



PORSCHE



Model Range



Cayenne S Hybrid

Introduction

Porsche has always been synonymous with the sportscar. Always on our own terms. Exhilarating, yet practical. Innovative, yet refined. Offering a wealth of personalisation options. For all models. Inside and out.

Our main focus, however, is and will always remain the pursuit of performance – but with the environment in mind. Whenever we develop a new engine or technology, efficiency plays a leading role. After all, high performance demands a high level of responsibility.

That, in essence, is the Porsche principle as found in each of our cars. Evolved over more than six decades. Now expressed in 31 different models. Here are the latest additions:

The new Cayenne.

Everything has changed – apart from the idea. Our new models come with a range of different drives. They are also lighter, safer, more efficient, more dynamic and more comfortable. In short: to the point.

The new Panamera.

Sportscar technology for four. Powered by a new V6 engine. Available with all-wheel and rear-wheel drive. Offering high performance and comfort – both in everyday scenarios and on long-distance journeys.

The Boxster Spyder.

We've taken the roadster concept back to the basics. The result: the Boxster Spyder. Bolder, more streamlined – and therefore more original, sportier and more liberated than ever.

The 911 Turbo S.

The most powerful interpretation of the 911 Turbo principle yet. Turbocharged with all the excitement of raising the bar higher still. Time and time again. Coupé or Cabriolet.

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The new Cayenne models.

Porsche Cayenne.

For wherever life takes you.

We've changed everything – apart from the Porsche Crest. Honing and refining the Cayenne concept to create a range of new models with new drives. More dynamic, practical and comfortable than ever before. Yet fuel consumption has been reduced by up to 23% and CO₂ emissions by up to 26% (depending on the model).^{1,2} This was achieved thanks to the Cayenne models being considerably lighter, with each one weighing up to 185 kg less than the respective previous model – and through the use of advanced technologies such as the auto start/stop function (p. 81).

The most innovative variant is the new Cayenne S Hybrid. Its parallel full hybrid drive (p. 70) harnesses the power of an electric machine (motor/generator) and an internal combustion engine. The benefits: outstanding performance levels with much lower fuel consumption.

With its powerful and efficient 3.0-litre V6 turbo-diesel engine and impressive range, the new Cayenne Diesel is a true long-distance athlete. Drive is transmitted to the road by Porsche Traction Management (PTM, p. 75).

The Cayenne Turbo with its 4.8-litre V8 powerplant develops 500 hp – guaranteed to send a shiver down the spine. The new eight-speed Tiptronic S (p. 72) converts the high torque into acceleration smoothly and efficiently. Efficiency is also enhanced through the use of advanced technologies such as direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73). PTV Plus (p. 81) is a new optional system for improving driving dynamics and stability. For added safety, there are Bi-Xenon main headlights with the Porsche Dynamic Light System (PDLS, p. 78) – standard on the new Cayenne Turbo. The optional Porsche Dynamic Chassis Control (PDCC, p. 76) further enhances the extraordinary precision handling of the new Cayenne models. Other optional equipment includes Lane Change Assist (LCA, p. 79) and adaptive cruise control (p. 78). Ensuring a first-class sound experience: the Burmester® High-End Surround Sound System (p. 84).

As always, we've focused on what's really important. To the point: the new Cayenne models.

¹ Compared to previous model.
² Data recorded using Euro 5 test procedure and NEDC (p. 92).



The new Cayenne.

The basic concept remains the same. We've just continued to improve it, drive it forward – getting right to the point. As a result, the new Cayenne is more dynamic, more comfortable, and closer to the road than ever before.

Standard specification.

The powerful, naturally aspirated 3.6-litre V6 engine features direct fuel injection (DFI, p. 73), variable valve timing on both inlet and exhaust, and a variable resonance intake manifold – for generous output and excellent fuel economy. The figures speak for themselves: maximum torque of 400 Nm, 220 kW (300 hp), a top speed of 230 km/h (143 mph) and the ability to accelerate from 0 to 100 km/h (62 mph) in 7.5 seconds. With both fuel consumption and CO₂ emissions reduced by 20%.^{1,2}

This power is delivered to the road by Porsche Traction Management (PTM, p. 75). Drive is transmitted through a high-performance six-speed manual gearbox, which ensures optimum progression through the gears. The gear lever throw is short and precise, with only minimal driver effort required.

For added comfort, the car has partial-leather seats, climate control, the CDR-31 audio system with touchscreen display, cruise

control and automatic headlight activation. The daytime running lights featuring LED technology improve safety in the daytime as they make you more visible to other road users.

Key optional equipment.

- 8-speed Tiptronic S with auto start/stop function (p. 72)
- Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS, p. 78)
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Air suspension with Porsche Active Suspension Management (PASM, p. 74)
- Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Porsche Dynamic Chassis Control (PDCC, p. 76)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Lane Change Assist (LCA, p. 79)
- Adaptive cruise control (p. 78)
- Wheels in various sizes (up to 21-inch diameter)
- Electrically deployable towbar system
- Automatic tailgate
- Panoramic roof system

¹ Compared to previous model.

² Data recorded using Euro 5 test procedure and NEDC (p. 92).

The new Cayenne Diesel.

Boasting outstanding performance and efficiency, the new Cayenne Diesel is ideal for longer journeys – offering high levels of torque, while fuel consumption remains low.¹

Standard specification.

Its 3.0-litre V6 turbo-diesel engine is powerful and refined. The unit generates 176 kW (240 hp) and maximum torque of 550 Nm. The sprint to 100 km/h (62 mph) requires just 7.8 seconds. Top speed is 218 km/h (135 mph). In addition, fuel consumption and CO₂ emissions have been reduced by up to 20%.^{1,2}

The turbocharger on the new Cayenne Diesel features Variable Turbine Geometry (VTG, p. 74), generating a higher output and impressive torque, even at low engine speeds. Direct fuel injection comes courtesy of a common-rail injection system. The injection pressure of up to 1,800 bar ensures high engine output, low emissions and low fuel consumption. A diesel particulate filter provides additional cleaning by removing soot particles.

The new eight-speed Tiptronic S (p. 72) includes gearshift controls on the steering wheel. It converts the high torque into acceleration smoothly and effectively. Porsche Traction Management (PTM, p. 75) permanent all-wheel drive with

self-locking centre differential transmits the car's power to all four wheels with optimum precision and control. Other standard equipment includes the auto start/stop function.

The optional 100-litre fuel tank enhances the range to well over 1,000 km (approx. 620 miles), while the comfort seats featuring eight-way electric adjustment ensure that you arrive relaxed.

Key optional equipment.

- Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS, p. 78)
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Air suspension with Porsche Active Suspension Management (PASM, p. 74)
- Reversing camera with ParkAssist (front and rear)
- Lane Change Assist (LCA, p. 79)
- Adaptive cruise control (p. 78)
- Wheels in various sizes (up to 21-inch diameter)
- Electrically deployable towbar system
- Automatic tailgate
- Panoramic roof system

¹ Compared to previous model.

² Data recorded using Euro 5 test procedure and NEDC (p. 92).



The new Cayenne S.

The Porsche 'S' has long been a mark of heightened sports performance and abundant reserves of power. On the new Cayenne S, it also stands for strength, agility and efficiency.

Standard specification.

At the heart of the car is a naturally aspirated 4.8-litre V8 engine featuring direct fuel injection (DFI, p. 73), VarioCam Plus (p. 73) and a two-stage intake manifold. This helps to keep fuel consumption and emissions low, while ensuring maximum output. In short: 294 kW (400 hp), maximum torque of 500 Nm and a top speed of 258 km/h (160 mph). Acceleration from 0 to 100 km/h (62 mph) takes as little as 5.9 seconds. Fuel consumption has been reduced by up to 23% and CO₂ emissions by as much as 26%.^{1,2} This is also due to the reduction in weight and the auto start/stop function.

Drive is transmitted to the road with smoothness and precision by the eight-speed Tiptronic S (p. 72), which includes gearshift controls on the steering wheel. The result: optimum use of the available power reserves. The outstanding potential of the new Cayenne S is harnessed and controlled by Porsche Traction Management (PTM, p. 75). Working in conjunction with advanced Porsche Stability Management

(PSM, p. 80), PTM ensures the required torque split in every driving scenario. On or off road. During performance driving or when towing heavy loads.

The black slats on the front air intakes make them appear larger, and the car wider. Other distinctive features include the 18-inch Cayenne S III wheels and silver-finish fixed calipers.

Key optional equipment.

- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Air suspension with Porsche Active Suspension Management (PASM, p. 74)
- Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Reversing camera with ParkAssist (front and rear)
- Lane Change Assist (LCA, p. 79)
- Adaptive cruise control (p. 78)
- Wheels in various sizes (up to 21-inch diameter)
- Electrically deployable towbar system
- Automatic tailgate
- Sports exhaust system
- Panoramic roof system

¹ Compared to previous model.

² Data recorded using Euro 5 test procedure and NEDC (p. 92).





The new Cayenne S Hybrid.

For the new Cayenne S Hybrid we chose a highly sophisticated technical concept, as we felt that this would perfectly embody the key principle of an alternative drive: efficiency.

Standard specification.

The new parallel full hybrid drive (p. 70) on the new Cayenne S Hybrid features a 3.0-litre V6 supercharged engine supported by an electric machine (motor/generator) – for greater efficiency. It offers levels of acceleration that are comparable with a V8 unit, but with considerably lower fuel consumption and CO₂ emissions.¹ The engine delivers 245 kW (333 hp), while the electric machine generates 34 kW (47 hp). Top speed is 242 km/h (150 mph) and acceleration from 0 to 100 km/h (62 mph) takes 6.5 seconds. Maximum torque is 580 Nm.

The electric machine is integrated directly into the drivetrain, thereby offering several benefits – both for the driver and the environment. Under moderate acceleration and at low speeds, it can power the vehicle independently. In order to drive quietly through residential areas, for example. In addition, the electric machine can be used to boost performance – for faster acceleration. Other energy-saving features include the car's ability to glide along, even when the engine

is turned off. This means it can simply 'coast' down many stretches of road without any power at all. The electric machine's generator can also be used to recuperate energy during braking (p. 71), i.e. for charging the battery. Together with the auto start/stop function (p. 81), the parallel full hybrid system offers exceptional levels of performance and efficiency.

The new eight-speed Tiptronic S (p. 72) and Porsche Traction Management (PTM, p. 75) permanent all-wheel drive with self-locking centre differential transmit the car's power with optimum control. On or off road.

Key optional equipment.

- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Air suspension with Porsche Active Suspension Management (PASM, p. 74)
- Reversing camera with ParkAssist (front and rear)
- Wheels in various sizes (up to 21-inch diameter)
- Automatic tailgate

¹ Data recorded using Euro 5 test procedure and NEDC (p. 92).

The new Cayenne Turbo.

Lower fuel consumption, faster acceleration. Supreme engineering that speaks for itself.

Standard specification.

The 4.8-litre twin-turbo V8 engine generates 368 kW (500 hp) and features direct fuel injection (DFI, p. 73). The car has a maximum speed of 278 km/h (173 mph) and the benchmark sprint from 0 to 100 km/h (62 mph) is completed in 4.7 seconds. Maximum torque is 700 Nm. Here too, fuel consumption has been reduced by 23% and CO₂ emissions by 25%.^{1,2} Not least thanks to the auto start/stop function (p. 81).

For greater car control, safety and comfort, the new Cayenne Turbo is equipped as standard with air suspension featuring self-levelling and ride-height control, as well as Porsche Active Suspension Management (PASM, p. 74). Additional traction and safety are provided by Porsche Traction Management (PTM, p. 75) active all-wheel drive. The phenomenal drive is efficiently transmitted to the road by the new eight-speed Tiptronic S (p. 72). Also connecting the car to the road are the new 19-inch Cayenne Turbo wheels. The discs are now larger: 390 mm at the front and 358 mm at the rear. The calipers feature a red paint finish.

For comfort, standard equipment comprises an interior package in smooth-finish leather, a rooflining in Alcantara, adaptive sports seats with comfort memory package (18-way), automatic headlight activation and automatically dimming exterior and interior mirrors. Also fitted as standard are the BOSE® Surround Sound System (p. 84) and Porsche Communication Management (PCM, p. 83) with navigation module.

