PORSCHE

The new Porsche 911 Turbo S

Press kit

Contents

Dr. Ing. h.c. F. Porsche AG
Public Relations, Press, Sustainability and Politics
Porscheplatz 1
D-70435 Stuttgart

Fuel consumption and emissions

911 Turbo S (WLTP, preliminary values)
Fuel consumption combined: 11.8 – 11.6 l/100 km; CO2 emissions combined: 266 – 262 g/km;
CO2 class: G

911 Turbo S Cabriolet (WLTP, provisional values)
Fuel consumption combined: 11.8 – 11.7 l/100 km; CO2 emissions combined: 267 – 265 g/km;
CO2 class: G

All figures refer to the EU model.

The fuel consumption and CO_2 emission values were determined according to the new WLTP measurement method. For the time being, the NEDC values derived from this must still be stated. Further information on the official fuel consumption and official specific CO_2 emissions of new passenger cars can be found in the ‘Guide to the fuel consumption, CO_2 emissions and power consumption of new passenger cars’, which is available free of charge at all sales outlets and from DAT.

Highlights

The all-rounder among sports cars: the Porsche 911 Turbo S

- **Absolute all-rounder**
  The 911 Turbo S combines impressive performance, unrestricted everyday practicality, long-distance comfort and exclusivity.

- **Most powerful series-production 911**
  The new 3.6-litre six-cylinder twin-turbo boxer engine with its innovative T-Hybrid system develops a system output of 523 kW (711 PS) and a maximum torque of 800 Nm.

- **Innovative T-Hybrid system with twin turbocharging**
  Two electric turbochargers, an electric motor integrated in the PDK housing and a compact and lightweight high-voltage battery enable an enormous level of performance with low emissions.

- **Enhanced aerodynamics**
  Newly designed front and rear sections, an active front diffuser and a revised rear wing result in even better efficiency and performance.

- **Even better driving dynamics**
  The new 911 Turbo S improves on its lap time on the Nürburgring Nordschleife by around 14 seconds (07:03.92 minutes), compared to the predecessor model. It sprints from 0-100 km/h in 2.5 seconds – 0.2 seconds faster than its predecessor. From 0-200 km/h takes just 8.4 seconds (-0.5 s).

- **Unmistakable design**
  In the new 911 Turbo S, the Turbo-exclusive contrast tone Turbonite and the cross-model-line Turbo design philosophy complement the traditional Turbo features, such as the widened body with side air intakes and its striking rear wing.

Summary

Top-of-the-range model with performance hybrid system and 711 PS system output

Stuttgart. The new Porsche 911 Turbo S has big shoes to fill. Its predecessor was already regarded as the benchmark in the sports car world when it came to combining superior performance, long-distance comfort, exclusivity and everyday practicality. Now, the 911 Turbo S once again raises the bar in all areas. The sports car, which is available as both a coupé and a cabriolet, brings significantly increased performance, a more powerful design, more intelligent aerodynamics, upgraded suspension, and even more exclusive equipment.

"The 911 Turbo S is the most complete and versatile form of driving a Porsche 911," says Frank Moser, Vice President of the 911 and 718 model lines. "Whether for everyday use, on long autobahn journeys or on the racetrack – we have made the new 911 Turbo S even more comfortable, more individual and, at the same time, significantly faster than its predecessor."

Powertrain: performance hybrid system with two electric turbochargers

The newly developed, high-performance powertrain achieves a system output of 523 kW (711 PS). This makes the new 911 Turbo S the most powerful production 911 of all time. The maximum torque of the powertrain is 800 Nm and is available over an extremely wide rev range from 2,300 to 6,000 rpm. The car also achieves an exceptionally flat power curve; its peak power output of 711 PS is available from 6,500 and 7,000 rpm. At the heart of the car is a newly developed 3.6-litre boxer engine. Equipped with innovative T-Hybrid technology featuring a 400 V high-voltage system, it achieves a power increase of 61 PS compared to its predecessor.

A T-Hybrid powertrain first debuted in 2024 in the 911 Carrera GTS. For use in the new 911 Turbo S, the technology has been significantly further developed. While a single electric turbocharger (eTurbo) is integrated into the T-Hybrid system in the GTS, two of these innovative devices are used in the new 911 Turbo S. The turbine and compressor were

specially designed to meet the specific requirements of the flagship model. The two eTurbos contribute not only to a considerable increase in performance but also to greatly enhanced responsiveness. The particularly compact and lightweight high-voltage battery, which has a capacity of 1.9 kWh, is the same as that used in the 911 Carrera GTS. An eight-speed PDK with an integrated electric motor transmits the power to the Porsche Traction Management (PTM) all-wheel drive system. The Turbo S Coupé now completes the sprint from 0-100 km/h in just 2.5 seconds, 0.2 seconds faster than its predecessor. It takes just 8.4 seconds to reach 200 km/h, which represents an improvement of 0.5 seconds. The top speed of the new 911 Turbo S is 322 km/h.

Around 14 seconds faster on the Nürburgring Nordschleife

Despite the additional components of the performance hybrid system, the new 911 Turbo S weighs just 85 kilograms more than its predecessor. The increase in weight has been more than compensated for in all areas relating to performance and driving dynamics. The best demonstration of this is the car’s lap time on the Nürburgring Nordschleife. As part of the final development drives conducted in autumn 2024, a lightly camouflaged 911 Turbo S posted an official time of 7:03.92 minutes – about 14 seconds faster than its predecessor. "You don't feel any weight gain. On the contrary, the car is much more agile, has more grip and is significantly faster in all relevant sections of the track than the previous 911 Turbo S," says Porsche brand ambassador Jörg Bergmeister, who was involved in the development and testing of the new sports car and set the official lap time.

