



PORSCHE



The new 911
Porsche identity



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Many legends look to the past.
This one looks to the future.

The 911.

It's time to look forward. Because, traditionally, the 911 has always had an eye to the future.

Our own engineering tradition is evident from the 'Dr. Ing.' in our company name. Also from our racing victories, now totaling more than 30,000. Not just feats of heroism any longer, but responsibility for the future of the sports car and for the environment. Then there is the 911's reputation as an iconic sports car. However, this reputation means nothing unless we continue to breathe new life into old ideas.

For us, heritage and future are inseparably linked. Of course, we could simply have made a capable sports car, but this wouldn't have been a Porsche, and certainly not a 911.

Our identity is the 911. This is especially true, even in the 21st century. Instantly recognisable and originally engineered for the racetrack, it continues to stir the emotions today, just as it did in 1963.

Yet, is that enough to move forward? Above all, is it enough for you? Don't we need to break the stranglehold of tradition once in a while before it one day stifles innovation altogether? We believe

that the answer is 'yes', which is why almost every component in the latest generation 911 is new. This is our approach to the preservation of tradition. It is precisely how we respond to the passion for the sports car and do justice to the 911 legend, and always with tomorrow in mind.

We have achieved this with a future-oriented design and a longer wheelbase, with refined engines that consume less fuel but deliver more power, with efficiency-enhancing technologies such as auto start/stop, thermal management and electrical system recuperation, with an intelligent lightweight body and a new

hood concept on the Cabriolet models, with the further enhanced Porsche Traction Management (PTM) active all-wheel drive, and an interior that combines sophisticated ergonomics and sporty comfort.

All of that is what defines us. In short, it is the way in which we combine tradition and innovation, performance and everyday practicality, form and function. For us, these are not contradictions, but our motivation. We are referring to Intelligent Performance.

Our identity can be accurately described by many words, and by one number.

The 911. Porsche identity.



Identity is a combination of disposition, personality and heritage. In our attempt to understand it, we tend to compare differences.

This is equally true in the case of the 911 Carrera models. With defining attributes such as performance, efficiency, style and comfort, they reveal a character of their own and fulfil your individual expectations – not just of any sports car, but of a 911.





Can you imagine a face without an expression?

Exterior design.

Every child recognises a 911, but can its identity be described in words? It can, by looking more closely at the use of form, proportions and contours. The roof line tapers down into the rear. The wings are higher than the front lid and, at the rear, they add muscle. They give the 911 its distinctive expression and leave you in no doubt as to its temperament.

The overall appearance is low, wide and sleek. Typically 911.

So, is everything just the same as it has been since 1963? Yes, and no. After all,

only those who change will remain true to themselves – and we've changed.

Our designers and engineers speak guardedly about the 911 evolution. Meanwhile, they continually manage to take great strides forward with innovations motivated by the principle that these should be functional and perfectly compatible. The result is a harmonious overall concept that makes the 911 a sports car fit for the 21st century. Indeed, the Porsche 911 Carrera has already won the prestigious 'red dot award: product design 2012' for its unique functional and emotive design.

To show you what we mean, we should start by looking at the car's exterior. The longer wheelbase of the 911 improves driving stability and cornering dynamics. Overhangs are short at the front and rear, making the 911 look even more compact and agile.

The sporty overall impression is emphasised by the roof line, which is lower than that of the previous model, and by the wider track at the front – 46 mm on the 911 Carrera models and 52 mm on the 911 Carrera S models. On the new Carrera all-wheel-drive models, the body has also been widened at the rear by 44 mm. Increased traction

and agility are just some of the benefits these refinements bring.

The silhouette is therefore typically 911 and typical in terms of its development, which will now be described in more detail.



reddot design award
product design 2012

The vehicle architecture, with a wider track at the front axle and the lower roof line, gives the front of the 911 a dynamic appearance that is sporty and elegant. It has also helped us to achieve a low drag coefficient of 0.29 for the 911 Carrera.

Fitted as standard, the Bi-Xenon headlights still have the familiar oval-shaped surrounds for classic appeal and reveal their technically impressive inner workings. The Porsche Dynamic Light System (PDLS) with dynamic cornering lights and speed-sensitive headlight control logic is available as an option.

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

At the rear, everything is clean and sharp: the styling, the appearance and the effect. This is due not least to the distinct lines and narrow LED taillights which accentuate the horizontal contouring of the rear. The illuminated rear light strip on the all-wheel-drive models further enhances the effect.

One unmistakable Porsche feature is the stainless steel tailpipes. On the 911 Carrera S models, twin tailpipes are fitted on both sides. The wide rear spoiler is extendable which reduces lift in all driving situations and increases driving stability.

The 911 Carrera models and the 911 Carrera S models are equipped as standard with 19-inch and 20-inch wheels, respectively. Their large dimensions enhance the sporty presence of the 911. The tyres have a large rolling circumference for improved comfort and performance.

Even the logo on the rear has an important function to perform. It is, after all, the hallmark of the Porsche identity.

In summary, form always follows function. As a design principle, it couldn't be more simple, but it's what makes the 911 a 911.



Sporty ergonomics for ordinary driving. Extraordinary comfort for sporty driving.

Interior design.

At Porsche, we don't build everyday sports cars, we build sports cars for everyday use. How? By understanding that great agility and maximum comfort are not mutually exclusive but are, in fact, aspects of a harmonious overall concept.

This is especially true of the interior of the 911. Sportiness, functionality and high-quality materials combine to form a cohesive whole that is conducive to dynamic driving, even during everyday use.

This becomes clearer the moment you get in. The longer wheelbase now offers 25 mm more leg room in the front than in previous 911 Carrera models, for example.

Sportiness in harmony with comfort is the theme which is reflected in the clever ergonomics that characterise the entire interior design. The materials used, the layout of the controls and their operating logic belong to a new generation of sports car. Another new design for the 911 is the ascending centre console. Its intelligent operating concept follows a clear principle of direct simplicity.

A classic 911 feature is the arrangement of the five circular instruments with the rev counter in the middle. The contemporary instrument cluster featuring a high-resolution 4.6-inch full VGA TFT colour display enables the driver to view information from, for example, the adaptive cruise control function, the audio system or the new speed limit indicator.

Acoustics are an integral part of the concept, particularly the engine sound. Available as an option is the Burmester® High-End Surround Sound System.

Optimised for the 911 Carrera model range, it features 12 loudspeakers and a total output of 821 watts for a perfect spatial sound.

The 911 proves that apparent opposites, such as style and engineering or comfort and performance, can go hand in hand. For us, there is no contradiction and certainly no need for compromise. After all, a strong personality does not deny the existence of opposites, it unites them.





**Let's forget the future for a moment.
As we discover it in the present.**

Engineering.

What use is the engineering of tomorrow when it can be found on the road today? None. So let's turn to the here and now.

The engines, as you would expect, are characterised by six horizontally opposed cylinders. The 3.4-litre engine in the 911 Carrera models produces 257 kW (350 hp); in the 911 Carrera S models, the 3.8-litre engine develops 294 kW (400 hp). All variants are equipped with direct fuel injection (DFI) and VarioCam Plus for increased power and comparatively low fuel consumption.

Power is transmitted to the wheels by the 7-speed manual gearbox with the highest gear designed specifically with fuel economy in mind or, optionally, by efficiency-enhanced Porsche Doppelkupplung (PDK), which offers gear changes with no interruption in the flow of power.

On the 911 Carrera all-wheel-drive models, the enhanced Porsche Traction Management (PTM) distributes the power to the wheels according to weather and road conditions. Handling is even more poised, particularly when the car is being driven to its limits. As a result, you are safer not just in the wet and snow, but also when adopting a sporty driving style.

The chassis is also packed with forward-looking technology. Fitted as standard in the 911 Carrera S and 911 Carrera S Cabriolet, Porsche Torque Vectoring (PTV) increases dynamic performance. Available as an option for the S models, Porsche Dynamic Chassis Control (PDCC) improves dynamic performance further still. Dynamic engine mounts, available as an option for all models, provide perceptibly more precise handling – and not just when cornering.

The 911 has a lightweight composite construction in aluminium and steel. Used extensively and in just the right places, lightweight aluminium improves

fuel economy and dynamic performance and helps to achieve an excellent weight to power ratio of 4.7 kg/kW (3.5 kg/hp) for the 911 Carrera S, for example.

The future of the sports car begins now.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

Meetings, conferences, business lunches. How about some leisure in between?

The 911 Carrera.

In the 21st century, we find ourselves caught between all kinds of opposites on a daily basis: between the demands of our work life and our private life, between the real world and virtual reality. How can they all be reconciled? With a strong identity and a sports car that has incorporated many contradictory notions since 1963.

Sportiness and everyday practicality are a prime example. The 911 Carrera is equipped as standard with direct fuel injection (DFI) and VarioCam Plus for high power, high torque, efficient combustion and, as a result, comparatively low fuel consumption.

Tradition and innovation blend seamlessly together in the rear-mounted 3.4-litre flat-six engine thanks to its downsized capacity. Despite the reduced displacement, the engine is capable of delivering even more power to the road than its 3.6-litre predecessor.

The figures speak for themselves. The maximum power of 257 kW (350 hp) is available at 7,400 rpm and the maximum torque of 390 Nm is generated at 5,600 rpm. Yet, in conjunction with Porsche Doppelkupplung (PDK), fuel consumption and CO₂ emissions have been reduced by 16% compared with the previous model. Even more impressively,

the car accelerates from 0 to 100 km/h in 4.8 seconds and reaches a top speed of 289 km/h.

The 911 Carrera generates powerful forces, which are transmitted precisely and directly to the wheels by the 7-speed manual gearbox. As with the optional PDK, gears 1 to 6 have a sports ratio, while 7th gear has a long ratio for reduced fuel consumption. The SPORT button, which is fitted as standard, makes it possible to select an even more responsive engine and transmission setup.

In terms of form and function, the single tailpipes are especially imposing and emit

a sound which is typically Porsche. The 19-inch Carrera wheels are fitted as standard and improve driving stability and performance.

Sports car technology as standard, in the form of black four-piston monobloc aluminium fixed calipers, Porsche Stability Management (PSM) and Bi-Xenon headlights, shows that sportiness and safety are not mutually exclusive.

Sport, moderation, everyday practicality and style. Four key themes, one unifying concept: the 911 Carrera.



Its identity emerged on the racetrack.

Its home is on the road.

The 911 Carrera S.

Nothing defines us more than our heritage. It says a lot about who we are. This is particularly true of the 911 Carrera S, which has all the characteristics you would expect of a sports car whose origin is in motorsport.

An elementary component of its DNA, therefore, is power in the form of a 3.8-litre engine with direct fuel injection (DFI) and VarioCam Plus. It delivers 294 kW (400 hp) at 7,400 rpm, and the maximum torque of 440 Nm is achieved at 5,600 rpm. In conjunction with the manual gearbox, the sprint from 0 to 100 km/h is completed in just 4.5 seconds. Top speed isn't reached until 304 km/h.

On figures alone, the 911 Carrera S excels, particularly in terms of efficiency. Fuel consumption and CO₂ emissions have been reduced by 15% compared with the previous model. This has been possible thanks to the auto start/stop function, which is available as standard, and the coasting function in conjunction with the optional Porsche Doppelkupplung (PDK).

It's not difficult to tell where the 911 Carrera S comes from. You can hear it in the resonant engine sound and you can see it in the twin tailpipes in brushed stainless steel and 20-inch Carrera S wheels.

You can also feel it, thanks to Porsche Active Suspension Management (PASM), which is fitted as standard, or the optional PASM sports suspension with even sportier aerodynamics and the ride height lowered by 20 mm. Or the optional Sport Chrono Package and dynamic engine mounts. Available as standard, Porsche Torque Vectoring (PTV), or Porsche Torque Vectoring Plus (PTV Plus) in conjunction with the optional PDK, increase traction and driving stability. Porsche Dynamic Chassis Control (PDCC), the active roll stabilisation system, is available as an option and improves agility, comfort and safety.

On the subject of safety, the brakes at the front of the 911 Carrera S come equipped with monobloc fixed calipers with six, instead of four, pistons for improved braking performance and a shorter braking distance. Bi-Xenon headlights are standard and the Porsche Dynamic Light System (PDLS) is available as an option.

There is no doubt. The 911 Carrera S knows its roots, and embraces them with efficiency, power and sporty performance.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



The future of the sports car is wide open again.

The 911 Carrera Cabriolet.

Sometimes, the best option is to free your mind, to look at things from a fresh perspective and to explore your own direction, not least when you've set yourself ambitious goals for the future. These goals can be achieved by opening yourself up to new ideas.

