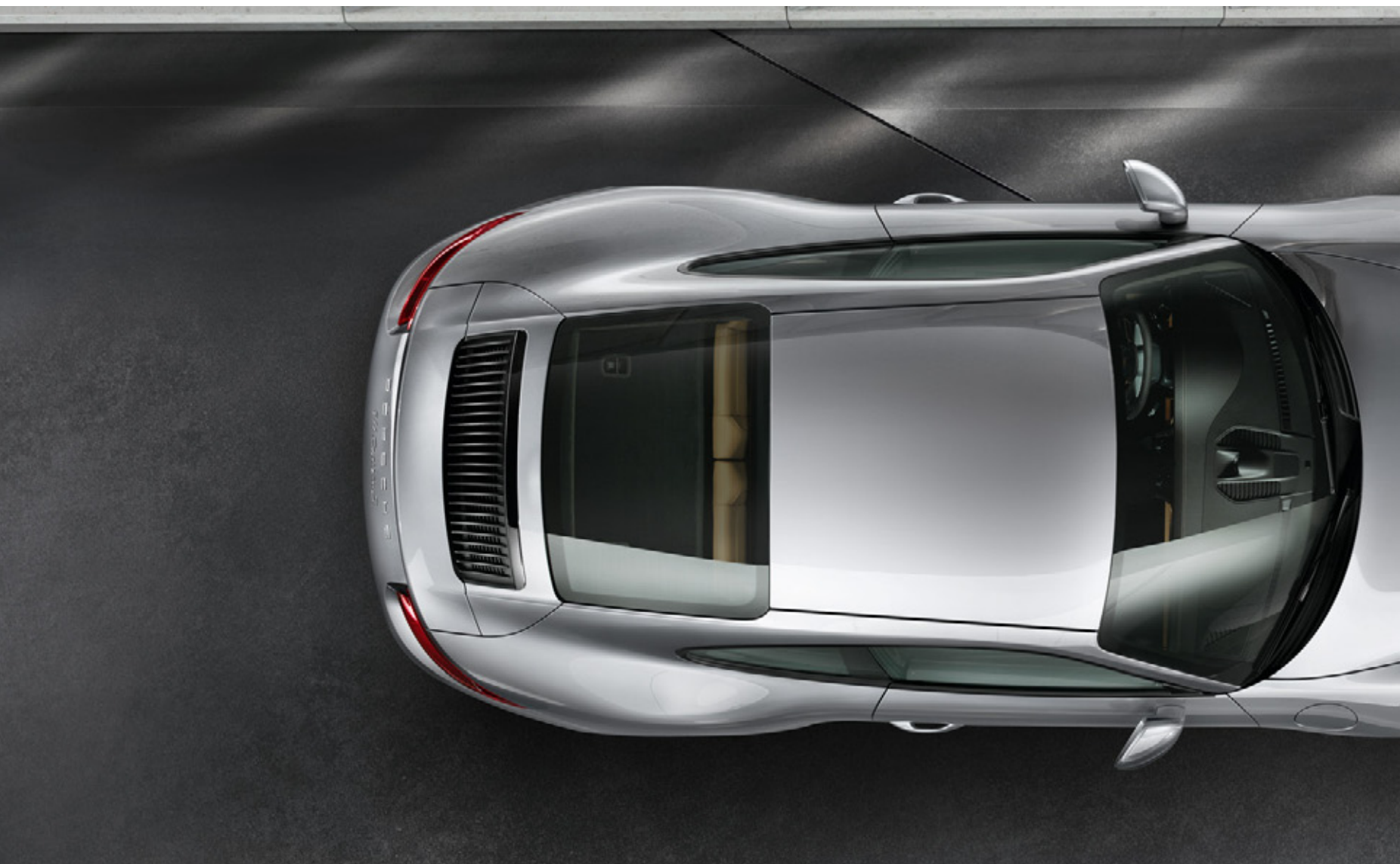




PORSCHE



The new 911
Ever ahead





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**Sports car
fascination**





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

Ferry Porsche

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

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

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

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

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



We like to start from the front In the lead

The new 911

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

We are always looking forward. Not sideways, never back. We don't want to rest on our laurels, no matter how illustrious they 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.

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

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

911 Targa 4
911 Targa 4S



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

The highlights of the new 911

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.

Balance: reinforced

Lane Change Assist (LCA) 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.

Connect Plus: web-connected

Always on-board: innovative infotainment center with online navigation, Apple CarPlay™, and apps specific to Porsche.





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

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, high rpm limit, and lower consumption.

Sound: more 911

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

Driving dynamics: tremendous

Optional new rear axle steering improves driving stability and agility.

Control: in every season

Enhanced Porsche Traction Management (PTM) — for well-balanced handling and optimal traction with all-wheel drive system.







Design





An innovation is a tradition Forever being sharpened to look brand new

Design

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

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

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

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

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





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

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

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

A hallmark of the all-wheel drive models is the seamless light strip on the rear. For the new 911 models, it has been further refined. It is narrower and appears to seep into the taillight units on either side, with an illumination that has never been so homogeneous — qualities that accentuate the 1.7 inches wider rear of the all-wheel drive body.

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

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





Design of the 911 Targa and 911 Cabriolet

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

The Targa bar, adorned with the Targa logo underneath the side louvers, and the gracefully rounded rear window bestow the new 911 Targa 4 models with a timeless elegance. Their engineering hallmark is the inclusion of all-wheel drive as standard. For

added driving stability, reflected also in the design, the body is 1.7 inches wider — an impression accentuated by the seamless light strip on the rear end.

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

The new 911 Cabriolet models have also always been characterized by open virtues. Made for civilized cruising on the coastal road, but also for some sporty corner chasing in the mountains. Here, just like there, they excel with powerful forward

thrust, great agility, and anticipation aplenty on every inch of asphalt.

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

Roof system

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

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

of driving noise with the roof closed. An extendable wind deflector is integrated into the windshield cowl surround.

It takes cues from the classic form of the original Targa: with louvers on either side, a surface finish in aluminum and the Targa logo left and right.

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



Roof

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

design line is elegant. The roof opens or closes in around 13 seconds — up to a speed of 31 mph.

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

an effective suppression of wind noise. Fortunately the roof's soundproofing properties are no match for the resonant Porsche sound.

The new 911 Cabriolet models are also equipped as standard with an electrically powered wind deflector, which offers practically draft-free driving and minimal wind noise with the top down.







Interior design

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

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

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

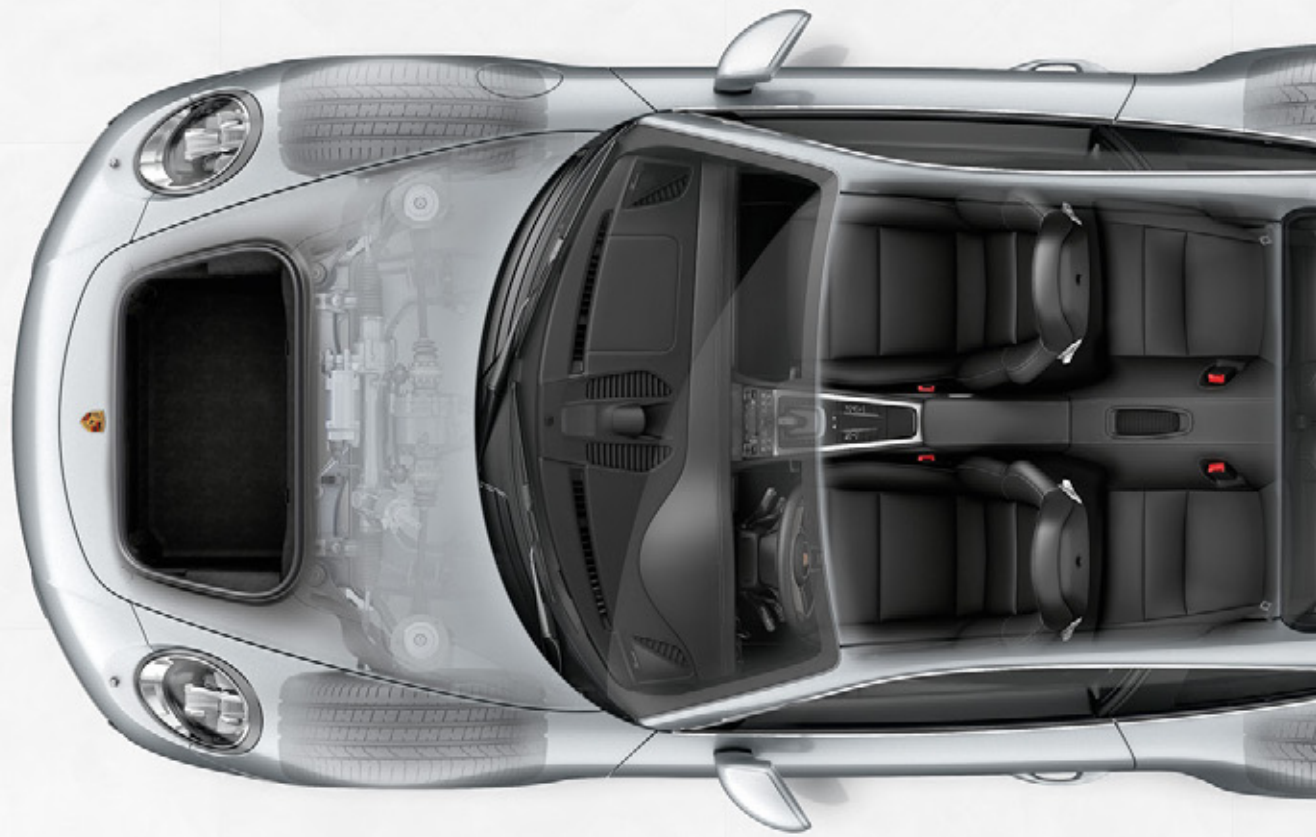
Integrated as standard in the 911 Carrera and 911 Targa models for the first time: Porsche Communication Management (PCM) including online navigation module with real-time traffic information, voice control system, and mobile phone preparation as well as the Connect Plus module.

