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

Top-of-the-range model with performance hybrid system and 711 PS system output

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The new Porsche 911 Turbo S has big shoes to fill. Its predecessor was already regarded as the benchmark in the sports car world when it came to combining superior performance, long-distance comfort, exclusivity and everyday practicality. Now, the 911 Turbo S once again raises the bar in all areas. The sports car, which is available as both a coupé and a cabriolet, brings significantly increased performance, a more powerful design, more intelligent aerodynamics, upgraded suspension, and even more exclusive equipment.

turbochargers

The newly developed, high-performance powertrain achieves a system output of 523 kW (711 PS). This makes the new 911 Turbo S the most powerful production 911 of all time. The maximum torque of the powertrain is 800 Nm and is available over an extremely wide rev range from 2,300 to 6,000 rpm. The car also achieves an exceptionally flat power curve; its peak power output of 711 PS is available from 6,500 and 7,000 rpm. At the heart of the car is a newly developed 3.6-litre boxer engine. Equipped with innovative T-Hybrid technology featuring a 400 V high-voltage system, it achieves a power increase of 61 PS compared to its predecessor.

A T-Hybrid powertrain first debuted in 2024 in the 911 Carrera GTS. For use in the new 911 Turbo S, the technology has been significantly further developed. While a single electric turbocharger (eTurbo) is integrated into the T-Hybrid system in the GTS, two of these innovative devices are used in the new 911 Turbo S. The turbine and compressor were specially designed to meet the specific requirements of the flagship model. The two eTurbos contribute not only to a considerable increase in performance but also to greatly enhanced responsiveness. The particularly compact and lightweight high-voltage battery, which has a capacity of 1.9 kWh, is the same as that used in the 911 Carrera GTS. An eight-speed PDK with an integrated electric motor transmits the power to the Porsche Traction Management (PTM) all-wheel drive system. The Turbo S Coupé now completes the sprint from 0-100 km/h in just 2.5 seconds, 0.2 seconds faster than its predecessor. It takes just 8.4 seconds to reach 200 km/h, which represents an improvement of 0.5 seconds. The top speed of the new 911 Turbo S is 322 km/h.

Around 14 seconds faster on the Nürburgring Nordschleife

Despite the additional components of the performance hybrid system, the new 911 Turbo S weighs just 85 kilograms more than its predecessor. The increase in weight has been more than compensated for in all areas relating to performance and driving dynamics. The best demonstration of this is the car's lap time on the Nürburgring Nordschleife. As part of the final development drives conducted in autumn 2024, a lightly camouflaged 911 Turbo S posted an official time of 7:03.92 minutes – about 14 seconds faster than its predecessor. "You don't feel any weight gain. On the contrary, the car is much more agile, has more grip and is significantly faster in all relevant sections of the track than the previous 911 Turbo S," says Porsche brand ambassador Jörg Bergmeister, who was involved in the development and testing of the new sports car and set the official lap time.

Brakes and tyres with optimised performance

Porsche's engineers implemented upgrades across all areas to achieve the impressive performance of the top-of-the-range 911 model. The new generation of tyres used in the 911 Turbo S offers significantly improved handling in dry conditions, while also maintaining excellent performance in the wet. The sports car is now fitted with 325/30 ZR 21 tyres at the rear, 10 millimetres wider than those

of the previous model. As with the predecessor, 255/35 ZR 20 tyres are fitted at the front. The engineers increased the diameter of the rear brake discs of the Porsche Ceramic Composite Brake (PCCB) system from 390 mm to 410 mm, while discs with a diameter of 420 mm are used at the front. This means that the brake discs on the new 911 Turbo S are the largest that Porsche has ever fitted in the PCCB system of a two-door model.

Intelligent active aerodynamics

Enhanced aerodynamics optimise the cooling of the brakes and the drivetrain, while also increasing the efficiency of the new 911 Turbo S. Active, vertically arranged cooling-air flaps at the front of the car, an active front diffuser, an adaptive front spoiler carried over from the predecessor model, and an extendable and tiltable rear wing all work together harmoniously to improve performance and efficiency. Depending on the driving situation, the active aerodynamic elements intelligently reduce lift or, when retracted, reduce drag. When each of the active aerodynamic elements are in their most efficient position, the drag coefficient of the 911 Turbo S Coupé is reduced by 10 per cent compared to its predecessor. In addition, the active aerodynamics improve the wet braking performance of the flagship model; in wet mode, the cooling flaps at the front close to protect the front brake discs from excessive water spray.

