



PORSCHE



The 911
Ever ahead.



**We like to start from the front.
In the lead.**

The 911.

It's the be all and end all. An enduring benchmark. A sports car that has only ever existed once in this form. That has been a source of fascination for generations. And is firmly anchored in our heart and soul.

We are always looking forward. Not sideways, never back. We don't want to rest on the laurels of our past, no matter how illustrious it may be.

All the racing victories. The dreams. Our fans. Thousands of ideas. We hold them in our hearts.

Instead, we fix our sights on the future. We will give everything we've got. We will go on the attack, to get even better. And we will fight, to defend our lead. Always with the goal of creating a 911 that can do more, deliver more and consume less

than ever before. A sports car as beautiful now as it was on day one.

That is our tradition. And our future.

The 911.



**An innovation is a tradition,
forever being sharpened to look brand new.**

Design.

The design of the 911 shows where we come from and where our roots are. But it also shows the direction of our thinking and how we see the future.

The design language, proportions and contouring follow the 911 tradition: with wings that are higher than the front lid; with headlights that are bulging and round; with a roof line that slopes down towards the rear over tapering side windows. The overall appearance is low, wide and sleek. Sports car proportions that originated on the racetrack.

An icon? Certainly – but only because we continue its development. Our designers focused on making the 911 appear more precise than ever before, and by doing so they created the blueprint for its future. With a stunning lighting design and characteristic four-point LED daytime running lights, which are incorporated into the Bi-Xenon main headlights. With direction indicators that are exceedingly sharp. For a Porsche that is recognisably a 911, including from a distance.

The front end boasts large air intakes for an extremely sporty appearance. In the outer ducts, active air intake flaps control aerodynamics and cooling as required.

In summary: the 911 shows plenty of bite from the front. And the future has whetted its appetite.

Roof system.

The fully automatic roof system of the 911 Targa 4 models is innovative – and extremely robust. With the vehicle stationary, the roof opens and closes fully automatically in around 20 seconds. And it folds away behind the rear seats elegantly and with visual perfection.

The roof materials are as pioneering as the overall concept. Two magnesium elements provide optimum tensioning of the fabric hood, while the heatable rear screen is made from laminated safety glass. Together with the soundproofed interior lining of the hood itself, this selection of materials ensures an

incredibly low level of driving noise with the roof closed. An extendable wind deflector is integrated into the windscreen cowl surround.

The roll-over protection of the Targa roll bar fulfils the most stringent requirements for safety. And all the more so in terms

of design. It takes cues from the classic form of the original Targa: with gills on either side, a surface finish in aluminium and the 'targa' logo left and right.

In short, the roof system offers the driving feel of a 911 Coupé and the driving experience of an open-top sports car.

Hood.

The fabric hood of the 911 Cabriolet models has a fixed glass rear screen and three integral elements manufactured from magnesium. Together, these make the hood highly robust and, yet, particularly lightweight. It's also smooth and firm, the fabric is kept taut, and the

design line is elegant. The hood opens or closes in around 13 seconds – up to a speed of 31mph.

The interior hood lining is made from a heat-insulating and sound-absorbing material, resulting in perceptibly consistent interior temperatures and

an effective suppression of wind noise. Thankfully, however, even the hood's soundproofing properties are no match for the resonant Porsche sound.

The 911 Cabriolet models are also equipped as standard with an electrically powered wind deflector, which offers

practically draught-free driving and minimal wind noise with the top down.





How to take the 911 principle up a level: with a simple 'S'.

One 911, two engine variants.

The 911 was designed to be a purebred sports car from the very start, initially offering 96 kW (130 hp). As early as 1966, the first S model hit the road with an engine built for higher compression. The 911 S 2.0 Coupé drove the power output of the six-cylinder horizontally opposed engine up to 118 kW (160 hp) and was the force behind countless race-going versions of the 911 in motorsport.

The 911 continues to follow this tradition today. With six cylinders, a displacement of 3.0 litres and 272 kW (370 hp), or 309 kW (420 hp) in the S model.