Striking exterior features include a more distinctive 'power dome' on the engine lid – compared with the other models – as well as larger air intakes and Bi-Xenon headlights with Porsche Dynamic Light System (PDLS, p. 78).

Key optional equipment.

- Burmester® High-End Surround Sound System (p. 84)
- Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Reversing camera with ParkAssist (front and rear)
- Lane Change Assist (LCA, p. 79)
- Adaptive cruise control (p. 78)
- Wheels in various sizes (up to 21-inch diameter)

¹ Compared to previous model.

² Data recorded using Euro 5 test procedure and NEDC (p. 92).





The new Panamera.

The new Panamera – the perfect blend of power and efficiency. Offering long-distance comfort, everyday practicality and sportscar technology for four.

Standard specification.

The new naturally aspirated 3.6-litre V6 engine is efficient and refined. It delivers 220 kW (300 hp) and 400 Nm of torque. With a six-speed manual gearbox, it is capable of accelerating from 0 to 100 km/h (62 mph) in 6.8 seconds. Maximum speed is 261 km/h (162 mph). Optimum power and fuel economy also come courtesy of VarioCam Plus (p. 73) and direct fuel injection (DFI, p. 73), while Porsche Stability Management (PSM, p. 80) ensures a more dynamic drive.

Characteristic features include 18-inch Panamera wheels with black brake calipers, as well as black double slats on the side air intakes situated in the front apron, trim strips on the side windows in black (matt) and a black rear apron.

Inside, you'll find four individual seats and plenty of comfort thanks to the use of high-quality materials and outstanding ergonomics. The seat squabs, backrests, door handles and armrests are finished in textured leather, while the steering wheel and gear lever are in smooth-finish leather. The rear seats are

split-folding – for a loadspace volume of up to 1,263 litres. Porsche Communication Management (PCM, p. 83) with navigation module has a 7-inch colour touchscreen display. Other standard features include climate control, cruise control and electrically adjustable comfort seats (8-way).

Key optional equipment.

- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72) with auto start/stop function (p. 81)
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Seat ventilation (front and rear)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74)
- Adaptive air suspension
- Adaptive cruise control (p. 78)
- Porsche Dynamic Chassis Control (PDCC, p. 76) with Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sport Chrono Package Plus (p. 82)



The new Panamera 4.

The new Panamera 4. The sportscar among saloons. All the dynamic performance of an all-wheel drive vehicle combined with the efficiency of a V6 engine and the long-distance comfort you'd expect from a Panamera.

Standard specification.

Efficient: the new Panamera 4 is powered by a naturally aspirated 3.6-litre V6 engine generating 220 kW (300 hp) and 400 Nm of torque. It has a top speed of 257 km/h (160 mph) and sprints to 100 km/h (62 mph) in 6.1 seconds.

Dynamic: seven-speed Porsche Doppelkupplung (PDK, p. 72) double-clutch transmission in conjunction with the auto start/stop function (p. 81), direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73). An outstanding combination offering enhanced performance – and better fuel economy. PDK transmits drive torque to the active all-wheel drive of Porsche Traction Management (PTM, p. 75) – for optimum traction and stability.

Striking: 18-inch Panamera wheels with black calipers, titanium-coloured double slats in the outer front intakes, black rear apron diffuser with fins, and trim strips on the side windows in black (matt).

The interior has ample space for four people. With two fully folding

individual seats in the rear – and a loadspace volume of up to 1,263 litres. There's a comprehensive range of materials, finishes and colours to choose from: textured leather in three interior colours, interior trim in high-gloss black. There's also the Porsche Communication Management (PCM, p. 83) system with navigation module. In short: added comfort, greater efficiency and more dynamic performance.

Key optional equipment.

- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Seat ventilation (front and rear)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74)
- Adaptive air suspension
- Adaptive cruise control (p. 78)
- Porsche Dynamic Chassis Control (PDCC, p. 76) with Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sport Chrono Package Plus (p. 82)



The Panamera S.

Built for the road, this grand tourer is uniquely Porsche. With rear-wheel drive and manual gearbox. Above all, however, it's a sports car. But you don't need us to tell you that. It does bear the Porsche Crest. And the Porsche 'S'.

Standard specification.

Powered by a naturally aspirated 4.8-litre V8 engine delivering 294 kW (400 hp), the Panamera S has a top speed of 285 km/h (177 mph). With a six-speed manual gearbox, it accelerates from 0 to 100 km/h (62 mph) in 5.6 seconds. VarioCam Plus (p. 73) and direct fuel injection (DFI, p. 73) provide optimum power and fuel economy, while Porsche Active Suspension Management (PASM, p. 74) ensures a more dynamic drive.

Characteristic features include round twin tailpipes, 18-inch Panamera S wheels and powerful brakes with silver-coloured brake calipers. The car also has chrome finish trim strips on the side windows, as well as Bi-Xenon headlights with dynamic range control.

When you step inside, this four-seater also has plenty of individuality – with heated front seats, climate control and full leather interior. Cruise control offers added comfort on long journeys. The luggage compartment holds up to 445 litres.

This increases to 1,263 litres with the split-folding rear seats down. There's also the Porsche Communication Management (PCM, p. 83) system with navigation module as standard.

Key optional equipment.

- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72) with auto start/stop function (p. 81)
- Porsche Dynamic Light System (PDLS, p. 78)
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Seat ventilation (front and rear)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Adaptive air suspension
- Adaptive cruise control (p. 78)
- Porsche Dynamic Chassis Control (PDCC, p. 76) with Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sports exhaust system
- Sport Chrono Package Plus (p. 82)



The Panamera 4S.

A four-seater with all-wheel drive, plenty of room and the performance of a thoroughbred sports car.

Standard specification.

Naturally aspirated, the 4.8-litre V8 engine features direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73), and generates 294 kW (400 hp) of power. The car accelerates from 0 to 100 km/h (62 mph) in 5.0 seconds. Maximum speed: 282 km/h (175 mph). The seven-speed Porsche Doppelkupplung (PDK, p. 72) double-clutch transmission enables ultra-fast gear changes with no interruption in drive. For outstanding performance and driving comfort – as well as better fuel economy.

Porsche Active Suspension Management (PASM, p. 74) offers continuous adjustment of the damping force on each wheel based on current road conditions and driving style, for exceptional stability and driving dynamics. Porsche Traction Management (PTM, p. 75) active all-wheel drive ensures optimum traction and active safety.

Fuel economy is boosted by the auto start/stop function (p. 81), while range is enhanced by a 100-litre fuel tank.

Inside, you'll find four individual seats and plenty of comfort: partial-leather interior, climate control, heated front seats and the Porsche Communication Management (PCM, p. 83) system with navigation module. Equally striking: the PDK gear selector and gearshift switches on the steering wheel.

Typical exterior features include 18-inch Panamera S wheels, silver-coloured brake calipers, round twin tailpipes in dual-tube design and chrome finish trim strips on the side windows.

Key optional equipment.

- Porsche Dynamic Light System (PDLS, p. 78)
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 84)
- Seat ventilation (front and rear)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Adaptive air suspension
- Adaptive cruise control (p. 78)
- Porsche Dynamic Chassis Control (PDCC, p. 76) with Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sports exhaust system
- Sport Chrono Package Plus (p. 82)

The Panamera Turbo.

The top-of-the-range Panamera Turbo not only joins a long line of turbocharged Porsche models, it also leads the way with its extensive standard equipment and a host of exclusive features.

Standard specification.

The 4.8-litre V8 twin-turbo engine generates 368 kW (500 hp) and 700 Nm of torque. The sprint to 100 km/h (62 mph) takes 4.2 seconds. Top speed is 303 km/h (188 mph). Figures rarely encountered in the luxury saloon segment. Power is delivered by the seven-speed Porsche Doppelkupplung (PDK, p. 72) double-clutch transmission. The innovative adaptive air suspension system features a manual lift function, self-levelling and ride-height control, as well as Porsche Active Suspension Management (PASM, p. 74) for optimum performance and comfort. Porsche Traction Management (PTM, p. 75) active all-wheel drive enhances traction and safety.

Standard interior equipment comprises electrically adjustable comfort seats including a comfort memory package, seat heating front and rear, a range of leather and wood trims, and a rooflining in Alcantara. For information and entertainment, there's Porsche Communication Management (PCM,

p. 83) and the BOSE® Surround Sound System.

Safety is enhanced by the Porsche Dynamic Light System (PDLS, p. 78) featuring speed-sensitive headlight control, adverse weather function, static and dynamic cornering light functions, and four LED daytime running lights in each main headlight unit. The car comes with 19-inch Panamera Turbo wheels and red brake calipers. To the rear: twin dual-tube tailpipes in the unmistakable Turbo design. Other impressive details include the titanium-coloured diffuser with fins on the rear apron and integrated four-way spoiler. On the Panamera Turbo, this splits in the middle with extensions deploying to the left and right, making it considerably wider to further reduce lift at the rear axle.

Key optional equipment.

- Burmester® High-End Surround Sound System (p. 84)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Adaptive cruise control (p. 78)
- Porsche Dynamic Chassis Control (PDCC, p. 76) with Porsche Torque Vectoring Plus (PTV Plus, p. 81)
- Sport Chrono Package Turbo with overboost function (p. 82)





The 911 Carrera.

911. More than just a number. A clear reference to a sportscar that has stirred the emotions of generations since 1963. Rear-mounted engine, unmistakable design and a legendary silhouette. For a unique driving experience.

Standard specification.

The car is powered by a 3.6-litre, six-cylinder boxer engine featuring direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73). The unit delivers 254 kW (345 hp) at 6,500 rpm. For extraordinary driving dynamics, optimum efficiency and surprisingly low fuel consumption. The sprint from 0 to 100 km/h (62 mph) takes 4.9 seconds. Top speed is 289 km/h (180 mph). Drive is transmitted to the rear axle through the six-speed manual gearbox.

The braking system on the 911 Carrera has four-piston monobloc aluminium fixed calipers with a black paint finish. The 18-inch Carrera IV wheels offer an unrestricted view of the technology within.

For added safety, all 911 models are equipped with full-size driver and passenger airbags and Porsche Side Impact Protection (POSIP, p. 77). Bi-Xenon headlights provide effective and uniform illumination of the road. The front light units,

rear indicators, taillights and brake lights are fitted with fast-response LEDs.

Interior features include Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display and intuitive controls, as well as Sound Package Plus for a superb aural experience.

Design: equally functional and exciting. Drag coefficient: 0.29. Also characteristic, the auto-deploying rear spoiler and stainless steel twin tailpipes.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- 19-inch wheels in a range of designs
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm or 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)



The 911 Carrera 4.

Optimum dynamics and traction – thanks to all-wheel drive and a range of advanced technologies. The hallmark of the 911 Carrera 4.

Standard specification.

Powered by an engine that produces 254 kW (345 hp), the 911 Carrera 4 has a six-speed manual gearbox and reaches 100 km/h (62 mph) in 5.0 seconds. Maximum speed is 284 km/h (176 mph). Even better when all this performance is met with great efficiency: fuel consumption has been reduced by 6% and CO₂ emissions by 8%.^{1,2}

Porsche Traction Management (PTM, p. 75) combines active all-wheel drive with an electronically controlled multi-plate clutch for even greater driving dynamics. It is aided by the standard mechanical limited-slip rear differential. In conjunction with Porsche Stability Management (PSM, p. 80), PTM also improves safety by increasing traction at the driven rear axle, particularly in the wet or on snow. The 18-inch Carrera IV wheels provide the necessary levels of grip.

Inside, you'll find the latest in technology and comfort with Porsche Communication Management (PCM, p. 83) featuring a 6.5-inch touchscreen display, Sound Package Plus and climate control.

The 911 Carrera 4 is instantly recognisable from a range of exterior features: titanium-coloured front air intake grilles and slats, the widened body (+ 44 mm across the rear arches), wider track and wider rear tyres. The wider tail section is also emphasised by the rear reflector-strip panel.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm or 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)

¹ Compared with the previous model.
² Data recorded using Euro 5 test procedure and NEDC, see page 92.

