

Design and interior

Classic lines re-interpreted

The new 911 is wider, more self-confident and more muscular. The contours are familiar and unmistakably based on the Porsche design DNA, but are nevertheless still strikingly new. The dimensionally stable fabric hood of the Cabriolet does nothing to change that. It picks up the roof contour, the so-called flyline, and continues it to the rear of the vehicle. The fabric hood is available in a choice of colours: black, dark-blue, brown and red. Standard new LED headlights and a bonnet in the style of earlier 911 generations combine future-oriented design elements with further-developed features that are typical for the brand. The new 911 models have an even more distinctive appearance with up to 45-millimetre wider wings and larger wheels on the rear axle. The vehicle width is emphasised by the newly structured rear end with new, continuous LED light bar and a distinctive third brake light.

Bonnet in the style of the G series

The front end revives a traditional feature of earlier 911 models from the G series: a forward-extended bonnet with a distinctive recess in front of the windscreen. Both elements lengthen the front of the vehicle and provide it with a dynamic look. At the same time, the completely newly developed LED headlights demonstrate the technological progress of the 911. They are integrated into the wings almost seamlessly with the typical 911 round and upright form. The design of the optional LED matrix headlights in particular is a visual highlight and is customised to the technology used in them. The optimised daytime running lights ensure that the 911 has an even more imposing presence.

Wide body with smooth surfaces

With an unchanged wheelbase, the new 911 is now 20 millimetres longer, but is above all much wider: 45 millimetres at the front axle on all models and 44 millimetres at the rear axle of the Carrera S. The new 911 therefore again seems flatter, 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 inserted seamlessly between the front and rear wings. With linear contours, it is integrated into the side without any frills. The sweep of the side contour starts lower down than on the previous model to create a visually lower centre of gravity and thus underlines the squat appearance of the new 911. The wheels on the rear axle are one inch larger and therefore emphasise this further. Flush door handles, which pop out electrically when approached, and a rectangular, aerodynamically enhanced exterior mirror design complete the calm, powerfully modelled vehicle side. The exterior mirrors have also been redesigned and optimised to minimise wind noise. They can also optionally be folded in electrically. The standard black lower mirror trim is also available in the vehicle colour as an option.

Rear end with new LED light bar

With its pronounced recessed contours and low apron termination, the rear end is an archetypal feature of the 911. It is functionally divided into three elements on the Cabriolet: the multi-part convertible top structure is folded in Z-form under the electrically opening rear lid. The large rear spoiler has been adapted to the lid shape. The entire rear end is largely the same as on the Coupé. The new, one-piece LED light bar and the number plate positioned low down produce a dramatic look and clearly differentiate the new generation from the predecessor models. The vertically arranged louvres of the air intake echo the

contours of the rear window. On the Cabriolet, the distance between the air intake and window is slightly larger than on the Coupé due to the new rear lid design. The centrally located third brake light has been integrated into the intake louvres. Since this is hidden when the rear spoiler is extended, a second brake light has been incorporated in the spoiler.

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 significantly wider. It now extends almost to the outer edge of the tail lights.

The new continuous LED light bar immediately catches the eye at the rear. This light band is not interrupted by any joints or seams, and therefore provides the new 911 with an unmistakable night design. Thanks to the integrated tail light modules, it was possible to redesign the direction indicators. They enclose the light bar and provide it with visual support. They also frame the three-dimensional Porsche logo. The model designation is located under this in a newly created font. This is a modern homage to the style used at Porsche in the 70s.

The rear apron continues the idea of a coherent graphic look. This was achieved by relocating the number plate downwards between the tailpipes of the exhaust system. These are now integrated flush in the rear end so that this is terminated downwards without any visual interruption. Integration of the reflectors and outer air outlets in the black area of the rear end also makes this seem quieter, more linear and wider.

Newly developed interior

The completely new interior is a milestone in the development of the 911. The new cockpit provides a reminder of the virtues already found in the first 911 generation: clarity and formal unambiguity. For example, the traditional analogue rev counter is now flanked by two frameless free-form displays that almost appear to float. As on 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 in classic toggle switch look creates the transition to the centre console with touchpad. There is no longer an ignition key. The new 911 features Keyless Go and a rotary switch to start the engine as standard – positioned on the left of the steering column, of course. Analogue precision is therefore perfectly blended with digital integration.

Under the roof-like wing, the dashboard has a black recessed horizontal operating level. This is dominated in front of the driver by five classic Porsche round instruments with the analogue rev counter in the middle. The exposed glass edges of the seven-inch free-form displays emphasise their elegance and lightness.

The adjacent new 10.9-inch PCM touchscreen display is incorporated flush. The trim surface in front of the control unit serves as a hand rest and supports fast and distraction-free operation. Located 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 vehicle equipment, Wet Mode can be activated here by means of button or the PASM dampers adjusted to a firmer setting. The centre 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. This reduces the number of germs and other pollutants contained in the air. The air quality in the passenger compartment is improved, thereby noticeably increasing the well-being of the vehicle occupants.

The functionality of the selector lever for the Porsche Doppelkupplung (PDK) has been reduced, and the lever is now much more compact than before. This is made possible by purely 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 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 visually revamped mode switch has a more modern look and is now easier to use. The control stalks have also been redesigned for perfect functionality and ergonomics. The GT steering wheels are optionally available in different versions. All steering wheels have a diameter of 360 millimetres.

New seat generation with more comfort

The seats have also been fundamentally modified. Thanks to lightweight construction, the new design reduces the vehicle weight by around three kilograms. The changed geometry provides significantly improved lateral support in the shoulder area. Although the seat is now positioned five millimetres lower and has a minimally thinner seat cushion, seating comfort has been significantly improved. The seats also evoke the simple operation of previous 911 models through ergonomically easier folding by means of classic leather loops. A new seam pattern in combination with the completely new backrest shell ensures a very differentiated appearance that blends harmoniously into the interior. The rear seats in the new 911 have also been improved. They now have an around 20-millimetre higher backrest and wider seater cushion.

The backrests of the sport seat Plus can also be personalised. A wide range of trim elements is available for this. For example, the rear-facing centre section of the backrest can be enhanced with inserts made of leather, wood, brushed aluminium or even carbon. Even painted elements are possible.

The inner sides of the doors have also been redesigned and continue the horizontal lines of the dashboard. The high-quality metal door trim elements have a seamless transition to the newly designed door openers so that they form a visual unit. This new geometry of the trim surfaces guarantees 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. Like for the previous model, a full leather interior is also optionally available. The choice of additional decorative

stitching, optionally in a contrasting colour, is new. The steering wheel is also provided with a contrasting seam. The leather interior is available in the colours Black, Slate Grey, Graphite Blue or Bordeaux Red.