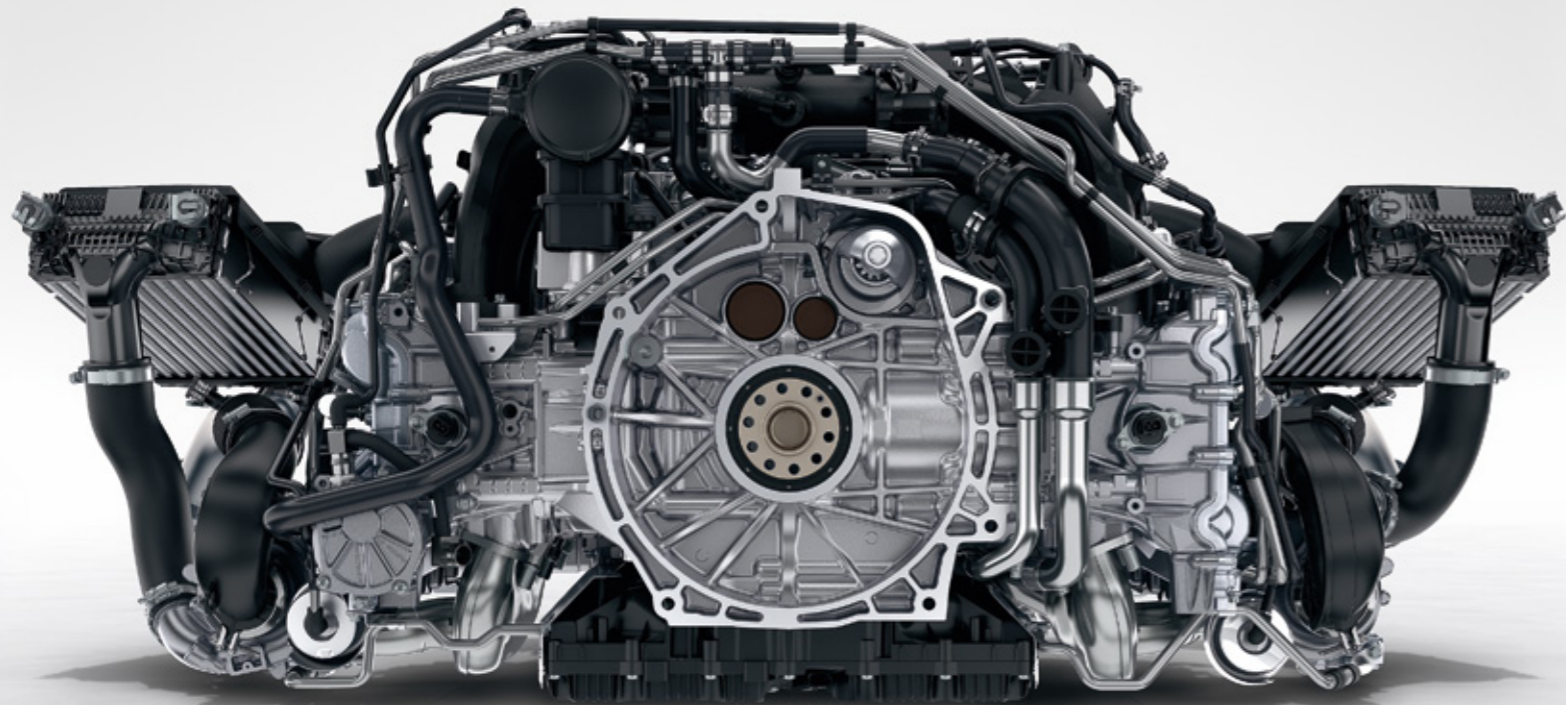
Both engines meet the requirements of our time. Thanks to their turbocharged design, they generate more power – with reduced displacement and lower fuel consumption.

911 Carrera models and the 911 Targa 4.

Incredible sportiness is the number one discipline of the 911 Carrera models and 911 Targa 4. Turbocharged induction makes their engine not only efficient, but also extremely powerful. In figures: 272 kW (370 hp). The high torque of 450 Nm is available early on at an impressively low 1,700 rpm. A performance promise delivered to the driver without detour – across a wide engine speed range.

Fitted as standard in all models: Porsche Active Suspension Management (PASM), the electronic damping control system. Further proof that, when it comes to the 911, it's always about increased performance – as well as greater comfort.

The base models are equipped with 19-inch alloy wheels. These are as imposing as the single-tube tailpipes – and as characteristic as the sound that emanates from them.



**We could sit back in the slipstream of our own tradition.
Or prepare to overtake.**

Engines.

At Porsche, there are no conventions. Forbidding free thought? That's forbidden. The only thing that matters is this question: how can we become even better? Let's put it another way: can we redefine the limits of engineering? Can we reconcile apparent contradictions? Yes, we can. With Intelligent Performance.

The 911 answers questions about the future of the sports car with performance. With efficiency. And emotions. With a principle that has already changed everything once before: in 1974, with the first 911 Turbo.

The six-cylinder twin-turbo engines of the 911 Carrera and Targa 4 models with a displacement of 3.0 litres embrace this principle and perfect it in a forward-looking way. To be more precise: tremendous acceleration force even in the low rpm range is supplemented by the engine map of a 911 Carrera with the high rev limits typical of a sports car. In other words, high compression and a high engine speed combined with good modulation of power output and surprisingly low fuel consumption thanks to the reduced overall displacement.

