

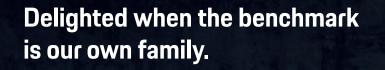




PORSCHE



The models featured in this publication are approved for road use in Germany. Some equipment featured is only available as extra-cost options. 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 Official 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 (01/2020). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted. For the disclaimer in every language please refer to www.porsche.com/disclaimer



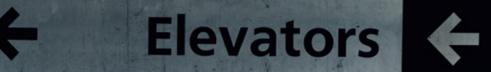
Eight generations of the 911 Turbo.

Every generation has its role models. Exceptional vehicles that provide direction and set standards. We are both honoured and motivated when such role models come from our own family.

In 1974 the first 911 Turbo was showcased at the Salon de l'Automobile in Paris. During the oil crisis and automotive restraint, Porsche demonstrated one thing above all else: attitude. With one of the first series production sports cars to feature an exhaust turbocharger. The world held its breath.

As it has done ever since with every new 911 Turbo. We have always remained true to its form, as well as its characteristic rear spoiler and wings. But have never been able to curb its unbridled forward thrust. Nor have we wanted to. So, over time, it has become more powerful, intelligent and futureoriented.

46 years and seven generations later, the newest 911 Turbo is in the same place as all its predecessors: top spot. In pole position of our hearts.















When we get things done without 'ifs' or 'buts', it is instantly noticeable.

Exterior.

Making distinctive design language even more extraordinary?

A huge task. Yet one that is way too attractive to go unchallenged. Relentless. With infinite passion. To provide clarity and consistency at first glance.

As much as we like being at the forefront — let's start with the rear, where the heart of every 911 has beaten since 1963 and the heart of every 911 Turbo since 1974: the horizontally opposed engine. The rear has an appropriately powerful design — and is 20mm wider than that of its predecessor. Its muscular wings, in particular, emphasise its sporting genes. They are another distinguishing feature that has characterised the 911 Turbo since the very first model.

The seamless, one-piece light strip including 'PORSCHE' logo at the rear connects the three-dimensional LED taillights.

A powerful rear view: the new four-tract exhaust system with its twin dual-tube tailpipe trims in Black in a 911 Turbo design.





Pretty much the opposite of a flag waving in the breeze: the 911 Turbo S Cabriolet. It combines the traditional silhouette of a 911 Turbo with the ability to listen to the unmistakable, unfiltered sound of a turbo engine with the top down.

The fully automatic fabric hood of the 911 Turbo S Cabriolet has a fixed rear screen made of glass and three integral supporting magnesium elements, making it extremely robust and yet incredibly lightweight. It opens or closes in around 12 seconds — up to a speed of 50km/h. And can be operated by remote control, if you like.

The roof lining is made from a heat-insulating and sound absorbing material, resulting in perceptibly consistent interior temperatures and an effective suppression of wind noise. If that's what you want.

An electric wind deflector offers draught-free driving with the top down. Again with minimum wind noise. At the touch of a button, it can be extended or retracted in just two seconds.









Chequered flag? End of the line? Exhausted all the options? No way!

Performance.

For our engineers, every finish line is just a stopover, before they continue their quest for further improvements. Which is how we were able to achieve the enormous power of the 911 Turbo S. Performance that is reflected in every detail.

Larger exhaust turbochargers and piezo injectors are used for the first time. Exhaust manifolds derived from the 911 GT2 RS improve responsiveness and efficiency, thanks to optimised flow ratios. Charge-air cooling and engine air intake have been completely redesigned. Previously, air for the intercooler was supplied via side air intakes in the rear wings and the engine air via a tailgate grille. This principle

has been swapped over in the new 911 Turbo S. This enables more efficient charge air cooling – and thus more power.

Producing an extremely sporty result. The 3.8-litre, twinturbo, six-cylinder horizontally opposed engine with VTG produces 478kW (650hp). Breathtaking: acceleration from 0 to 100km/h takes just 2.7 seconds with Launch Control. Acceleration from 0 to 200km/h is also outstanding: 8.9 seconds. Top speed: 330km/h. Impressive performance values — and ultimately merely a stop-over. You know how our engineers work.