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





Principle





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

Tradition and future of the 911 principle

Engineered design

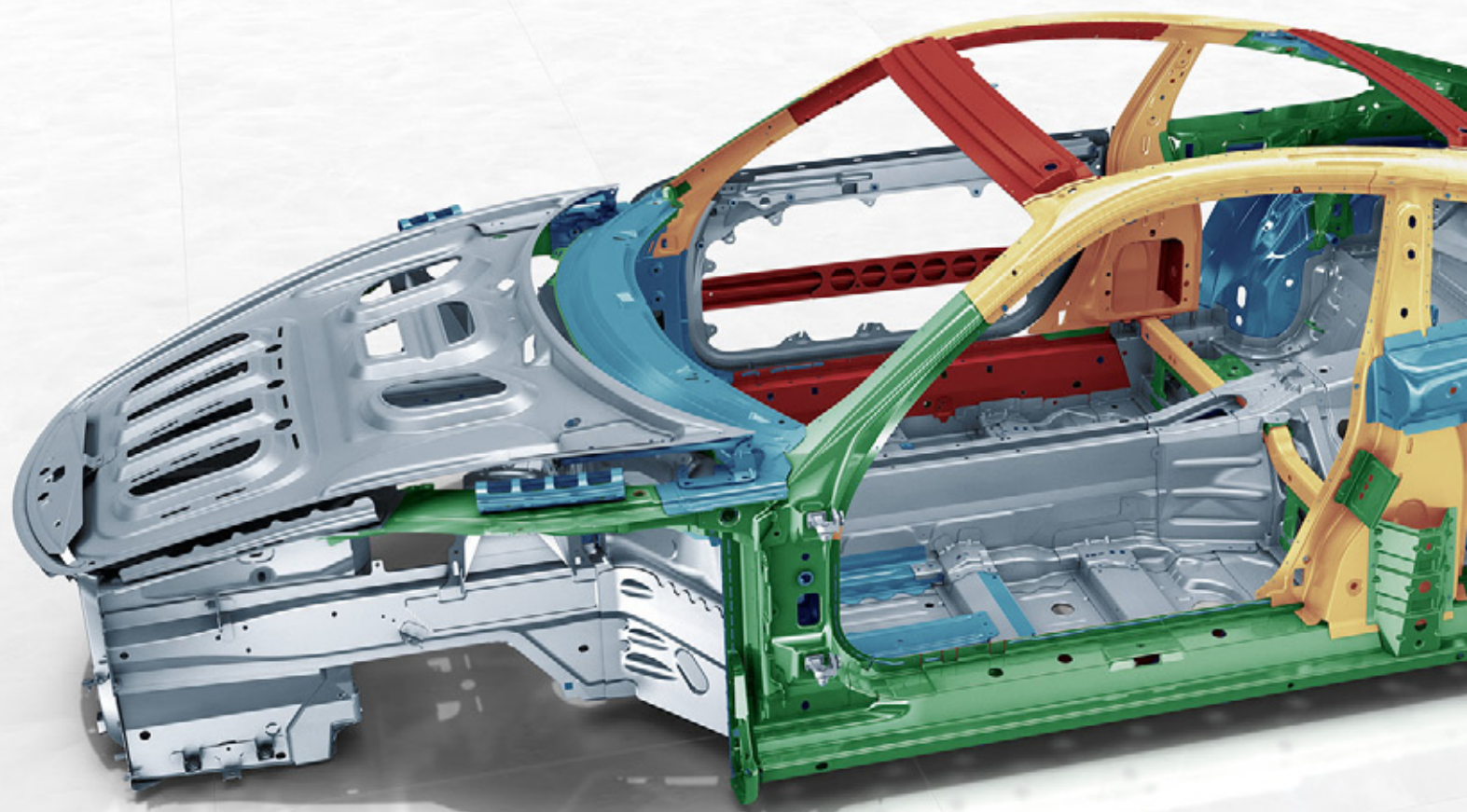
Engine, chassis, body. In every component of the 911, we have invested years of experience, thousands of ideas and countless hours of development. Even the smallest innovation would fill a book. Yet, it is only when all individual parts work as one that we see a particular principle emerge: a harmonious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

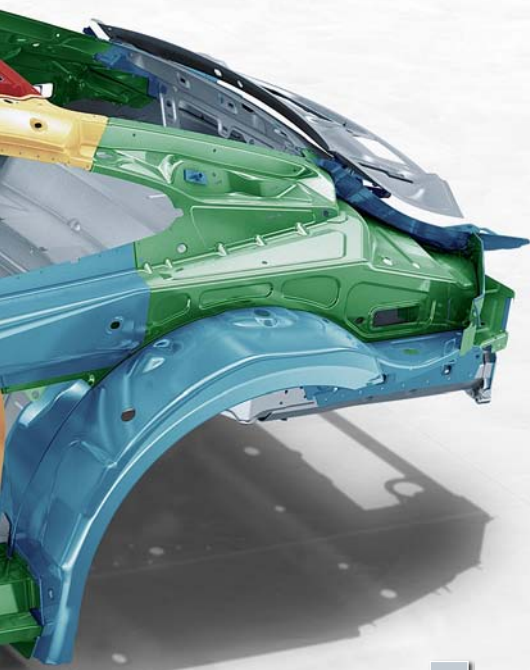
This principle has made the 911 fit for the future since 1963. 2+2 seats are the ideal concept for a compact and purebred sports car that nevertheless offers an astonishing amount of space and an airy feel.






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

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

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





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

The real opponent is not the other car But every single ounce

Lightweight construction

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

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

Likewise, driving dynamics and ride comfort are inextricably linked. For the bodysell, therefore, our engineers used very thin, but nevertheless extremely stiff,

sheets of steel. Aluminum and magnesium were used extensively in areas such as the roof, the underbody, the front and rear ends, the doors and side mirrors, and the engine compartment and luggage compartment lids.

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





How to take the 911 principle up a level: With a simple S

One 911, two engine variants

The 911 was designed to be a purebred sports car from the very start, initially offering 130 horsepower. As early as 1966, the first S model hit the road with an engine built for higher compression. The 911 S 2.0 Coupe drove the power output of the 6-cylinder horizontally opposed engine up to 160 horsepower and was the force behind countless racegoing versions of the 911 in motorsport.

This tradition is also followed by the new 911, boasting six cylinders, a displacement of 3.0 liters and two engine variants: one rated 370 horsepower and the other — an S model — offering 420 horsepower.

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

911 Carrera models and the 911 Targa 4

Incredible sportiness is the number one discipline of the 911 Carrera models and the 911 Targa 4. Turbocharged induction makes their engine not only more efficient, but also more powerful. In figures: 370 horsepower. The high torque of 331 lb.-ft. is available early on at an impressively low 1,700 rpm. A performance promise delivered to the driver without detour — across a wide engine speed range.

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

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



911 Carrera S models and the 911 Targa 4S

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

The S models generate a maximum torque of 368 lb.-ft. — from as low as 1,700 rpm — putting them ahead of their predecessor once more by an impressive 44 lb.-ft., and you ahead of the field.

The 911 Carrera S models and the 911 Targa 4S are equipped with 20-inch alloy wheels. Traction is enhanced

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

The S models are therefore equipped with 6-piston aluminum monobloc fixed brake calipers in red at the front and 4-piston equivalents at the rear. Another hallmark of the new S models: twin tailpipes in brushed stainless steel. Well, S does stand for Sport, doesn't it?

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

- 6-cylinder twin-turbo boxer engine producing 370 horsepower and 331 lb.-ft.
- 19-inch Carrera wheels
- 4-piston aluminum monobloc fixed brake calipers in black front and rear
- Brake discs with 330-mm diameter front and rear
- Twin single-tube tailpipes in brushed stainless steel
- Porsche Active Suspension Management (PASM)
- Sport button
- Porsche Communication Management (PCM) including online navigation module with real-time traffic information
- Connect Plus

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

- 6-cylinder twin-turbo boxer engine producing 420 horsepower and 368 lb.-ft.
- 20-inch Carrera S wheels
- 6-piston aluminum monobloc fixed brake calipers in red front and 4-piston units at rear
- Brake discs with 350-mm diameter at front and 330-mm at rear
- Twin dual-tube tailpipes in brushed stainless steel
- Porsche Torque Vectoring (PTV) or Porsche Torque Vectoring Control (PTV Plus)
- Porsche Active Suspension Management (PASM)
- Sport button
- Porsche Communication Management (PCM) including online navigation module with real-time traffic information
- Connect Plus





Even philosophical questions Can be answered with outstanding performance

Rear wheel and all-wheel drive

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

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

Two irreconcilable philosophies? Let's discuss a third: the design. The all-wheel drive 911 models have a 1.7 inches wider body, letting it rest more firmly on the road, an impression underlined by the new light strip, especially after dark.

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

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

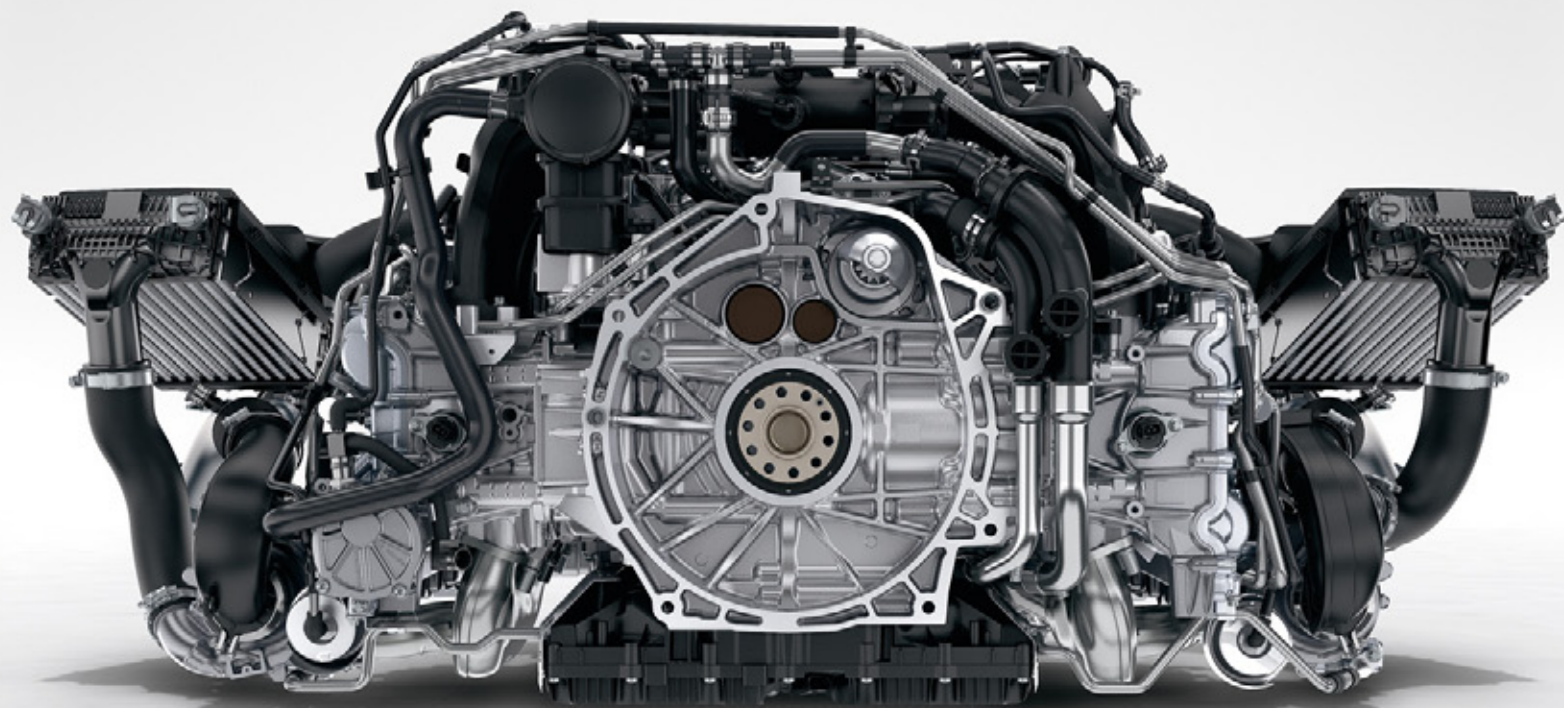
Fair-weather cars? The new 911 Targa 4 models are anything but. Here, the all-wheel drive marries excellent traction with excellent aesthetics.