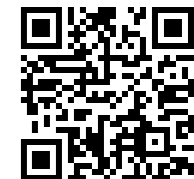
Expressed in figures: 272 kW (370 hp), engine speeds of up to 7,500 rpm and a maximum torque of 450 Nm, available from as low as 1,700 rpm.

With Porsche Doppelkupplung (PDK), the 911 Carrera can accelerate from 0 to 62 mph in only 4.4 seconds and reach a top speed of 182 mph.

The propulsive potential of the engine in the S models, featuring upsized turbochargers and independent exhaust tracts, is even more impressive. It generates a power output of 309 kW (420 hp) and the maximum torque is

a mighty 500 Nm, available from as low as 1,700 rpm. With Porsche Doppelkupplung (PDK) and Launch Control, the 911 Carrera S sprints to 62 mph in a mere 3.9 seconds. Top speed isn't reached until 190 mph.

What cannot be expressed in figures: the legendary sound of a 911 flat-six engine. And the experience is all the more intense for it.





Always a few milliseconds ahead of time.

Transmission.

7-speed manual transmission.

Pure, direct, precise. Short shift movements and an optimum transition from one gear to the next. The 7-speed manual transmission combines a high level of sporty performance with fast gear changes. In conjunction with the optional Sport Chrono Package, selecting SPORT or SPORT PLUS mode activates the dynamic throttle-blip function, which ensures the optimum engine speed for every downshift, a more emotional driving experience and an impressive sound.

Porsche Doppelkupplung (PDK).

The optimised 7-speed PDK, featuring both a manual and an automatic mode, is available as an option and offers extremely fast gear changes with no interruption in the flow of power. And that's with even faster acceleration performance and a further reduction in fuel consumption.

In manual mode, the shift direction simulates that of race cars – to the rear to shift up, forwards to shift down. For a racetrack driving experience wherever you are.

PDK is essentially two gearboxes in one. This double-clutch arrangement provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts. The flow of power from the engine is transmitted through one half gearbox and one clutch at a time, while the next gear is preselected in the second half gearbox. During a gear change, therefore, one clutch simply opens and the other closes at the same time, enabling gear changes to take place within milliseconds.

A gear indicator in the rev counter reminds you which gear has been selected. The upshift indicator in the instrument cluster helps you actively to conserve fuel.

Gears one to six have a sports ratio, with top speed being reached in sixth gear. Seventh gear is ratioed primarily for fuel economy.



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1 7-speed manual transmission
2 Porsche Doppelkupplung (PDK)



**Drizzle, snow, leaves, sun.
Perfect weather for some sports action.**

Porsche Traction Management (PTM).

The essential feature of all 911 all-wheel drive models: Porsche Traction Management (PTM).

Derived from the 911 Turbo, the electronically controlled and fully variable multi-plate clutch ensures optimum distribution of drive force between the permanently driven rear axle and the front axle.

The driving state of the vehicle is continuously monitored so that it is possible to respond to different driving situations. Sensors are used to collect a range of data, including the rotational

speed of all four wheels, the lateral and longitudinal acceleration of the car and the current steering angle.

If, for example, the rear wheels threaten to spin under acceleration, a greater proportion of drive force is transmitted to the front by a more powerful engagement of the multi-plate clutch.

In this way, PTM, working in conjunction with Porsche Stability Management (PSM), always ensures the appropriate distribution of force necessary for excellent driving performance and particularly well-balanced handling at the limit.



Another few seconds faster. Under the skin.

High-performance systems.

SPORT button.

The SPORT button enables you to select a suspension setup where the emphasis is on either comfort or sporty performance. At the push of a button, the electronic engine management system switches the engine mapping to offer an even sharper response and engine dynamics that are more direct.

In vehicles with Porsche Doppelkupplung (PDK), upshifts take place at higher engine speeds and downshifts happen sooner. If fitted, the optional sports exhaust system is activated automatically.

Sport Chrono Package.

Adrenaline at the push of a button, goose bumps included: the functions of the optional Sport Chrono Package, including Porsche Track Precision app (PTPA) and mode switch on the steering wheel, enable an even sportier tuning of the chassis, engine and transmission.

Without your hand having to leave the steering wheel, you can choose any of four settings: Normal, SPORT, SPORT PLUS and Individual. In this way, you can adapt the vehicle even more to the way you want to drive.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and, in the S models, optional Porsche Dynamic Chassis Control (PDCC) and optional rear-axle steering adapt to offer sportier damping and more direct turn-in on entering the corner.

In combination with PDK, the Sport Chrono Package has three additional functions. The first is 'Launch Control', which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport-derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available. This

combination of uncompromising and involving performance is ideal for the racetrack.

The third function – SPORT Response – is activated by the button in the centre of the mode switch. The engine and transmission are then primed for the fastest possible unleashing of power. In other words, maximum responsiveness – for a period of approximately 20 seconds. A timer graphic in the instrument cluster tells you how long is left.