Brakes and tyres with optimised performance

Porsche’s engineers implemented upgrades across all areas to achieve the impressive performance of the top-of-the-range 911 model. The new generation of tyres used in the 911 Turbo S offers significantly improved handling in dry conditions, while also maintaining excellent performance in the wet. The sports car is now fitted with 325/30 ZR 21 tyres at the rear, 10 millimetres wider than those of the previous model. As with the predecessor, 255/35 ZR 20 tyres are fitted at the front. The engineers increased the diameter of the rear brake discs of the Porsche Ceramic Composite Brake (PCCB) system from 390 mm to 410 mm,

while discs with a diameter of 420 mm are used at the front. This means that the brake discs on the new 911 Turbo S are the largest that Porsche has ever fitted in the PCCB system of a two-door model.

Intelligent active aerodynamics

Enhanced aerodynamics optimise the cooling of the brakes and the drivetrain, while also increasing the efficiency of the new 911 Turbo S. Active, vertically arranged cooling-air flaps at the front of the car, an active front diffuser, an adaptive front spoiler carried over from the predecessor model, and an extendable and tiltable rear wing all work together harmoniously to improve performance and efficiency. Depending on the driving situation, the active aerodynamic elements intelligently reduce lift or, when retracted, reduce drag. When each of the active aerodynamic elements are in their most efficient position, the drag coefficient of the 911 Turbo S Coupé is reduced by 10 per cent compared to its predecessor. In addition, the active aerodynamics improve the wet braking performance of the flagship model; in wet mode, the cooling flaps at the front close to protect the front brake discs from excessive water spray.

Suspension for improved agility and stability

The T-Hybrid drive system, thanks to its high-voltage electrical system and battery, enabled Porsche engineers to equip the 911 Turbo S with electro-hydraulically controlled Porsche Dynamic Chassis Control (ehPDCC) as standard. It reduces body roll when changing direction and increases agility and precision through corners. The active anti-roll bars generate support forces and keep the car balanced. This makes the sports car more predictable and easier to drive, despite its enormous power. This improves both ride comfort and driving dynamics – and contributes to the position of the flagship model in the 911 series as the absolute all-rounder. For optimum everyday usability, the electro-hydraulic PDCC is available with an optional lift system for the front axle, which actuates much faster than its predecessor thanks to its integration into the 400 V system.

A new standard sports exhaust system with rear silencer and titanium tailpipe trims also underlines the 911 Turbo S's position in terms of acoustics, with its sound being composed especially for the flagship model. In addition, the exhaust system saves 6.8 kg of weight. Internal engine modifications are another factor contributing to the even more emotive sound. The 3.6-litre boxer engine works deliberately with asymmetric timing, which adds further frequencies to the engine sound, creating a more throaty and distinctive sound typical of a boxer engine.

Exclusive appearance and high-quality equipment

The new Turbo S marks the introduction of Porsche's cross-series Turbo design strategy in the 911. The exclusive appearance clearly differentiates the Turbo from other 911 models. Numerous contrasting elements are finished in the colour Turbonite, which is reserved exclusively for Turbo variants. These include the Porsche crest and the 'Turbo S' lettering at the rear. In addition, Turbo S-specific inserts are used in the slats of the rear wing and the side window surrounds. The selection of wheels available for the Turbo S also includes new centre-lock designs finished in Turbonite.

As is typical for the Turbo, the new flagship of the current 911 series has a visibly wider body and track compared to the Carrera models, as well as openings in the rear side panels. Striking air vents in the newly designed rear section emphasise the car's width. The tailpipes of the titanium exhaust system in the newly interpreted design typical of the Turbo underline the car's top position in the model line, as does a dynamic pearl structure above the taillight strip. Oval titanium tailpipe trims with a special structure are available as an option.

Turbonite accents also characterise the interior. They can be found in the door panels, on the steering wheel, the dashboard and centre console surrounds, as decorative stitching, and on the Sport Chrono stopwatch and instrument cluster. Porsche's designers have also used the colour for the seat belts and several buttons in the centre console. For the first time, the exclusive interior features carbon-weave trim strips with inlaid decorative thread in Neodyme, as well as a perforated microfibre headliner.

As a coupé, the 911 Turbo S is delivered as a two-seater as standard. On request, the rear seat system can be configured at no extra charge. The Cabriolet is equipped with rear seats. The new 911 Turbo S is fitted with HD-Matrix LED headlights as standard. They have innovative light functions that greatly increase safety when driving at night. In addition, the Sport Chrono package including tyre temperature display, the specifically tuned suspension PASM, the electro-hydraulic roll support ehPDCC and the titanium sports exhaust system are part of the standard equipment. In the interior, 18-way Adaptive Sports seats Plus with memory function and ‘Turbo S’ lettering on the headrests feature as standard. The Turbo S-specific embossing on the seats and door trims is a reinterpretation of the classic design features of the first 911 Turbo (the 930 generation).

Wide range of available options

Further individualisation options are available through the range of products offered by Porsche Exclusive Manufaktur. In addition to the Paint to Sample programme with more than 100 exterior colours, these options include Turbo Exclusive Design wheels with carbon blades painted in Neodyme, a lightweight carbon-fibre roof, Exclusive Design rear lights and carbon-fibre air inlets in the rear side panels. Lightweight carbon-fibre wiper arms, which are 50 per cent lighter than the standard component, are available for the first time. The interior can be further enhanced with details such as decorative stitching in contrasting colours, personalised embossing, seat panels and sill trims in leather with fine decorative stitching, and personalised painted vehicle keys.

The 911 Turbo S for the wrist

The Porsche Design Timepieces Configurator offers customers the opportunity to design their own personal ‘sports car for the wrist’ – perfectly matching their 911 Turbo S down to the last detail. The new, black dial with Turbonite design elements reflects this close connection to the vehicle. In addition to Turbonite, all exterior colours (including Paint to Sample) are available for the coloured ring around the dial. The titanium case features a black titanium carbide coating. The strap is made of genuine Porsche interior leather and yarn. A highlight is the hot stamping with the ‘Turbo S’ lettering. The timepiece is powered

by the Porsche Design caliber WERK 01.200 with COSC certification and flyback function. The customisable winding rotor echoes the various designs of the 911 Turbo S wheels and features the Porsche crest in Turbonite. The case back can be customised with a personal engraving. The Chronograph 911 Turbo S is handmade to order at Porsche's own watch-making facility in Grenchen, Switzerland.

