



PORSCHE



# The new 911 Carrera T

The Unfiltered Truth







**It's T time.  
The new 911 Carrera T.**



## **The concept.**

Got any plans? This sports car will take you to a place you haven't been for a long time. Closer to the road. And closer to yourself.

The new 911 Carrera T is a thoroughbred 911. Made for drivers, not collectors. Made for the next corner, not the garage. Made for the journey, not the destination. What's needed? A six-cylinder twin-turbo and horizontally opposed engine. A 7-speed manual transmission. A chassis that celebrates every corner. And a driver like you.

Come on, get in. Not some time, but right now. Go on a road trip that begins with the turning of the key and preferably never ends.

**The new 911 Carrera T.  
The Unfiltered Truth.**

---

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 46.

Driving for the sake of driving. A concept already represented by the 911 T back in 1967. Fully epitomised by the T for Touring in the model logo. The declared objective at the time: to conquer the road. With a base engine producing 110 hp, and a specification stripped down to the essentials. For a unique driving feel experienced in a 911 – intimate and unmistakable.





The new 911 Carrera T might have received some extra horsepower compared with the original model, but the concept hasn't changed: less is more. Less weight and, above all, more driving pleasure.

What do we mean exactly? Soundproofing has been reduced to the bare minimum, the rear screen and rear side windows are made of lightweight glass. Rear seats have been completely omitted. Just like Porsche Communication Management (PCM). The only soundtrack here comes from the rear-mounted horizontally opposed cylinder engine and the sports exhaust system.

More performance is available with the driving modes offered by the mode switch in interaction with the PASM sports suspension and Porsche Torque Vectoring (PTV). All these measures combine to make the new 911 Carrera T an unadulterated sports car – one that fully lives up to its Sixties predecessor.

---

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 46.





# Design



## Exterior design.

You might find it difficult, but it's something we recommend: switch on your indicators, pull over, get out, stop for a while. And feast your eyes – on the new 911 Carrera T.

It's a promise. A temptation. A challenge. A means of escape – from everyday life. The 911 Carrera T has everything you want from a 911. Timeless silhouette. Prominent front wings. Swooping roof line and an imposing rear end. Sports car proportions – as only defined by the 911.

Turn your gaze forwards. To the front end of the 911 Carrera T, with its clear form, large air intakes and aerodynamically adapted front spoiler lip. To the Bi-Xenon main headlights with integrated four-point LED daytime running lights.

Eye-catching along the side: decorative strips with the '911 Carrera T' logo and SportDesign exterior mirrors in Agate Grey.

# Take a quick break. Enjoy the view.





20-inch Carrera S wheels provide the grip necessary for excellent roadholding – exclusively for the 911 Carrera T, they are painted in titanium colour.

Turn your gaze to the rear. Here, you will find further accents in Agate Grey: in addition to the '911 Carrera T' model designation, the slats of the rear lid grille are also finished in this contrasting colour. Underneath: the sports exhaust system with its centrally positioned twin tailpipes in black.

Raw. Authentic. Unconcealed. We are absolutely positive: seldom has the unfiltered truth looked so good. But we suspect it's also true that you're burning to get back in.







## Interior design.

Are you sitting comfortably? That's exactly our intention. Every component, every switch and every bit of padding in a 911 is tailor-made for sporty driving. And for you.

Your hands are gripping the GT sports steering wheel. In direct reach: the mode switch, offering the driving modes Normal, SPORT, SPORT PLUS and Individual, which you can use to define a driving style of your own.

The interior: black and pure. Surfaces within grasp are finished in smooth-finish leather. In contrast, the trim strips are painted in black (high-gloss).

The door closes with a solid, satisfying sound. One hand reaches for the ignition key, the other for the shortened gear lever – designed for even more direct shift throws. The shift pattern in Guards Red reinforces the sporty appeal.

Time to get on with the journey.