Engage SPORT.

Scan code or go to www.porsche.co.uk/high-performance and start the film.





For Ferry Porsche, even then standing still was unthinkable. With one exception.

Brakes.

We want to speed everything up. Progress included. The same applies to negative acceleration. That's because even brakes are a source of potential.

With this in mind, the brake system of the 911 has been sized to match the power output of the engine. The 911 Carrera base models are fitted with four-piston aluminium monobloc fixed calipers with a black anodised finish. All brake discs have a diameter of 330 mm.

The S models are equipped with red six-piston monobloc aluminium fixed brake calipers at the front and four-piston

equivalents at the rear. The brake chambers at the front axle are made from aluminium. Brake disc diameters are 350 mm at the front, 330 mm at the rear. For enhanced stability and braking performance.

On all models, the brake calipers have an enclosed monobloc construction. This makes them tougher but lightweight and enables a more rapid response and release of the brake even under extreme loads. The pedal travel is short and the biting point precise. The brake discs are cross-drilled for improved wet braking and optimum cooling.

Porsche Ceramic Composite Brake (PCCB).

Proven in motorsport, Porsche Ceramic Composite Brake (PCCB) is available as an option. On the 911, the cross-drilled ceramic brake discs of PCCB have a diameter of 410 mm at the front and 390 mm at the rear – for even more formidable braking performance.

Originating from the 911 Turbo S, PCCB features six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all painted in yellow – to provide braking forces that are considerably more powerful and, above all, exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

Another advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.



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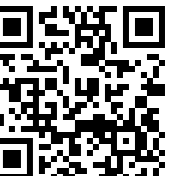


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1 Standard brake system of the 911 base models
2 Standard brake system of the 911 S models
3 Porsche Ceramic Composite Brake (PCCB)

Is there simply no stopping you?

Scan code or go to www.porsche.co.uk/brakes and start the video.





Visionary? That's one view.

Lights.

An innovative technical feature and a personality facet at the same time: Bi-Xenon main headlights with integrated four-point LED daytime running lights, fitted as standard. Their characteristic lighting design is what makes the face of the 911 so unmistakable.

Cutting edge LED technology is also used for all functions of the taillights. As well as being a powerful lighting source, LEDs offer a fast response to driver input. The LED brake lights emulate the four-point appearance of the daytime running lights.

Porsche Dynamic Light System (PDLS). The Porsche Dynamic Light System (PDLS) is available as an option. Its dynamic cornering light function swivels the main headlights towards the inside of a bend, based on steering angle and road speed, so as to light up more of the road at bends and turns. Put simply, the road ahead is illuminated the moment you start to corner. PDLS also features speed-sensitive headlight range control and the adverse weather function.

LED main headlights including Porsche Dynamic Light System Plus (PDLS Plus). Superior safety meets sporty design in the form of optional LED main headlights including PDLS Plus. In addition to being efficient and long-lasting, LED technology also creates a light very similar to daylight, thereby helping to reduce driver fatigue.

One special feature of PDLS Plus is the dynamic main beam function. A camera detects the lights of vehicles ahead as well as those of oncoming traffic. Based on the data from the camera, the

dynamic main beam function then adapts the headlight range accordingly. This continuous, seamless control means that you are able to see the course of the road, pedestrians and potential hazards earlier without hindering other road users.

Would you like to see more?

Scan code or go to www.porsche.co.uk/lighting and start the film.





Porsche and sustainability. Contradiction? No. Obligation? Yes.

Environment.

In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking what it has to offer right now. Our answer? Excellent performance together with excellent efficiency.

Fuel consumption.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category.

This is accomplished, on the one hand, with the efficient use of fuel by means of efficiency-enhancing technologies such as auto start/stop, thermal management,

electrical system recuperation, active air intake flaps and, in conjunction with Porsche Doppelkupplung (PDK), coasting mode. On the other hand, catalytic converters with stereo Lambda control circuits provide efficient emission control.

Recycling.

Intelligent lightweight construction is integral to the Porsche identity. This is expressed in the form of a high proportion of lightweight polyurethane, aluminium and magnesium. All materials are easily recyclable and recycled plastics are used where they meet our exacting technical requirements.

Fuel.

All Porsche models – including the 911 – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance because it is derived from plants that absorb CO₂ from the atmosphere.



**You can feel the Porsche tradition here.
And touch the future.**

Interior.

The driver must always know how to get ahead, without ever losing sight of the bigger picture. For this reason, everything in the interior is geared towards looking forward: to the car in front, to the next corner, to the next driving manoeuvre.

That's possible only when synergies are created between engineering and design, and sportiness and comfort. Proof: the Sports steering wheel with its puristic design and excellent ergonomics. More proof: the ascending centre console. The principle they share: putting the driver first. The same applies to the suspension settings and the two-zone air conditioning system. There shouldn't be any need to spend too long browsing one

submenu after another. You should instead be able to concentrate on what's important: driving pleasure.