Powertrain

Innovative performance hybrid system with twin turbocharging

At Porsche, the Turbo S model designation signifies more than just a form of air intake. It represents the flagship within the model series, and stands for exceptional performance and technological innovation. Which is why, for the 911 Turbo S, Porsche has significantly further developed the innovative design of the exceptionally lightweight T-Hybrid system that was first introduced in the 911 Carrera GTS. While one single electric turbocharger (eTurbo) is fitted in the 911 Carrera GTS, the new 911 Turbo S features a system with two specially designed eTurbos. The powertrain develops a system output of 523 kW (711 PS). This equates to a power increase of 61 PS compared to the predecessor model. The maximum torque is 800 Nm. With this power, the flagship sports car accelerates from 0-100 km/h in 2.5 seconds, two tenths of a second faster than its predecessor.

The extensively revised 3.6-litre six-cylinder boxer engine is based on the recently introduced engine generation that also powers the 911 Carrera GTS. Compared to its predecessor, the engineers reduced the bore by 5 mm to 97 mm and increased the stroke by 4.6 mm to 81 mm. The lightweight crankcase features enlarged ventilation chambers. Stiff roller cam followers are used in the cylinder heads, to aid efficiency. This technology originates from motorsport and reduces friction while optimising strength. Porsche also uses the tried-and-tested VarioCam technology in the lightweight valvetrain. It controls the camshaft timing precisely for all engine speed and load conditions, thereby guaranteeing optimum performance and reduced fuel consumption. Thanks to an optimised combustion process, the boxer engine also achieves a higher degree of efficiency. In this new generation of engine, the belt drive from the predecessor has been omitted. Instead, an electric motor integrated into the PDK housing takes over the tasks of both the starter motor and alternator, and the air conditioning compressor is driven electrically. This results in a compact design that creates space above the engine for a pulse inverter and DC/DC converter. In addition, the new, particularly compact starter battery is installed there. With an energy capacity of 40 Ah, the lightweight lithium iron phosphate battery (LiFePO4) measures just 90 mm in height and weighs seven kilograms. A newly developed, dual-flow tract for the intake air, including a charge-air cooler and four air filter elements, is located above the boxer engine. This

makes optimum use of the available space. Even without its hybrid system, the combustion engine in the new 911 Turbo S develops a power output of 471 kW (640 PS) and a maximum torque of 760 Nm. In order to withstand the resulting loads, Porsche has equipped the engine with new, strengthened cast pistons, which provide a compression ratio of 9.2:1.

The new electric turbochargers

For the first time, Porsche is using eTurbo technology in a 911 Turbo S. Unlike conventional turbochargers, eTurbos are each equipped with an integrated electric motor, which is located between the compressor and turbine wheels and drives the shaft of the turbocharger directly. As a result, it spools up the turbo at lightning speed, regardless of the engine load. Full boost pressure is always available within a very short time. The eTurbos therefore make a significant contribution to the responsiveness, performance and efficiency of the drive system. In addition, the turbochargers are designed in such a way that their electric motors can be used to regulate the boost pressure. They generate electrical energy from the rotation of the shafts. While reducing the turbine speed in the process, they reduce the charge pressure as required. The recovered electrical energy is either fed into the high-voltage battery or passed directly to the electric motor in the PDK housing. In this way, excess boost pressure is not blown off, as is normally the case, but instead used to generate energy. Wastegates to limit the boost pressure, or turbo designs with variable turbine geometry to optimise responsiveness are therefore not necessary.

The twin-turbo layout makes it possible to reduce the size of the individual turbochargers, which have been specially designed to meet the specific requirements of the 911 Turbo S. Reduced diameters of 65 mm for the turbine wheel and 73 mm for the compressor wheel bring even greater responsiveness. In addition, the use of the second turbo increases the capacity of energy recuperation from exhaust gases. At full throttle, the electrical power gained in this way is deployed by the electric motor in the PDK housing, significantly improving overall performance. The maximum combined system torque of the new 911 Turbo S is 800 Nm and is available over an extremely wide rev range from 2,300 to 6,000 rpm. The maximum power output of 523 kW (711 PS) is delivered from 6,500 to 7,000 rpm.

The hybrid system in the new 911 Turbo S

During development of the hybrid system, the focus was on optimum performance with minimal additional weight. To achieve optimum weight distribution, the engineers placed the high-voltage battery of the new 911 Turbo S at the front. It has 216 round cells and a gross energy capacity of 1.9 kWh. It is roughly the same size and weight as a standard starter battery. Continuous water cooling and efficient thermal management ensure that the battery delivers consistently high performance, even during dynamic driving. Its control unit is located under the driver's seat, the pulse inverter and DC/DC converter are located above the boxer engine, which is around 11 cm shallower than its predecessor. The hybrid system operates at a voltage of 400 volts.

In addition to the electric motors in the eTurbos, the new 911 Turbo S is fitted with a motor integrated in the PDK housing. The permanent magnet synchronous motor, which is fully integrated into the transmission housing, is coupled to the crankshaft via the dual-mass flywheel. It measures just 286 mm in diameter and 55 mm in length, delivers a drive torque of 188 Nm even at idle and contributes up to 60 kW to the overall system output. The sophisticated yet highly simplified cooling system, which features an increased radiator fan output, a new centre radiator and a new water pump, is optimised to suit the car’s increased cooling requirements.

Operation of the hybrid system varies depending on the driving situation. During highly dynamic driving, the high-voltage battery supplies energy to the eTurbos or the electric motor as required to build up boost pressure more quickly or to apply supplementary torque directly to the drivetrain. While driving at high-speed, the exhaust gas recuperation of the e-turbos feeds the electric motor. This limits the boost pressure and reduces exhaust gas temperature as the drive power increases. When high levels of performance are demanded, the high-voltage battery supplies energy to further increase the system output.

