



PORSCHE

# Product

**21/2011**

**News**

The new 911  
Australian Edition

# ProductNews 20/2011

## The new 911

All the information contained here reflects the state of the knowledge in August 2011. Until the launch of the new 911 Carrera models, we reserve the right to make changes to the design, the technical data (including fuel consumption, CO<sub>2</sub> emission and exhaust classification), pricing, equipment, and the scope of delivery. The descriptions in this Product News are based on the **Australian** model with **standard equipment** and **I-numbers**. The description here focuses on innovations and modifications in comparison to previous 911 Carrera models (MJ C). Detailed information is contained in the Technical Compendium of the new 911 Carrera models.

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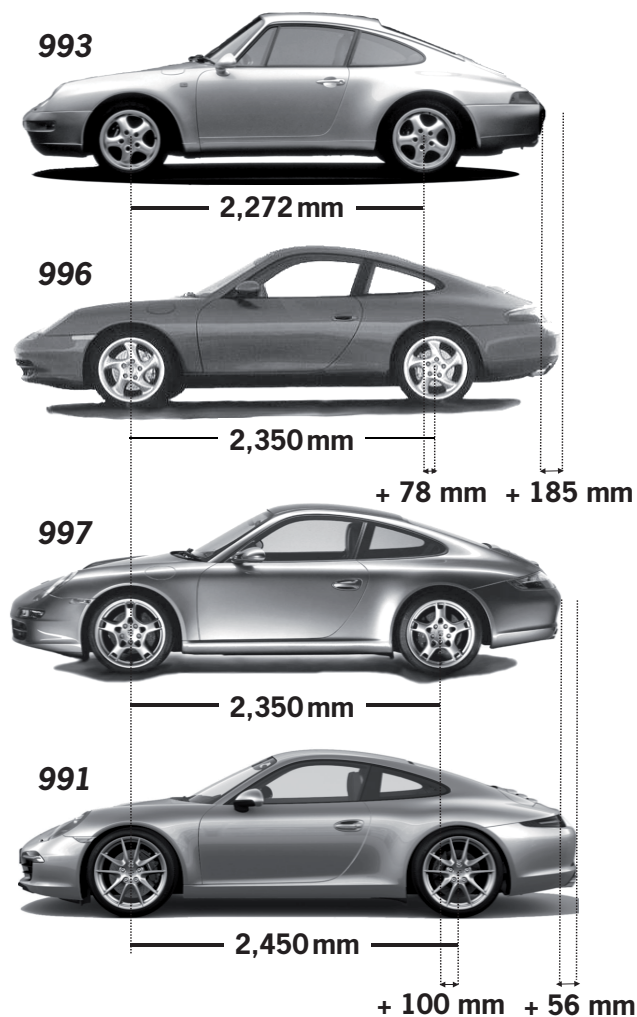
## The best 911 ever

Experts have been coming to this **conclusion** for almost 50 years now, every time the latest generation of this classic sports car is presented and made available for testing. It is an **honour** but also an **obligation** to continue working on the perfect sports car and to make it even better. To introduce new technologies, to continue developing the design, to make it even sportier while making it more suitable for day-to-day driving. To **refine its profile** while maintaining its **unique character**.

The new 911 continues the tradition of its famous predecessors - while simultaneously taking a **huge step forward**: Sporty design, intelligent lightweight construction, new technologies. In addition, the new 911 sets **new standards in driving dynamics**. The new 911 Carrera S is with a lap time of 7:40 minutes on the Nordschleife of the Nuerburgring **17 seconds faster** than its predecessor. At the same time the **fuel consumption could be reduced by up to 16 %**.

This is due to the complete **new development** of the 911 Carrera - affected are **90 % of the components**. At this point, we only need to mention only one modification - albeit one that is crucial to the driving dynamics. The **wheel-base has been increased** by 100 mm, which significantly increases driving stability, particularly at high speeds and during fast cornering. This modification is even **greater than the leap from the 993 to the 996 generation** in 1998.

Despite the stricter requirements in terms of pedestrian protection, it was still possible to retain the typically compact dimensions for a sports car: **The length of the new 911 has been increased by a mere 56 mm** - the 996 required 185 mm. The vehicle width remains unchanged compared to the 997; the height has been reduced by up to 7 mm.



# 1 The new 911 – the main highlights

## 1.1 Overview

A unique concept, a timeless, classic design, Porsche Intelligent Performance and excellent day-to-day usability have characterised the 911 Carrera for 48 years. The new 911 Carrera models represent an entirely new generation of the 911 Carrera that has once again raised the bar in the sports car class. Nearly 90% of the components have been redesigned or enhanced - with the sole aim of building **the best 911 Carrera of all time**. The result is an upgrade of the characteristics that are typical of the 911 Carrera: Superior driving dynamics and performance, combined with low fuel consumption and low CO<sub>2</sub> emission, as well as unique day-to-day usability.

Based on the success of the previous models, the following **main development objectives** were pursued and implemented in the redeveloped vehicle platform:

Development objectives	Implementation
<b>Performance: Consolidating the best-in-class position</b>	
Weight reduced by up to 45 kg despite higher safety standards	<ul style="list-style-type: none"> <li>Intelligent lightweight construction by the selective use of aluminium (45% of the bodysell) as well as special steels</li> </ul>
Improved driving dynamics and stability	<ul style="list-style-type: none"> <li>100 mm longer wheelbase</li> <li>Sport Chrono Package including dynamic engine mounts</li> <li>Porsche Torque Vectoring/Plus (PTV/PTV Plus) with a mechanical/electronically controlled rear differential lock</li> <li>Porsche Dynamic Chassis Control (PDCC)</li> <li>Sport button as standard</li> <li>PASM -10 mm with additional sensors for detecting body and wheel movement</li> <li>911 Carrera S with a reinforced front brake system: 6-piston fixed caliper brake with 340 mm diameter brake discs (previously 4-piston brake system and a diameter of 330 mm)</li> <li>Increased rolling circumferences of the wheels (+4%)</li> </ul>
Increased engine power	<ul style="list-style-type: none"> <li>+ 5 hp for the 911 Carrera</li> <li>+ 15 hp and + 20 Nm for the 911 Carrera S</li> </ul>
Improved aerodynamics by reducing the lift coefficient	<ul style="list-style-type: none"> <li>Less lift at the front and rear axle: <math>c_{LF}/c_{LR}</math> reduced by - 0.01 respectively at a constant drag coefficient of <math>c_D</math> (0.29)</li> <li>In combination with the optional PASM sports chassis (-20 mm), the total lift <math>c_L</math> is reduced to zero for the first time</li> <li>Lower vehicle height</li> <li>New rear spoiler concept with larger surface</li> <li>New front spoiler</li> <li>Optimised underbody panelling</li> </ul>

Development objectives	Implementation
<b>Fuel consumption and emissions: Consolidating the best-in-class position</b>	
Significantly reduced fuel consumption by using new technologies	<ul style="list-style-type: none"> <li>• Downsized displacement in 911 Carrera (- 0.2 l)</li> <li>• Thermal management for engine and transmission</li> <li>• Auto start/stop function</li> <li>• Electrical system recuperation</li> <li>• Electromechanical power steering</li> <li>• 7-gear transmission (+ 1 gear)</li> <li>• Coasting with 7-gear PDK</li> <li>• New generation of tyres with reduced rolling resistance (- 7%)</li> </ul>
<b>Improved driving comfort</b>	
Increased driving comfort without compromising driving dynamics	<ul style="list-style-type: none"> <li>• 100 mm longer wheelbase</li> <li>• PASM -10 mm with enhanced sensors</li> <li>• Porsche Dynamic Chassis Control (PDCC)</li> <li>• New generation of tyres with an increased rolling circumference and improved rolling comfort</li> <li>• Comfort air pressure up to 270 km/h</li> </ul>
<b>New exterior and interior design</b>	
Clearly differentiated from the previous models while retaining the distinctive 911 designs	<ul style="list-style-type: none"> <li>• Larger air intakes, wider front track, new LED front lights</li> <li>• Longer wheelbase + 100 mm, shorter overhangs (total length + 56 mm)</li> <li>• Larger wheels (to 20 inches)</li> <li>• Door mirror on door panel</li> <li>• New rear spoiler concept</li> <li>• Narrow LED tail lights</li> <li>• Extended reflectors on the rear end</li> <li>• PORSCHE logo and model designation "911 Carrera" or "911 Carrera S" on the rear end</li> <li>• New interior design with elevated centre console including new operating concept, high-resolution 4.6 inch TFT multifunctional display in the instrument cluster</li> <li>• Attractive new colours</li> </ul>

Development objectives	Implementation
<b>Improved day-to-day usability</b>	
New assistance and comfort systems	<ul style="list-style-type: none"> <li>• 2-zone climate control</li> <li>• Driving light assistant</li> <li>• 14-way electric sports seats</li> <li>• Electrically retractable exterior mirror (optional)</li> <li>• Porsche Dynamic Light System (PDLS) (optional)</li> <li>• ParkAssist (front and rear) including TopView (optional)</li> <li>• Power steering plus (optional)</li> <li>• External running electric slide/tilt roof (optional)</li> <li>• New sports seat variations, including adaptive sports seat plus with 18-way adjustment as well as electrical steering column adjustment (optional)</li> <li>• Lighting design package (optional)</li> <li>• Porsche Entry &amp; Drive (optional)</li> </ul>
State-of-the-art audio and communication systems	<ul style="list-style-type: none"> <li>• PCM 3.1 including navigation module and Universal Audio Interface</li> <li>• Burmester high-end surround sound system (optional)</li> </ul>





## 1.2 Exterior and interior design

The new generation's expression of form is unequivocal: **more sportiness, more dynamism, new proportions - but still unmistakably a 911.**

### Front view

The front **track width** has increased by 46 mm/52 mm (911 Carrera/Carrera S) and the **vehicle width in front** by 61 mm. However, the rear vehicle width and therefore the overall vehicle width remains the same. This gives the car a harmonious and powerful appearance. In designing the new front apron, the emphasis was placed on dynamism and self-confident sportiness. The newly designed air intakes emphasise the appearance of confident, elegant sportiness and demonstrate the improved performance potential of the new 911 models. Above the redesigned, larger side air intakes, the redeveloped **front light modules** have also been fully integrated into the new shape. They incorporate LED indicator lights, the daylight driving and position lights, and give the new 911 models a striking and confident appearance during the day and at night with a wide, low sporty look. **The new bi-xenon headlights** are distinctively 911. In combination with the narrower LED front light modules, they give the new 911 models a timeless sporty elegance and expressiveness.

The **exterior mirrors** of the new 911 Carrera models have been completely



redesigned. Their shape is flatter, the lower shell is black, and by positioning the base of the mirror on the door panel - instead of as previously in the mirror attachment point - several effects are achieved simultaneously: The new **position and form take on the contours of the vehicle front and form a unit with it.** They appear more stylish, without limiting the view to the rear, whilst emphasising the optical width and the sporty, low appearance of the vehicle. Simultaneously, wind noise and drag have been reduced and the accumulation of dirt between the exterior mirrors and side windows has been counteracted.

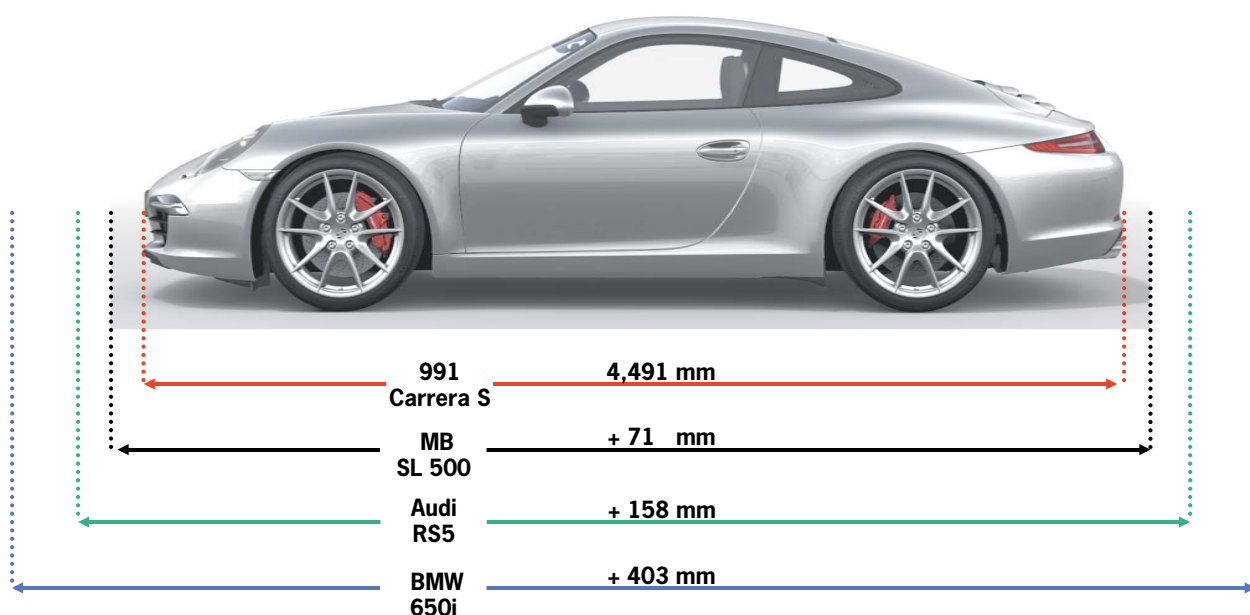
The new 911 Carrera models have new **windscreen wipers** with aero wiper blades. They have a sophisticated look and harmoniously fit into the design of the new 911 Carrera models.

### Side view

The **extension of the wheelbase by 100 mm** is immediately apparent. Nevertheless, the compact external measurements typical of sports cars have been retained. The length has only been increased by +56 mm. This means the new 911 is still the most compact sports car in its competitive environment. To achieve this, the overhangs were shortened in front by 32 mm and at the rear by 12 mm. The vehicle height was reduced in the Carrera by 6 mm and in the Carrera S by 7 mm, while the cabin height has still been retained.

The curve of the windscreen has been increased. Overall, the new 911 Carrera models have an even **sportier, coupé-like character.** All the lines of the design are tight and dynamic from








front to back. Even while the car is stationary, they assert strength, dynamism and sportiness. A design line that runs even further to the rear has strengthened the typical 911 accentuation of the wings. The more distinctive shapes of the wings and doors have resulted in an increased accentuation of the wheel housing. They give the body of the car a sporty appearance and create an effective contrast to the redesigned and **larger alloy wheels**. The basic version is fitted as standard with 19-inch Carrera wheels and for the

first time has a rear width of 285 mm (+20 mm). The S models are equipped as standard with the 20-inch Carrera S wheel. They underline the increased potential for performance and their stylish design permits a good view of the brake system. The new **attractive optional range of wheels** includes the new 20-inch SportDesign wheel and the two-tone 20-inch Carrera classic wheel. The Carrera S and the SportDesign wheels now have a silver finish, making them appear even more exclusive. The Carrera classic wheel is

titanium-coloured and has a gloss-lathed front face.

The new appearance is also enhanced by the **side window surfaces**, which are now for the first time surrounded by a black aluminium decorative trim. The new **optional glossy decorative trim of highly polished anodised aluminium** also accentuates the length and dynamism of the new 911 Carrera and gives it a classic look.

			
<b>19-inch Carrera wheel</b> Standard for 911 Carrera	<b>20-inch Carrera S wheel</b> Standard for 911 Carrera S Optional for 911 Carrera	<b>20-inch SportDesign wheel</b> Option	<b>20-inch Carrera classic wheel</b> Option
Front axle: 8.5 J x 19 235/40 ZR 19	Front axle: 8.5 J x 20 245/35 ZR 20	Front axle: 8.5 J x 20 245/35 ZR 20	Front axle: 8.5 J x 20 245/35 ZR 20
Rear axle: 11 J x 19 285/35 ZR 19	Rear axle: 11 J x 20 295/30 ZR 20	Rear axle: 11 J x 20 295/30 ZR 20	Rear axle: 11 J x 20 295/30 ZR 20



## Rear view

The rear design of the new 911 Carrera models now has **an even sportier look** combined with a pure elegance. The characteristic 911 shape motifs and design details have been accentuated with even greater clarity. The **new and wider rear spoiler** below the air intakes of the motor cover emphasises the enhanced performance of new 911 Carrera models. Unlike previous models, it is no longer integrated in the engine cover but is a separate component in the wing design. Through its innovative control and mechanical concept, it adopts two different positions in a vehicle with the optional external running steel sliding roof. The vehicle's aerodynamics are optimally adapted for each case, depending on whether the roof is open or closed. The **new design edge** runs along its lower outside edge, terminating in the rear wing, and provides a stunningly wide rear view.

Below it are placed the completely redesigned **tail lights**, which are now entirely based on LED technology. With their new and **narrower shape**, they integrate perfectly into the rear end and visually enhance the broad shoulders of the new 911 Carrera models. The reflectors in the lower area of the



rear comply with the appropriate lighting regulations.

The **redesigned tailpipes** complete the look. The dual-pass exhaust system of the 911 Carrera consists of two single tailpipes. In contrast, the new **four-pass multi-flow exhaust system** of the 911 Carrera S consists of two twin tailpipes. The lower rear area between the tailpipes is black, so that - especially in contrast with bright exterior colours - the width of the vehicle is

emphasised and the rear appears lighter.

