

Product Highlights: Porsche 911 Turbo S – a leap in pure performance

04/09/2020 The new range topping 911 delivers an increase in power, driving dynamics, sportiness and comfort, resulting in the height of driving emotion. Here are the highlights of the thrilling new Porsche 911 Turbo S.

Redesigned engine

The new 6-cylinder 3,745 cm3 boxer engine with two variable turbine geometry (VTG) turbochargers completes the boxer engine family. Equipped with a redesigned charge air cooling system, two symmetrical enlarged turbocharges with VTG, electrically adjustable wastegate flaps and direct fuel injection with piezo injectors, the 911 Turbo S has astonishing power and improved efficiency.

The 911 Turbo S delivers 478kW / 650PS* (horsepower) at 6,750 rpm, an increase of 51kW / 70PS* (horsepower) from its predecessor. It moves from zero to 100km/h in 2.7 seconds. Maximum torque has also increased by 50Nm to reach 800Nm.

Body

The completely new body encompasses the unmistakable flyline and sporty appearance of the 992 generation 911, whilst paying homage to the exterior of previous 911 Turbo models.

The body of the 911 Turbo S is 45 millimetres wider above the front axle (1,840mm) and the overall width has increased by 20 millimetres above the rear axle (1,900 mm) from its predecessor.

Teamed with wider front fenders, the body of the new 911 Turbo S appears more masculine and flatter in overall appearance.

The modern exterior also includes a new extendable wing element, continuous light strip, a new rear apron with integrated tailpipe trims, partially recessed door handles and a redesigned luggage compartment lid with recess profiles.

Porsche Active Aerodynamics

The new 911 Turbo S features three elements to improve its aerodynamic advantage. These include the new active cooling air flaps in the front apron, multi-stage adjustable variable front spoiler lip and an extendable wing element to unleash the cars full aerodynamic potential. Together the front spoiler lip and rear wing deliver 15 per cent more downforce.

Active cooling air flaps

Located in the right and left cooling air intake of the front apron, the cooling air flaps are a new component of the Porsche Active Aerodynamics in the 911 Turbo models. The adjustable air flaps ensure low air resistance when closed and maximum engine cooling when open.

Variable front lip spoiler

The front lip spoiler features three separate inflatable segments assisted by actuators. Dependent on the speed and driving mode selected in the 911 Turbo S, the two outer segments remain synchronised and retract or extend with the middle segment to balance aerodynamics and increase downforce.

In the Speed position, outer areas of the spoiler are extended to reduce the lift at the front axle in comparison to the Performance position, where all areas of the spoiler are extended to provide maximum downforce on the front axle. The spoiler remains retracted in the Basic position.

Extendable wing element

Perhaps one of the most defining characteristics of the 911 Turbo S is the extendable wing element. Not only is the wing visually striking but it also serves a fundamental aerodynamic purpose. The wing now has an eight percent larger effective area than its predecessor.

In addition to the Performance and Speed positions of the wing, Performance II and Wet positions have been added to the lineup. The WET wing position, activated with Wet mode, causes the wing element to extend, the front lip spoiler to retract and the aerodynamic balance to shift towards the rear axle. This position results in increased stability and driver safety in wet conditions.

Furthermore, the new Performance II wing position, activated in Sport Plus mode, lightens the tyre load at the rear axle by reducing the angle of inclination on the wing element at speeds above 260km/h. This position enhances tyre potential for on-track use.

Sporty interior

The high-quality interior of the 911 Turbo S blends tradition and modernity to enhance a sporty look and feel.

As a standard, the 911 Turbo S features a two-tone leather interior with contrast stitching with Light Silver trim strips and decorative inserts in Carbon Matt.

The adaptive Sports Seat Plus with electric 18-way adjustment provides ultimate comfort and support to the driver.

The Race-Tex roof lining, quilted seat centres, redesigned door panels with quilted trim and embossed ‘turbo S’ lettering on the headrests give the vehicle an exclusive and luxurious look.

Other highlights include the new GT multifunction sports steering wheel with gearshift paddles and mode switch, and the integration of the 10.9-inch high resolution touchscreen display of the Porsche Communication Management (PCM) system. This creates simple access to navigation, music and so much more with one soft touch on the screen.

By the numbers

478 kW / 650 PS* (horsepower)

Flat 6-cylinder engine with VTG-twin-turbo

Eight-speed Porsche Doppelkupplung (PDK)

Top speed 330 km/h

0-100km/h in 2.7 seconds

0-200km/h in 8.9 seconds

The body is now 45 millimetres wider above the front axle (1,840 mm)

The overall width has increased 20 millimetres above the rear axle (1,900 mm)

*PS (Pferde Stärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

Driving comfort and dynamics

Porsche Active Aerodynamics (PAA)

Porsche Active Suspension Management (PASM)

Porsche Ceramic Composite Brake (PCCB)

Porsche Dynamic Chassis Control (PDCC)

Porsche Stability Management (PSM)

Porsche Torque Vectoring Plus (PTV Plus)

Porsche Traction Management (PTM)

Porsche Wet Mode

LED Matrix main headlights incl. Porsche Dynamic Light System Plus (PDLS Plus)

Sport Chrono package incl. mode switch

Australian standard specifications

Adaptive Sports seats Plus, electrical 18-ways with memory package

20-/21-inch 911 Turbo S wheels

10.9-inch Porsche Communication Management (PCM) infotainment system

ParkAssist (front and rear) including reversing camera

Lane Change Assist

Comfort Access

Cruise Control

BOSE® Surround Sound-System

Porsche Track Precision app

Digital Radio

Front seat heating

What the press say

(Full review here.)

"But if I had to choose a car to keep me going for the rest of my life, this is it. The GT3 and GT2 RS are in different ways similarly involving, but no 911 has ever been as disarmingly multi-talented as this new Turbo S."

- Georg Kacher, MOTOR (full review here.)

"Years of relentless refinement have honed Porsche's Turbo models into exemplars of swift-and-effortless driving."

- Basem Wasaf, Robb Report (full review here.)

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

Consumption data

911 Turbo S (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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