



The new 911 Carrera

Ever ahead





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The new 911



The new 911 >>> 9

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

The new 911.

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

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

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

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

Would you like to be ahead of your time?

Scan code or visit www.porsche.com/911-highlights and start the video.



Connect Plus: web-connected

As standard: innovative infotainment centre with online navigation, Apple CarPlay®, telephone module and Connect apps.

Sport: fit for the racetrack

Mode switch on the multifunctional GT Sports steering wheel for four driving modes – plus SPORT Response button for maximum responsiveness.

Design: sharpened

New front and rear design with four-spot LED daytime running lights, three-dimensional taillights and four-spot brake lights.

Power and efficiency: increased

New twin-turbo engines for more power, considerably more torque, high rpm limits and lower consumption.

Sound: more 911

New sports exhaust system with central tailpipes announces where the 911 feels at home: on the racetrack.

Safety: reinforced

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

Stress-relief: daily

New lift system – for increased ground clearance. Adaptive dampers on all vehicles – for greater comfort during everyday driving.

Driving dynamics: tremendous

New rear-axle steering improves driving stability and agility.

Highlights





Highlights >>> 13

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

Drive and efficiency.

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

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

We're always searching for the shortest route. Direction: future. The next gear

change is no exception. That's why the 7-speed manual transmission is precise and athletic, just like the optimised Porsche Doppelkupplung (PDK). Featuring six sporty gears and a long-ratio seventh gear, PDK delivers even better figures – for acceleration and fuel consumption. That's how we interpret efficiency.

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



Highlights >>> 15

Our goals always have been sporty ones.

Sport and comfort.

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

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

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

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

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



Another word for pioneering? Trailblazing.

The driver and the future.

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

Infotainment as standard for a new generation: enhanced Porsche Communication Management (PCM) including an online navigation module and a new 7-inch multi-touchscreen. In addition, all functions can be operated by voice control.

The new Connect Plus module integrates an even wider array of infotainment and real-time navigation services into your Porsche. Connect Plus now also offers Apple CarPlay® as well as Remote and

Security Services. Other features of the Connect Plus module include the telephone module and wireless Internet access.

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

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



Design



Design >>> 21

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

Exterior.

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

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

Our designers focused on making the new 911 appear even more precise. With a new lighting design and characteristic four-spot LED daytime running lights, which have now

been incorporated into the Bi-Xenon main headlights. With direction indicators that are even slimmer than they were before. For a sports car that is recognisably a 911, even from afar.

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

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



Design >>> 23

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

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

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

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

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



Design >>> 25

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

Interior.

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

The ascending centre console is driver-focussed, putting the most important vehicle functions within short reach of the steering wheel. The new Sports steering

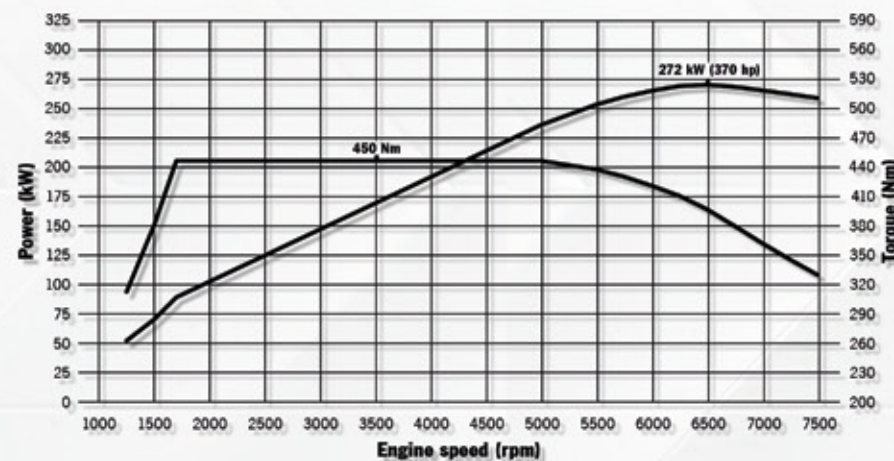
wheel speaks the language of motorsport. Its forward-looking design is derived from the 918 Spyder.

A classic 911 feature is the arrangement of the five round instruments with the rev counter positioned in the centre. The instrument cluster with high-resolution 4.6-inch colour screen adds the modern touch.

