Listicle: Porsche 911 Carrera GTS T-Hybrid

02/11/2025 The Porsche 911 Carrera GTS T-Hybrid is the first road-going model in the iconic 911 range to include a performance hybrid. The addition of the T-Hybrid to the performance-focused GTS adds electric assistance while preserving the sporty DNA of the model.

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What is it?

The GTS T-Hybrid is part of the 911 type 992.II range. It combines a high-performance combustion engine with an electric turbocharger, motor, and battery in a lightweight 'T-Hybrid' architecture.

What's new?

The 911 GTS T-Hybrid is the first road going 911 model to feature a performance hybrid system, pairing a petrol engine with electric boost.

An electric turbocharger eliminates lag, while hybrid integration improves acceleration, efficiency, and lap times.

Exterior

A wider stance, active cooling flaps, and an adaptive rear spoiler distinguish the 911 Carrera GTS T-Hybrid.

Optional lightweight forged wheels and aerodynamic detailing underline its sharper, more athletic profile.

Interior

The cabin is defined by Race-Tex upholstery, dark aluminium trim, and the GT Sport steering wheel.

Hybrid-specific displays in the instrument cluster highlight energy flow and performance data.

Drivetrain

A 3.6-litre six cylinder, single-turbo boxer engine combines with an electric motor and eTurbo for a system output of 541 PS and 610 Nm.

The 911 Carrera GTS T-Hybrid sprints from 0–100 km/h in 3.0 seconds and reaches a top speed of 312 km/h.

Transmission

Porsche developed a separate PDK specifically for the T-Hybrid. The clutches, gear sets and bevel-gear drive are now stronger to cope with the significant increase in torque.

Electric Motor

The electric motor fits into the existing gearbox and is coupled directly to the crankshaft via the dual-

mass flywheel. This integration allows a weight-saving design and immediate assistance to the powertrain.

The compact module measures just 286 mm in diameter and 55 mm in length. It delivers a drive torque of 150 Nm and power output of up to 40 kW (54 PS).

In generator mode (braking, coasting, downhill, etc), it can feed up to 40 kW to the high-voltage battery. The system is also able to raise the 'load point' of the combustion engine in order to drive the generator with the excess power.

The electric motor also performs the tasks of the starter and alternator, thereby saving weight.

Battery

The T-Hybrid system is based on a compact and lightweight high-voltage battery. It combines an operating voltage of 400 volts and a gross capacity of 1.9 kWh with a compact design.

Its weight (approximately 27 kg) and dimensions correspond to those of a conventional 12-volt AGM starter battery.

For reasons of weight distribution, it is located in the front, under the bonnet in the new 911 Carrera GTS T-Hybrid. The battery consists of 216 round cells. It has a water-cooling system and efficient thermal management to ensure consistently high performance.

The 12-volt starter battery for the T-Hybrid drivetrain was specially developed for use in the performance hybrid system. It is a lightweight lithium iron phosphate battery (LiFePO4) with an energy capacity of 40 Ah. It measures just 90 mm in height and weighs seven kilograms (three times lighter than a standard 70 Ah lead-acid starter battery). It offers high-voltage stability, better charge acceptance, high cycle stability and a long service life.

Stats

Performance (Coupé): 0–100 km/h in 3.0 s using Launch Control

Top speed: 312 km/h

Aerodynamics & lap time: On the Nürburgring Nordschleife, the new 911 Carrera GTS T-Hybrid achieves 7:16.934 – about 8.7 seconds faster than its predecessor.

Driving Experience

The T-Hybrid system enhances responsiveness, particularly off the line, by virtually eliminating turbo lag thanks to the electric turbo.

Acceleration is stronger and more linear. Under full acceleration, the T-Hybrid allows the car to cover more than a third more distance in 2.5 seconds compared to its predecessor.

Chassis and dynamics systems are upgraded: rear-axle steering, PASM Sport (10 mm lower ride height vs. 911 Carrera), active aerodynamic features, and optional active roll stabilization (PDCC) integrated into the high-voltage architecture contribute to sharper handling.

Porsche AG Global Press Kit

The global press kit from Porsche AG for the new 911 is available here.

Further information

The PDF specification sheet (UAE specifications) for the PME press car pictured here is available for download on the right-hand side bar.

Equipment and technical information displayed are based on the UAE models and may differ for the models that are offered for sale in your country. Please consult your local Porsche Centre for up-to-date information.

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