PORSCHE

The new 911 Carrera

Ever ahead

Contents

The new 911	6
Highlights	10
Design	18
Drive	26
Comfort	42
Summary	48
Technical data	50

The new 911

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

The new 911.

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

We are always looking forward. Not sideways, never back. For the past is too cushy a number, no matter how illustrious it may be. All the racing victories. The dreams. Our fans. Thousands of ideas. We hold them in our hearts.

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

We will give it our all. For the best 911 of all time: the new 911.

Would you like to be ahead of your time?
Scan code or visit www.porsche.com/911-highlights and start the video.

Connect Plus: web-enabled
As standard: innovative infotainment center with online navigation, Apple CarPlay™ and apps specific to Porsche.

Sport: fit for the racetrack
Optional Mode switch on the optional multifunctional GT Sport steering wheel for four driving modes – plus SPORT Response button for maximum responsiveness.

Design: sharpened
New front and rear design with four-point LED daytime running lights, three-dimensional taillights and four-point brake lights.

Power and efficiency: increased
New twin-turbo engines for more power, considerably more torque, higher rpm limits and lower fuel consumption.

Sound: more 911
Optional new sport exhaust system with central tailpipes announces where the 911 feels at home: on the racetrack.

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

Stress relief: daily
Optional new lift system – for increased ground clearance. Standard adaptive dampers on all vehicles – for greater comfort during everyday driving.

Driving dynamics: tremendous
Optional new rear axle steering improves driving stability and agility.

Highlights

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

Drive and efficiency.

Our formula for success could not be more simple: more ideas per hp. Applied to the drive system of our cars, this means greater power output, but lower fuel consumption.

This formula is also employed by the new 911 Carrera: thanks to their turbocharged engines offering immediate responsiveness, considerably more torque and even greater power output. In other words, huge power and immediate acceleration, combined with the high rpm limit and legendary sound of a 911 six-cylinder horizontally opposed engine.

We're always searching for the shortest route. Direction: future. The next gear change is no exception. That's why the 7-speed manual transmission is precise and athletic, just like the optimized Porsche Doppelkupplung (PDK). Featuring six sporty gears and a long ratio seventh gear, PDK delivers even better figures – for acceleration and fuel consumption. That's how we interpret efficiency.

You can also rely on peak performance thanks to new active air intake flaps. Depending on driving style and manner, they act to reduce air resistance – or improve cooling performance. The intelligent way to get ahead.

Our goals always have been sporty ones.

Sport and comfort.

Make headway. Never surrender. Stay ahead of the field. Those who pursue challenging goals have to work hard for them. Yet, there should always be room for fun. And, of course, the same goes for comfort.

In the pursuit of your goals, the new Porsche 911 will provide added motivation. Indeed, the new sport exhaust system – the first of its kind for any Porsche turbocharged boxer engine – is characterized by its impressive resonance and intense sports car sound. And the two central tailpipes evoke the atmosphere of the racetrack.

The upgraded Sport Chrono Package provides an even sportier tuning of the chassis, engine and transmission. What's new is the mode switch on the steering wheel, derived from the 918 Spyder. Four settings are available: Normal, SPORT, SPORT PLUS and Individual. The resemblance to a race car is striking – and it's no coincidence.

Sport and comfort are combined on the S models by the optional rear axle steering. For even greater agility and driving performance.

A highly practical feature is the lift system. It raises the front end of the vehicle by approximately 1.5 inches (40 mm) so that curbs, ramps and parking lot entrances are no longer insurmountable. This allows you to concentrate on the challenges in the 911 that really matter: the sporty ones.

Another word for pioneering? Trailblazing.

The driver and the future.

The direction is clear: forever forwards. It just begs one question: how do we get there? The best way is with technologies that are always that little bit ahead of their time.

The enhanced Porsche Communication Management (PCM) includes an online navigation module and a new 7-inch multi-touchscreen. In addition, all functions can be operated by an optional voice control.