The entirely redeveloped 8-speed Porsche Doppelkupplung (PDK) enables gear changes in milliseconds — without interrupting the flow of power. Compared to the previous generation, it provides a noticeably wider spread between comfort, performance and efficiency.

All-wheel drive Porsche Traction Management (PTM) optimally distributes drive force between the permanently driven rear axle and the front axle. The system has been further enhanced. It is now more robust and offers improved control. The result: increased precision and resilience.

Together with Porsche Torque Vectoring Plus (PTV Plus) including electronic rear differential lock, it ensures the optimum level of drive power is distributed to the individual wheels in every situation.

Porsche Active Suspension Management (PASM) has new dampers and new damping regulation, thereby responding to changing road conditions more quickly. For impressive athleticism and a great deal of everyday comfort.

For the first time in the 911 Turbo S: the optional sports exhaust system with two oval tailpipe trims in Black or Silver colour.

- 1 Tailpipe trims, 911 Turbo S
- 2 Sports exhaust system with tailpipe trims in Black
- 3 Sports exhaust system with tailpipe trims in Silver colour

PORSERE

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 55.



Single-minded? Uncompromising? Yes, but safe.

Brakes and wheels.

No compromises — we take this very seriously. Especially when it comes to the serious side of driving pleasure, of course: your safety. Because we love accelerating, we also aim for maximum speed when braking.

The motorsport-proven Porsche Ceramic Composite Brake (PCCB) features extremely light ceramic brake discs.

They have a diameter of 420mm at the front and 390mm at the rear. Together with the new 10-piston fixed calipers at the front and four-piston calipers at the rear, they produce outstanding braking performance. The calipers are characteristically painted Yellow. On request, they are also available in Black. Also characteristic: their extraordinary performance — when you need to go very fast or very slow.

The new 911 Turbo S is fitted with 20/21-inch 911 Turbo S forged alloy wheels. These have a two-tone finish (Black) and are equipped with motorsport-proven central locking.



55 50 15 45 20 30

For your best time. And great times.

Sport Chrono Package.

Those who have tested their limits on the race track also strive for maximum sporting performance on the road. It's always about best times – and great times. The Sport Chrono Package including mode switch is a visible expression of our racing history. For an even sportier tuning of the chassis, engine and transmission.

With the mode switch including SPORT Response button on the steering wheel you can choose from five driving modes: 'Normal', 'SPORT', 'SPORT PLUS' and 'Individual'. A new addition to this is 'WET' mode¹⁾ that helps support the driver has been completely modernised, making it even more

when driving in the wet. With the 'SPORT Response' function, the engine and transmission are prepared for the fastest possible unleashing of power. The result: maximum responsiveness and acceleration potential for a period of approximately 20 seconds.

The Sport Chrono Package also includes: the new Porsche Track Precision app for measuring and managing lap times and driving data. To show you precisely what your new personal best time looks like. The user interface of the app intuitive and easy to use on your smartphone.2)

The 'WET' driving programme is not a substitute for adopting an appropriate driving manner in different road and weather conditions, and is, at the most, an aid for the driver.

App usage permitted on private land only. Operation of this product (including the video recording feature in particular) could be prohibited by laws or regulations in specific

markets or events. Before any use of this product, please check that this is permitted under local laws and regulations.



You'll never have the wind taken out of your sails.

Porsche Active Aerodynamics (PAA).

You cannot avoid the wind. But you can direct it. If you are equipped with active aerodynamics, at least. The to the previous generation, makes the 911 Turbo S models even more flexible in any situation. Porsche Active

front air intakes. These are designed to reduce consumption during everyday use and optimise performance when racing. They close automatically while the car is in motion, thereby reducing drag. If required, the flaps open, ensuring optimum engine cooling.

flexible, pneumatic elastomer and the rear spoiler. Both will

In combination with the driving modes, the following aerodynamic functions are available: in Normal mode, track. WET mode is new: when this is enabled, the aerodynamic balance shifts towards the rear axle. The















It's great to be entirely on your own. But even better not to be left alone.

Assistance systems.