The 911 Carrera S.

The Porsche 'S' is so much more than simply a letter. On the 911 Carrera S, it stands for strength, athleticism, dynamics. In short: for even greater sports performance – as each push of the throttle will confirm.

Standard specification.

Featuring direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73), the 3.8-litre boxer engine delivers 283 kW (385 hp) at 6,500 rpm. The sprint to 100 km/h (62 mph) requires just 4.7 seconds. Maximum speed is 302 km/h (188 mph).

Power is transmitted to the rear wheels via a six-speed manual gearbox. The gear lever throw is short and precise. Connecting the car with precision to the road is Porsche Active Suspension Management (PASM, p. 74) with a 10-mm reduction in ride height.

Race-inspired interior features include aluminium-coloured instrument dials and various interior trim in Aluminium Look finish. The three-spoke sports steering wheel feels comfortable, also during high-speed manoeuvres. Advanced communication technology is also included: Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display,

Sound Package Plus and climate control for maximum occupant comfort.

Equipment such as Porsche Stability Management (PSM, p. 80), Bi-Xenon headlights and Porsche Side Impact Protection (POSIP, p. 77) offer enhanced safety.

The car's powerful presence is augmented by 19-inch Carrera S II wheels, twin dual-tube tailpipes in stainless steel and an uprated braking system featuring four-piston monobloc aluminium fixed calipers with a distinctive red paint finish.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- PASM sports suspension with 20-mm reduction in ride height and mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)





The 911 Carrera 4S.

Irrepressible power. Accurately and safely applied with exceptional traction thanks to all-wheel drive. Nothing less than you would expect of the 911 Carrera 4S.

Standard specification.

Mounted low behind the rear axle, the six-cylinder boxer engine uses a 3.8-litre displacement to generate 283 kW (385 hp) at 6,500 rpm. With a six-speed manual gearbox, the 911 Carrera 4S accelerates from 0 to 100 km/h (62 mph) in 4.7 seconds and has a maximum speed of 297 km/h (185 mph). Advanced technologies such as direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73) offer a significant reduction in fuel consumption and CO₂ emissions.

Optimum traction is provided by Porsche Traction Management (PTM, p. 75) active all-wheel drive and the mechanical limited-slip rear differential. For maximum chassis performance, there's Porsche Active Suspension Management (PASM, p. 74) with a 10-mm reduction in ride height. This electronic damping control system offers active and continuous adjustment of the damping force on each individual wheel. PASM has two driver-selectable setup modes: 'Normal' and 'Sport'.

Safety is enhanced by Porsche Stability Management (PSM, p. 80), Porsche Side Impact Protection (POSIP, p. 77) and Bi-Xenon headlights.

The interior is ergonomically designed. The Porsche Communication Management (PCM, p. 83) controls are easy to use via the 6.5-inch touchscreen display.

The car's unique styling also extends to the wheels: 19-inch Carrera S II alloys with 235/35 ZR 19 tyres at the front and 305/30 ZR 19 at the rear.

Other typical features: the reflector-strip panel between the taillights and twin tailpipes in dual-tube design.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- PASM sports suspension with 20-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)



The 911 Carrera Cabriolet.

All 911 models use superb sports-car technology to bring you closer to the road. The 911 Carrera Cabriolet harnesses the power of Porsche and the power of nature – to bring you the best of all worlds.

Standard specification.

At the heart of the 911 Carrera Cabriolet, the 3.6-litre engine delivers 254 kW (345 hp). Acceleration from 0 to 100 km/h (62 mph) takes 5.1 seconds. Top speed is 289 km/h (180 mph). Drive is transmitted to the road by a six-speed manual gearbox. Direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73) offer greater performance and a remarkable reduction in fuel consumption and emissions.

The 911 Carrera Cabriolet is a classic convertible with a high-quality fabric hood. This weight-saving feature creates a lower centre of gravity, which in turn benefits performance and fuel economy.

Thanks to the concertina folding action of the robust hood structure, the interior lining is always well protected. The glass rear screen is scratch-resistant and electrically heated. The hood lining is made from heat-insulating, sound-absorbent fabric. The resulting noise levels are comparable with those on the Coupé models. Electrically powered, the hood is

opened or closed using a button on the centre console or via the key remote in approximately 20 seconds – and can be operated while travelling at up to 50 km/h (31 mph). A wind deflector is included as standard.

The safety concept is also comparable with that on the coupé models. Full-size front airbags are standard on all 911 models, as is Porsche Side Impact Protection (POSIP, p. 77). In addition, the 911 Carrera Cabriolet has an auto-deploying roll-over protection system.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- 19-inch wheels in a range of designs
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)

The 911 Carrera 4 Cabriolet.

Driving under the open skies. Wherever and whenever you choose to. With all the impressive performance of a 911. And the precision and traction offered by active all-wheel drive.

Standard specification.

The 3.6-litre engine produces 254 kW (345 hp) of power. The benchmark sprint to 100 km/h (62 mph) is completed in 5.2 seconds. Top speed is 284 km/h (176 mph). The six-speed manual gearbox is ergonomic and precise.

Specially configured for optimum driving dynamics, Porsche Traction Management (PTM, p. 75) active all-wheel drive also improves safety.

Fuel consumption and CO₂ emissions are surprisingly low thanks to direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73), as well as lightweight construction and lower frictional resistance in the engine.

Another contribution to the efficient use of resources: the aerodynamics, which are exceptionally well balanced on the 911 Cabriolet models. The drag coefficient with the hood closed is a match for the Coupé version at 0.30. This also keeps wind noise in the interior to a minimum. The detachable wind deflector is designed to further reduce turbulence.

The interior combines the highest standards of ergonomics and comfort with superior technology, such as Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display.

Distinctive exterior features on the all-wheel drive 911 models include titanium-coloured front air intake grilles and slats, the widened body (+44 mm across the rear arches) and a striking rear reflector-strip panel.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)





The 911 Carrera S Cabriolet.

The 911 Carrera S Cabriolet combines the sheer exhilaration of a convertible with outstanding performance – for unlimited driving pleasure.

Standard specification.

The 911 Carrera S has a maximum speed of 302 km/h (188 mph) and is capable of accelerating from 0 to 100 km/h (62 mph) in 4.9 seconds. The product of a 3.8-litre boxer engine that delivers 283 kW (385 hp). Direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73) offer a reduction in fuel consumption.

Porsche Active Suspension Management (PASM, p. 74) lowers the standard ride height by 10 mm. PASM has two driver-selectable setup modes: 'Normal' and 'Sport'. Also at the push of a button, the electrically operated hood is opened or closed via the centre console or key remote.

For added active safety, all 911 models are equipped with daytime running lights, position lights, rear indicators, taillights and brake lights featuring state-of-the-art LED technology. Passive safety is enhanced with full-size front airbags for the driver and passenger, Porsche Side Impact Protection (POSIP, p. 77) and a specially designed roll-over protection system.

The car's powerful and dynamic presence is augmented by 19-inch Carrera S II wheels, an uprated braking system featuring four-piston monobloc aluminium fixed calipers with a distinctive red paint finish and twin dual-tube tailpipes in stainless steel.

The interior: typically 911, it provides an exclusive environment built around the driver and is equipped with a range of sophisticated technologies. These include Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display, Sound Package Plus and climate control.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)



The 911 Carrera 4S Cabriolet.

A sports car – combined with all the benefits of a convertible. Power that is applied at all times with optimum traction thanks to all-wheel drive. And a design that, above all, is one thing: unmistakably 911.

Standard specification.

The 911 Carrera 4S Cabriolet has a 3.8-litre, six-cylinder boxer engine that generates 283 kW (385 hp) at 6,500 rpm. It has a top speed of 297 km/h (185 mph) and completes the sprint to 100 km/h (62 mph) in 4.9 seconds. Power is transmitted to the road by a high-performance six-speed manual gearbox. Advanced technologies such as direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73) make for modest fuel consumption.

Porsche Active Suspension Management (PASM, p. 74) ensures optimum driving dynamics, while Porsche Traction Management (PTM, p. 75) active all-wheel drive and the mechanical limited-slip rear differential improve safety by increasing traction.

Passive safety features include full-size front airbags for the driver and passenger, Porsche Side Impact Protection (POSIP, p. 77) and an effective roll-over protection system.

The classic fabric hood reduces wind noise to a minimum. Electrically operated, it is opened or closed using a button on the centre console or via the key remote.

Equally impressive, the interior features Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display and intuitive controls.

Distinctive exterior styling on the 911 Carrera 4S Cabriolet includes 19-inch Carrera S II wheels, the widened body (+44 mm across the rear arches) and a striking rear reflector-strip panel – for a purposeful stance that is uniquely 911.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)

The 911 Targa 4.

Coupé or cabriolet? Can't choose? That's a problem we solved back in 1965 with the original 911 Targa. Since then, we've honed and refined the concept – for more 'open-air' driving pleasure in literally all weather conditions.

Standard specification.

The 911 Targa 4 is powered by a 3.6-litre boxer engine. Featuring direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73), it delivers 254 kW (345 hp). The sprint to 100 km/h (62 mph) takes 5.2 seconds. Maximum speed is 284 km/h (176 mph).

Drive is transmitted through a high-performance six-speed manual gearbox. Porsche Traction Management (PTM, p. 75) active all-wheel drive ensures the required levels of traction. Other safety features include full-size driver and passenger airbags, Porsche Side Impact Protection (POSIP, p. 77) and a powerful braking system.

The electrically operated panoramic glass roof forms an integral part of the bodyshell structure. Open or closed, it provides a unique sensation of infinite space. A wind deflector is automatically deployed to minimise turbulence and noise. The classic 911 roofline is elegantly underlined by arching trim strips in anodised and polished aluminium.

The wider rear section is emphasised by the rear reflector-strip panel.

Exceptional technology can also be found in the interior: Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display and Sound Package Plus with nine loudspeakers and a nominal output of 235 Watts.

As on the 911 Carrera 4 models, the body of the 911 Targa 4 is wider across the rear arches. The wider rear track and mechanical limited-slip rear differential enable even better lateral acceleration during cornering.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- 19-inch wheels in a range of designs
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)





The 911 Targa 4S.

The 911 Targa 4S blends design and functionality with a clear commitment to performance. For a driving experience that is supremely individual.

Standard specification.

Featuring direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73), the 3.8-litre engine has an output of 283 kW (385 hp). Capable of accelerating from 0 to 100 km/h (62 mph) in just 4.9 seconds, the car has a top speed of 297 km/h (185 mph). Power is transmitted through a high-precision six-speed manual gearbox. For maximum driving dynamics, there's Porsche Active Suspension Management (PASM, p. 74) with a 10-mm reduction in ride height.

In conjunction with the mechanical limited-slip rear differential, Porsche Traction Management (PTM, p. 75) ensures the perfect distribution of drive torque in all road scenarios. For optimum traction – particularly in the wet or on snow.

The stylish interior features the latest technology including Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display.

The glass roof can be steplessly retracted to the required position at whatever speed you are travelling. It is made from tinted laminated safety glass. Combined with the electrically operated roll-up sunscreen, it offers excellent UV protection. Climate control maintains a comfortable temperature inside the cockpit. With a nominal output of 235 Watts, the Sound Package Plus system creates the perfect sound experience.

The 911 Targa 4 models also have an innovative loading concept. The glass rear screen can be opened for easier access to the rear loadspace area. For added convenience, it also features an electric closing aid.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Plus (p. 82)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Range of leather interior packages in various colours
- Navigation module (p. 83)
- BOSE® Surround Sound System (p. 84)

The 911 Turbo.

The concept behind this masterpiece of Porsche engineering: high efficiency and outright performance. This is achieved using technologies such as direct fuel injection (DFI, p. 73) – for a reduction in fuel consumption of up to 16% and CO₂ emissions by as much as 18%.^{1,2} Or the expansion intake manifold (p. 74) and optional Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72), Porsche Torque Vectoring (PTV, p. 81) and Sport Chrono Package Turbo (p. 82) including dynamic engine mount system (p. 75) and overboost function (p. 82).