In addition to the new **chrome-plated model logo** with a new faceting, all the new 911 Carrera models have the new chrome-coloured **PORSCHE brand logo** above the model designation. The **model designation** at the rear has been expanded in accordance with the designation of the 911 series and is now **"911 Carrera"** or **"911 Carrera S"**.

The **new range of attractive colours** offers a choice of **14 exterior colours** (including **5 new colours**).

<b>Solid colours (standard)</b>	<b>Racing Yellow (new)</b> Carrera White Guards Red Black
<b>Metallic paints (vw#kw{ #wx qvv1#</b>	<b>#Agate Grey Metallic (new)</b> <b>Anthracite Brown Metallic (new)</b> Platinum Silver Metallic Basalt Black Metallic Dark Blue Metallic Ruby Red Metallic Aqua Blue Metallic
<b>Special colours (option)</b>	<b>Lime Gold Metallic (new)</b> <b>Cognac Metallic (new)</b> GT Silver Metallic

In addition, the new 911 Carrera models can also be painted in individual colours on request.

## Interior

The pursuit of perfection and the highest quality, along with improved functionality, ergonomics, variability and increased everyday usability has resulted in the architecture of the cabin being completely redesigned. Whichever way you look at it - the new design is completely new and yet familiar.

The result is a sophisticated new interior design, with clean lines and influenced by the Carrera GT super sports car. The **elevated centre console with the racing-style raised gear control** gives the driver the feeling of being even more integrated into the cockpit. The control concept has been designed for sportiness, with the steering wheel a very short distance from the gear/selector lever. The main functions and settings for the operation of the vehicle are laid out on the centre

console in logical groups of buttons. This means the individual functions can be operated quickly and intuitively.

The new **7-inch touch-screen** (previous models had a 6.5-inch screen), which is centrally located near the top of the completely redesigned dashboard, provides a good view and convenient access to the numerous functions of the 911 Carrera models. Nevertheless, familiar elements can be found, such as the **obligatory five round instruments** with the centrally positioned revcounter and the position of the ignition lock to the left of the steering wheel. One new feature is the **high-resolution 4.6 inch TFT multi-functional display** in the second tube from the right. In addition to the most important on-board computer functions, it also includes the convenient map display with the PCM navigation module.

Improved ergonomics, especially for tall drivers, is ensured by the 25 mm extension of the fore/aft adjustment of the seats together with the 10 mm extension of the fore/aft adjustment track of the steering wheel.

The attractive and **sophisticated new design** of the cabin of the new 911 Carrera models is greatly enhanced by numerous **galvanised accents**. The uniform colour accent is now **Galvano Silver**. The interior design of the new 911 Carrera is now even more sophisticated and largely the same as that of the 911 Carrera S. The differentiating feature is now the black instrument dial of the revcounter of 911 Carrera and the **silver instrument dial of the revcounter of the 911 Carrera S**. The other instrument dials of all 911 Carrera models are black.



The new 911



The new rear seats are harmoniously integrated into the interior design and are separated by a redesigned centre tunnel, which as part of the standard equipment is now covered with

**leatherette** (instead of carpet as previously) and with **leather** in the optional leather interior variations. The roof lining (including the C-pillar) is covered with **Alcantara** as standard. As part of

the leather interior, the **A- and B-pillars are also covered in high-quality Alcantara** for the first time.





All 911 Carrera models are available as standard with a **partial leather interior** in four attractive colours. In addition, the customer has an optional choice of a **wide range of sophisticated leather interiors** (see the following overview).

<b>Standard equipment (partial leather)</b>	<b>Luxor Beige (new)</b> <b>Platinum Grey (new)</b> <b>Yachting Blue (new)</b> Black
<b>Leather interior (option)</b>	<b>Luxor Beige (new)</b> <b>Platinum Grey (new)</b> <b>Yachting Blue (new)</b> Black
<b>Leather interior in a special colour (option)</b>	<b>Agate Grey (new)</b>
<b>Two-tone leather interior (option)</b>	<b>Agate Grey/Pebble Grey (new)</b> <b>Black/Platinum Grey (new)</b>
<b>Natural leather interior (option)</b>	Natural Brown Carrera Red

Except for the optional SportDesign steering wheel, the **airbag module and the steering wheel trim of the standard sports steering wheel** and the **optional multifunction steering wheels** are **now all in the interior colour**.

The **decorative trim of the dashboard** as well as the **trim of the centre console** are in **Galvano Silver** as **standard** in both models. As part of the optional leather interior, the **door panels** also have a **decorative trim in Galvano Silver**, which is a consistent continuation of the dashboard's decorative trim.





Further attractive décors, for example **carbon**, **aluminium** or **mahogany** are available as optional EXC I-numbers. The gear selector of the PDK is

also in the chosen décor for these options. The steering wheel rim for the optional multifunction steering wheel can be ordered to match the chosen

decorative trim in carbon or in mahogany.

<b>Standard</b>	Decorative trim in Galvano Silver
<b>Décor (option)</b>	Interior packages: <ul style="list-style-type: none"> <li>• <b>Mahogany (new)</b></li> <li>• <b>Brushed aluminium (new)</b></li> <li>• Carbon</li> <li>• Leather</li> <li>• Painted (in the exterior colour)</li> </ul>

### 1.3 Performance and efficiency

All the 911 models have always set the standards in terms of performance and driving dynamics. The new 911 Carrera models are no exception: their **accel-**

**eration** (fastest time 4.1 s from 0-100 km/h), **top speed** (up to 304 km/h) and not least their **outstanding agility** outperform any of their direct competitors. Although direct fuel injection (DFI) and the Porsche Doppelkupplung (PDK) already reduced the fuel consumption

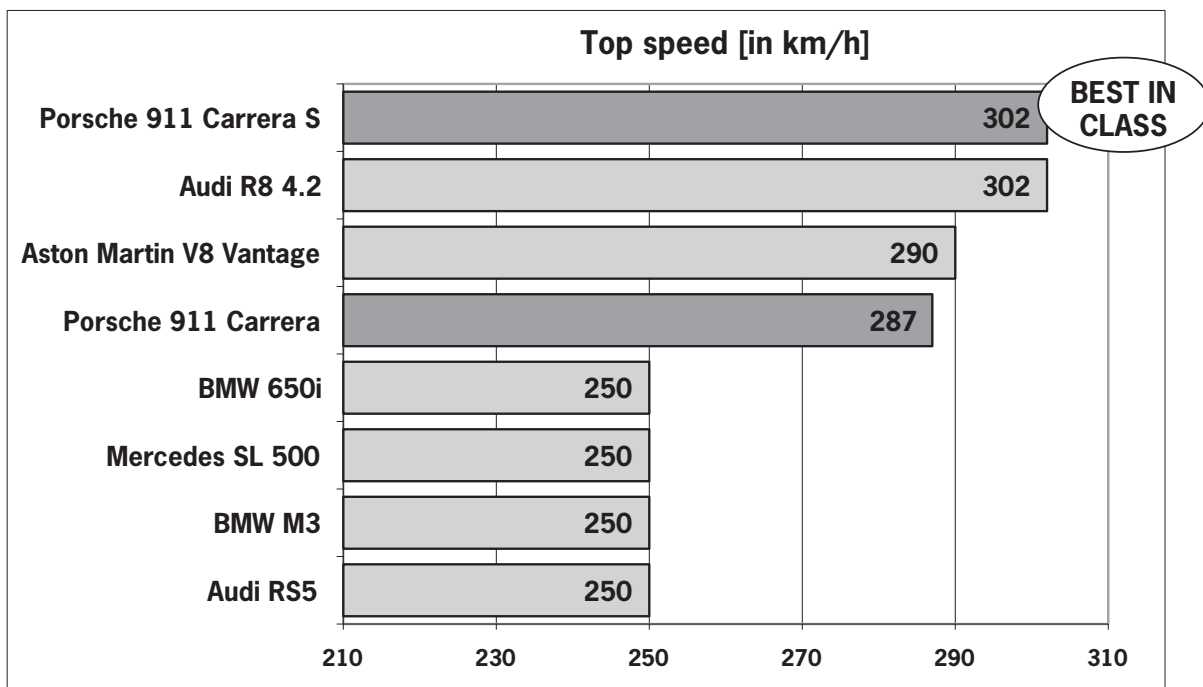
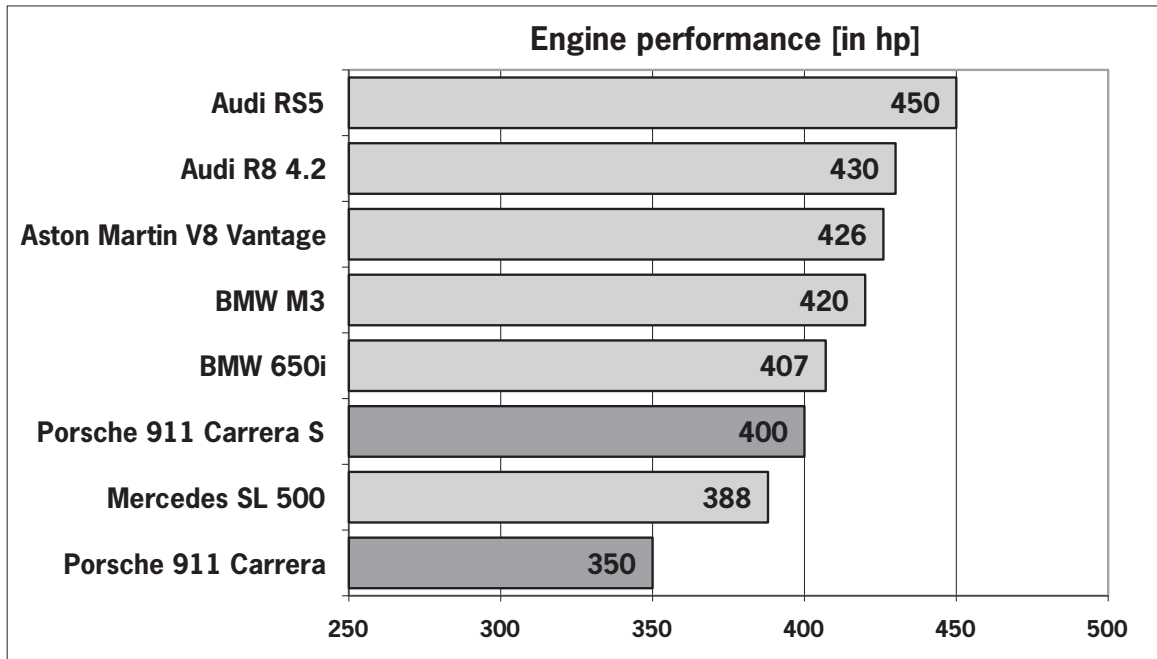
of the second generation of 911 models of the type 997 II by up to 15 % depending on the model, a **reduced fuel consumption of up to 16 % depending on the model** was achieved in the new 911 models.



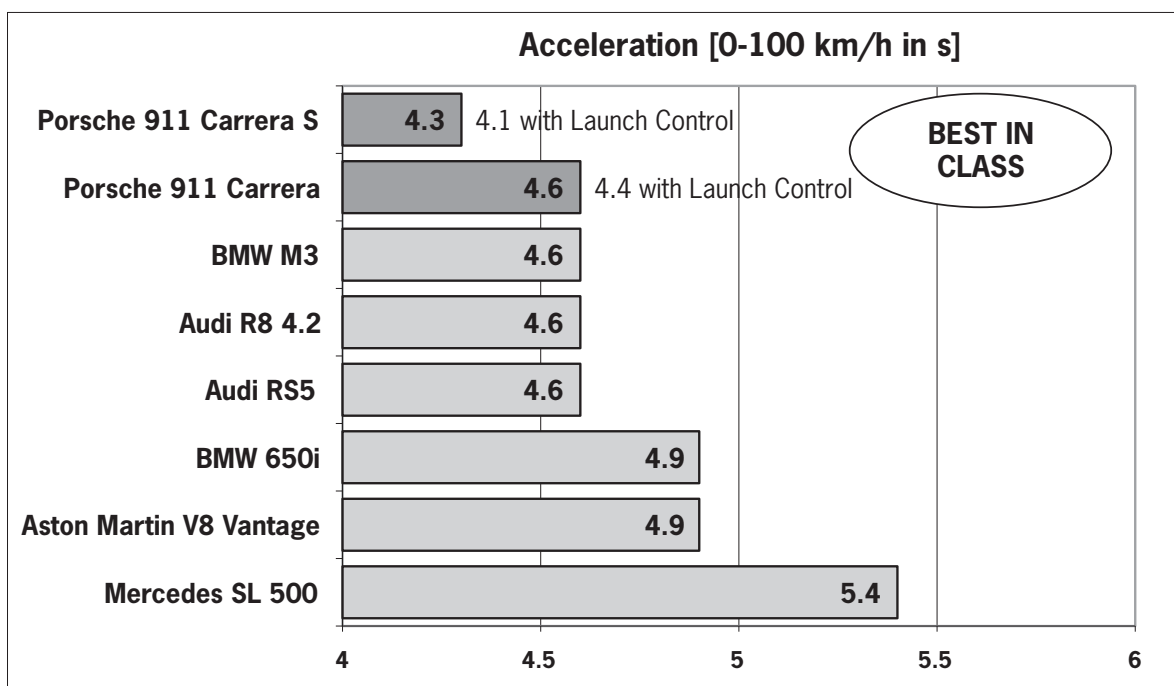
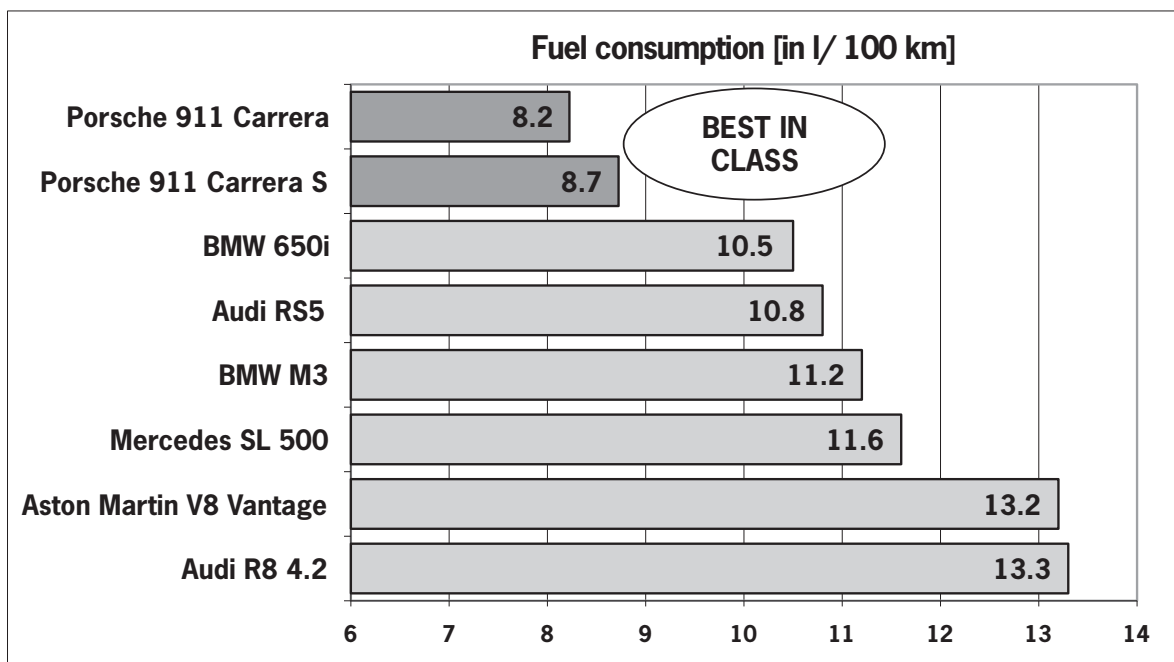


Model	911 Carrera		Delta	911 Carrera S		Delta
	997 II	991		997 II	991	
Engine						
Displacement [l]	3.6 l	3.4 l	- 0.2 l	3.8 l	3.8 l	-
Power [kW (hp)]	254 (345)	257 (350)	+5 hp	283 (385)	294 (400)	+15 hp
at [rpm]	6,500	7,400	+ 900	6,500	7,400	+ 900
Torque [Nm]	390	390	+/- 0	420	440	+ 20
at [rpm]	4,400	5,600	+ 1,200	4,400	5,600	+ 1,200
Performance						
0-100 km/h [s]						
Manual transmission	4.9	4.8		4.7	4.5	
PDK	4.7	4.6	- 0.1	4.5	4.3	- 0.2
Sport Chrono Package (PDK)	4.5	4.4		4.3	4.1	
Flexibility	6.3 s	6.4 s	+0.1	5.9 s	5.9 s	+/- 0
80-120 km/h [s]	(5 <sup>th</sup> gear)	(5 <sup>th</sup> gear)		(5 <sup>th</sup> gear)	(5 <sup>th</sup> gear)	
In-gear acceleration	2.9 s	2.8 s	-0.1	2.7 s	2.4 s	-0.3
80-120 km/h [s]						
Top speed [km/h]						
Manual transmission	289	289		302	304	
PDK	287	287	+/- 0	300	302	+ 2
Fuel consumption						
Fuel consumption						
[l/100km]*						
Manual transmission	10.3	9.0	- 1.3 (- 13 %)	10.6	9.5	- 1.1 (- 10 %)
PDK	9.8	8.2	- 1.6 (- 16 %)	10.2	8.7	- 1.5 (- 14 %)
CO <sub>2</sub> emissions [g/km]*						
Manual transmission	242	212	- 30 (- 12 %)	250	224	- 26 (- 10 %)
PDK	230	194	- 36 (- 16 %)	240	205	- 35 (- 15 %)
Weight						
Unladen weight (DIN) [kg]						
Manual transmission	1,415	1,380	- 35	1,425	1,395	- 30
PDK	1,445	1,400	- 45	1,455	1,415	- 40
Power-to-weight ratio						
[kg/hp] / [kg/KW]						
Manual transmission	4.1 / 5.6	3.9 / 5.4	- 0.2 kg/hp	3.7 / 5.0	3.5 / 4.7	- 0.2 kg/hp
PDK	4.2 / 5.7	4.0 / 5.4	- 0.2 kg/hp	3.8 / 5.1	3.5 / 4.8	- 0.3 kg/hp
Aerodynamics						
Drag coefficient c <sub>d</sub>	0.29	0.29	+/- 0	0.29	0.29	+/- 0
Front face A [m <sup>2</sup> ]	2.01	2.01	+/- 0	2.01	2.00	- 0.01
Drag						
c <sub>d</sub> x A [m <sup>2</sup> ]	0.580	0.583	+/- 0	0.603	0.580	- 0.023

\* Using the Euro 5 measuring method in the NEDC (New European Driving Cycle)



Note: All values in conjunction with automatic transmission



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All the sporting characteristics and efficiency-enhancing features result in an **unprecedented level of driving performance** as well as **extremely low fuel consumption**. The new 911 Carrera has thus impressively consolidated its **best-in-class position in the sports car segment** in respect of both performance and fuel consumption.

