



Product Highlights: The new 911 – T-Hybrid for significantly enhanced performance

24/03/2025 Porsche has fundamentally upgraded the iconic 911 sports car and released the first street-legal 911 equipped with a super-lightweight performance hybrid drivetrain.

Porsche 911 model history

The Porsche 911 family, currently in its eighth generation, is summarised below:

- The first-generation Porsche 911 (1963-1973)
- G-Series: The second-generation Porsche 911 (1973-1989)
- 964: The third-generation Porsche 911 (1989-1994)

- 993: The fourth-generation Porsche 911 (1994-1998)
- 996: The fifth-generation Porsche 911 (1998-2005)
- 997: The sixth-generation Porsche 911 (2004-2012)
- 991: The seventh-generation Porsche 911 (2011-2019)
- 992: The eighth generation of the Porsche 911 (from 2019)

Australian model series

The new Porsche 911 model range (internal designation 992.2) comprises a number of variants at its official Australian market release in March 2025:

- 911 Carrera Coupé
- 911 Carrera T Coupé
- 911 Carrera S Coupé
- Carrera Cabriolet
- Carrera T Cabriolet
- Carrera S Cabriolet
- Carrera GTS Coupé
- Carrera GTS Cabriolet
- Carrera 4 GTS Coupé
- Carrera 4 GTS Cabriolet
- Targa 4 GTS

Drive technology: Porsche 911 Carrera GTS

The new 911 introduces a technological milestone in the world of Porsche sports car: the principle of the performance hybrid drive.

Porsche has created a lightweight drive unit specifically for the 911 based this on its motorsport experience. This unit features:

- An electric exhaust turbocharger (eTurbo)

- A compact and lightweight high-voltage (HV) drive battery
- Efficient power electronics
- A newly developed 3.6-litre boxer engine
- A strengthened 8-speed dual-clutch (PDK) transmission with an integrated electric motor

These components underpin the new 911's **T-Hybrid system**, which is characterised by an outstanding balance of high performance, efficiency with low weight.

The Porsche T-Hybrid system is fitted to all GTS model variants in the new Porsche 911 range.

Electric turbocharger (eTurbo)

This turbocharger unit has been designed with an electric motor situated between the compressor wheel and turbine wheel. It is connected directly to the shaft that drives them.

This electric motor can instantly bring the turbo up to speed (known as 'spooling up'), regardless of engine speed or load. This means the eTurbo drastically shortens the time needed to spool up and deliver maximum boost pressure to the engine's intake system.

It effectively eliminates turbo 'lag', or the time it takes the combustion engine's exhaust to accelerate the turbocharger.

The eTurbo automatically regulates boost pressure, which means it does not need a wastegate (which diverts excess turbo boost pressure to prevent engine damage).

The near-instant boost pressure achieved with the eTurbo means the 3.6-litre boxer engine maintains the ideal air-fuel ratio, builds torque very quickly (500 Nm at just 1,500 rpm; the peak 610 Nm torque level arrives at only 2,000 rpm) and achieves a near-linear power delivery, which is ideal for a sports car.

The eTurbo's electric motor not only delivers torque to the compressor / turbine shaft but its rotation also generates up to 11 kW of electrical power, which is directed to either the electric motor in the transmission or the high-voltage battery.

Because the eTurbo is so efficient and effective, a second turbocharger is not fitted to the engine of the new 911 GTS.

Porsche has also increased the efficiency of the charge-air cooler in the new 911 GTS.

Electric motor

A compact (286 mm diameter, 55 mm length) permanently excited synchronous motor is fully

integrated into the PDK gearbox housing.

It is connected to the engine's crankshaft via the dual-mass flywheel and fits into the existing gearbox oil-cooling system.

It reduces the weight of the new 911 GTS by also functioning as the engine starter and alternator.

The electric motor delivers up to 150 Nm of assisting torque from idle speed and a peak power level of 40 kW (54 PS*).