Suspension for improved agility and stability

The T-Hybrid drive system, thanks to its high-voltage electrical system and battery, enabled Porsche engineers to equip the 911 Turbo S with electro-hydraulically controlled Porsche Dynamic Chassis Control (ehPDCC) as standard. It reduces body roll when changing direction and increases agility and precision through corners. The active anti-roll bars generate support forces and keep the car balanced. This makes the sports car more predictable and easier to drive, despite its enormous power. This improves both ride comfort and driving dynamics – and contributes to the position of the flagship model in the 911 series as the absolute all-rounder. For optimum everyday usability, the electro-hydraulic PDCC is available with an optional lift system for the front axle, which actuates much faster than its predecessor thanks to its integration into the 400 V system.

A new standard sports exhaust system with rear silencer and titanium tailpipe trims also underlines the 911 Turbo S's position in terms of acoustics, with its sound being composed especially for the flagship model. In addition, the exhaust system saves 6.8 kg of weight. Internal engine modifications are another factor contributing to the even more emotive sound. The 3.6-litre boxer engine works deliberately with asymmetric timing, which adds further frequencies to the engine sound, creating a more throaty and distinctive sound typical of a boxer engine.

Exclusive appearance and high-quality equipment

The new Turbo S marks the introduction of Porsche's cross-series Turbo design strategy in the 911. The exclusive appearance clearly differentiates the Turbo from other 911 models. Numerous contrasting elements are finished in the colour Turbonite, which is reserved exclusively for Turbo variants. These include the Porsche crest and the 'Turbo S' lettering at the rear. In addition, Turbo S-specific inserts are used in the slats of the rear wing and the side window surrounds. The selection of wheels available for the Turbo S also includes new centre-lock designs finished in Turbonite.

As is typical for the Turbo, the new flagship of the current 911 series has a visibly wider body and track compared to the Carrera models, as well as openings in the rear side panels. Striking air vents in the newly designed rear section emphasise the car's width. The tailpipes of the titanium exhaust system in the newly interpreted design typical of the Turbo underline the car's top position in the model line, as does a dynamic pearl structure above the taillight strip. Oval titanium tailpipe trims with a special structure are available as an option.

Turbonite accents also characterise the interior. They can be found in the door panels, on the steering wheel, the dashboard and centre console surrounds, as decorative stitching, and on the Sport Chrono stopwatch and instrument cluster. Porsche's designers have also used the colour for the seat belts and several buttons in the centre console. For the first time, the exclusive interior features carbon-weave trim strips with inlaid decorative thread in Neodyme, as well as a perforated microfibre headliner.

As a coupé, the 911 Turbo S is delivered as a two-seater as standard. On request, the rear seat system can be configured at no extra charge. The Cabriolet is equipped with rear seats. The new 911 Turbo S is fitted with HD-Matrix LED headlights as standard. They have innovative light functions that greatly increase safety when driving at night. In addition, the Sport Chrono package including tyre temperature display, the specifically tuned suspension PASM, the electro-hydraulic roll support ehPDCC and the titanium sports exhaust system are part of the standard equipment. In the interior, 18-way Adaptive Sports seats Plus with memory function and 'Turbo S' lettering on the headrests feature as standard. The Turbo S-specific embossing on the seats and door trims is a reinterpretation of the classic design features of the first 911 Turbo (the 930 generation).

Wide range of available options

Further individualisation options are available through the range of products offered by Porsche Exclusive Manufaktur. In addition to the Paint to Sample programme with more than 100 exterior colours, these options include Turbo Exclusive Design wheels with carbon blades painted in Neodyme, a lightweight carbon-fibre roof, Exclusive Design rear lights and carbon-fibre air inlets in the rear side panels. Lightweight carbon-fibre wiper arms, which are 50 per cent lighter than the standard component, are available for the first time. The interior can be further enhanced with details such as decorative stitching in contrasting colours, personalised embossing, seat panels and sill trims in leather

with fine decorative stitching, and personalised painted vehicle keys.

The 911 Turbo S for the wrist

The Porsche Design Timepieces Configurator offers customers the opportunity to design their own personal 'sports car for the wrist' – perfectly matching their 911 Turbo S down to the last detail. The new, black dial with Turbonite design elements reflects this close connection to the vehicle. In addition to Turbonite, all exterior colours (including Paint to Sample) are available for the coloured ring around the dial. The titanium case features a black titanium carbide coating. The strap is made of genuine Porsche interior leather and yarn. A highlight is the hot stamping with the 'Turbo S' lettering. The timepiece is powered by the Porsche Design caliber WERK 01.200 with COSC certification and flyback function. The customisable winding rotor echoes the various designs of the 911 Turbo S wheels and features the Porsche crest in Turbonite. The case back can be customised with a personal engraving. The Chronograph 911 Turbo S is handmade to order at Porsche's own watch-making facility in Grenchen, Switzerland.

MEDIA ENQUIRIES

Oliver Hilger

Spokesperson 911 and 718
+49 (0) 170 / 911 3915
oliver.hilger@porsche.de

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).

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Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porscheplatz 1
70435 Stuttgart