To reconcile the seemingly conflicting objectives of **enhanced performance whilst simultaneously increasing efficiency** for the purpose of Intelligent Performance, the following **features** that positively influence performance and efficiency were implemented:

<b>Section</b>	<b>Feature</b>
<b>1.3.1</b>	<b>Performance and efficiency technologies</b>
(1)	Intelligent lightweight construction
(2)	Improved aerodynamics and new rear spoiler concept
(3)	Larger wheels and a generation of tyres optimised for reduced rolling resistance
<b>1.3.2</b>	<b>Efficiency technologies (features which primarily increase efficiency)</b>
(4)	Downsized displacement with increased power (911 Carrera)
(5)	Thermal management
(6)	Auto start/stop function
(7)	Electrical system recuperation
(8)	Electromechanical power steering
(9)	New 7-gear manual transmission
(10)	Coasting with the PDK
<b>1.3.3</b>	<b>Performance technologies (features which primarily increase performance)</b>
(11)	Longer wheelbase and wider front track
(12)	Increased power and torque (911 Carrera S)
(13)	Sport Chrono Package including dynamic engine mounts
(14)	Porsche Torque Vectoring/Plus (PTV/ PTV Plus)
(15)	Porsche Dynamic Chassis Control (PDCC)

### 1.3.1 Performance and efficiency technologies

#### (1) Intelligent lightweight construction

One of the most **important objectives** in the development of the new 911 Carrera models - with a significant impact on fuel consumption and CO<sub>2</sub> emissions as well as on performance, agility and handling - was to **significantly reduce the weight**.

However, a reduction in weight conflicts with the heightened requirements in terms of vehicle safety and increased rigidity to enhance driving performance. Also, the significantly improved standard equipment (such as larger

wheels) increases the weight. Based on the previous models, the additional requirements should have meant additional weight.

This conflict of objectives was largely eliminated by the **concept of intelligent lightweight construction**.

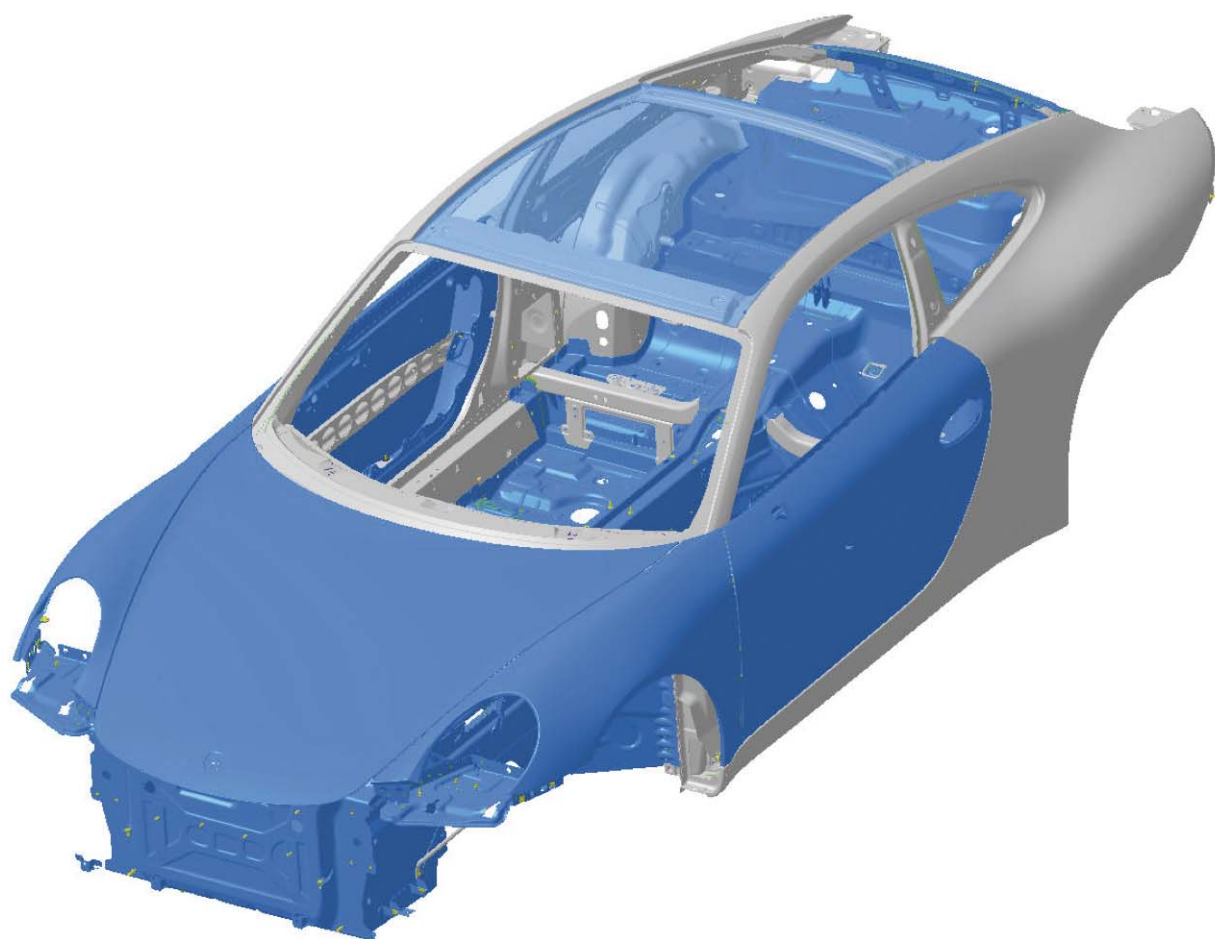
This involved the extensive use of lightweight **aluminium to reduce weight** (for example in the front end, central floor and rear end), as well as **light-weight steel construction** for components with **particularly high strength/torsional rigidity requirements**.

The result is that a **total reduction compared to the previous models**

**of up to 45 kg (net)** was achieved with the new 911 Carrera models - **while improving the rigidity values** (torsional natural frequency + 20 %, natural bending frequency + 13 %).

The weight reduction thus achieved benefits the customer **in two ways**: Because it is lighter, the vehicle requires less power for day-to-day use, which results in **reduced fuel consumption**.

Simultaneously, the lower weight has a positive effect on the maximum possible **acceleration** in the transverse and longitudinal directions. For example, the new 911 Carrera S has a power-to-weight ratio of only 3.5 kg/hp.



## (2) Improved aerodynamics and new rear spoiler concept

The aerodynamic characteristics of the new 911 Carrera models have also been further improved. The excellent  **$c_d$  value** achieved by the previous models of **0.29** has been retained, even though the cooling has been adapted to the increased engine power and braking efficiency.

The new **wing-style rear spoiler** has a larger surface and is a separate component. This means that the aerodynamics are optimised across the entire speed range as well as taking the vehicle's configuration into account (for example with the steel sun roof open). The result is **less lift** at the front axle  $c_{LF} = 0.04$  (- 0.01) and rear axle  $c_{LR} = 0.01$  (- 0.01). The total lift  $c_L$  of the new 911 Carrera models has been reduced by 0.02 and is now only 0.05.

In combination with the optional **PASM sports chassis (- 20 mm)** the **total lift  $c_L$**  is even reduced **to zero**. This is achieved by lowering the aerodynamically optimised front spoiler and using a new rear spoiler that extends even higher, so that in the maximum position for the first time there is a **downforce**  $c_{LR} < 0$  on the rear axle. Genuine downforce was previously reserved for 911 GT models with aerodynamics optimised for racing circuits. The result



is **greater safety at high speeds, enhanced driving performance and lower lap times.**

## (3) Larger wheels and a generation of tyres optimised for reduced rolling resistance

The correct choice of wheels and tyres can greatly increase driving performance and reduce fuel consumption. The new 911 Carrera models feature a

**new generation of wheels and tyres.** The wheels are one inch larger than their predecessors and are now 19-20 inches. The new generation of tyres has been improved in terms of driving performance, handling, rolling resistance and weight. Three basic components of the tyre were optimised to achieve this: the rubber compound, the tread design and the architecture of the tyre casing. In addition to the increased performance potential, a further 7% reduction in rolling resistance was achieved.

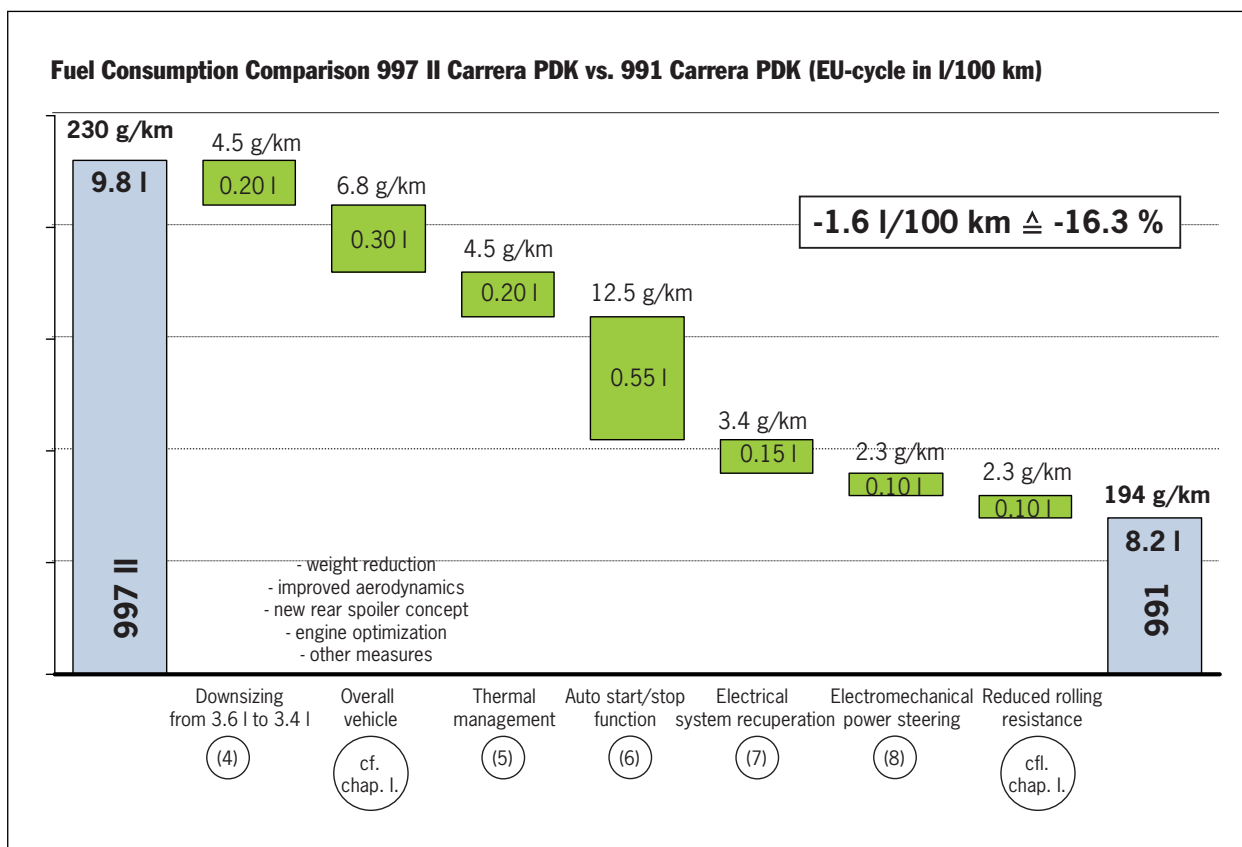
Model	911 Carrera		Delta	911 Carrera S		Delta
	997 II	991		997 II S	991 S	
Drag coefficient $c_d$	0.29	0.29	+/- 0	0.29	0.29	+/- 0
Front face A [m <sup>2</sup> ]	2.01	2.01	+/- 0	2.01	<b>2.00</b>	<b>- 0.01</b>
<b>Drag</b> $c_d \times A$ [m <sup>2</sup> ]	0.580	0.580	+/- 0	0.603	<b>0.580</b>	<b>- 0.023</b>
<b>Standard chassis / PASM -10 mm</b>						
Front axle lift $c_{LF}$	0.05	<b>0.04</b>	<b>- 0.01</b>	0.05	<b>0.04</b>	<b>- 0.01</b>
Rear axle lift $c_{LR}$	0.02	<b>0.01</b>	<b>- 0.01</b>	0.02	<b>0.01</b>	<b>- 0.01</b>
<b>Total lift <math>c_L</math></b> $c_L = c_{LF} + c_{LR}$	0.07	<b>0.05</b>	<b>- 0.02</b>	0.07	<b>0.05</b>	<b>- 0.02</b>
<b>PASM sports chassis -20 mm</b>						
Front axle lift $c_{LF}$	0.05	<b>0.02</b>	<b>- 0.03</b>	0.05	<b>0.02</b>	<b>-0.03</b>
Rear axle lift $c_{LR}$	0.02	<b>- 0.02</b>	<b>- 0.04</b>	0.02	<b>- 0.02</b>	<b>-0.04</b>
<b>Total lift <math>c_L</math></b> $c_L = c_{LF} + c_{LR}$	0.07	<b>0.00</b>	<b>-0.07</b>	0.07	<b>0.00</b>	<b>-0.07</b>

\*  $c_L > 0$  corresponds to lift;  $c_L < 0$  corresponds to lift



### 1.3.2 Efficiency technologies (features which primarily increase efficiency)

A further reduction in the fuel consumption of the new 911 models of up to 16 % - compared to the already excellent figures for the previous models - was achieved by combining a **variety of energy efficiency technologies**:



#### (4) Downsizing displacement while increasing the power (911 Carrera)

The displacement of the 911 Carrera was reduced from 3.6 l to **3.4 l**, while the power was increased by 5 hp to **350 hp (257 kW)**. To achieve this, the rated engine speed has been significantly increased to 7,400 rpm (+ 900 rpm). The maximum engine speed is now 7,800 rpm (+ 300 rpm). This allows the new 911 Carrera to accelerate from 0 to 100 km/h in 4.4 seconds (- 0.1 s) and to reach a top speed of up to 289 km/h. The fuel consumption in the NEDC was reduced to just 8.2 litres of fuel per 100 km. The **CO<sub>2</sub> emissions** of the new 911

Carrera have also been reduced, so that now for the **first time a value below 200 g/km** has been achieved.

#### (5) Thermal management

To reduce fuel consumption and the resulting emissions while the engine is warming up after a cold start, a **thermal management system** is used for the **engine and transmission**. By actively controlling and **successively switching on the various cooling circuits as required**, the engine and the transmission warm up faster. This reduces the friction of the moving parts and the efficiency of the drive system,

which in turn reduces fuel consumption and therefore CO<sub>2</sub> and exhaust emissions during the warming-up phase.

Thermal management also improves consumption during normal driving. For example, the cooling circuit of the transmission supplements that of engine so that the transmission can also be heated or cooled as required. This means that unlike in the previous models, there is no need for separate cooling air holes in the underbody panelling, which in turn improves the aerodynamics. Thermal management can achieve a **reduction in fuel consumption of up to 0.2 l/100 km**.