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





Drive



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

Engines

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

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

Developed completely from scratch, the 6-cylinder twin-turbo engines of the 911 Carrera and Targa 4 models with a displacement of 3.0 liters embrace this principle and perfect it in a forward-looking way. To be more precise: tremendous acceleration force even in the low rpm range is supplemented by the engine map of a 911 Carrera with the high rev limits typical of a sports car. In other words, high compression and a high engine speed combined with good modulation of power output and surprisingly low fuel consumption, thanks to the reduced overall displacement.

Expressed in figures, this means an extra 20 horsepower of power, an extra 43 lb.-ft.

of torque and engine speeds of up to 7,500 rpm. And a considerable reduction in fuel consumption of up to 13 percent.

The engine of the 911 Carrera and 911 Targa 4 models develops 370 horsepower. The maximum torque of 331 lb.-ft. is available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK), the 911 Carrera can accelerate from 0 to 60 mph in only 4.0 seconds with PDK Sport Chrono/Launch Control and reach a top track speed of 183 mph.

The propulsive potential of the engine in the S models, featuring upsized turbochargers and independent exhaust system, is even more impressive. It

generates a power output of 420 horsepower and the maximum torque is a mighty 368 lb.-ft., available from as low as 1,700 rpm. With PDK and Launch Control, the 911 Carrera S sprints to 60 mph in a mere 3.7 seconds. Top track speed isn't reached until 190 mph.

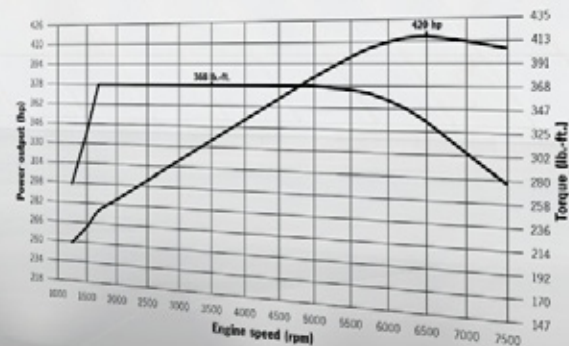
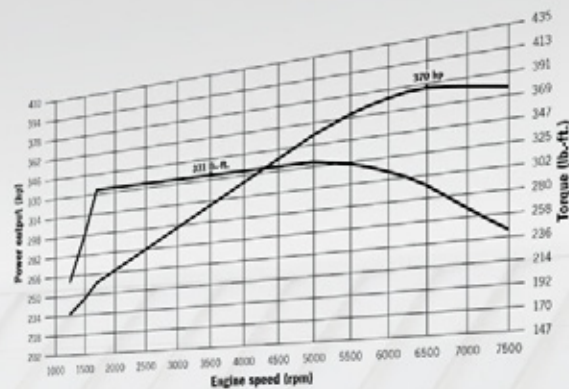
What cannot be expressed in figures: the legendary sound of a 911 6-cylinder horizontally opposed engine. And the experience is all the more intense for it.

Prepare to overtake.

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







The standout qualities of the new twin-turbo engines are their extraordinarily direct responsiveness and wide torque plateau, reached early in the low end of the rpm band. Combined with the high rev limit—and the legendary sound of a 911 6-cylinder horizontally opposed engine. In short: excellent performance that feeds back to the driver in an instant.

Turbochargers

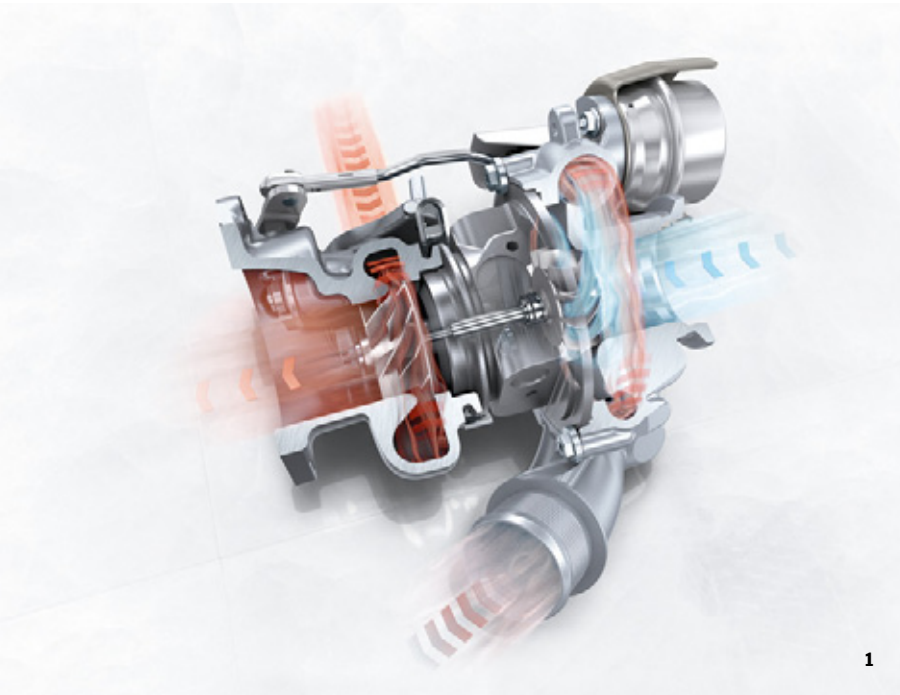
The displacement of the new 911 models has been considerably reduced with the aim of cutting fuel consumption. That's because we, more than most as a sports car manufacturer, bear huge responsibility. Nevertheless, the power output of the new engines has been significantly increased.

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

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

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

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



Active air intake flaps

The active air intake flaps in the front fascia act to reduce fuel consumption during everyday trips and to achieve superlative performance on sporty drives.

Already proven on the 918 Spyder, the flaps close automatically while the car

is in motion, and thereby reduce drag. On demand or in Sport or Sport Plus mode, the flaps open and help to provide optimal engine cooling.

This means that cooling air is supplied only to the extent that it is actually needed.

That's efficiency. Of the intelligent kind.

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







Efficiency-enhancing technologies

Auto Start Stop switches off the engine when the driving speed falls below 4 mph under moderate deceleration, such as when you are approaching a red light. As soon as you release the clutch or, with Porsche Doppelkupplung (PDK), depress the accelerator pedal, the engine restarts — swiftly and smoothly.

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

Sport exhaust system

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



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



Always a few milliseconds ahead of time

Transmission

7-speed manual transmission

Pure, direct, precise. Short shift movements and an optimal transition from one gear to the next. The 7-speed manual transmission combines a high level of sporty performance with fast gear changes. In conjunction with the optional Sport Chrono Package, selecting Sport or Sport Plus mode activates the dynamic throttle-blip function, which ensures the optimal 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 actively to conserve fuel.

Porsche Doppelkupplung (PDK)

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

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

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

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





Drizzle, snow, leaves, sun Perfect weather for spirited driving

Porsche Traction Management (PTM)

The essential feature of all 911 all-wheel drive models: enhanced PTM.

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

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

longitudinal acceleration of the car and the current steering angle.

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

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

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

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

rear differential lock, they work by intelligently braking the rear wheels as the situation demands.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive

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

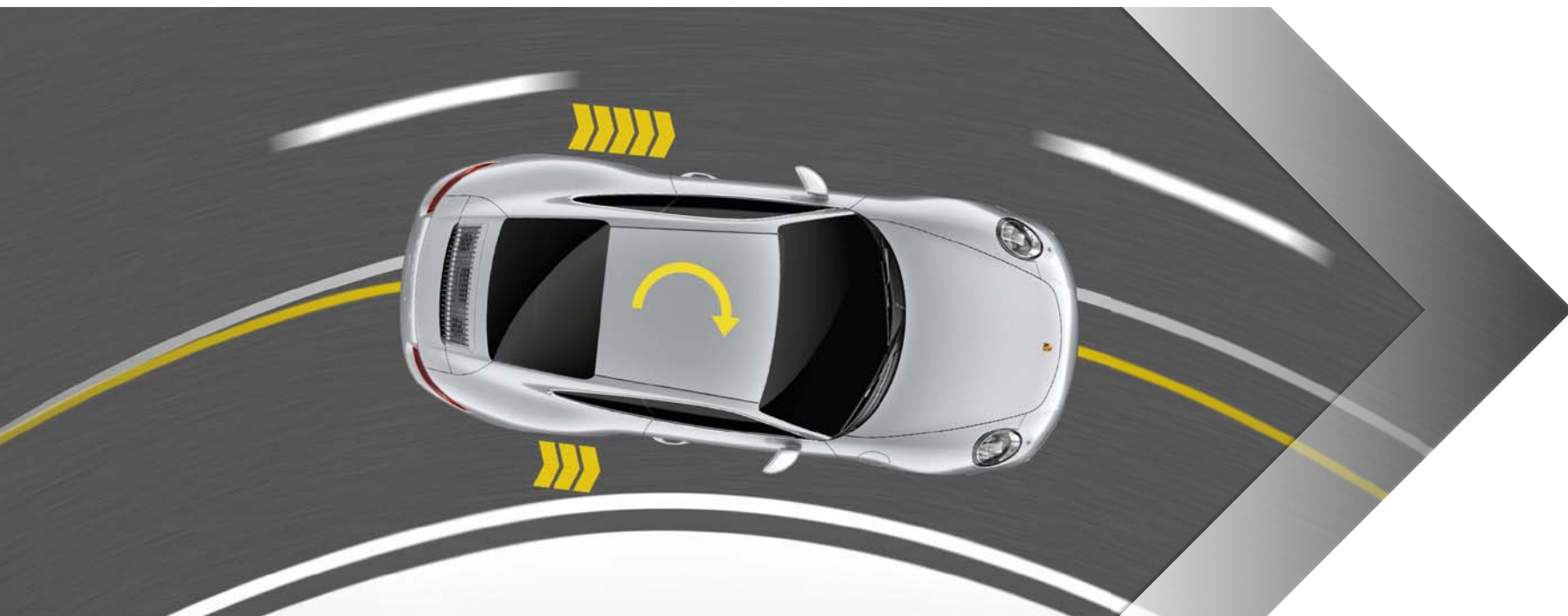
With PTV, the rear differential lock is regulated mechanically, while PTV Plus is equipped with electronic control offering fully variable torque distribution. In interaction with Porsche Stability Management (PSM), the system improves



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

turn-in and well-balanced load transfer characteristics. What else? Tremendous fun in the corners.

For the driver, this means strong resistance to destabilizing side forces, outstanding traction and great agility with precise







Chassis

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

Chassis

Porsche Active Suspension Management (PASM)

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

PASM has two modes, which can be selected using a separate button on the 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.