**Hard shell.  
Hard core.**



The new 911 Carrera T accelerates from 0 to 100 km/h in 4.5 seconds. And pushes you back forcefully into the Sports seats Plus, fitted as standard. Embroidered on the headrests: the '911' logo in black. Full bucket seats in carbon-fibre reinforced plastic (CFRP) with seat centres in Alcantara® are available on request.

The optional Carrera T interior package adds accents in the contrasting colours of Racing Yellow, Guards Red or GT Silver. Highlight: the decorative stitching of the seat centres with Sport-TeX stripe pattern are also in the contrasting colour.

There are no rear seats. Nevertheless, your attention should now be focused in front of you. Fixed on what's next to come: mighty performance.



**Performance**



## Engine.

Behind you, positioned low down in the rear of the 911 Carrera T, is the six-cylinder twin-turbo engine. Ratings: 3.0-litre displacement, 272 kW (370 hp), 450 Nm maximum torque. Hard numbers that summarise the engine's performance precisely – but don't come close to describing its effect.

More meaningful are the resulting acceleration figures: the sprint to 100 km/h is completed after merely 4.5 seconds, while the 200 km/h mark is reached after 15.1 seconds. Top speed: 293 km/h. There's nothing really left to say. Well, almost nothing.

There are still the impressive qualities of the twin-turbo engine: direct responsiveness and a wide torque plateau, reached in the relatively low end of the rpm band. And, of course, the mighty sound of a 911 twin-turbo flat-six engine, which is further reinforced by the sports exhaust system, fitted as standard, with two centrally positioned tailpipes in black (high-gloss).

In short: high performance, delivered immediately to the road. And the driver. Which brings us back to you.

---

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 46.

# Ready for a quick getaway? Lead on.



# The good news: you have to do everything yourself.

## Transmission.

Analogue driving pleasure, lessons I–VII: depress the clutch pedal, shift gear, accelerate, smile contentedly – and repeat. When changing gear, everything is in your hands. Driving pleasure included.

The 7-speed manual transmission represents sportiness in pure form. This means: short shift movements and an optimum transition from one gear to the next. In other words: swift gear changes and an intimate relationship between the driver and the car.

The dynamic throttle-blip function in active SPORT or SPORT PLUS mode ensures the optimum engine speed during downshifts for an even more emotional driving experience and, of course, for sensational sound.

The gear lever has been shortened, the shift pattern in sporty Guards Red shows how it's done.

For extremely fast gear changes with no interruption in the flow of power, 7-speed Porsche Doppelkupplung (PDK), featuring both a manual and an automatic mode, is available as an option.

---

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 46.

## Chassis.

No obligations, a world of opportunities. Hands firmly on the wheel, the road in view. And feeling so close to the tarmac.

### **PASM sports suspension.**

The body sits a further 10 mm lower than that of the base model. Porsche Active Suspension Management (PASM) – the electronic damping control system – continuously adjusts the damping force on each wheel, based on current road conditions and driving style.

The springs are harder and shorter, and the anti-roll bars on the front and rear axles are stiffer. The front spoiler lip has an even sportier contour, the rear spoiler extends even further. Result: reduced lift at the front axle and increased downforce at the rear. For improved aerodynamics and another boost in performance.

### **Porsche Torque Vectoring (PTV).**

Fitted as standard, Porsche Torque Vectoring (PTV) enhances vehicle dynamics and stability. Operating in conjunction with a rear differential lock, the system works by intelligently braking the rear wheels as the situation demands. When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. For a direct and sporty steering action from the turn-in point.

# Since when was the shortest route of any interest?





The mechanically regulated rear differential lock included with PTV has an asymmetrical lock factor. This helps to provide greater traction, e.g. when accelerating out of corners and driving on road surfaces with varying grip.

The results are strong resistance to destabilising side forces, outstanding traction and great agility at every speed – with precise turn-in and well-balanced load transfer characteristics. And, of course, tremendous fun in the corners.

**Rear-axle steering.**

Rear-axle steering is available as an option. It enhances performance and everyday practicality in equal measure. For particularly agile handling combined with a significant increase in driving stability.

