

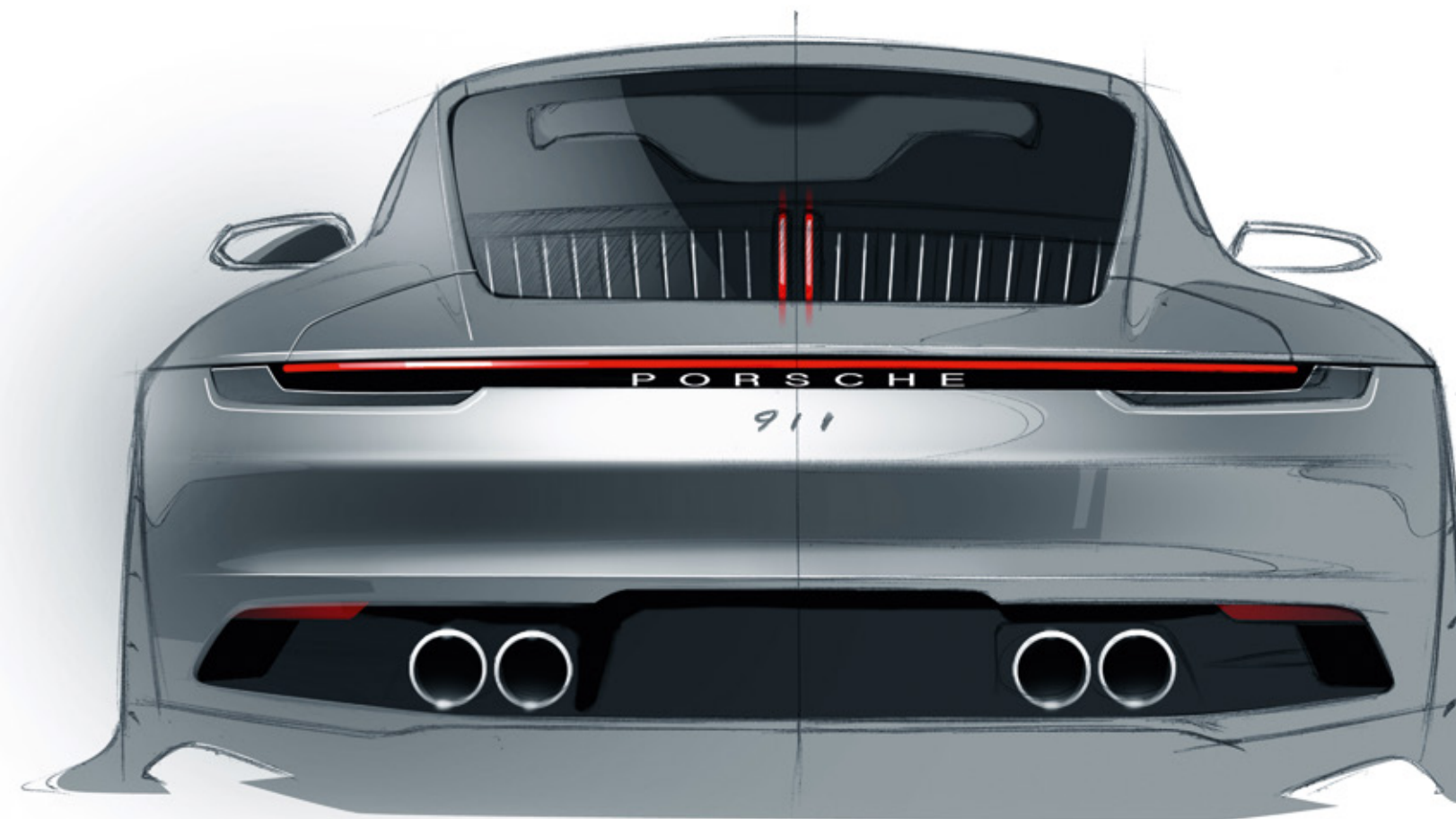


PORSCHE



The new 911

Timeless Machine



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An icon in a world full of icons.

The 911 concept.

Fashions, trends, styles. They come and go and are often short-lived. Only some concepts stay. Because they are bigger than the times. Because they mean something. The 911 is exactly that: a sports car icon that has lost none of its fascination in over 50 years. Since 1963, we have worked every day to further perfect the '911'. And we've never been closer to reaching this goal.

The new 911 is the sum of its predecessors – and is therefore a reflection of the past and a vision of the future. The silhouette: iconic. The design: timeless. The technology: inspired by great racing victories and always one step ahead. With the eighth generation of the 911, we're driving into the future. Leaving the past behind us. With a sports car that has become a dynamic fixed point in a world where change is the only thing that's constant. This makes the 911 a 'Timeless Machine'.