Five round instruments make a sporty contribution. Their primary purpose is to provide information. They do so efficiently and accurately. And their styling is typically Porsche, with the rev counter exactly where you would expect it to be: in the middle.

Technology to help you along the way is integrated as standard: Porsche Communication Management (PCM) including online navigation plus 7-inch touchscreen display. Thanks to the Connect Plus module, PCM is also your gateway to the digital world.

The instrument cluster with 4.6-inch colour screen provides you with a continuous stream of data from the on-board computer, such as trip mileage, journey time or average fuel consumption. It also displays the map of the navigation system together with real-time traffic information, delivers various warnings and reminds you of your chosen communication and audio settings.

From pioneering technology to sporty comfort. Whether it's leather or Alcantara®, all the materials we use are exquisite and puristic.

In addition to the choice of Agate Grey and black for the interior, there is a wide range of other personalisation options

available, including two-tone colour combinations or special colours and materials such as carbon, aluminium and high-quality wood.

Also available for the 911 models: the Sport-Tex leather interior, in black or a two-tone combination of Graphite Blue and Crayon. Sport-Tex offers excellent breathability and support and is distinguished by its expressive appearance. The specific seam pattern of the Sports seats Plus, with selected decorative stitching in a contrasting colour, adds another sporty detail.



A fresh wind blowing through the sports car segment has some decidedly pleasant side effects.

Air conditioning and glazing.

Climate control.

All models feature two-zone automatic climate control as standard, offering an enhanced ventilation effect and separate temperature controls for the driver and front passenger. The active carbon fine dust filter traps particles, pollen and odours and thoroughly filters fine dust out of the outside air before it can reach the interior. The automatic air-recirculation function permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when required. A demister function keeps the windows clear in cold weather.

In warmer weather, strong sunlight is detected by a solar sensor, for which the air conditioning system automatically compensates in order to maintain the comfort of both the driver and front passenger.

Slide/tilt sunroof.

The electrically adjustable slide/tilt sunroof is available as an option for the 911 Coupé models. It opens outwards so that it does not interfere with headroom. Another advantage of this special design is the particularly large aperture for increased driving pleasure

under the open sky. The net-type wind deflector protects against draught and further reduces wind noise.

Slide/tilt glass sunroof.

On request, the electrically adjustable slide/tilt sunroof is available in tinted toughened safety glass. An integral electric roll-up sunblind provides shade from unwanted bright light. The build, headroom and aperture specifications of the glass sunroof are otherwise identical to those of the regular slide/tilt sunroof.



Take the stress out of sport. On every drive.

Assistance systems.

Adaptive cruise control.

Available as an option in conjunction with Porsche Doppelkupplung (PDK), this system regulates the speed of your 911 fully independently in line with the speed of the vehicle in front. A radar sensor inside the front end scans the road ahead. Let's imagine you've selected a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly – the system reduces the speed of your vehicle by restricting throttle or gently applying the brakes until your chosen distance from the vehicle in front is restored. Your 911 now continues to maintain this distance from the vehicle ahead. If it brakes even more, adaptive cruise control will reduce your speed accordingly – even down to a halt.

The system also increases the state of readiness of the brakes the moment it detects that your car is beginning to gain on the vehicle in front. On detecting a risk of collision, the system issues an audible and visual warning, and this is accompanied by a brief jolt of the brakes. If panic braking by the driver is detected, the brake pressure applied is boosted to achieve the maximum braking force that the system is able to provide.

Lane Change Assist.

Optional Lane Change Assist uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 9 mph, the system issues a visual warning signal in the window triangle trim whenever a vehicle rapidly approaches your vehicle

from behind or enters one of your blind spots. In this way, Lane Change Assist improves comfort and safety, particularly on motorways. However, the system does not actively intervene to control the vehicle and can be deactivated at any time.

ParkAssist.

Featuring four inconspicuous sensors in the rear end, the system audibly alerts the driver to the presence of obstacles detected behind the vehicle. An intermittent warning tone increases in rapidity as the obstacle is approached.

ParkAssist can be optionally upgraded to include monitoring of the front end with four additional sensors. The audible alert is supplemented by a visual warning in

the central display screen, which shows a graphical representation of the vehicle from overhead.

The optional reversing camera facilitates precise reverse parking and manoeuvring. Help is provided in the form of the camera image and the dynamic, superimposed guidelines on the PCM screen, which illustrate the predicted course of the vehicle given the current position of the steering wheel.

Speed limit indicator.

The camera-based speed limit indicator informs you of speed restrictions and 'no overtaking' zones (start and end). Notifications appear on the display in the instrument cluster and on the screen of PCM.