This is the direction explored by the 911 Carrera Cabriolet. With forward-looking hood engineering, lightweight materials and an integrated wind deflector, it conceives a new kind of freedom and broadens the appeal of the sports car.

Smooth and firm, light and robust, the design of the hood is impressive in terms

of both appearance and construction. It is made from three ultra-lightweight magnesium elements and is covered in fabric. This saves weight and, not only does it improve aesthetics, it also reduces unwanted noise. What you can still hear, however, is the unadulterated sound of your 911.

The wind deflector is fitted as standard and offers practically draught-free driving and minimal wind noise. Operation could not be easier. Integrated directly behind the rear seats, it folds out electrically in just two seconds and remains operable up to a speed of 120 km/h.

The performance figures of the 911 Carrera Cabriolet reflect the ambitious goals achieved by our engineers. The downsized and rear-mounted 3.4-litre flat-six engine delivers 257 kW (350 hp) at 7,400 rpm and enables a top speed of 286 km/h. Compared with the previous model, fuel consumption and CO₂ emissions have been reduced by 15%.

In summary, this articulate concept forms the basis for a self-assured personality. Typified by its courage to adapt and change, it derives pleasure from exploring new directions. After all, the future is wide open.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



Porsche 356, Porsche 550, Porsche Carrera GT: openness has always been a Porsche tradition.

The 911 Carrera S Cabriolet.

Open-top driving is integral to Porsche history. It began back in 1948 with the No. 1. The convertible variant of the first 356 became a legend, as did its descendent, the Porsche 550 Spyder. In 1982, the first 911 Carrera model in cabriolet form was introduced to the road. Two things that all open-top Porsche cars have in common are an urge for sporty acceleration and unlimited driving pleasure. The time has come to carry this tradition on into the future. The 911 Carrera S Cabriolet does just that.

That explains what motivates us, and this describes what drives the car: the 3.8-litre engine with direct fuel injection (DFI) and VarioCam Plus, which produces 294 kW (400 hp) at 7,400 rpm. The 911 Carrera S Cabriolet completes the sprint from 0 to 100 km/h in just 4.7 seconds and reaches a top speed of 301 km/h.

These are impressive performance figures, founded on the principle that, if you want to keep moving, you shouldn't carry unnecessary weight. This is precisely why the 911 Carrera S Cabriolet incorporates extensive use of lightweight materials.

The hood has a crucial role in this respect. On the 911, the hood has been fundamentally revised. Integrated magnesium elements make the hood light yet extremely robust. The hood opens and closes in only 13 seconds and is operable up to a speed of 50 km/h. With the hood closed, the car's profile is optimised for aerodynamic performance, which explains the low drag coefficient of 0.30. Wind noise is practically eliminated.

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

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

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

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

**When you know your strengths,
it's easy to acquire new ones.**

The new 911 Carrera 4.

One thing is for certain. When it comes to finding your own strengths, it always helps to know who you are and where you come from. Where the 911 is concerned, we call this Porsche identity.

The immense power that is embodied in this strong identity is immediately apparent in the new all-wheel-drive 911 Carrera 4. Its enhanced Porsche Traction Management (PTM) converts power directly into motion. Not in a heavy-handed way, but intelligently. Sensors control the rotational speeds of all four wheels, the vehicle's lateral and longitudinal acceleration and the steering angle. In this way, the active all-wheel

drive can continually respond to different driving situations and precisely distribute drive forces between the front and rear axles. Tuned to provide even more poised and balanced handling during performance driving, PTM quickly and clearly demonstrates, especially in the wet and snow, what we at Porsche understand by traction.

Expressed in simple terms, the new 911 Carrera 4 is self-assured. An assuredness that has been assisted by engineering and aesthetic details such as the wider body – the rear wings are 44 mm wider than those of the 911 Carrera – the 295 mm wide rear tyres, the special air

intakes, the illuminated rear light strip with taillights and parking light function, and distinctive sideskirts.

One of its inherent strengths is, of course, its engine: the 3.4-litre flat-six power unit delivers 257 kW (350 hp) at 7,400 rpm and accelerates the new 911 Carrera 4 from 0 to 100 km/h in just 4.9 seconds. Top speed is 285 km/h. One strength may possibly come as a surprise: by downsizing the engine, it has been possible to reduce the fuel consumption and CO₂ emissions by up to 15% compared with the previous model.

Let's now bring the power of identity to bear on the road. With the aid of the 7-speed manual transmission or the optional PDK. Both feature sports ratios for gears 1 to 6 and a long-ratio 7th gear for fuel efficiency.

The 911 has many strengths. The new 911 Carrera 4, with its superlative traction, dynamic performance and safety, has acquired even more. Why not take your seat behind the wheel and make these strengths your own?



Switchbacks, hairpins, zigzags, S-bends...

There are countless reasons for having intelligent all-wheel drive.

The new 911 Carrera 4S.

Steadfastness. Another apparent Porsche contradiction. But whilst it's true that sports cars are all about movement, about surging forwards, it's even more important to stay calm at all times, to act with composure and never rashly. So it's reassuring that you can rely on the handling characteristics of the new 911 Carrera 4S.

Particularly dependable is the enhanced Porsche Traction Management (PTM) active all-wheel-drive system, especially when driving the car at the limits of performance. To achieve this, our engineers have travelled right to the physical boundaries – and extended them. PTM now

ensures that the car is even more poised and balanced and really comes into its own when adopting a sporty driving style or travelling in extreme weather conditions.

At the rear, the car is the personification of road holding, with its 44 mm wider body, wider track and road-hugging 305 mm wide rear wheels. The seamless horizontal taillight strip continues the same styling language. The all-wheel-drive model is also recognisable from the front thanks to its dynamically accentuated cooling air intakes in the front end.

Though the car is practically at one with the ground, it cannot keep still. This is unsurprising when it is powered by a 3.8-litre engine developing 294 kW (400 hp) at 7,400 rpm. When combined with Porsche Doppelkupplung (PDK), this power unit can accelerate the car to 100 km in just 4.3 seconds. And continue up to a maximum speed of 297 km/h.

This hasn't come at the expense of fuel consumption and CO₂ emissions either. Figures for the new 911 Carrera 4S are up to 13% lower than those of its predecessor. Fuel-efficient technologies, such as electrical system recuperation, auto

start/stop – both fitted as standard – and the 'coasting' function of PDK, prove that Porsche is continually resolving conflicting aims through Intelligent Performance.

Where safety is concerned, the monobloc fixed brake calipers at the front have six pistons instead of four, whilst the brake pads are 10% larger. The result is even shorter braking distances. Proof that, at Porsche, safety is an integral part of performance, not its polar opposite.

Steadfast through and through. Corner after corner.





**There's a lot of emotion in engineering.
Such as that unique cornering feel.**

The new 911 Carrera 4 Cabriolet.

It may come as a surprise to you, but our engineers are very emotional people. And clear thinkers. There is no conflict between these two traits. On the contrary, they are ideal qualifications for those tasked with the development of a cabriolet that is more than just a fair-weather car: the new 911 Carrera 4 Cabriolet. Entirely without contradiction, it combines the thrills of open-top driving with outstanding road holding.

May we now appeal to your emotions? Here goes. The new 911 Carrera 4 Cabriolet is powered by a 3.4-litre flat-six engine developing 257 kW (350 hp) at

7,400 rpm, which displays superlative performance. The 0 to 100 km/h sprint is completed in 5.1 seconds, for example. And it boasts a top speed of 282 km/h. Equally superlative are the fuel consumption and CO₂ emissions figures which are up to 16% lower than those of the previous model.

When it comes to traction, however, composure and reason prevail in the form of the further enhanced Porsche Traction Management (PTM) active all-wheel-drive system. Working together with Porsche Stability Management (PSM), PTM ensures excellent levels of

stability and safety. So you can give free rein to your emotions. Even in the wet and snow.

The new hood of the 911 Carrera 4 Cabriolet is able to adapt to the weather and your mood in precisely 13 seconds. That's all the time it needs to open or close at road speeds of up to 50 km/h. Magnesium support elements make the hood lightweight, yet extremely rigid and robust. An integral wind deflector is fitted as standard. Electrically powered, it extends in just two seconds.

There's a feeling of pride that the fabric hood creates the same elegant silhouette as that of the 911 Coupé models. The powerful proportions – the body that is 44 mm wider at the rear, the wider rear track and 295 mm wide rear tyres – are characteristic of all-wheel-drive design. All this combines to create that unique Porsche cornering feel.

We think that it's better to play out your emotions than to conceal them. Because only a weak character shows no feelings at all. The new 911 Carrera 4 Cabriolet.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



**The strength of identity can be measured after all.
In moments of happiness.**

The new 911 Carrera 4S Cabriolet.

Which vital ingredients do you need to experience moments of true happiness? It's our conviction, at least, that you need impressive road holding. Plus safety, reliability and faith in technology that won't let you down when you need it most. Because only when we have peace of mind are we truly free.

All these ingredients have been brought together in the 911 Carrera 4S Cabriolet. The car, powered by a 3.8-litre direct fuel injection (DFI) engine with a maximum output of 294 kW (400 hp) at 7,400 rpm, sprints from 0 to 100 km/h in 4.7 seconds and boasts a top speed of 296 km/h.

Bringing additional peace of mind are the fuel consumption and CO₂ emissions figures of the new 911 Carrera 4S Cabriolet, which are up to 14% lower than those of the previous model.

The car's 'happiness hub', however, can be found in the Porsche Traction Management (PTM) active all-wheel-drive control system which has undergone further refinement. As a result, handling is even more poised and balanced, particularly when the car is being driven at its limits. This makes controlling the car even easier and driving much more pleasurable.

The hood of the new 911 Carrera 4S Cabriolet lets you open up to the open road. The fabric hood featuring magnesium elements is lightweight, yet robust and extremely rigid. It opens in just 13 seconds at road speeds of up to 50 km/h. When closed, it shows off an aerodynamically optimised silhouette that has a drag coefficient of just 0.31. Which is also why you can hear hardly any wind noise.

You can certainly hear the engine though. The sound is – and remains – unmistakably Porsche. Likewise the dimensions:

the car is 44 mm wider at the rear, has a wide track and is equipped with wide rear wheels on 20-inch Carrera S tyres. All evidence of that strong identity.

It's possible, of course, to describe moments of happiness. But it's far better to experience them first hand. The new 911 Carrera 4S Cabriolet.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



To give more and take less. That's Porsche engineering.

Engines.

You could ask whether the sports car is still relevant. It would be a good question, but you might as well ask the same of dreams.

The answer to both questions lies in the future or, to be more precise, in the future of the sports car. In the 911, the future is already here. The highly efficient, state-of-the-art engines make a considerable contribution to the comparatively low fuel consumption, but their sound is still unmistakably Porsche.

The 911 engines are also unmistakably sporty thanks to the SPORT button fitted as standard. At the push of a button, the engine becomes tuned for a sharper response and engine dynamics that are even more direct.

The 3.4-litre engine of the 911 Carrera models demonstrates, therefore, that performance and efficiency need not be mutually exclusive. Rather, the downsized engine capacity and increased maximum torque are the intelligent basis by which power output can be increased in an environmentally acceptable and sustainable way. Fuel consumption and CO₂ emissions have been reduced by up to 16% compared with the previous model.

In their search for improved efficiency, our engineers analysed an extensive series of engine components. Answers were found, including rapid heating of the engine and gearbox to normal operating temperature after an engine start by the thermal management system, improved air induction and extremely effective direct fuel injection (DFI).

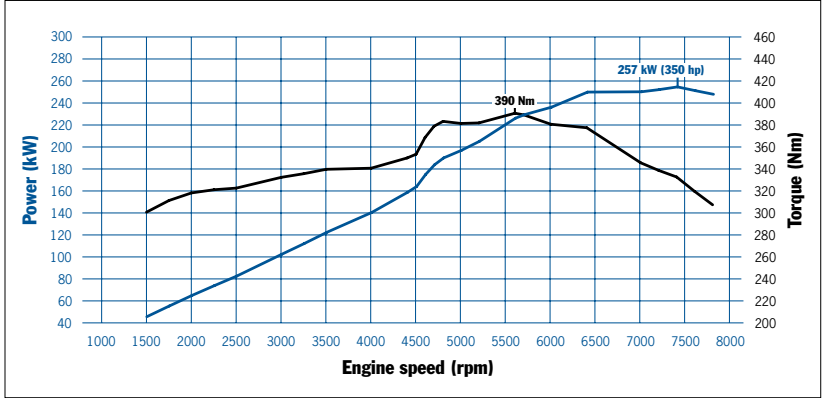
The same principle applies to the 3.8-litre engine in the 911 Carrera S models. There has been no change in displacement since the previous model, but power output has been increased while fuel consumption has been reduced by up to 15%.