Standard specification.

With displacement increased to 3.8 litres, the six-cylinder boxer engine now delivers 368 kW (500 hp) between 6,000 and 6,500 rpm and 650 Nm of torque. The benchmark sprint to 100 km/h (62 mph) takes 3.7 seconds. Top speed is 312 km/h (194 mph). Drive is effectively transmitted by a six-speed manual gearbox. The increased power and efficiency are down to the twin turbochargers featuring Variable Turbine Geometry (VTG, p. 74) and technologies such as VarioCam Plus (p. 73). Porsche Traction Management (PTM, p. 75) active all-wheel drive provides optimum traction at all times, while Porsche Active Suspension Management (PASM, p. 74)

ensures greater driving dynamics. Active safety is enhanced through a high-performance braking system and Porsche Side Impact Protection (POSIP, p. 77).

The elegant interior has full leather upholstery, comfort seats with driver memory, Porsche Communication Management (PCM, p. 83) and the BOSE® Surround Sound System.

Striking exterior styling includes the athletic body, distinctive 19-inch Turbo II wheels and LED taillights. The Bi-Xenon headlights and daytime running lights also feature LEDs.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Turbo (p. 82) incl. dynamic engine mount system (p. 75) and overboost function
- Porsche Torque Vectoring (PTV, p. 81)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- 19-inch RS Spyder wheels with centre lock

¹ Compared with the previous model.

² Data recorded using Euro 5 test procedure and NEDC, see page 93.



The 911 Turbo S.

We've never been satisfied with standing still. As far as we're concerned, our job is never done. There is always more that can be achieved. Not out of duty, but out of the passion to reach the targets we've set for ourselves – for you, the driver.

Standard specification.

With performance-oriented valve control and an increase in maximum boost pressure to 1.2 bar, the 3.8-litre boxer engine now generates 390 kW (530 hp) between 6,250 and 6,750 rpm. Maximum torque of 700 Nm is available between 2,100 and 4,250 rpm. That's 30 hp and 50 Nm more than on the 911 Turbo. Thanks to efficient technologies such as DFI (p. 73), Variable Turbine Geometry (VTG, p. 74), VarioCam Plus (p. 73) and the expansion intake manifold (p. 74), fuel consumption and CO₂ emissions are identical to those on the 911 Turbo despite the increase in output.

Through the standard combination of PDK (p. 72) and the Sport Chrono Package Turbo (p. 82) including dynamic engine mount system (p. 75), the 911 Turbo S accelerates to 100 km/h (62 mph) from a standing start in just 3.3 seconds – the best figure ever achieved by a Porsche production vehicle. The

sprint to 200 km/h (124 mph) takes 10.8 seconds. Top speed is 315 km/h (196 mph). Systems such as Porsche Torque Vectoring (PTV, p. 81) with mechanical limited-slip rear differential actively enhance the driving dynamics.

The 911 Turbo S has the safety to match its performance with equipment including the Porsche Ceramic Composite Brake (PCCB, p. 79) and dynamic cornering light function.

Also fitted as standard are the lightweight, forged 19-inch RS Spyder wheels with motorsport-derived centre lock.

The interior is equally impressive: three-spoke sports steering wheel with gearshift paddles, adaptive sports seats, PCM (p. 83) with six-disc CD/DVD autochanger, cruise control, two-tone leather in Black/Cream or Black/Titanium Blue and a grey top tint on the windscreen.

Key optional equipment.

- HomeLink® (programmable garage-door opener)
- Electric slide/tilt sunroof
- Range of leather interior packages in various colours
- Seat heating
- Seat ventilation





The 911 Turbo Cabriolet.

The 911 Turbo principle can be interpreted in many ways. One of its core values, however, will always remain the same: efficiency. In this case, enhanced by the intense feeling of open-top driving.

Standard specification.

The six-cylinder boxer engine uses a 3.8-litre displacement to produce 368 kW (500 hp) between 6,000 and 6,500 rpm. Maximum torque is 650 Nm. The result: greater power with fuel consumption reduced by up to 16% and CO₂ emissions by 18%.^{1,2} This is thanks to technologies such as direct fuel injection (DFI, p. 73), VarioCam Plus (p. 73), Variable Turbine Geometry (VTG, p. 74) and an expansion intake manifold (p. 74). With a six-speed manual gearbox, the 911 Turbo Cabriolet reaches 100 km/h (62 mph) in just 3.8 seconds. Maximum speed is 312 km/h (194 mph).

Porsche Traction Management (PTM, p. 75) active all-wheel drive provides the required levels of traction. For excellent driving dynamics, there's Porsche Active Suspension Management (PASM, p. 74) with a 10-mm reduction in ride height – compared with the 911 Carrera Cabriolet.

Other safety features include full-size airbags for driver and front passenger, Porsche Side Impact

Protection (POSIP, p. 77), Porsche Stability Management (PSM, p. 80) and an automatically deploying roll-over system.

The 911 Turbo Cabriolet has a high-quality fabric hood. Electrically powered, it is opened or closed using a button on the centre console or via the key remote in approximately 20 seconds and can be operated while travelling at up to 50 km/h (31 mph).

For added comfort, there's leather upholstery, comfort seats with driver memory and Porsche Communication Management (PCM, p. 83) with a 6.5-inch touchscreen display and navigation module.

Key optional equipment.

- Dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package Turbo (p. 82) incl. dynamic engine mount system (p. 75) and overboost function
- Porsche Torque Vectoring (PTV, p. 81)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- 19-inch RS Spyder wheels with centre lock

¹ Compared with the previous model.

² Data recorded using Euro 5 test procedure and NEDC, see page 93.



The 911 Turbo S Cabriolet.

The perfect place to be in turbulent times: right at the eye of the storm. Providing a safe haven until it's time to venture out again under the open skies.

Standard specification.

The 911 Turbo S Cabriolet is powered by a 3.8-litre boxer engine delivering 390 kW (530 hp). With PDK (p. 72) and the Sport Chrono Package Turbo (p. 82) including dynamic engine mount system (p. 75), it completes the sprint from 0 to 100 km/h (62 mph) in just 3.4 seconds. Top speed is 315 km/h (196 mph). Porsche Traction Management (PTM, p. 75) active all-wheel drive provides exceptional traction and driving dynamics. Porsche Torque Vectoring (PTV, p. 81) actively enhances agility. The system also offers variable distribution of engine torque to the rear wheels. Forged 19-inch RS Spyder wheels with centre lock keep the unsprung masses low.

Porsche Stability Management (PSM, p. 80) and Porsche Active Suspension Management (PASM, p. 74) improve driving stability and safety. This is complemented by the high-performance Porsche Ceramic Composite Brake (PCCB, p. 79). For outstanding occupant

protection the car comes with full-size driver and passenger airbags as well as Porsche Side Impact Protection (POSIP, p. 77). In addition, it has an effective roll-over protection system and reinforced A-pillars.

The fully automatic hood is lightweight, yet highly robust. The heated rear screen is made from scratch-resistant glass – for excellent rearward visibility.

For guaranteed comfort and sound quality, there's Porsche Communication Management (PCM, p. 83) including six-disc CD/DVD auto-changer, navigation module and 6.5-inch touchscreen display, as well as the BOSE® Surround Sound System. Standard fitment also includes adaptive sports seats and cruise control.

Key optional equipment.

- HomeLink® (programmable garage-door opener)
- Hardtop
- Range of leather interior packages in various colours
- Seat heating
- Seat ventilation

The 911 GT3.

Developed by race engineers. With dedication. And a passion for technology: advanced VarioCam (p. 73) and Porsche Stability Management (PSM, p. 80) are now fitted as standard. The innovative optional equipment includes a dynamic engine mount system (p. 75) and front axle lifting system (p. 76).

Standard specification.

The car is powered by a six-cylinder boxer engine with a displacement of 3.8 litres and advanced VarioCam. For even greater power and torque – but a similar level of fuel consumption to its predecessor. The unit generates 320 kW (435 hp) at 7,600 rpm. Maximum engine speed is 8,500 rpm and maximum torque is 430 Nm at 6,250 rpm. A smooth six-speed manual gearbox effectively delivers this power to the road. The 911 GT3 reaches 100 km/h (62 mph) in 4.1 seconds. Top speed is 312 km/h (194 mph). Porsche Active Suspension Management (PASM, p. 74) ensures a responsive drive. Ride height is lowered by approximately 30 mm compared with the 911 Carrera models.

The 911 GT3 runs on 19-inch GT3 wheels with a central locking device. Road-approved sport tyres¹ provide the necessary grip.

Everything on the car is designed to save weight. For a power-to-weight ratio of 312 hp per tonne.

Our approach to safety is as uncompromising as ever. The powerful brakes offer superb deceleration, even in extreme conditions.

In the interior, all instruments and controls are clearly arranged around the driver. The steering wheel rim, gear and handbrake lever grips, and seat centres are finished in Alcantara for exceptional grip. The sports seats provide excellent lateral support, even during high-speed cornering. Other features include climate control and the CDR-30 audio system.

Key optional equipment.

- Clubsport package (p. 83)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Dynamic engine mount system (p. 75)
- Front axle lifting system (p. 76)
- Weight-optimised lithium-ion battery
- Sport bucket seats and lightweight bucket seats
- Dynamic cornering lights
- Porsche Communication Management (PCM, p. 83) with navigation module

¹ Low-profile tyres are generally more susceptible to aquaplaning.





The 911 GT3 RS.

The idea: to bring the 911 GT3 even closer to the track. The result: lap times that astounded even our engineers.

Standard specification.

The engine: a motorsport-derived six-cylinder boxer, now with a 3.8-litre displacement and a titanium rear silencer.

Maximum power: 331 kW (450 hp) at 7,900 rpm. Maximum torque: 430 Nm at 6,750 rpm. Maximum engine speed: 8,500 rpm. Power is transmitted by a six-speed manual gearbox. The gear lever throw is short and the handling precise. The 911 GT3 RS accelerates from 0 to 100 km/h (62 mph) in 4.0 seconds. Top speed is 310 km/h (193 mph).

The car is equipped with Porsche Active Suspension Management (PASM, p. 74), as well as a dynamic engine mount system (p. 75) and Porsche Stability Management (PSM, p. 80).

Ride height, camber, toe angle and anti-roll bar settings can be adapted individually for racing use. The wishbones on the rear axle are also split. This means that the camber settings can be more accurately adjusted for racing conditions. The car is also fitted with 19-inch GT3 wheels featuring

a central locking device and sport tyres¹ for exceptional driving dynamics.

The car's interior clearly reflects its motorsport origins with features such as the Clubsport package including roll cage, lightweight sport bucket seats and door panels with red door pulls.

The body of the 911 GT3 RS is wider than on the 911 GT3 (+44 mm across the rear arches and +26 mm across the front arches). For a wider track and reduced body-roll. The increased front track ensures better turn-in. The striking exterior styling includes a colour combination exclusive to the 911 GT3 RS. And the fixed rear wing in carbon fibre with visible weave pattern. For even greater stability and aerodynamic downforce.

Key optional equipment.

- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Front axle lifting system (p. 76)
- Weight-optimised lithium-ion battery
- Dynamic cornering lights

¹ Low-profile tyres are generally more susceptible to aquaplaning.



The Cayman.

A thoroughbred sports car. With unyielding power. An uncompromising declaration of individuality, the Cayman goes its own way. So you can go yours.

Standard specification.

The 2.9-litre boxer engine produces 195 kW (265 hp) at 7,200 rpm. Mid-mounted, it is positioned 30 cm behind the driver – and just a few centimetres above road level. For a low centre of gravity that gives the Cayman tremendous agility and cornering dynamics. Thanks to the optional Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72), fuel consumption is reduced by up to 10% and CO₂ emissions by up to 12% compared with the previous model.¹ The Cayman accelerates from 0 to 100 km/h (62 mph) in 5.8 seconds. Maximum speed is 265 km/h (165 mph). Power is delivered to the road by a six-speed manual gearbox. Porsche Stability Management (PSM, p. 80) stabilises the car in demanding road scenarios. Airbags for the driver and front passenger as well as Porsche Side Impact Protection (POSIP, p. 77) provide a high level of passive safety.