It can deliver up to 40 kW of power to the HV battery during regeneration.

High-voltage battery

This lightweight HV battery (weight: approximately 27 kilograms) has a gross capacity of 1.9 kWh and a 400-volt operating voltage.

Its size roughly corresponds to that of a conventional 12-volt AGM starter battery.

It uses 216 round cells, each of which are monitored for temperature and kept at a consistent temperature using a water-cooling system.

It is located under the front bonnet for optimised weight distribution.

The T-Hybrid drivetrain's 12-volt starter battery is a lightweight lithium iron phosphate battery (LiFePO₄). It measures just 90 mm in height and weighs about one-third that of a conventional starter battery.

The new 3.6-litre boxer engine

Porsche has expanded the displacement from 3.0 to 3.6 litres by enlarging the bore diameter to 97 mm and the stroke to 81 mm.

Solid roller cam followers (taken from motorsport) and proven VarioCam technology provide precise valve timing control. This also means manual adjustment of the valve clearance during maintenance is not necessary.

With no separate alternator and an electrically powered air-conditioning compressor, the hybrid system's pulse inverter and DC-DC convertor are installed in the space above the engine.

The boxer engine delivers up to 357 kW (485 PS*) of power and a peak torque of 570 Nm. Including the T-Hybrid's electrical assistance achieves a system output of 398 kW (541 PS*) and 610 Nm. Compared to its predecessor, the increase in power is 45 kW (61 PS*).

The new T-Hybrid drivetrain adds only an extra 50 kilogram of weight compared to the previous model.

Transmission

The 8-speed Porsche automatic dual-clutch transmission (PDK, Porsche Doppelkupplung, which is German for 'double coupling') is fitted to all GTS model variants.

Driving performance

The new 911 GTS, thanks to the addition of electrical power and the electric turbo's instant response, achieves a 0 – 100 km/h time of 3.0 seconds (with Launch Control).

The top speed is 312 km/h (on a suitable closed racing circuit).

Porsche brand ambassador and development driver, Jörg Bergmeister, recorded a lap time of 7:16.934 minutes at the Nurburgring Nordschleife in the new 911 Carrera GTS, beating the predecessor model's time by 8.7 seconds.

Drive technology: Porsche 911 Carrera

The proven Porsche 3.0-litre six-cylinder, twin-turbo boxer engine is fitted to these model variants of the new 911 model series:

- 911 Carrera (Coupé and Cabriolet)
- 911 Carrera T (Coupé and Cabriolet)
- 911 Carrera S (Coupé and Cabriolet)

This lightweight power unit has been extensively revamped for 2025:

- The charge air system optimised.
- The turbochargers are taken from the previous-generation 911 GTS models.
- The charge air cooler is now the same unit from the previous-generation 911 Turbo models.
- The charge air cooler is now located on top of the engine to access fresh cooling air.

Power and torque: New 911 Carrera (Coupé and Cabriolet):

The result is even more power (290 kW / 394 PS*, or 7 kW / 9 PS* more) and greater performance.

Peak torque is 450 Nm, with 300 Nm available from just 1,500 rpm.

Power and torque: New 911 Carrera S (Coupé and Cabriolet):

The new 911 Carrera S variants deliver slightly higher power and torque levels:

- Maximum power: 353 kW (480 PS*)
- Peak torque: 530 Nm

Transmission

The 8-speed Porsche automatic dual-clutch transmission (PDK) is fitted to these model variants:

- 911 Carrera (Coupé and Cabriolet)
- 911 Carrera S (Coupé and Cabriolet)

The 6-speed manual transmission is fitted to these model variants:

- 911 Carrera T (Coupé and Cabriolet)

Driving performance

The new Porsche 911 Carrera accelerates 0 – 100 km/h in 4.1 seconds (3.9 seconds with the optional Sport Chrono package).

The new 911 Carrera's top speed is 294 km/h (on a suitable closed racing circuit).