Weight is critical to efficiency. This is why the engines have a light-alloy construction, making them lightweight and yet structurally rigid. The result is comparatively low fuel consumption and a long service life.

The engine is the intelligent core of our identity. What else could the 'Dr. Ing.' in our company name possibly stand for?



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

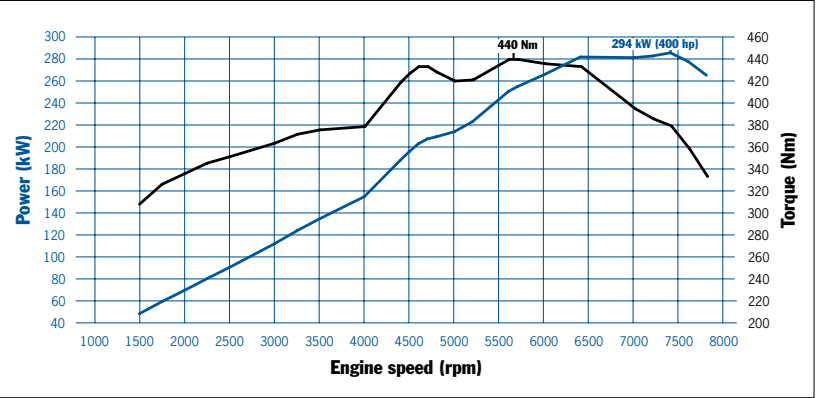


911 Carrera 275 kW (350 hp) at 7,400 rpm, 390 Nm at 5,600 rpm

The 3.4-litre engine.

The 911 Carrera base models are equipped with a 3.4-litre boxer engine with direct fuel injection (DFI) and VarioCam Plus. It develops 257 kW (350 hp) at 7,400 rpm and the maximum torque is 390 Nm at 5,600 rpm.

For the 911 Carrera with 7-speed manual gearbox, this means acceleration from 0 to 100 km/h in 4.8 seconds and a top speed of 289 km/h. The new 911 Carrera 4 accelerates to 100 km/h in 4.9 seconds and has a top speed of 285 km/h.



911 Carrera S models: 294 kW (400 hp) at 7,400 rpm, 440 Nm at 5,600 rpm

The 3.8-litre engine.

The 911 Carrera S models are powered by a 3.8-litre boxer engine with direct fuel injection (DFI) and VarioCam Plus. It produces 294 kW (400 hp) at 7,400 rpm and the maximum torque of 440 Nm is achieved at 5,600 rpm.

With optional Porsche Doppelkupplung (PDK), the 911 Carrera S accelerates from 0 to 100 km/h in 4.3 seconds and achieves a top speed of 302 km/h. The new Carrera 4S completes the 0 to 100 km/h sprint in 4.3 seconds and boasts a top speed of 297 km/h.



Engine cross section: 3.8-litre boxer engine

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

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

Not as thirsty as you might think.

Efficiency-enhancing measures.

A widely held belief about motorsport is that power is the only thing that matters. From experience, we know better. Extra horsepower alone has never been enough to win a single race. Much more important to us are ideas – ideas that inspire more intelligent vehicle concepts and more efficient drive systems. The same applies on the road. It's about getting the most out of what you've got.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

Auto start/stop function.

The auto start/stop function is standard in the 911 Carrera models.

In cars with the manual gearbox, the engine switches off automatically when, for example, you stop at traffic lights, select neutral and release the clutch pedal. In cars with Porsche Doppelkupplung (PDK), the engine switches off whenever you stop and leave your foot on the brake pedal.

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

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.

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 through increased combustion efficiency and lubrication performance.

Electrical system recuperation.

The 911 Carrera 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.

What lies between your home and Le Mans?

Advanced engineering as standard.

Direct fuel injection (DFI).

DFI delivers fuel directly into the combustion chamber with millisecond precision. The spray and cone angles of the multi-hole injectors have been optimised for torque, power output, fuel consumption, emissions and efficient combustion.

With direct injection, the engine management system regulates injection timing individually for each cylinder as well as the injection rate for each cylinder bank. This improves the combustion process and fuel economy.

For faster heating of the catalytic converters after a cold start and optimum torque in the upper load range, up to three injection pulses take place per combustion cycle.

DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver more output at the same time as enhanced engine efficiency. Injection is regulated by the electronic engine management system and emissions are monitored by the Lambda sensors.

VarioCam Plus System.

VarioCam Plus is a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system first differentiates between driver inputs that typify normal, everyday driving and those inputs that demand maximum performance. The electronic engine management system then seamlessly adapts valve

operation to the prevailing conditions. This results in instant acceleration, extremely smooth running and an extraordinary level of tractive power, but with a comparatively low level of fuel consumption.



Integrated dry-sump lubrication.

Integrated dry-sump lubrication ensures a reliable supply of oil even when a sporty driving style is adopted. It also has additional cooling functions.

The oil tank is located in the engine, thereby eliminating the need for an external oil tank, which saves both space and weight. To reduce power loss and increase efficiency, an electronically controlled oil pump supplies the lubricating points inside the engine as and when required. When demand is low, the oil pump is operated at reduced power, thereby saving fuel.

Air intake system.

The resonance intake system increases the intake volume by exploiting the fact that air oscillates as it passes through the intake manifold. The system can adjust to engine speed. Benefits of this include higher torque at low engine speeds and a flatter torque curve. The 911 Carrera S models operate a two-stage system.

The entire intake system is made from lightweight plastic. In the 911 Carrera model range, the resonator volume of the air filter housing varies with engine speed to bring added character to the engine sound, which becomes much more powerful at higher rpm.

Exhaust system.

The exhaust system of the 911 Carrera models has been redesigned, acoustics included.

The stainless steel exhaust system comprises two distinctive and independent exhaust tracts. The catalytic converters heat up rapidly for effective emissions reduction.

A selectable twin-tube sports exhaust system featuring distinctive polished stainless steel tailpipes is available as an option. Activated by a button, it produces an even more intensive sports car sound.



Single-tube tailpipe on the 911 Carrera



Twin-tube tailpipe on the 911 Carrera S



Twin tailpipe of the sports exhaust system

Engine management system.

The EMS SDI 9.1 engine management system ensures optimum engine performance at all times. It controls, for example, the position of the electronic throttle valve (ETC) – a prerequisite for compatibility with the Porsche Stability Management (PSM), which comes as standard. It also regulates all engine-related functions to achieve optimum fuel consumption, emissions and power output whatever the driving style.

Another function is the cylinder-specific knock control. Since the cylinders never all work under exactly the same conditions, the knock control function monitors each one separately. The ignition point is shifted individually, as and when necessary, to protect the cylinders and pistons at high engine speeds.

For compliance with EU standards, the on-board diagnostics detect any faults and defects that may occur in the exhaust and fuel systems and then notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.



**The long and winding road is where you'd like to be.
Sometimes, it pays to take the direct route.**

Transmission.

The 7-speed manual gearbox.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. That's exactly what you would expect of a Porsche manual gearbox.

What you might not have expected is a 7-speed manual gearbox that combines a high level of sporty performance with an equally high level of efficiency and offers extra comfort for longer journeys.

It's an exceptional innovation, and not only in the sports car segment.

The design of this manual gearbox is based in principle on that of Porsche Doppelkupplung (PDK). Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The additional 7th gear, however, has a long ratio, which reduces torque and helps to reduce fuel consumption. Lower engine revs at fast driving speeds also ensure a high level of comfort on long stretches of road. In addition,

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

Thanks to the elevated centre console, the gear lever is within easy reach – ideal for sporty gear changes.

Whether you select a sporty or comfortable gear, the way you reach your destination is in your own hands.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

Porsche Doppelkupplung (PDK).

Available as an option for all 911 Carrera models is 7-speed PDK, featuring manual and automatic modes. It facilitates extremely fast gear changes with no interruption in the flow of power, whilst at the same time improving acceleration and fuel efficiency.

In total, PDK has seven gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. 7th gear has a long ratio and helps to reduce fuel consumption by keeping engine revs low.

PDK is essentially two gearboxes in one and thus requires two clutches. 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.

The effect is instant. Driving feels even sportier and more dynamic, and agility is increased. Depending on the gearshift programme (SPORT button activated

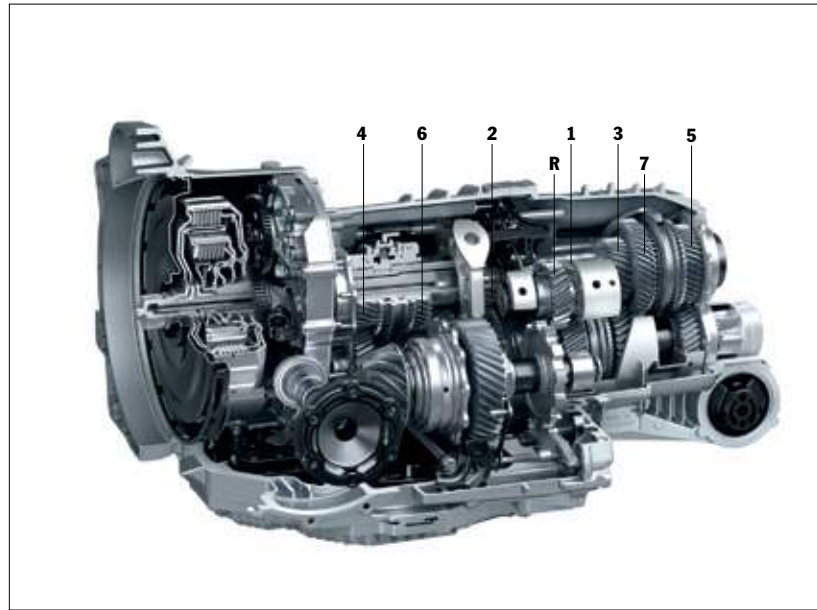
or deactivated), the gear change is optimised for comfort or for sporty driving.

With the optional Sport Chrono Package, PDK is enhanced by the 'Launch Control' and 'motorsport-derived gearshift strategy' functions (p. 67).

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 Doppelkupplung (PDK)

Coasting.

The 'coasting' function available with Porsche Doppelkupplung (PDK) 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



Far better than a power struggle is power interplay.

Porsche Traction Management (PTM).

It is possible to have a lot of power and yet not be able to move anything. Only by using your power intelligently will you truly progress – and with consummate ease.

Enhanced Porsche Traction Management (PTM) is standard on all 911 Carrera all-wheel-drive 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).

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.



“That can’t be done.”

If ever a sentence gave motivation to sports car designers, this is it.

Chassis and body.

A solid identity tends to be described with words like stability, directness or substance. This might sound a little serious but, when it comes to the chassis and body, we think that this is entirely the right approach.

The best example is the engineered design. Indeed, dynamic performance and ride comfort fundamentally depend on factors such as vehicle weight, body rigidity, wheelbase, axle construction and steering. With the 911, we challenged our engineers to push the boundaries of what is possible.

Chassis control systems make a key contribution to the 911 driving experience and thus to the 911 identity. These include Porsche Stability Management (PSM), Porsche Active Suspension Management (PASM), which comes as standard in the 911 Carrera S models, Porsche Torque Vectoring Plus (PTV Plus). Porsche Dynamic Chassis Control (PDCC) is additionally available as an option for the 911 Carrera S models.

Yet, there is still scope for improvement as far as sporty performance is concerned. The optional Sport Chrono Package triggers an adrenaline rush at the push of a button. Dynamic engine mounts, until now exclusively reserved for 911 GT and Turbo models, may not be capable of breaking the laws of physics but they do succeed in exploiting them to their own advantage – and yours.



Engineered design.

The innovative bodyshell of the 911 fulfils two structural design requirements: first, excellent driving dynamics due to the body's extremely high rigidity; second, a vehicle weight saving of up to 65 kg 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.

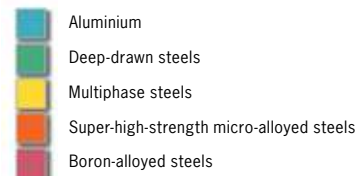
For the bodyshell, therefore, we used very thin, but nevertheless extremely rigid, sheets of steel. Aluminium and

magnesium were used extensively in areas such as the roof, underbody, front end, doors, rear wings and engine compartment and luggage compartment lids. Magnesium, which is a particularly lightweight material, was also selected for the cockpit and centre console support beam and, in the Cabriolet models, the hood shell elements. Such material

efficiency is key to reducing the overall weight and, as a result, fuel consumption of the vehicle.