During low-speed manoeuvres, the system acts to provide a virtual shortening of the wheelbase, and cornering turn-in becomes considerably more dynamic. When a sporty driving style is adopted, the virtual extension of the wheelbase helps to increase driving stability. All this has an impact on maximum driving performance: a positive one, of course.

**Mode switch.**

Left corner. Right corner. Then the long straight. An invitation you can really only accept with a sports car. With the new 911 Carrera T above all.

Thanks to the mode switch, integrated as standard, your hand can remain on the steering wheel as you select any one of four settings: Normal, SPORT, SPORT PLUS and Individual mode, with which you can adapt the vehicle even more precisely to your personal style of driving.

In SPORT mode, the electronic engine management system demands a sharper response. Engine dynamics become more direct and the sports exhaust system is activated.

In SPORT PLUS mode, the new 911 Carrera T can unleash its full potential. Engine, chassis, sports exhaust system – everything is geared 100 % for performance. The result: an even mightier sound, even sportier damping and even better driving dynamics.

Individual mode follows your driving style: you can select and store various vehicle settings to suit your own preference.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class, please refer to page 46.





**Get more day out of  
your everyday.**

**Porsche Communication Management (PCM) including online navigation.**

The PCM is your main control centre for audio, navigation and communication, available at no extra cost.

**Porsche Connect.**

Porsche Connect enhances the existing vehicle functions on demand with intelligent services and apps – all of which are intended to make the connection between you and your 911 Carrera T even more intimate.

**Connect Plus.**

With the Connect Plus module you can optimally integrate your smartphone into your vehicle. In addition, the Connect Plus module enables you to use numerous Porsche Connect services and apps such as navigation and infotainment services. This includes, for example, Real-time Traffic Information. This means you already know the fastest route to your destination before setting off – if you want to take it, of course.

Please visit [www.porsche.com/connect](http://www.porsche.com/connect) for further information on the availability of services and apps.

**Sound System.**

For when you don't want the raw sound of the sports exhaust system to be the soundtrack to your journey: the optional BOSE® Surround Sound System has been specially developed for the 911 models and offers a total output of 555 watts. It has 12 fully active loudspeakers and amplifier channels, including a robust, patented 100-watt high-power subwoofer.

The optional Burmester® High-End Surround Sound System offers sound performance of the highest level. In numbers: 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 cm<sup>2</sup>, and a frequency response of 35 Hz to 20 kHz.



# How would you like your weekend? Medium or rare?



## Summary.

The new 911 Carrera T takes us back. To the roots of sports car driving. To driving pleasure in unadulterated form. And to ourselves. The place where our heart beats harder. Faster. And louder.

It's where the route itself becomes the destination. And every corner a new home. In a purist's sports car, made for the driver and not the collector. For the dust on the road. Not the shelter of the garage.

Far removed from obsessions with status, it's about something that has truth and deeper meaning: genuine feelings that make us conscious of how free we really are. Feelings that, sometimes, only a Porsche can create.

Our journey together has come to an end. Your own? It's only just beginning.

**The new 911 Carrera T.  
The Unfiltered Truth.**







## Technical data.




| 911 Carrera T                |   |
|------------------------------|---|
| <b>Engine</b>                |   |
| Cylinders                    | 6   |
| Displacement                 | 2,981 cm <sup>3</sup>   |
| Max. power (DIN) at rpm      | 272 kW (370 hp) at 6,500  |
| Max. torque at rpm           | 450 Nm at 1,700–5,000   |
| <b>Transmission</b>          |   |
| Layout                       | Rear-wheel drive  |
| Porsche Doppelkupplung (PDK) | 7-speed   |
| Manual transmission          | 7-speed   |
| <b>Chassis</b>               |   |
| Front axle                   | McPherson strut suspension  |
| Rear axle                    | Multi-link suspension   |
| Steering                     | Electromechanical power-assisted steering with variable steering ratio and steering impulse             |
| Turning circle               | 11.1 m with 10.7 mm rear-axle steering  |
| Brakes                       | Four-piston aluminium monobloc fixed calipers front and rear, discs internally vented and cross-drilled |
| Standard wheels              | Front: 8.5 J x 20 ET 49<br>Rear: 11.5 J x 20 ET 76  |
| Standard tyres               | Front: 245/35 ZR 20<br>Rear: 305/30 ZR 20   |