Porsche Stability Management (PSM)

All 911 models are equipped with enhanced PSM as standard. PSM helps to maintain stability even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity, and lateral acceleration of the car. Using this information, PSM is

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

Under acceleration on inconsistent surfaces, PSM improves traction using the Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR) functions. The result is a high level of driving stability and extraordinary agility at the same time.



Wheels

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

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

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

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

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



1



2

Electromechanical power steering

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

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

That isn't to say that you aren't ideally prepared for the other 10 percent. After all, this steering system is typically

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



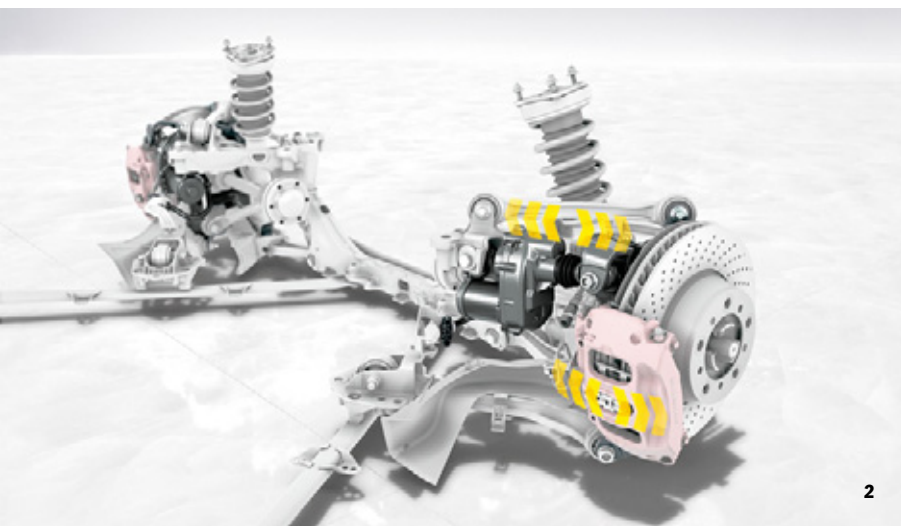
3



4



5



Power Steering Plus

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

Rear axle steering

Rear axle steering is available on request for all S models. Until now, reserved exclusively for the 911 Turbo and 911 GT3 models, it enhances performance and everyday practicality in equal measure; 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.

Front axle lift system

Particularly practical: the lift system, available as an option for all 911 models, raises the front end by approximately 40 mm — and keeps it there up to a speed of roughly 37 mph. With this new system,

curbs, ramps, and parking garage entrances are a sporting challenge of the past.

Porsche Dynamic Chassis Control (PDCC)

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

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

In simple terms, the tires and vehicle hold the road better and you can steer through corners faster and in a more relaxed manner. Which is why PDCC sets

standards for driving performance, ride comfort, and driving pleasure.

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

Want to overcome your obstacles?

Scan code or go to www.porsche.com/usamodels/911/911-carrera/chassis/liftsystem and start the video.





Another few seconds faster Under the skin

High-performance systems

Sport button

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

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

Sport Chrono Package

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

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

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

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

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

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

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

Engage Sport

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



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

the total driving time, lap distance, lap number, and lap times recorded so far.

Dynamic engine mounts are also part of the Sport Chrono Package. The electronically controlled system minimizes the perceptible oscillations and vibrations

of the entire drivetrain, particularly the engine, and combines the benefits of a hard or soft engine mounting arrangement. In short, it enhances both driving stability and driving comfort.

Porsche Stability Management (PSM) Sport mode

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.



Porsche Active Suspension Management (PASM) Sport suspension

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

The ride height is 10 mm lower than with the standard PASM suspension.

The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. The front spoiler lip has an even sportier geometry, the rear spoiler

extends even more. Not only does this further reduce lift at the front axle, it also provides downforce at the rear axle for improved aerodynamics and even better performance — combined with a surprisingly high level of comfort.







**Safety and
environment**



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

Brakes

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

The 911 Carrera base models are fitted with newly developed 4-piston aluminum monobloc fixed calipers with a black anodized finish. All brake discs have a diameter of 330 mm.

The S models are equipped with red 6-piston aluminum monobloc fixed brake calipers at the front and 4-piston

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

On all models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lightweight and enables a more rapid response and release of the brake even under extreme loads. The pedal travel is short and the biting point precise. The brake discs are cross-drilled for improved wet braking and optimal cooling.

Porsche Ceramic Composite Brake (PCCB)

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

Originating from the 911 Turbo S, PCCB features 6-piston aluminum monobloc fixed brake calipers on the front axle and 4-piston units at the rear — all painted in yellow — to provide braking forces that are considerably more powerful and, crucially, are exceptionally consistent.

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

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

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

Is there simply no stopping you?

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







Airbags and Porsche Side Impact Protection (POSIP) system

The new 911 models offer advanced airbag technology in the form of full-size driver and front passenger airbags, which are inflated in two stages, depending on the severity and type of accident.

All new 911 models are also equipped as standard with the 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 liters and each head airbag 15 liters, ensuring excellent protection in the event of a side impact.

Rollover bar

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





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

Environment

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

Emissions-control technology

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

This is accomplished, on the one hand, with the efficient use of fuel by means of efficiency-enhancing technologies such as Auto Start Stop, thermal management,

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

Fuel economy and recycling

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

and all plastic components are labeled to facilitate future separation for recycling. In all, the 911 is up to 95 percent recoverable.

Fuel

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





Comfort



You can feel the Porsche tradition here And touch the future

Interior

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

That's possible only when synergies are created between engineering and design, and sportiness and comfort. Proof: the new Sport steering wheel with its purist design and excellent ergonomics. More proof: the ascending center console. The principle they share: putting the driver

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

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

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

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

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

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

In addition to the choice of Agate Grey, Black and Luxor Beige for the interior, there is a wide range of other personalization options available, including two-tone color combinations or special colors and materials such as Carbon Fiber, Aluminum and high-quality wood.



Visionary? That's one view

Lights

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

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

Porsche Dynamic Light System (PDLS)

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, so as to light up more of the road at curves and turns. Put simply, the road ahead is illuminated the moment you start to corner. PDLS also features speed-sensitive headlight range control and the adverse weather function.

LED headlights including Porsche Dynamic Light System Plus (PDLS Plus)

PDLS Plus meets sporty design in the form of optional LED headlights. 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 Plus is the dynamic high-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 high-beam function then adapts the

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

Would you like to see more?

Scan code or go to www.porsche.com/usamodels/911/911-carrera/safety/lights and start the video.





Sport steering wheel

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

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

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

Light design package

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

Porsche Entry & Drive

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

Crest on the luggage compartment lid, the system automatically checks the encrypted access code on the key. Once the key is validated, the door or the luggage compartment lid unlocks. The engine can then be started and switched off using the electronic ignition switch.



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

Comfort

Sport seats

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

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

Sport Seats Plus

Available as an option are Sport Seats Plus in Leather with electric seat height and backrest adjustment as well as mechanical fore/aft adjustment. The side bolsters on the cushion and backrest have a firmer, sportier padding and offer even better lateral support.

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

Seat heating and ventilation

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

Rear seats

The rear seats are remarkably comfortable for a sports car and the shelf behind offers additional storage space. With the backrests folded down, the luggage compartment volume in the rear of the 911 Carrera models increases to 9.2 cu.ft and, with a capacity of 5.6 cu.ft, the 911 Carrera Cabriolet and 911 Targa models offer plenty of space for luggage, too.

Luggage compartment

The luggage compartment volume in the 911 models is 5.1 cu.ft — 4.4 cu.ft in the 911 all wheel drive models. The luggage compartment is fully trimmed in scratch-resistant materials.

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

Sit back and relax.

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







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

Air conditioning and glazing

Climate control

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

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

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

Tilt/slide sunroof

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

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

Tilt/slide glass sunroof

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



Take the stress out of sport On every drive

Assistance systems

Adaptive cruise control including Porsche Active Safe (PAS)

Available as an option in conjunction with Porsche Doppelkupplung (PDK), this enhanced version of cruise control actively regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 656 ft.

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

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

Lane Change Assist (LCA)

New LCA, available as an option, uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 9 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. In this way, LCA improves comfort particularly on motorways. However, the system does not actively intervene to control the vehicle and can be deactivated at any time.

ParkAssist

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

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

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

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

Speed limit indicator

The camera-based speed limit indicator informs you of speed restrictions and passing zones (start and end). Notifications appear on the display in the instrument cluster and on the screen of PCM.



Another word for pioneering? Trailblazing

New Porsche Communication Management (PCM) Including online navigation module

Infotainment for a new generation: enhanced PCM including online navigation module with real-time traffic information is your control center for audio, navigation and communication functions — and it's standard in every model.

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

easily using multi-touch gestures. With its high-quality glass surface, PCM is the aesthetically perfect addition to the center console.

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

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

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

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

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

Mobile phone preparation

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

Sound Package Plus

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

New infotainment features:

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



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

Connect Plus

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

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

Online navigation

The Connect Plus module delivers real-time traffic information to the 911 for the first time ever. Now you can find out even before you set off which routes are best avoided if you wish to arrive at your destination sooner. Throughout the journey, the optimal route is dynamically recalculated based on regular updating of traffic data.

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

Apple CarPlay™

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

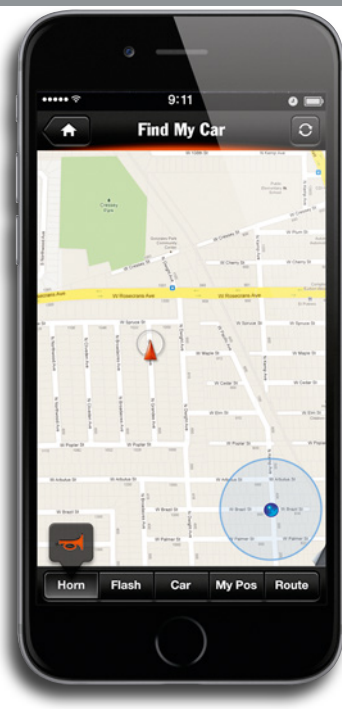
Wireless Internet access

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

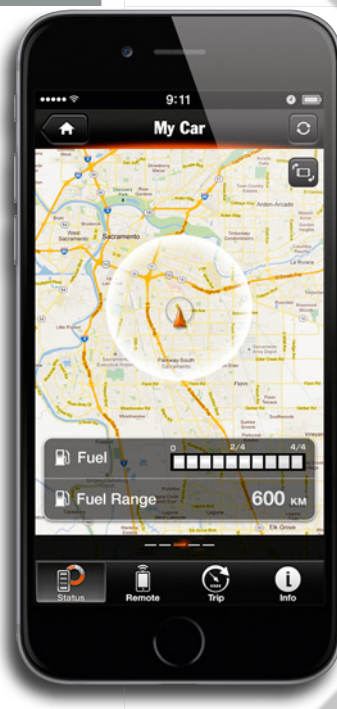
For further information on Connect Plus and availability in your country, please visit www.porscheusa.com/911 or consult your authorized Porsche dealer.