Exterior: design and body

Porsche's designers have further evolved the styling of the 911 with a focus on improving its aerodynamic properties and cooling requirements for its revamped engines.

Overall, these updates emphasise the car's width and sports-car stature, giving it a more elegant and commanding presence.

All frontal lighting functions are integrated into the headlights, dispensing with any auxiliary lighting fixtures at the front.

The front now uses larger air intake sections.

All additional sensor systems are now located behind a gloss surface under the new front number plate holder, contributing to the clean front-end design.

Each new 911 model variant has its own unique front section.

At the rear, the newly designed light unit with integrated LED light arc now integrates into the rear-end styling.

The number of cooling air louvres in the rear lid has been reduced from nine to five. They have also integrated two additional air intakes.

An air outlet for the charge-air cooling system has been integrated at the rear. The 911 Carrera GTS has two air scoops.

The lower rear spoiler is now finished in black, giving an uninterrupted look.

The model-specific exhaust outlets are now integrated into the rear section.

The rear number plate has been moved upwards.

Porsche Active Aerodynamics in the 911 Carrera GTS

The new 911 Carrera GTS now uses active aerodynamic elements to reduce drag in certain driving situations.

The cooling air flaps in the GTS are now positioned vertically.

At the front, five of the six cooling air flaps are visible with the sixth flap, located towards the centre, situated further inside.

These cooling-air flaps are continuously adjustable according to driving situation, outside temperature and power demand.

The front underbody panelling is fitted with adaptive front air diffusers. These work with the front cooling flaps and open/close in tandem.

These diffusers compensate for negative effects on aerodynamic balance and lift.

The distinct-looking front apron of the 911 Carrera GTS houses these active aerodynamic systems.

The centre radiator in the new 911 Carrera GTS accommodates the more powerful drive system.

The rear of the new 911 GTS features transparent taillight strips and two particularly effective cooling

air intakes with longitudinal louvres and black inserts.

HD-Matrix LED headlights

Porsche has combined an upgraded lighting range with the redesign of the headlights fitted to the new 911 series.

Matrix LED headlights are now fitted as standard across the range.

Camera and navigation data support the illumination of the 11 segments of their main beam area, optimising road illumination depending on the driving situation.

The headlights feature three-dimensional moulded light modules and the quintessential Porsche four-point daytime running lights.

HD-Matrix LED headlights are fitted to the new 911 Carrera GTS as standard equipment (optional for the new 911 Carrera, Carrera T and Carrera S variants).

These headlights feature more than 32,000 pixels per headlight, creating a high-resolution digital light image that covers both the main- and high-beam ranges.

These HD-Matrix LED headlights adapt to the driving situation at lightning speed thanks to their adaptive homogeneous lighting field created by the ability for each individual pixel to be activated, deactivated or dimmed in 1,024 steps.

The HD-Matrix LED headlights offer, for example, lane illumination, roadworks and narrow-lane illumination and a dedicated motorway beam.

The lights use HD-Matrix modules with 16,384 individual micro-LED pixels on a surface measuring just under 41 mm².

Each headlight contains a module with a wide-angle lens for wide light distribution and one with a telephoto lens for longer range distribution. The auxiliary high beam illuminates the road to a distance of more than 600 metres.

The system calculates lighting changes in just 16 milliseconds.

The HD-modules are located in the lower section of the headlights. The bifunctional modules installed above them provide the courtesy lighting and the auxiliary high beam.

Body styles

The 2025 Porsche 911 range is offered in Coupe, Cabriolet and, with the all-wheel drive GTS, as the

911 Targa 4 GTS.

The proven roof designs of the two open-topped 911 variants (Cabriolet and Targa) carry over without any changes to their structural design.

For the 911 Cabriolet versions, Porsche offers four solid colour variants for the soft top. Also available is a black roof with grey stripes that extend lengthwise – including onto the hood and luggage compartment lid.

