



PORSCHE



The new 911 Turbo S

Relentless

911 *Turbo S*

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2010

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2010

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**Delighted when the benchmark
is our own family.**

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 future-oriented.

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.





1st generation
G Series
930 3.0
1975–1977

2nd generation
G Series
930 3.3
1977–1989

3rd generation
964
1991–1994

4th generation
993
1995–1998

5th generation
996
2000–2005

6th generation
997
2006–2012

7th generation
991
2013–2019

8th generation
992
From 2020

**The 911 Turbo.
Ahead of its time for eight generations.**



911 Turbo S

911 Turbo S Cabriolet





**Attitude comes from restraint.
Nevertheless, you should now
be more assertive.**

The 911 Turbo S concept.

911.
Turbo.
S.
Each of these three words alone is enough to make car enthusiasts' hearts beat faster. All three together signify the height of feasibility. That's why our engineers like to refer to the 911 Turbo S as a perfect sports car. The height of driving emotion. A model for eternity – but also for every day. For all that the name Porsche represents: performance, athleticism and sense of style. For the uncompromising way in which we commit to an idea. Passionately – yet with a calm, down-to-earth attitude. With appropriate sincerity – yet unlimited driving fun.

This is partly due to the new, even more dynamic engine generation, producing 478kW (650PS) and a maximum torque of 800Nm. And the new 8-speed Porsche Doppelkupplung (PDK) that delivers the power of the engine to the road even more effectively.

This is simply our way. Never thinking: giving it our all. Never giving up. Always getting that little bit more out of our performance. Without accepting any limitations. Without restraint. Relentless.

**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.





The front design language is a reference to Porsche history – and yet breaks new ground. It is a whopping 45mm wider. In combination with its broader track, this significantly increases stability. The wings are traditionally higher than the bonnet, emphasising the design DNA typical of Porsche. The bonnet's characteristic dynamic recess profiles and straight slope to the front apron are a tribute to earlier 911 models. Equally distinctive: the four-point daytime running lights and dipped beam of the new, more slanted LED main headlights with matrix beam.

The more pronounced front apron with its black airblades directs any headwind. Or to be more precise: into the side air intakes and new active cool air intake flaps that enable adjustable air-flow and thus optimum aerodynamics and cooling. In addition, the front apron accommodates the inconspicuously integrated camera and sensors for the comfort and assistance systems.

The variable front spoiler can be extended lower than the previous model, further optimising the aerodynamics.

From the rear, through the front end, to the side view with its traditional athletic form: timeless design whose every detail shows us the way forward.



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.





**Only the deepest conviction
can trigger the highest emotion.**

Interior.

Typical Porsche, typical 911 Turbo S: the combination of traditional design elements and groundbreaking technology. This is instantly apparent on the instrument cluster with its analogue rev counter and two high-resolution displays, whose virtual instruments show all the essential vehicle information. Right next to this: the high-resolution 10.9-inch Porsche Communication Management (PCM) touchscreen display including online navigation. Analogue precision meets digital integration.

New and yet a nod to the previous 911 generations: the horizontal lines of the interior. The concept, with its ascending centre console decoupled from the dashboard, provides optimum access to all the main functions at all times. The number of controls has been significantly reduced as part of the Porsche Advanced Cockpit operating concept, and everything is located within direct reach of the driver. Sports car ergonomics that also characterise the new GT sports steering wheel with multifunction controls and shift paddles.



We build sports cars with conviction. This means attaching maximum importance to every detail. Wherever you look and whatever you touch, everything has its place and everything is of high quality. The leather interior in two-tone combination with contrasting stitching is extremely stylish. The quilted seat centres and quilted door panels are a reference to 911 history: the interior of the first 911 Turbo models was produced in this elaborate fashion. Added to this are decorative elements in matt carbon. Yet more evidence that maximum performance can also be expressed in terms of look and feel.



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

Performance.

For our engineers, every finish line is just a stop-over, 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, twin-turbo, six-cylinder horizontally opposed engine with VTG produces 478kW (650PS). 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.



For fuel consumption and CO₂ emissions, please refer to page 59.

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

For fuel consumption and CO₂ emissions, please refer to page 59.





Sometimes you have to relent. And sometimes not.

Chassis.

Hard shell, hard core. Relentless is not an empty promise. The basis for always maintaining your course: an unshakable chassis. Which nevertheless ensures that you can enjoy a relaxed ride. Just the way you want, in fact.

Depending on the road conditions and the driving mode, the enhanced Porsche Active Suspension Management (PASM) actively and continuously controls the damping force for each individual wheel. The result: reduced body movements and thus more comfort with increased dynamism.

Optionally available for the first time on the 911 Turbo S: 10mm lower PASM sports suspension that allows the new 911 Turbo S to deliver even more neutral and balanced road handling.

The Porsche Stability Management (PSM) and Porsche Torque Vectoring Plus (PTV Plus) automatic control systems provide excellent stability, traction and safety, along with extraordinary agility. And tremendous fun on corners.

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.





**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 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 has been completely modernised, making it even more intuitive and easy to use on your smartphone.²⁾

1) 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.
2) 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 aerodynamic system, which has been enhanced compared to the previous generation, makes the 911 Turbo S models even more flexible in any situation. Porsche Active Aerodynamics (PAA) ensures optimum performance, along with fuel consumption and CO₂ emissions benefits.

Important for this: the new active cool air intake flaps in the 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.

Added to this is the variable front spoiler made from a flexible, pneumatic elastomer and the rear spoiler. Both will extend and retract synchronously in several positions.