A timeless idea only holds on to its youthful vigour if it is constantly upgraded. So every new generation of the 911 also represents a new start. For an even better 911.

The clear design language of the new 911 and its striking lines are novel and yet familiar. Inside and out. The wide rear end with seamless taillight strip now unites all 911 models. Great clarity even in the interior: this is where classic sports car ergonomics meet the digital possibilities of today.

The new generation of engines is more powerful and even more efficient. The 3.0-litre six-cylinder twin-turbo engine of the 911 Carrera S models produces a full 331kW (450hp). The acceleration is enormous. With the Sport Chrono Package and Launch Control, the 911 Carrera 4S, for example, sprints from 0 to 100km/h in just 3.4 seconds.

The top speed: 306km/h. Forward thrust that gets the new 8-speed Porsche Doppelkupplung (PDK) on the road even more effectively. The newly designed Porsche Active Suspension Management (PASM) increases sporty performance and comfort. Driver assistance systems, such as Lane Keeping Assist, including traffic sign recognition and Night Vision Assist, make driving easier.

Moving with the times. Changing as you go. And remaining true to yourself at the same time. A timeless sports car in the best sense.

**The new 911.
Timeless Machine.**



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 39.



911 Carrera 4S



911 Carrera S

Timeless and contemporary have never been so close.

Design.

The silhouette of the 911 stands for timeless design. But the new 911 also proves how contemporary it is, especially from behind. The rear end is powerfully, clearly and precisely designed. The rear screen appears visually extended and merges, almost seamlessly, into the black tailgate grille. The new, vertical, third brake light is integrated into this. Directly beneath are the seamless light strip, between the three-dimensional LED taillights, and the newly designed model logo in Light Silver. The rear apron surrounds the newly designed tailpipes of the exhaust system. The new 911 also appears particularly athletic due to the differently sized wheels at the front and rear.

A design that unites traditional and modern. That ensures more dynamism on the road. And causes a sensation for everyone who follows the 911.





Viewed from the front, the new 911 tells the story of its past. And reveals much about its own future. The wings are clearly shaped and highlight the powerful geometry and design DNA. The newly designed bonnet with its characteristic dynamic recess profiles – and its straight slope to the front apron – is a nod to the 911 models of the first generation. Modern LED technology is used in the main headlights with four-point daytime running lights and dipped beam. The camera and sensors in the comfort and assistance systems are integrated under the front apron.

The clarity of the design of the new 911 can be seen in the details. The newly designed exterior mirrors are clear cut, while the lowering door handles are discreetly integrated into the car's image. Thanks to these details, the overall profile of the new 911 appears more compact, more polished and more technical.



A new kind of familiar. And a familiar kind of new.

Interior.

Good design should be pioneering. So should technology. The interior of the new 911 is, therefore, also blazing new trails – in that it reflects old strengths and expands new possibilities.

The interior clearly emphasises the horizontal. All relevant operating controls are located, within grasp, to the left and right of the multifunction sports steering wheel. For great operating comfort and therefore full concentration on the road. Directly in view: the instrument cluster with analogue rev counter and two high-resolution 7" displays. They provide all the essential car information on virtual instruments. Right beside this: the high-resolution 10.9" touchscreen display of Porsche Communication Management (PCM) including online navigation.

The elevated centre console is decoupled from the dashboard and, like the finishes on the dashboard and door panels, underlines the horizontal orientation of the interior. With the Porsche Advanced Cockpit control concept, it now houses only a few, partially touch-sensitive, buttons. Above this are five buttons, which have been consciously kept as analogue buttons, for direct access to the essential functions of drive and chassis.

Tradition meets future: we don't see it as a compromise. But as the best of both worlds.



From intuitive technology to great comfort. The completely redesigned Sports seats offer secure support even on dynamic cornering manoeuvres. The multifunction sports steering wheel allows for comfortable use of audio, telephone and navigation functions. You notice the feel of the operating controls immediately. Every button, every grip, every air outlet has been carefully considered down to the last detail and in high quality.

The high-grade feel is highlighted by the finishes in Dark Silver Diamar, or as an option in Light Silver Diamar, brushed aluminium or fine wood. Other leather and finish variations are available upon request.



The apparently impossible: now as before, the most powerful drive of our engineers.

Performance.