Targa roof

The new 911 Targa 4 GTS is equipped with the famous Porsche Targa roll bar that features aluminium trim and the Porsche-embossed script 'Targa' in Black.

The fully automatic roof system comprises a fabric centre hood with roof shell and internal magnesium elements.

The rear screen is made from curved and heated laminated glass.

Like the 911 Carrera Cabriolet, the 911 Targa 4 GTS has an integrated wind deflector that is power-operated and electrically operated rear side windows.

New colour system

Four colour worlds – Legends, Dreams, Shades and Contrasts – each cater to different customer preferences and make it easier to select a personal colour preference.

- The Legends colour world (three colour choices) stands for extraordinary yet classic style.
- The Dreams colour world (five colour choices) stands for expressive and vibrant colours.
- The Shades colour world (four colour choices) foster understatement.
- The Contrasts colour world (two colour choices) expresses a clear and pure aesthetic.

Porsche Exclusive Manufaktur

About 40 percent of all Porsche 911s, which are built in Zuffenhausen, Germany, are additionally refined by hand in the Porsche Exclusive Manufaktur.

Almost every Porsche customer orders at least two options from Porsche Exclusive Manufaktur.

Examples include:

- Exterior packages
- Numerous special colours
- Interior trims finished in wood, carbon-fibre, or leather
- Individual embossing and hand-stitched leather door panels
- Cockpit features from the factory's own saddlery

Porsche Exclusive Manufaktur options are also available directly from the official Porsche Cars Australia online configurator.

Chassis, brakes, wheels and tyres

The new Porsche 911 continues its proven sports car suspension layout:

- Front: McPherson-front axle with anti-roll bar
- Rear: Aluminium multi-link rear axle with anti-roll bar

New 911 Carrera GTS

Rear-axle steering is fitted as standard for the first time. Electro-mechanical actuators generate steering angle at the rear wheels.

- Below 50 km/h: The rear wheels steer in the opposite direction to the front wheels for more dynamic steering response.
- Above 80 km/h: The rear wheels steer in the same direction to the front wheels, increasing higher-speed stability and creating lateral acceleration earlier when turning.

The Porsche Active Suspension Management (PASM) roll stabilisation system is fitted as standard. PASM enhances dynamic handling and ride comfort by constantly adjusting the suspension dampers. The PASM system in the 911 GTS models now uses an electric motor to drive its hydraulic pump.

All 911 GTS model variants use 10 millimetre lower suspension ride height (except the 911 Targa 4 GTS) as part of the PASM sports suspension package. The package includes GTS-specific anti-roll bars (to compensate for the extra weight of the hybrid system) and helper springs are fitted to the rear suspension springs, which keep the main spring under tension during rebound for better tyre contact with the road.

Porsche Torque Vectoring Plus (PTV Plus), which applies electronically controlled brake interventions

on the rear wheels to enhance driving dynamics, is also fitted as standard to the 911 GTS range. PTV Plus also includes a fully variable electronically controlled rear differential lock.

Porsche Dynamic Chassis Control (PDCC) is optionally available on the new 911 GTS range. PDCC is an active roll stabilisation system that uses electromechanical anti-roll bars to minimize body roll, enhancing handling and stability, especially when cornering.

New 911 Carrera, Carrera T, Carrera S

Larger brake discs (+20 mm) and front six-piston (not four-piston) calipers are fitted to the new 911 Carrera.

Seven 19/20-inch and 20/21-inch wheel designs are available for the new 911, some with new styles.