Why is driving the 911 Turbo S so fulfilling? Because you don't have to concentrate on anything else and are at one with yourself. Thanks to numerous assistance systems. Such as Collision, Brake Assist or automatic distance control: it regulates the speed of your 911 Turbo S fully independently based on the distance from the vehicle in front. Added to this is the new WET mode 11 driving programme. An innovative system that supports you when driving in the wet. ParkAssist and reversing camera can be extended to include the Surround View option. This supplements the reversing camera with three more high-resolution cameras.

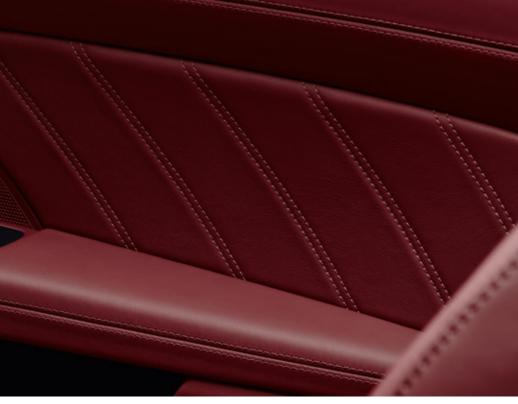
NORMAL

With sports car-specific tuning, Porsche InnoDrive²⁾ optimises your speed with the aid of navigation data and information supplied by the radar and video sensors. The result: improved comfort, increased efficiency and a driving experience typical of Porsche. Driving speed is predictively adapted to speed restrictions and road topography (gradients, corners). At the same time, Porsche InnoDrive controls acceleration, deceleration and gear selection (including coasting). The system's predictive capability of up to 3km and real-time optimisation of driving strategy enable a harmonious and fuel-saving drive.

¹⁾ The 'WET' driving programme is not a substitute for adopting an appropriate driving

The assistance provided by Porsche InnoDrive is subject to system limitations. The driver
must monitor driving style at all times and intervene in cases of doubt. The system can
be overridden at any time by use of the brake or accelerator pedal.
Provisionally available from 07/2020.











Your inspiration. Our passion.

Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realising customer wishes. Known until 1986 as the Porsche 'Sonderwunschprogramm', then Porsche Exclusive — and now Porsche Exclusive Manufaktur.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. We transfer our experience and passion together with your inspiration to the car — and that's how we bring dreams to life. Directly from the factory.

None of this would be possible without originality, enthusiasm and attention to detail, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular wishes and requirements, turning 'a' visit www.pors Porsche into 'your' Porsche.