1

Music of the future? Absolutely.

Sound systems.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System has been specially developed for the 911 models and is optimally tuned to the specific interior acoustics of these particular vehicles. The audio system features 12 fully active loudspeakers and amplifier channels including a patented 100-watt active subwoofer integral to the vehicle bodyshell. This fully active system setup enables each individual loudspeaker to be optimally adapted to the vehicle interior and transforms the 911 into a fast-moving concert hall. Total output 555 watts.

Burmester® High-End Surround Sound System.

The road is perhaps the best place in the world to listen to music without disturbance. Reason enough, then, to upgrade your enjoyment the Porsche way – together with the most important manufacturer of premium quality sound systems in Germany.

The result is a sound performance of the highest level, specially matched to your 911. The system has 12 amplifier channels with a total output of 821 watts, 12 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 1,340 cm², and a frequency response of 35 Hz to 20 kHz.

The Burmester® system uses the patented integral subwoofer, which replaces the familiar separate subwoofer and loudspeaker arrangement of other systems. Analogue and digital filters have been optimally defined for their specific installation location. Ribbon tweeters (air motion transformers, AMT) have been used for unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

All loudspeaker housings are perfectly matched and deliver a natural and richly textured spatial sound, even at top volume.



Get more day out of your everyday.

Porsche Connect.

Porsche Connect enhances existing vehicle functions with intelligent services and apps – all of which are intended to make the connection between car and driver even more intimate, to intensify that Porsche fascination, and to make the challenges of everyday life quick and easy to overcome.

Porsche Communication Management (PCM) including online navigation.

PCM is your control centre for audio, navigation and communication functions. In its latest generation with mobile phone

preparation, audio interfaces and voice control system, it also features a high-resolution 7-inch touchscreen display enabling easy control of the majority of in-car functions.

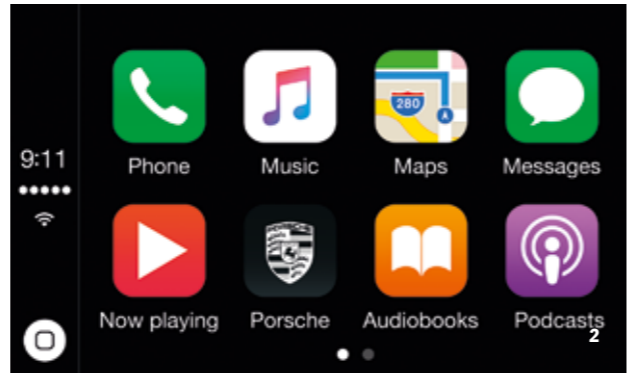
On the move, you can enjoy your favourite music from a variety of sources, including CD/DVD drive, SD cards, internal 10-GB hard drive (jukebox), or the USB connection, e.g. for connecting your iPhone®. Or you can simply listen to the radio.

Connect Plus.

The Connect Plus module implements connectivity in your Porsche. With it, you can integrate your smartphone optimally into your vehicle. A smartphone compartment in the centre console transfers the signal of your mobile phone to the external aerial of the car – conserving phone charge and providing optimum reception. Another feature is the LTE telephone module with SIM card reader for convenience, excellent reception and optimised voice quality.

What's more, the Connect Plus module also lets you use our wide range of Porsche Connect services.

Get more day out of your everyday and delegate the multitasking to your 911 model – so you can spend more time driving your Porsche.



Porsche Connect services.*

The Connect Plus module gives you access to a range of helpful services, which are bundled into three dedicated packages: Navigation and Infotainment Services, Connect App Services and Car Connect Services. These include, for example, the real-time traffic information feature. With this aid, you can be sure that you're on the fastest route to your destination even before you set off. Throughout the journey, the real-time traffic information is regularly updated – keeping you on the optimum route. To let you use Porsche Connect services, the car comes with an integrated SIM card

including data allowance for the first time. Now you no longer need to provide a SIM card of your own. For use of the WiFi hotspot and music streaming functions, a WiFi data package is available from the Porsche Connect Store. Of course, you can still use your own SIM card if you prefer. Please bear in mind that this will require a valid subscription to a mobile network provider of your choice (subject to charge).

Connect apps.