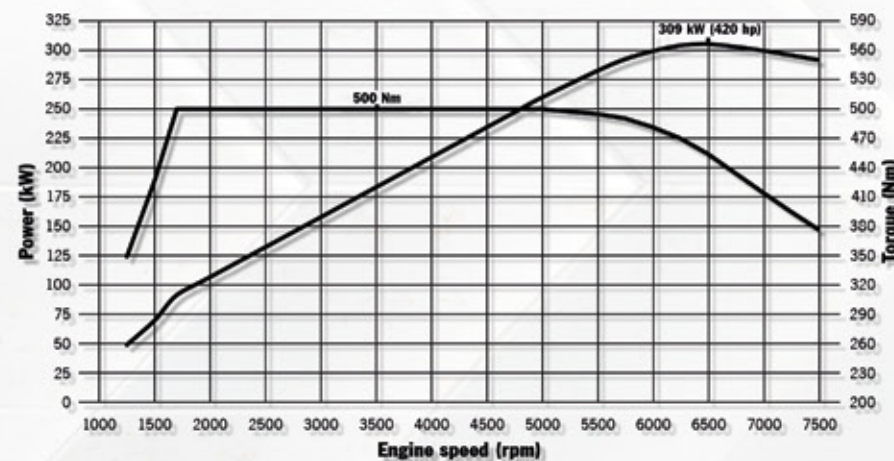
Tradition meets innovation. The result? Futurism, but of the Porsche kind.



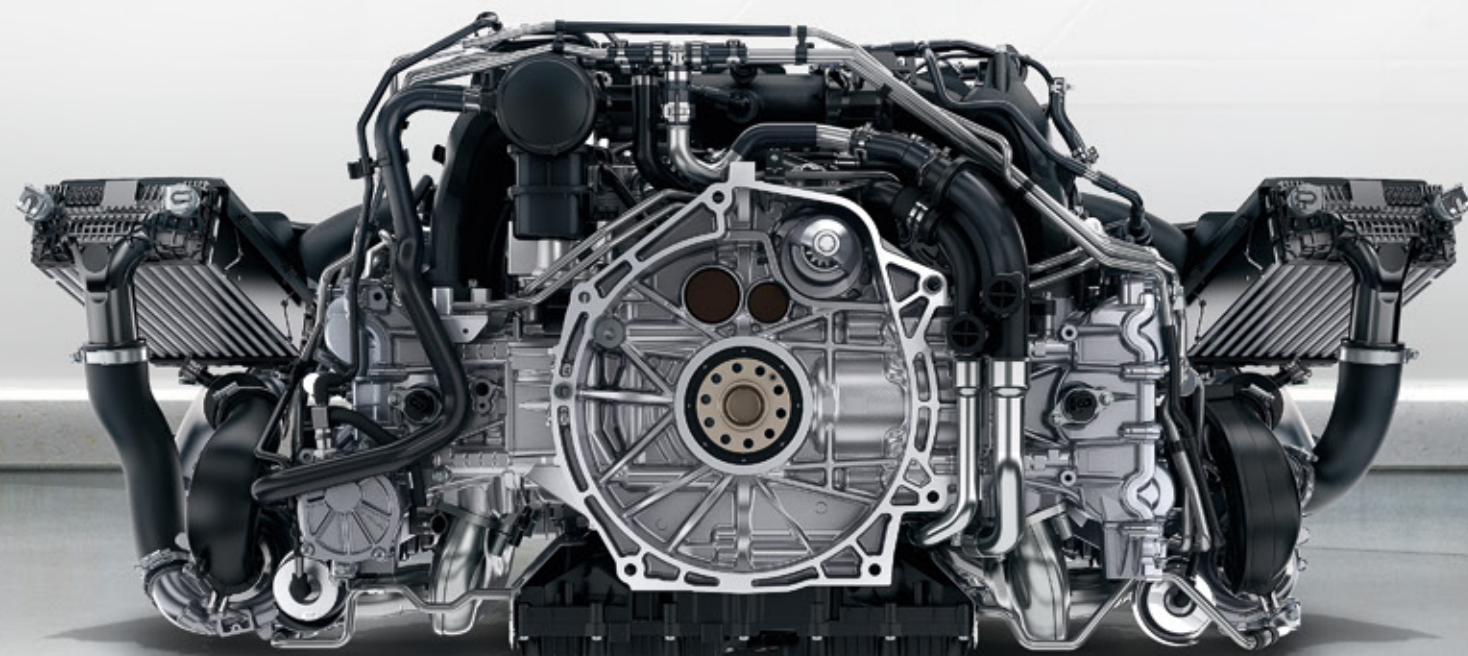
Drive



911 Carrera: 272 kW (370 hp), 450 Nm between 1,700 and 5,000 rpm



911 Carrera S: 309 kW (420 hp), 500 Nm between 1,700 and 5,000 rpm



Drive >>> 29

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

Engine.