To withstand the torque generated, Porsche has developed a separate PDK specifically for its performance hybrid models. It is based on the transmission from the previous model, but the clutches, gear sets and bevel gear are reinforced. In addition, a taller final drive ratio

reduces engine revs at high road speeds. In the new 911 Turbo S, up to 500 Nm of torque is fed to the water-cooled front axle differential via a transfer box.

Pure emotion: the sound of the 911 Turbo S

The most powerful 911 to date is also the most dynamic Turbo S ever. This uncompromising performance can be experienced to a new extent thanks to the careful tuning and the sophisticated overall design of the sports car.

As well as the driving experience, the sound of a sports car contributes significantly to the overall experience. Internal engine modifications are another factor contributing to the even more emotive sound of the new 911 Turbo S. Asymmetric valve timing adds additional frequencies to the sound of the boxer engine, creating a particularly powerful, distinctive sound experience. A new, twin-tip sports exhaust system with rear silencer and tailpipe trims made of titanium also contributes to the unmistakable sound. It is featured on the new 911 Turbo S as standard and ensures maximum performance with minimum weight. In order to protect adjacent components from heat, Porsche is using a new type of heat shield for the first time. It features a three-layer design and consists of two thin sheets (each with a thickness of just 0.25 mm), which enclose an extremely effective insulating material based on environmentally friendly cellulose.

All-rounder with an impressive Nordschleife time

The new 911 Turbo S combines the best of all worlds, as is typical of this model. It is perfectly suitable for everyday use, comfortable, exclusively equipped, and offers impressive performance on track. During development and tuning of the suspension, the focus was on optimum driveability despite the significantly increased power output. The power-to-weight ratio is 2.43 kg/PS (Cabriolet: 2.55 kg/PS). The requirements of the model included predictable, comfortable driving dynamics; intuitive and precise power delivery; uncompromising high-performance braking; and optimum grip. The high level of responsiveness and driveability of the powertrain is carried through to the suspension – it is confident, controllable, calculable.

Despite its performance hybrid system, the extended list of standard equipment, and upgrades to the suspension and body, the kerb weight of the new 911 Turbo S has only increased by a total of 85 kg compared to its predecessor. This increase in weight was more than compensated for in all areas relating to performance and driving dynamics – as is demonstrated by the car's on-track performance. On the Nürburgring-Nordschleife, the new 911 Turbo S recorded an official lap time of 07:03.92 minutes, beating its direct predecessor by about 14 seconds. The 911 Turbo S completes the sprint from 0-100 km/h in 2.5 seconds. It takes just 8.4 seconds to accelerate from 0-200 km/h, and its top speed is 322 km/h.

Electrohydraulic roll stabilisation

The noticeable leap in performance is the result of a finely tuned overall package comprising powertrain, aerodynamics and suspension. The power supply for the active electro-hydraulic roll stabilisation system (ehPDCC) was specially developed for vehicles with the new, beltless boxer engine and was further optimised for the new 911 Turbo S. It increases both agility at lower speeds and stability at high speeds, making a significant contribution to the improved performance and comfort of the 911 Turbo S. The electro-hydraulic PDCC system is fitted as standard in the 911 Turbo S.

A motor/pump unit, which consists of a high-voltage permanent magnet synchronous motor and an internal gear pump, generates a flow of oil. A valve block distributes this to the front and rear axles. There, it reaches active anti-roll-bar drop links which, depending on the driving situation, use the available pressure in the system to exert a targeted torsional force on the anti-roll bars. This generates support forces along the vehicle's longitudinal axis, which reduces roll and enables the car to takes corners with exceptional stability.

The system is equipped with a pressure accumulator which, in normal operation, maintains a pressure of 10 bar and reliably compensates for any natural fluctuation. A filter cleans the returning oil flow and ensures the long-term operation of the valves and oil pump. Demand-based control reduces energy consumption by more than 80 per cent compared to the previous system. The introduction of this technology leads to noticeable advantages in terms of comfort, driveability and precision. The sports car can achieve higher speeds both on corner entry and exit, which significantly contributes to improved lap times on track.

In addition, the ehPDCC controls the optional front-axle lift system. Its operation also benefits from this change in technology: it reacts more quickly and is able to achieve an approach angle that is 2.4 degrees greater than with the previous system.

Porsche has comprehensively optimised the standard Porsche Active Suspension Management (PASM) system of the 911 Turbo S. It offers significantly enhanced performance while also offering improved ride comfort. This is achieved by adapting the spring rates, damper hydraulics and damping map, as well as newly developed engine mountings, which enable increased precision and more accurate feedback from the road surface thanks to their higher stiffness. At the same time, they offer a weight advantage over their predecessors. The geometry and elastokinematics of the rear axle of the 911 Turbo S have also been adapted to the increased weight from the T-Hybrid drive system. A PASM Sport Suspension system, with a 10 mm lower ride height and an even stronger focus on performance, is optionally available for the 911 Turbo S.

Brakes, tyres and wheels

For the new 911 Turbo S, Porsche has extensively further developed the Porsche Composite Ceramic Brake (PCCB), which is fitted as standard. The flagship 911 model is equipped with the largest brake discs that Porsche has ever fitted in the ceramic brake system of a two-door model. Fixed 10-piston callipers and 420-millimetre brake discs are fitted at the front. The rear brakes feature four-piston brake callipers and new, larger discs with a diameter of 410 mm.

The cross-drilled discs used in the ceramic brake system are 50 per cent lighter compared with cast iron discs. Porsche has proven the car's high level of braking performance during extensive real-world testing on the Nürburgring-Nordschleife. In addition, the new pads offer a particularly natural brake pedal feel. Revised brake ventilation and the integration of piston inserts into the callipers ensure optimal thermal management, preventing the brake fluid from overheating. The callipers are painted yellow as standard. Callipers painted black are available from Porsche Exclusive Manufaktur, on request.