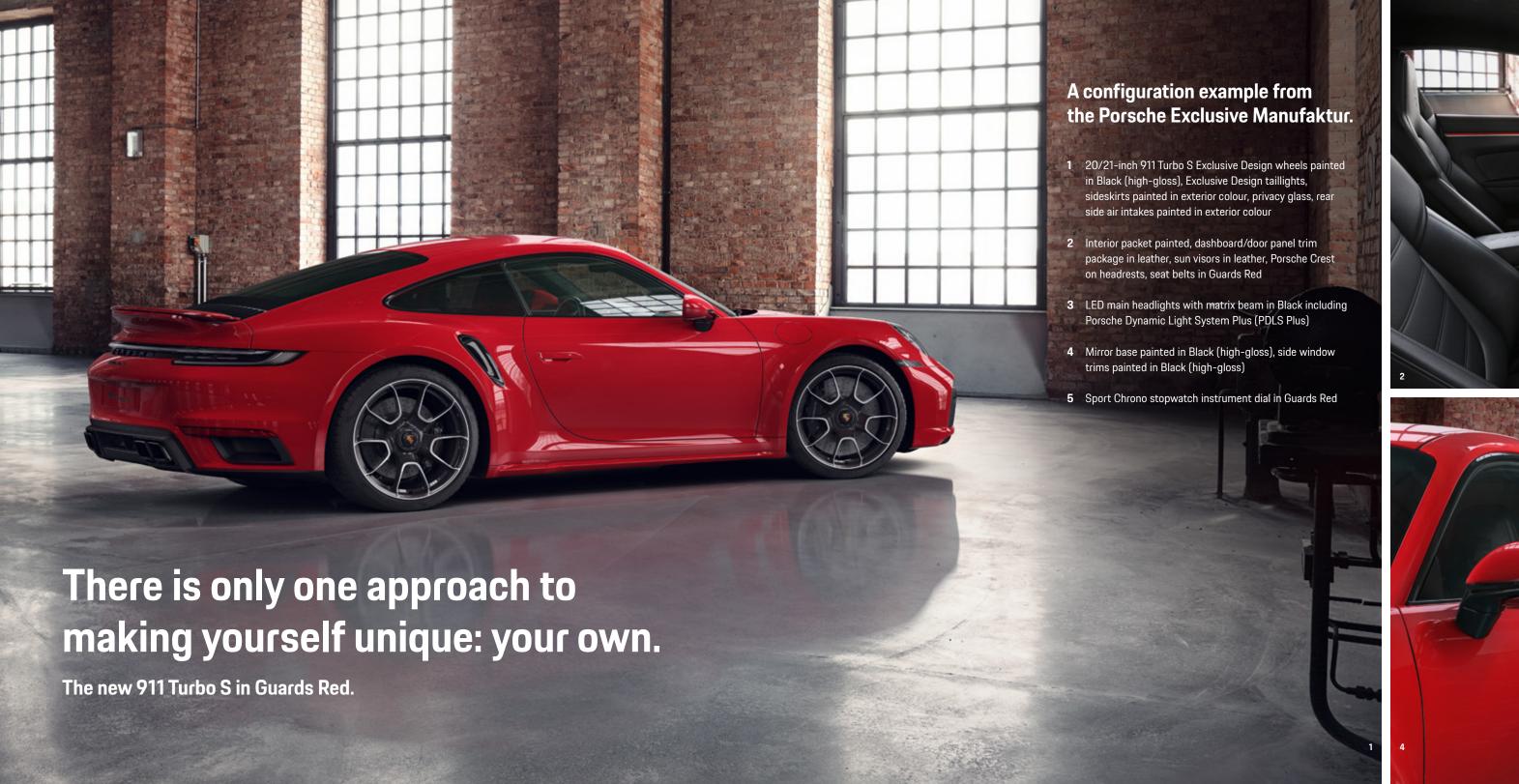
And how do we turn your dreams into reality? With composure and meticulous care, by means of precision handcrafting and the use of exquisite materials such as leather, carbon, fine wood or aluminium. Added value is achieved through dedication and finesse. Or to put it another way: the intersecting of sporty performance, comfort, design and your personal taste. A Porsche with your signature touch.

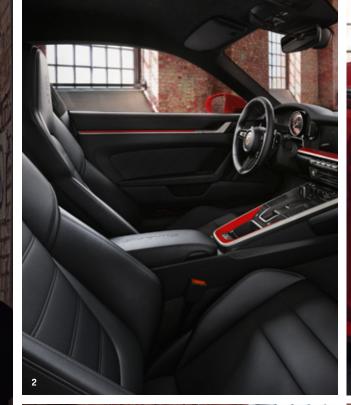
We offer a wide range of personalisation options. Visually and technically. For the interior and exterior. From a single alteration to extensive modifications. Your inspiration is our passion.

Be inspired by our examples on the following pages and visit www.porsche.com/exclusive-manufaktur to learn everything you need to know about configuring these extraordinary vehicles.











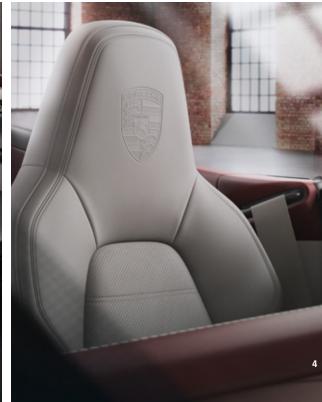












A configuration example from the Porsche Exclusive Manufaktur.