The new Connect Plus module integrates an even wider array of infotainment and real-time navigation services into your Porsche. Connect Plus now also offers Remote and Security Services. Other features of the Connect Plus module include Apple CarPlay™ and wireless internet access.

Sound Package Plus, with eight loudspeakers and a total output of 150 watts, delivers excellent sound.

New in the 911: Optional Lane Change Assist. It uses radar sensors to monitor the rear of your vehicle and the blind spots on either side. For improved comfort, particularly on motorways.

Design

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

Exterior.

The design of the new 911 shows where we come from. But it also shows where we want to go.

The design language, proportions and contours follow the 911 tradition: with front fenders that are higher than the hood; with familiar rounded headlights; and a roof line that tapers down towards the rear. The overall appearance is low, wide and sleek. The unmistakable DNA of a Porsche.

Our designers focused on making the new 911 appear even more precise. With a new lighting design and characteristic four-point LED daytime running lights, which have now been incorporated into the Bi-Xenon™ main headlights. With turn signals that are even slimmer than they were before. For a sports car that is recognizably a 911, including from afar.

The new front end has been given an even sportier look. The cooling air intakes are larger, while the new active cooling air flaps on the sides control aerodynamics and cooling performance as required.

From the front, the new 911 shows plenty of bite. And the future has whetted its appetite.

The rear encapsulates the heart of the 911: the engine. This is where it has been beating ever since 1963. And will continue to do so in the future. However, the turbocharged drive train of the new 911 Carrera models needs a lot of air to breathe.

That's why, for the first time on a 911, the slats of the rear lid grille are arranged longitudinally. But where a lot of air comes in, a lot of air must also be able to get out. On the rear apron, this requirement is fulfilled by the two side outlets for the intercoolers.

Conspicuous, in the best sense of the word, is how to describe the prominent, three-dimensional LED taillights. The high-level third brake light is integrated directly above the slats of the rear lid grille.

New to the rear is the design of the tailpipes in stainless steel. The central tailpipes of the optional sport exhaust system are derived from the 911 GT3. For harmony of form, function and sound.

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

**How does one marry purity with style?
And tradition with the future?
Directly, with no detours.**

Interior.

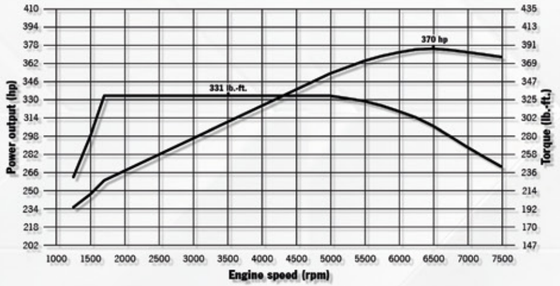
The interior of a Porsche is infused with over 60 years of experience. You can feel it: in the materials, which are elegant to the touch and exquisitely made. You can see it: in the sporty design. And it communicates itself with every second of driving, thanks to excellent ergonomics and comfort.

The ascending center console is driver-focused, putting the most important vehicle functions within short reach of the steering wheel. The new Sport steering wheel speaks the language of motorsport. Its forward-looking design is derived from the 918 Spyder.

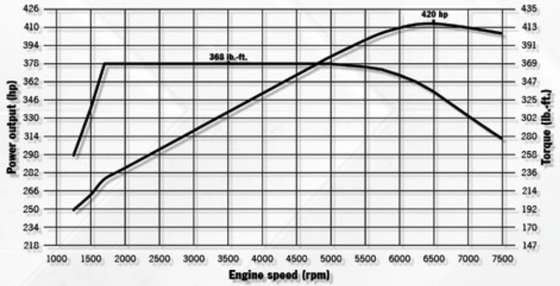
A classic 911 feature is the arrangement of the five round instruments with the tachometer positioned in the center. The instrument cluster with high-resolution 4.6-inch color screen adds the modern touch.