In addition to improved braking performance, Porsche has also further enhanced the mechanical grip of the 911 Turbo S. The sports car is fitted with 325/30 ZR 21 tyres at the rear, which are 10 mm wider than those of the previous model, and 255/35 ZR 20 tyres at the front. The result is even better handling in dry conditions while excellent performance in the wet is also maintained.

Another exclusive highlight of the 911 Turbo S are the 20/21-inch 911 Turbo S centre-lock wheels. Finished in the distinctive Turbonite colour, they are a striking unique feature of the flagship model. Other wheel choices are optionally available: the 20/21-inch 911 Sport Classic wheels and 911 Turbo Exclusive Design wheels with carbon blades. The innovative carbon blade design feature serves to optimise aerodynamics. A total of seven colours is available from Porsche Exclusive Manufaktur for the Sport Classic wheels and four for the Exclusive Design wheels.

Modifications to the body and chassis

The chassis of the new 911 Turbo S has also been adapted to suit the enormous power of the new drive system. At the front end for example, the engineers have adapted the suspension turrets, the high-voltage battery tray and the front cross member. At the rear, the impact absorber mounts, the rear carriers, and the floor, among other things, have been modified. New engine mounts have also been introduced. The conventional mounts outperform their active predecessors in every aspect, while also being lighter and more compact.

The car's widened body and track width are further examples of traditional design features of the Turbo model series. The front wheel arches are 45 mm wider than those of the 911 Carrera models. The large rear wheel arches, which are a well-known distinguishing feature of the 911 Turbo models, widen the rear by 20 mm. Striking air vents in the newly designed rear section further emphasise the additional width.

The car's appearance from the front is also even more striking thanks to new functional design elements. The integration of all frontal lighting functions into the main headlight units, which come tinted as standard on the 911 Turbo S, is also about more than just lighting and aesthetics. It creates space in the front section for the larger, more effective cooling-air intakes. The four-point light signature typical of all Porsche models is active in all light modes on the 911 Turbo S, even when the dipped beam or main beam are switched on.

Active aerodynamics with extended functions

The various aerodynamic components of the 911 Turbo S are both visual hallmarks and key performance-enhancing elements. The active rear wing, typical of the Turbo, reduces lift at high speed and minimises drag when in its most efficient position. It is one of several active aerodynamic features on the 911 Turbo S, which together provide optimal aerodynamic performance based on the power demand, driving situation and ambient temperature. As with the predecessor model, the overall aerodynamic system includes an active front spoiler

lip. Depending on the driving mode, it can be either fully retracted, partially extended or fully deployed, which results in reduced drag or increases downforce, as required.

The five vertically arranged, visible cooling-air flaps at the front of the car are shaped for optimal flow of high volumes of air, accounting for the increased cooling-air demand of the powertrain. When power requirements are low, the flaps remain virtually closed, reducing drag and therefore fuel consumption. When power demand is high, for example when driving on track, the flaps open and direct additional air to the cooling system.

New in the 911 Turbo S are the adaptive front diffusers located in the underbody panelling. They open and close in tandem with the cooling-air flaps. If the diffuser flaps are open, air flows through the duct and into the wheel arch. This reduces lift on the front axle, compensating for the impact of the increased cooling-air supply on the lift forces. The system also cools the brakes. In wet mode, the diffusers close to protects the front brake discs from excessive moisture. When closed, the aerodynamic advantages of the diffuser and cooling air flaps are combined. When each active aerodynamic element is in its most efficient position, the drag coefficient of the 911 Turbo S Coupé is reduced by up to 10 per cent. The optimised passive aerodynamic components also contribute to this.

New Turbo design language featured in the 911 for the first time

A Turbo S is always recognisable as a Turbo S. This is what Porsche's cross-model-series Turbo design language stands for, and it now features in the 911 for the first time. Its defining characteristic is the anthracite colour Turbonite, which is reserved exclusively for Turbo models. Porsche uses the colour in the 911 Turbo S as a contrast tone on the slats of the rear wing, as well as the side window surrounds. The Porsche crests on the front luggage compartment lid and the wheel centre caps are also finished in Turbonite. All these features, available for the first time in a series-produced 911, combine with the classic, unmistakable 911 Turbo features to form a harmonious overall package. These include the widened body and track as well as the active rear wing. Another stylish design feature is the adaptive front spoiler, which bears the ‘Turbo S’ lettering. At the rear, the 911 Turbo S is identified by a new pearl structure on the trim beneath the taillight cluster band. It rises dynamically at the

pagoda. The sports exhaust system with rear silencer and tailpipe trims made of titanium also underline the car's position as the top-of-the-range model . The exhaust system saves 6.8 kg of weight compared to the predecessor. Oval-shaped sports titanium tailpipes are also optionally available. The 911 Turbo S is equally distinctive from the side. The lower covers of the exterior mirrors, the rear side air intakes, and the side skirts are all painted in elegant high-gloss black. Overall, the exclusive, purposeful, and modern appearance of the 911 Turbo S clearly differentiates it from other 911 models.

Colour range: individuality virtually without limits

An extensive selection of exterior paint colours is available for the Porsche 911 Turbo S. The range of colours is divided into the familiar Legends, Dreams, Shades and Contrasts colour worlds. For this model, Legends comprises four classic Porsche shades, while Dreams bundles particularly colourful, expressive tones such as Guards Red and Lugano Blue. The Shades colour palette brings together muted, elegant colours, while the Contrasts colour world consists of White and Black.

More than 130 additional body colours are available from Porsche Exclusive Manufaktur in the Paint to Sample and Paint to Sample Plus ranges. The Paint to Sample category includes predefined colours that have already been technically approved. These include, for example, Maritimeblue, Rubystar and Mintgreen. Some of these colours enjoy true cult status in the Porsche community.

Porsche Exclusive Manufaktur also offers the Paint to Sample Plus programme. Customers can provide their local Porsche Centre with a sample of their desired colour, which Porsche then uses to determine the technical feasibility. If fundamentally viable, the sports car manufacturer then develops the matching paint colour to be used on the customer's vehicle. Depending on complexity, this process takes about nine months. For Paint to Sample, the lead time can increase by three months.