1



2



Porsche Car Connect (PCC) app

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

Porsche Car Connect

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

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

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

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

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

1 Car Connect overview
2 Carfinder
3 Range display

Is virtual mobility something else you appreciate?

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





Music of the future? Absolutely

Sound systems

Bose® Surround Sound System

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

Burmester® High-End Surround Sound System

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

The result is a sound performance of the highest level, specially matched to your 911. The system has 12 amplifier channels with a total output of 821 watts, 12 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 1,340 cm², and a frequency response of 35 Hz to 20 kHz.

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

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





Personalization



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

Personalization

Just imagine if everything were possible. If you could create the sports car of your dreams. Without restriction. With a diverse range of colors. With materials such as Aluminum and Carbon Fiber.

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

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

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

can have your Porsche personalized directly on the shop floor. To the ultimate level. And for the most part by hand.

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





The transition from handicraft To craftsmanship is a fluid one

Porsche Exclusive Manufaktur

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

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

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

one thing above all else: your particular wishes and requirements. We fulfill them with composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as Leather, Alcantara®, Carbon Fiber, Mahogany or Aluminum.

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

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



Sometimes life really is a request show

The 911 Carrera 4S in Racing Yellow

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

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

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

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

1 20-inch Carrera Sport wheels painted in black (high-gloss), LED headlights in black including Porsche Dynamic Light System Plus headlight cleaning system covers painted in black (high-gloss), SportDesign exterior mirror lower trims painted in black (high-gloss), model designation on doors in black

2 Privacy glass, side skirts painted, Porsche logo and model designation painted in black (high-gloss), Sport tailpipes in black

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









2



3

Style

Still one of our most important stylistic devices

The 911 Carrera S Cabriolet in Jet Black Metallic

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

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

Hard to demonstrate a greater assurance of style.

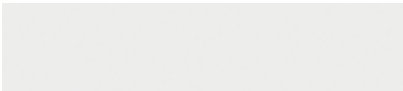
- 1 Mahogany interior package, PDK gear selector in Mahogany, Sport steering wheel in Mahogany including multifunction controls and steering wheel heating, storage compartment lid with Porsche Crest, air vents in Leather, personalized floor mats with Leather edging.
- 2 20-inch Carrera S wheels painted in Platinum Satin, exterior mirror lower trims painted, model designation on doors in silver color, silver-colored Sport tailpipes.
- 3 LED headlights in black including Porsche Dynamic Light System Plus, headlight cleaning system covers painted.

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

The future looks good

Personalization
Colors

Solid exterior colors



White



Racing Yellow¹⁾



Guards Red



Black

Roof colors



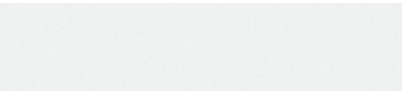
Black

Life is never monotonous. That's why the extensive color range for the 911 models comprises 15 exterior colors. In total, there are four solid, eight metallic and

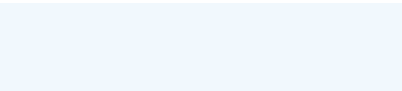


three special colors to choose from. Then there are seven interior colors and four two-tone combinations, plus various

Metallic exterior colors



Carrera White Metallic



Rhodium Silver Metallic¹⁾



Sapphire Blue Metallic¹⁾



Night Blue Metallic



Blue

interior packages in Carbon Fiber, Aluminum, Mahogany or Leather.





GT Silver Metallic



Graphite Blue Metallic



Agate Grey Metallic



Jet Black Metallic



Brown

Special exterior colors



Lava Orange¹⁾



Carmine Red¹⁾



Miami Blue¹⁾

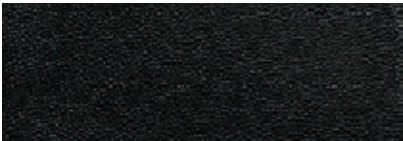
¹⁾ Estimated release date 01/2016.



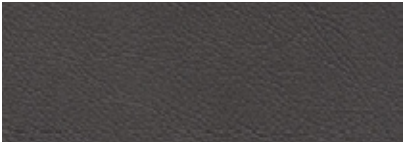
Red



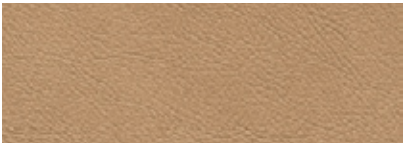
Standard interior colors
Dashboard/trim/seats



Black

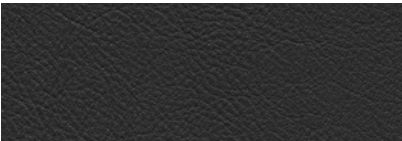


Agate Grey¹⁾

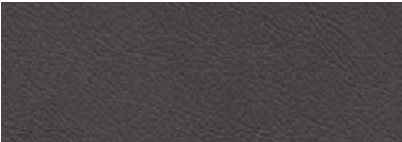


Luxor Beige²⁾

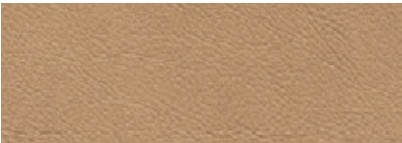
Standard interior colors
Leather interior
Dashboard/trim/seats



Black



Agate Grey¹⁾

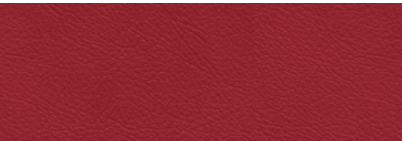


Luxor Beige²⁾

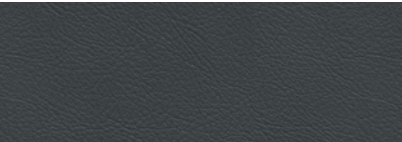


Saddle Brown¹⁾
(roof lining: Black)

Special interior colors
Leather interior
Dashboard/trim/seats

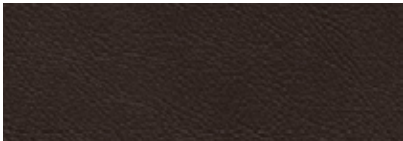


Bordeaux Red
(roof lining: Black)



Graphite Blue

Natural Leather interior
Dashboard/trim/seats



Espresso

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

¹⁾ Estimated release date 01/2016.
²⁾ Glass is reflective. Certain lighting conditions may cause a lighter color dashboard to produce a noticeable reflection on the inside of the windshield. To make certain that you are satisfied with your selection, ask your Porsche dealer to arrange a test drive experience in a variety of conditions, including with use of polarized sunglasses.
³⁾ Since wood is a natural product, there may be variations in color and grain.
⁴⁾ Also available as decorative steering wheel from Porsche Exclusive.

Two-tone interior
Natural Leather
Dashboard/trim/seats

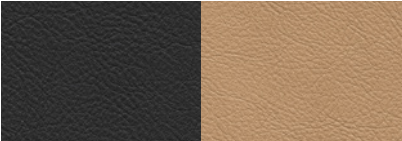


Espresso and Cognac
(roof lining and carpet: Espresso)

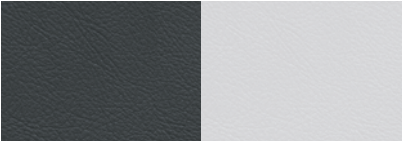
Two-tone interior
Leather interior
Dashboard/trim/seats



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

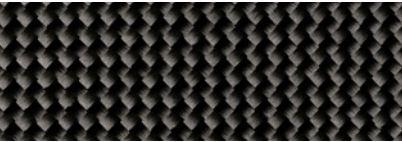


Black and Luxor Beige¹⁾
(roof lining and carpet: Black)



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

Interior packages



Carbon Fiber⁴⁾ **Exclusive**



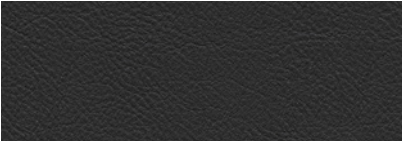
Mahogany^{3), 4)} **Exclusive**



Exterior Color **Exclusive**



Brushed Aluminum **Exclusive**



Leather **Exclusive**

Possible interior colors



Black



Saddle Brown



Agate Grey



Bordeaux Red



Luxor Beige¹⁾



Graphite Blue



Espresso



Black and Luxor Beige



Espresso and Cognac



Graphite Blue and Chalk



Black and Bordeaux Red

¹⁾ Glass is reflective. Certain lighting conditions may cause this color dashboard to produce a noticeable reflection on the inside of the windshield. To make certain that you are satisfied with your selection, ask your authorized Porsche dealer to arrange for a test drive experience.





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



LED headlights including Porsche Dynamic Light System Plus (PDLS Plus) (page 118)



Side window trim in aluminum (page 117)



GT Sport steering wheel (page 122)



Sport Chrono Package (page 115)



SportDesign exterior mirror (page 119)



PASM Sport suspension (20 mm lower) (page 115)



Rear axle steering (page 115)

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



Exclusive

LED headlights in black including PDLs Plus (page 118)



Exclusive

SportDesign exterior mirror lower trim painted in high-gloss black (page 117)



Exclusive

Model designation on doors in black (page 117)



Exclusive

Sport tailpipes in black (page 114)



Exclusive

Carbon Fiber interior package (page 129)



Exclusive

20-inch Carrera Sport wheel (page 116)



Exclusive

Storage compartment cover with model logo (page 127)



Exclusive

20-inch Carrera Sport wheel painted in Satin Platinum (page 116)



Sport exhaust system



Exclusive

Sport tailpipes in silver color



Exclusive

Sport tailpipes in black

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Engine | | | | | | | | | | | |
| Sport exhaust system | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 176 |
| Sport tailpipes in silver color ¹⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XLT |
| Exclusive | | | | | | | | | | | |
| Sport tailpipes in black ¹⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XLP |
| Exclusive | | | | | | | | | | | |
| Transmission | | | | | | | | | | | |
| Porsche Doppelkupplung (PDK, 7-speed) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 250 |
| Porsche Torque Vectoring (PTV) with mechanically locking rear differential in conjunction with manual transmission | — | ● | ○ | ● | — | ● | ○ | ● | ○ | ● | 220 |
| Porsche Torque Vectoring Plus (PTV Plus) with electronically locking rear differential in conjunction with optional PDK | — | ● | ○ | ● | — | ● | ○ | ● | ○ | ● | 221 |

¹⁾ Estimated release date 04/2016.