#### (6) Auto start/stop function

All 911 Carrera models are equipped with an auto start/stop function as standard. This **automatically switches off the engine, for example when waiting at traffic lights**, when the vehicle has come to a halt and the brake is held down, or on manual transmissions, when the gear selector is in the neutral gate and the clutch pedal is not depressed. The revcounter goes to zero and a symbol in the TFT display of the instrument cluster indicates that the auto start/stop function has been activated. The audio and communication systems continue operating despite the engine having been switched off and the climate control system maintains the selected temperature. When the clutch is depressed or the brake is released, the engine starts up quickly and smoothly. The auto start/stop function is disabled in certain situations, for example in extreme outside temperatures, when the SPORT button is activated or when the battery is low.

In the NEDC, a total **fuel saving of up to 0.6 l/100 km** can be achieved.

#### (7) Electrical system recuperation

The 911 Carrera models feature the new electrical system recuperation function. When the vehicle is decelerating, for example when braking, some of its **kinetic energy is converted via the alternator to electrical energy** and stored in the powerful starter battery. The alternator voltage is actively raised and lowered so that the battery can be charged as quickly as possible during deceleration and so that the resistance of the alternator is reduced during acceleration.

This leads to a **reduction in fuel consumption in the NEFZ of around 0.1 l/100 km** and consequently lower CO<sub>2</sub> emissions.

#### (8) Electromechanical power steering

The new 911 Carrera models feature an electromechanical power steering system with variable steering ratios and no hydraulic components. One of the advantages over hydraulic power steering is a reduction in fuel consumption of up to 0.1 l/100 km. This is possible because, unlike the hydraulic pumps that are usually installed, the **electric motor only requires power when a steering manoeuvre is taking place**.

There are also new functions to increase comfort and safety. The driver receives controlled responses via the steering wheel and negative or unnecessary interference is filtered out. An active return function automatically returns the steering wheel to the centre position even at low speeds.

When braking on surfaces with different friction on the left and right, the steering wheel generates a **steering impulse** in the required direction so that the driver can easily stabilise the vehicle and stay in the correct line.

The **power steering plus** option provides speed-sensitive steering assistance for additional comfort. At high speeds, the steering is as tight as usual. At lower speeds (below 50 km/h)

it provides greater steering assistance, especially for very **smooth ranking** while parking.

#### (9) New 7-gear manual transmission

The transmission is crucial, not only for driving performance and comfort, but also for fuel consumption. The new 911 Carrera models are the first cars in the world to feature a 7-gear manual transmission as standard. The 7-gear manual transmission (which was developed from the familiar PDK) is characterised by its widely spaced gears. 1st to 6th gear are designed for optimum acceleration. The car reaches its top speed in 6th gear. 7th gear is provided to reduce the revs at high speeds and thus improve both comfort and fuel consumption. Low engine speeds reduce the noise inside the car, particularly on motorways. The recommended gear shown on the instrument cluster encourages economical driving. In addition, the new gear indicator in the rev counter shows you which gear you are in. The elevated front centre console and the driver's seat position are designed to minimise the distance between the steering wheel and the gear selector so that you can change gears quickly and safely.



### (10) Coasting with the PDK

In combination with the PDK, the new 911 Carrera models are equipped with the new, fuel-saving coasting function, which is unique so far among sports cars.

Coasting is already a familiar feature of the Porsche Full Hybrid vehicles, albeit with the engine switched off. With the new 911 models, coasting means **the vehicle rolls on at low friction with the engine disengaged** in order to better utilise the kinetic energy of the moving vehicle. If you want to coast a certain distance and take your foot off the accelerator, for example when approaching a built-up area, the engine is automatically disengaged and kept at idling speed. This allows the vehicle to coast further than when the engine is engaged. Alternatively, you can deliberately activate coasting by manually upshifting beyond the highest possible gear for the speed you are travelling. If you then signal that you want to decelerate by pressing the brake, the engine is smoothly and automatically re-engaged in a matter of milliseconds and the engine braking effect additionally shortens the distance the vehicle rolls. The engine is also re-engaged when you depress the pedal to accelerate.

The fuel saving here is based on the fact that the kinetic energy of the vehicle is only used to overcome the rolling resistance and drag rather than to turn the engine at high revs.

The savings do not show up in the NEDC, but can be up to 1.0 l/100 km **in real driving situations**. The efficiency of the function depends on an anticipatory and relaxed driving style; after a short time, drivers soon get used to the longer coasting distance of the car. When the revcounter drops to idling speed, it indicates that the car is in coasting mode. The engaging and disengaging of the engine are almost imperceptible.

### 1.3.3 Performance technologies (features which primarily increase performance)

#### (11) Longer wheelbase and wider front track

The wheelbase has been increased by 100 mm for much improved driving stability, particularly at high speeds and during fast cornering. The track width has been increased by 46 mm on the Carrera and 52 mm on the Carrera S. This provides better roll control on the front axle and stabilises the vehicle when cornering at high speeds – thus ensuring not only faster lap times but also better safety and precision.

#### (12) Increased power and torque (911 Carrera S)

The power of the **3.8 l** engine in the **S models** has been increased by 15 hp to **400 hp (294 kW)**. As with the new 3.4 l engine, the rated engine speed has been increased to 7,400 rpm (+ 900 rpm) and the maximum engine speed has been increased to 7,800 rpm (+ 300 rpm). The maximum torque is now an impressive **440 Nm** (+ 20 Nm). The resulting performance includes acceleration from 0 to 100 km/h in as little as 4.1 seconds (- 0.2 s) and a maximum speed of 304 km/h (+2 km/h).

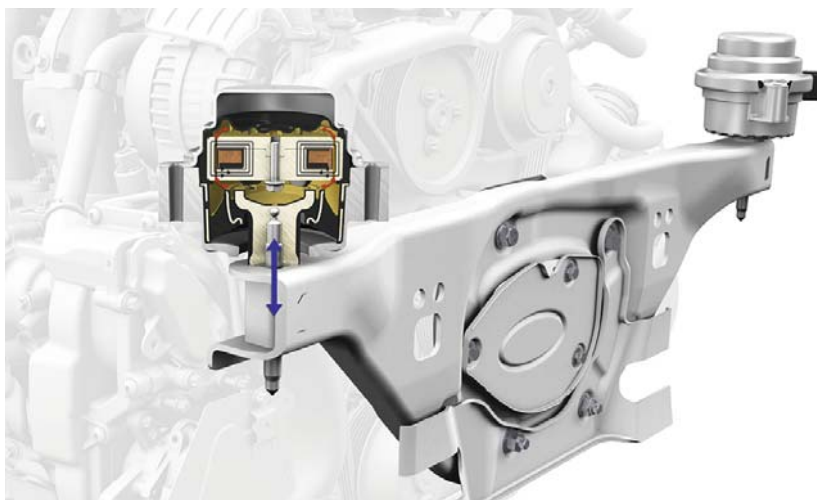
#### (13) Sport Chrono Package including dynamic engine mounts

As before, the Sport Chrono Package provides **increased sportiness at the push of a button**. Among other things, the Launch Control function in combination with the PDK ensures optimum, easily repeatable acceleration from a standing start. This cuts 0.2 seconds off the standard sprint from 0 to 100 km/h.

One new feature is a **performance-based shift assist display** with the manual transmission. The TFT display of the instrument cluster clearly indicates when to shift up for optimum acceleration.

To further improve both dynamics and comfort in terms of driving and vibrations, the optional Sport Chrono Package for the new 911 Carrera models now also features the **dynamic engine mounts** that are familiar from the 911 Turbo and 911 GT3. These combine the advantages of both a very hard and a very soft engine mounting.

A rigid connection between the engine and the body is ideal in terms of driving dynamics and is an established feature in motor sport. The fixed weight of the engine maximises handling precision, because it does not produce a delayed effect when dynamically cornering the vehicle. However, the engine vibrations are directly transmitted to the body of the car and the occupants.



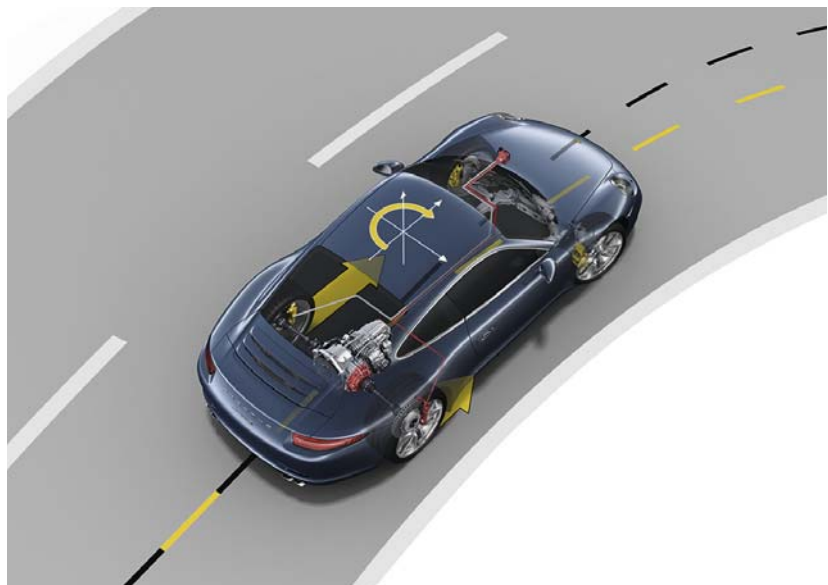
Very soft engine mounts minimise the transmission of vibrations. However, the weight of the engine follows the steering movement with a delay, thus creating unwanted effects when driving very dynamically.

The dynamic engine mounts **largely resolve this conflict**. Depending on your driving style and the surface of the road, the characteristics of the engine mounts change by means of a magnetorheological fluid and an electrically generated magnetic field. The result is that **the rigidity and absorption of the engine mounts adapt to the conditions**. With hard engine mounts, for example, the handling is noticeably more stable during load changes and fast cornering. When driving more moderately, the engine mounts are adjusted to be softer and **improve driving comfort**.

#### (14) Porsche Torque Vectoring/Plus (PTV/PTV Plus)

For the first time, Porsche Torque Vectoring/Plus (PTV/PTV Plus) is available for the new 911 Carrera models. This system consists of a **rear differential lock** and a **variable standard torque split** on the rear axle. The rear differential lock improves traction when accelerating out of curves with the rear wheels spinning, reduces the load change reactions and improves vehicle stability at higher speeds.

In addition, PTV uses controlled braking on the wheel on the inside of the corner to improve the steering performance and increase agility, steering precision and lateral acceleration. The Porsche Torque Vectoring (PTV) option is available with a mechanical rear differential lock with asymmetric locking action (22 % in traction and 27 % in overrun) for the new 911 Carrera basic models with manual transmission. The 911 Carrera S models are equipped with PTV as standard. In combination with the PDK, PTV Plus is provided with a fully variable electronic rear axle differential lock. It offers the benefits of a fully variable locking effect for even better agility and stability.



	911 Carrera		911 Carrera S		Rear differential lock
	Manual transmission	PDK	Manual transmission	PDK	
<b>PTV</b>	Option	-	Standard	-	Mechanical, fixed locking ratio
<b>PTV Plus</b>	-	Option	-	Standard	electronic, fully variable

### (15) Porsche Dynamic Chassis Control (PDCC)

Porsche Dynamic Chassis Control (PDCC) is available as an option for the new 911 Carrera S. PDCC is an **active roll stabilisation** system which detects the lateral inclination of the vehicle as soon as it begins and reduces it as much as possible. The system allows increased agility at any speed, improved steering and balanced load change performance. It also reduces lateral rocking of the vehicle on uneven surfaces. This means that PDCC is not only a highlight in terms of driving dynamics but also improves comfort, especially when driving straight ahead.

Compared to the PDCC system that is familiar in the Cayenne and Panamera models with a variable swivel motor and split stabiliser, the newly developed system for sports cars features actively adjustable hydraulic cylinders to take



account of the limited space available and is approximately 16% lighter. Depending on the steering angle and

lateral acceleration, a force is generated at each wheel that counteracts the lateral inclination of the vehicle.

## 1.4 Comfort and day-to-day usability

The new 911 Carrera models are characterised by increased sportiness but also by improved comfort and day-to-day usability. They have much improved standard equipment compared to their predecessors and many attractive new optional extras are available.

New standard equipment (comfort)	
2-zone climate control	Separate temperature setting for driver and passenger
Driving light assistant	Automatic activation and deactivation of dipped beam headlights at dusk, in darkness or when driving through tunnels.
New Porsche key	New bitless key design

New individual options (comfort)	
Electrically retractable exterior mirrors including door area lighting	Electrically retractable exterior mirrors that light the area around the door when getting in or out
Porsche Dynamic Light System (PDLS)	Dynamic cornering light with speed-sensitive driving light control
ParkAssist (front and rear) with TopView	Parking assistant with acoustic and visible warning for front and rear, including TopView
Power steering plus	Reduces steering forces at low speeds, for example to aid parking
Electric slide/tilt sunroof	External running electric slide/tilt roof with larger opening area, unrestricted headroom and new design
New sports seat versions	<ul style="list-style-type: none"> <li>• Seat ventilation available for all sports seat versions</li> <li>• Fully electric sports seat with 14-way adjustment, electric steering column adjustment and memory package (standard)</li> <li>• Adaptive sports seat plus with 18-way adjustment, electric steering column adjustment and memory package</li> </ul>
Light design package	LED light package for the cabin with ambient lighting
Porsche Entry & Drive	Keyless opening and closing of doors and luggage compartment
New roof transport system	Use of Porsche attachment modules such as roof box, ski racks and snow-board holder



### 1.4.1 New standard equipment (comfort)

#### 2-zone climate control

All new 911 Carrera models are equipped as standard with a completely new **2-zone climate control system**. One of the new features, apart from improved airflow, cooling and heating power and the enlarged ventilation panel on the dashboard, is the option of **individual temperature adjustment for the driver and passenger**. In addition, the air flow can be set to gentle, normal or strong using the menu in the instrument cluster. The new automatic air recirculation system uses a sensor to test the quality of the air outside and automatically switches to recirculation when required.

#### Driving light assistant

The new driving light assistant also enhances comfort. The sensor of the driving light assistant is housed in the base of the interior mirror and when the light switch is in the AUTO position it automatically switches from daytime driving lights to dipped beam headlights when it starts to get dark or when driving through tunnels.



## New Porsche key

Like the new Cayenne and Panamera, the new 911 Carrera models also come with a new, attractive bitless key in the shape of the car.

### 1.4.2 New individual options (comfort)

A wide range of attractive new individual options allows customers to further enhance the comfort and day-to-day usability of the new 911 Carrera models.



#### Electrically retractable exterior mirrors including door area lighting

One of these new features is that the mirrors can be **easily extended and retracted at the touch of a button** when parking space is limited.

The door area lights that are also included in the package **illuminate the area in front of the door** in the dark to help you when getting in and out of the car.

#### Porsche Dynamic Light System (PDLS)

The new Porsche Dynamic Light System (PDLS) ensures even better illumination of the road in the dark. It features a **dynamic cornering light** and the new **speed-sensitive control system** which adjusts the light cone and light intensity according to the speed for better visibility.

The system not only includes lights for country roads and motorways that improve the visibility range at high speeds.

It also features lights for bad weather, which are switched on when the rear fog lamp is activated (by pulling the light switch). This reduces glare in bad weather (such as fog or heavy snow) and thus enhances comfort and safety.

In combination with the optional **Sport Chrono Package**, the **dynamic cornering light adjusts even faster** to the steering movements of the driver.

#### ParkAssist (front and rear) with TopView

As well as the rear ParkAssist system with acoustic distance warning that is familiar from previous models, the new 911 Carrera models can optionally be equipped with front and rear ParkAssist with TopView. As well as the acoustic warning, this also features a **visual indicator of the distance in front of and behind the vehicle** with a colour display of the area immediately around an outline of the vehicle seen from above in the central screen.

#### Power steering plus

Power steering plus, a speed-sensitive steering assistant, is available as an option for the new 911 Carrera models. At low speeds, power steering plus ensures **smooth and very comfortable reversing and parking manoeuvres**.

#### Electric slide/tilt sunroof

Another new feature is the optional **external running** electric slide/tilt roof. Unlike previous models, it no longer slides inside the roof, but **outwards over the roof**. As well as a dynamic appearance when the roof is extended, it was possible to **enlarge the open area by 30%**. At the same time, the headroom in the new Carrera models without a sliding roof was maintained and is in fact 15 mm more than in the 997 II with sliding roof.

#### New sports seat versions

Available as a no cost option, the **sports seats plus** are 4-way adjustable. They are similar to the previous sports seats, but provide extra side support for more dynamic driving and are generally more moulded. As well as modified stitching, the sports seats plus have **smooth-finish leather** upholstery, and the **backrest shell** now has a **Silver Grey finish**.

Standard for Australia, the new, **fully electric sports seats (14-way) with memory package** and **electric steering column adjustment** feature electric adjustment of the fore and aft position, the inclination and depth of the cushion and the 4-way lumbar support. For the first time, the length and the height of the steering column can be electrically adjusted.

There is a completely new **memory function** for adjusting the **seat position** (driver's seat, steering column, both exterior mirrors) **as well as for other individual vehicle adjustments** (such as lights, wipers, climate control, door locking, on-board computer and PCM).