The Cayman is equipped with halogen headlights and LED position lights. Typically for a coupé, there is no B-pillar. The LED taillights blend harmoniously with the

dynamic rear section. A look inside the cockpit instantly confirms that the car was designed for outright performance. All the controls are logically arranged for intuitive operation, including the CDR-30 audio system. The Cayman is also extremely practical with two luggage compartments offering a total of 410 litres and a large rear lid for easy access.

Key optional equipment.

- Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package or Sport Chrono Package Plus (p. 82)
- Wheels in various sizes (up to 19-inch diameter)
- Mechanical limited-slip rear differential
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Climate control
- Range of leather interior packages in various colours
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System (p. 84)

¹ Data recorded using Euro 5 test procedure and NEDC, see page 93.



The Cayman S.

The Cayman S – more individual than ever. Its spirited nature is fascinating. Its drive for power impressive.

Standard specification.

The car is powered by a mid-mounted, six-cylinder boxer engine with a 3.4-litre displacement, direct fuel injection (DFI, p. 73) and VarioCam Plus (p. 73). This system increases torque in the lower engine speed range and power output in the upper engine speed range. The result: 235 kW (320 hp) and maximum torque of 370 Nm. With the optional PDK, fuel consumption is reduced by up to 15% and CO₂ emissions by up to 16%.¹

The Cayman S completes the sprint to 100 km/h (62 mph) in just 5.2 seconds. Maximum speed is 277 km/h (172 mph). Drive is transmitted to the road through a precision six-speed manual gearbox.

With so much power and torque in reserve, it's good to know it's all under control. The updated braking system has four-piston monobloc aluminium fixed calipers with a distinctive red paint finish, visible behind the 18-inch wheels in a dynamic design. Passive safety is enhanced with driver and passenger airbags as well as Porsche Side Impact Protection (POSIP, p. 77) with head and thorax airbags.

Another important safety feature is Porsche Stability Management (PSM, p. 80).

Characteristic styling elements include the colour-coded front lip spoiler and dual-tube tailpipe in stainless steel.

Key optional equipment.

- Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package or Sport Chrono Package Plus (p. 82)
- Wheels in various sizes (up to 19-inch diameter)
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Climate control
- Range of leather interior packages in various colours
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System (p. 84)

¹ Data recorded using Euro 5 test procedure and NEDC, see page 93.



The Boxster.

An out-and-out roadster. High performance, lightweight construction, sporting agility. Values that are reflected in every detail. For the ultimate driving pleasure – hood open or closed.

Standard specification.

The Boxster is powered by a mid-mounted, six-cylinder boxer engine. The 2.9-litre unit develops 188 kW (255 hp) at 6,400 rpm. Maximum torque is 290 Nm. The result: extraordinary power with remarkably low fuel consumption. The six-speed manual gearbox has been optimally matched to the high engine output. From a standing start, the Boxster accelerates to 100 km/h (62 mph) in 5.9 seconds. Top speed is 263 km/h (163 mph).

Optimum safety is ensured by Porsche Stability Management (PSM, p. 80), Porsche Side Impact Protection (POSIP, p. 77) with head and thorax airbags, and an integrated two-part roll-over protection.

The interior is clearly designed around the driver, featuring high-quality materials, the CDR-30 audio system and air conditioning.

The car's exterior design reflects the performance potential within. Striking features include distinctive halogen headlights with LED

position lights. The LED taillights are elegantly incorporated within the powerful rear section. The stainless steel tailpipe and black rear diffusers complete the dynamic look.

Powerful yet practical, the Boxster also has a well thought-out storage concept that includes two luggage compartments.

Key optional equipment.

- Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package or Sport Chrono Package Plus (p. 82)
- Wheels in various sizes (up to 19-inch diameter)
- Mechanical limited-slip rear differential
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Climate control
- Range of leather interior packages in various colours
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System (p. 84)

The Boxster S.

The Boxster S presents an even more athletic interpretation of the roadster concept. More intense – and more efficient.

Standard specification.

The car's eager propulsion is provided by a 3.4-litre, six-cylinder boxer engine. Positioned at the centre of the car, the unit delivers 228 kW (310 hp) at 6,400 rpm. Maximum torque is 360 Nm. The benchmark sprint to 100 km/h (62 mph) requires just 5.3 seconds. Top speed is 274 km/h (170 mph). The engine features direct fuel injection (DFI, p. 73) – for greater power and torque. With the optional PDK (p. 72), fuel consumption is reduced by up to 15% and CO₂ emissions by as much as 16%.¹ Drive is transmitted to the road by a six-speed manual gearbox.

Standard safety features include Porsche Stability Management (PSM, p. 80), Porsche Side Impact Protection (POSIP, p. 77) and an integrated two-part roll-over protection system.

In the cockpit, everything is ergonomically arranged for intuitive operation, including the air conditioning and CDR-30 audio system.

In addition to the 18-inch Boxster S wheels, there's a highly distinctive lighting concept with halogen

headlights, LED position lights and LED taillights incorporated within the rear section. Equally striking are the front intake slats in black, rear diffuser and powerful brakes with distinctive red-painted calipers. Together with the dual-tube tailpipe at the centre of the rear apron.

Key optional equipment.

- Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package or Sport Chrono Package Plus (p. 82)
- Wheels in various sizes (up to 19-inch diameter)
- Mechanical limited-slip rear differential
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Porsche Active Suspension Management (PASM, p. 74) with 10-mm reduction in ride height
- Climate control
- Range of leather interior packages in various colours
- Porsche Communication Management (PCM, p. 83) with navigation module
- BOSE® Surround Sound System (p. 84)

¹ Data recorded using Euro 5 test procedure and NEDC, see page 93.



The Boxster Spyder.

The essence of the roadster: driving pleasure in its purest form. Focused on the road and the driver's zest for dynamic performance. In other words, a roadster that liberates.

Standard specification.

The enhanced 3.4-litre boxer engine offers 10 hp more than the impressive Boxster S, delivering 235 kW (320 hp) at 7,200 rpm for uncompromising acceleration. Maximum torque is 370 Nm at 4,750 rpm. Direct fuel injection (DFI, p. 73) ensures increased efficiency and performance. The Boxster Spyder is propelled from 0 to 100 km/h (62 mph) in 5.1 seconds. Maximum speed is 267 km/h (166 mph) – and that's with the hood down. Or 200 km/h (124 mph) with the hood closed.

Power is delivered to the road by a high-precision six-speed manual gearbox. The sports suspension has a firm setup and a ride height that is 20 mm lower at the front and rear than on the Boxster S. The standard rear differential improves traction on surfaces with different friction coefficients and when accelerating out of tight corners.

The car is characterised by a manual two-piece hood offering protection against the sun and weather. Other weight-saving features include aluminium doors and a minimalist interior. We've saved around 80 kg in total. For a power-to-weight ratio of approximately 250.9 hp per tonne. Not least thanks to the lightweight sport bucket seats.

Other striking features include the dynamic rear section with its powerful contours.

Key optional equipment.

- Bi-Xenon headlights with dynamic cornering lights
- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 72)
- Sport Chrono Package or Sport Chrono Package Plus (p. 82)
- Porsche Ceramic Composite Brake (PCCB, p. 79)
- Climate control
- Range of leather interior packages in various colours
- CDR-30 audio system
- Porsche Communication Management (PCM, p. 83) with navigation module
- Sound Package Plus





Technology.

Cayenne S Hybrid engine

Parallel full hybrid drive.

The new parallel full hybrid drive on the new Cayenne S Hybrid features a 3.0-litre V6 supercharged engine and an electric machine (motor/generator) that provides additional power on demand.

The supercharged engine generates high levels of torque, even at low engine speeds. The unit produces 245 kW (333 hp). 440 Nm of torque is available between 3,000 and 5,250 rpm, enabling a low-rev, economic driving style while offering exceptional reserves of power.

At 288 Volts, the electric machine has a maximum output of 34 kW (47 hp). The benefits of the synchronous motor with inner rotor design are extremely compact dimensions and high levels of efficiency. It also acts as a starter motor and alternator.

On the parallel full hybrid system, the electric machine is integrated directly into the drivetrain. The hybrid module is situated between the combustion engine and the transmission. The engine is engaged and disengaged using a specially designed decoupler.

The complex interplay between combustion engine, decoupler, electric machine and battery is controlled by the electronic engine management system. It receives all information on the driving and energy status and controls both drive systems to ensure optimum performance in any driving scenario.

Under moderate acceleration and at low speeds, the electric machine can power the vehicle independently using electricity alone. For example, for driving quietly through residential areas. In addition, it can be used to boost performance –

for faster acceleration, particularly when pulling away.

The electric machine's generator can also be used to recuperate energy during braking, i.e. for charging the battery. Other energy-saving features include the car's ability to glide along, even when the engine is turned off. The hybrid system therefore also brings significant advantages when not driving in urban traffic, as the vehicle can simply 'coast' down many stretches of road without any power at all.

Together with the auto start/stop function, the parallel full hybrid system offers exceptional levels of performance and efficiency.

The hybrid system features a high-voltage nickel metal hydride (NiMH) battery consisting of 240 cells. It provides the electric machine with the energy required for the vehicle to drive short distances solely on electric power. The compact battery is located under the loadspace floor in the luggage compartment. Weighing approximately 80 kg, its dimensions are 426 mm x 925 mm x 286 mm. The battery is designed to last without the need for any maintenance. A special battery management and cooling system maintains a constant temperature and protects the battery from overheating. It also monitors the

charge/discharge processes. As a result, the life of the battery is optimised and its suitability for everyday use ensured, while offering a high capacity: 1.7 kWh.

Systems that are usually dependent on the output provided by the combustion engine, such as

climate control, power steering and brake assist, run solely on electricity on the new Cayenne S Hybrid. As they do not rely on output from the engine, these functions remain active when the car is running in electric mode or when it is coasting along with the engine switched off.



Parallel full hybrid



1. Decoupler
2. Protective housing
3. Electric machine

Hybrid module

Porsche Doppelkupplung (PDK).

With PDK double-clutch transmission, gearshifts take place with milli-second precision and no interruption in drive. In total, PDK has seven gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The 7th gear has a long ratio and reduces fuel consumption even further. PDK is essentially two gearboxes in one and thus requires two clutches – designed as a double wet clutch transmission.

This double clutch provides an alternating, non-positive connection between the gearbox and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2). The flow of power from

the engine is only transmitted through one clutch at a time, while the next gear is preselected by the second clutch. During a gear change, a conventional shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time.

The benefits: faster acceleration, high levels of comfort and a significant reduction in fuel consumption.

Eight-speed Tiptronic S.

The new Cayenne models are available with eight-speed Tiptronic S. The outstanding feature of this new automatic transmission is a particularly wide ratio spread. First gear is designed for optimum acceleration when pulling away and greater

performance when tackling ascents and towing loads in off-road terrain. Top speed is reached in 6th gear. The two upper gears are used to lower the revs at high speed, thereby enhancing fuel economy and occupant comfort. On the motorway in particular, driving at low revs will significantly reduce the noise level inside the vehicle.

The driver can influence gearshifts on the Tiptronic S using the throttle and brakes alone. Tiptronic S automatically adapts the gearshift points for performance driving – equally, if a more defensive driving style is detected, the system selects a gearshift point that offers maximum fuel economy. Under heavy braking, Tiptronic S shifts down to maximise engine braking. An electric pump is used to

maintain the required pressure of the transmission fluid, e.g. to transmit high levels of torque at lower engine speeds.

Direct fuel injection (DFI).

Extremely high precision in terms of both timing and volume, and pressures from 120 to 140 bar – the principle of direct fuel injection (DFI). The swirling of the injected fuel creates a homogeneous air/fuel mix, thereby enhancing combustion.

By mixing the fuel and air directly in the combustion chamber, DFI also contributes to engine cooling. As a result, it was possible to increase the compression ratio and therefore output and efficiency.