The Porsche 911 Turbo S Cabriolet is available with various roof colours. As well as black, blue, brown and red, there is also a black option featuring grey stripes.

Additional details can be customised with the range of design packages available. The SportDesign Package 911 Turbo Carbon, for example, offers Exclusive Design rear lights with a Turbonite accent. The upper covers for the exterior mirrors and the window triangle trims are made of carbon, as are the air inlets in the rear side panel. The package also includes black brake callipers for the Porsche Ceramic Composite Brake (PCCB) system.

The interior: sporty and luxurious

The new 911 Turbo S features the updated interior design of the 911 model series. The Porsche Driver Experience operating concept, which focuses on the driver's axis, allows the sports car to be operated even more smoothly and intuitively, especially during spirited driving. As the flagship model, the Turbo S boasts particularly luxurious and sporty equipment. The seats, headrests, dashboard, door panels and optional rear seat are upholstered in high-quality smooth black leather with contrasting Turbonite decorative stitching.

The rim of the standard GT Sports steering wheel, which is heated and also features a mode switch, is upholstered in perforated smooth leather. The seat centre panels and the door panels feature an exclusive decorative stitching pattern. Various styling details, including the embossed ‘Turbo S’ lettering on the headrests of the 18-way electrically adjustable Sports Seats with memory function, emphasise the status of the flagship 911. The standard two-seater configuration of the 911 Turbo S Coupé is a reflection of Porsche's focus on lightweight construction. On request, the rear seating system can be added at no extra charge. Porsche always equips the Cabriolet with four seats.

Porsche extends the use of the contrast colour Turbonite to the interior of the 911 Turbo S. Across all model series, it is the Turbo model with the most extensive use of Turbonite in the interior. The elegant anthracite shade is found in the door panels, accent areas of the steering wheel and instrument cluster, the dashboard and centre console surround, the climate control switches, and on the gear lever. The backing of the perforated Race-Tex headliner also features the colour Turbonite. The Turbo-exclusive colour is also found on the Porsche crests, the seatbelts and selected buttons on the centre console. Depending on the interior colour selected, this also applies to the floor mats. As part of the Sport Chrono package, the dial of the Sport Chrono stopwatch is also finished in Turbonite.

For the first time, Porsche is offering carbon-weave trim panels with decorative thread in Neodyme as an option with the Carbon Interior Package, which has been specially designed

for the Turbo S. If this package is selected, the decorative trim panels of the dashboard, door panels and centre console are finished in matt carbon fibre.

Alongside the standard interior package in black leather, Porsche also offers various two-tone leather packages for the 911 Turbo S, as well as single-colour leather variants with decorative stitching in the colour Crayon instead of Turbonite. In addition, particularly luxurious club leather is available in Basalt Black, Truffle Brown and in the two-tone combination of Basalt Black and Classic Cognac. The Porsche Exclusive Manufacture range enables the 911 Turbo S to be even further customised. For example, decorative stitching, seatbelts, the dial of the Sport Chrono stopwatch and the digital tachometer can be finished in Racing Yellow on request.

Personalised floor mats are also available from Porsche Exclusive Manufaktur. The vehicle documentation folder, the door sill trims and the vehicle key can also be personalised as desired to personal taste. Customers can also request individualised embossing on the storage compartment lid from Porsche Exclusive Manufaktur.

Dr. Ing. h.c. F. Porsche AG
Public Relations, Press, Sustainability and Politics
Porscheplatz 1
D-70435 Stuttgart

Equipment

Extensive range of standard and optional equipment

The 911 Turbo S underlines its special status as a flagship model with motorsport genes via numerous standard features derived from motorsport. These include active aerodynamics, various lightweight construction measures, rear-axle steering, the eight-speed PDK, ceramic brakes (PCCB), centre-lock wheels, and all-wheel drive. The electro-hydraulic Porsche Dynamic Chassis Control (ehPDCC) is also fitted as standard. As an alternative to the standard Porsche Active Suspension Management (PASM), PASM Sports Suspension with a 10 mm lower ride height is also available. Porsche Torque Vectoring Plus (PTV Plus), which ensures maximum traction and agility during highly dynamic driving, and the Sport Chrono package with integrated Porsche Track Precision app and tyre temperature display are included as standard.

The 911 Turbo S is designed as an exclusive, luxurious all-rounder for the racetrack and the road. It can be ordered with a wide range of comfort features, driver assistance systems and infotainment options from the current 911 range. These include the ioniser of the innovative air quality system with GPS function, the Porsche InnoDrive driver assistance package including adaptive cruise control with active lane guidance at speeds of up to 210 km/h, Night Vision Assist and the front-axle lift system with enhanced functionality. Remote Park Assist is also one of the optionally available systems. With this wide range of equipment and outstanding performance, the new 911 Turbo S covers an even broader range between comfort and performance than its predecessor.

Porsche equips the 911 Turbo S with HD-Matrix LED headlights as standard. With more than 32,000 pixels per headlight, this innovative lighting system produces a high-resolution light pattern that covers the entire high beam area and the main area of the dipped beam. Each pixel is controlled individually. As a result, the light pattern is able to adapt to any driving situation within milliseconds. The additional functions provided by the system include, for example, lane illumination, roadworks and narrow space illumination, as well as special lighting modes for driving in rain or fog, at crossroads, when taking motorway exits or while cornering. The automatically activated additional main beam increases the amount of light

from 1,400 to 2,500 lumens, provided that no vehicle is detected in front or oncoming. The 911 then illuminates the road ahead for a distance of up to 600 metres.

New generation of infotainment

With the extensively modernised Porsche Communication Management (PCM) system, the 911 Turbo S also offers the best possible performance in terms of digital experience. Introduced in June 2025 with the turn of the model year, the new generation of PCM responds faster, provides access to numerous popular third-party apps via the App Centre, and integrates the Amazon Alexa® digital assistant. In addition, Dolby Atmos® provides a particularly immersive sound experience. The premium Bose® Surround Sound System, which features 12 speakers and 570 watts of power and is included as standard in the 911 Turbo S, supports this innovative spatial sound technology. Audio tracks are selectively placed in three-dimensional space in such a way that they seem to surround the listener from all sides.