In addition to its range of smart services, Porsche Connect offers two smartphone apps:

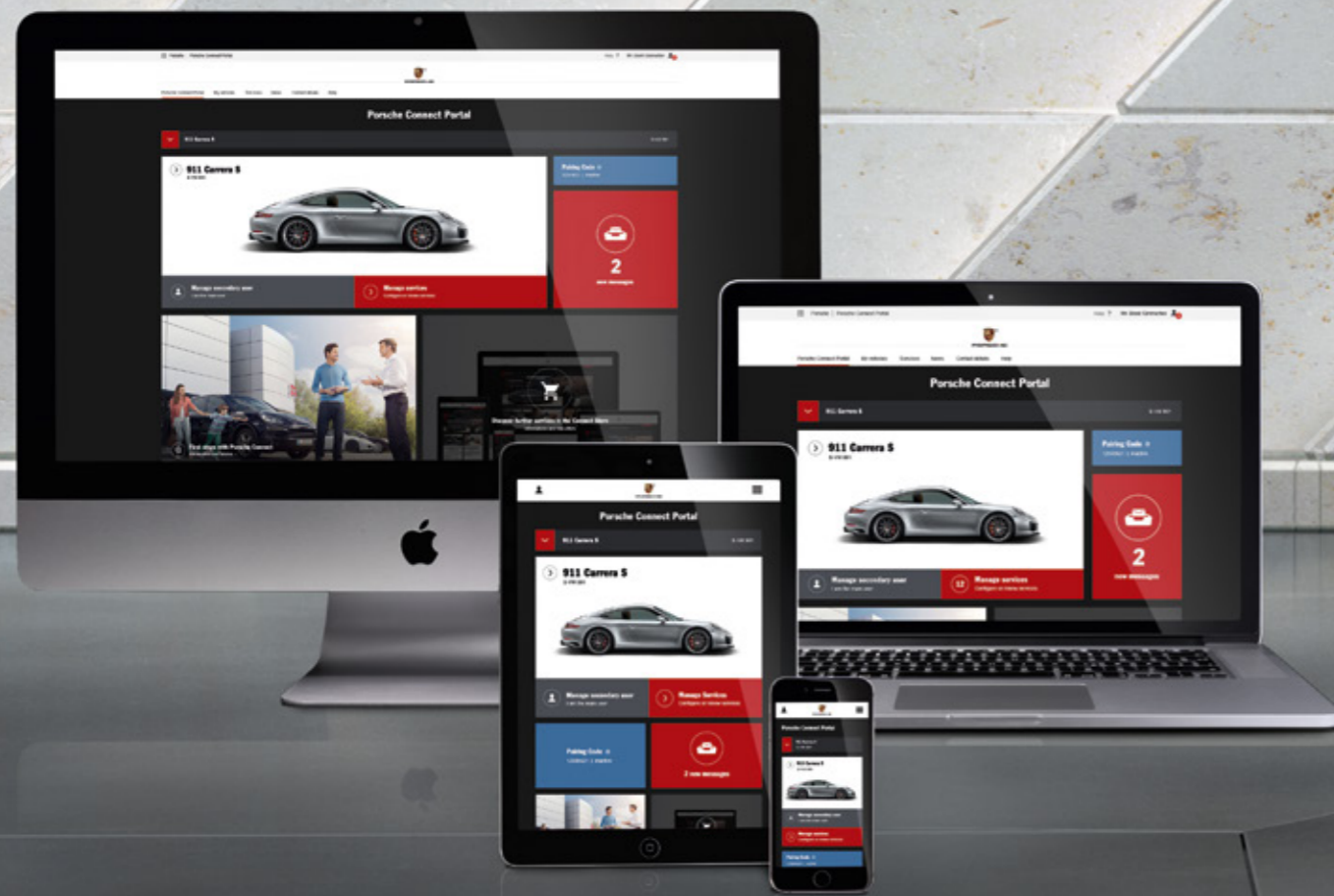
The first app, Porsche Car Connect, lets you use your smartphone or Apple Watch® to retrieve vehicle data and remotely control selected vehicle functions. Another feature of Porsche Car Connect is the Porsche Vehicle Tracking System (PVTs) including theft detection.

The second app is the Porsche Connect app. This allows you to send chosen destinations to your Porsche before you

start your journey. As soon as your smartphone has connected to PCM, you will be able to display them in the vehicle and start route guidance directly. Even your smartphone calendar can be viewed directly on PCM and stored addresses used for navigation. What's more, the Porsche Connect app gives you access to millions of music tracks thanks to its built-in music streaming function.

Go to www.porsche.co.uk/connect to find out more about the apps and services available.

*The Porsche Connect services come with an inclusive period of 24 months, excluding the Car Connect Services where the included period is 12 months of Remote Services only. Safety and Security services attract an additional subscription. An integrated SIM card – including data – is also included in the price, for the use of selected Porsche Connect services. A WiFi data package can also be purchased in the Porsche Connect Store to use the WiFi Hotspot and remaining Porsche Connect services, such as Music Streaming, via the integrated SIM card. Alternatively, you can use your own SIM card to establish a data connection. Further information about the free inclusive period of use and any subsequent costs as well as more information on the individual services is available online at www.porsche.co.uk/connect or from your Porsche Centre



Apple® CarPlay.