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

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

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

Expressed in figures, this means an extra 15 kW (20 hp) of power, an extra 60 Nm of torque and engine speeds of up to 7,500 rpm. And a considerable reduction in fuel consumption of up to 12%.

The engine of the 911 Carrera develops 272 kW (370 hp). The maximum torque of 450 Nm is available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK), the 911 Carrera can accelerate from 0 to 100 km/h in only 4.4 seconds and reach a top speed of 293 km/h.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 51.

Prepare to overtake.

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





Drive >>> 31

The propulsive potential of the engine in the 911 Carrera S, featuring upsized turbochargers and independent exhaust tracts, is even more impressive. It generates a power output of 309 kW (420 hp) and the maximum torque is a mighty 500 Nm, available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK) and Launch Control, the 911 Carrera S sprints to 100 km/h in just 3.9 seconds. Top speed isn't reached until 306 km/h.

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



Active air intake flaps.

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

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



Drive >>> 35

Always a few milliseconds ahead of time.

Transmission.

7-speed manual transmission.

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

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

Porsche Doppelkupplung (PDK).

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

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

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



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

Chassis.

Porsche Active Suspension Management (PASM).

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

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

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

Rear-axle steering.

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

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

more dynamic, and parking is noticeably easier to manage.

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

Enhance driving stability and agility.

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





Drive >>> 39

Another few seconds faster. Under the skin.

High-performance systems.

SPORT button.

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

In vehicles with PDK, upshifts take place at higher engine speeds and downshifts happen sooner. In addition, coasting mode and the auto start/stop function are automatically deactivated. If fitted, the optional sports exhaust system is also activated automatically.

Sport Chrono Package.

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

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



Drive >>> 41

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

In combination with PDK, the Sport Chrono Package has three additional functions.

The first is 'Launch Control', which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport-derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available.

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

PSM Sport.

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



Comfort



Comfort >>> 45

Take the stress out of sport. On every drive.

Assistance systems.

Adaptive cruise control including Porsche Active Safe (PAS).

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

Lane Change Assist.

Optional Lane Change Assist uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 15 km/h, the system issues a visual warning signal in the door mirror panel whenever a vehicle rapidly approaches your vehicle from behind or enters one of your blind spots.

ParkAssist and reversing camera.

ParkAssist is fitted as standard in all 911 Cabriolet models and is available as an option for the 911 Carrera. Featuring four inconspicuous sensors in the rear end, the system audibly alerts the driver to the presence of obstacles detected behind the vehicle.

Option: ParkAssist upgrade to include monitoring of the front end with four additional sensors, and a reversing camera for precise reverse parking and manoeuvring.

Speed limit indicator.

The camera-based speed limit indicator informs you of speed restrictions and 'no overtaking' zones (start and end). Notifications appear on the display in the instrument cluster and on the screen of PCM.



Comfort >>> 47

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

Infotainment.

Porsche Communication Management (PCM).

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

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

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

Online navigation.

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

Apple CarPlay®.

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

Real-time traffic information, Google Street View® and Google Earth® are available free of charge for 12 months. Please visit www.porsche.com/connect if you wish to continue usage (subject to charge) after this period. A data-enabled SIM card and a separate, valid subscription to a mobile network provider (subject to charge) are required for use of these services and wireless Internet access.

For information on the availability of Connect Plus in your country, please consult your Porsche Centre.

Wireless Internet access.

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

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



The only sports car that can hope to challenge a 911:

The new 911.

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

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

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

The 911.

