

911 Turbo S (WLTP)*: Fuel consumption combined: 11.7 – 11.5 l/100 km; CO_2 emissions combined: 266 – 261 g/km; CO_2 class: G

Modifications to the body and chassis

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The chassis of the new 911 Turbo S has also been adapted to suit the enormous power of the new drive system. At the front end for example, the engineers have adapted the suspension turrets, the high-voltage battery tray and the front cross member. At the rear, the impact absorber mounts, the rear carriers, and the floor, among other things, have been modified. New engine mounts have also been introduced. The conventional mounts outperform their active predecessors in every aspect, while also being lighter and more compact.

The car's widened body and track width are further examples of traditional design features of the Turbo model series. The front wheel arches are 45 mm wider than those of the 911 Carrera models. The large rear wheel arches, which are a well-known distinguishing feature of the 911 Turbo models, widen the rear by 20 mm. Striking air vents in the newly designed rear section further emphasise the additional

width.

The car's appearance from the front is also even more striking thanks to new functional design elements. The integration of all frontal lighting functions into the main headlight units, which come tinted as standard on the 911 Turbo S, is also about more than just lighting and aesthetics. It creates space in the front section for the larger, more effective cooling-air intakes. The four-point light signature typical of all Porsche models is active in all light modes on the 911 Turbo S, even when the dipped beam or main beam are switched on.

Active aerodynamics with extended functions

The various aerodynamic components of the 911 Turbo S are both visual hallmarks and key performance-enhancing elements. The active rear wing, typical of the Turbo, reduces lift at high speed and minimises drag when in its most efficient position. It is one of several active aerodynamic features on the 911 Turbo S, which together provide optimal aerodynamic performance based on the power demand, driving situation and ambient temperature. As with the predecessor model, the overall aerodynamic system includes an active front spoiler lip. Depending on the driving mode, it can be either fully retracted, partially extended or fully deployed, which results in reduced drag or increases downforce, as required.

The five vertically arranged, visible cooling-air flaps at the front of the car are shaped for optimal flow of high volumes of air, accounting for the increased cooling-air demand of the powertrain. When power requirements are low, the flaps remain virtually closed, reducing drag and therefore fuel consumption. When power demand is high, for example when driving on track, the flaps open and direct additional air to the cooling system.

New in the 911 Turbo S are the adaptive front diffusers located in the underbody panelling. They open and close in tandem with the cooling-air flaps. If the diffuser flaps are open, air flows through the duct and into the wheel arch. This reduces lift on the front axle, compensating for the impact of the increased cooling-air supply on the lift forces. The system also cools the brakes. In wet mode, the diffusers close to protects the front brake discs from excessive moisture. When closed, the aerodynamic advantages of the diffuser and cooling air flaps are combined. When each active aerodynamic element is in its most efficient position, the drag coefficient of the 911 Turbo S Coupé is reduced by up to 10 per cent. The optimised passive aerodynamic components also contribute to this.

New Turbo design language featured in the 911 for the first time

A Turbo S is always recognisable as a Turbo S. This is what Porsche's cross-model-series Turbo design language stands for, and it now features in the 911 for the first time. Its defining characteristic is the anthracite colour Turbonite, which is reserved exclusively for Turbo models. Porsche uses the colour in the 911 Turbo S as a contrast tone on the slats of the rear wing, as well as the side window surrounds.

The Porsche crests on the front luggage compartment lid and the wheel centre caps are also finished in Turbonite. All these features, available for the first time in a series-produced 911, combine with the classic, unmistakable 911 Turbo features to form a harmonious overall package. These include the widened body and track as well as the active rear wing. Another stylish design feature is the adaptive front spoiler, which bears the 'Turbo S' lettering. At the rear, the 911 Turbo S is identified by a new pearl structure on the trim beneath the taillight cluster band. It rises dynamically at the pagoda. The sports exhaust system with rear silencer and tailpipe trims made of titanium also underline the car's position as the top-of-the-range model . The exhaust system saves 6.8 kg of weight compared to the predecessor. Oval-shaped sports titanium tailpipes are also optionally available. The 911 Turbo S is equally distinctive from the side. The lower covers of the exterior mirrors, the rear side air intakes, and the side skirts are all painted in elegant high-gloss black. Overall, the exclusive, purposeful, and modern appearance of the 911 Turbo S clearly differentiates it from other 911 models.

Colour range: individuality virtually without limits

An extensive selection of exterior paint colours is available for the Porsche 911 Turbo S. The range of colours is divided into the familiar Legends, Dreams, Shades and Contrasts colour worlds. For this model, Legends comprises four classic Porsche shades, while Dreams bundles particularly colourful, expressive tones such as Guards Red and Lugano Blue. The Shades colour palette brings together muted, elegant colours, while the Contrasts colour world consists of White and Black.

More than 130 additional body colours are available from Porsche Exclusive Manufaktur in the Paint to Sample and Paint to Sample Plus ranges. The Paint to Sample category includes predefined colours that have already been technically approved. These include, for example, Maritimeblue, Rubystar and Mintgreen. Some of these colours enjoy true cult status in the Porsche community.

Porsche Exclusive Manufaktur also offers the Paint to Sample Plus programme. Customers can provide their local Porsche Centre with a sample of their desired colour, which Porsche then uses to determine the technical feasibility. If fundamentally viable, the sports car manufacturer then develops the matching paint colour to be used on the customer's vehicle. Depending on complexity, this process takes about nine months. For Paint to Sample, the lead time can increase by three months.

The Porsche 911 Turbo S Cabriolet is available with various roof colours. As well as black, blue, brown and red, there is also a black option featuring grey stripes.

Additional details can be customised with the range of design packages available. The SportDesign Package 911 Turbo Carbon, for example, offers Exclusive Design rear lights with a Turbonite accent. The upper covers for the exterior mirrors and the window triangle trims are made of carbon, as are the air inlets in the rear side panel. The package also includes black brake callipers for the Porsche Ceramic Composite Brake (PCCB) system.

MEDIA ENQUIRIES



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Consumption data

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*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).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_323898_en.mp4

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