

Open air

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01/06/2014 The new 911 Cabriolet comes with an all-new, unique hood: The typical 911 roof line is initially retained in its entirety. Even when closed up, the Cabriolet cuts a fine figure.

Intelligent lightweight design, even including the use of magnesium in the hood, ensures less weight and more sportiness, lower fuel consumption and greater comfort. With the open-top 911s as well, Porsche has managed to reverse the weight spiral and make the new Cabrio models significantly lighter than its predecessors.

Each of the two new Cabriolets has the same engine as its Carrera Coupé equivalent. The rear of the 911 Carrera Cabrio houses a 3.4-litre flat engine generating 257 kW (350 hp) of power driving the rear wheels through a seven-gear manual transmission (Combined fuel consumption: 9.2 – 8.4 l/100 km; CO2 emission: 216 – 195 g/km). The open-top Carrera S comes with a 3.8-litre six-cylinder engine developing 294 kW (400 hp) and also a seven-gear manual transmission featured as standard (Combined fuel consumption: 9.4 – 8.9 l/100 km; CO2 emission: 228 – 207 g/km). That means that

the open-top 911s as well are distancing themselves even further from the competition in terms of efficiency; both models consume less than ten litres of fuel per 100 kilometres (NEDC). The Cabriolets as well have the Porsche Doppelkupplungsgetriebe (PDK) available as an optional extra, delivering even lower fuel consumption and shorter acceleration times.

With the longer wheelbase compared with the predecessor model, the wider front track and the new electro-mechanical power steering, the new Cabriolets offer even sportier driving characteristics, greater precision and agility. Depending on model, there are other standard or optional active control systems available as well that further enhance the driving dynamics.

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