The required amount of fuel can be precisely controlled via the injection rate and timing. The result: greater power and torque – combined with better fuel economy and reduced CO₂ emissions compared with the previous models. The proof that even high-performance cars can achieve moderate emission levels.

VarioCam/VarioCam Plus.

VarioCam Plus variable valve control responds to changing engine speeds and loads by adapting valve timing (VarioCam) and valve lift (VarioCam Plus) on the inlet side. This results in smoother running, better fuel economy and lower exhaust emissions as well as greater power and torque. This two-in-one engine concept seamlessly adapts as driver inputs change. The benefits: emphatic acceleration and ultra-smooth running characteristics.

The engines in the 911 GT3 models feature a new evolution of VarioCam. Previously used on the inlet side only, the system now offers continuous adjustment on both exhaust camshafts as well. For further enhanced engine output.



Direct fuel injection (DFI)



VarioCam Plus

Variable Turbine Geometry (VTG).

A technology used by Porsche on petrol-engined production cars – namely the 911 Turbo (Type 997) – for the first time ever. In contrast to conventional turbochargers, with VTG, the gas-flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can adjust the gas-flow rate and thus the forces acting on the turbine wheel. As a result, even with modest exhaust flow and at low engine rpm, the turbocharging effect is maximised. For a significant increase in boost pressure,

excellent cylinder charging and greater torque.

In other words: the torque curve picks up earlier and remains at a higher value for longer. Every throttle input is met with exceptional response and phenomenal acceleration. And the undesirable effect known as 'turbo lag' has become a thing of the past.

Expansion intake manifold.

A resonance manifold as used on conventional turbocharged engines increases engine output by forcing

additional air into the combustion chambers. The innovative expansion intake manifold turns this principle completely on its head. The air no longer enters the combustion chambers under compression, but during the expansion phase. Since expansion always cools, the air/fuel temperature is lower and ignition is significantly improved. Of course, the amount of air that enters the engine under expansion is less than it would be under compression. To compensate for this, we've simply increased the boost pressure from the turbochargers.

Instead of hot compressed air entering the combustion chambers, we now have cooler air generating more power and torque. As a consequence, there is a major improvement in engine efficiency, boosting performance and fuel economy even under heavy loads and at high rpm.

Porsche Active Suspension Management (PASM).

Porsche Active Suspension Management (PASM) is an electronic damping control system. It offers active and continuous adjustment of the damping force on each wheel based on current road conditions and driving style.

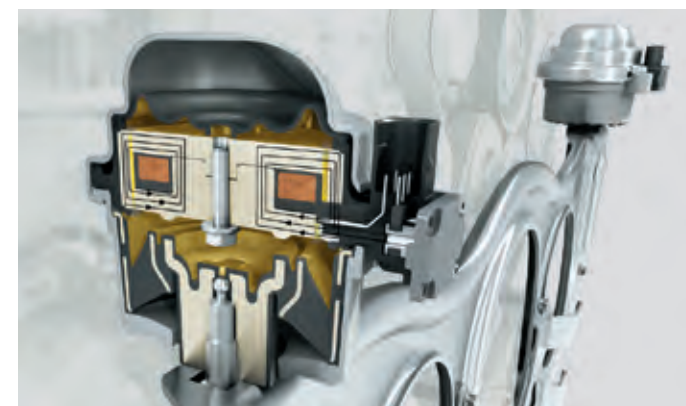
PASM has two driver-selectable setup modes, 'Normal' and 'Sport'. A total of three set-up modes are available on the Panamera models ('Comfort', 'Sport' and 'Sport Plus') and the Cayenne models ('Comfort', 'Normal' and 'Sport'). Based on the driving conditions, the system continuously varies the individual damping forces within the parameters defined for the selected setup mode.

Porsche Traction Management (PTM).

PTM active all-wheel drive enables dynamic handling and increased traction. On the Panamera 4, 4S and Turbo, the 911 Carrera 4 and 911 Turbo models as well as the Cayenne, Cayenne S and Cayenne Turbo, drive torque from the rear axle is transmitted to the front axle via an electronically variable multi-plate clutch.

Through continuous monitoring of the car's status, PTM can ensure the optimum torque split in every driving scenario. For outstanding performance on long straights, in tight bends, in the wet and on snow.

The new Cayenne S Hybrid and new Cayenne Diesel feature a permanent all-wheel drive system



Dynamic engine mount system

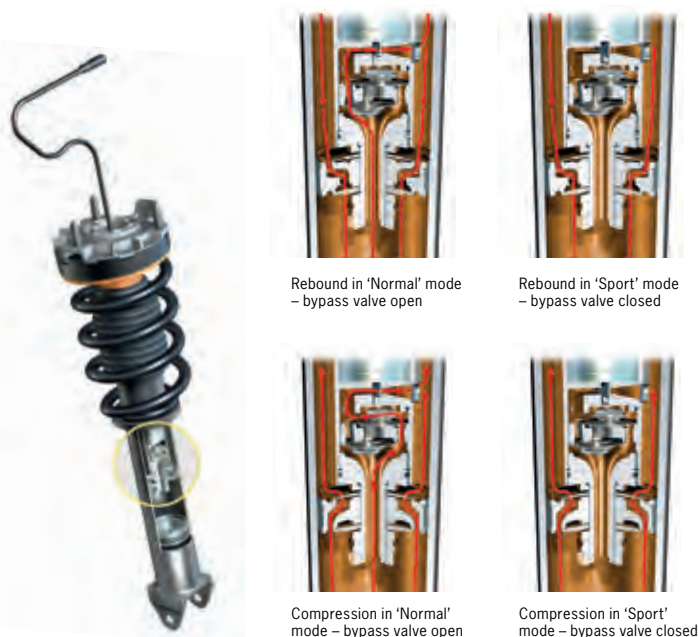
with self-locking centre differential. This provides a standard torque split of 60% to the rear and 40% to the front. If one of the wheels is in danger of slipping, the self-locking centre differential transmits the torque to the axle offering the highest level of traction. On the Cayenne Diesel and Cayenne S Hybrid, PTM also enables variable distribution of engine torque to the rear wheels, thereby enhancing steering precision and driving dynamics. Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel. This supports the steering motion of the car, thereby improving its cornering dynamics.

Other major features in PTM include an automatic brake differential (ABD) and anti-slip regulation (ASR).

Dynamic engine mount system.

A totally new development from Porsche, the dynamic engine mount system is available as an option for the 911 Turbo models and the 911 GT3. On the 911 Turbo S models and the 911 GT3 RS, it is included as standard. Electronically controlled, it reduces the transfer of vibration from the engine and drivetrain to the rest of the car.

At the rear of the car, the engine is bolted to the body via two separate mounts. When cornering at speed, while the front wheels change direction immediately, the engine is less inclined to. Due to the law of inertia, the engine tries to maintain its original direction of travel and so the rear of the car steps out.



Rebound in 'Normal' mode – bypass valve open

Rebound in 'Sport' mode – bypass valve closed

Compression in 'Normal' mode – bypass valve open

Compression in 'Sport' mode – bypass valve closed

Porsche Active Suspension Management (PASM) on Porsche 911 Carrera

With the dynamic engine mount system, this effect is reduced. Sensors are used to monitor the steering angle, longitudinal acceleration and lateral acceleration at all times. Based on this information, as well as road conditions and driving style, the system can adjust the stiffness of both engine mounts. This is achieved by exposing the magnetorheological fluid

within each mount to an electro-magnetic field. The minute particles in the fluid align themselves with the magnetic flux and the viscosity of the fluid is increased. As a result, the stiffness and damping rate of the engine mounts can be adjusted – for less vibration and greater comfort during everyday road driving or a more direct setup during performance driving.

Porsche Dynamic Chassis Control (PDCC).

Porsche Dynamic Chassis Control (PDCC) is an active anti-roll system that further enhances road-holding and driving dynamics.

PDCC anticipates and significantly reduces lateral body movement when cornering. It also minimises oscillation on rippled road surfaces. This is achieved with the aid of active anti-roll bars on the front and rear axles. The system responds to the current steering angle and lateral acceleration by producing a stabilising force that precisely negates the swaying force of the body.

The benefits: greater agility at every speed, more responsive steering and stable load transfer characteristics. Performance, traction and comfort are further improved, and with them, driving pleasure.

Front axle lifting system.

Kerbs, ramps and garage entries have always posed problems for cars with reduced ground clearance like the 911 GT3 models. Not anymore. Now our engineers have developed a lifting system that can raise the front axle by approximately 30 mm whenever there's a

risk of grounding. The car is lifted with the aid of an air compressor, which increases the pressure in the front PASM dampers (p. 74).

The lift function is operated via a button on the centre console and can be used while the car is stationary¹ as well as at speeds of up to 50 km/h (31 mph).

Active and passive safety.

The reinforced bodyshell structure contains a passenger cell that, despite consistent lightweight construction, is extremely resilient and offers great levels of protection in the event of an impact.

All Porsche models feature highly effective airbag technology: full-size front airbags for driver and

front passenger which are inflated in two stages depending on the severity and type of impact (e.g. frontal or diagonal). For added passive safety, the Panamera models are fitted with knee airbags for driver and front passenger.

Also included as standard on all Porsche models is Porsche Side Impact Protection (POSIP). This comprehensive package comprises side impact protection elements in each door, a thorax airbag in each front seat backrest and a head airbag in each door panel. On the Cayenne and Panamera models, extensive head protection for both rows of seats is provided by curtain-type airbags on each side of the roof. Instead of thorax airbags, the Panamera models have dual-chamber side airbags at the front offering enhanced protection

to pelvic and chest areas. The Panamera and new Cayenne models can also be fitted with optional side airbags in the rear compartment. In short: POSIP greatly enhances passive safety, especially in the event of side impact.

¹ When the vehicle is parked, the system should be brought to the lowered position as the air pressure can only be maintained for a certain period.



High-speed cornering in the Panamera S without PDCC



High-speed cornering in the Panamera Turbo with PDCC



Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS).

Featuring halogen auxiliary headlights, integrated headlight cleaning and automatic dynamic range control, the Bi-Xenon main headlights provide more uniform illumination of the road in both dipped and high-beam mode. The dynamic cornering light function swivels the headlights towards the inside of a bend based on the current steering angle and road speed. The static cornering lights activate the auxiliary headlights in order to illuminate more of the road in tight bends and turns. PDLS also features speed-sensitive headlight control and an adverse weather

function, which is activated in conjunction with the rear foglight – for even greater safety, not just at night and during cornering.

Adaptive cruise control.

Optional on all Panamera and Cayenne models, adaptive cruise control regulates the speed of your vehicle in line with that of the vehicle in front. To do that, the system uses a radar sensor in the central air intake to monitor the road up to 200 m ahead. If you approach another vehicle that is travelling slower than your selected cruising speed, the system slows the engine or gently applies the brakes (up to 3.5 m/s²).

This continues until the distance that you have preset is maintained. If heavier braking is required, the driver has to actively intervene. Your vehicle will now follow the one in front at a reduced speed. If the other vehicle decelerates further, adaptive cruise control will continue to reduce your speed – even down to a halt. To pull away after an automatic stop, simply use the control lever or depress the accelerator pedal. When the road ahead is free once more, the car automatically returns to your selected cruising speed.

For added safety, the system also readies the brakes whenever a decreasing distance to the vehicle in front is detected. Adaptive cruise control and PSM interact to refill the brakes.

Lane Change Assist (LCA).

The new Cayenne models are available with Lane Change Assist (LCA). The system monitors the area to the side of the vehicle's rear and the blind spot using radar sensors. At speeds of 30 km/h (19 mph) or more, the system alerts the driver of a vehicle in the blind spot or approaching quickly from behind via a visual signal from the exterior mirrors. This is particularly useful when driving on the motorway. However, LCA does not actively intervene in the controlling of the vehicle and can be deactivated at any time.

Porsche Ceramic Composite Brake (PCCB).

The race-proven Porsche Ceramic Composite Brake features larger-diameter discs – for exceptional deceleration. The key advantage of PCCB is a total weight saving of approximately 50% compared with equivalent cast-iron discs. This represents a major reduction in the unsprung and rotating masses. The result: better road-holding and a further boost to agility and brake performance. Excellent fade resistance is guaranteed thanks to consistently high friction values.