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

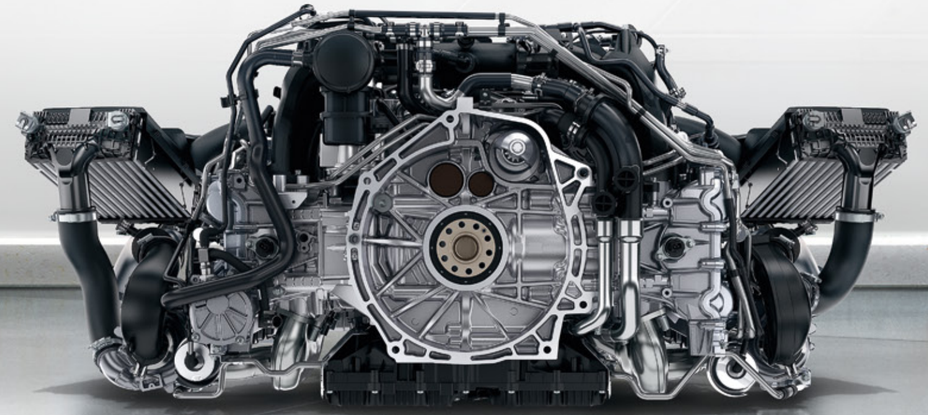
Drive



911 Carrera: 370 hp, 331 lb.-ft. between 1,700 and 5,000 rpm



911 Carrera S: 420 hp, 368 lb.-ft. between 1,700 and 5,000 rpm



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

Engine.

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

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

Developed completely from scratch, the six-cylinder twin-turbo boxer engines of the 911 Carrera models with a displacement of 3.0 liters embrace this principle and perfect it in a future-bound way. To be more precise: tremendous acceleration force even in the low rpm range is supplemented by the engine map of a 911 Carrera with the high rev limits typical of a sports car.

Expressed in figures, this means an extra 20 hp of power, an extra 44 lb.-ft. of torque and engine speeds of up to 7,500 rpm. And a considerable reduction in fuel consumption.

The engine of the 911 Carrera develops 370 hp. The maximum torque of 331 lb.-ft. is available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK) and Launch Control, the 911 Carrera can accelerate from 0 to 60 mph in only 4.4 seconds and reach a top track speed of 182 mph.

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

The propulsive potential of the engine in the 911 Carrera S, featuring upsized turbochargers and independent exhaust tracts, is even more impressive. It generates a power output of 420 hp and the maximum torque is a mighty 368 lb.-ft., available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK) and Launch Control, the 911 Carrera S sprints to 60 mph in just 3.9 seconds. Top track speed isn't reached until 190 mph.

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

Active air intake flaps.
The active air intake flaps in the front air intakes act to reduce fuel consumption during everyday trips and to achieve superlative performance on sporty drives. As on the 918 Spyder, the flaps close automatically while the car is in motion and thereby reduce drag. On demand or in SPORT or SPORT PLUS mode, the flaps open and help to provide optimum engine cooling.

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

Always a few milliseconds ahead of time.

Transmission.

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

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

Porsche Doppelkupplung (PDK).
The optimized 7-speed PDK, featuring both a manual and an automatic mode, offers extremely fast gear changes with no interruption in the flow of power – together with even faster acceleration performance and lower fuel consumption.

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

Gears one to six have a sport ratio and top speed is reached in sixth gear. Seventh gear is ratioed primarily for fuel economy.

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

Chassis.

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

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

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

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

The advantage for day-to-day driving: during low-speed maneuvers, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. The turning circle is reduced, cornering turn-in becomes considerably more dynamic, and parking is noticeably easier to manage.

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

Enhance driving stability and agility.
Scan code or visit www.porsche.com/rear-axle-steering and start the video.

Another few seconds faster. Under the skin.

High-performance systems.

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

In vehicles with 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 sport exhaust system is also activated automatically.

Sport Chrono Package.
Adrenaline at the push of a button: the optional Sport Chrono Package including dynamic engine mounts. For an even sportier tuning of the chassis, engine and transmission.

What's new is the mode switch on the steering wheel, derived from the 918 Spyder. Four settings are available to choose from: Normal, SPORT, SPORT PLUS and Individual, which enable you to adapt the vehicle to the way you want to drive.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) switches to a sportier damper setting and offers more direct steering into corners.