The optional **adaptive sports seats plus (18-way electric) with memory package** and **electrical steering column adjustment** are based on the sports seats plus (4-way). This version also includes electric adjustment of all seat functions including the side bolsters and the steering column. There is also a comprehensive memory function as with the fully electric sports seats. Because it is a pneumatic system, the side bolster positions cannot be memorised.

In combination with the optional heated seats, **ventilation is now available for the first time for all seat versions** including sports seats plus.

### Light design package



The **light design package** with **dim-mable LED ambient lighting** is available as an option. It includes ambient lighting in the overhead console, around the door handles and rear seats, in the door storage boxes and



the front footwell. As well as its functional use, this package is very attractively designed and shows off the interior perfectly.

### Porsche Entry & Drive

The optional Porsche Entry & Drive system enables you to **comfortably lock and unlock the doors and luggage compartment without a key** and to **start** the car using the electric ignition switch. You can leave the car key in your pocket and lock the car using the button on the outside of the door handle.

### New roof transport system

As with the previous models, the new 911 Carrera Coupé models have the

option of a new roof transport system with two lockable aluminium cross-pieces for anchoring in the side roof sills. The mounting for the roof transport system has been completely redesigned and is invisible from the outside, integrated under the roof seals of the body shell. This made it possible to dispense with the roof edge trims of the predecessor models and make the roof **even more harmonious in appearance**.

Because of the new, integrated mounting, the base rack of the previous models can no longer be used for the new 911 Carrera Coupé models. All Porsche attachment modules (such as the roof box, ski rack and snowboard holder) can be fitted on the new base rack. The maximum roof load is 75 kg, so the payload is therefore 70 kg. This makes the new 911 Carrera models even more versatile and suitable for travelling.



## 1.5 Audio and communication

The latest generation of Porsche infotainment systems is available for the new 911 Carrera models.

Standard equipment	
Universal audio interface	for connecting external audio sources
PCM 3.1 including navigation module	7-inch TFT display with hard drive navigation and 3D map display
Bose® surround sound system	5.1-sound system, 12 speakers, 8 channels, 445 watts (+ 60 watts)
Burmester® high-end surround sound system - <b>NEW (optional)</b>	5.1-sound system, 12 speakers, 12 channels, 821 watts



The new 911 Carrera models feature an **AUX interface** in the glove compartment for connecting external devices. In conjunction

with the **PCM** with navigation module, this interface also includes a **USB port** for various iPod® and iPhone® models as well as other MP3 players, and these devices can be **operated using the PCM**, the multi-function steering wheel (standard) or voice control (optional).

The **latest PCM generation with navigation module** has the following new features compared to its predecessor:

- **High-resolution 7-inch WVGA** (Wide Video Graphics Array) screen
- **3D navigation map with city and terrain model with superimposed satellite map**
- **Lane information display for complex junctions**
- Maps also displayed in the **instrument cluster**
- **Audio transmission via Bluetooth®**

The **BOSE® surround sound system** includes a total of **12 speakers**, a hidden **active subwoofer** inte-

grated in the body shell with a Class D amplifier and 130 mm membrane as well as 8 amplifier channels, all of which produces an impressive sound experience. This means the total output is **445 watts**. In combination with the PCM, the system includes the impressive audio spectrum of digital 5.1 recordings when playing audio or video DVDs.

The multiple-prize-winning **Burmester® high-end surround sound system** that is familiar from the Panamera and Cayenne series has been specially redesigned for the new 911 Carrera

models and is now superior in total output and sound quality. The performance figures demonstrate this to impressive effect: **12** individually activated **speakers** including an **active subwoofer** which is also integrated in the body shell, with a Class D amplifier and 140 mm membrane, 12 amplifier channels and a **total output of 821 watts**. The acoustically effective **total membrane area** is more than **1340 cm²**. It goes without saying that in combination with the PCM, the Burmester® high-end surround sound system supports digital 5.1 recordings when playing music from audio or video DVDs.



## 1.6 Safety

The 911 Carrera models have always been among the safest sports cars in the world. Their effective aerodynamics reduce lift and thus ensure stable handling even at high speeds. The chassis is designed for a high degree of driving safety and is well suited for driving on public roads. The braking performance is outstanding. The combination of a rigid body and optimum structural deformation characteristics to absorb kinetic energy, as well as a comprehensive occupant protection system, ensures a high level of passenger safety.

Typical Porsche: more performance. But this is inextricably bound with increased efficiency and **safety**.

The **following new active and passive safety features** have been implemented in the new 911 models:

### Brake system

The new **911 Carrera S models** have **larger brakes** at the front: the new one-piece **6-piston aluminium monobloc fixed calliper brakes** are painted red and grip the brake discs at the front with a diameter of **340 mm (+10 mm)**. The new 911 Carrera basic models are equipped with the tried-and-tested 4-piston aluminium monobloc fixed calliper brakes with anodised black finish and brake discs with a diameter of 330 mm. At the rear, the 911 Carrera models have 4-piston aluminium monobloc fixed calliper brakes and brake discs with a diameter of 330 mm. Naturally, the brake discs are internally vented and cross-drilled for better heat dissipation.



As with the previous models, the powerful, race-tested **Porsche Ceramic Composite Brake (PCCB)** is available as an option. Brake discs with a diameter of 350 mm and yellow-painted brake callipers are used on the front and rear axles for all models.

**Adaptive brake lights** are featured for the first time. The **brake lights flash** during hard or emergency braking to warn drivers behind. The system is activated at speeds above 70 km/h.

The new **electric parking brake** ensures increased comfort and safety when the vehicle is parked. The electric parking brake is automatically released when you pull away.

### PSM

The Porsche Stability Management (PSM) system featured as standard has been adapted to the increased performance of the 911 Carrera models and has all the familiar functions from previous models. The PSM now has a **standstill management** function which helps the driver by preventing the car from rolling backwards on slopes. This increases comfort for hill starts.

### TPM (Tyre Pressure Monitoring)

The TPM system constantly monitors the pressure of each individual tyre. The driver can simply call up the tyre pressure using the instrument cluster display, and the system generates warnings in the event of deviations.



## Lights

For good visibility and road safety, the new 911 Carrera models have powerful bi-xenon headlights and front lights with LED daytime driving lights, position lights and indicators.

The optional **Porsche Dynamic Light System (PDLS)** is now available. This includes the dynamic cornering light, **speed-sensitive driving light control**, which raises the dipped-beam light cone and increases the light intensity for better visibility at high speeds, as well as bad weather lights to reduce glare for the driver, for example in fog. For the first time, in combination with the Sport Chrono Package (by pressing the SPORT button), there is **dynamic adjustment of the cornering light** during fast cornering.

The rear lights are entirely in LED technology and include a rear fog lamp. Their short response time contributes to active safety. In the event of heavy or emergency braking, the brake lights flash to warn drivers behind. If the car is braked to a standstill, the hazard lights are also automatically activated.

## Electromechanical power steering with steering impulse

The new electromechanical power steering which is featured as standard not only increases efficiency but also improves safety: the automatic **steering impulse** is a safety-oriented driver assistance function for  $\mu$ -split braking helps the driver keep the vehicle on the right line when braking on surfaces with different friction.

When braking on surfaces where the friction is different under the left and right wheels, the car may start to yaw about its vertical axis. If the driver does not react to this situation by steering in the opposite direction, a brief steering impulse is generated to stabilise the vehicle. This causes the driver to intuitively steer in the given direction and thus increases braking stability.



## Body

The completely redeveloped **body** with a high proportion of aluminium sheets and structures was not only designed with lightweight construction in mind, but ultra-high-strength steels have been strategically used to increase rigidity and optimise safety. The individual body elements are all tailor-made for the requirements. All the elements of the body shell are designed and put together so that the structure of the vehicle is deformed in a defined way in the event of a crash, and the energy of the impact is absorbed. For example, integrated side impact protection in the doors helps ensure safety.

The comprehensive occupant safety system of the new 911 models includes the following main components:

- Two-level full-size airbags for driver and passenger
- Porsche Side Impact Protection System (POSIP), consisting of head airbags in the door panels for the driver and passenger, thorax side airbags in the front seats for the driver and passenger and side impact protection in the doors

- Safety steering column
- 3-point automatic seat belts
- Seat belt tensioners in front
- Roll-over sensor

## Anti-theft protection

Like their predecessors, the new 911 Carrera models are equipped as standard with an **engine immobiliser** and an **alarm system** with contact-controlled exterior surveillance and **radar interior surveillance**.

## 1.7 S model differentiation

The new 911 Carrera S differs from the basic 911 Carrera as follows (changes to the previous differentiation marked in **bold**):

S package
• More powerful engine with 3.8 l displacement, <b>294 kW (400 hp) (+ 50 hp)</b> and <b>440 Nm torque (+ 50 Nm)</b>
• <b>Four-pass exhaust system with valve control and 2 twin tailpipes</b>
• <b>Porsche Active Suspension Management (PASM)</b> with ride height lowered by 10 mm
• Reinforced brake system with <b>340 mm (+ 10 mm)</b> disc diameter and <b>6-piston front brake callipers (+ 2 pistons)</b> , painted red
• <b>20-inch</b> Carrera S wheel (+ 1 inch)
• <b>Silver-coloured revcounter</b>
• <b>Porsche Torque Vectoring</b> with manual transmission / <b>Porsche Torque Vectoring Plus</b> with PDK
• "911 Carrera S" model designation
• <b>Optional</b> Porsche Dynamic Chassis Control (PDCC), not available for 911 Carrera



## 1.8 Standard equipment

Standard equipment of the new 911 Carrera models		
Changes in relation to the respective previous models are marked in <b>bold</b>		
● = Standard      ○ = Individual equipment      W = Optional without surcharge		
	911 Carrera	911 Carrera S
<b>Engine</b>		
6-cylinder flat-six aluminium engine, <b>3.4</b> l displacement, maximum power <b>257 kW (350 hp)</b> , maximum torque 390 Nm	●	
6-cylinder flat-six aluminium engine, 3.8 l displacement, maximum power <b>294 kW (400 hp)</b> , maximum torque <b>440 Nm</b>		●
<b>Engine features</b>		
Aluminium engine block and cylinder head	●	●
Water cooling with <b>thermal management</b> for engine and transmission	●	●
4-valve technology	●	●
VarioCam Plus camshaft control and valve lift adjustment	●	●
Hydraulic valve adjustment	●	●
Integrated dry-sump lubrication	●	●
On-demand electronically controlled oil pump	●	●
Electronic engine management (EMS SDI <b>9.1</b> )	●	●
Electronic throttle	●	●
<b>Pressure sensor</b> for determining air volume	●	●
Direct fuel injection (DFI)	●	●
Cylinder-selective knock control	●	●
Two 3-way catalytic converters	●	●
Stereo Lambda control circuits	●	●
Static high-voltage distribution with individual ignition coils	●	●
Resonance intake system	●	
Resonance intake system with control valve		●
Dual-pass exhaust system with two single tailpipes in brushed stainless steel	●	
<b>Four-pass multi-flow exhaust system with valve control and 2 twin tailpipes in brushed stainless steel</b>		●
<b>SPORT button</b>	●	●
<b>Electrical system recuperation with absorbent glass mat (AGM) starter battery</b>	●	●
On-board diagnostics for monitoring emission control system	●	●
<b>Power transmission</b>		
<b>7-speed</b> manual transmission with dual-mass flywheel adapted for 3.4 litre engine, self-adjusting clutch	●	
<b>7-speed</b> manual transmission with dual-mass flywheel adapted for 3.8 litre engine, self-adjusting clutch		●
<b>Standstill management</b>	●	●
Rear wheel drive	●	●
<b>Auto start/stop function</b>	●	●
<b>Porsche Torque Vectoring (PTV) incl. mechanical rear differential lock with asymmetrical locking action (22% traction, 27% overrun) (in conjunction with PDK: PTV Plus)</b>	○	●

<b>Standard equipment of the new 911 Carrera models</b>			
Changes in relation to the respective previous models are marked in <b>bold</b>			
● = Standard      ○ = Individual equipment      W = Optional without surcharge		<b>911 Carrera</b>	<b>911 Carrera S</b>
<b>Chassis</b>			
<b>8.5 J x 19-inch Carrera alloy wheels with 235/40 ZR 19 tyres at front</b>		●	
<b>11 J x 19-inch Carrera alloy wheels with 285/35 ZR 19 tyres at rear</b>		●	
<b>8.5 J x 20-inch Carrera S alloy wheels with 245/35 ZR 20 tyres at front</b>		○	●
<b>11 J x 20-inch Carrera S alloy wheels with 295/30 ZR 20 tyres at rear</b>		○	●
Tyre sealing compound and electric compressor		●	●
<b>Electromechanical power steering with variable steering ratio and steering impulse</b>		●	●
McPherson strut suspension with anti-roll bar at front		●	●
LSA multi-link rear axle suspension, rear anti-roll bar		●	●
Vehicle stability system PSM (Porsche Stability Management) with ABS, ASR, ABD and EDTC as well as pre-filling of brake system and brake assist		●	●
Porsche Active Suspension Management (PASM) with ride height lowered by 10 mm		○	●
<b>Brake system</b>			
4-piston, one-piece aluminium monobloc fixed callipers front and rear, brake discs internally ventilated and cross-drilled		●	
<b>6-piston, aluminium monobloc fixed callipers at front</b> and 4-piston aluminium monobloc fixed callipers at rear, brake discs internally ventilated and cross-drilled, one-piece brake callipers			●
Brake discs with 330 mm diameter front and rear		●	
Brake discs with <b>340</b> mm diameter at front and 330 mm at rear			●
ABS (integrated in PSM)		●	●
Brake pad wear indicator on each brake pad		●	●
Brake callipers, black		●	
Brake callipers, red			●
<b>Electric parking brake</b>		●	●
<b>Body</b>			
2+2-seater Coupé		●	●
<b>Intelligent lightweight construction with aluminium-steel composite</b>		●	●
Sheet steel hot-dip galvanised on both sides		●	●
Auto-deploying rear spoiler		●	●
Front end with integrated cooling air openings		●	●
Underbody panelling		●	●
<b>“PORSCHE” and model designation (‘911 Carrera’ resp. ‘911 Carrera S’) on rear lid in bright chrome</b>		●	●
Luggage compartment lid, doors and rear lid made of aluminium		●	●
Door brakes with three rest positions		●	●
Water-repellent coating on side windows		●	●
Preparation for installing a roof transport system		●	●

Standard equipment of the new 911 Carrera models		
Changes in relation to the respective previous models are marked in <b>bold</b>		
● = Standard      ○ = Individual equipment      W = Optional without surcharge	911 Carrera	911 Carrera S
<b>Electrical system</b>		
Power windows with one-touch open/close function and door-seal protection	●	●
Front wiper system with <b>aerodynamic wipers</b> , 2 wiper speeds, interval adjustment switch and heated windscreen washer jets	●	●
Power adjustable, heated exterior mirrors <b>on the doors</b> , aspherical on driver's side	●	●
Heated rear window	●	●
PCM, 7-inch colour display (touchscreen), radio with double-tuner frequency diversity, single CD drive including audio playback of MP3 music	●	●
BOSE® sound system with 12 speakers and 445 watts total power output	●	●
Universal audio interface (AUX) in the <b>glove compartment</b> for connection of external audio sources	●	●
Unified interior lighting design in white for the entire cabin with variable dimming	●	●
Reading lights, orientation lights, ignition lock and make-up mirror lighting with <b>LED technology</b> , as well as lighting for footwells, glove compartment, luggage compartment and exiting	●	●
Three 12-volt plug sockets (passenger side footwell, glove compartment, enclosed centre console storage compartment)	●	●
Central locking with remote control	●	●
Electric unlocking of luggage compartment and engine lid	●	●
<b>Lighting system</b>		
Bi-Xenon headlights with dynamic headlight levelling and headlight cleaning system	●	●
Separate auxiliary lights in front end with daytime running lights, position lights as well as <b>turn signals</b> using LED technology	●	●
Tail lights incl. <b>back-up light</b> , rear fog light and turn signals as well as the high-level 3rd brake light and registration plate illumination using LED technology	●	●
<b>Reflectors integrated in rear end</b>	●	●
<b>Driving light assistant</b> incl. automatic welcome home function	●	●
<b>Instruments</b>		
5 round instruments integrated in the cockpit	●	●
Instrument cluster with central revcounter and <b>high-resolution 4.6-inch TFT colour display with vehicle computer functions</b> , illumination in white	●	●
Instrument dials incl. revcounter in black	●	W
Instrument dials in black and <b>silver-coloured revcounter</b>		●
<b>Gear indicator in revcounter</b>	●	●
Analogue gauges for revs, speed, oil pressure, oil temperature, coolant temperature and fuel level	●	●



