Porsche Singapore launches the new 911 Turbo S at the ‘House of Turbo'

21/05/2026 Porsche Singapore presents the ‘House of Turbo' – a luxury villa setting at Raffles Sentosa Singapore that sets the stage for the local launch of the new 911 Turbo S. An innovative twin-turbo powertrain with T-Hybrid technology makes the new 911 Turbo S the most powerful production 911 to date. The 523 kW (711 PS) sports car with all-wheel drive combines outstanding performance with a high degree of exclusivity, long-distance comfort and everyday usability.

Porsche Singapore presents the new apex of the 911 model range, the 911 Turbo S, in an unexpected setting that reflects the all-rounder philosophy of the super sports car as part of a refined, aspirational life. The launch takes place at the ‘House of Turbo', a luxury villa at Raffles Sentosa Singapore shaped by purposeful design, quiet luxury, and unmistakable intent.

“The new 911 Turbo S is shown in Singapore under warm light, natural materials and a luxurious lived-in atmosphere that sets the tone for an exclusive unveiling experience, rather than a traditional launch,”

says Dr. Henrik Dreier, Director Importer Singapore, Porsche Asia Pacific.

“With the ‘House of Turbo’, we welcome guests into a world that mirrors the philosophy of the 911 Turbo S itself – extraordinary performance, seamlessly integrated into everyday life.”

At the heart of the villa sits the new 911 Turbo S, the most powerful production 911 to date. Parked outside the residence, a Panamera Turbo E‑Hybrid and a Taycan Turbo S complete the setting, reinforcing the vision of a Porsche performance household and inviting owners to imagine the marque’s Turbo models as part of a complete, contemporary lifestyle.

With a system output of 523 kW (711 PS) from its innovative twin‑turbo T‑Hybrid powertrain, the all‑wheel‑drive 911 Turbo S combines near-hypercar performance with long‑distance comfort, exclusivity and everyday usability.

It accelerates from 0 to 100 km/h in 2.5 seconds, 0 to 200 km/h in just 8.4 seconds, before topping out at 322 km/h – underlining its position as the apex predator in the 911 range.

The superior all-rounder returns

Many already consider the Porsche 911 Turbo S the benchmark in the sports car world; with its unique combination of superior performance, long-distance comfort, exclusivity and everyday usability, it is often called the ‘Swiss army knife’ of the car world: supremely capable across many different driving scenarios – and importantly – never forcing its owner to choose between extremes.

Now, the new 911 Turbo S has once again raised the bar significantly in all areas. The super sports car debuts in Singapore with significantly increased performance, a more muscular design, more intelligent aerodynamics, an optimized chassis and even more exclusive equipment.

Innovative Twin-Turbo T-Hybrid powertrain

The newly developed, high-performance powertrain features Porsche’s innovative and lightweight 400V T-Hybrid technology. This T-Hybrid technology first debuted in 2024 in the 911 Carrera GTS, but has been significantly further developed for use in the new 911 Turbo S, with two smaller eTurbos compared to the large single unit on the GTS. The result is a substantial gain in output of 45 kW (61 PS).

The turbine and compressor were specifically designed to meet the requirements of the 911 Turbo S, increasing not only performance but also the responsiveness of the powertrain. The particularly compact lightweight high-voltage battery with a capacity of 1.9 kWh is the same as the one used in the 911 Carrera GTS. An eight-speed PDK with an integrated electric motor transmits the power to the Porsche Traction Management (PTM) all-wheel drive system.

Despite the additional components of the performance hybrid system, the new 911 Turbo S weighs only 85 kilograms more than its predecessor. The increase in weight was more than compensated for in all areas relevant to driving dynamics.

The best proof of this is the lap time on the Nürburgring Nordschleife. As part of the final development drives conducted in autumn 2024, a lightly camouflaged 911 Turbo S achieved a time of 7:03.92 minutes under notarial supervision – around 14 seconds faster than its predecessor.

Brakes and tyres with optimized performance

Porsche engineers adapted the entire periphery of the vehicle to this impressive performance of the top-of-the-range 911 model.

The new generation of tyres used in the 911 Turbo S offers significantly improved dry handling while maintaining good wet performance.

The rear axle of the sports car is now fitted with ten-millimetre wider tires compared to the previous model, measuring 325/30 ZR 21. As with its predecessor, 255/35 ZR 20 size tires are mounted on the front axle.

The standard Porsche ceramic composite brake (PCCB) system is fitted with new brake pads and can withstand enormous loads. This improves braking performance and pedal feel in equal measure.

The engineers increased the brake disc diameter on the rear axle from 390 mm to 410 mm.

Brake discs with a diameter of 420 mm are used at the front. This means that the new 911 Turbo S is equipped with the largest PCCB brake system that Porsche has ever installed in a two-door model.

Intelligent active aerodynamics

A new aerodynamic concept optimizes the cooling and efficiency of the new 911 Turbo S. Active, vertically arranged cooling air flaps in the front of the vehicle and an active front diffuser, together with the variable lip of the front spoiler and the extendable and tilting rear wing inherited from the predecessor, work together as an efficient overall system.

Cooling air flows optimally to the brakes and radiators. Depending on the driving situation, the active aerodynamics intelligently reduce lift or, when retracted, drag. The drag coefficient of the 911 Turbo S Coupé has been reduced by ten per cent compared to its predecessor in the most efficient position of all active aerodynamic elements.