For the driver, this intelligent blend of materials 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 model, and even sportier handling despite a further improvement in the weight to power ratio.

The longer wheelbase improves comfort as well as straight-line accuracy and driving stability at high speeds and in fast corners.



Front and rear axles.

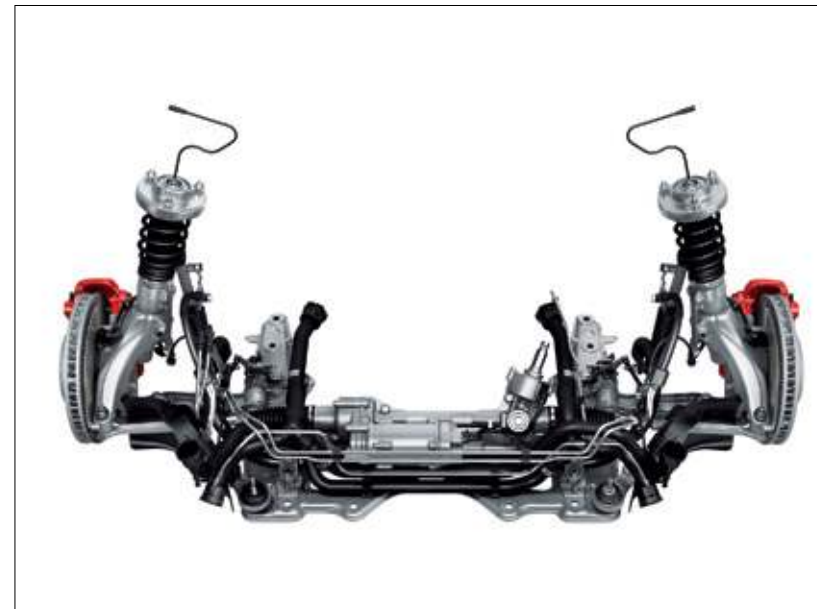
The independent suspension at the front features a lightweight spring-strut axle with longitudinal and transverse links and cross members that have been refined for stiffness. Each front wheel is precisely located, ensuring excellent directional

stability, superior handling and reduced pitching under braking, and the wide track optimises turn-in.

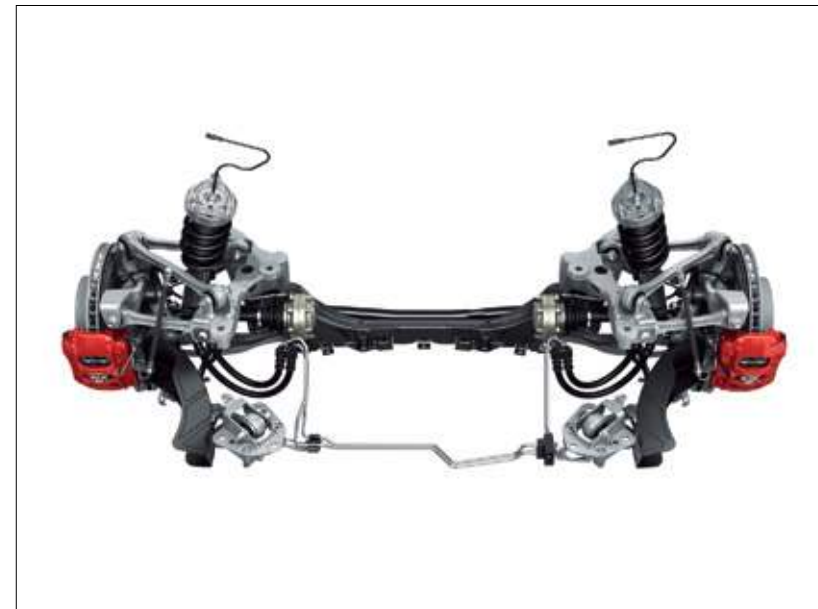
The rear axle is equipped with a motorsport-derived multi-link suspension and chassis subframe. Refined axle kinematics for improved longitudinal damping reduce acceleration squat

and increase comfort. Lightweight spring struts further enhance agility.

The high proportion of aluminium used in the construction of the axles reduces the weight of the vehicle and of the unsprung masses, helping to improve fuel economy, comfort and agility.



Front axle of the 911 Carrera S



Rear axle of the 911 Carrera S

Open, flexible, independent. The optimum prerequisites for a long-term relationship.

Cabriolet technology.

Hood.

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

Another benefit is that the hood is smooth and firm. The fabric remains taut keeping the familiar 911 lines elegant.

A triviality? Only if you choose to ignore the impressively low drag coefficient of just 0.30 for the 911 Carrera Cabriolet models. A further feat of Porsche engineering.

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

Electrically powered, the hood is operated using a button on the centre console or via the key remote. It opens or closes

in just 13 seconds and remains operable up to a speed of 50 km/h. The concertina action ensures optimum protection for the interior lining.

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



Electrically powered wind deflector.

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

driving and minimal wind noise with the top down.

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

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

For unrestricted open-top driving pleasure, the wind deflector extends or retracts in only two seconds and can be operated at speeds of up to 120 km/h.



Electrically powered wind deflector



No need to let the laws of physics spoil your fun.

Porsche Active Suspension Management (PASM).

PASM, the electronic damping control system, is standard in the 911 Carrera S models and available as an option for the 911 Carrera models. It actively and continuously regulates damping forces according to driving style and road conditions. In addition, the suspension is lowered by 10 mm.

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

Sensors record the body movements that accompany powerful acceleration, braking or uneven road surfaces. In the 911, the number of sensors has been increased for improved data acquisition and even more efficient control interventions. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

In 'Sport' mode, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer

rating, thereby improving contact between the wheels and the road. When the road surface improves, PASM automatically reverts to the original, harder rating. If 'Normal' mode is selected and the driver's style becomes more assertive, PASM automatically switches to a harder rating. Damping firms up, and driving stability and road safety are increased.

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

PASM sports suspension.

The PASM sports suspension is available as an option for the 911 Carrera Coupé models in conjunction with 20-inch wheels and Porsche Torque Vectoring (PTV) or Porsche Torque Vectoring Plus (PTV Plus).

The ride height is 20 mm lower than with the standard suspension or 10 mm compared with the PASM suspension. The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. The front spoiler lip has a more sporty geometry, the rear spoiler

extends even further. These not only further reduce lift at the front axle, but also provide downforce at the rear axle for improved aerodynamics and even better performance.



**You appreciate directness.
But love a few twists and turns.**

Porsche Dynamic Chassis Control (PDCC).

It's easy, and even makes sense, to carry on in your usual way, but what happens if a sudden change of direction leaves you thrown off course? Then, it all comes down to personal strength.

A Porsche has a clear sense of purpose and is the embodiment of strength. It demonstrates this with sporty and precise handling and excellent road holding.



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

With the optional Porsche Dynamic Chassis Control (PDCC) for the S models of the 911 Carrera, these characteristics can be further accentuated: the vehicle holds the road even better and delivers even sportier performance.

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.

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.

The results are improved dynamic performance and increased ride comfort at all speeds, as well as optimised turn-in and stable load transfer characteristics.

In simple terms, the tyres and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner.

PDCC sets standards for handling performance, ride comfort and driving pleasure. In the 911, your 'usual' way suddenly becomes the Porsche way.



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

Electromechanical power steering.

Another possible definition of efficiency is a system that works only when it is needed, and then does so in a particularly effective way.

This was the guiding principle for our engineers in the development of the

electromechanical power steering. Statistics show that a car drives in a straight line 90% of the time. Unlike conventional hydraulic pumps, the electric motor uses energy only when the steering wheel is actually turned. The absence of hydraulic fluid also makes the system more beneficial to the environment.

As far as the other 10% is concerned, we're optimally prepared as the steering system is typically Porsche. It features a variable steering ratio and responds sensitively and directly at the same time as providing customary agility, a high level of comfort and precisely selected feedback from the road. Our definition of efficient.

Power steering Plus.

Power steering Plus, the comfort-enhancing power steering system, is available as an option for the 911 Carrera models. At high speeds, the steering is as firm as possible, ensuring maximum precision whilst steering comfort remains as high. At low speeds, the steering ratio of Power steering Plus adjusts for much easier manoeuvring and parking.

Every day can be sports day.**Additional performance enhancement systems.****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 and engine dynamics that are more direct.

In vehicles with Porsche Doppelkupplung (PDK), upshifts take place at higher engine speeds and downshifts happen sooner. In addition, coasting mode and the auto start/stop function are automatically deactivated. If fitted, the optional sports exhaust system is also activated automatically.

Sport Chrono Package.

The Sport Chrono Package including dynamic engine mounts is available as an option. This integrated system provides simultaneous enhancement for the chassis, engine and transmission.

Included in the package are a performance display, a digital and an analogue stopwatch and the SPORT PLUS button. An additional display in the steering wheel and instrument cluster indicates whether the SPORT buttons and Launch Control have been activated.



On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and, in the 911 Carrera S models, optional Porsche Dynamic Chassis Control (PDCC) switch to a harder damping setting and offer more direct steering and, therefore, better road holding.

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. For safety, it is set to intervene automatically only when ABS assistance is required on both the front wheels.

In combination with PDK, the Sport Chrono Package has two additional functions for a sporty drive that borders on a motorsport experience. The first is 'Launch Control', which can be used on the track to achieve the best possible standing start – a racing start.

The second function is the 'motorsport-derived gearshift strategy'. Using this, Porsche Doppelkupplung (PDK) is geared up for extremely short shift times and optimum shift points for the maximum acceleration available. This combination of uncompromising and involving performance is ideal for the racetrack.

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

A feature of the Sport Chrono Package borrowed from motorsport is the dynamic engine mounts. These exploit the laws of physics for your own driving pleasure.

Dynamic engine mounts.

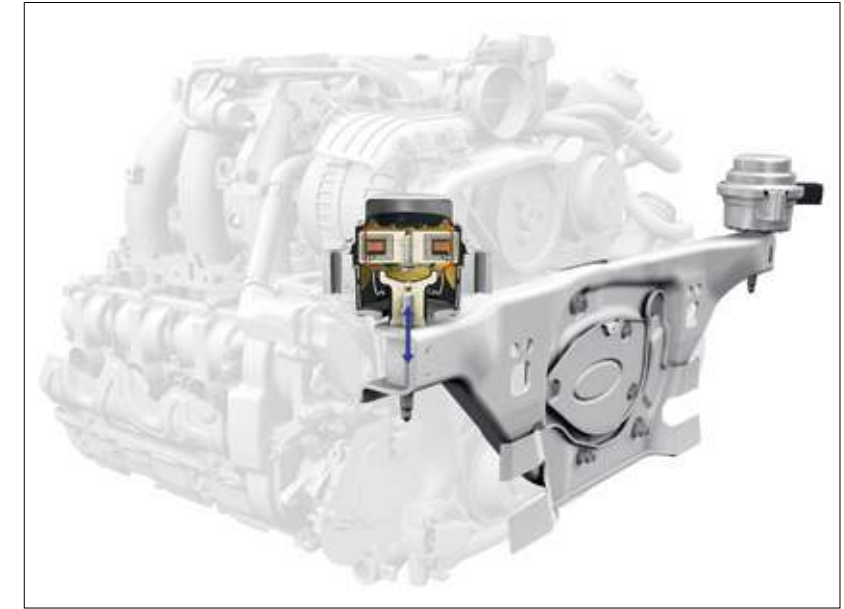
You don't have to take the 911 onto the racetrack. But you can, more so than ever, because dynamic engine mounts are now included as part of the Sport Chrono Package.

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.

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. 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 higher level of comfort.



Wheels.

The 911 Carrera models are equipped with 19-inch Carrera wheels as standard. These are lightweight alloys featuring a classic sporty design. Tyre sizes are 235/40 ZR 19 and 285/35 ZR 19 at the front and rear, respectively. All-wheel-drive models are fitted with even wider 295/35 ZR 19 tyres at the rear.



19-inch Carrera wheel (standard on the 911 Carrera models)



20-inch Carrera S wheel (standard on the 911 Carrera S models)

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.

The S models are equipped with light-alloy 20-inch Carrera S wheels as standard. The visual effect is sporty and dynamic. The tyres are slightly wider to cope with the increased power output of these models: 245/35 ZR 20 at the front, 295/30 ZR 20 at the rear. All-wheel-drive models have 305/30 ZR 20 tyres at the rear.

The large tyre size improves both ride comfort and track performance. Rolling resistance, dry braking distances and tyre weight are all comparatively low, thereby helping to reduce fuel consumption.

