

The most dynamic 911 Carrera S ever

08/01/2025 Porsche is adding the new Carrera S to the 911 model lineup. With its 353 kW (480 PS), 3.0-litre turbocharged boxer engine and enhanced standard equipment, the model slots in between the 911 Carrera and 911 Carrera GTS. With enhanced performance and driving dynamics, it noticeably surpasses the predecessor model. A significant power upgrade and additional equipment options offer significant added value compared to the 911 Carrera.

Porsche is relaunching the 911 Carrera S. Within the Carrera model line, it closes the gap between the 911 Carrera and the even more performance-oriented 911 Carrera GTS T-Hybrid. Its powertrain has been significantly upgraded and now achieves performance levels that were previously reserved for the 911 Carrera GTS of the previous generation. In addition, an extended list of standard equipment and significantly increased customisation options compared to the 911 Carrera make it an attractive new member of the Carrera model family. The sports car is available in Coupé and Cabriolet versions.

The iconic 3.0-litre twin-turbo six-cylinder boxer engine has been fundamentally upgraded for use in the new 911 Carrera S. The result is a significant increase in power with a simultaneous reduction in

emissions. Its output of 353 kW (480 PS), with 530 Nm of torque, represents an increase of 22 kW (30 PS) compared to its predecessor. To achieve this increased performance and efficiency, Porsche fitted new turbochargers and has extensively optimised the charge-air cooling, among other things. The new sports car is now based on the design of the 911 Turbo models of the previous generation. The Carrera S Coupé accelerates from zero to 100 km/h in 3.3 seconds and reaches a top speed of 308 km/h. An eight-speed Porsche dual-clutch transmission (PDK) transmits the power to the wheels.

Extensive list of standard equipment, exclusive options

Porsche has significantly upgraded the standard equipment in the Carrera S, which includes the staggered tyre fitment with 20/21-inch Carrera S wheels, a sports exhaust system with tailpipes in silver, and Porsche Torque Vectoring Plus (PTV+) – which is not available in the Carrera. The new brake system provides a significant upgrade in terms of driving dynamics. The system, familiar from the 911 Carrera GTS and supplied as standard with red brake callipers and discs measuring 408 millimetres at the front and 380 mm on the rear, ensures outstanding rates of deceleration.

Further performance-enhancing options are available. On request, Porsche offers the track-proven Porsche Ceramic Composite Brake (PCCB) system and the PASM sports suspension, which features a 10-millimetre-lower ride height combined with rear-wheel steering. The damper hydraulics have been optimised compared to the predecessor model, providing even further improved drivability with increased precision and refined responsiveness. The steering, in combination with rear-axle steering, is more direct and the kinematics of the front axle have been adjusted. This ensures even more agile and direct handling while also significantly increasing stability at high speeds.

Elegant interior

The exacting standards of quality and exclusivity in the Carrera S are equally evident inside the car. It comes with a leather package in Black as standard. Seats, headrests, dashboard, door panels and the optional rear seat system in the Coupé are trimmed with smooth-finish leather. As with the other Carrera models, the folding rear seats are available at no additional charge as an alternative to the standard two-seater layout. The Cabriolet is equipped with a rear seat system.

An option with even more extensive use of leather is also available, covering large areas of the interior – including the glove box lid, the side panels and the seat base. On request, Porsche adds contrast stitching in Crayon. Throughout, the Carrera S benefits from the upgraded standard equipment found in the entire model series. This includes elements such as Matrix LED headlights and a wireless smartphone charger. Options include a lift system for the front axle, the innovative HD-Matrix LED headlights and the Sport Chrono package including the Porsche Track Precision app*, which is ideal for track days.

The new 911 Carrera S is now available** to order as a Coupé or Cabriolet with rear-wheel drive.

** Porsche Connect and the Porsche Track Precision app currently only available in South Africa in the PME region as of January 2025.*

*** In PME region, model not offered in India.*

MEDIA ENQUIRIES



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Consumption data

911 Carrera GTS (WLTP)*: Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G

911 Carrera (WLTP)*: Fuel consumption combined: 10.4 – 9.9 l/100 km; CO_2 emissions combined: 238 – 227 g/km; CO_2 class: G

911 Carrera S (WLTP)*: Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G

911 Carrera S Cabriolet (WLTP)*: Fuel consumption combined: 10.5 – 10.3 l/100 km; CO_2 emissions combined: 240 – 235 g/km; CO_2 class: G

*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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