In combination with the driving modes, the following aerodynamic functions are available: in Normal mode, efficiency, stability and everyday driveability are pivotal. In SPORT mode, the focus is on the sportily balanced dynamics. In SPORT PLUS mode, the vehicle can unleash its full performance potential, for instance on the race track. WET mode is new: when this is enabled, the aerodynamic balance shifts towards the rear axle. The result is increased rear and thus overall stability. For improved safety on wet roads.¹⁾

Also new: the Airbrake function. At full braking from high speed, the front and rear spoilers automatically (additionally) extend, producing a positive impact on the braking distance – depending on the selected driving programme.

- 1 Cool air intake flaps closed
- 2 Cool air intake flaps open, front spoiler extended
- 3 Rear spoiler in performance position

¹⁾ 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.

SPORT PLUS mode with extended front spoiler lip and extended rear spoiler





Elevators



Exit

A beautiful image.

Light systems.

Being visible is one thing. But the ability to see everything is even more important. This is taken care of by the LED main headlights with matrix beam and Main Beam Assist including Porsche Dynamic Light System Plus (PDLS Plus). The main headlight with matrix beam strategically deactivates specific segments of the permanent main-beam cone. 84 individually controlled LEDs can be adjusted to the situation by switching off or dimming accordingly. Vehicles in front of you or on the opposite side of the road are dimmed, while the areas in between and next to them are still fully illuminated.

To optimise target fixation, not only are the lights selectively dimmed to fade out oncoming vehicles, the area to the right of the light void is lit more brightly for better guidance of the driver's visual attention. Segment-specific dimming of highly reflective traffic signs also acts to avoid driver dazzle.

The three-dimensional LED taillights are connected by the new seamless light strip.





**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 mode¹⁾ 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.

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 manner in different road and weather conditions, and is, at the most, an aid for the driver.
2) 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.



Simply sit back and enjoy the ride? Yes, but only to get ahead.

Comfort.

Are uncompromising athleticism and excellent comfort mutually exclusive? Not in the new 911 Turbo S: hardly anywhere else will you enjoy such a thoroughly dynamic driving experience.

The new adaptive Sports seats Plus with 18-way electric adjustment are finished in smooth-finish leather, with their firm, sporty padding providing outstanding lateral support. Turbo typical: the headrests with embossed 'turbo S' logo. The quilted seat centres and quilted door panels are reminiscent of the first 911 models.

A new ionisation function is available as an option – for improved air quality. The ioniser reduces airborne spores and other bacteria and improves the quality of the air inside the vehicle, which can noticeably enhance your sense of well-being.

Porsche Communication Management (PCM) is your central control centre for audio, navigation and communication as well as for a variety of assistance systems. Most vehicle functions can be easily and conveniently controlled via the high-resolution 10.9-inch touchscreen display.

With 12 loudspeakers and amplifier channels, including a patented 100-watt subwoofer fitted to the bodywork, the BOSE® Surround Sound System ensures optimum sound. Total output: a whopping 570 watts. The optionally available Burmester® High-End Surround Sound System provides sound performance of the highest level.





**Even those who go their own way
need to be well connected.**

Porsche Connect.

We need to get the most out of every day. Porsche Connect helps you do this. It puts you in the ideal starting position for any road trip – and any of your goals.

With new, helpful services and the Porsche Connect app you can synchronise destinations and calendars with your Porsche, plan trips with Real-time Traffic Information and use music services on your smartphone. Be navigated, informed and entertained by your Porsche in real time. The navigation and infotainment package helps you to reach your destination faster, thanks to route calculation with up-to-date online maps. Using the voice control you can easily search for information, such as the weather at your destination, and have current news on the economy, politics and sport read aloud to you.



**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' 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.



There is only one approach to making yourself unique: your own.

The new 911 Turbo S in Guards Red.

A configuration example from the Porsche Exclusive Manufaktur.

- 1 20/21-inch 911 Turbo S Exclusive Design wheels painted in black (high-gloss), Exclusive Design taillights, sideskirts painted in exterior colour, privacy glass, rear side air intakes painted in exterior colour
- 2 Interior packet painted, dashboard/door panel trim package in leather, sun visors in leather, Porsche Crest on headrests, seat belts in Guards Red
- 3 LED main headlights with matrix beam in black including Porsche Dynamic Light System Plus (PDLS Plus)
- 4 Mirror base painted in black (high-gloss), side window trims painted in black (high-gloss)
- 5 Sport Chrono stopwatch instrument dial in Guards Red





- 1 Exclusive Manufaktur leather interior¹⁾, 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

¹⁾ Dashboard/door panel trim package in leather, steering column casing in leather, Porsche Crest on headrests, 'Porsche Exclusive Manufaktur' logo on storage compartment lid.

**Making something extraordinary
even more extraordinary? Relentless.**

The new 911 Turbo S Cabriolet in Crayon.

Technical data.



	911 Turbo S	911 Turbo S Cabriolet
Engine		
Type	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	3,745cm ³
Power (DIN) at rpm	478kW (650PS) 6,750	478kW (650PS) 6,750
Max. torque at rpm	800Nm 2,500–4,000	800Nm 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) ¹⁾	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/emissions		
Urban in l/100km	16.1	16.3
Extra urban in l/100km	8.8	9.0
Combined, in l/100 km	11.5	11.7
CO ₂ emissions combined in g/km	263	267
Emissions standard	Euro 6b	Euro 6b

Technical data.

	911 Turbo S	911 Turbo S Cabriolet
Dimensions/drag coefficient		
Length	4,535mm	4,535mm
Width (including exterior 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	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	E	B–A		72
	315/30 ZR 21	E	B–A		73

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

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

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