We hear over and over again how the potential of the horizontally opposed engine has been exhausted. Our engineers just smile – and then prove it's not true. The power output and efficiency of the horizontally opposed engine have been once again increased in the new 911. The engine mounts have also been positioned closer to the centre of the vehicle. This reduces vibrations and increases driving stability. But you will still feel the power of the 3.0-litre six-cylinder twin-turbo engine with its 331kW (450hp), we promise. The maximum torque of 530Nm alone will make sure of that. On this basis, the new 911 Carrera 4S reaches 100km/h with Sport Chrono Package and Launch Control in a mere 3.4 seconds. Top speed is not achieved until 306km/h.

With the new standard 8-speed Porsche Doppelkupplung (PDK), the power of the engine is transferred even more

efficiently to the road. And the driving pleasure is enhanced. PDK allows extremely fast gear changes without interrupting the flow of power – not even by a millisecond. In comparison to previous generations, the new 8-speed PDK also offers a perceptibly wider middle ground between comfort, performance and efficiency.

Porsche Traction Management (PTM) is an essential feature of the 911 Carrera 4S. Working in conjunction with Porsche Stability Management (PSM), the all-wheel drive therefore always ensures the appropriate distribution of force required for excellent driving performance and particularly well-balanced handling when driving at the limit.

So what is the impossible? We see it this way: a great deal is possible with a timeless concept and a strong inner drive.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 39.

The path to the top is rarely nice and smooth.

Chassis.

In the new 911, the route itself is the destination. Where to? We'll see. As long as we get there sportily. It's then that the 911 is in its element. And the chassis is fully involved.

Depending on the road conditions and the driving mode, the upgraded Porsche Active Suspension Management (PASM) actively and continuously controls the damping force for each individual wheel. Result: reduced body movement and thus more comfort with increased dynamism. The PASM sports suspension, lowered by 10mm, is available as an option, making the new 911 even more neutral and balanced when it's on the road.

Porsche Torque Vectoring Plus (PTV Plus) provides exceptional traction and great agility at all speeds – with precise steering response and balanced load change behaviour. And tremendous fun on corners. Upon request, Porsche Dynamic Chassis Control (PDCC) minimises body roll in the new 911 during dynamic cornering manoeuvres, and reduces lateral body movement in the vehicle on rough road surfaces.



Acceleration, even when decelerating. It sounds like a paradox, but for 70 years it has been as important a part of our development work as increasing your heart rate when you start your Porsche. This is particularly relevant for the motorsport-proven Porsche Ceramic Composite Brake (PCCB). Its ceramic brake discs are particularly light and have a diameter of 410mm at the front and 390mm at the rear – for considerable braking performance. Characteristic: the yellow painted fixed brake calipers on the front and rear axles. Just as characteristic: its extraordinary performance – for when you need to go slow, fast.

Moreover, for the first time ever, the new 911 is on the road with differently sized wheels. 20-inch wheels are used at the front and 21-inch at the back in the 911 Carrera S models. While the broader contact surface optimises driving performance, the larger diameter of the rear wheels increases stability and comfort.





**They say time is relative.
Best times aren't.**

Sport Chrono Package.

It's well established in our motorsport history that we are obsessed with best driving times and how to measure them precisely. The result of this: the Sport Chrono Package including mode switch and Porsche Track Precision app. For an even sportier tuning of the chassis, engine and transmission. And to determine your absolute personal best time.

With the mode switch including SPORT Response button on the steering wheel you can choose from five driving modes: 'Normal', 'SPORT' and 'SPORT PLUS', as well as 'Individual'

mode and the new 'WET' mode, which helps support the driver when driving in the wet. With the SPORT Response function, the engine and transmission are prepared for the fastest possible unleashing of power. The result: maximum responsiveness for approximately 20 seconds.

The Sport Chrono Package also includes: the Porsche Track Precision app for measuring and managing lap times and driving data. To show you precisely what your new personal best time looks like.



We can't see into the future yet. But we're close.

Lighting and assistance systems.

A rare luxury these days: having the time to concentrate exclusively on what's directly in front of you. The next corner for example. Therefore, the new 911 avails itself of a variety of assistance systems that enable you to remain true to yourself. For example, the collision and brake assist or the new WET mode¹⁾ – a system for recognising obvious wet road surfaces, that aids drivers when driving in the wet. Further assistance systems are available on request, for example adaptive cruise control or ParkAssist with Surround View. For a performance boost in safety and driving experience. And for even greater freedom when driving.

1) The 'WET' driving programme is not a substitute for adopting appropriate driving in different road and weather conditions, and is, at the most, an aid for the driver.



