with just one more thing to decide: from which factory to collect your Porsche? Stuttgart-Zuffenhausen is steeped in tradition and history. Here, you can visit the Porsche Museum to experience and learn about every aspect of the Porsche marque. With legendary models from a sports car history spanning over 60 years.

Or, if you would prefer your factory collection to be a little more on the sporty side, visit our production location in Leipzig. Your first driving experience will take place there. With a test drive in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. Hone your skills on-road on the FIA-certified test circuit. Or off-road on our very own off-road track.

If you do opt for the factory collection, please contact your Porsche Centre to arrange a collection date. We will be happy to assist in the planning of your trip. You will also be given information on the formalities, legal or otherwise, to be completed before you can take delivery.

Porsche Travel Club.

With the Porsche Travel Club, your holiday begins from the very first second – the moment you step inside the vehicle. Leave everyday life behind and join us in one of the most beautiful regions in the world. We look forward to you being our guest. Whether you are here for several hours or several days, your constant companion will be a Porsche. A unique experience awaits and includes an exclusive hospitality package. You will stay in first-class hotels and dine in the finest restaurants your chosen route has to offer. The Porsche Travel Club gives you access to the very thing that words cannot describe: the authentic driving feel of a Porsche.

Please visit www.porsche.com/travelclub to find out more.

Porsche Sport Driving School.

At Porsche, we are working not only on the evolution of the sports car, but also on the development of the drivers. Safe driving on the road may be second nature, but what about mastering control of a sports car at the limits of sporty performance? We will help you to perfect your driving safety as well as your advanced skills and techniques step by step. Under the supervision of our experienced Porsche instructors in your own car or in one provided by the Porsche Sport Driving School, you can refine your ability on-road or off-road, on international racetracks or on ice or snow. We will be by your side from the start and, if it is your aim, we will accompany you through every training level on the way to obtaining your motorsport licence.

Visit www.porsche.com/sportdrivingschool to find out more.

Panorama.

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 Service
Your expert partner for all current Porsche models as well as old and modern classics, whether your car needs servicing, routine care or special repairs.

Porsche Assistance
Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.

Porsche Approved
So that our vehicles remain reliable and retain their value whether new or previously owned, all Porsche Approved cars meet the most stringent Porsche quality standards across the world. Each car is backed by the Porsche Approved warranty.

Porsche Financial Services
Our range of financial services is innovative and specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.

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 (0)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 (0)711 911-23364.
E-mail: info@porschesportdrivingschool.de

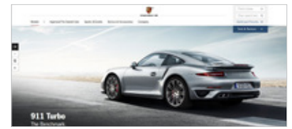
Porsche Clubs
Since the first Porsche Club was founded in 1952, their number has grown to 640 with a total of 181,000 members worldwide. To find out more, go to www.porsche.com/clubs or call +49 (0)711 911-23252.

Christophorus
Our bimonthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.

Porsche Classic
Your specialist source for genuine Porsche parts as well as restoration services for all Porsche classics. Visit www.porsche.com/classic to find out more.

Porsche Museum
More than 80 vehicles at our headquarters in Stuttgart-Zuffenhausen await to take you on a journey through Porsche history. See icons such as the 356, 911 and 917 presented in an atmosphere you can't experience anywhere else.

Porsche Online
Go to www.porsche.com for all the latest news and information from Porsche.



You can obtain the latest brochures for Porsche Exclusive, Porsche Tequipment, Porsche Driver's Selection and Porsche Driving Experience from your Porsche Centre.

The sum of our experience.

The world is full of great stories, great deeds and great words: the signs of distinguished personalities. Interesting reading, of course. But who will write our life's work? We must uncover our own stories – and become the pioneers of our own life. Benchmarks will help with this.

The 911 Turbo models.

Technical data.

	911 Turbo Coupé/911 Turbo Cabriolet	911 Turbo S Coupé/911 Turbo S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,800 cm³	3,800 cm³
Power at rpm	383 kW (520 hp) 6,000–6,500	412 kW (560 hp) 6,500–6,750
Max. torque at rpm	660 Nm 1,950–5,000	700 Nm 2,100–4,250
Max. torque with overboost at rpm	710 Nm 2,100–4,250	750 Nm 2,200–4,000
Compression ratio	9.8:1	9.8:1
Transmission		
Layout	Active all-wheel drive	Active all-wheel drive
PDK	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Power-assisted, electromechanical	Power-assisted, electromechanical
Turning circle	10.6 m	10.6 m
Brakes	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled, closed calipers	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, carbon ceramic composite brake discs, vented and cross-drilled, closed calipers
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 20 ET 51, Rear: 11 J x 20 ET 56	Front: 9 J x 20 ET 51, Rear: 11.5 J x 20 ET 56
Standard tyres	Front: 245/35 ZR 20, Rear: 305/30 ZR 20	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 the NEDC (New European Driving Cycle) in accordance with the Euro 6 (715/2007/EC, 195/2013/EC and ECE-R 101.1) measurement method. 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 CO_2 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.

	911 Turbo Coupé	911 Turbo Cabriolet	911 Turbo S Coupé	911 Turbo S Cabriolet
Weights				
Unladen (DIN)	1,595 kg	1,665 kg	1,605 kg	1,675 kg
Unladen (EC)[1]	1,670 kg	1,740 kg	1,680 kg	1,750 kg
Permissible gross weight	1,990 kg	2,045 kg	1,990 kg	2,045 kg
Performance				
Top speed	315 km/h	315 km/h	318 km/h	318 km/h
0–100 km/h	3.4 secs	3.5 secs	–	–
0–100 km/h with SPORT PLUS button	3.2 secs	3.3 secs	3.1 secs	3.2 secs
0–160 km/h	7.4 secs	7.7 secs	–	–
0–160 km/h with SPORT PLUS button	7.1 secs	7.4 secs	6.8 secs	7.1 secs
0–200 km/h	11.1 secs	11.6 secs	–	–
0–200 km/h with SPORT PLUS button	10.8 secs	11.3 secs	10.3 secs	10.8 secs
Fuel consumption/emissions[2]				
Urban in l/100 km	13.2	13.4	13.2	13.4
Extra urban in l/100 km	7.7	7.8	7.7	7.8
Combined in l/100 km	9.7	9.9	9.7	9.9
CO_2 emissions in g/km	227	231	227	231
Efficiency class				
Efficiency class (Germany)	G	G	G	G
Efficiency class (Switzerland)	G	G	G	G
Dimensions/aerodynamics				
Length	4,506 mm	4,506 mm	4,506 mm	4,506 mm
Width (with exterior mirrors)	1,880 mm (1,978 mm)	1,880 mm (1,978 mm)	1,880 mm (1,978 mm)	1,880 mm (1,978 mm)
Height	1,296 mm	1,292 mm	1,296 mm	1,292 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	115 litres	115 litres	115 litres	115 litres
Tank capacity (refill volume)	68 litres	68 litres	68 litres	68 litres
Drag coefficient	0.31	0.31	0.31	0.31

Tyre labelling.

Tyre type	Size	Fuel efficiency class/rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	245/35 ZR 20	F	A		71
	305/30 ZR 20	E	A		74

For logistic and production reasons it is not possible to order a specific make of tyre.

*Quiet rolling noise Moderate rolling noise Loud rolling noise.

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 (12/2013). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forests. The paper for this brochure is certified in accordance with the strict regulations of the PEFC (Programme for the Endorsement of Forest Certification).

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