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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Chassis | | | | | | | | | | | |
| PASM Sport suspension (20 mm lower) | — | o | — | o | — | — | — | — | — | — | 030 |
| Porsche Dynamic Chassis Control (PDCC) | — | o | — | o | — | o | — | o | — | o | 352 |
| Porsche Dynamic Chassis Control (PDCC) including PASM Sport suspension (20 mm lower) | — | o | — | o | — | — | — | — | — | — | 031 |
| Porsche Ceramic Composite Brake (PCCB) | o | o | o | o | o | o | o | o | o | o | 450 |
| Rear axle steering | — | o | — | o | — | o | — | o | — | o | 470 |
| Front axle lift system | o | o | o | o | o | o | o | o | o | o | 474 |
| Power Steering Plus | o | o | o | o | o | o | o | o | o | o | 658 |
| Performance | | | | | | | | | | | |
| Sport Chrono Package including mode switch | o | o | o | o | o | o | o | o | o | o | QR5 |



Porsche Ceramic Composite Brake (PCCB)



Sport Chrono Package including mode switch



Exclusive

Wheel painted in exterior color (partially)



Exclusive

Wheel painted in satin black (complete)

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|----------|
| Wheels | | | | | | | | | | | |
| 19-inch Carrera wheels | ● | – | ● | – | ● | – | ● | – | ● | – | Standard |
| 20-inch Carrera S wheels | ○ | ● | ○ | ● | ○ | ● | ○ | ● | ○ | ● | 433 |
| 20-inch Carrera Classic wheels | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 427 |
| 20-inch RS Spyder Design wheels | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 460 |
| 20-inch Carrera Sport wheels ¹⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XRD |
| Exclusive | | | | | | | | | | | |
| Wheels painted in exterior color (partially) ^{1),2)} | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XD9 |
| Exclusive | | | | | | | | | | | |
| Wheels painted in high-gloss black (complete) ³⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XDG |
| Exclusive | | | | | | | | | | | |
| Wheels painted in Jet Black Metallic (complete) ³⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XDL |
| Exclusive | | | | | | | | | | | |
| Wheels painted in Satin Platinum (complete) ³⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XDH |
| Exclusive | | | | | | | | | | | |
| Wheels painted in Satin Black (complete) ²⁾ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XDK |
| Exclusive | | | | | | | | | | | |
| Wheel centers with full-color Porsche Crest | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 446 |

¹⁾ Estimated release date 04/2016.²⁾ Only in conjunction with 20-inch Carrera S wheel.³⁾ Only in conjunction with 20-inch Carrera S wheel and 20-inch Carrera Sport wheel.

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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Exterior | | | | | | | | | | | |
| Metallic paint | o | o | o | o | o | o | o | o | o | o | Code |
| Special colors | o | o | o | o | o | o | o | o | o | o | Code |
| Color to sample ¹⁾ | o | o | o | o | o | o | o | o | o | o | Code |
| Side window trim in aluminum | o | o | o | o | — | — | — | — | — | — | 559 |
| 911 logo | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | 911 |
| Deletion of model designation | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | 498 |
| Roof transport system | o | o | o | o | — | — | — | — | — | — | 549 |
| Fuel filler cap in aluminum look | o | o | o | o | o | o | o | o | o | o | XYB |
| Exclusive | | | | | | | | | | | |
| Model designation on doors in black | o | o | o | o | o | o | o | o | o | o | CAS |
| Exclusive | | | | | | | | | | | |
| Model designation on doors in silver color | o | o | o | o | o | o | o | o | o | o | CAT |
| Exclusive | | | | | | | | | | | |
| SportDesign exterior mirror lower trim painted in black (high-gloss) | o | o | o | o | o | o | o | o | o | o | XCS |
| Exclusive | | | | | | | | | | | |
| Exterior mirror lower trim painted | o | o | o | o | o | o | o | o | o | o | CNL |
| Exclusive | | | | | | | | | | | |



911 logo



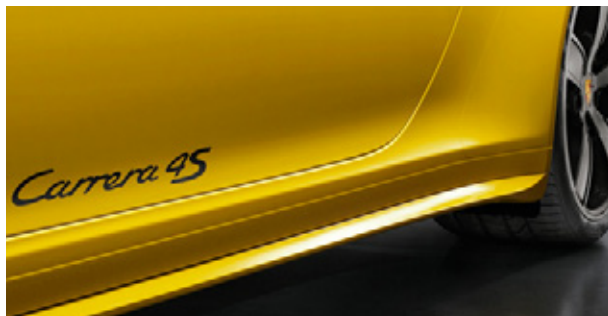
Exclusive

Model designation on doors in silver color



Exclusive

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



Exclusive

Side skirts painted



Exclusive

Porsche logo and model designation painted



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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Exterior | | | | | | | | | | | |
| Headlight cleaning system covers painted Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XUB |
| Headlight cleaning system covers painted in contrasting exterior color Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CGU |
| Side skirts painted Exclusive | — | — | ○ | ○ | — | — | ○ | ○ | ○ | ○ | XAJ |
| Porsche logo painted Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CWL |
| Porsche logo and model designation painted Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CWJ |
| Porsche logo and 911 logo painted Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CWM |
| Lights and vision | | | | | | | | | | | |
| Bi-Xenon™ headlights including Porsche Dynamic Light System (PDLS) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 603 |
| LED headlights including Porsche Dynamic Light System Plus (PDLS Plus) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 602 |
| LED headlights in black including Porsche Dynamic Light System Plus (PDLS Plus) Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XEY |

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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Lights and vision | | | | | | | | | | | |
| SportDesign exterior mirrors | o | o | o | o | o | o | o | o | o | o | 529 |
| Automatically dimming mirrors with integrated rain sensor | o | o | o | o | o | o | o | o | o | o | P13 |
| Electrically folding exterior mirrors including courtesy lighting | o | o | o | o | o | o | o | o | o | o | 748 |
| Light design package | o | o | o | o | o | o | o | o | o | o | 630 |
| Rear footwell lighting | o | o | o | o | o | o | o | o | o | o | CEE |
| Exclusive | | | | | | | | | | | |
| Rear wiper | o | o | o | o | — | — | — | — | o | o | 425 |
| Air conditioning and glazing | | | | | | | | | | | |
| Electric slide/tilt sunroof | o | o | o | o | — | — | — | — | — | — | 651 |
| Electric slide/tilt glass sunroof | o | o | o | o | — | — | — | — | — | — | 653 |



Electric slide/tilt glass sunroof



SportDesign exterior mirrors



Adaptive Sport Seats Plus



Sport Seats Plus

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|--------------------------|-----------------------|-----------------------|-------|
| Seats and seat options. | | | | | | | | | | | |
| Sport Seats Plus (4-way, electric) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | P05 |
| Fully electric Sport Seats (14-way) with memory package including electric steering column adjustment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | P06 |
| Adaptive Sport Seats Plus (18-way) with memory package including electric steering column adjustment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | P07 |
| Seat heating | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | 342 |
| Seat ventilation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | 541 |
| Safety and security. | | | | | | | | | | | |
| Fire extinguisher | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | 509 |

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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------|
| Comfort and assistance systems. | | | | | | | | | | | |
| Adaptive Cruise Control including Porsche Active Safe (PAS) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 456 |
| Lane Change Assist | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 457 |
| Entry & Drive | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 625 |



Adaptive Cruise Control



GT Sport steering wheel



Storage net in front passenger footwell



Exclusive

Instrument dials in Racing Yellow

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|----------------------------------|--------------------------|----------------------------------|--------------------------|----------------------------------|--------------------------|----------------------------------|--------------------------|----------------------------------|--------------------------|-------|
| Interior | | | | | | | | | | | |
| GT Sport steering wheel | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | 858 |
| Multifunction controls and steering wheel heating | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | 489 |
| Smoking package | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 583 |
| Storage net in front passenger footwell | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 581 |
| Rev counter dial face in black | <input checked="" type="radio"/> | <input type="checkbox"/> | <input checked="" type="radio"/> | <input type="checkbox"/> | <input checked="" type="radio"/> | <input type="checkbox"/> | <input checked="" type="radio"/> | <input type="checkbox"/> | <input checked="" type="radio"/> | <input type="checkbox"/> | 022 |
| Instrument dials colored ¹⁾ | | | | | | | | | | | |
| Exclusive | | | | | | | | | | | |
| – Luxor Beige | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XFL |
| – Racing Yellow | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XFR |
| – White | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XFJ |
| – Guards Red | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XFG |
| – Bordeaux Red | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XFB |

¹⁾ Estimated release date 04/2016.

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

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|---------|
| Interior | | | | | | | | | | | |
| Sport Chrono stopwatch instrument dial colored ¹⁾ | | | | | | | | | | | |
| Exclusive | | | | | | | | | | | |
| – Luxor Beige | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XGK |
| – Racing Yellow | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XGL |
| – White | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XGM |
| – Guards Red | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XGN |
| – Bordeaux Red | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XGP |
| Seat belts colored | | | | | | | | | | | |
| Exclusive | | | | | | | | | | | |
| – Luxor Beige | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHP |
| – Silver Grey | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XSH |
| – Guards Red | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XSX |
| – Bordeaux Red | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHU |
| Interior package painted | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EKA/EKB |
| Exclusive | | | | | | | | | | | |



Exclusive

Sport Chrono stopwatch instrument dial in Racing Yellow



Exclusive

Interior package painted



Exclusive Air vent slats painted



Exclusive Vehicle key painted with key pouch in Leather

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|--------------------------|-----------------------|-----------------------|-------|
| Interior | | | | | | | | | | | |
| Air vents painted Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CTR |
| Air vent slats painted Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CDN |
| Vehicle key painted with key pouch in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | DFS |

¹⁾ Estimated release date 04/2016.

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| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|--------------------------|-----------------------|-----------------------|---------|
| Interior: Leather | | | | | | | | | | | |
| Leather interior package in standard color | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package in special color | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package in two-tone combination | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package in Natural Leather | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package in Natural Leather, two-tone combination | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package in color to sample ¹⁾ | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | Code |
| Leather interior package Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | EKC/EKD |
| Dashboard trim package in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CZW |
| Door trim package in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CXM |
| Rear compartment trim package in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CXN |
| Sun visors in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XMP |
| Rear-view mirror in Leather Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CVW |

**Exclusive**

Leather Interior package

**Exclusive**

Sun visors in Leather

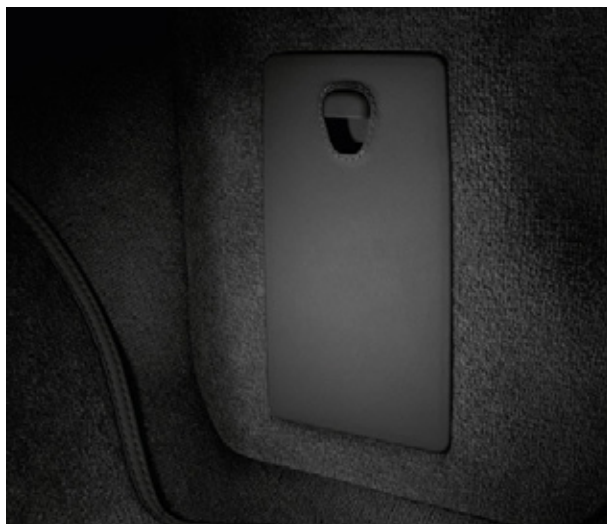
**Exclusive**

Rear-view mirror in Leather



Exclusive

Air vents in Leather



Exclusive

Fuse box cover in Leather

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Interior: Leather | | | | | | | | | | | |
| Instrument surround upper section in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XNG |
| Steering column casing in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XNS |
| Air vents in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CTK |
| Air vent slats in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CZV |
| Gear lever personalization package ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CTX |
| PDK gear selector personalization package ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CTL |
| Fuse box cover in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CUJ |

¹⁾ Estimated release date 04/2016.