The main headlights of the new 911 Carrera S models are completely fitted with LED technology. For fast responsiveness and powerful illumination. Unmistakably Porsche: the four-point daytime running lights with dipped beam. Available as an option: LED main headlights with matrix beam including Porsche Dynamic Light System Plus (PDLS Plus) and Main Beam Assistant. Thanks to 84 individually controlled LEDs, the light cones are optimally configured for any driving situation. Vehicles in front of you or on the opposite side of the road are dimmed, while the areas in between and next to them are still fully illuminated.

All new 911 Carrera S models have the new taillight strip and the three-dimensional taillights. LED technology is used for all functions here too. Also new: the redesigned shape and position of the third brake light.



Sporty or comfortable. Without the 'or'.

Comfort.

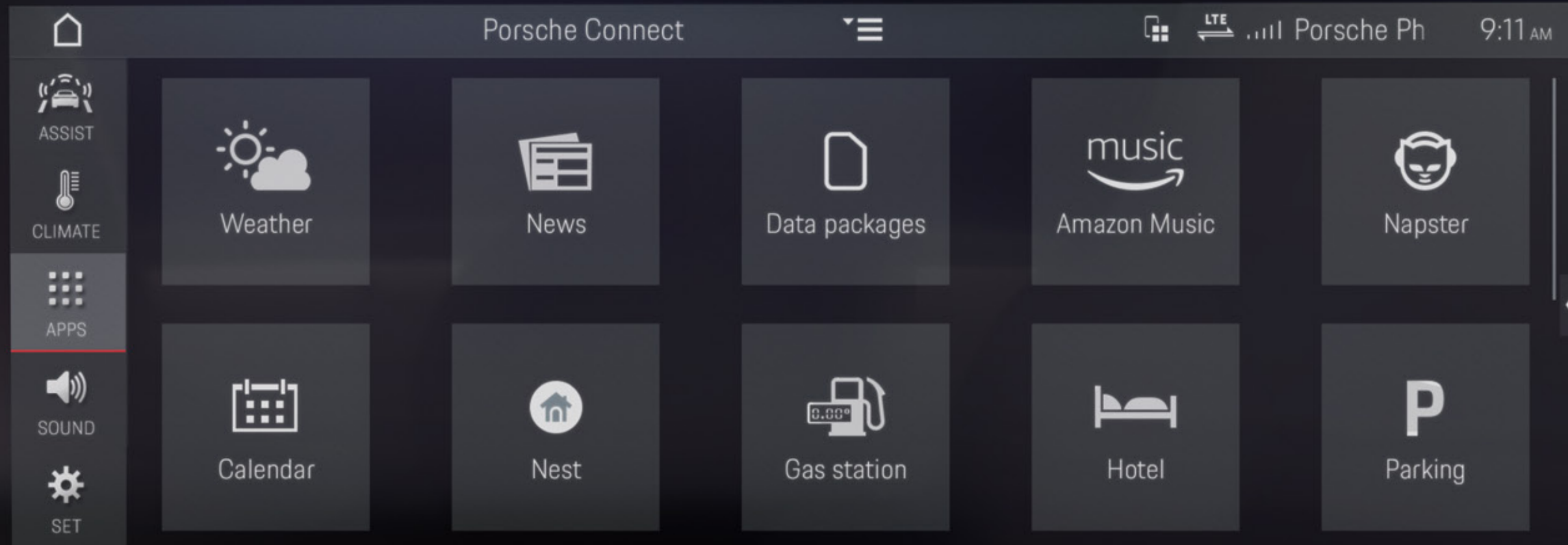
You can't have great sporty performance and great comfort? We strongly disagree. The 911 has always united both – as only the 911 can. It is also impressive with its good ergonomics and high-quality interior materials. And has many other options to individually increase comfort and sporty performance.

The Sports seats Plus, available on request, offer even better lateral support for dynamic driving. The two-zone automatic

climate control creates a pleasant atmosphere in any driving situation. The new optional ioniser improves the air quality in the interior.

Porsche Communication Management (PCM) is your central control centre for audio, navigation and communication as well as for a variety of assistance systems. The Burmester® High-End Surround Sound System, available on request, offers sound performance of the highest level, for your own individual 911 soundtrack.





Well connected – yet still completely independent.

Porsche Connect.

We need to get the most out of every day. Porsche Connect helps you do this. It puts you in the ideal starting position for any road trip – and any of your goals.

With new, helpful services and the Porsche Connect app you can synchronise destinations and calendars with your Porsche, plan trips with Real-time Traffic Information and use music services on your smartphone. Be navigated, informed and entertained by your Porsche in real time. The navigation and infotainment package helps you to reach your destination faster, thanks to route calculation with up-to-date online maps. Using the voice recognition interface you can easily search for information, such as the weather at your destination, and have current news on the economy, politics and sport read aloud to you.