In combination with PDK, the Sport Chrono Package has three additional functions. The first is ‘Launch Control’, which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport-derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available.

The third function is brand new to the 911: SPORT Response. Pressing the button in the center of the mode switch primes the engine and transmission for the fastest possible unleashing of power. In other words, maximum responsiveness – not only when overtaking.

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

Comfort

Take the stress out of sport. On every drive.

Assistance systems.

Adaptive cruise control including Porsche Active Safe (PAS).
Available as an option in conjunction with Porsche Doppelkupplung (PDK), this enhanced version of cruise control actively regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 650 feet (200 m). With the new 911 models, coasting is now possible even while adaptive cruise control is active.

Lane Change Assist.
Optional Lane Change Assist uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 9.3 mph, the system issues a visual warning signal in the door mirror panel whenever a vehicle rapidly approaches your vehicle from behind or enters one of your blind spots.

ParkAssist and reversing camera.
ParkAssist front and rear with reversing camera are now standard on all 911 models. Featuring four inconspicuous sensors in the front and rear. The system audibly alerts the driver to the presence of obstacles detected in front and behind the vehicle and a reversing camera for precise parking and maneuvering.

Do you feel there's a special connection between you and your Porsche? Your 911 agrees.

Infotainment.

Porsche Communication Management (PCM).
Part of the 911 as standard: enhanced Porsche Communication Management (PCM) including online navigation module – your control center for audio, navigation and communication functions. PCM is operated by means of the new 7-inch multi-touchscreen or by optional voice control.

Your telephone connects easily and conveniently via Bluetooth®. The navigation system offers three display modes: 3D, satellite and street view.

The USB interface and the AUX input in the glove compartment are fitted as standard. Your iPod® or USB stick can be operated conveniently using PCM, the steering wheel or the optional voice control system.

Online navigation.
Integrated as standard, the Connect Plus module delivers real-time traffic information to the 911. Now you can find out even before you set off which routes are best avoided if you wish to arrive at your destination sooner. The online navigation package also includes Google® Street View and Google® Earth – for 360° views and satellite imagery.

Apple CarPlay™.
With Apple CarPlay™, you can use the apps of your iPhone® even when you're on the move – via PCM or voice control. The voice control system, available as an option, can also be used to make phone calls. And with 'Siri®', the Apple® voice recognition interface, you can compose text messages, have incoming SMS read out and send your replies – or you can listen to music and podcasts, all the while keeping your full concentration on the road.

Real-time traffic information, Google® Street View and Google® Earth are available free of charge for a trial period. Please visit www.porscheusa.com/911 or consult your authorized Porsche dealer for additional information.

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

For further information on Connect Plus, please please visit www.porscheusa.com/911 or consult your authorized Porsche dealer.

The only sports car that hopes to challenge a 911:

The new 911.

We start with a clean slate. We develop ideas. We refine the future. And we come into our own when others think something can't be done.

So we fight for the most efficient drive system, not the biggest. We refine an iconic design rather than chasing temporary fads. For a sports car that has passed the hardest test: to be the best day in, day out.

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

The 911.

Technical data

	911 Carrera/911 Carrera Cabriolet	911 Carrera S/911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	2.981 liters	2.981 liters
Max power (DIN) at rpm	370 hp 6,500	420 hp 6,500
Max. torque at rpm	331 lb.-ft. 1,700–5,000	368 lb.-ft. 1,700–5,000
Compression ratio	10.0 : 1	10.0 : 1
Transmission		
Drive	Rear-wheel drive	Rear-wheel drive
Manual transmission	7-speed	7-speed
Porsche Doppelkupplung (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	36.7 ft (11.2 m)	36.7 ft (11.2 m); 35.1 ft (10.7 m) with optional Rear Axle Steering
Brakes	Four-piston monobloc aluminum fixed brake calipers at front and rear, discs internally vented and cross-drilled	Six-piston monobloc aluminum fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 76)	Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 76)
Standard tires	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