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| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|-------|
| Interior: Leather | | | | | | | | | | | |
| Seat belt buckles in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CDT |
| Inner door-entry guards in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XTG |
| Sport Seat Plus backrests in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XWK |
| Belt outlet trims in Leather Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | — | — | CTH |
| Transmission console in rear in Leather with decorative stitching Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHS |
| Storage compartment cover with model logo ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XUV |
| Storage compartment cover with Porsche Crest ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XPT |
| Personalized floor mats with Leather edging Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CFX |

**Exclusive**

Storage compartment cover with Porsche Crest

**Exclusive**

Personalized floor mats with Leather edging



Exclusive

Sun visors in Alcantara®



Exclusive

Brushed Aluminum interior package



Exclusive

PDK gear selector in Brushed Aluminum

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|---------|
| Interior: Alcantara® | | | | | | | | | | | |
| GT Sport steering wheel and gear lever in Alcantara® ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EKL |
| GT Sport steering wheel and PDK gear selector in Alcantara® ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EKM |
| Seat centers in Alcantara® Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XWP |
| Sun visors in Alcantara® Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XLU |
| Storage compartment cover in Alcantara® with Porsche logo ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XLG |
| Storage compartment cover in Alcantara® with Porsche Crest ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XLJ |
| Belt outlet trims in Alcantara® Exclusive | ○ | ○ | ○ | ○ | — | — | — | — | ○ | ○ | CLN |
| Interior: Aluminum/Stainless Steel | | | | | | | | | | | |
| Brushed Aluminum interior package Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EKJ/EKK |
| Gear lever in Brushed Aluminum ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XYC |

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| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|---------|
| Interior: Aluminum/Stainless Steel | | | | | | | | | | | |
| PDK gear selector in Brushed Aluminum ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XYH |
| PDK gear selector in Aluminum ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XYA |
| Pedals and footrest in Aluminum Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EFA |
| Door-entry guards in Stainless Steel Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | X70 |
| Door-entry guards in Stainless Steel, illuminated Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XXB |
| Personalized door-entry guards in Stainless Steel, illuminated Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | CXC |
| Interior: Carbon Fiber | | | | | | | | | | | |
| Carbon Fiber interior package Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | EKG/EKH |
| Sport steering wheel in Carbon Fiber including multifunction controls and heating ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHW |
| Gear lever in Carbon Fiber ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHH |
| PDK gear selector in Carbon Fiber ¹⁾ Exclusive | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | XHJ |



Exclusive

Door-entry guards in Stainless Steel



Exclusive

Pedals and footrest in Aluminum

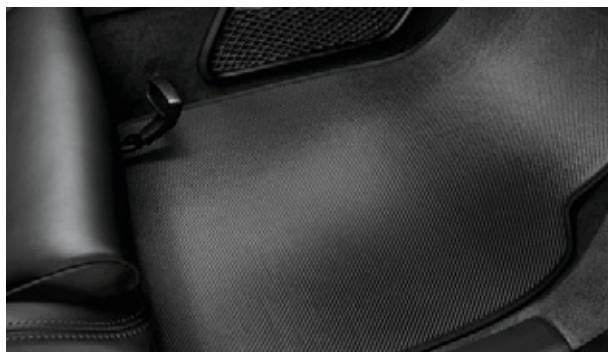


Exclusive

PDK gear selector in Carbon Fiber



Exclusive Door-entry guards in Carbon Fiber, illuminated



Exclusive Floor mats in Carbon Fiber with Leather edging



Exclusive PDK gear selector in Mahogany

| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|--------------------------|-----------------------|-----------------------|---------|
| Interior: Carbon Fiber | | | | | | | | | | | |
| Door-entry guards in Carbon Fiber Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | X69 |
| Door-entry guards in Carbon Fiber, illuminated Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XXD |
| Personalized door-entry guards in Carbon Fiber, illuminated Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CXE |
| Floor mats in Carbon Fiber with Leather edging Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CHM |
| Personalized floor mats in Carbon Fiber with Leather edging Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | CHN |
| Interior: Mahogany | | | | | | | | | | | |
| Mahogany interior package Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | EKE/EKF |
| Sport steering wheel in Mahogany including multifunction controls and heating ¹⁾ Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XHV |
| Gear lever in Mahogany ¹⁾ Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XHC |
| PDK gear selector in Mahogany ¹⁾ Exclusive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | XHD |

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| Option | 911 Carrera | 911 Carrera S | 911 Carrera 4 | 911 Carrera 4S | 911 Carrera Cabriolet | 911 Carrera S Cabriolet | 911 Carrera 4 Cabriolet | 911 Carrera 4S Cabriolet | 911 Targa 4 | 911 Targa 4S | I no. |
|--|-------------|---------------|---------------|----------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------|--------------|----------|
| Audio and communication | | | | | | | | | | | |
| Porsche Communication Management (PCM) including online navigation module, voice control system and mobile phone preparation | • | • | • | • | • | • | • | • | • | • | Standard |
| Connect Plus including online navigation, Apple CarPlay™, telephone module and wireless Internet access | • | • | • | • | • | • | • | • | • | • | Standard |
| Electronic logbook | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9NY |
| Bose® Surround Sound System | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9VL |
| Burmester® High-End Surround Sound System | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 9VJ |
| Factory collection | | | | | | | | | | | |
| Factory collection in Zuffenhausen | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | 900 |
| Factory collection in Leipzig including driving instruction | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | S9Y |



Porsche Communication Management (PCM)



Connect Plus

Porsche Tequipment — accessories Developed for 365 days full of life

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

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

To discover more about Porsche Tequipment, please consult your authorized Porsche dealer. Alternatively, all Tequipment products can be found online at www.porscheusa.com/tequipment using our Tequipment Accessories.

[1] Care kits

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

[2] Winter wheel and tire sets

For enhanced individuality, agility and even greater driving pleasure.

[3] All-weather floor mats

In an appealing design featuring the 911 silhouette and Porsche logo.

[4] Roof boxes

Lockable plastic roof boxes in black (high-gloss) or platinum look, with a capacity of approximately 11 or 18 cubic feet.

[5] Car cover

Tailored indoor or outdoor cover with Porsche Crest.



1



4



2



3



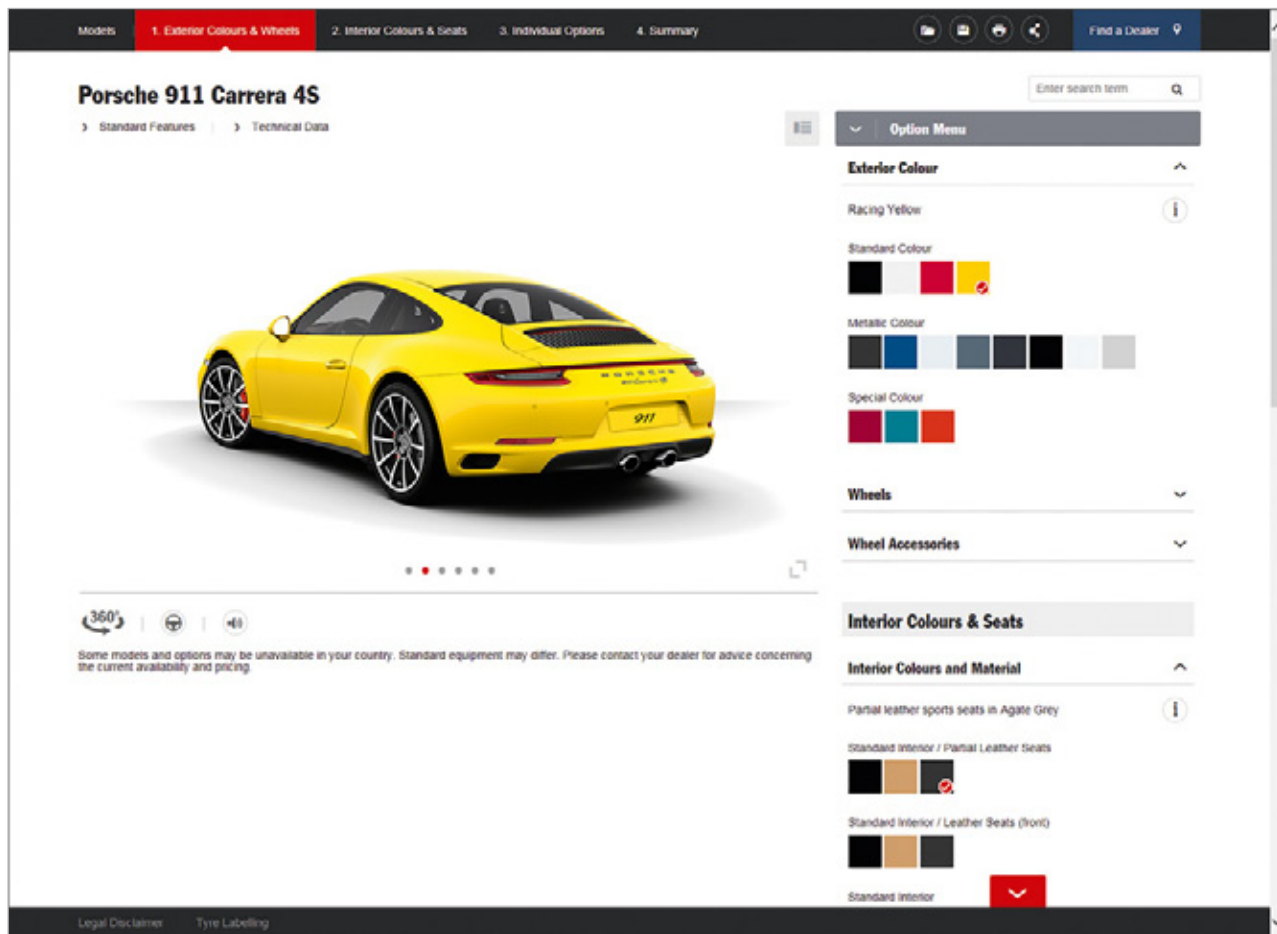
5

Porsche Car Configurator

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

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

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



Designing your Porsche

Consultation

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

In our customer centers in Zuffenhausen, as well as Leipzig and in our Porsche Exclusive - Personal Design Studios in Atlanta, GA and Beverly Hills, CA, we will show you what else can be done. Here, you can select your materials and paint colors and plan your vehicle in detail using the Porsche Car Configurator. In order to book an appointment with one of our Design Specialists, please email PersonalDesign@porsche.us or visit us online at www.porscheusa.com/exclusive

Factory collection

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

In Stuttgart-Zuffenhausen, you can experience and learn about every aspect of the legendary Porsche brand. In addition to receiving a detailed lowdown on your car, you will also gain an insight into the entire history of Porsche with a visit to the Porsche Museum. Legendary models from a sports car history spanning more than six decades await.

At our Leipzig location, you're going to take to the starting grid — in a Porsche model identical to the one you purchased and under the expert supervision of one of our instructors. During the drive, they will demonstrate all the functions of your new Porsche. And, indeed, the potential that

lies within. On-road on the racetrack. Or off-road, on our very own off-road track.