This enables listeners to feel as if they are sitting in the centre of an orchestra, or right at the heart of a film or radio play, for example. In addition to the standard sound system, the optional Burmester® High-End Surround Sound System with 13 speakers and a total output of 855 watts further enhances the sound experience. In order to take advantage of this spatial sound technology, Dolby Atmos®-enabled audio sources are required. Most of the best-known artists already release their music in a compatible format. Dolby Atmos-enabled® applications are available in the App Centre.

The App Centre is part of the Porsche Connect package and is included in the 911 Turbo S for 10 years. It gives Porsche customers access to a large number of third-party apps that can be installed and used directly within the PCM system. Depending on the market, the offering includes popular apps for news services, music, video and podcasts such as Spotify® and Apple Music®. Media libraries and weather apps are also featured, as are applications that enable users to search for places of interest and interesting driving routes.

Alongside the well-established Porsche Voice Pilot, the third-party digital assistant, Amazon Alexa®, is available via Porsche Connect. This service can be used to control individual

vehicle functions as well as smart home functions such as automatic garage doors or home lighting. Alexa® can also be used to search for information or to create to-do lists or shopping lists, as well as for checking the latest news and weather reports. The feature is activated via the Voice Pilot button on the steering wheel.

Made for you: the Turbo S of watches

To match the 911 Turbo S, Porsche is launching a chronograph that combines the legend of the Turbo S with modern watchmaking. The Chronograph 911 Turbo S offers Porsche drivers and fans the opportunity to design their own personal ‘sports car for the wrist’. The online watch configurator is structured in much the same way as the vehicle configurator and now features additional options perfectly matched to the new 911 Turbo S. The made-to-order timepiece is manufactured by hand in Porsche's own watch-making facility in Grenchen, Switzerland.

The Chronograph 911 Turbo S with COSC-certified Porsche Design caliber with flyback function can be individually customised to personal tastes with numerous configurable elements. The black dial features various design elements in the colour Turbonite, which is exclusive to Porsche Turbo models. The coloured ring can be configured in Turbonite or in any exterior colour available for the 911 Turbo S, including the popular historic shades from the Paint to Sample range. The ultra-light casing is made of titanium with a black titanium carbide coating. The bezel features a tachymeter scale.

The calfskin strap is made using genuine Porsche leather and finished with decorative stitching in the same yarn used in the vehicle interior. Here, too, the entire variety of vehicle configurations is available. This enables customers to design their chronograph to perfectly match the interior and exterior of their own individual car. This close connection between the sports car and the watch is emphasised by hot stamping on the leather strap with ‘Turbo S’ lettering, which is available on request. Customers can also opt for a titanium bracelet with a titanium folding clasp, which is finished in the same colour as the case. Those who appreciate variety can switch between the two strap designs using the quick-change system.

The Porsche Design calibre WERK 01.200 with flyback function and COSC certification stands for the highest level of precision and watch-making quality. Visible through a sapphire crystal caseback, this precision mechanical masterpiece is beautifully displayed. The caseback can also be customised with a personal engraving. For example, with a name, license plate or the VIN of the customer’s own 911 Turbo S. The winding rotor echoes the

design of the car’s wheels and can be configured in any of the wheel designs available for the 911 Turbo S.

The Turbo S: 33 years of innovation and performance

The first 911 Turbo (930 generation) was a technical sensation. Before Porsche delivered the first examples of this high-performance sports car in the spring of 1975, road-going turbocharged cars were virtually unknown. Turbocharged engines were considered fragile and hardly suitable for everyday use. The 911 Turbo, with its eye-catching widebody and spectacular rear wing, changed that.

With a top speed of 250 km/h, the first 911 Turbo was one of the fastest road-legal vehicles of its time. It also laid the foundation for a new Porsche model family. Today, the Turbo designation at Porsche signifies the top models in each respective model series. It represents luxury, comfort, exceptional performance and technological leadership. Even within the Turbo model family, the 911 Turbo S stands out; originally produced only in small series and typically launched later in the production cycle of a particular model generation, it demonstrates the limits of what is technically feasible.

Porsche 911 Turbo S 964 (1992)

In 1992, Porsche launched the first series-produced 911 Turbo S. The motivation for its creation came from the Exclusive department, which, at the time, had a slightly different focus than it does today. As well as an increase in power output, the weight of the model was greatly reduced. In omitting the power steering, air conditioning, radio, dual-mass flywheel and rear seat bench, as well as the use of lightweight body panels, the Turbo S was similar to the 911 RS models of the time. Comfort features weren’t high on the list of priorities – the design brief was all about maximum performance, and homologation for the road.

Its 3.3-litre turbocharged boxer engine was based on the powertrain of the 911 Turbo. With modifications such as upgraded camshafts and increased boost pressure, it achieved a power output of 280 kW (381 PS) – which equates to an increase of 61 PS. It could accelerate from 0-100 km/h in 4.6 seconds and up to a top speed of 290 km/h. Only 86 examples of this generation of 911 Turbo S were produced. Nevertheless, the special model

leaves a lasting legacy: the colour Speed Yellow, which was created especially for this model, is still used today on the brake callipers of the PCCB ceramic brake system.

Porsche 911 Turbo S 993 (1997-1998)

In the second generation of the 911 Turbo S, Porsche Exclusive once again played a central role. Through 1997 and 1998, the Sonderwunsch department was responsible for the production of 336 examples of the new 911 Turbo S. Unlike its predecessor, the model was no longer spartan in terms of comfort features. Its extensive equipment list gave a hint of the exclusive and rather luxurious future of the 911 Turbo S and included many features that were only available as options on the 911 Turbo. These included an aero package with a front and rear spoiler, air intakes next to the front fog lights for increased brake cooling, and extensive use of leather and carbon fibre in the interior. The 993-generation 911 Turbo S was the first 911 to feature the large, distinctive air intakes in the rear side panels. This has since become one of the defining features of the 911 Turbo.