Apple® CarPlay enables you to connect your iPhone® to your Porsche and have certain apps shown directly on the central display screen of Porsche Communication Management (PCM). With the Siri® voice recognition interface, you can conveniently use your apps on the move while keeping your full concentration on the road.

Porsche Connect Portal.

Every Porsche can be configured to your preference. Porsche Connect is the same. In the Porsche Connect Portal, you can manage your Porsche and personalise your Connect services to suit your interests – whether it's by adding new destinations for your navigation system or selecting your favourite sources for the news articles that you want to have read aloud in the car. The Porsche Connect Portal also lets you create additional users – such as family members or friends.

Porsche Connect Store.

Would you like to continue to enjoy your existing services beyond the initial free subscription period? Or purchase extra Porsche Connect services? Visit the Porsche Connect Store at www.porsche.co.uk/connect-store and discover more about what Porsche Connect has to offer.

Sometimes life really is a request show.

The 911 Carrera 4S in Racing Yellow.

Motorsport has always been a driving force. Intensified by the power of your imagination. And the power of hands.

The 911 Carrera 4S in Racing Yellow with SportDesign package embodies creative force: yours and ours. Every touch has imbued it with a little more personality and sportiness. The exterior is comprehensively finished in Racing Yellow – contrasted by the 20-inch Carrera Sport wheels painted in black (high-gloss) and by other carefully chosen details with a black painted finish. The individuality of the exterior has also been enhanced by such features as black LED main headlights including PDLs Plus, tinted

taillights, the black model designation on the doors and the black sports tailpipes.

The inside is also brimming with attention to detail. And plentiful works of craftsmanship. The proof? The extended interior package with decorative stitching in Racing Yellow. Not only does it harmoniously recapture the exterior colour, it adds sporty accents throughout the whole interior. Numerous items are lined in leather or trimmed with carbon. Also matching the exterior colour, the seat belts and instrument dials complete the overall impression. Powerful and dynamic. A 911 that sets the mark.



- 1 SportDesign package, 20-inch Carrera Sport wheels painted in black (high-gloss), LED main headlights in black including Porsche Dynamic Light System Plus (PDLs Plus), headlight cleaning system covers and SportDesign exterior mirror lower trims painted in black (high-gloss), SportDesign exterior mirror upper trims in carbon, model designation on doors in black
- 2 Privacy glass, tinted taillights, sideskirts painted, 'PORSCHE' logo, model designation and rear apron painted in black (high-gloss), sports tailpipes in black
- 3 Carbon interior package, GT sports steering wheel and PDK gear selector in Alcantara®, extended interior package with decorative stitching in Racing Yellow, personalised floor mats in carbon with leather edging, seat centres in Alcantara®, instrument dials, Sport Chrono stopwatch and seat belts in Racing Yellow





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Style.
Still one of our most important stylistic devices.

The 911 Carrera S Cabriolet in Jet Black Metallic.

This 911 substantiates style: yours. Its outward appearance is dominated by the classy Jet Black Metallic – tastefully combining with the brown of the hood. The SportDesign package, LED main headlights in black, tinted taillights and headlight cleaning system covers in Jet Black Metallic ensure that this look is both exclusive and sporty at the same time. In keeping: elegant 20-inch Carrera S wheels painted in satin platinum. Sports tailpipes and the model designation on the doors in silver colour round off the overall impression of this style icon.

The interior continues the theme in true style: the interior package, the Sports steering wheel including multifunction controls and steering wheel heating, and the PDK gear selector are all in mahogany. These are complemented by the use of hard-wearing yet elegant leather in Espresso, e.g. for the backrests of the Sports seats Plus, air vents, seat belt buckles and storage compartment lid embossed with the Porsche Crest.

Hard to demonstrate a greater assurance of style.

1 Mahogany interior package, PDK gear selector in mahogany, Sports steering wheel in mahogany including multifunction controls and steering wheel heating, storage compartment lid with Porsche Crest, air vents in leather, seat belt buckles in leather, personalised floor mats with leather edging
 2 SportDesign package, 20-inch Carrera S wheels painted in satin platinum, exterior mirror lower trims, rear apron and rear lid air intake slats painted, model designation on doors in silver colour, tinted taillights, sports tailpipes in silver colour
 3 LED main headlights in black including Porsche Dynamic Light System Plus (PDLs Plus), headlight cleaning system covers painted



It isn't about seeing the future. It's about changing it.

We start with a clean slate. We develop ideas, and discard them. We refine the future, and every newton metre. We come into our own when others think something can't be done.

So we fight for the most efficient drive system, not the biggest. For a sharpened design, not the most gratifying one. For a sports car that has passed the hardest test: to be the best day in, day out.

Time and time again, we will create a 911 that is different – from the expected. In this tradition also lies its future. It never tries to be what many believe the 911 ought to be, which is exactly why there's one thing it will always be:

The 911.