- 1 Exclusive Manufaktur¹⁾ leather interior, Sport Chrono stopwatch and rev counter in white, door sill guards in dark silver brushed aluminium, illuminated
- 2 'PORSCHE' logo in Black (high-gloss), model designation and inlay slats in the rear lid painted in exterior colour
- **3** 20/21-inch 911 Turbo S Exclusive Design wheels, Exclusive Design taillights, sideskirts painted in exterior colour
- 4 Seat belts in Crayon, Porsche Crest on headrests
- 5 LED main headlights with matrix beam in Black including Porsche Dynamic Light System Plus (PDLS Plus), exterior mirrors and rear side air intakes painted in exterior colour



Making something extraordinary even more extraordinary? Relentless.

The new 911 Turbo S Cabriolet in Crayon.

Dashboard/door panel trim package in leather, steering column casing in leather,
 Porsche Crest on headrests, 'Porsche Exclusive Manufaktur' logo on storage compartment lid.

Technical data.

Engine			
Туре	B6, twin-turbo horizontally opposed engine with VTG	B6, twin-turbo horizontally opposed engine with VTG	
Number of cylinders	6	6	
Displacement	3,745cm ³	3,745cm³	
Power (DIN)	478kW (650hp)	478kW (650hp)	
at rpm	6.750	6.750	
Max. torque	800Nm	800Nm	
at rpm	2,500–4,000	2,500-4,000	
Transmission			
Drive	All-wheel drive	All-wheel drive	
PDK	8-speed Porsche Doppelkupplung (PDK)	8-speed Porsche Doppelkupplung (PDK)	
Chassis			
Front axle	McPherson spring-strut suspension	McPherson spring-strut suspension	
Rear axle	Multi-link suspension, Rear-axle steering	Multi-link suspension, Rear-axle steering	
Steering	Rack-and-pinion steering	Rack-and-pinion steering	
Brakes	Porsche Ceramic Composite Brake (PCCB) with 10-/four- piston aluminium monobloc fixed calipers at front/rear	Porsche Ceramic Composite Brake (PCCB) with 10-/four- piston aluminium monobloc fixed calipers at front/rear	
Wheels	Front: 9 J × 20 ET 41 Rear: 11.5 J × 21 ET 67	Front: 9 J × 20 ET 41 Rear: 11.5 J × 21 ET 67	
Tyres	Front: 255/35 ZR 20 Rear: 315/30 ZR 21	Front: 255/35 ZR 20 Rear: 315/30 ZR 21	
Unladen weight			
(DIN)	1,640kg	1,710kg	
(EC) ¹¹	1,715kg	1,785kg	
Permissible total weight	2,020kg	2,080kg	
Performance			
Top speed	330km/h	330km/h	
Acceleration 0–100km/h with Launch Control	2.7secs	2.8secs	
Acceleration 0–200km/h with Launch Control	8.9secs	9.3secs	

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 75kg for the driver.

	911 Turbo S	911 Turbo S Cabriolet	
Fuel consumption ¹⁾ /emissions ¹⁾			
Urban in I/100km	16.1	16.3	
Extra urban in I/100km	8.8	9.0	
Combined, in I/100 km	11.5	11.7	
CO ₂ emissions combined in g/km	263	267	
Emissions standard	Euro 6b	Euro 6b	

54 | 55

¹⁾ Important information for Australian and New Zealand customers: Please note the above fuel consumption and emission data does not apply to Australian and New Zealand model vehicles and must not be relied upon. For current data that applies to Australian or New Zealand vehicles, please contact your Official Porsche Centre or visit www.porsche.com.au in Australia or www.porsche.co.nz in New Zealand.

Technical data.

	911 Turbo S	911 Turbo S Cabriolet
Dimensions/drag coefficient		
Length	4,535mm	4,535mm
Width (including exterior mirrors)	mirrors) 1,900mm (2,024mm) 1,900mm (2,024mm)	
Height	1,303mm	1,301mm
Wheelbase	2,450mm	2,450mm
Luggage compartment volume (front)	128 litres	128 litres
Tank capacity	nk capacity 67 litres 67 litres	
Drag coefficient	0.33	0.33

Tyre type	Size	Energy efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Summer tyres	255/35 ZR 20	Е	B-A	(3)	72
	315/30 ZR 21	E	B–A	(3 0)	73

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.

* ② Quiet rolling noise, ③ Moderate rolling noise, ③ Loud rolling noise.

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