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

Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring (TPM) is available on request. This safety system sends warnings to the on-board computer's display screen in the event of low tyre pressure or a gradual or sudden loss of pressure. The individual pressures in all four tyres can be displayed in the instrument cluster.

Porsche Stability Management (PSM).

As standard, the 911 Carrera 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

optional Sport Chrono Package is selected, the PSM threshold is raised to allow a sportier driving style.

For an even more dynamic experience, you always have the option to deactivate PSM. 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.

PSM therefore offers a high level of driving stability and safety combined with extraordinary agility. It's an apparent contradiction in terms, but an intrinsic part of the Porsche identity.



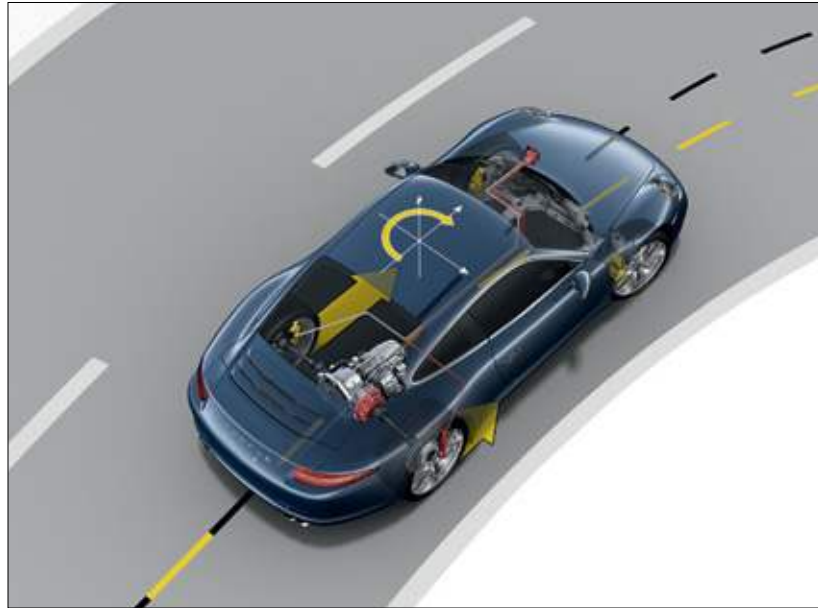
911 Carrera 4 Cabriolet with 20-inch Carrera Classic wheels



Attack the corners.

Maintain good posture.

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



PTV in conjunction with the manual gear-box, or PTV Plus with Porsche Doppelkupplung (PDK), are available as options for the 911 Carrera models and standard in the 911 Carrera S models. Both systems actively enhance vehicle dynamics and stability. Operating in conjunction with a mechanical (PTV) or electronic (PTV Plus) rear differential lock, they work by braking the rear wheels as the situation demands.

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

To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of 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 and PTV Plus significantly increase agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability. With PTV, the differential lock is regulated mechanically; with

PTV Plus, it is regulated electronically and the torque distribution is infinitely variable. Whichever system is fitted, it interacts with Porsche Stability Management (PSM) to improve driving stability on a range of surface conditions, including the wet and snow.

For the driver, this means 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.





Control, discipline, precision.

At Porsche, we take driving pleasure very seriously.

Safety.

Brakes.

Another crucial piece of the Porsche identity is the brakes. We value them as highly as we do our engines and chassis. They set standards for deceleration and stability, and give the driver the reassurance needed to push the car to the limits of its performance.

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

On the S models, we have fitted larger brakes and more brake pistons to cope with the higher engine power of these models. Consequently, 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 340 mm at the front and 330 mm at the rear. The results are enhanced braking performance and stability.

On all models, 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 standard 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. In the S models, brake disc cooling is further enhanced by modified air spoilers.



Standard brake system on the 911 Carrera models



Standard brake system on the 911 Carrera S models



What we've discovered from over 30,000 racing victories: Brake later, finish sooner.

Porsche Ceramic Composite Brake (PCCB).



From the start, Porsche has been synonymous with motorsport. Ever since 1948, when we found our identity on the racetrack, we have taken the experience we have gained and applied it to the road. The optional Porsche Ceramic Composite Brake (PCCB) 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 for the 911 Carrera have a diameter of 350 mm front and rear for even more formidable braking performance.



The use of six-piston aluminium monobloc brake calipers on the front axle and four-piston 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 ensures 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. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Please note that circuit racing, track day use and other forms of performance driving can significantly reduce the service life of even the most durable brake pads and discs.

As with conventional high-performance braking systems, we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



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.

Airbags.

The 911 Carrera models offer advanced airbag technology in the form of full-size driver and front passenger airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

In addition to the central airbag control unit on the transmission tunnel, a pair of impact sensors are located near the headlights. This allows a crash to be detected and evaluated not just sooner, but with even greater accuracy.

Porsche Side Impact Protection System (POSIP).

Coupé or Cabriolet, the 911 models are equipped as standard with the Porsche Side Impact Protection System (POSIP). It comprises side impact protection elements in the doors and two airbags on

each side. An integral thorax airbag is located in each seat side bolster, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres, ensuring excellent protection in the event of a side impact.

Cabriolet roll-over protection concept.

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

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



**To see something coming, experience helps.
So does forward-looking technology.**

Lights.



Front night-time lighting



Rear night-time lighting

The 911 Carrera models are equipped as standard with Bi-Xenon headlights including a headlight cleaning system and dynamic range control. The LED front light units incorporate direction indicators, daytime running lights and position lights. Automatic headlight activation is also included as standard.

Cutting edge LED technology is also used for the taillights, the high-level third brake light, the licence plate illumination, the rear direction indicators, the rear fog light and – on all-wheel-drive models – the rear light strip. LEDs provide better illumination and respond more quickly to driver input.

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.

Porsche Dynamic Light System (PDLS).

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

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

Superior safety meets sporty design in the form of the LED main headlights with PDLS+ which are available as optional equipment. Integrated into each headlight housing are four LED spots, for the daytime running lights, and one LED light ring. In addition to being efficient and long-lasting, LED technology also creates a light very similar to daylight and thus helps to reduce driver fatigue.

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

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



Porsche Dynamic Light System (PDLS) cornering lights

**Our identity is found under the bonnet,
in the design and behind the steering wheel.**

Comfort.

Driving a 911 is first and foremost about the feel of the road in the original, unadulterated and direct sense. Is it possible, then, to mention the 911 and comfort in the same breath? To speak of systems that make driving 'more agreeable', or of materials that feel 'pleasant' to the touch? Good question.

In reality, however, should anyone really be forced to choose one over the other? Let's introduce ourselves to the concept of sporty comfort – dynamic performance that maintains composure even when pushed to the extreme.

Interior.

Engineering and style – and Porsche identity on the inside, as demonstrated by 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 lever or 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 sub-menu after another. You should instead be able to concentrate on what's important: the road.

Our materials are high quality with a sporty character. The steering wheel rim, door pulls and armrests are in leather, for instance. Alcantara has proven its worth in motorsport and is used as standard for the rooflining of the Coupé models.

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: optional Porsche Communication Management (PCM) with navigation module and a high-resolution 7-inch colour touchscreen. PCM is your control centre for audio, navigation and communication functions.

Another element of the Porsche identity is sound. Fitted as standard, the CDR audio system with 7-inch colour touchscreen and the Sound Package Plus offer outstanding performance with a total output of 235 watts. Available as an option is the BOSE® Surround Sound System with a total output of 445 watts. In short, it delivers powerful audio

playback combined with an impressive spatial sound.

No system promises such high standards in the 911, and fulfils them, as the optional High-End Surround Sound System from Burmester®, the bespoke manufacturer based in Berlin and one of the most respected premium audio manufacturers worldwide. With a total output

of 821 watts, it ensures an incredible audio experience.

Our patented integral subwoofer enhances the bass performance of both optional sound systems and also saves weight. Typically Porsche.

Ergonomics, style and sound. Sports car technology, intelligently combined.

Instruments.

Sporty not kitsch, practical not fanciful. The five circular instruments have one purpose above all: to provide information. They do so efficiently and accurately. Their styling is typically Porsche with the rev counter exactly where you would expect it to be: in the middle.

The instrument cluster with a high-resolution 4.6-inch TFT colour screen provides you with a continuous stream of data from the on-board computer, such as trip mileage, journey time or average fuel consumption. It also displays the navigation system map, delivers various warnings, including alerts from the Tyre Pressure Monitoring (TPM) system and,

on 911 Carrera 4 models, tells you the current front/rear axle torque distribution. You can also use it to carry out individual settings.



Instruments in the 911 Carrera 4S with silver-coloured rev counter



TFT display

In the 911, there is a point at which all forces come together. The steering wheel is the most important interface between the driver and the sports car. This is why all available steering wheels feature a high-grip steering wheel rim in smooth-finish leather and offer outstanding ergonomics. A full-size airbag is integrated as standard.

Sports steering wheel.

The sports steering wheel is fitted as standard and adjusts up to 40 mm for height and up to 60 mm for reach.

The optional multifunction steering wheel has four function buttons and two thumbwheels for convenient operation

of audio, telephone and navigation functions, TFT display and on-board computer. On request, the steering wheel is available in smooth-finish leather, carbon or mahogany.

In conjunction with PDK, the steering wheels are equipped with two ergonomic gearshift switches enabling you to

change gear directly from the steering wheel. With the optional Sport Chrono Package, the steering wheel also features a display above the airbag module to inform you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

SportDesign steering wheel.

As with the sports steering wheel, the optional SportDesign steering wheel is adjustable for both height and reach and, thanks to its grip mouldings, it's in safe hands – even on the sportiest of drives.

In conjunction with PDK, the steering wheel features two gearshift paddles. These are made from a strong alloy and are ergonomically located behind the left- and right-hand steering wheel spokes. Pull the right-hand paddle and PDK shifts up. Pull the left-hand paddle

and PDK shifts down. When PDK has been combined with the optional Sport Chrono Package, the left- and right-hand spokes additionally feature a display that tells you whether the SPORT, SPORT PLUS and Launch Control functions have been activated.

Steering wheel heating.

For increased comfort on cold days, steering wheel heating is available as an option for the sports steering wheel and multifunction steering wheels. The heating is operated by a button on the rear of the lower steering wheel spoke.



Sports steering wheel



Multifunction steering wheel in conjunction with PDK



SportDesign steering wheel with gearshift paddles



SportDesign steering wheel

The ideal basis for any relationship: Support as well as freedom.

Seating.

Sports seats.

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

Sports seats Plus.

Available as an option are Sports seats Plus in leather with electric seat height and backrest adjustment as well as mechanical fore/aft adjustment. The side bolsters on the squab and backrest have firmer, sportier padding and offer even better lateral support.

Fully electric Sports seats.

If you don't want to sacrifice sportiness for comfort, the optional fully electric Sports seats offer electric adjustment of seat height, backrest angle, squab angle, squab depth, 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, for example, the settings for the steering wheel, lights, wipers, air conditioning, door locks, optional PCM, and instrument cluster.

Adaptive Sports seats Plus.

The optional adaptive Sports seats Plus are the ideal combination of sport and comfort. Finished in leather and with side bolsters having a firm, sporty padding, they also feature shoulder supports for the best possible hold.

Offering 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.



Adaptive Sports seat Plus

In addition, the side bolsters on the seat squab and backrest are independently adjustable 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, for example, settings for the steering wheel, lights, wipers, air conditioning, door locks, optional PCM, and instrument cluster.



Sports bucket seat

Sports bucket seat folded down

Sports bucket seats.¹⁾

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 carbon surface finish.

Seat heating and ventilation.

Seat heating is available as an option for all seats.²⁾ 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 the 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.

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 Carrera Coupé models increases to 260 litres and, with a capacity of 160 litres available, the 911 Carrera Cabriolet models offer plenty of space for luggage, too.

Child seats.¹⁾

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

¹⁾ Child seats are not compatible with the Sports bucket seats.

²⁾ Available for Sports bucket seats from October 2013 at the earliest.

**Many things have practical qualities.
Even more have a sporty function.
And some are just extremely convenient.**

Additional comfort and convenience features.

Climate control.

The 911 models feature two-zone automatic climate control as standard with an enhanced ventilation effect and separate temperature controls for the driver and front passenger. The available air conditioning modes are gentle, normal and strong.

An active carbon filter traps particles, pollen and odours and an automatic air-recirculation function permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when required.

A demister function keeps the windows clear in cold weather. In warmer weather, a solar sensor helps the climate control to detect strong sunlight and automatically compensate for the comfort of both the driver and front passenger.

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.

Light design package.

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

‘Welcome Home’ lighting.