<b>Standard equipment of the new 911 Carrera models</b>		
Changes in relation to the respective previous models are marked in <b>bold</b>		
● = Standard      ○ = Individual equipment      W = Optional without surcharge		
	911 Carrera	911 Carrera S
<b>Safety &amp; Security</b>		
Full-size airbags (two-level) for driver and passenger	●	●
Porsche Side Impact Protection System (POSIP), comprising side impact protection elements in the doors, thorax airbag integrated into the side bolsters of the front seats, head airbags integrated into the door panels for driver and passenger	●	●
3-point automatic seat belts front and rear with seat-mounted buckles	●	●
Seat belt pretensioners in front	●	●
Engine immobiliser with central locking and remote control, safe lock, alarm system and radar interior surveillance	●	●
Deformable front and rear ends with integrated light-alloy bumpers mounted on impact absorbers	●	●
<b>Climate control</b>		
<b>2-zone automatic climate control with separate temperature controls for driver and passenger, automatic air circulation control incl. air quality sensor and residual heat function</b>	●	●
Particulate/pollen filter incl. active carbon filter	●	●
Green-tinted heat-insulating glass	●	●
<b>Interior</b>		
Sports seats with electric backrest and height adjustment as well as mechanical fore/aft adjustment	●	●
Headrests integrated in front seats	●	●
Split-folding rear seats	●	●
Additional storage behind rear seat backrests	●	●
Two individual cupholders above the glove compartment (integral to dashboard trim strip)	●	●
Sports steering wheel with manual fore/aft and height adjustment	●	●
Seat centre in front, seat side bolsters in front and headrests covered in embossed leather	●	●
Steering wheel rim, gearshift and door handles, armrests, door panelling and centre console storage compartment covered in smooth-finish leather	●	●
Interior components in <b>Galvano Silver</b> (air vents, dashboard decorative trim, centre console trim, glove compartment opener, door handle)	●	●
<b>Plaque with "Carrera" logo in front of gearshift</b>	●	●
Roofliner and C-pillar trim in Alcantara	●	●
Large, lockable glove compartment	●	●
Storage boxes in each door	●	●
Coat hooks on the seat backrests and <b>on the B-pillar</b>	●	●
<b>Elevated centre console with switch panel, open storage compartment, enclosed storage compartment</b>	●	●
Door entry guards with model designation	●	●
<b>Colours</b>		
Exterior solid colours: Carrera White, <b>Racing Yellow</b> , Guards Red, Black	●	●
Interior standard colours: Black, <b>Platinum Grey, Luxor Beige, Yachting Blue</b>	●	●

## 1.9 Optional equipment

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
Exterior				
Code	Metallic paint	Colours: Platinum Silver Metallic, Aqua Blue Metallic, Dark Blue Metallic, Ruby Red Metallic, <b>Anthrazite Brown Metallic, Agate Grey Metallic</b> , Basalt Black Metallic	●	●
Code	Special colours	Colours: GT Silver Metallic, <b>Lime Gold Metallic, Cognac Metallic</b> Minimum lead time: two months	○	○
Code	Colour to sample	Custom colour mixed to any sample (depending on technical feasibility). Minimum lead time: six months	○	○
559	<b>Bright trim</b>	Bright trim edging on the side windows, made of high-gloss anodised aluminium	○	○
603	<b>Porsche Dynamic Light System (PDLS)</b>	With automatic, dynamic headlight levelling, headlight cleaning system, dynamic cornering light and speed-sensitive driving light control	○	○
625	<b>Porsche Entry &amp; Drive</b>	Vehicle locking and unlocking, as well as engine starter and shutdown without active use of key. System comprising cabin and external antennas as well as proximity sensors in the door handles and in the front end	○	○
498	Deletion of model designation	Model designation is omitted. "PORSCHE" logo remains	W	W
911	"911" logo	Chrome-coloured "911" logo in place of model designation on rear	○	○
635	ParkAssist (rear)	Parking assistant with integrated ultrasonic sensors on the vehicle rear end. Acoustic signals to indicate clearance behind vehicle	○	○
636	<b>ParkAssist (front and rear)</b>	Parking assistant with integrated ultrasonic sensors in the bumpers. Acoustic signals to indicate clearance in front of and behind the vehicle as well as a graphic display in the central screen	○	○
425	Rear wiper	With intermittent wipe function (can be deleted)	●	●
567	Windscreen with grey top-tint	In the upper portion heavily tinted, for reducing glare	○	○
P13	Automatically dimming interior and exterior mirrors with integrated rain sensor	Rain sensor with four levels of adjustment for sensitivity	●	●
748	<b>Electrically retractable exterior mirror</b>	Electrically retractable exterior mirrors including door area lighting	○	○
651	Electric slide/tilt sunroof	<b>External running</b> electric slide/tilt sunroof made of steel with wind deflector, electrically operated with one-touch function	○	○
549	Base support for roof transport system	Max. 75 kg payload, suitable for Porsche Tequipment transport modules	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
XAA Exclusive	Aerokit cup*	Includes new front apron with new front spoiler as well as new rear spoiler with fixed wing profile. Note: Considerably reduced approach angle *Earliest availability 04/2012	○	○
XAT Exclusive	SportDesign package*	Includes new front apron with new front spoiler as well as new rear spoiler. Note: Considerably reduced approach angle *Earliest availability 04/2012	○	○
XAS Exclusive	SportDesign front apron*	Includes new front apron with new front spoiler. Note: Considerably reduced approach angle *Earliest availability 04/2012	○	○
CNF Exclusive	Air intake grill painted*	Paint finish in exterior colour: slats of air intake grill on front end (left/right). *Earliest availability 03/2012	○	○
CAH Exclusive	Front spoiler painted*	Paint finish in exterior colour: front spoiler (standard) *Earliest availability 03/2012	○	○
CNG Exclusive	Rear apron painted*	Paint finish in exterior colour: rear apron (standard) *Earliest availability 03/2012	○	○
XUB Exclusive	Headlight cleaning system covers painted	Paint finish in exterior colour: headlight cleaning system covers. Note: Finish in contrasting exterior colour available on request	○	○
CMX Exclusive	Side decorative logo*	Side decorative strips with “Carrera” / “Carrera S” logo in Meteor Grey Metallic and trim in black, red, yellow or silver *Earliest availability 03/2012	○	○
CWJ Exclusive	PORSCHE logo and model designation painted*	Paint finish in exterior colour: “PORSCHE” logo and model designation on rear end. Note: Finish in contrasting exterior colour available on request. The option of omitting logo (order no. 497) can be added at no extra cost *Earliest availability 03/2012	○	○
CWL Exclusive	PORSCHE logo painted*	Paint finish in exterior colour: “PORSCHE” logo on rear end. The model designation on the rear end is omitted. Note: Finish in contrasting exterior colour available on request. The option of omitting logo (order no. 497) can be added at no extra cost *Earliest availability 03/2012	○	○
CTY Exclusive	PORSCHE logo and 911 logo painted*	Paint finish in exterior colour: “PORSCHE” logo and “911” on rear end. Note: Finish in contrasting exterior colour available on request. The option of omitting logo (order no. 497) can be added at no extra cost *Earliest availability 03/2012	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
Engine, transmission and chassis				
250	Porsche Doppelkupplung (PDK)	7-speed dual clutch transmission with manual controls on steering wheel and gear selector as well as automatic mode incl. coasting function. Coasting is the term describing the automatic decoupling of the engine for vehicle rolling with little friction as a means of reducing fuel consumption	○	○
450	Porsche Ceramic Composite Brake (PCCB)	Advanced braking system with carbon-fibre-reinforced ceramic discs, internally vented and cross-drilled, disc diameter: 350 mm front and rear, six-piston callipers on front axle, four-piston callipers on rear axle, callipers with yellow paint finish	○	○
475	Porsche Active Suspension Management (PASM)	Electronically controlled damper system with two manually selectable maps ('Standard' and 'Sport') with ride height lowered by 10 mm	○	●
030	PASM sports chassis (- 20 mm)	Electronically controlled damper system with two manually selectable maps with ride height lowered by 20 mm. Aerodynamically adapted front spoiler lip and greater extension height of rear spoiler for additionally reduced lift coefficient	○	○
352	<b>Porsche Dynamic Chassis Control (PDCC)</b>	Active chassis control system for roll control and increasing the driving dynamics. Reduces the side leaning of the vehicle in curves and increases agility, driving performance and comfort on uneven roads.		○
031	<b>Porsche Dynamic Chassis Control (PDCC) incl. PASM sports chassis (- 20 mm)</b>	Including PASM sports chassis (– 20 mm)		○
220	<b>Porsche Torque Vectoring (PTV)</b>	Variable torque distribution through controlled braking on the rear wheels. Including mechanical rear axle differential lock with asymmetrical locking action (22% traction, 27% overrun). Increased agility and steering precision as well as traction and vehicle stability.	○	●
221 i.c.w. PDK	<b>Porsche Torque Vectoring Plus (PTV Plus)</b>	PTV Plus in conjunction with PDK, incl. fully variable, electronically controlled rear axle differential lock	○	●
658	<b>Power Steering Plus</b>	Speed-sensitive power steering. Reduces the steering power for reversing at low speeds	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
639	Sport Chrono Package	Includes: – dynamic engine mounts – analogue and digital stopwatch – SPORT PLUS button on the centre console – affects e.g. accelerator characteristics, PSM, PASM, PDCC, sports exhaust system as well as dynamic cornering light – performance-oriented shift assist display in the TFT display of the instrument cluster (manual transmission only)	○	○
		Additionally in conjunction with PDK: - Launch Control racing start function and race course shift strategy activated through the SPORT PLUS button - Steering wheel with additional display SPORT, SPORT PLUS and Launch Control	○	○
640		Additional performance displays in connection with Porsche Communication Management (PCM)	○	○
176	Sports exhaust system	With modified main silencers incl. twin tailpipes in a unique design	○	○
Wheels				
	<b>19-inch Carrera wheel</b>	Alloy wheel in a 5-spoke design with open spokes. Front axle: 8.5 J x 19 ET 54 with 235/40 ZR 19 tyres, Rear axle: 11 J x 19 ET 69 with 285/35 ZR 19 tyres	●	
423	<b>20-inch Carrera S wheel</b>	Alloy wheel in a filigree 5-spoke design with double spokes. Front axle: 8.5 J x 20 ET 51 with 245/35 ZR 20 tyres, Rear axle: 11 J x 20 ET 70 with 295/30 ZR 20 tyres	○	●
427	<b>20-inch Carrera Classic wheel</b>	Alloy wheel in a sporty and elegant 10-spoke design with a two-tone look. Titanium-coloured with gloss-lathed front face. Front axle: 8.5 J x 20 ET 51 with 245/35 ZR 20 tyres, Rear axle: 11 J x 20 ET 70 with 295/30 ZR 20 tyres	○	○
428	<b>20-inch SportDesign wheel</b>	Alloy wheel in a sporty 5-spoke design with triple spokes. Front axle: 8.5 J x 20 ET 51 with 245/35 ZR 20 tyres, Rear axle: 11 J x 20 ET 70 with 295/30 ZR 20 tyres	○	○
XRT Exclusive	<b>20-inch SportTechno wheel*</b>	One-piece alloy wheel in a distinctive 5-spoke design. With wheel centre painted in GT Silver Metallic and gloss-lathed front face, incl. wheel centre with coloured Porsche Crest. Front axle: 9 J x 20 ET 51 with 245/35 ZR 20 tyres, Rear axle: 11.5 J x 20 ET 68 with 295/30 ZR 20 tyres *Earliest availability 03/2012	○	○
XDH Exclusive	<b>Wheel painted in platinum (semi-gloss)*</b>	Completely painted in platinum (semi-gloss), incl. wheel centre in platinum (semi-gloss) with coloured Porsche Crest. Note: Only in conjunction with 20-inch Carrera S wheel (order no. 423) *Earliest availability 01/2012	○	○
446	Wheel centres	With coloured Porsche Crest	○	○



Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
482	Tyre Pressure Monitoring (TPM)	Continuous monitoring of tyre pressure with status display in instrument cluster with warning issued in the event of pressure loss	○	○
XD9 Exclusive	Wheel centre paint finish in exterior colour*	Paint finish partially in exterior colour incl. wheel centres with coloured Porsche Crest. Note: In conjunction with 20-inch SportTechno wheel, earliest availability 03/2012 *Earliest availability 01/2012	○	○
XDA Exclusive	Wheel centre paint finish in black*	Paint finish partially in black incl. wheel centre with coloured Porsche Crest. Note: In conjunction with 20-inch SportTechno wheel, earliest availability 03/2012 *Earliest availability 01/2012	○	○
CRX Exclusive	Wheel centre paint finish in contrasting exterior colour*	Paint finish partially in contrasting exterior colour incl. wheel centre with coloured Porsche Crest. Available in all standard and special colours *Earliest availability 05/2012	○	○
XRP Exclusive	Wheel spacers, 5 mm	At front and rear axles, includes extended wheel bolts. Note: With anti-theft protection for front and rear axles. With effective coding system (Thatcham)	○	○
Interior				
608	HomeLink® (garage door opener)	Integrated and programmable remote control for up to three garage door, gate, lighting and/or property alarm systems. Compatible with nearly all motorised garage doors and gates.	○	○
454	Cruise control	Automatic speed control function	●	●

630	<b>Light design package</b>	Additional dimmable ambient lighting in the overhead console, in the area of the door handles, the door storage box and the rear seats, as well as in the front footwell. Equipped with LED technology	○	○
P06	<b>Fully motorised sports seats (14-way adjustment, electric) with memory package</b>	Driver and passenger side with electric adjustment of seat backrest, seat height, fore/ aft position, inclination and depth of seat pillow, lumbar support and steering column. There is a completely new memory function for adjusting the seat position (driver's seat, steering column, both exterior mirrors) as well as for other individual vehicle adjustments (such as lights, wipers, climate control, door locking, on-board computer and PCM).	●	●

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
P05	<b>4-way electric Sports Seat Plus</b>	Driver and passenger side in smooth-finish leather with raised side bolsters, greater moulding in shoulder area and modified stitching, with electric backrest and height adjustment as well as mechanical fore/aft adjustment. Backrest shell Silver Grey in colour	W	W
P07	<b>Adaptive Sports Seat Plus (18-way adjustment, electric) with memory package</b>	All features of Sports Seat Plus. This version also includes electric adjustment of all seat functions including the side bolsters and the steering column. Includes a comprehensive memory function (analogue order no. P06) with the exception of the side bolsters	○	○
342	Heated seats	Electric heating of front seats with three levels of adjustment	○	○
541	Seat ventilation	Electric ventilation of front seats with three levels of adjustment	○	○
345	Heated steering wheel	Steering wheel rim heating, activated by control button on steering wheel	○	○

583	Smoker package	Ashtray and cigarette lighter in the centre console in place of the open storage compartment in the front centre console (4.4d)	W	W
810	Floor mats	In interior colour, with suede edging and stitched "PORSCHE" logo at front (four-part set)	○	○

EER <b>Exclusive</b>	Interior package painted	Paint finish in exterior colour: dashboard decorative trim incl. cupholder trim (2.3) and door panel trim (3.4). Note: The combination of painted centre console trim (order no. XYG) is recommended	○	○
XDM <b>Exclusive</b>	Dashboard trim strip painted	Paint finish in exterior colour: dashboard decorative trim incl. cupholder trim (2.3). Note: The combination of painted centre console trim (order no. XYG) is recommended	○	○
CTR <b>Exclusive</b>	Air vents painted	Paint finish in exterior colour: side air vents (2.5a), centre air vent incl. control panel trim (2.6a). Covered in smooth-finish leather in interior colour: side air vent slats (2.5b), centre air vent slats (2.6b). Note: Finish in contrasting exterior colour available on request	○	○
CDN <b>Exclusive</b>	Air vent slats painted*	Paint finish in exterior colour: side air vent slats (2.5b), centre air vent slats (2.6b). Covered in smooth-finish leather in interior colour and partly with decorative stitching: side air vents (2.5a), centre air vent incl. control panel trim (2.6a). Note: Finish in contrasting exterior colour available on request *Earliest availability 02/2012	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
XYG <b>Exclusive</b>	Centre console trim painted	Paint finish in exterior colour: centre console trim (4.2)	○	○
XWJ <b>Exclusive</b>	Sports Seat Plus backrest painted*	Paint finish in exterior colour: sports seat backrest shell (5.9e) seat control panel trim (5.9a), plating trim (5.9c), seat console (5.9f) *Earliest availability 01/2012	○	○
CWK <b>Exclusive</b>	Vehicle key painted	Paint finish in exterior colour: additional vehicle key	○	○
022	Instrument dial revcounter, black	In black	●	W
<b>Exclusive</b>	Instrument dials coloured*	*Earliest availability 02/2012		
XFG		In exterior colour: Guards Red	○	○
XFJ		In exterior colour: Carrara White	○	○
XFL		In interior colour: Luxor Beige	○	○
XFR		In exterior colour: Racing Yellow	○	○
<b>Exclusive</b>	Sport Chrono stopwatch instrument dial coloured			
CZT		In interior colour: Luxor Beige	○	○
CGG		In exterior colour: Guards Red	○	○
CGE		In exterior colour: Racing Yellow	○	○
CGJ		In exterior colour: Carrara White	○	○
<b>Exclusive</b>	Seat belts coloured*	For front and back *Earliest availability 01/2012		
XSH		In contrasting colour: Silver Grey	○	○
XHP		In interior colour: Luxor Beige	○	○
XSX		In exterior colour: Guards Red	○	○
XHN		In exterior colour: Racing Yellow	○	○
XHR		In interior colour: Yachting Blue	○	○
Interior leather and natural leather				
	Standard equipment in standard colour	Standard colours: Black, Platinum Grey, Luxor Beige, Yachting Blue. Covered in embossed leather in interior colour: seat centres front (5.1), seat bolsters front (5.2), headrests front (5.3a). Covered in smooth-finish leather in interior colour: steering wheel rim (2.2a), door handle (3.2a), armrest and door panelling (3.3a), centre console compartment lid (4.4a), gear/selector lever (4.1a). C-pillar in Alcantara	●	●