Brakes

Braking systems details for the new 911 are:

911 Carrera, Carrera T:

- **Front:** 350 mm diameter (34 mm thick) internally ventilated and cross-drilled brake discs with six-piston Aluminium monobloc fixed calipers
- **Rear:** 350 mm diameter (28 mm thick) internally ventilated and cross-drilled brake discs with four-piston Aluminium monobloc fixed calipers
- **Brake caliper colour:** Black

911 Carrera S, GTS:

- **Front:** 408 mm diameter (36 mm thick) internally ventilated and cross-drilled brake discs with six-piston Aluminium monobloc fixed calipers
- **Rear:** 380 mm diameter (30 mm thick) internally ventilated and cross-drilled brake discs with four-piston Aluminium monobloc fixed calipers
- **Brake caliper colour:** Red

The Porsche 911 GTS is optionally available with the Porsche Ceramic Composite Brake (PCCB) system:

- **Front:** 420 mm carbon-ceramic composite internally ventilated and cross-drilled brake discs (+10 mm larger than before) with 10-piston Aluminium monobloc fixed calipers (previously six-piston).

- **Rear:** 410 mm carbon-ceramic composite internally ventilated and cross-drilled brake discs (+20 mm larger than before) with four-piston Aluminium monobloc fixed calipers.
- **Brake caliper colour:** Yellow

An electric parking brake is also fitted across the new 911 range as standard equipment.

Wheels and tyres

A range of 19/20-inch and 20/21-inch alloy wheels are available for the new 911 range.

Also, for the first time, Porsche is offering an aerodynamically optimised wheel design for the 911: the 911 Carrera Exclusive design wheels with carbon blades help to reduce the drag coefficient.

The sizes by model grade are:

911 Carrera:

- **Front:** 8.5J x 19 ET 52 with 235/40 ZR19 tyres
- **Rear:** 11.5J x 20 ET 81 with 295/35 ZR20 tyres

911 Carrera T, Carrera S:

- **Front:** 8.5J x 20 ET 50 with 245/35 ZR20 tyres
- **Rear:** 11.5J x 21 ET 79 with 305/30 ZR21 tyres

911 GTS:

- **Front:** 8.5J x 20 ET 50 with 245/35 ZR20 tyres
- **Rear:** 11.5J x 21 ET 79 with 315/30 ZR21 tyres

Tyre Pressure Monitoring (TPM) and a tyre fit set are fitted across the new 911 range.

Interior

The new Porsche 911 is the first time that a fully digitised 12.6-inch curved display is used for the driver's instrument cluster.

The driver can choose between seven different designs (depending on the car's equipment) to access driving information, performance data and media information.

The classic 911 five-round-dial instrument layout can also be selected.

Now fitted to the new 911 Carrera as standard equipment is a Mode switch, which allows the driver to switch between driving modes. (Normal, Sport and Wet; adds the Sport Plus driving mode – with the Launch Control and Sport Response performance functions – when the optional Sport Chrono feature is fitted.)

The 'Individual' driving mode has been removed in the new 911 as all driving modes (except Normal) can be personally configured.

The control lever for the driver assistance systems has been optimised for quick access to important functions.

The new 911 is now started by an engine start button, as in Porsche's GT cars.

Leather and interior colours

The various interior colour options for the new 911 range offers various two-tone options. Four of the seven leather trims and one of the three club leather trims are now available with a two-tone option.

The range of decors is complemented by numerous offerings from the Porsche Exclusive Manufaktur. These include Carbon matt, Paldao Wood, Leather, and Aluminium Anthracite.

The GTS interior

The 911 GTS dispenses with some of its interior insulation to lower weight and increase the sound experience for the occupants.

The optional Leather Interior Exclusive Manufaktur package, available across the new 911 range, offers various colour combinations to create two-tone shades inside the 911 cabin.

The new 911 GTS is available with two Race Tex interior packages – Carmine Red or Slate Grey Neo – where the chosen colour forms the contrasting shade in elements such as stitching, seatbelts, the digital tachometer and Sport Chrono stopwatch, among others.

Seats

14-way electrically adjustable Sports Seats with memory function are fitted to the new 911 Carrera and Carrera S.

The Carrera T and Carrera GTS come with four-way electrically adjustable Sports Seats Plus, which offer greater support for the front-seat occupants thanks to their higher side bolsters. These seats are optionally available for the 911 Carrera and Carrera S.