	911 Carrera	911 Carrera Cabriolet	911 Carrera S	911 Carrera S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Curb weight	3,153 lbs/3,197 lbs	3,307 lbs/3,351 lbs	3,175 lbs/3,219 lbs	3,329 lbs/3,373 lbs
Permissible gross weight	4,133 lbs/4,166 lbs	4,243 lbs/4,276 lbs	4,188 lbs/4,221 lbs	4,299 lbs/4,332 lbs
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top track speed	183 mph/182 mph	181 mph/180 mph	191 mph/190 mph	190 mph/189 mph
0–60 mph	4.4 secs/4.2 secs	4.6 secs/4.4 secs	4.1 secs/3.9 secs	4.3 secs/4.1 secs
0–60 mph with Sport Chrono Package (in conjunction with PDK) with Launch Control	–/4.0 secs	–/4.2 secs	–/3.7 secs	–/3.9 secs
Flexibility (50–75 mph), 5th gear	5.5 secs/–	5.8 secs/–	4.8 secs/–	5.1 secs/–
Overtaking acceleration (50–75 mph)	–/2.7 secs	–/2.8 secs	–/2.3 secs	–/2.4 secs
Fuel consumption, EPA estimated[1)]	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
City (mpg)	TBD/TBD	TBD/TBD	TBD/TBD	TBD/TBD
Highway (mpg)	TBD/TBD	TBD/TBD	TBD/TBD	TBD/TBD
Combined (mpg)	TBD/TBD	TBD/TBD	TBD/TBD	TBD/TBD
Dimensions/aerodynamics	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Length	177.1 in (4,499 mm)	177.1 in (4,499 mm)	177.1 in (4,499 mm)	177.1 in (4,499 mm)
Width	71.2 in (1,808 mm)	71.2 in (1,808 mm)	71.2 in (1,808 mm)	71.2 in (1,808 mm)
Width including exterior mirrors	77.9 in (1,978 mm)	77.9 in (1,978 mm)	77.9 in (1,978 mm)	77.9 in (1,978 mm)
Height	50.9 in (1,294 mm)	50.7 in (1,289 mm)	51.0 in (1,296 mm)	50.8 in (1,291 mm)
Wheelbase	96.5 in (2,450 mm)	96.5 in (2,450 mm)	96.5 in (2,450 mm)	96.5 in (2,450 mm)
Luggage compartment volume (DIN measurements)	5.1 ft^3 (145 liters)	5.1 ft^3 (145 liters)	5.1 ft^3 (145 liters)	5.1 ft^3 (145 liters)
Fuel tank capacity	16.9 gallons (64 liters)	16.9 gallons (64 liters)	16.9 gallons (64 liters)	16.9 gallons (64 liters)
Drag coefficient	0.29	0.30	0.30	0.30

[1)] Not available at time of printing. Upon final EPA certification, fuel consumption and emissions data for the U.S. market will be available via porsche.com/usa or from your local authorized Porsche dealer.

Dr. Ing. h.c. F. Porsche AG is the owner of numerous trademarks, both registered and unregistered, including without limitation the Porsche Crest®, Porsche®, Boxster®, Carrera®, Cayenne®, Cayman®, Macan®, Panamera®, Speedster®, Spyder®, Tiptronic®, VarioCam®, PCM®, PDK®, 911®, RS®, 4S®, 918 Spyder®, FOUR UNCOMPROMISED®, and the model numbers and distinctive shapes of the Porsche automobiles such as, the federally registered 911 and Boxster automobiles. The third party trademarks contained herein are the properties of their respective owners. Porsche Cars North America, Inc. believes the specifications to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when a car is built. Some vehicles may be shown with non-U.S. equipment. Please ask your authorized Porsche dealer for advice concerning the current availability of options and verify the optional equipment that you ordered. Porsche recommends seat belt usage and observance of traffic laws at all times.

© 2015 Porsche Cars North America, Inc.

One Porsche Drive
Atlanta, GA 30354
www.porscheusa.com

Effective from: 09/2015
Printed in Germany
WSLC1601000723 EN/US

S VM9911