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
Code	Leather interior in standard colour	Additional items upholstered in leather with standard equipment: dashboard top (2.0a) incl. cover of instrument cluster, steering wheel airbag module (2.2b), dashboard bottom incl. glove compartment lid (2.1a), door panelling top section (3.0a), door inserts (3.0c), center console side section (4.3b), rear side panelling (3.1a), seat base (5.0), back of front seat backrests, rear seat centre (5.4), rear seat bolsters (5.5), centre tunnel in rear (4.4b). All leather items (incl. those of standard equipment) in smooth-finish leather. Door panel trim in Galvano Silver. Additional A- and B-pillars in Alcantara	○	○
Code	Leather interior in special colour	Special colour: Agate Grey. Scope as for leather interior in standard colour	○	○
970	Leather interior in two-tone	Combination of colour tones Agate Grey/Stone Grey, Black/Platinum Grey. Scope as for leather interior. Above trim: dark tone (Agate Grey or Black)	○	○
998	Leather interior in natural leather	Espresso, Carrera Red. Carefully dyed leather with preserved natural features. Scope as for leather interior.	○	○
Code	Leather interior in colour to sample	Custom colour. Scope as for leather interior in standard colour. Exceptions: Plastic components painted with black soft-touch paint; steering wheel rim, airbag module and gear/selector lever in black leather. Minimum lead time: three months	○	○
844	<b>Multifunction steering wheel</b>	With multifunction controls for convenient operation of radio and, where applicable, navigation and telephone functions. Note: Not in conjunction with 3-spoke sports steering wheel (order no. 840)	●	●
840	SportDesign steering wheel	Steering wheel with an especially sporty design. In connection with PDK with shift paddles for manual shifting of gears	W	W
CLU Exclusive	Steering wheel rim with decorative stitching in contrasting colour	Decorative stitching in contrasting colour on steering wheel rim (2.2a) Note: Decorative stitching available in Silver, Speed Yellow, Guards Red, Black, White, Platinum Grey, Stone Grey, Cream, Yachting Blue, Luxor Beige, Espresso. For multifunction steering wheel (order no. 844), only available in conjunction with PDK (order no. 250)	○	○
EEA Exclusive	Leather interior package	Covered in smooth-finish leather in interior colour: dashboard decorative trim incl. cupholder trim (2.3) and door panel trim (3.4). Note: The combination of leather centre console trim (order no. XHB) is recommended	○	○
XVP Exclusive	Dashboard trim strip in leather	Covered in smooth-finish leather in interior colour: dashboard decorative trim incl. cupholder trim (2.3). Note: The combination of leather centre console trim (order no. XHB) is recommended	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
CZW Exclusive	Additional interior package, dashboard in leather*	Covered in smooth-finish leather in interior colour and partly with decorative stitching: dashboard end trim (2.1b), defroster trim (2.4a). *Earliest availability 02/2012	○	○
CXM Exclusive	Additional interior package, door panel in leather*	Covered in smooth-finish leather in interior colour: front door panel trim (3.0b), door mirrors (3.0c) and door end trim (3.0e) *Earliest availability 02/2012	○	○
CXN Exclusive	Additional interior package, rear leather*	Covered in smooth-finish leather in interior colour and partly with decorative stitching: side loudspeaker cover in rear (3.1b), centre tunnel storage compartment in rear (4.4c), unlocking lever for rear seat backrests incl. base plate (5.7a), hinge cover of rear seat backrests (5.7b) *Earliest availability 02/2012	○	○
XNG Exclusive	Instrument surround in leather	Covered in smooth-finish leather in interior colour: instrument surround (2.0e) *Earliest availability 01/2012	○	○
XNS Exclusive	Steering column casing in leather*	Covered in smooth-finish leather in interior colour with decorative stitching: steering column casing incl. hands-free microphone (2.2h) *Earliest availability 01/2012	○	○
CVW Exclusive	Interior mirrors in leather*	Covered in smooth-finish leather in interior colour and partly with decorative stitching: interior mirrors (1.2a), antenna cover (1.2b) *Earliest availability 03/2012	○	○
CTK Exclusive	Air vents in leather*	Covered in smooth-finish leather in interior colour and partly with decorative stitching: side air vents (2.5a), centre air vent incl. control panel trim (2.6a), side air vent slats (2.5b), centre air vent slats (2.6b) *Earliest availability 02/2012	○	○
CZV Exclusive	Air vent slats in leather*	Covered in smooth-finish leather in interior colour: side air vent slats (2.5b), centre air vent slats (2.6b) *Earliest availability 02/2012	○	○
XHB Exclusive	Centre console trim in leather	Covered in smooth-finish leather in interior colour: centre console trim (4.2)	○	○
XPT Exclusive	Storage compartment lid with Porsche crest*	Covered in smooth-finish leather in interior colour with decorative stitching: storage compartment lid of centre console (4.4a) with Porsche crest. Note: Also available in conjunction with centre tunnel rear leather with decorative stitching (order no. XHS) *Earliest availability 01/2012	○	○
XUV Exclusive	Storage compartment lid with model logo*	Covered in smooth-finish leather in interior colour with decorative stitching: storage compartment lid of centre console (4.4a) with “Carrera” or “Carrera S” logo. Note: Also available in conjunction with centre tunnel rear leather with decorative stitching (order no. XHS) *Earliest availability 01/2012	○	○



Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
XWK Exclusive	Sports Seat Plus backrest in leather*	Covered in smooth-finish leather in interior colour with decorative stitching: Sports Seat Plus backrest shell (5.9e) coat hooks on seat backrests (5.3b), base plate backrest release (5.9d), plating trim (5.9c), seat console (5.9f) *Earliest availability 01/2012	○	○
XHS Exclusive	Centre tunnel rear leather with decorative stitching*	Covered in smooth-finish leather in interior colour with decorative stitching: centre tunnel in rear (4.4b) and storage compartment lid in centre console (4.4a) *Earliest availability 01/2012	○	○
XSC Exclusive	Porsche Crest on headrests*	Embossed on the headrests (5.3a) of the front seats *Earliest availability 01/2012	○	○
CDT Exclusive	Leather seat belt buckles*	Covered in smooth-finish leather in interior colour: seat belt buckles (left/right 5.8) *Earliest availability 03/2012	○	○
CTH Exclusive	Belt outlet trim in leather*	Covered in smooth-finish leather in interior colour: belt outlet trim of B-pillar (left/right; 1.3b), belt outlet trim of C-pillar (left/right; 1.4b) *Earliest availability 03/2012	○	○
CUJ Exclusive	Fuse box cover in leather	Covered in smooth-finish leather in interior colour with decorative stitching: fuse box cover (left/right 3.9) *Earliest availability 02/2012	○	○
XTG Exclusive	Inner door sill guards in leather*	Covered in smooth-finish leather in interior colour with decorative stitching: inner door sill guards (3.5)	○	○
CFX Exclusive	Personalised floor mats with leather edging	Set of four. Carpet in Black, Platinum Grey, Luxor Beige, Yachting Blue, Espresso natural leather, Agate Grey, Pebble Grey, Carrera Red. Edged in smooth-finish leather with double decorative stitching. With inlays of leather matching the edging with embossed "PORSCHE" logo and decorative stitching. Custom colour for leather edging and decorative stitching (all standard and natural leather colours). Note: Leather and decorative stitching in additional colours on request	○	○
CPE Exclusive	Leather key pouch	Made of smooth-finish leather in interior colour with embossed Porsche crest and decorative stitching.	○	○
Interior in Alcantara				
CLA Exclusive	Steering wheel in Black Alcantara, padded	Covered in Black Alcantara: padded steering wheel rim (sewn with cross-stitching, 2.2a). Airbag module in black	○	○
CLH Exclusive	PDK gear selector in Black Alcantara	Covered in Black Alcantara: PDK gear selector (standard; 4.1a)	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				
Wooden mahogany interior				
EEB Exclusive	Mahogany interior package	Covered with dark mahogany wood: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and manual transmission	○	○
EEC Exclusive		Covered with dark mahogany wood: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3); only in conjunction with manual transmission; not in conjunction with leather interior	○	○
EED Exclusive		Covered with dark mahogany wood: PDK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and PDK	○	○
EEF Exclusive		Covered with dark mahogany wood: PFK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3); not in conjunction with leather interior	○	○
XHF Exclusive	<b>Multifunction steering wheel in mahogany incl. steering wheel heater</b>	For operation of audio and communication functions as well as the on-board computer. Covered with dark mahogany wood and smooth-finish leather in interior colour: steering wheel rim (2.2a), steering wheel hub cover (2.2g) in leather. Steering wheel rim heating, activated by control button on steering wheel hub	○	○
XHG Exclusive	Centre console trim in mahogany	Covered with dark mahogany wood: centre console trim (4.2)	○	○
Carbon interior				
EEG Exclusive	Carbon interior package	Covered with carbon: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and manual transmission	○	○
EEH Exclusive	Carbon interior package	Covered with carbon: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3); not in conjunction with leather interior	○	○
EEJ Exclusive	Carbon interior package	Covered with carbon: PDK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and PDK	○	○
EEK Exclusive	Carbon interior package	Covered with carbon: PDK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3); only in conjunction with PDK; not in conjunction with leather interior	○	○
XHL Exclusive	Multifunction steering wheel in carbon	For operation of audio and communication functions as well as the on-board computer. Covered with carbon and smooth-finish leather in interior colour: steering wheel rim (2.2a), steering wheel hub cover (2.2g) in leather. Steering wheel rim heating, activated by control button on steering wheel	○	○
XHM Exclusive	Centre console trim in carbon	Covered with carbon: centre console trim (4.2)	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard                      ○ = Individual equipment                      W = Optional without surcharge				
Interior painted in stainless steel / aluminium / aluminium-look				
EEL Exclusive	Brushed aluminium interior package	In brushed aluminium: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and manual transmission	○	○
EEM Exclusive		In brushed aluminium: gearshift (4.1a), dashboard decorative trim incl. cupholder trim (2.3); not in conjunction with leather interior	○	○
EEN Exclusive		In brushed aluminium: PDK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3), door panel trim (3.4); only in conjunction with leather interior and PDK	○	○
EEP Exclusive		In brushed aluminium: PDK gear selector (4.1a), dashboard decorative trim incl. cupholder trim (2.3); not in conjunction with leather interior	○	○
XYA Exclusive	PDK gear selector in aluminium	In a unique design. In aluminium: PDK gear selector (4.1a). Covered in smooth-finish leather in interior colour: inlays in PDK gear selector	○	○
XYE Exclusive	Centre console trim in brushed aluminium	In brushed aluminium: centre console trim (4.2)	○	○

Optional equipment of the new 911 Carrera models			911 Carrera	911 Carrera S
Changes in relation to the respective previous models are marked in <b>bold</b>				
● = Standard      ○ = Individual equipment      W = Optional without surcharge				

P23	<b>Porsche Communication Management (PCM) incl. navigation module with universal audio interface</b>	Central information and communication system including: – high resolution 7-inch WVGA (Wide Video Graphic Array) TFT colour screen with touchscreen – radio with RDS double-tuner frequency and scan/phase diversity for optimum reception – CD/DVD drive including playback of audio/video DVDs and MP3 music Navigation module with: – hard disk with map data for Australia – dynamic route guidance (TMC) – perspective map display and 3D navigation map incl. city and terrain model with superimposed satellite map – automatic route tracing and subsequent backtrace navigation as well as navigation in non-digitally mapped areas using a compass and GPS – USB connection for diverse iPod® and iPhone® models as well as USB memory sticks with MP3 music and MP3 player. Including operation via PCM, the standard multifunction steering wheel or optional voice control – AUX interface for connecting other external audio sources, which are then controlled directly via the connected device (standard)	●	●
641	Electronic logbook	Allows the automatic recording of current mileage, distance covered, date and time as well as the starting point and destination for each trip. Includes PC software for later analysis of the data. The software meets the requirements of the German tax authorities for documenting automatic logbook recording	○	○
671	Voice control	For control of virtually all PCM functions by voice. With whole-word input of e.g. navigation destinations, phonebook entries or radio station names, without the system having to learn them. Simplified operation by means of interactive input and display of menu-specific selection lists	○	○

<b>Optional equipment of the new 911 Carrera models</b>  Changes in relation to the respective previous models are marked in <b>bold</b>  ● = Standard      ○ = Individual equipment      W = Optional without surcharge			911 Carrera	911 Carrera S
666	Telephone module	Internal quad-band GSM telephone module with Bluetooth® interface for ease of use and optimised sound quality. Enables phone use in the following operating modes: – with inserted SIM card with connection via the GSM external antenna- via Bluetooth® connection with the SIM Access Profile (SAP). After automatic coupling of the devices, the GSM antenna of the mobile phone is switched off to protect the battery; the connection is then made via the GSM external antenna (only available for mobile phones with SIM Access Profile) – via Bluetooth® connection with the Handsfree Profile (HFP). In this case, the GSM connection is always established via the mobile phone antenna. Includes microphone, hands-free function, muting and operation of all important telephone functions	●	●
669	Cordless handset for telephone module	Comprises a Bluetooth® handset with display and its own keypad, with which discrete telephone calls can be made. Includes charger in centre console storage compartment. Operation of the Bluetooth® handset is not supported in HFP mode	○	○

680	BOSE® Surround Sound System	BOSE® Surround Sound System with 12 speakers including an active subwoofer and centre speaker integrated in the body. 8-channel amplifier with a total output of 445 watts. The BOSE® technologies Centerpoint® 2 and SurroundStage® enable the system to reproduce stereo sources in surround mode. The AudioPilot® Noise Compensation Technology ensures a balanced, optimised sound under any driving conditions	●	●
682	<b>Burmester® High End Surround Sound System</b>	Burmester® High End Surround Sound System with a total output of 821 watts and 12 independently controlled speakers, including a 300 watt active subwoofer with class D digital amplifier integrated in the body. Exclusive components from the high end sector, such as special ribbon tweeters (Air Motion Transformer - AMT) and an acoustically effective total surface area of more than 1,340 square cm, enable precision audio playback even at very high volume levels. Multiple preset sound sets enable a top class music experience due to a sound conditioner which uses a microphone to finely adjust the sound in real time for the respective driving situation	○	○



<b>Optional equipment of the new 911 Carrera models</b> Changes in relation to the respective previous models are marked in <b>bold</b>  ● = Standard      ○ = Individual equipment      W = Optional without surcharge			911 Carrera	911 Carrera S
693	Six-disc CD/DVD autochanger	Integrated in the PCM instead of the single CD/DVD drive. Includes audio playback of music in MP3 format as well as audio playback of audio/video DVDs	○	○
676	TV tuner	For receiving unencrypted analogue and digital TV signals (DVB-T). With Electronic Programme Guide (EPG) and Videotext (where available)	○	○

## 1.10 V-Options and Country-specific Features

### Objective of this overview:

The following pages outline how the Australian 991 models differ from the EU base model.

The table indicates if the respective option or equipment is offered in the C-No. markets and whether the options are offered as country-specific equipment (C-option) or as distribution-dedicated standard equipment (V-option).

V-Options and Country-specific Features 991/S Coupé - 28.06.2011			C23
<p>* = no digital map data available  V = distribution-dedicated V-Option  C = country-specific equipment  ✓ = country-specific offer  w = no cost option  n/a = no offer  O = optional equipment  ● = standard equipment  - = not available</p>			Australia New Zealand
Code	Equipment	911 Carrera	911 Carrera S
0	3-year warranty	V	V
-			
P13 (268/276)	Automatically dimming side & inside mirror incl. rain sensor	V	V
425	Rear wiper	V	V
454	Cruise control	V	V
567	Wind shield with grey scale	V	V
635	ParkAssist rear	V	V
P23 (665/672)	Porsche Communication Management (PCM) incl. navigation module	V	V
666	Telephone module	V	V
680	BOSE Surround Sound-System	V	V
791	Metallic paint	V	V
844	Multifunctional steering wheel	V	V
P06 (321/322)	Sport seats (14-way, electrical, incl. Memory-Package)	V	V

## 1.11 Dates

End of press embargo	C2 (S) Coupé	Worldwide	23/08/2011
1. Presentation at trade fair	C2 (S) Coupé		13. - 25/09/2011 (IAA Frankfurt)
Press presentation	C2 (S) Coupé		07. - 20/11/2011
Start of production (SOP) ZP.8	C2 S Coupé launch model <sup>1)</sup>	EU LHD/ RoW LHD	21/07/2011
		PCNA, PCL	27/10/2011
		EU RHD/ RoW RHD	04/11/2011
	C2 (S) Coupé remainder <sup>2)</sup>	EU/RoW LHD/RHD	04/11/2011
		PCNA, PCL	03/12*
Market launch (POS)	C2 S Coupé launch model	EU LHD	03/12/2011
		PCGB	10/12/2011
		EU RHD	21/01/2012
		PCNA/PCL	04/02/2012
		PME LHD, PRU	11/02/2012
		PJ LHD	25/02/2012
		RoW LHD, RHD	10/03/2012
		PCN	Late 03/12 national, 05/12 Beijing
	C2 (S) Coupé remainder	EU LHD/RHD	Successively from 01/12
		RoW LHD/RHD, PRU	Successively from 03/12
		PCNA/PCL	Successively from 05/12 **
		Korea	Successively from 05/12
		PCN	From 06/12 national, from 08/06 Beijing





\* PCNA, PCL only 3.4l (MG/PDK), 3.8l MG





\*\* PCNA, PCL only 3.4l (MG/PDK), 3,8l MG, remainder from 02/12





1) Launch model: 911 Carrera S with PDK and a series of obligatory special equipment

2) Remainder: 911 Carrera S with manual transmission, 911 Carrera and configurations with less special equipment.  
From end of press embargo on available without significant restrictions to customers for order.