Infotainment and Connect

Various digital innovations in the new Porsche 911 link the personal digital ecosystems of the user's smartphone and their vehicle even more closely.

Vehicle functions, such as changing radio stations and adjusting the car's air conditioning, can be controlled directly from the smartphone ecosystem thanks to the integration of the My Porsche app into Apple CarPlay®.

Vehicle functions such as climate, seat and audio settings can be grouped into predefined programmes in the My Porsche app and activated manually or by using Siri®.

A new smartphone tray offers wireless charging with cooling, which allows the charging power to be increased to 15 Watts.

Using Porsche ID is now even easier. Scanning the QR code displayed on the PCM (Porsche Communication Management) screen creates the connection between the car and a user's smartphone.

As well as wireless Apple CarPlay®, wireless Android Auto® is available as standard for mirroring smartphone content to the PCM.

A new feature of the Porsche 911 is the ability to stream videos in the car to the PCM central display. The Screenhits® app, which integrates numerous popular streaming services, is available for this purpose.

The new Porsche 911 is equipped with the **Porsche Communication Management (PCM)** system, which includes:

- A high-resolution 10.9-inch touchscreen display in full HD
- Online Navigation, smartphone preparation, audio interfaces and voice control
- Porsche Connect, which includes Navigation Plus with RTTI, music and video streaming, online radio, Remote Services via the My Porsche App and a wide range of other Porsche Connect Services**
- Connect Care, which includes Breakdown Call, early detection of maintenance and repair needs, online software and map updates and a digital user manual

There are two USB-C connectivity and charging ports in the front storage compartment; two extra

USB-C charging ports are in the rear passenger area.

There are three 12-volt sockets (under the glove compartment, in the front centre console, and in the luggage compartment).

A fully active, 12-speaker, 570-Watt **BOSE® surround sound** system is fitted as standard.

A 13-speaker, 915-Watt Burmester® High-End Surround Sound System is optionally available.

Assistance technologies

Porsche has restructured its range of assistance functions in the new 911, enhancing safety, comfort and the dynamic driving experience without compromising performance.

The following assistance systems are fitted as standard:

- Warn and Brake Assist (including Pedestrian Protection)
- Lane Keep Assist
- Lane Change Assist (now includes an Exit warning for approaching cars when a door is opened)
- Driver Awareness Detection
- Driver personalisation for climate, audio and communication, assistance systems and other customisable vehicle systems
- Surround View with Active Parking Support (911 Carrera, Carrera S, Carrera GTS)
- ParkAssist with Surround View (911 Carrera T)
- Adaptive Cruise Control (911 Carrera, Carrera S, Carrera GTS)
- Fine dust filter and GPS recirculation function, as part of the new air quality system on the 911. This uses a particulate filter and the new GPS recirculation function to protect occupants from particles and pollutants when, for example driving through a tunnel.

By the numbers

2,981 cc 6-cylinder twin-turbo horizontally opposed engine (911 Carrera, Carrera T, Carrera S)

- 290 kW (394 PS*) (911 Carrera, Carrera T)
- 353 kW / 480 PS*) (911 Carrera S)

- 450 Nm (911 Carrera, Carrera T)
- 530 Nm (911 Carrera S)

3,591 cc 6-cylinder eTurbo horizontally opposed engine with T-Hybrid technology (911 Carrera GTS)

- 398 kW (541 PS*)
- 610 Nm

8-speed PDK transmission

6-Speed manual transmission (911 Carrera T only)

1,490 kg (911 Carrera T) – 1,745 kg (911 Targa 4 GTS) unladen weight

~50 kg: Extra weight added by additional Porsche T-Hybrid system componentry

0 – 100 km/h: 3.0 seconds (911 Carrera GTS)

Top speed: 312 km/h (911 Carrera GTS – on a suitable closed racing circuit)

In summary

Porsche has comprehensively upgraded the iconic 911 sports car and created the first road-approved 911 equipped with a super-lightweight performance hybrid system.

