

## **Precise sportiness**

An unmistakably familiar match with the Porsche design DNA and yet undoubtedly new: the new 911 is wider, more assertive, and more muscular. New LED headlights and a bonnet in the style of earlier generations of the 911 combine innovative, ground-breaking design elements with distinctively Porsche advanced features. An even sportier look has been achieved with wings that are up to 45 millimetres wider, and larger wheels on the rear axle. The vehicle width is emphasised by a newly structured rear featuring a new, continuous LED light strip and distinctive third brake light.

### **Bonnet in the style of the G series**

The front end revives a traditional feature of the earlier G series 911: a forward-extended bonnet with a distinctive recess in front of the windscreen. Both elements lengthen the front of the vehicle and create a dynamic look, while at the same time completely new LED headlights indicate the advanced technology in the 911. These headlights are almost seamlessly integrated into the wings, and have a typically 911 look – round and upright. The optional LED matrix headlights have a tailored design to suit their advanced technology, and are a real visual highlight. Optimised daytime running lights ensure that the 911 has greater presence. The four-point signature has been extended in a three-dimensional line to the rear, while front air intakes have been combined and given a sense of visual unity with a continuous black intake trim. Horizontal lines dominate here also. The front light modules are now much narrower.

### **Wide body with smooth surfaces**

With an unchanged wheelbase, the new 911 is now 20 millimetres longer and a great deal wider: generally 45 millimetres at the front axle and 44 millimetres at the rear axle of the Carrera S. These changes give the new 911 an even flatter look, particularly when viewed from the front. The modern, straight lines of the front end are continued consistently in the side view. The door gives the impression of having been seamlessly inserted between the front and rear wings, with straight lines and no frills. The sweep of the side contour begins lower down than on the previous model, moving the visual centre of gravity lower and thereby underlining the more compact appearance of the new 911. This impression is further emphasised by the wheels at the rear axle, which are around an inch larger. Flush door handles which pop out electrically on approach, and a rectangular, aerodynamically enhanced exterior mirror design complete the calm, powerfully modelled vehicle side. The exterior mirrors have also been redesigned, and are now optimised to minimise wind noise. It is also possible to fold the mirrors in electronically. The standard black lower mirror trim is also optionally available in the vehicle colour.

### **Rear end with new LED light strip**

With its pronounced recessed contours and low apron termination, the rear end is archetypally characteristic of the 911. The low position of the number plate, along with the new, one-piece LED light strip together produce a dramatic look, and clearly differentiate the new generation from its predecessors. A high-gloss black rear trim panel visually combines the rear window and engine grille into a single unit that adjoins the enlarged extending spoiler. The vertically arranged louvres of the air intake echo the contours of the rear window, and the centrally located third brake light has also been integrated in the intake louvres – this is not visible when the rear spoiler is extended, so a brake light has

also been incorporated into the spoiler itself.

As a distinguishing feature, the rear-wheel-drive models have black louvres, while the all-wheel-drive models have chrome elements in the rear grille. The rear spoiler is positioned directly below the air intake and is now significantly wider, extending almost to the outer edge of the tail lights. This means that there is only one join on each side, making the upper part of the rear end appear smoother. At the same time, the rear spoiler has been newly designed with 25 % greater air flow area, so offering much-improved aerodynamic properties.

The new continuous LED light strip immediately draws the eye to the rear. This light strip is unbroken by any seams or joins, for a design that makes the new 911 absolutely unmistakable at night. Integrated tail light modules have made it possible to redesign the direction indicators, which now enclose and visually support the light strip. They also frame the three-dimensional PORSCHE logo, below which the model designation is inscribed, in a newly created font that is ultra modern, yet pays homage to the style used at Porsche in the 70s.

The coherent look of the vehicle continues on the rear apron, where the number plate has been pushed downwards, and is now located between the tailpipes of the exhaust system. These are flush-integrated into the rear end, meaning there is no visual interruption to the downward line, while the integration of reflectors and outer air outlets into the black area at the rear also creates a visual impression that is quieter, more linear and wider.