| 911 Carrera T  |                     |
|--|---------------------|
| <b>Weights</b>   | <b>Manual/PDK</b>   |
| Unladen weight (DIN)   | 1,425 kg / 1,445 kg |
| Unladen weight (EC) <sup>1)</sup>  | 1,500 kg/1,520 kg   |
| Permissible gross weight   | 1,875 kg / 1,890 kg |
| <b>Performance</b>   | <b>Manual/PDK</b>   |
| Top speed  | 293 km/h / 291 km/h |
| Acceleration 0–100 km/h  | 4.5 secs / –        |
| Acceleration 0–100 km/h with Launch Control  | – / 4.2 secs        |
| Acceleration 0–200 km/h  | 15.1 secs / –       |
| Acceleration 0–200 km/h with Launch Control  | – / 14.5 secs       |
| <b>Fuel consumption/emissions<sup>2)</sup></b>   | <b>Manual/PDK</b>   |
| Urban in l/100 km  | 13.5 / 11.5         |
| Extra urban in l/100 km  | 7.1 / 6.8           |
| Combined in l/100 km   | 9.5 / 8.5           |
| CO <sub>2</sub> emissions combined in g/km   | 215 / 193           |
| <b>Efficiency data (Germany)<sup>3)</sup></b>  |                     |
| Efficiency class   | G / F               |
| <b>Efficiency data (Switzerland)<sup>3)</sup></b>  |                     |
| CO <sub>2</sub> emissions from fuel production and distribution in g/km                          | 50 / 45             |
| Efficiency class   | G / G               |
| The average CO <sub>2</sub> emissions value of all new vehicles sold in Switzerland is 133 g/km. |                     |

| 911 Carrera T                      |                     |
|------------------------------------|---------------------|
| <b>Dimensions</b>                  |                     |
| Length                             | 4,527 mm            |
| Width (including exterior mirrors) | 1,808 mm (1,978 mm) |
| Height                             | 1,285 mm            |
| Wheelbase                          | 2,450 mm            |
| Luggage compartment volume         | 145 litres          |
| Tank capacity                      | 64 litres           |
| Drag coefficient                   | 0.31                |

| Tyre type    | Size         | Fuel efficiency class/<br>rolling resistance | Wet grip class | External rolling noise*<br>(class)  | External rolling noise<br>(dB) |
|--------------|--------------|--|----------------|---|--------------------------------|
| Summer tyres | 245/35 ZR 20 | E  | B–A            |  | 74–73                          |
|              | 305/30 ZR 20 | E  | B–A            |  | 71                             |

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.

\*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75 kg for the driver.

2) Data determined in accordance with the measurement method required by law (Regulation EC 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO<sub>2</sub> emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

3) Valid in the countries listed only.



The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre.

All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (08/2017).

Porsche reserves the right to alter specifications, equipment and delivery scopes without prior

notice. Colours may differ from those illustrated. Errors and omissions excepted.

© Dr. Ing. h.c. F. Porsche AG, 2017

All text, images and other information in this publication are subject to the copyright of Dr. Ing. h.c. F. Porsche AG.

Any reproduction, duplication or other use is prohibited without the prior written consent of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forests. The paper for this brochure is certified in accordance with the strict regulations of the PEFC (Programme for the Endorsement of Forest Certification).

Porsche, the Porsche Crest, 911, Carrera, PDK, PCM and other marks are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG  
Porscheplatz 1  
70435 Stuttgart  
Germany  
[www.porsche.com](http://www.porsche.com)

Effective from: 10/2017  
Printed in Germany  
WSLC1801000220 EN/WW