Technical data

	911 Carrera/911 Carrera Cabriolet	911 Carrera S/911 Carrera S Cabriolet
Engine		
Cylinders	6	6
Displacement	2,981 cm ³	2,981 cm ³
Max. power (DIN) at rpm	272 kW (370 hp) 6,500	309 kW (420 hp) 6,500
Max. torque at rpm	450 Nm 1,700–5,000	500 Nm 1,700–5,000
Compression ratio	10.0:1	10.0:1
Transmission		
Drive	Rear-wheel drive	Rear-wheel drive
Manual transmission	7-speed	7-speed
Porsche Doppelkupplung (PDK), optional	7-speed	7-speed
Chassis		
Front axle	McPherson strut suspension	McPherson strut suspension
Rear axle	Multi-link suspension	Multi-link suspension
Steering	Variable steering ratio, power-assisted (electromechanical)	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.2 m	11.2 m
Brakes	Four-piston monobloc aluminium fixed brake calipers at front and rear, discs internally vented and cross-drilled	Six-piston monobloc aluminium fixed brake calipers at front, four-piston units at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM)	Porsche Stability Management (PSM)
Standard wheels	Front: 8.5 J x 19 (ET 50), Rear: 11.5 J x 19 (ET 76)	Front: 8.5 J x 20 (ET 49), Rear: 11.5 J x 20 (ET 76)
Standard tyres	Front: 235/40 ZR 19, Rear: 295/35 ZR 19	Front: 245/35 ZR 20, Rear: 305/30 ZR 20

	911 Carrera	911 Carrera Cabriolet	911 Carrera S	911 Carrera S Cabriolet
Weights	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Unladen weight (DIN)	1,430 kg/1,450 kg	1,500 kg/1,520 kg	1,440 kg/1,460 kg	1,510 kg/1,530 kg
Unladen weight (EC) ¹⁾	1,505 kg/1,525 kg	1,575 kg/1,595 kg	1,515 kg/1,535 kg	1,585 kg/1,605 kg
Permissible gross weight	1,875 kg/1,890 kg	1,925 kg/1,940 kg	1,900 kg/1,915 kg	1,950 kg/1,965 kg
Performance	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Top speed	295 km/h/293 km/h	292 km/h/290 km/h	308 km/h/306 km/h	306 km/h/304 km/h
0–100 km/h	4.6 secs/4.4 secs	4.8 secs/4.6 secs	4.3 secs/4.1 secs	4.5 secs/4.3 secs
0–100 km/h with Sport Chrono Package (in conjunction with PDK) with Launch Control	–/4.2 secs	–/4.4 secs	–/3.9 secs	–/4.1 secs
0–160 km/h	9.8 secs/9.5 secs	10.2 secs/9.9 secs	8.9 secs/8.5 secs	9.3 secs/8.9 secs
0–160 km/h with Sport Chrono Package (in conjunction with PDK)	–/9.2 secs	–/9.6 secs	–/8.2 secs	–/8.6 secs
Flexibility (80–120 km/h), 5th gear	5.5 secs/–	5.8 secs/–	4.8 secs/–	5.1 secs/–
Overtaking acceleration (80–120 km/h)	–/2.7 secs	–/2.8 secs	–/2.3 secs	–/2.4 secs
Fuel consumption/emissions²⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Urban in l/100 km	11.7/9.9	11.9/9.9	12.2/10.1	12.3/10.2
Extra urban in l/100 km	6.3/6.0	6.5/6.2	6.6/6.4	6.7/6.5
Combined in l/100 km	8.3/7.4	8.5/7.5	8.7/7.7	8.8/7.8
CO ₂ emissions in g/km	190/169	195/172	199/174	202/178
Efficiency class³⁾	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Efficiency class (Germany)	F/D	F/D	F/E	F/D
Efficiency class (Switzerland)	G/F	G/F	G/G	G/F
Dimensions/aerodynamics	Manual/PDK	Manual/PDK	Manual/PDK	Manual/PDK
Length	4,499 mm	4,499 mm	4,499 mm	4,499 mm
Width (including exterior mirrors)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)	1,808 mm (1,978 mm)
Height	1,294 mm	1,289 mm	1,296 mm/1,295 mm	1,291 mm/1,290 mm
Wheelbase	2,450 mm	2,450 mm	2,450 mm	2,450 mm
Luggage compartment volume (German Car Manufacturers' Assoc.)	145 litres	145 litres	145 litres	145 litres
Tank capacity (refill volume)	64 litres (64 litres)	64 litres (64 litres)	64 litres (64 litres)	64 litres (64 litres)
Drag coefficient	0.29	0.30	0.30	0.30

¹⁾Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾Data determined in accordance with the measurement method required by law (Regulation [EC] 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

³⁾Valid in the countries listed only.



Tyre identification

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	235/40 ZR 19	E	B-A	🔊-🔊	71-68
	295/35 ZR 19	E	B-A	🔊-🔊	74-71
	245/35 ZR 20	E	A	🔊	71
	305/30 ZR 20	E	A	🔊	74

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

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. For information on standard and optional equipment, please consult your Porsche Centre.

All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at

the time of going to print (07/15). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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