Driving dynamics

- Porsche Active Suspension Management (PASM) variable damper system with sports setup and ride height lowered by 30 mm
- Porsche Torque Vectoring (PTV) (911 Carrera T)
- Porsche Torque Vectoring Plus (PTV Plus) with mechanically locking rear differential (911 Carrera S, GTS)
- Rear-axle steering (model-grade dependent)
- Porsche Dynamic Chassis Control (PDCC) (optional)
- Porsche Stability Management (PSM)

Audio and communication

- Porsche Communication Management (PCM) with high-resolution 10.9-inch touchscreen including Online Navigation, mobile phone preparation and audio interfaces
- Porsche Connect** services with wireless Android Auto™ and Apple® CarPlay
- Fully active, 12-speaker, 570-Watt BOSE® surround sound system

Australian standard specifications

- Tyre fit set
- Rear wiper (No-Cost Option on Coupé models only)
- Windscreen with Grey top tint (excludes T models)
- Up to the Dreams exterior colour range
- Power steering Plus (No-Cost Option)
- Surround View with Active Parking Support (excludes T models)
- Surround View with front and rear ParkAssist (T models only)
- Lane Change Assist
- Adaptive Cruise Control (No-Cost Option on GTS models, standard on the rest, excludes T models)
- Comfort Access
- 14-way power seats with memory package (911 Carrera and 911 Carrera S models only)
- BOSE Surround Sound System
- Digital radio

Warranty and service pricing

- 3-year / unlimited kilometre new-vehicle warranty
- 1-year / 15,000-kilometre service intervals
- Service pricing varies from state to state due to different labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Official Porsche Centre.

Info

More information for consumers: [here](#).

More information for media: [here](#) or contact press@porsche.com.au

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

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures are determined by Porsche AG testing in accordance with ADR 81/02 on test vehicles. Actual figures will vary as they are dependent on many factors, including without limitation: individual driving style, road and traffic conditions, environmental conditions, fuel quality, a vehicle's or battery's condition, load and use. Extra features and accessories (eg: equipment, wheels or tyres used etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and can also affect the consumption, emission, range and performance values of a vehicle. CO2 emissions can also be generated at the power source when vehicles are being recharged, unless 100% renewable energy is used. Generally, consumption, emissions, kilometre range and charging times will vary from the published figures in real world Australian driving and charging conditions.

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Image Sublines

Path: [media/Images/img_1.jpg](#)

Title: 911_60.jpg

Subline: The first-generation Porsche 911 debuted at the International Motor Show (IAA) in Frankfurt on 12 September 1963

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Subline: The new Porsche 911 Carrera

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Title: X-Ray Graphic.jpg

Subline: The new Porsche 911 GTS fitted with the new T-Hybrid system

Path: media/Images/img_4.jpg

Title: eTurbo.jpg

Subline: The Porsche eTurbo (electric turbocharger) fitted to the new 911 GTS

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Title: Embedded Electric Motor.jpg

Subline: The compact 40 kW / 150 Nm electric motor in the T-Hybrid system fitted to the new 911 GTS

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Title: HV Battery 911 GTS.jpg

Subline: The T-Hybrid system's lightweight 1.9 kWh high-voltage battery

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Title: 911 GTS 3.6 litre Engine.jpg

Subline: The new 3.6-litre engine fitted to the new 911 GTS

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Title: New Porsche 911 - Nurburgring Nordschleife.jpg

Subline: Jörg Bergmeister completed a lap of the Nurburgring Nordschleife 8.7 seconds faster than the corresponding version of the previous model.

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Subline: Each of the HD-Matrix LED headlights features more than 32,000 pixels

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Title: DSC02816.jpg

Subline: The new 911 Carrera GTS

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Subline: The interior of the new 911 Carrera GTS

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Subline: The 10.9-inch high-resolution, full HD touchscreen display in the new 911

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Media Package

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