## **Completely revamped interior**

The completely new interior is a milestone in the development of the 911. The new cockpit is a reminder of the virtues found even in the very first 911 generation: clarity and formal unambiguity. For example, the traditional analogue rev counter is now flanked by two frameless freeform displays that appear to float. Just as it did in the original 911, the new dashboard covers the entire width between two horizontal wing levels. In the middle, a docked-on control panel with five pushbuttons – styled in a classic toggle switch look – forms the transition to the centre console with integrated touchpad. An ignition key is no longer provided, as the new 911 features Keyless Go and a switch to start the engine – on the left of the steering column of course. In short, analogue precision and digital integration have been blended together in a manner that is typical for the brand.

Under the roof-like wing, the dashboard has a black recessed horizontal operating level. From the driving position, this is dominated by the five classically round Porsche instruments, with the analogue rev counter in the middle: the exposed glass edges of the seven-inch freeform displays emphasise their elegance and lightness.

The adjacent new 10.9-inch PCM touchscreen display is flush-mounted, and the trim surface in front of the control unit serves as a hand rest to support fast and distraction-free operation. Underneath, there is a new switch unit with five buttons for direct access to important vehicle functions. These can be operated intuitively thanks to their exposed position. Depending on the range of features available, Wet Mode can be activated by pressing a button, for example, or the PASM damper can be made tighter. The central air vent is the transition to the centre console. This has a touch-sensitive high-gloss surface that corresponds to the PCM display.

## **New option: Ioniser for clean air**

The optional ioniser in the air flow of the climate control system is also new. It serves to reduce the number of germs and other pollutants in the air, improving the air quality in the passenger compartment and thereby noticeably enhancing the well-being of vehicle occupants.

The functionality of the Porsche dual-clutch transmission (PDK) selector has been reduced, so it is now far more compact than previously, thanks to fully electronic control of the new eight-speed PDK. The form and surface texture have been adapted to the design of the touch switches. The clearly structured, puristic door panelling combines elegance with a high level of functionality, and also offers plenty of storage space.

The new steering wheel generation embodies typical Porsche principles, such as lightness and precision, in an even more distinctive and attractive way. The multifunction control elements blend harmoniously into the steering wheel and emphasise its lightness: the revamped mode switch has a more modern look and is now easier to use, and the control stalks have also been redesigned for perfect functionality and ergonomics. GT steering wheels are optionally available in various versions. All steering wheels are 360 millimetres in diameter.

## **Next seat generation with more comfort**

The seats have also been completely revamped. Lightweight construction means that the new design reduces vehicle weight by around three kilograms, while adapted geometry provides significantly improved lateral support in the shoulder area. Although the seat is now positioned five millimetres lower and has a very slightly thinner cushion, seating comfort has nonetheless been considerably improved. The new seats also evoke the simple operation of earlier 911 models, by way of classic leather loops to more easily facilitate ergonomic folding. A new seam pattern in combination with the completely reworked backrest shell gives a significantly different appearance that blends harmoniously into the interior. The rear seats in the new 911 have also been improved. They now have a backrest that is around 20 millimetres higher and a wider seat cushion.

The inner sides of the doors have been redesigned to continue the horizontal lines of the dashboard, while the high-quality metal door trim elements transition seamlessly to the newly designed door openers, creating a visual unity. This new geometry of the trim surfaces offers extensive personalisation options in combination with a wide choice of Exclusive trims.

For the first time, Porsche is offering a partial leather interior in the colours Black or Slate Grey as an option for the new 911. With this option, the seat centre sections, seat bolsters and front head restraints are in smooth-finish genuine leather. The dashboard upper section and door shoulders are also covered with the same material. As it was for the previous model, a full leather interior is also optionally available. A new option is additional decorative stitching, which is also available in a contrasting colour. In this case the steering wheel also features contrast stitching. The leather interior is available in the colours Black, Slate Grey, Graphite Blue and Bordeaux Red.