

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

All-rounder with an impressive Nordschleife time

24/07/2026 All-rounder with an impressive Nordschleife time

The new 911 Turbo S combines the best of all worlds, as is typical of this model. It is perfectly suitable for everyday use, comfortable, exclusively equipped, and offers impressive performance on track. During development and tuning of the suspension, the focus was on optimum driveability despite the significantly increased power output. The power-to-weight ratio is 2.43 kg/PS (Cabriolet: 2.55 kg/PS **911 Turbo S Cabriolet (WLTP)*:** Fuel consumption combined: 11.8 – 11.6 l/100 km; CO_2 emissions combined: 267 – 264 g/km; CO_2 class: G). The requirements of the model included predictable, comfortable driving dynamics; intuitive and precise power delivery; uncompromising high-performance braking; and optimum grip. The high level of responsiveness and driveability of the powertrain is carried through to the suspension – it is confident, controllable, calculable.

Despite its performance hybrid system, the extended list of standard equipment, and upgrades to the

suspension and body, the kerb weight of the new 911 Turbo S has only increased by a total of 85 kg compared to its predecessor. This increase in weight was more than compensated for in all areas relating to performance and driving dynamics – as is demonstrated by the car's on-track performance. On the Nürburgring-Nordschleife, the new 911 Turbo S recorded an official lap time of 07:03.92 minutes, beating its direct predecessor by about 14 seconds. The 911 Turbo S completes the sprint from 0-100 km/h in 2.5 seconds. It takes just 8.4 seconds to accelerate from 0-200 km/h, and its top speed is 322 km/h.

Electrohydraulic roll stabilisation

The noticeable leap in performance is the result of a finely tuned overall package comprising powertrain, aerodynamics and suspension. The power supply for the active electro-hydraulic roll stabilisation system (ehPDCC) was specially developed for vehicles with the new, beltless boxer engine and was further optimised for the new 911 Turbo S. It increases both agility at lower speeds and stability at high speeds, making a significant contribution to the improved performance and comfort of the 911 Turbo S. The electro-hydraulic PDCC system is fitted as standard in the 911 Turbo S.

A motor/pump unit, which consists of a high-voltage permanent magnet synchronous motor and an internal gear pump, generates a flow of oil. A valve block distributes this to the front and rear axles. There, it reaches active anti-roll-bar drop links which, depending on the driving situation, use the available pressure in the system to exert a targeted torsional force on the anti-roll bars. This generates support forces along the vehicle's longitudinal axis, which reduces roll and enables the car to takes corners with exceptional stability.

The system is equipped with a pressure accumulator which, in normal operation, maintains a pressure of 10 bar and reliably compensates for any natural fluctuation. A filter cleans the returning oil flow and ensures the long-term operation of the valves and oil pump. Demand-based control reduces energy consumption by more than 80 per cent compared to the previous system. The introduction of this technology leads to noticeable advantages in terms of comfort, driveability and precision. The sports car can achieve higher speeds both on corner entry and exit, which significantly contributes to improved lap times on track.

In addition, the ehPDCC controls the optional front-axle lift system. Its operation also benefits from this change in technology: it reacts more quickly and is able to achieve an approach angle that is 2.4 degrees greater than with the previous system.

Porsche has comprehensively optimised the standard Porsche Active Suspension Management (PASM) system of the 911 Turbo S. It offers significantly enhanced performance while also offering improved ride comfort. This is achieved by adapting the spring rates, damper hydraulics and damping map, as well as newly developed engine mountings, which enable increased precision and more accurate feedback from the road surface thanks to their higher stiffness. At the same time, they offer a weight advantage over their predecessors. The geometry and elastokinematics of the rear axle of the 911

Turbo S have also been adapted to the increased weight from the T-Hybrid drive system. A PASM Sport Suspension system, with a 10 mm lower ride height and an even stronger focus on performance, is optionally available for the 911 Turbo S.

Brakes, tyres and wheels

For the new 911 Turbo S, Porsche has extensively further developed the Porsche Composite Ceramic Brake (PCCB), which is fitted as standard. The flagship 911 model is equipped with the largest brake discs that Porsche has ever fitted in the ceramic brake system of a two-door model. Fixed 10-piston callipers and 420-millimetre brake discs are fitted at the front. The rear brakes feature four-piston brake callipers and new, larger discs with a diameter of 410 mm.

The cross-drilled discs used in the ceramic brake system are 50 per cent lighter compared with cast iron discs. Porsche has proven the car's high level of braking performance during extensive real-world testing on the Nürburgring-Nordschleife. In addition, the new pads offer a particularly natural brake pedal feel. Revised brake ventilation and the integration of piston inserts into the callipers ensure optimal thermal management, preventing the brake fluid from overheating. The callipers are painted yellow as standard. Callipers painted black are available from Porsche Exclusive Manufaktur, on request.

In addition to improved braking performance, Porsche has also further enhanced the mechanical grip of the 911 Turbo S. The sports car is fitted with 325/30 ZR 21 tyres at the rear, which are 10 mm wider than those of the previous model, and 255/35 ZR 20 tyres at the front. The result is even better handling in dry conditions while excellent performance in the wet is also maintained.

Another exclusive highlight of the 911 Turbo S are the 20/21-inch 911 Turbo S centre-lock wheels. Finished in the distinctive Turbonite colour, they are a striking unique feature of the flagship model. Other wheel choices are optionally available: the 20/21-inch 911 Sport Classic wheels and 911 Turbo Exclusive Design wheels with carbon blades. The innovative carbon blade design feature serves to optimise aerodynamics. A total of seven colours is available from Porsche Exclusive Manufaktur for the Sport Classic wheels and four for the Exclusive Design wheels.

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_323211_en.mp4

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