For convenience, particularly at night, the ‘Welcome Home’ lighting function automatically switches on the LED daytime running lights for a defined period whenever the vehicle is opened or closed using the key remote.

A customisable delayed switch-off timer keeps the daytime running lights, the taillights and, where applicable, the courtesy lights switched on until you reach your front door.

Cruise control.

This automatic speed control function is available as an option. For greater driver comfort on long stretches of road, cruise control operates in the 30–240 km/h speed range and is activated using a button on the steering column control stalk.

Adaptive cruise control with 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/sec² by restricting the throttle or by applying the brakes appropriate to the prevailing situation 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.



Radar sensor of adaptive cruise control



Adaptive cruise control display

ParkAssist.

ParkAssist is fitted as standard in the 911 Carrera Cabriolet models and is available as an option for the 911 Carrera Coupé 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.

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

Exterior mirrors and rear-view mirror.

Electrically adjustable exterior mirrors are fitted as standard. Electrically folding exterior mirrors with courtesy lighting on both sides of the vehicle are available as an option. By illuminating the area in front of the doors, they make it easier to find your way in the dark. An auto-dimming function for the rear-view mirror and exterior mirrors, with an integrated rain sensor for the windscreen wipers, is available as an option.

Slide/tilt sunroof.

The electrically adjustable slide/tilt sunroof is available as optional equipment for all 911 Carrera models. It opens outwards so that it does not interfere with headroom. Another advantage of the novel design is the large aperture for increased driving pleasure under the open sky. The two-position net-type wind deflector protects against draught and further reduces wind noise.

Glass slide/tilt sunroof.

The electrically adjustable slide/tilt sunroof is also available in tinted single-glazed safety glass. An integral electric sunblind provides shade from unwanted bright light. It is available in five different colours. The design, headroom and aperture of the glass roof are identical to those of the regular slide/tilt sunroof. The only difference is that, even when closed, the glass sunroof still gives you that open-to-the-sky feeling.



Luggage compartment.

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

Roof transport system.

Available as an option for the Coupé models, the roof transport system in aluminium 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. Maximum roof load is 75 kg.

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 or the

luggage compartment lid unlocks. The engine can then be started and switched off using the electronic ignition switch.

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

Anti-theft protection.

All 911 Carrera 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 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. The preparation package includes a special wiring loom and a tilt sensor for the alarm system.



**Identity is to do with where you come from.
Sometimes, it's also to do with where you want to be.**

Audio and communication.

CDR audio system.

Fitted as standard, the CDR audio system features a 7-inch colour monitor that also acts as a touchscreen, giving you quick and easy access to the most important functions and menus.

The integrated CD radio supports MP3 playback and features an FM twin tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control.

On request, the CDR audio system can be combined with the BOSE® Surround Sound System or Burmester® High-End Surround Sound System.

Sound Package Plus.

The Sound Package Plus is fitted as standard. The system comprises a separate amplifier with a total output of 235 watts, seven amplifier channels and nine loudspeakers, all of which combine to create the perfect interior sound experience.

The new CDR Plus audio system.

The new CDR Plus audio system is available on request. All functions can be operated via the 7-inch high-definition WVGA TFT touchscreen or the optional multifunction steering wheel.

The radio with twin tuner receives both digital and analogue signals and adjusts automatically for optimum reception. The single CD/DVD player plays audio CDs, MP3 music files and audio/video DVDs. A USB port allows a USB stick, MP3 player, iPod® or iPhone® to be

connected directly, making your music collection, podcasts or audiobooks instantly available. A cover art function allows album covers to be displayed, thus ensuring your collection is clearly organised – and looks good too.

Devices connected via USB can be operated using CDR Plus or the optional multifunction steering wheel. An additional AUX interface can be used to connect other external audio sources – the system is then operated via the connected device.

Porsche Communication Management (PCM) including navigation module.

Porsche Communication Management (PCM) is available as an option for the 911 models. Powerful, multifunctional and easy to use, PCM is your control centre for audio, navigation and communication functions.

The main feature is the intuitive 7-inch high-definition touchscreen. Alternatively, you can choose to operate PCM using conventional rotary pushbutton controls. With a maximum of five list items per page, the screen display is very clearly presented. A useful help function is displayed at the foot of the screen.

Radio functions include up to 42 memory presets and an FM twin tuner frequency diversity with RDS, which continuously scans in the background for the best signal, and a dynamic autostore.



Porsche Communication Management (PCM) including navigation module

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

The universal audio interface (USB) 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.

You can download the performance display data from the Sport Chrono Package and data from the electronic logbook via the USB port. You can also transfer up to 10,000 tracks in MP3

format to the internal hard drive (or Jukebox) of the PCM and play them from there. Podcasts and audiobooks are recognised and played and cover art is displayed.

The navigation module in PCM features a high-speed hard drive and allows you to choose between a 2D display and a 3D perspective. In some regions, it is possible to display the terrain (with an overlaid 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).¹⁾

Digital radio.

The optional digital radio enables you to receive digitally broadcast radio stations and features a DAB twin tuner. It auto-matically switches between digital and analogue to ensure optimum reception of the selected station.

Telephone module.

The optional quadband GSM telephone module offers convenience and excellent reception. By inserting a SIM card direct-ly into the integral SIM card reader of the CDR Plus or PCM, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capa-bility of a mobile phone can be used to make calls via the SIM Access Profile (SAP).²⁾ Once automatic pairing is com-plete, 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 the CDR Plus or PCM, the optional multi-function 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.²⁾ The CDR Plus or PCM acts as a hands-free system and you can leave the mobile phone tucked away.

On request, a cordless 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),²⁾ an optional mobile phone preparation is available. It enables you to leave your mobile phone tucked away. The CDR audio system, CDR Plus and PCM are able to control only the basic functions of the mobile phone. The GSM connection is estab-lished through the aerial of the mobile phone.²⁾

Voice control system.

If you require route guidance, need to make a phone call or want to listen to the radio, then why not just say so? Almost all of the functions of PCM can be con-trolled 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. For added convenience, there is no need to 'train' the system.

Electronic logbook.

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

Speed limit indicator.

The speed limit indicator informs the driver about speed restrictions and the start and end of no overtaking zones. The information is recorded using a cam-era and is shown on the colour TFT dis-play in the instrument cluster or via the PCM screen. If a traffic sign is missed – for example due to heavy rain or dark-ness – the speed limit stored in the navi-gation module is automatically displayed.

The function allows the driver to concen-trate more fully on the road ahead.

TV tuner.

The optional TV tuner is capable of receiving unencrypted analogue and digital television broadcasts (DVB-T)³⁾ to provide entertainment between jour-neys. For your safety, the TV picture is switched off while the car is in motion.



Speed limit indicator screen

¹⁾ TMC Pro is currently available in Germany, Austria and Switzerland.
²⁾ See notes on page 134.
³⁾ In MPEG-2 format.



TV tuner

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®.¹⁾

¹⁾ In order to use Aha Radio services with the optional telephone module, the HFP function must be activated in PCM.

When you are seeking a sporting challenge, you need the right soundtrack.

BOSE® Surround Sound System.

The sound of a Porsche is a unique characteristic, and we're not referring only to the engine. The optional BOSE® Surround Sound System was specially developed for the 911 and is therefore perfectly tuned to the car's specific interior acoustics.

It has a total output of 445 watts and comprises 8 amplifier channels, 12 loudspeakers and a patented integral 100-watt active subwoofer. The combined effect is a balanced acoustic pattern that transforms your 911 into a fast-moving concert hall.

In combination with the CDR Plus audio system or Porsche Communication Management (PCM), 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.

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

Cue the applause.



An opera in a world of soap operas.

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: perfection in sound.

The system has 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 cm², and a frequency response of 35 Hz to 20 kHz.

For the first time in a 911, Burmester® has introduced the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems. This saves weight and has a beneficial impact on acoustic performance.

Crossover technology has been carried over 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.

The tweeters are ribbon-based air motion transformers (AMT) and ensure 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. As yet unequalled in the 911, 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. Typically Porsche.

Cue the encore.





**It's hard to say what's been our most emotional moment on the racetrack.
We have more than 60 years' worth of them.**

Motorsport.

To be able to call upon more than 60 years of experience as you battle for every hundredth of a second out on the track – that's what Porsche Motorsport is all about. Our driving force is our teams – all those people, from driver to engineer, who work tirelessly on racetracks throughout the world to take us forward. They have been realising and living one shared dream for generations: Ferry Porsche's dream of a car that could be both victorious on the track and practical on the road. And from that dream, more than 30,000 victories have ensued to date.

Victories achieved, for example, with the Porsche 956 – one of the most successful race cars of all time. And with those that continue to show that same potential, such as the 911 GT3 RSR and the 911 GT3 Cup.

Both are race cars that have been successful in circuit and endurance races. As successful, in fact, as the brand as a whole. To date, Porsche Motorsport has built more than 3,000 race cars, over 1,000 of which are still in use today.

They enter amateur and top-class racing events, including the American GT races and the one-make championships, of which there are more than 19, the Porsche Carrera Cup Germany and the Porsche Mobil 1 Supercup being just two. Whatever the race, there are always new goals in mind. Take, for instance, the Le Mans 24 Hour race in 2014. That race will see a prototype, designed completely from scratch, line up at the start, aiming to continue the series of 16 overall victories enjoyed so far at Sarthe.

For Porsche, what's even more important than a place on the podium is the experience acquired from racing. And the ideas and visions that come out of that experience. All knowledge gained on the racetrack will get transferred as either design or test principles to our road cars. Just like the exhaust gas turbocharger and double-clutch transmission technology did, for instance. This close relationship between the racetrack and the road is unique. It allows every Porsche customer to participate – directly or indirectly – in the racing experience. It lets them get a feel for what drives us. Yesterday, today and tomorrow: Spirit. Principles. Vision.





GT sport.

GT cars are pure-bred racing cars. They must be based on road-registered sports cars and modifications are restricted to specific areas.

In the early 1990s, Porsche was the driving force behind the renaissance of international GT motorsport. In the meantime, Porsche has established successful cooperation with customer teams. Porsche supplies the race-ready cars and supports private teams with further development, technical services and the provision of factory drivers.

Whether it's in the Le Mans 24 Hours, the ALMS, the International GT Open or at national GT championships, Porsche private teams are regular race and championship winners.

GT3 Cup Challenges.

Providing drivers with a route into semi-professional motorsport, these entry-level races are held in Australia, Brazil, Central Europe, Great Britain, Japan, Scandinavia, Switzerland, the USA, Canada and the Middle East. Drivers require the relevant national licence to compete in the races whose regulations are based on those of the Porsche Carrera Cup Germany.

Porsche Carrera Cups.

From its beginnings as the fastest one-make championship in Germany, the Porsche Carrera Cup has evolved into a top-class international event. Porsche Carrera Cup championships are now held in various countries throughout the world, supporting prestigious race meetings such as the DTM and, most recently, the 24 Hours Nürburgring. Alongside the Porsche Carrera Cup Germany, first held over 20 years ago in 1990, there are now a further seven Porsche Carrera Cup championships in France, Great Britain, Scandinavia, Italy, Japan, Asia and Australia. With races taking place on virtually every weekend in the motorsport calendar, these events are witness to some impassioned close-quarters racing action where young guns challenge seasoned campaigners, amateurs lock horns with professionals and rookies go head-to-head with customer drivers.

Porsche Mobil 1 Supercup.

The Porsche Mobil 1 Supercup is the most prestigious of the one-make championships. Since 1993, it has been run exclusively alongside the FIA Formula 1 World Championship and is the only Gran Turismo race series. All participating vehicles are run by professional race teams who are permitted to enter a minimum of two and a maximum of three cars. The races, held mainly at European F1 Grand Prix, are run over a distance of around 70 km. And for that entire distance, the drivers – experienced players and talented up-and-coming hopefuls alike – give their absolute all, mindful that success here could well lead on to other challenges, such as a career in GT sport.

To find out more, go to www.porsche.de/motorsport

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.

To find out more go to www.porsche.de/sportdrivingschool



Porsche Sport Driving School

Porsche Sports Cup.

In 2013, the Porsche Sports Cup began its ninth season. Six events on five race-tracks – including famous Formula 1 circuits such as the Nürburgring, the Hockenheimring and the Circuit de Spa-Francorchamps – deliver exhilarating racing and excitement. Various types

of race are open for entry. From regularity rallies to sprints, you can compete in the Porsche Sports Cup by bringing your own road-approved Porsche or a Porsche that has been modified.

To find out more, please call +49 (0)711 911-12359 or go to www.porchesportscup.de



Porsche Sports Cup

Porsche Club Sport.