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PORSCHE
Panamera

S YV 911

Technical data.

	911 Carrera S	911 Carrera 4S
Engine		
Number of cylinders	6	6
Displacement	2,981cm³	2,981cm³
Power (DIN) at rpm	331kW (450hp) at 6,500	331kW (450hp) at 6,500
Max. torque at rpm	530Nm at 2,300–5,000	530Nm at 2,300–5,000
Transmission		
Drive	Rear-wheel drive	All-wheel drive
Transmission	8-speed Porsche Doppelkupplung (PDK)	8-speed Porsche Doppelkupplung (PDK)
Chassis		
Front axle	McPherson spring-strut suspension	McPherson spring-strut suspension
Rear axle	Multi-link rear axle	Multi-link rear axle
Steering	Rack-and-pinion steering	Rack-and-pinion steering
Brakes	Six-piston aluminium monobloc fixed brake calipers at front and four-piston aluminium monobloc fixed brake calipers at the rear	Six-piston aluminium monobloc fixed brake calipers at front and four-piston aluminium monobloc fixed brake calipers at the rear
Wheels	Front: 8.5 J × 20 ET 53 Rear: 11.5 J × 21 ET 67	Front: 8.5 J × 20 ET 53 Rear: 11.5 J × 21 ET 67
Tyres	Front: 245/35 ZR 20 Rear: 305/30 ZR 21	Front: 245/35 ZR 20 Rear: 305/30 ZR 21
Dimensions/aerodynamics		
Length	4,519mm	4,519mm
Width (including exterior mirrors)	1,852mm (2,024mm)	1,852mm (2,024mm)
Height	1,300mm	1,300mm
Wheelbase	2,450mm	2,450mm
Luggage compartment volume	132 litres	132 litres
Tank capacity	64 litres	67 litres
Drag coefficient	0.29	0.29

	911 Carrera S	911 Carrera 4S
Unladen weight		
DIN	1,515kg	1,565kg
EC ¹⁾	1,590kg	1,640kg
Permissible total weight	1,985kg	2,010kg
Performance		
Top speed	308km/h	306km/h
Acceleration 0–100km/h	3.7secs	3.6secs
Acceleration 0–100km/h with Launch Control ²⁾	3.5secs	3.4secs
Acceleration 0–200km/h	12.4secs	12.7secs
Acceleration 0–200km/h with Launch Control ²⁾	12.1secs	12.4secs

Fuel consumption/emissions³⁾		
Urban, in l/100km	10.7	11.1
Extra urban, in l/100km	7.9	7.8
Combined, in l/100km	8.9	9.0
CO₂ emissions combined g/km	205	206
Particulate filter	Yes (gasoline particulate filter)	Yes (gasoline particulate filter)
Emissions standard	Euro 6d-TEMP-EVAP	Euro 6d-TEMP-EVAP

Energy efficiency specification Germany⁴⁾		
Efficiency class	F	F
Energy efficiency specification Switzerland⁴⁾		
CO₂ emissions from fuel production and distribution in g/km	47	47
Efficiency class	G	G
The average CO₂ emissions value of all new vehicles sold in Switzerland is 137g/km.		





^[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 75kg for the driver.




^[2] In conjunction with Sport Chrono Package.

^[3] Data determined in accordance with the measurement method required by law. Since 01 September 2017 certain new cars have been type approved in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel consumption and CO₂ emissions. From 01 September 2018, the WLTP replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the fuel consumption and CO₂ emission values determined in accordance with the WLTP will, in many cases, be higher than those determined in accordance with the NEDC. This may lead to corresponding changes in vehicle taxation from 01 September 2018. You can find more information on the difference between WLTP and NEDC at www.porsche.com/wltp. Currently, we are still obliged to provide the NEDC values, irrespective of the testing method used. The additional reporting of the WLTP values is voluntary until their obligatory use. As far as new cars, (which are type approved in accordance with the WLTP) are concerned, the NEDC values will therefore be derived from the WLTP values during the transition period. To the extent that NEDC values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Extra features and accessories (attachments, tyre formats etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics. Additionally, weather and traffic conditions, as well as individual handling, can affect the fuel consumption, electricity consumption, CO₂ emissions and performance values of a car.

^[4] Valid in the countries listed only.

Technical data.

Tyre type	Dimensions	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	245/35 ZR 20	E	B–A	 – 	71–69
	305/30 ZR 21	E	B–A	 – 	73–72

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

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