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

The new Porsche Experience Center in Atlanta, will soon offer new vehicle delivery at this location with a complete immersion into the Porsche experience. Please visit porschedriving.com to learn more. To arrange a date for your factory collection experience, please consult your authorized Porsche dealer.



Porsche Exclusive consultation

Porsche Panorama



Porsche European Delivery

Imagine touring the original factory and then being handed the keys for an even more gratifying opportunity—touring Europe in your brand-new Porsche. What happens next is up to you. Contact your authorized Porsche dealer for more information.

Introducing The Porsche Experience Center Atlanta

Since the beginning, Porsche has been devoted to delivering the most exceptional experiences in the world. The new Porsche Experience Center in Atlanta offers a complete immersion into the Porsche experience. Visit porschedriving.com or call 1-800-Porsche to learn more.



Porsche Exclusive

Realize your vision of the perfect Porsche with our factory customization program. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

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

Porsche Assistance

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

Porsche Approved Certified Pre-Owned

Only the best Porsche cars earn the right to be called "Certified." A meticulous 111-point inspection, a 2-year or 50,000-mile Limited Warranty, and 24-hour Roadside Assistance make this program one-of-a-kind. Contact your authorized Porsche dealer for details.

Porsche Financial Services

Our range of financial services is innovative and specially tailored to the needs of Porsche owners. Ask your certified Porsche sales consultant for details.





Porsche Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality. Visit your authorized Porsche dealer or shop online at www.porscheusa.com/shop.



Porsche Travel Club

Embark on a thrilling adventure and feel the power of Porsche. Stay in top-class hotels and dine in five-star restaurants worldwide. Visit www.porschedriving.com for more information.



Porsche Sport Driving School

Develop your skill and explore your Porsche with the Porsche Sport Driving School. Learn about events at some of the world's most famous racing venues at www.porschedriving.com.



Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 651 clubs, with a total of 186,000 members worldwide. To find out more, go to porscheusa.com/porscheclub.

Christophorus

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



Porsche Classic

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





Porsche Museum

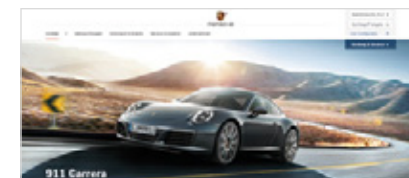
More than 80 vehicles at our headquarters in Stuttgart-Zuffenhausen await to take you on a journey through Porsche history. See icons such as the 356, 911 and 917 presented in an atmosphere you can't experience anywhere else.



Porsche Online

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

Follow us on:  



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





Technical data

Technical data

| | 911 Carrera/911 Carrera Cabriolet | 911 Carrera S/911 Carrera S Cabriolet |
|----------------------------|---|---|
| Engine | | |
| Cylinders | 6 | 6 |
| Displacement | 3.0 liters | 3.0 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 | | |
| Layout | Rear-wheel drive | Rear-wheel drive |
| Manual transmission | 7-speed | 7-speed |
| PDK (optional) | 7-speed | 7-speed |
| Chassis | | |
| Front axle | MacPherson strut suspension | MacPherson 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 | 36.5 ft | 36.5 ft/35.2 ft |
| Brakes | 4-piston aluminum monobloc fixed calipers front and rear, discs internally vented and cross-drilled | 6-piston aluminum monobloc fixed brake calipers at front, 4-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 transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/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 | | | | |
| Top track speed in mph | 183/182 | 181/180 | 191/ 190 | 190/ 189 |
| 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 |
| Sport Chrono Package (in conjunction with PDK) 0–60 mph with Launch Control | –/4.0 secs | –/4.2 secs | –/3.7 secs | –/3.9 secs |
| Fuel consumption/emissions¹⁾ | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| City (mpg) | TBD | TBD | TBD | TBD |
| Highway (mpg) | TBD | TBD | TBD | TBD |
| Combined (mpg) | TBD | TBD | TBD | TBD |
| Dimensions/aerodynamics | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| Length | 177 in. | 177 in. | 177 in. | 177 in. |
| Width (including exterior mirrors) | 71.2 in. (77.7 in.) | 71.2 in. (77.7 in.) | 71.2 in. (77.7 in.) | 71.2 in. (77.7 in.) |
| Height | 51 in. | 51.7 in. | 51.1 in./ 51 in. | 50.8 in./ 50.7 in. |
| Wheelbase | 96.5 in. | 96.5 in. | 96.5 in. | 96.5 in. |
| Luggage Compartment Volume (cu.-ft.) | Front: 5.12, Rear: 9.18 | Front: 5.12, Rear: 5.65 | Front: 5.12, Rear: 9.18 | Front: 5.12, Rear: 5.65 |
| Tank capacity (refill volume) | 16.9 gal | 16.9 gal | 16.9 gal | 16.9 gal |
| Drag coefficient (C _d) | 0.29 | 0.30 | 0.30 | 0.30 |

Technical data

| | 911 Carrera 4/911 Carrera 4 Cabriolet | 911 Carrera 4S/911 Carrera 4S Cabriolet |
|----------------------------|---|---|
| Engine | | |
| Cylinders | 6 | 6 |
| Displacement | 3.0 liters | 3.0 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 | | |
| Layout | All-wheel drive | All-wheel drive |
| Manual transmission | 7-speed | 7-speed |
| PDK (optional) | 7-speed | 7-speed |
| Chassis | | |
| Front axle | MacPherson strut suspension | MacPherson 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 | 36.5 ft | 36.5 ft/35.2 ft |
| Brakes | 4-piston aluminum monobloc fixed calipers front and rear, discs internally vented and cross-drilled | 6-piston aluminum monobloc fixed brake calipers at front, 4-piston units at rear, discs internally vented and cross-drilled |
| Vehicle stability system | Porsche Stability Management (PSM) | Porsche Stability Management (PSM) |
| Standard wheels | Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 56) | Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 56) |
| Standard tires | Front: 235/40 ZR 19, Rear: 295/35 ZR 19 | Front: 245/35 ZR 20, Rear: 305/30 ZR 20 |

| | 911 Carrera 4 | 911 Carrera 4 Cabriolet | 911 Carrera 4S | 911 Carrera 4S Cabriolet |
|---|-------------------------|--------------------------------|-------------------------|---------------------------------|
| Weights | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| Curb weight | 3,263 lbs/3,307 lbs | 3,417 lbs/3,462 lbs | 3,285 lbs/3,329 lbs | 3,440 lbs/3,484 lbs |
| Permissible gross weight | 4,243 lbs/4,276 lbs | 4,354 lbs/4,387 lbs | 4,299 lbs/4,332 lbs | 4,409 lbs/4,442 lbs |
| Performance | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| Top track speed in mph | 181/180 | 179/178 | 189/188 | 188/187 |
| 0–60 mph | 4.3 secs/4.1 secs | 4.5 secs/4.3 secs | 4.0 secs/3.8 secs | 4.2 secs/4.0 secs |
| Sport Chrono Package (in conjunction with PDK) 0–60 mph with Launch Control | –/3.9 secs | –/4.1 secs | –/3.6 secs | –/3.8 secs |
| Fuel consumption/emissions¹⁾ | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| City (mpg) | TBD | TBD | TBD | TBD |
| Highway (mpg) | TBD | TBD | TBD | TBD |
| Combined (mpg) | TBD | TBD | TBD | TBD |
| Dimensions/aerodynamics | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK | Manual transmission/PDK |
| Length | 177 in. | 177 in. | 177 in. | 177 in. |
| Width (including exterior mirrors) | 72.9 in. (77.9 in.) | 72.9 in. (77.9 in.) | 72.9 in. (77.9 in.) | 72.9 in. (77.9 in.) |
| Height | 51 in. | 50.8 in. | 51.1 in. | 50.9 in./50.8 in. |
| Wheelbase | 96.5 in. | 96.5 in. | 96.5 in. | 96.5 in. |
| Luggage Compartment Volume (cu.-ft.) | Front: 4.41, Rear: 9.18 | Front: 4.41, Rear: 5.65 | Front: 4.41, Rear: 9.18 | Front: 4.41, Rear: 5.65 |
| Tank capacity (refill volume) | 18 gal | 18 gal | 18 gal | 18 gal |
| Drag coefficient (C _d) | 0.29 | 0.30 | 0.30 | 0.30 |

Technical data

| | 911 Targa 4 | 911 Targa 4S |
|----------------------------|---|---|
| Engine | | |
| Cylinders | 6 | 6 |
| Displacement | 3.0 liters | 3.0 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 | | |
| Layout | All-wheel drive | All-wheel drive |
| Manual transmission | 7-speed | 7-speed |
| PDK (optional) | 7-speed | 7-speed |
| Chassis | | |
| Front axle | MacPherson strut suspension | MacPherson 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 | 36.5 ft | 36.5 ft/35.2 ft |
| Brakes | 4-piston aluminum monobloc fixed calipers front and rear, discs internally vented and cross-drilled | 6-piston aluminum monobloc fixed brake calipers at front, 4-piston units at rear, discs internally vented and cross-drilled |
| Vehicle stability system | Porsche Stability Management (PSM) | Porsche Stability Management (PSM) |
| Standard wheels | Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 56) | Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 56) |
| Standard tires | Front: 235/40 ZR 19, Rear: 295/35 ZR 19 | Front: 245/35 ZR 20, Rear: 305/30 ZR 20 |

| | 911 Targa 4 | 911 Targa 4S |
|---|-------------------------|-------------------------|
| Weights | Manual transmission/PDK | Manual transmission/PDK |
| Curb weight | 3,462 lbs/3,506 lbs | 3,484 lbs/3,528 lbs |
| Permissible gross weight | 4,409 lbs/4,442 lbs | 4,464 lbs/4,497 lbs |
| Performance | Manual transmission/PDK | Manual transmission/PDK |
| Top track speed in mph | 179/178 | 188/187 |
| 0–60 mph | 4.5 secs/4.3 secs | 4.2 secs/4.0 secs |
| Sport Chrono Package (in conjunction with PDK) 0–60 mph with Launch Control | –/4.1 secs | –/3.8 secs |
| Fuel consumption/emissions¹⁾ | Manual transmission/PDK | Manual transmission/PDK |
| City (mpg) | TBD | TBD |
| Highway (mpg) | TBD | TBD |
| Combined (mpg) | TBD | TBD |
| Dimensions/aerodynamics | Manual transmission/PDK | Manual transmission/PDK |
| Length | 177 in. | 177 in. |
| Width (including exterior mirrors) | 72.9 in. (77.9 in.) | 72.9 in. (77.9 in.) |
| Height | 50.7 in. | 50.9 in./50.8 in. |
| Wheelbase | 96.5 in. | 96.5 in. |
| Luggage Compartment Volume (cu.-ft.) | Front: 4.41, Rear: 5.65 | Front: 4.41, Rear: 5.65 |
| Tank capacity (refill volume) | 18 gal | 18 gal |
| Drag coefficient (C _d) | 0.30 | 0.30 |



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All fuel consumption and emissions data contained herein are derived from U.S. tests and were accurate at time of press.