Porsche Clubs organise a variety of one-off competitions or full series in which drivers compete in various classes. Founded in 1952, today there are 640 clubs in 75 countries with a total membership of approximately 181,000 and the numbers keep growing. The

Porsche Club Organisation is one of the largest and longest established automotive associations in the world.

For further information, please call +49 (0)711 911-23252 or go to www.porsche.de/clubs

**Since 1963, we've defined the 911 in terms of sporty performance.
And we've scrutinised it daily for its efficiency-enhancing potential.**

Porsche and the environment.

We've already spoken about our contribution to motorsport. To be more precise, about our responsibility for the future of motorsport. We meet this responsibility with intelligent technology, unconventional ideas and optimum performance.

Our approach to environmental protection is no different. In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer has long been the same: excellent performance at the same time as greater efficiency.

Porsche has managed to reduce fuel consumption across all model ranges by a double-digit percentage compared with the respective previous model even though performance has been increased. This is made possible by an efficient drive concept (e.g. DFI and VarioCam Plus), lightweight construction, optimised aerodynamics and low rolling resistance.

The environmental management team at the Porsche Development Centre in Weissach aims to demonstrate a high level of environmental responsibility.

Here, technological developments are carried out with environmental protection in mind. The goal is to enhance performance – but, where possible, not at the expense of the environment. We achieve this goal with Intelligent Performance, as epitomised by the 911.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.



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.

This is achieved, on the one hand, through the use of fuel-efficient technologies such as auto start/stop, thermal management, electrical system recuperation, direct fuel injection, VarioCam Plus and, in conjunction with optional PDK, coasting mode.

On the other hand, new catalytic converters developed for the 911 provide efficient emission control.

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.

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 is around 95% recyclable.

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 – including the 911 – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ 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.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 143/145.





**To stand out from the crowd,
you need to express individuality.**

Personalisation options.

The standard specification of the 911 Carrera 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 customisation options are available for both the exterior and the interior. We appreciate that nobody knows better than you how you wish to express your identity.

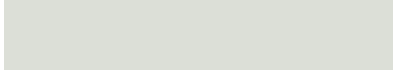
You will find more detailed information on the following pages and in the separate price list.

These are not the only ways to style your 911 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.

There are many ways to explore your own direction. The Porsche identity will never be given an order number, but there is a number by which it will forever be epitomised: 911.

Solid exterior colours.



White



Racing Yellow



Guards Red



Black



Metallic exterior colours.



Rhodium Silver Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Amaranth Red Metallic



Mahogany Metallic



Anthracite Brown Metallic



Agate Grey Metallic

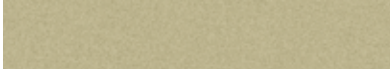


Basalt Black Metallic

Special exterior colours.



GT Silver Metallic



Lime Gold Metallic



Hood colours.



Red



Blue



Brown



Black

Standard interior colours.
Leatherette/leather¹⁾/
soft-touch paint²⁾
interior colour.



Black



Platinum Grey



Luxor Beige



Yachting Blue

Carpet.



Black



Platinum Grey



Luxor Beige



Yachting Blue

Rooflining.³⁾



Black



Platinum Grey



Luxor Beige



Black

Special color.¹⁾

Leather/soft-touch paint.²⁾
in interior colour.



Agate Grey

Carpet.



Agate Grey

Rooflining.³⁾



Agate 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.

²⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.

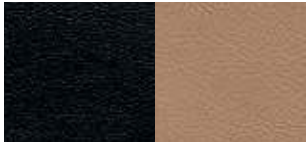
³⁾ Rooflining in Alcantara (Coupé models).



Leather interior package in Luxor Beige

Two-tone combination interior.¹⁾

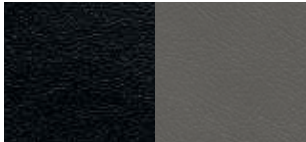
Leather/soft-touch paint²⁾
in interior colour.



Black and Luxor Beige



Agate Grey and Pebble Grey



Black and Platinum Grey

Carpet.



Luxor Beige



Pebble Grey



Platinum Grey

Rooflining.³⁾



Black



Agate Grey



Black

Natural leather interior.¹⁾

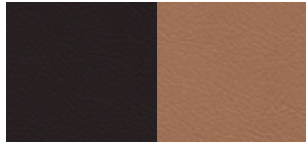
Leather/soft-touch paint
in interior colour.



Espresso



Carrera Red



Espresso-Cognac

Carpet.



Espresso



Carrera Red



Cognac

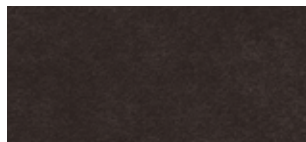
Rooflining.³⁾



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.

²⁾ Soft-touch paint in interior colour; sun visors and inner door sill guards with film finish in interior colour.

³⁾ Rooflining in Alcantara (Coupé models).



Leather interior package in Espresso-Cognac



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



Rear wiper

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Exterior.										
Metallic paint	○	○	○	○	○	○	○	○	Code	122
Special colours	○	○	○	○	○	○	○	○	Code	123
Colours to sample	○	○	○	○	○	○	○	○	Code	
Trim strips in a high-gloss finish	○	○	–	–	○	○	–	–	559	
Porsche Dynamic Light System (PDLS)	○	○	○	○	○	○	○	○	603	83
LED main headlights with Porsche Dynamic Light System Plus (PDLS+)	○	○	○	○	○	○	○	○	602	83
Porsche Entry & Drive	○	○	○	○	○	○	○	○	625	96
Deletion of model designation	□	□	□	□	□	□	□	□	498	
‘911’ badge	□	□	□	□	□	□	□	□	911	
ParkAssist (rear)	○	○	●	●	○	○	●	●	635	94
ParkAssist (front and rear)	○	○	○	○	○	○	○	○	636	94
Rear wiper	○	○	–	–	○	○	–	–	425	128

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.

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

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Exterior.										
Windscreen with grey top-tint	●	●	●	●	●	●	●	●	567	
Automatically dimming exterior and interior mirrors with integrated rain sensor	●	●	●	●	●	●	●	●	P13	94
Electrically folding exterior mirrors including courtesy lighting	●	●	●	●	●	●	●	●	748	94, 129
Electric slide/tilt sunroof	●	●	–	–	●	●	–	–	651	94
Electric glass slide/tilt sunroof	●	●	–	–	●	●	–	–	653	95
Roof transport system	●	●	–	–	●	●	–	–	549	96, 129



Electrically folding exterior mirrors



Roof transport system



Sports exhaust system



Porsche Ceramic Composite Brake (PCCB)

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Engine, transmission and chassis.										
Porsche Doppelkupplung (PDK, 7-speed)	○	○	○	○	○	○	○	○	250	50
Porsche Ceramic Composite Brake (PCCB)	○	○	○	○	○	○	○	○	450	78, 130
Porsche Active Suspension Management (PASM)	○	●	○	●	○	●	○	●	475	62
PASM sports suspension (20 mm lower) only in conjunction with PTV/PTV Plus and 20-inch wheels	○	○	—	—	○	○	—	—	030/031	63
Porsche Dynamic Chassis Control (PDCC)	—	○	—	○	—	○	—	○	031/352	64
Porsche Torque Vectoring (PTV) with mechanically locking rear differential in conjunction with manual gearbox	○	●	○	●	○	●	○	●	220	72
Porsche Torque Vectoring Plus (PTV Plus) with electronically locking rear differential in conjunction with optional PDK	○	●	○	●	○	●	○	●	221	72
Power steering Plus	○	○	○	○	○	○	○	○	658	66
Sport Chrono Package	○	○	○	○	○	○	○	○	639/640	67
Sports exhaust system	○	○	○	○	○	○	○	○	176	46

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.

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

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Wheels.										
20-inch Carrera S wheels	○	●	○	●	○	●	○	●	423	70
20-inch Carrera Classic wheels	○	○	○	○	○	○	○	○	427	70
20-inch SportDesign wheels	○	○	○	○	○	○	○	○	428	131
20-inch SportTechno wheels with full-colour Porsche Crest	○	○	○	○	○	○	○	○	XRT	131
Wheel centres with full-colour Porsche Crest	○	○	○	○	○	○	○	○	446	131
Tyre Pressure Monitoring (TPM)	○	○	○	○	○	○	○	○	482	70

Tyre identification

Type of tyre	Size	Fuel efficiency class/rolling resistance	Wet grip class	External rolling noise* class	External rolling noise (dB)
Summer tyres	235/40 ZR 19	E	B	🔊	68
	285/35 R 19	E	C	🔊	70
	295/35 ZR 19	E	B	🔊	71
	245/35 ZR 20	F	A	🔊	71
	295/30 ZR 20	F	A	🔊	74
	305/30 ZR 20	E	A	🔊	74

Due to logistical and production reasons, it is not possible to order a specific make of tyre.

* 🔊 Quiet rolling noise, 🔊 Moderate rolling noise, 🔊 Loud rolling noise.



20-inch SportTechno wheel



20-inch SportDesign wheel



Sports seat



Fully electric Sports seat



Sports seat Plus



Adaptive Sports seat Plus

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Interior.										
HomeLink® (programmable garage door opener)	○	○	○	○	○	○	○	○	608	92
Cruise control	○	○	○	○	○	○	○	○	454	92
Adaptive cruise control incl. Porsche Active Safe (PAS) ¹⁾	○	○	○	○	○	○	○	○	456	93
Preparation for Porsche Vehicle Tracking System (PVTs)	○	○	○	○	○	○	○	○	674	97
Light design package	○	○	○	○	○	○	○	○	630	92
Fully electric Sports seats (14-way) with memory package including electric steering column adjustment	○	○	○	○	○	○	○	○	P06	90, 132
Sports seats Plus (4-way electric)	○	○	○	○	○	○	○	○	P05	90, 132
Adaptive Sports seats Plus (18-way) with memory package including electric steering column adjustment	○	○	○	○	○	○	○	○	P07	90, 132
Sports bucket seats	○	○	○	○	○	○	○	○	P03	91
Sports bucket seats with memory package including electric steering column adjustment ¹⁾	○	○	○	○	○	○	○	○	P01	
Seat heating ²⁾	○	○	○	○	○	○	○	○	342	91
Seat ventilation (only in conjunction with seat heating)	○	○	○	○	○	○	○	○	541	91
Steering wheel heating	○	○	○	○	○	○	○	○	345	89
Fire extinguisher	○	○	○	○	○	○	○	○	509	
Smoking package	□	□	□	□	□	□	□	□	583	
Floor mats ³⁾	○	○	○	○	○	○	○	○	810	
ISOFIX child seat preparation for front passenger seat	○	○	○	○	○	○	○	○	899	91
Storage net in front passenger footwell	□	□	□	□	□	□	□	□	581	
Rev counter dial face in black	●	□	●	□	●	□	●	□	022	

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Interior: leather.										
Leather seats in standard colour	○	○	○	○	○	○	○	○	Code	
Leather interior package in standard colour	○	○	○	○	○	○	○	○	Code	124
Leather interior package in special colour	○	○	○	○	○	○	○	○	Code	124
Leather interior package in two-tone combination	○	○	○	○	○	○	○	○	970	126, 133
Leather interior package in natural leather	○	○	○	○	○	○	○	○	998	126, 133
Leather interior package in colour to sample	○	○	○	○	○	○	○	○	Code	
Multifunction steering wheel	○	○	○	○	○	○	○	○	844	88
SportDesign steering wheel	○	○	○	○	○	○	○	○	840	89

¹⁾ Available from October 2013 at the earliest.
²⁾ Available for Sports bucket seats from October 2013 at the earliest.
³⁾ In conjunction with a two-tone leather interior package, floor mats are in the darker interior colour.