Lane Change Assist (LCA) on the new Cayenne



Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS) on the new Cayenne Turbo



Porsche Ceramic Composite Brake (PCCB) on the Panamera 4S

Porsche Stability Management (PSM).

PSM is an electronic control system that helps stabilise the vehicle in hazardous road scenarios. Using a range of sensors, PSM continuously monitors the direction, speed, yaw velocity and lateral acceleration of the car. The system then calculates the actual direction of travel. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

Under acceleration on variable-grip surfaces, PSM improves the car's traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions. For a more involving driving experience, PSM can also be disabled, but remains active in the background.

PSM has two additional functions (not available on 911 GT3 models): electronic brake prefill – for reaching maximum brake performance with virtually no delay – and brake assist – for maximum deceleration in an emergency stop.

On the Panamera and Cayenne models, PSM also features a trailer stabilisation function.

On the 911 GT3 models, in addition to ABS (anti-lock braking), PSM comprises two further automatic control systems: stability control (SC) and traction control (TC). Unique to PSM on the 911 GT3 models, both control systems intervene later and can be completely disabled in two stages – for maximum driver involvement, e.g. on the racetrack.

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

PTV with mechanical limited-slip rear differential and PTV Plus with electronically controlled rear differential offer variable distribution of engine torque to the rear wheels, thereby enhancing driving dynamics and stability. PTV is available as an option on the 911 Turbo models, (standard on the 911 Turbo S models), while PTV Plus is optional on the Cayenne, Cayenne S and Cayenne Turbo as well as on all Panamera models. Depending on the steering angle, steering speed, throttle pedal position, yaw velocity and vehicle speed, PTV/PTV Plus optimises steering response and precision by applying brake pressure to the left or right rear wheel, as required.

Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel. This transfers drive torque to the outside rear wheel which supports

the steering motion of the car, thereby improving its cornering dynamics.

At slow and medium speeds, the system considerably enhances agility and steering precision. At high speeds, during fast cornering and under wheel spin, the mechanical or electronically controlled limited-slip rear differential ensure additional stability.

Also on variable-grip surfaces, in the wet and on snow, PTV/PTV Plus – combined with Porsche Traction Management (PTM) and Porsche Stability Management (PSM) – provides a major contribution to active safety.

When driving the Cayenne, Cayenne S and Cayenne Turbo off road, PTV Plus reduces wheel spin on the rear wheels – even when towing heavy trailer loads. The electronically controlled rear differential can be fully locked using the off-road control on the centre console.

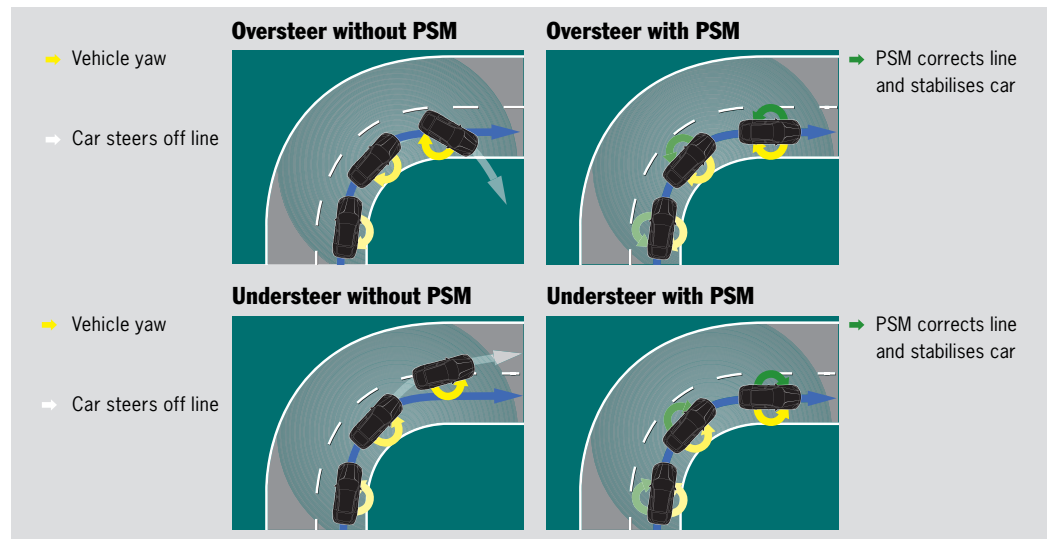
Auto start/stop function.

All Panamera models that are equipped with PDK and all Cayenne model with eight-speed Tiptronic S also feature an auto start/stop function. If, for example, you stop at traffic lights with your foot on the brake pedal, the auto start/stop function will automatically cut the engine. This fuel-saving system restarts the engine as soon as you release the brakes.

Although the engine is not running, all audio and communication systems remain switched on and the air-conditioning system continues to maintain the selected temperature.

The auto start/stop function can be activated and deactivated at the push of a button. The starter motor has been revised to cope with the additional demands of the system, and the battery charge and life are continuously monitored.¹

On the Cayenne S Hybrid, the auto start/stop function is integrated into the parallel full hybrid drive.



Porsche Stability Management (PSM)

¹ The battery and starter motor are replacement parts that are subject to greater wear and tear with frequent use of the auto start/stop function.

Sport Chrono Packages.

The Sport Chrono Package – in conjunction with PCM, the Sport Chrono Package Plus – provides simultaneous enhancement for the drivetrain and chassis. When 'SPORT'/'SPORT PLUS' mode is selected, depending on the vehicle model and specification, the following occurs: a much more aggressive response to throttle pedal inputs, the rev-limiter is adjusted to a harder setting, and the engine management system adapts for performance driving.

In 'SPORT'/'SPORT PLUS' mode, the intervention threshold of PSM (p. 80) is raised – for a more natural response to lateral and longitudinal forces. The chassis control systems PASM or PDCC

also switch to 'SPORT' mode. The adaptive air suspension available as an option on the Panamera models drops to 'Low Level' in 'SPORT PLUS' mode. The dampers become firmer, enabling faster turn-in, greater agility and enhanced driving dynamics. For an even more involving driving experience, PSM can be disabled.

In conjunction with PDK in automatic mode, the basic gearshift pattern is switched to high-performance mode. The shift times become shorter, the gear changes sportier. With PDK in manual mode, the gear changes are faster, more dynamic. Two further special functions in conjunction with PDK: launch control – for maximum acceleration from a standing start. And gearshift strategy (on the

Boxster, Cayman and 911 models only) – readying PDK for ultra-fast gear changes and optimum shift points. The result: simply breathtaking acceleration.

Exclusively available for the 911 Turbo and Panamera Turbo is the optional Sport Chrono Package Turbo. On the 911 Turbo, it also includes a dynamic engine mount system. The 'overboost' function featured on both models enables an increase in boost pressure, thereby temporarily raising engine torque (up to 700 Nm on the 911 Turbo and 770 Nm on the Panamera Turbo).

All Panamera and Cayenne models have a standard 'SPORT' function with a choice of comfort-oriented or high-performance setup.

Clubsport package.

A 'Clubsport' racing package is available as a no-cost option for the 911 GT3 (only in conjunction with optional lightweight or sport bucket seats) and as standard fitment on the 911 GT3 RS.

It comprises a bolt-in roll cage located behind the front seats, a six-point racing harness in red for the driver's side (unfitted), a fire extinguisher with mounting bracket (unfitted) and a preparation for battery master switch.

This is available separately from the Porsche Motorsport department, as is the front roll cage element.

In conjunction with the Clubsport package, the seats are covered with flame-retardant material – for added safety.



Porsche Communication Management (PCM) in the Panamera Turbo

Porsche Communication Management (PCM).

PCM with a 6.5-inch touchscreen display (7-inch on the Panamera and Cayenne models) offers intuitive control and is available with a range of optional features: a navigation module (included in the optional PCM on the Panamera, Cayenne, Boxster, Cayman and 911 GT3; standard on the Turbo models), an integrated six-disc CD/DVD autochanger, a universal audio interface, a TV tuner, a Bluetooth® telephone module and

voice control with whole-word recognition. The sound experience is equally refined, especially in conjunction with the BOSE® Surround Sound System or the Burmester® High-End Surround Sound System available on the Panamera and Cayenne models which both support audio output in 5.1 discrete surround sound.



Sport Chrono Package in the Panamera Turbo

BOSE® Surround Sound System.

The BOSE® Surround Sound System was specially developed to Porsche specifications and custom-engineered for the specific interior acoustics of the respective model. Up to 14 loudspeakers (incl. active subwoofer and centre-fill speaker) combine with a multi-channel amplifier (output: 385 to 585 Watts, depending on the model) to produce a powerful sound experience in each Porsche model.

In conjunction with PCM, the system supports digital 5.1 surround sound on audio and video DVDs to create a lifelike audio environment. Naturally, you can also play conventional CDs, either in stereo mode or as surround sound generated by

the patented BOSE® Centerpoint® technology.

Burmester® High-End Surround Sound System.

Exclusive to the Panamera and Cayenne: the High-End Surround Sound System from Burmester®, one of the most respected premium audio manufacturers worldwide. The technologies behind the system meet the same exacting standards as those in the company's high-end home audio products. State-of-the-art and featured like this in a Porsche for the first time. The extravagance is uncompromising, the craftsmanship excellent, the sound phenomenal. The system owes its eminence to

countless details, and one overriding goal: perfection in sound.

In figures: 16-channel amplifier with a total output of more than 1,000 Watts, 16 loudspeakers (incl. active subwoofer with 300-Watt Class D amplifier), a total diaphragm area of more than 2,400 cm², and a frequency range of 30 Hz to 20 kHz.



Interior of the new Cayenne



Interior of the 911 Carrera 4S Cabriolet



BOSE® Surround Sound System in the Panamera 4S



Burmester® High-End Surround Sound System in the Panamera Turbo



Interior of the Cayman S

Technical data.

	Cylinders	Displacement	Max. power (DIN)	at rpm	Max. torque	
The new Cayenne	6	3,598 cm ³	220 kW (300 hp)	6,300	400 Nm	
The new Cayenne Diesel	6	2,967 cm ³	176 kW (240 hp)	4,000–4,400	550 Nm	
The new Cayenne S	8	4,806 cm ³	294 kW (400 hp)	6,500	500 Nm	
The new Cayenne S Hybrid	6	2,995 cm ³	Total output of both units	279 kW (380 hp)	5,500	580 Nm
Combustion engine			245 kW (333 hp)	5,500–6,500	440 Nm	
Electric machine			34 kW (47 hp)	> 1,150	300 Nm	
The new Cayenne Turbo	8	4,806 cm ³	368 kW (500 hp)	6,000	700 Nm	
The new Panamera	6	3,605 cm ³	220 kW (300 hp)	6,200	400 Nm	
The new Panamera 4	6	3,605 cm ³	220 kW (300 hp)	6,200	400 Nm	
The Panamera S	8	4,806 cm ³	294 kW (400 hp)	6,500	500 Nm	
The Panamera 4S	8	4,806 cm ³	294 kW (400 hp)	6,500	500 Nm	
The Panamera Turbo	8	4,806 cm ³	368 kW (500 hp)	6,000	700 Nm (770 Nm) ¹	

at rpm	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility/over- taking accelera- tion 80–120 km/h (50–75 mph)
3,000	6-speed manual gearbox/ 8-speed Tiptronic S (opt.)	230 km/h (143 mph)/ 230 km/h (143 mph)	7.5 secs/ 7.8 secs	19.0 secs/ 19.7 secs	9.6 secs (5th gear)/ 5.4 secs
2,000–2,250	8-speed Tiptronic S	218 km/h (135 mph)	7.8 secs	20.2 secs	5.3 secs
3,500	8-speed Tiptronic S	258 km/h (160 mph)	5.9 secs	13.9 secs	4.0 secs
1,000 3,000–5,250 < 1,150	8-speed Tiptronic S	242 km/h (150 mph)	6.5 secs	16.5 secs	4.6 secs
2,250–4,500	8-speed Tiptronic S	278 km/h (173 mph)	4.7 secs	10.5 secs	3.1 secs
3,750	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	261 km/h (162 mph)/ 259 km/h (161 mph)	6.8 secs/ 6.3 secs/ 6.1 secs	15.6 secs/ 15.0 secs/ 14.8 secs	8.4 secs (5th gear)/ 4.3 secs
3,750	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	257 km/h (160 mph)	6.1 secs/ 5.9 secs	15.2 secs/ 15.0 secs	4.4 secs
3,500–5,000	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	285 km/h (177 mph)/ 283 km/h (176 mph)	5.6 secs/ 5.4 secs/ 5.2 secs	12.1 secs/ 11.7 secs/ 11.5 secs	7.0 secs (5th gear)/ 3.2 secs
3,500–5,000	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	282 km/h (175 mph)	5.0 secs/ 4.8 secs	11.5 secs/ 11.3 secs	3.3 secs
2,250–4,500 (3,000–4,000) ¹	7-speed PDK/ PDK and Sport Chrono Package Turbo (optional)	303 km/h (188 mph)	4.2 secs/ 4.0 secs	9.0 secs/ 8.8 secs	2.7 secs

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

¹ With overboost function.