From a technical perspective, the 993 generation also represented an important milestone. For the first time, Porsche equipped the turbocharged variants with all-wheel drive. Also, not just one, but two turbochargers were fitted. The boxer engine, now with a displacement of 3.6 litres, benefitted from shorter throttle tracts and smaller turbochargers, making it more responsive. In the 911 Turbo S, the engine was equipped with the Werksleistungssteigerung II (WLS II) power upgrade, resulting in an output of 331 kW (450 PS). As a result, the 1,500 kg super sports car could accelerate from 0-100 km/h in 4.1 seconds and was the first Porsche 911 to achieve a top speed of 300 km/h.

Porsche 911 Turbo S 996 (2004-2006)

The 996 generation marked an important turning point, both technically and in terms of model strategy. For the first time, Porsche also offered the top-of-the-range model of the 911 as a convertible, and not just exclusively as a coupé. There were two significant new features of the powertrain; a water-cooled engine and an optional automatic Tiptronic S gearbox.

Customers responded with strong sales figures, and a total of 1,563 examples were produced.

Porsche continued the tradition of positioning the 911 Turbo S as a flagship model showcasing innovative technology. For example, the PCCB system, which had been recently introduced on the 911 Turbo, was included in the standard equipment, as were wheel centre caps with coloured Porsche crests and a six-disc CD changer. The factory power upgrade to 331 kW (450 PS), which was referred to by equipment code X50, also featured as standard. It enabled a top speed of 307 km/h – a new record for the 911 Turbo S.

Porsche 911 Turbo S 997 (2010 – 2012)

The transition to the 997 generation brought about only minor changes in terms of exterior dimensions. In technical terms, however, the 911 Turbo S took significant steps forward. Porsche equipped the newly developed 3.8-litre six-cylinder boxer engine with highly advanced turbochargers. Their variable turbine geometry (VTG) enabled them to spool up more efficiently and generate much higher turbocharger speeds at low engine load. The result was greatly enhanced responsiveness and a leap in performance, with a power output of up to 390 kW (530 PS) and a maximum torque of 700 Nm. Compared to the 911 Turbo on which it was based, it shaved 0.4 seconds off the time taken to accelerate from 0-100 km/h, completing the sprint in just 3.3 seconds.

The newly developed seven-speed dual clutch transmission (PDK) contributed significantly to this rapid acceleration and featured in the 911 Turbo S as standard, along with a mechanical limited-slip rear differential, centre-lock wheels, the newly introduced Sport Chrono package, and exclusive leather equipment. With these features, Porsche clearly set apart the flagship model from the 911 Turbo. The exclusive powertrain further underlined the model’s position at the top of the range; the higher power output of the 911 Turbo S could no longer be achieved in the 911 Turbo by ordering a factory performance upgrade. Worldwide, 5,296 examples of the 997-generation 911 Turbo S were sold.

Porsche 911 Turbo S 991 (2013-2016)

When it came to the 991 generation, Porsche deviated for the first time from the tradition of launching the 911 Turbo S in the latter stages of the model generation life cycle. It debuted in 2013, shortly after the new 911 Turbo, and stood out even more distinctly than its predecessors. A front fascia with integrated airblades, black-chrome-plated tailpipes, and two-tone black and red leather upholstery were fitted as standard, exclusive to the Turbo S and not available in the 911 Turbo. Model-specific options, such as a carbon-fibre PDK gear selector, further distinguished the flagship from other variants.

The model update brought about numerous technical innovations that even further enhanced the performance of the 911 Turbo S. For the first time, Porsche offered rear-axle steering and introduced active aerodynamic elements. The PDK shift times were reduced and the power output was increased to 412 kW (560 PS) with a maximum of 700 Nm of torque, resulting in a 0-100 km/h acceleration time of just 3.1 seconds and a top speed of 318 km/h. By the time of the model facelift, Porsche had produced 9,629 examples.

In the second half of its life, the 991-generation 911 Turbo S brought additional important innovations. Its Dynamic Boost feature made it possible to maintain boost pressure when briefly lifting the accelerator pedal. As a result, the engine responded virtually instantaneously when the driver reapplied the throttle. The Sport Response Button enabled the responsiveness of the engine and transmission to be adjusted for the first time. The model update also brought an increase in output to 427 kW (580 PS) and 750 Nm of torque. These modifications resulted in the accomplishment of another milestone; for the first time in the history of Turbo models, a car completed the sprint from 0-100 km/h in 2.9 seconds – below the three-second mark. In total, 10,079 examples of the 991.2-generation 911 Turbo S were produced.

Porsche 911 Turbo S 992 (2020-2025)

The Porsche 911 Turbo S has always been a technological pioneer. In the case of the debut of the 992 generation, this even applied to the premiere itself. Due to the COVID-19 pandemic, Porsche presented the model online, as the premiere planned for the Geneva

Motor Show could not take place. This also marked the first time that a 911 Turbo S made its debut before the 911 Turbo. What was once an exotic model had become an important and extremely desirable pillar of the 911 model range.

The new model generation once again brought about a significant leap in performance. Equipped with a newly developed engine with two symmetrical VTG turbochargers, a new intake and charge-air cooling system, and an equally new eight-speed PDK, it sprinted from 0-100 km/h in 2.7 seconds. With an output of 478 kW (650 PS) and a maximum torque of 800 Nm, the new drive system once again surpassed all its predecessors.

Just over a year after the model facelift, Porsche presented the 992.2-generation 911 Turbo S. It impressively emphasised its reputation as a pioneer of technology. For the first time, a 911 Turbo S was equipped with a performance hybrid system, whose high-voltage system opened up new dimensions in terms of both power output and suspension technology. The innovative T-Hybrid powertrain of the 911 Turbo S, featuring two electric turbochargers, developed a system output of 523 kW (711 PS) and a maximum torque of 800 Nm. The flagship model’s acceleration time from 0-100 km/h was just 2.5 seconds.