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



Leather interior package in Black and Platinum Grey



Leather interior package in Espresso



BOSE® Surround Sound System



Burmester® High-End Surround Sound System

Product	911 Carrera	911 Carrera S	911 Carrera Cabriolet	911 Carrera S Cabriolet	911 Carrera 4	911 Carrera 4S	911 Carrera 4 Cabriolet	911 Carrera 4S Cabriolet	I no.	Page
Audio and communication options.										
CDR Plus audio system with digital radio ¹⁾	☐	☐	☐	☐	☐	☐	☐	☐	P25	98
Porsche Communication Management (PCM) including navigation module ¹⁾	☐	☐	☐	☐	☐	☐	☐	☐	P23	99
Speed limit indicator ²⁾	☐	☐	☐	☐	☐	☐	☐	☐	631	101
Electronic logbook ²⁾	☐	☐	☐	☐	☐	☐	☐	☐	641	101
Voice control system ²⁾	☐	☐	☐	☐	☐	☐	☐	☐	671	101
Telephone module ^{3), 4)}	☐	☐	☐	☐	☐	☐	☐	☐	666	100
Cordless handset for telephone module ^{2), 4), 5)}	☐	☐	☐	☐	☐	☐	☐	☐	669	100
Mobile phone preparation ^{4), 5)}	☐	☐	☐	☐	☐	☐	☐	☐	619	101
BOSE® Surround Sound System	☐	☐	☐	☐	☐	☐	☐	☐	680	103
Burmester® High-End Surround Sound System	☐	☐	☐	☐	☐	☐	☐	☐	682	104
Six-disc CD autochanger ^{1), 6)}	☐	☐	☐	☐	☐	☐	☐	☐	692	100
Six-disc CD/DVD autochanger ^{1), 3)}	☐	☐	☐	☐	☐	☐	☐	☐	693	100
TV tuner ^{2), 7)}	☐	☐	☐	☐	☐	☐	☐	☐	676	101
Online Services ²⁾	☐	☐	☐	☐	☐	☐	☐	☐	UN1	102
Digital radio ²⁾	☐	☐	☐	☐	☐	☐	☐	☐	691	100

¹⁾ May be incompatible with some copy-protected CDs.
²⁾ Only in conjunction with PCM.
³⁾ Only in conjunction with the CDR Plus audio system or PCM.
⁴⁾ Mobile phone preparation or telephone module in HFP mode: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed. If a cradle is used to mount the mobile phone, the field strength in the passenger compartment can be reduced because your phone can be connected up to the external aerial (feature depends on how specific mobile phones connect to the cradle). For information about the availability of a cradle for your mobile phone, please contact an independent accessories retailer. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card prevents exposure to electromagnetic radiation as only the car's external aerial is ever used.
⁵⁾ For information on compatible mobile phones, please visit www.porsche.de or contact your Porsche Centre.
⁶⁾ Only in conjunction with the CDR audio system.
⁷⁾ For receiving analogue and digital television signals (DVB-T) (where available).



Porsche Exclusive.

A distinctive identity is another form of exclusivity.

With the range of options featured in this catalogue, you can make your Porsche even more special. Introducing Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes,

even before it leaves the factory. 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, email: customercentre-exclusive@porsche.com) will be happy to answer any questions

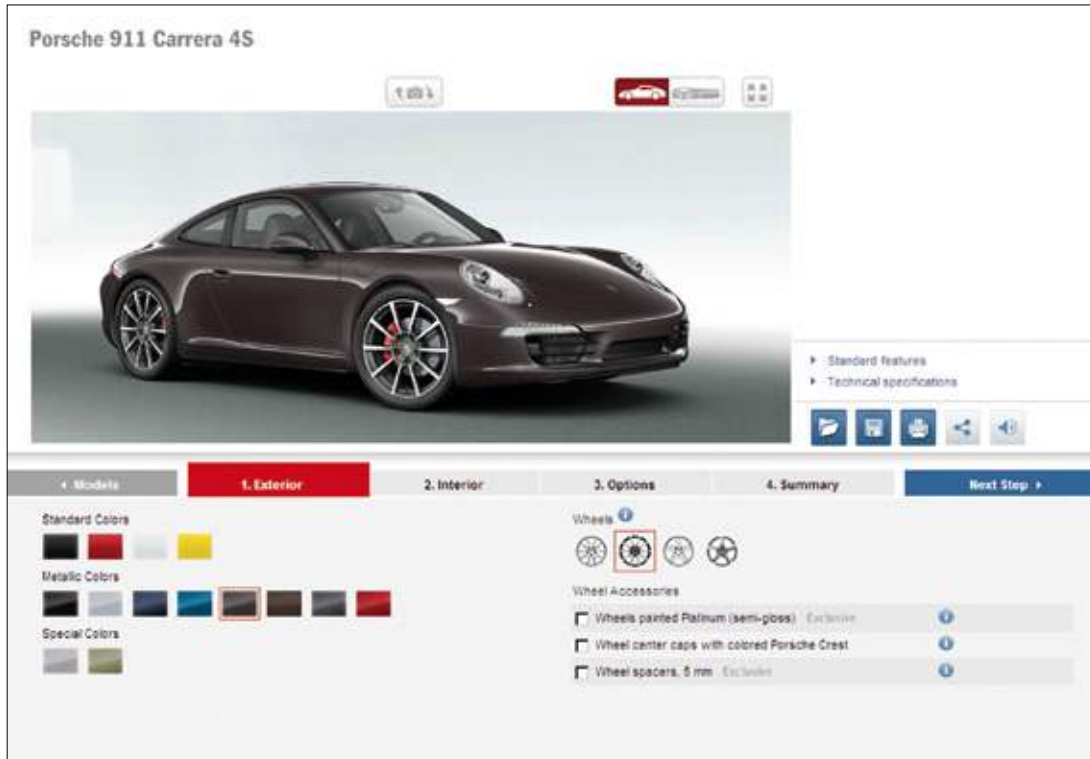
about Porsche Exclusive that you may have. Please note that delivery times may be extended for certain Porsche Exclusive equipment.

Porsche Car Configurator.

Create your own identity.

Taste, personality, style. You decide how to refine the new 911 Carrera 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 Configurator allows you to select and deselect your options with ease, the price being calculated instantly every time. 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.

To access the Porsche Car Configurator and find out more about the captivating power of Porsche, please visit www.porsche.com



Factory collection.

The first time that 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

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Panorama.



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



Technical data.

	911 Carrera / 911 Carrera Cabriolet	911 Carrera S / 911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,436 cm³	3,800 cm³
Max. power (DIN) at rpm	257 kW (350 hp) 7,400	294 kW (400 hp) 7,400
Max. torque at rpm	390 Nm 5,600	440 Nm 5,600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	Rear-wheel drive	Rear-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m	11.1 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 8.5 J x 19 ET 54, Rear: 11 J x 19 ET 69	Front: 8.5 J x 20 ET 51, Rear: 11 J x 20 ET 70
Standard tyres	Front: 235/40 ZR 19, Rear: 285/35 ZR 19	Front: 245/35 ZR 20, Rear: 295/30 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 5 (715/2007/EC and 692/2008/EC) 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. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. Actual consumption and performance may vary with items of optional equipment.

³⁾ Valid in countries listed only.

	911 Carrera Manual/PDK	911 Carrera Cabriolet Manual/PDK	911 Carrera S Manual/PDK	911 Carrera S Cabriolet Manual/PDK
Unladen (DIN)	1,380 kg/1,400 kg	1,450 kg/1,470 kg	1,395 kg/1,415 kg	1,465 kg/1,485 kg
Unladen (EC) ¹⁾	1,455 kg/1,475 kg	1,525 kg/1,545 kg	1,470 kg/1,490 kg	1,540 kg/1,560 kg
Permissible gross weight	1,795 kg/1,815 kg	1,850 kg/1,870 kg	1,830 kg/1,850 kg	1,885 kg/1,905 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	289 km/h/287 km/h	286 km/h/284 km/h	304 km/h/302 km/h	301 km/h/299 km/h
0–100 km/h	4.8 secs/4.6 secs	5.0 secs/4.8 secs	4.5 secs/4.3 secs	4.7 secs/4.5 secs
Sport Chrono Package (with PDK) 0–100 km/h	–/4.4 secs	–/4.6 secs	–/4.1 secs	–/4.3 secs
0–160 km/h	10.4 secs/10.0 secs	10.8 secs/10.4 secs	9.4 secs/9.0 secs	9.8 secs/9.4secs
Sport Chrono Package (with PDK) 0–160 km/h	–/9.7 secs	–/10.1 secs	–/8.7 secs	–/9.1 secs
Flexibility (80–120 km/h) in 5th gear	6.4 secs/–	6.7 secs/–	5.9 secs/–	6.2 secs/–
Overtaking acceleration (80–120 km)	–/2.8 secs	–/2.9 secs	–/2.4 secs	–/2.5 secs
Fuel consumption/emissions ²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	12.8/11.2	13.1/11.4	13.8/12.2	14.1/12.4
Extra urban in l/100 km	6.8/6.5	7.0/6.7	7.1/6.7	7.2/6.9
Combined in l/100 km	9.0/8.2	9.2/8.4	9.5/8.7	9.7/8.9
CO ₂ emissions g/km	212/194	217/198	224/205	229/210
Efficiency class ³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	G/F	G/F	G/G	G/G
Efficiency class (Switzerland)	G/F	G/F	G/G	G/G
Dimensions/aerodynamics				
Length	4,491 mm	4,491 mm	4,491 mm	4,491 mm
Width	1,808 mm	1,808 mm	1,808 mm	1,808 mm
Height	1,303 mm	1,299 mm	1,295 mm	1,292 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	145 litres	145 litres	145 litres	145 litres
Tank capacity (refill volume)	64 litres	64 litres	64 litres	64 litres
Drag coefficient	0.29	0.30	0.29	0.30

	911 Carrera 4 / 911 Carrera 4 Cabriolet	911 Carrera 4S / 911 Carrera 4S Cabriolet
Engine		
Cylinders	6	6
Displacement	3,436 cm³	3,800 cm³
Max. power (DIN) at rpm	257 kW (350 hp) 7,400	294 kW (400 hp) 7,400
Max. torque at rpm	390 Nm 5,600	440 Nm 5,600
Compression ratio	12.5:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
Manual gearbox	7-speed	7-speed
PDK (optional)	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m	11.1 m
Brakes	Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and and cross-drilled	Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM) including ABS with additional brake functions	Porsche Stability Management (PSM) including ABS with additional brake functions
Standard wheels	Front: 8.5 J X 19 ET 54, Rear: 11 J X 19 ET 48	Front: 8.5 J X 20 ET 51, Rear: 11 J X 20 ET 52
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

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

²⁾ Data determined in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) 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. You can obtain further information about individual vehicles from your Porsche Centre. Fuel consumption calculated for vehicles with standard specification only. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. Actual consumption and performance may vary with items of optional equipment.

³⁾ Valid in countries listed only.

	911 Carrera 4	911 Carrera 4 Cabriolet	911 Carrera 4S	911 Carrera 4S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen (DIN)	1,430 kg/1,450 kg	1,500 kg/1,520 kg	1,445 kg/1,465 kg	1,515 kg/1,535 kg
Unladen (EC) ¹⁾	1,505 kg/1,525 kg	1,575 kg/1,595 kg	1,520 kg/1,540 kg	1,590 kg/1,610 kg
Permissible gross weight	1,845 kg/1,865 kg	1,900 kg/1,920 kg	1,875 kg/1,895 kg	1,935 kg/1,955 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	285 km/h/283 km/h	282 km/h/280 km/h	299 km/h/297 km/h	296 km/h/294 km/h
0–100 km/h	4.9 secs/4.7 secs	5.1 secs/4.9 secs	4.5 secs/4.3 secs	4.7 secs/4.5 secs
Sport Chrono Package (with PDK) 0–100 km/h	–/4.5 secs	–/4.7 secs	–/4.1 secs	–/4.3 secs
0–160 km/h	10.6 secs/10.2 secs	11.0 secs/10.6 secs	9.6 secs/9.2 secs	10.0 secs/9.6 secs
Sport Chrono Package (with PDK) 0–160 km/h	–/9.9 secs	–/10.3 secs	–/8.9 secs	–/9.3 secs
Flexibility (80–120 km/h), in 5th gear	6.5 secs/–	6.8 secs/–	6.0 secs/–	6.3 secs/–
Overtaking acceleration (80–120 km/h)	–/2.9 secs	–/3.1 secs	–/2.5 secs	–/2.7 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	13.2/11.7	13.5/11.9	14.2/12.7	14.4/12.9
Extra urban in l/100 km	7.1/6.8	7.2/6.9	7.5/7.0	7.6/7.1
Combined in in l/100 km	9.3/8.6	9.5/8.7	9.9/9.1	10.0/9.2
CO ₂ emissions g/km	219/203	224/205	234/215	236/217
Efficiency class³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	G/F	G/F	G/G	G/G
Efficiency class (Switzerland)	G/G	G/G	G/G	G/G
Dimensions/aerodynamics				
Length	4,491 mm	4,491 mm	4,491 mm	4,491 mm
Width	1,852 mm	1,852 mm	1,852 mm	1,852 mm
Height	1,304 mm	1,300 mm	1,296 mm	1,294 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	125 litres	125 litres	125 litres	125 litres
Tank capacity (refill volume)	68 litres	68 litres	68 litres	68 litres
Drag coefficient	0.30	0.31	0.30	0.31

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Printed in Germany
WSLC1401000220 EN/WW