	Cylinders	Displacement	Max. power (DIN)	at rpm	Max. torque
The 911 Carrera	6	3,614 cm ³	254 kW (345 hp)	6,500	390 Nm
The 911 Carrera 4	6	3,614 cm ³	254 kW (345 hp)	6,500	390 Nm
The 911 Carrera S	6	3,800 cm ³	283 kW (385 hp)	6,500	420 Nm
The 911 Carrera 4S	6	3,800 cm ³	283 kW (385 hp)	6,500	420 Nm
The 911 Carrera Cabriolet	6	3,614 cm ³	254 kW (345 hp)	6,500	390 Nm
The 911 Carrera 4 Cabriolet	6	3,614 cm ³	254 kW (345 hp)	6,500	390 Nm
The 911 Carrera S Cabriolet	6	3,800 cm ³	283 kW (385 hp)	6,500	420 Nm
The 911 Carrera 4S Cabriolet	6	3,800 cm ³	283 kW (385 hp)	6,500	420 Nm
The 911 Targa 4	6	3,614 cm ³	254 kW (345 hp)	6,500	390 Nm
The 911 Targa 4S	6	3,800 cm ³	283 kW (385 hp)	6,500	420 Nm
The 911 Turbo	6	3,800 cm ³	368 kW (500 hp)	6,000–6,500	650 Nm (700 Nm) ¹
The 911 Turbo S	6	3,800 cm ³	390 kW (530 hp)	6,250–6,750	700 Nm

at rpm	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility/over- taking accelera- tion 80–120 km/h (50–75 mph)
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.7 secs/ 10.4 secs/ 10.1 secs	6.3 secs (5th gear)/ 2.9 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.0 secs/ 4.8 secs/ 4.6 secs	10.9 secs/ 10.6 secs/ 10.3 secs	6.4 secs (5th gear)/ 3.0 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	9.9 secs/ 9.6 secs/ 9.3 secs	5.9 secs (5th gear)/ 2.7 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	10.0 secs/ 9.7 secs/ 9.4 secs	6.0 secs (5th gear)/ 2.8 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	5.1 secs/ 4.9 secs/ 4.7 secs	11.1 secs/ 10.8 secs/ 10.5 secs	6.6 secs (5th gear)/ 3.1 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 3.2 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.3 secs/ 10.0 secs/ 9.7 secs	6.2 secs (5th gear)/ 2.9 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 3.0 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 3.2 secs
4,400	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 3.0 secs
1,950–5,000 (2,100–4,000) ¹	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Turbo (optional)	312 km/h (194 mph)/ 312 km/h (194 mph)	3.7 secs/ 3.6 secs/ 3.4 secs	7.8 secs/ 7.7 secs/ 7.4 secs	3.7 secs (5th gear)/ 2.1 secs
2,100–4,250	7-speed PDK and Sport Chrono Package Turbo	315 km/h (196 mph)	3.3 secs	7.1 secs	2.0 secs

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

¹With overboost function.

	Cylinders	Displacement	Max. power (DIN)	at rpm	Max. torque
The 911 Turbo Cabriolet	6	3,800 cm ³	368 kW (500 hp)	6,000–6,500	650 Nm (700 Nm) ¹
The 911 Turbo S Cabriolet	6	3,800 cm ³	390 kW (530 hp)	6,250–6,750	700 Nm
The 911 GT3	6	3,797 cm ³	320 kW (435 hp)	7,600	430 Nm
The 911 GT3 RS	6	3,797 cm ³	331 kW (450 hp)	7,900	430 Nm
The Cayman	6	2,893 cm ³	195 kW (265 hp)	7,200	300 Nm
The Cayman S	6	3,436 cm ³	235 kW (320 hp)	7,200	370 Nm
The Boxster	6	2,893 cm ³	188 kW (255 hp)	6,400	290 Nm
The Boxster S	6	3,436 cm ³	228 kW (310 hp)	6,400	360 Nm
The Boxster Spyder	6	3,436 cm ³	235 kW (320 hp)	7,200	370 Nm

at rpm	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility/over- taking accelera- tion 80–120 km/h (50–75 mph)
1,950–5,000 (2,100–4,000) ¹	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Turbo (optional)	312 km/h (194 mph)/ 312 km/h (194 mph)	3.8 secs/ 3.7 secs/ 3.5 secs	8.1 secs/ 8.0 secs/ 7.7 secs	3.8 secs (5th gear)/ 2.2 secs
2,100–4,250	7-speed PDK and Sport Chrono Package Turbo	315 km/h (196 mph)	3.4 secs	7.4 secs	2.1 secs
6,250	6-speed manual gearbox	312 km/h (194 mph)	4.1 secs	8.2 secs	5.8 secs (5th gear)
6,750	6-speed manual gearbox	310 km/h (193 mph)	4.0 secs	8.1 secs	5.3 secs (5th gear)
4,400–6,000	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	265 km/h (165 mph)/ 263 km/h (163 mph)	5.8 secs/ 5.7 secs/ 5.5 secs	13.4 secs/ 13.2 secs/ 12.9 secs	7.6 secs (5th gear)/ 3.7 secs
4,750	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	277 km/h (172 mph)/ 275 km/h (171 mph)	5.2 secs/ 5.1 secs/ 4.9 secs	11.4 secs/ 11.2 secs/ 10.9 secs	6.5 secs (5th gear)/ 3.1 secs
4,400–6,000	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	263 km/h (163 mph)/ 261 km/h (162 mph)	5.9 secs/ 5.8 secs/ 5.6 secs	13.6 secs/ 13.4 secs/ 13.1 secs	7.6 secs (5th gear)/ 3.8 secs
4,400–5,500	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	274 km/h (170 mph)/ 272 km/h (169 mph)	5.3 secs/ 5.2 secs/ 5.0 secs	11.6 secs/ 11.4 secs/ 11.1 secs	6.5 secs (5th gear)/ 3.2 secs
4,750	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	267 km/h (166 mph)/ 265 km/h (165 mph)	5.1 secs/ 5.0 secs/ 4.8 secs	10.8 secs/ 10.6 secs/ 10.3 secs	6.1 secs (5th gear)/ 3.0 secs

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¹With overboost function.

		Fuel grade	Fuel consumption in mpg ^{1,2}			CO ₂ emissions in g/km ²
			Urban	Extra urban	Combined	
The new Cayenne	Manual/Tiptronic S	98 octane super unleaded	17.8/21.4	33.2/35.3	25.2/28.5	263/236
The new Cayenne Diesel	Tiptronic S	Diesel	32.1	43.5	38.2	195
The new Cayenne S	Tiptronic S	98 octane super unleaded	19.6	34.4	26.9	245
The new Cayenne S Hybrid	Tiptronic S	95 octane super unleaded	32.5	35.8	34.4	193
The new Cayenne Turbo	Tiptronic S	98 octane super unleaded	17.9	33.6	24.6	270
The new Panamera	Manual/PDK	98 octane super unleaded	17.2/22.2 (17.5/22.6) ³	36.2/40.9 (37.2/41.5) ³	25.0/30.4 (25.4/31.0) ³	265/218 (260/213) ³
The new Panamera 4	PDK	98 octane super unleaded	22.1 (22.2) ³	39.2 (40.9) ³	29.4 (30.1) ³	225 (220) ³
The Panamera S	Manual/PDK	98 octane super unleaded	15.0/18.2 (15.3/18.6) ³	31.7/37.2 (32.5/37.3) ³	22.6/26.9 (23.0/27.4) ³	293/247 (288/242) ³
The Panamera 4S	PDK	98 octane super unleaded	17.7 (18.0) ³	35.8 (36.7) ³	26.2 (26.6) ³	254 (249) ³
The Panamera Turbo	PDK	98 octane super unleaded	16.6 (16.9) ³	31.7 (34.4) ³	24.6 (25.0) ³	270 (265) ³
The 911 Carrera	Manual/PDK	98 octane super unleaded	18.2/19.2	38.2/40.4	27.4/28.8	242/230
The 911 Carrera 4	Manual/PDK	98 octane super unleaded	17.8/18.6	36.7/39.2	26.6/28.0	249/237
The 911 Carrera S	Manual/PDK	98 octane super unleaded	17.8/18.5	37.2/39.2	26.6/27.7	250/240
The 911 Carrera 4S	Manual/PDK	98 octane super unleaded	17.1/17.9	35.8/37.7	25.7/26.9	259/247
The 911 Carrera Cabriolet	Manual/PDK	98 octane super unleaded	18.1/19.0	37.7/40.4	27.2/28.5	245/233
The 911 Carrera 4 Cabriolet	Manual/PDK	98 octane super unleaded	17.4/18.2	36.2/38.2	26.2/27.4	254/242

		Fuel grade	Fuel consumption in mpg ^{1,2}			CO ₂ emissions in g/km ²
			Urban	Extra urban	Combined	
The 911 Carrera S Cabriolet	Manual/PDK	98 octane super unleaded	17.4/18.2	36.7/38.7	26.2/27.4	254/242
The 911 Carrera 4S Cabriolet	Manual/PDK	98 octane super unleaded	16.8/17.5	35.3/36.7	25.2/26.4	263/251
The 911 Targa 4	Manual/PDK	98 octane super unleaded	17.8/18.2	36.7/38.2	26.6/27.4	249/242
The 911 Targa 4S	Manual/PDK	98 octane super unleaded	17.1/17.9	35.8/36.7	25.7/26.4	259/251
The 911 Turbo	Manual/PDK	98 octane super unleaded	17.1/17.1	34.0/34.9	24.4/24.8	272/268
The 911 Turbo S	PDK	98 octane super unleaded	17.1	34.9	24.8	268
The 911 Turbo Cabriolet	Manual/PDK	98 octane super unleaded	16.9/16.9	33.6/34.4	24.1/24.6	275/270
The 911 Turbo S Cabriolet	PDK	98 octane super unleaded	16.9	34.4	24.6	270
The 911 GT3	Manual	98 octane super unleaded	14.7	31.4	22.4	298
The 911 GT3 RS	Manual	98 octane super unleaded	14.6	29.4	21.4	309
The Cayman	Manual/PDK	98 octane super unleaded	20.5/20.8	40.9/43.5	30.1/31.0	221/214
The Cayman S	Manual/PDK	98 octane super unleaded	19.6/20.0	39.2/42.8	28.8/30.1	223/221
The Boxster	Manual/PDK	98 octane super unleaded	20.5/20.8	40.9/43.5	30.1/31.0	221/214
The Boxster S	Manual/PDK	98 octane super unleaded	19.6/20.0	39.2/42.8	28.8/30.1	223/221
The Boxster Spyder	Manual/PDK	98 octane super unleaded	19.9/20.2	39.8/42.8	29.1/30.4	228/218

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¹ All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. Ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production absorb carbon dioxide from the atmosphere.

² Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information on individual models and country-specific test procedures, please contact your Porsche Centre.

³ In conjunction with 19-inch all-season tyres (low-rolling resistance version).



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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations.

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