In addition, the active aerodynamics improve the wet braking behavior of the top model: in wet mode,

the front diffusers close to shield the front brake discs from excessive water spray.

Chassis for improved agility and stability

The T-Hybrid powertrain with its high-voltage electrical system and battery system allows Porsche engineers to equip the 911 Turbo S with electro-hydraulically controlled Porsche Dynamic Chassis Control (ehPDCC) as standard. It reduces the tendency to roll when changing direction and increases agility when entering and exiting corners.

The system works with cross-connected, active coupling rods, in which pressure is built up by oil volume flow depending on the driving situation. The stabilizers generate support forces and keep the vehicle in balance. This makes the sports car even more predictable and easier to drive despite the enormous power, and improves both comfort and driving dynamics.

As a result, the top model of the 911 model series improves further in driving comfort, stability and agility at the same time. For optimum everyday usability, the electrohydraulic PDCC is available with an optional lift system for the front axle, which acts much faster than its predecessor thanks to its integration into the 400 V system.

A new standard sports exhaust system with rear silencer and tailpipe trims made of titanium also underscores the position of the 911 Turbo S acoustically.

Combined with 3.6-litre boxer engine tuned specifically with an asymmetrical timing that adds further frequencies to the engine sound and thus produces a more throaty and sharper sound, an even more emotional sound image is created. In addition, the titanium exhaust system saves 6.8 kg of weight.

Exclusive look and high-quality equipment

With the new Turbo S, Porsche's differentiated design strategy is introduced to the 911. Numerous contrasting elements are designed in the color Turbonite, which is reserved exclusively for the Turbo variants. These include the Porsche crest and the "Turbo S" lettering at the rear.

In addition, Turbo S-specific inserts in the slats of the rear wing and side window strips differentiate the top-of-the-range model. The range of wheels for the Turbo S includes new center lock designs in Turbonite.

As is typical for Turbo, the new top-of-the-range model of the current 911 series has a visibly wider body and track compared to the Carrera models, as well as openings in the rear side section.

On the redesigned rear fascia, striking ventilation openings additionally emphasize the width. The

tailpipes of the titanium exhaust system are shown in typical, reinterpreted design to underscore the Turbo S's leading position in the series, as does a dynamic pearl structure above the taillight strip. Oval titanium tailpipe trims with a special structure are available as an option.

Accents in Turbonite also characterize the interior. They can be found in the door panels, steering wheel, dashboard and center console surrounds, decorative stitching, Sport Chrono stopwatch and instrument cluster. The seat belts and several buttons in the center console are also designed by the Porsche designers in this color. For the first time, carbon-structured trim strips with neodyme trim and a perforated microfiber headliner with black backing are part of the exclusive interior.

As a Coupé, the 911 Turbo S is delivered as a two-seater as standard. On request, the rear seat system can be configured at no extra charge. The Cabriolet is generally delivered in a 2+2 configuration.

Porsche equips the new 911 Turbo S with HD Matrix LED headlights as standard. The Sport Chrono Package including tire temperature gauge, the specifically tuned PASM suspension, the PDCC electro-hydraulic roll support and the titanium sports exhaust system are also standard equipment.

In the interior, Adaptive 18-way Sports Seats Plus with memory function and "Turbo S" lettering on the headrests are used ex-works. The Turbo S-specific embossing on the seat surfaces and door panels is a reinterpretation of the design features of the first 911 Turbo 930. The folding lightweight sports bucket seat from the 911 GT3 is available as an option for the Coupé.

Wide range of options

Further customization options are available via the Porsche Exclusive Manufaktur range. In addition to the Paint to Sample programme with more than 100 colors on the exterior, these include Turbo Exclusive Design wheels with carbon blades painted in neodyme, a lightweight roof in visible carbon, Exclusive Design rear lights and air intakes in the rear side section made of carbon.

The new 911 Turbo S is available to order now, in either Coupé or Cabriolet variants, with prices starting from SGD 1,273,088*.

For the first time, lightweight wiper arms made of carbon, which are 50 percent lighter than the standard component, can be ordered. The interior can be further enhanced with details such as decorative stitching in contrasting colors, personalized embossing, seat consoles and sill panels in leather with fine decorative stitching, as well as personalized painted vehicle keys.

**The indicative price listed is provided for information purposes only and should not be construed as an offer or attempt of sale. Price is without COE but includes a 5-year free maintenance and warranty package, registration fee, estimated ARF, 12-month road tax, estimated VES fee/rebate, and GST. Prices are subject to change without prior notice. Terms and conditions apply.*

Insofar as the values are given as ranges, they do not refer to a single, individual vehicle and are not part of the offer. They serve solely for comparison purposes between the different vehicle types. Additional equipment and accessories (add-on parts, tire format, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics, and in addition to weather and traffic conditions as well as individual driving behavior, they can influence a vehicle's fuel/power consumption, CO2 emissions, range and mileage values.

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Title: Porsche Singapore 911 Turbo S Launch, 911 Turbo S, 2026, Porsche Asia Pacific
Subline: The lush surroundings at the "House of Turbo" in Singapore.

Path: Porsche Singapore launches the new 911 Turbo S at the 'House of Turbo'/Images/img_2.jpg
Title: Porsche Singapore 911 Turbo S Launch, 911 Turbo S, 2026, Porsche Asia Pacific
Subline: The new 911 Turbo S features the largest diameter brakes ever fitted onto a two-door model.

Path: Porsche Singapore launches the new 911 Turbo S at the 'House of Turbo'/Images/img_4.jpg
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