## 1.13 Technical data





	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b> , VM.5
				
<b>Engine</b>				
Type	Aluminium flat engine	Aluminium flat engine	Aluminium flat engine	Aluminium flat engine
Cylinders	6	6	6	6
Valves per cylinder	4	4	4	4
Displacement	3,436 cc	3,800 cc	3,614 cc	3,800 cc
Bore/stroke	97 mm/77.5 mm	102 mm/77.5 mm	97 mm/81.5 mm	102 mm/77.5 mm
Fuel injection	Direct fuel injection	Direct fuel injection	Direct fuel injection	Direct fuel injection
European emission standard	EU5	EU5	EU5	EU5
Max. power	257 kW (350 hp)	294 kW (400 hp)	254 kW (345 hp)	283 kW (385 hp)
At engine speed	7,400 rpm	7,400 rpm	6,500 rpm	6,500 rpm
Max .torque	390 Nm	440 Nm	390 Nm	420 Nm
At engine speed	5,600 rpm	5,600 rpm	4,400 rpm	4,400 rpm
Max. engine speed	7,800 rpm	7,800 rpm	7,500 rpm	7,500 rpm
Engine speed, idle	680 rpm ± 25 rpm	680 rpm ± 25 rpm	680 rpm ± 80 rpm	680 rpm ± 80 rpm
Compression ratio	12.5 : 1	12.5 : 1	12.5 : 1	12.5 : 1
Lubrication	Integrated dry-sump lubrication with on-demand electronically controlled oil pump	Integrated dry-sump lubrication with on-demand electronically controlled oil pump	Integrated dry-sump lubrication with on-demand electronically controlled oil pump	Integrated dry-sump lubrication with on-demand electronically controlled oil pump
Max. power output per litre kw/l (hp/l)	74.8 (101.9)	77.4 (105.3)	70.3 (95.5)	74.5 (101.3)
power-to-weight ratio according to DIN kg/kW (kg/hp) manual gearbox PDK	5.4 (3.9) 5.4 (4.0)	4.7 (3.5) 4.8 (3.5)	5.6 (4.1) 5.7 (4.2)	5.0 (3.7) 5.1 (3.8)
Engine management/ mixture preparation	electronic engine management (EMS SDI 9.1) with static high-voltage distribution, direct fuel injection (DFI), cylinder-selective knock control, Stereo Lambda control circuits, electronic throttle	electronic engine management (EMS SDI 9.1) with static high-voltage distribution, direct fuel injection (DFI), cylinder-selective knock control, Stereo Lambda control circuits, electronic throttle	electronic engine management (EMS SDI 3.1) with static high-voltage distribution, direct fuel injection (DFI), cylinder-selective knock control, Stereo Lambda control circuits, electronic throttle	electronic engine management (EMS SDI 3.1) with static high-voltage distribution, direct fuel injection (DFI), cylinder-selective knock control, Stereo Lambda control circuits, electronic throttle
Generator	2.1 kW	2.1 kW	2.1 kW	2.1 kW
Starter	2.6 kW	2.6 kW	2.6 kW	2.6 kW
Battery	70 Ah	70 Ah	70 Ah	70 Ah





	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b>
				
<b>Transmission</b>				
Drive	rear	rear	rear	rear
Manual gearbox	7-speed	7-speed	6-speed	6-speed
Automatic transmission	7-speed Porsche Doppelkupplung (PDK)	7-speed Porsche Doppelkupplung (PDK)	7-speed Porsche Doppelkupplung (PDK)	7-speed Porsche Doppelkupplung (PDK)
manual gearbox transmission ratios				
1st gear	3.91	3.91	3.91	3.91
2nd gear	2.29	2.29	2.32	2.32
3rd gear	1.55	1.55	1.56	1.56
4th gear	1.30	1.30	1.28	1.28
5th gear	1.08	1.08	1.08	1.08
6th gear	0.88	0.88	0.88	0.88
7th gear	0.71	0.71	-	-
Reverse gear	3.55	3.55		
Differential ratio	3.44	3.44	3.44	3.44
Clutch diameter	240 mm (dual-mass flywheel)	240 mm (dual-mass flywheel)	240 mm (dual-mass flywheel)	240 mm (dual-mass flywheel)
PDK transmission ratios				
1st gear	3.91	3.91	3.91	3.91
2nd gear	2.29	2.29	2.29	2.29
3rd gear	1.65	1.65	1.65	1.65
4th gear	1.30	1.30	1.30	1.30
5th gear	1.08	1.08	1.08	1.08
6th gear	0.88	0.88	0.88	0.88
7th gear	0.62	0.62	0.62	0.62
Reverse gear	3.55	3.55		
Differential ratio	3.44	3.44	3.44	3.44
Clutch diameters	202/153 mm	202/153 mm	202/153 mm	202/153 mm
<b>Chassis</b>				
<u>Front axle</u>	McPherson spring strut axle, wheels suspended individually on wishbones with trailing links and suspension struts	McPherson spring strut axle, wheels suspended individually on wishbones with trailing links and suspension struts	McPherson spring strut axle, wheels suspended individually on wishbones with trailing links and suspension struts	McPherson spring strut axle, wheels suspended individually on wishbones with trailing links and suspension struts
Toe-in	+5 ± 5 min	+5 ± 5 min	+5 ± 5 min	+5 ± 5 min
Camber	- 20 ± 15 min	- 35 ± 15 min	- 15 ± 15 min	- 25 ± 15 min
<u>Rear axle</u>	Multi-link rear axle LSA, anti-roll bar	Multi-link rear axle LSA, anti-roll bar	Multi-link rear axle LSA, anti-roll bar	Multi-link rear axle LSA, anti-roll bar
Toe-in	+10 ± 5 min	+10 ± 5 min	+10 ± 5 min	+10 ± 5 min
Camber	- 1°30' ± 15 min	- 1°30' ± 15 min	- 1°30' ± 15 min	- 1°30' ± 15 min

	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b>
				
Standard brake system front/rear	4-piston aluminium monobloc brake callipers at front and rear axle, brake discs internally vented and cross-drilled, reinforced brake system, brake pad wear indicator on all brake pads, 8-inch/9-inch tandem brake booster	6-piston aluminium monobloc brake callipers at front axle and 4-piston aluminium monobloc brake callipers at rear axle, brake discs internally vented and cross-drilled, reinforced brake system, brake pad wear indicator on all brake pads, 8-inch/9-inch tandem brake booster	4-piston aluminium monobloc brake callipers at front and rear axle, brake discs internally vented and cross-drilled, reinforced brake system, brake pad wear indicator on all brake pads, 10-inch single brake booster	4-piston aluminium monobloc brake callipers at front and rear axle, brake discs internally vented and cross-drilled, reinforced brake system, brake pad wear indicator on all brake pads, 10-inch single brake booster
Ceramic brake system front/rear	Optional offer Porsche Ceramic Composite Brake (PCCB) carbon fibre-reinforced ceramic brake discs, internally vented and cross-drilled, brake disc diameter 350 mm front and rear, 6-piston brake callipers on the front axle and 4-piston brake callipers on the rear axle, brake callipers in yellow	Optional offer Porsche Ceramic Composite Brake (PCCB) carbon fibre-reinforced ceramic brake discs, internally vented and cross-drilled, brake disc diameter 350 mm front and rear, 6-piston brake callipers on the front axle and 4-piston brake callipers on the rear axle, brake callipers in yellow	Optional offer Porsche Ceramic Composite Brake (PCCB) carbon fibre-reinforced ceramic brake discs, internally vented and cross-drilled, brake disc diameter 350 mm front and rear, 6-piston brake callipers on the front axle and 4-piston brake callipers on the rear axle, brake callipers in yellow	Optional offer Porsche Ceramic Composite Brake (PCCB) carbon fibre-reinforced ceramic brake discs, internally vented and cross-drilled, brake disc diameter 350 mm front and rear, 6-piston brake callipers on the front axle and 4-piston brake callipers on the rear axle, brake callipers in yellow
ABS	Bosch ABS 9.0	Bosch ABS 9.0	Bosch ABS 8.0	Bosch ABS 8.0
Brake disc diameter	330 mm front, 330 mm rear	340 mm front, 330 mm rear	330 mm front, 330 mm rear	330 mm front, 330 mm rear
Disc thickness	28 mm front, 28 mm rear	34 mm front, 28 mm rear	28 mm front, 28 mm rear	34 mm front, 28 mm rear
Steering	Power steering, electromechanic	Power steering, electromechanic	Power steering, hydraulic	Power steering, hydraulic
Steering ratio (variable)	16.6 : 1 (centre position) up to 12.25 : 1	16.6 : 1 (centre position) up to 12.25 : 1	17.11: 1 (centre position) up to 13.76 : 1	17.11: 1 (centre position) up to 13.76 : 1
Steering wheel revolutions from lock to lock	2.55	2.55	2.62	2.62
Steering wheel diameter horizontal diameter vertical diameter	375 mm 370 mm	375 mm 370 mm	370 mm 370 mm	370 mm 370 mm
Turning circle diameter	11.1 m	11.1 m	10.9 m	10.9 m



	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b>
				
Traction / stability control systems	Vehicle stability control system (Porsche Stability Management - PSM) with ABS, ASR, ABD, MSR, pre-aeration of the brake system, brake assistant Option: PTV i.c.w. MG, PTV+ i.c.w. PDK	Vehicle stability control system (Porsche Stability Management - PSM) with ABS, ASR, ABD, MSR, pre-aeration of the brake system, brake assistant of PTV i.c.w. MG, PTV+ i.c.w. PDK	Vehicle stability control system (Porsche Stability Management - PSM) with ABS, ASR, ABD, MSR, pre-aeration of the brake system, brake assistant	Vehicle stability control system (Porsche Stability Management - PSM) with ABS, ASR, ABD, MSR, pre-aeration of the brake system, brake assistant
<b>Wheels</b>				
Front wheels with tyres	8.5 J x 19 235/40 ZR 19	8.5 J x 20 245/35 ZR 20	8 J x 18 235/40 ZR 18	8 J x 19 235/35 ZR 19
Rear wheels with tyres	11 J x 19 285/35 ZR 19	11 J x 20 295/30 ZR 20	10.5 J x 18 265/40 ZR 18	11 J x 19 295/30 ZR 19
18-inch summer tyre pressures front: part laden/fully laden rear: part laden/fully laden	- -	- -	2.3/2.5 2.6/3.0	- -
19-inch summer tyre pressures front: part laden/fully laden rear: part laden/fully laden	2.1/2.4 2.5/2.9	- -	2.3/2.5 2.7/3.0	2.3/2.5 2.7/3.0
20-inch summer tyre pressures front: part laden/fully laden rear: part laden/fully laden	2.2/2.5 2.7/3.1	2.2/2.5 2.7/3.1	- -	- -
<b>Performance</b>				
Top speed manual gearbox PDK	289 km/h 287 km/h	304 km/h 302 km/h	289 km/h 287 km/h	302 km/h 300 km/h
Acceleration 0 - 100 km/h manual gearbox PDK	4.8 s 4.6 s	4.5 s 4.3 s	4.9 s 4.7 s	4.7 s 4.5 s
Acceleration 0 - 100 km/h with Sport Chrono Paket manual gearbox PDK	- 4.4 s Sport+	- 4.1 s Sport+	- 4.5 s Sport+	- 4.3 s Sport+
Acceleration 0 - 160 km/h manual gearbox PDK	10.4 s 10.0 s	9.4 s 9.0 s	10.7 s 10.4 s	9.9 s 9.6 s
Acceleration 0 - 1000 m manual gearbox PDK	23.4 s 23.1 s	22.6 s 22.4 s	23.6 s 23.3 s	22.9 s 22.7 s
Acceleration ¼ mile manual gearbox PDK	12.9 s 12.8 s	12.6 s 12.5 s	13.0 s 12.9 s	12.8 s 12.7 s

	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b>
				
Flexibility 80 - 120 km/h	6.4 s (5th gear)	5.9 s (5th gear)	6.3 s (5th gear)	5.9 s (5th gear)
In-gear acceleration 80–120 km/h	2.8 s	2.4 s	2.9 s	2.7 s
<b>Fuel consumption / emissions</b>				
Fuel grade (95 octane permissible but with reduced performance)	Super Plus RON 98	Super Plus RON 98	Super Plus RON 98	Super Plus RON 98
Combined in l/100 km manual gearbox PDK	9.0 8.2	9.5 8.7	10.3 9.8	10.6 10.2
Urban in l/100 km manual gearbox PDK	12.8 11.2	13.8 12.2	15.5 14.7	15.9 15.3
Extra urban in l/100 km manual gearbox PDK	6.8 6.5	7.1 6.7	7.4 7.0	7.6 7.2
CO <sub>2</sub> emissions in g/km manual gearbox PDK	212 194	224 205	242 230	250 240
Fuel tank	64 l	64 l	64 l	64 l
Range manual gearbox PDK	711 km 780 km	674 km 736 km	621 km 653 km	604 km 628 km
<b>Dimensions</b>				
Length	4,491 mm	4,491 mm	4,435 mm	4,435 mm
Width (with exterior mirrors)	1,808 mm	1,808 mm	1,808 mm	1,808 mm
Height	1,303 mm	1,295 mm	1,310 mm	1,300 mm
Drag coefficient (C <sub>D</sub> )	0.29 (manual gearbox / PDK)	0.29 (manual gearbox / PDK)	0.29 (manual gearbox) / 0.29 (PDK)	0.29 (manual gearbox) / 0.30 (PDK)
Cross-sectional area (A)	2.01 m <sup>2</sup>	2.00 m <sup>2</sup>	2.01 m <sup>2</sup>	2.01 m <sup>2</sup>
Wheelbase	2,450 mm	2,450 mm	2,350 mm	2,350 mm
Track, front 18-inch wheels 19-inch wheels 20-inch wheels	- 1,532 mm 1,538 mm	- - 1,538 mm	1,486 mm 1,486 mm -	- 1,486 mm -
Track, rear 18-inch wheels 19-inch wheels 20-inch wheels	- 1,518 mm 1,516 mm	- - 1,516 mm	1,530 mm 1,516 mm -	- 1,516 mm -
Ground clearance standard chassis PASM <sup>*</sup> sports chassis	122 mm 114 mm 110 mm	- 118 mm 109 mm	121 mm 113 mm 106 mm	- 116 mm 107 mm

	<b>Porsche 911 Carrera</b>	<b>Porsche 911 Carrera S</b>	<b>Porsche 997 II Carrera</b>	<b>Porsche 997 II Carrera S</b>
				
Ramp breakover angle standard chassis PASM sports chassis	12.4 ° 11.6 ° 11.1 °	- 11.8 ° 11.0 °	13.5 ° 12.6 ° 11.7 °	- 12.7 ° 11.8 °
Loadspace volume front	135 l	135 l	135 l	135 l
Loadspace volume rear	205 l	205 l	205 l	205 l
<b>Weights</b>				
Unladen weight (DIN) manual gearbox PDK	1,380 kg 1,400 kg	1,395 kg 1,415 kg	1,415 kg 1,445 kg	1,425 kg 1,455 kg
Unladen weight (EC) manual gearbox PDK	1,455 kg 1,475 kg	1,470 kg 1,490 kg	1,490 kg 1,520 kg	1,500 kg 1,530 kg
Maximum payload manual gearbox PDK	415 kg 415 kg	435 kg 435 kg	405 kg 405 kg	405 kg 405 kg
Permissible gross weight manual gearbox PDK	1,795 kg 1,815 kg	1,830 kg 1,850 kg	1,820 kg 1,850 kg	1,830 kg 1,860 kg
Max. roof load with Porsche roof transport system	75 kg	75 kg	75 kg	75 kg
Permissible axle load front/rear manual gearbox PDK	725 kg/1,115 kg 725 kg/1,140 kg	730 kg/1,130 kg 730 kg/1,155 kg	775 kg/1,180 kg 775 kg/1,180 kg	775 kg/1,180 kg 775 kg/1,180 kg
Weight distribution front/rear manual gearbox PDK	38.77 %/61.23 % 38.21 %/61.79 %	38.71 % / 61.29 % 38.16 % / 61.84 %	38.20 %/61.80 % 38.10 %/61.90 %	38.20 %/61.80 % 38.10 %/61.90 %