Product Highlights: Porsche 911 Turbo S – The superior all-rounder among sports cars

11/05/2026 The new Porsche 911 Turbo S, with its innovative twin-turbo powertrain with T-Hybrid technology, is the most powerful production 911 to date.

34 years of the Porsche 911 Turbo S

Porsche created a technical sensation when it launched the first 911 Turbo (930 generation) in 1975. Today, the Turbo designation at Porsche signifies the top model in each series. The Turbo S designation represents the flagship within the model series, and stands for exceptional performance and technological innovation.

- Porsche 911 Turbo S 964 (1992)

- Porsche 911 Turbo S 993 (1997-1998)
- Porsche 911 Turbo S 996 (2004-2005)
- Porsche 911 Turbo S 997 (2010-2012)
- Porsche 911 Turbo S 991 (2013-2016)
- Porsche 911 Turbo S 992 (2020-2025)

Australian model series

The new Porsche 911 Turbo S is the top-of-the-range 911 model variant. Porsche Cars Australia offers it in two body styles:

- Porsche 911 Turbo S
- Porsche 911 Turbo S Cabriolet

Engine: Innovative performance hybrid system with twin turbocharging

The new 911 Turbo S is powered by a twin-turbocharged 3.6-litre six-cylinder boxer engine fitted with a lightweight T-Hybrid electric drive system.

- **Maximum power:** 523 kW / 711 PS* at 6,500 RPM
- **Maximum torque:** 800 Nm at 2,300 – 6,000 rpm
- **Maximum engine speed:** 7,500 rpm

3.6-litre six-cylinder boxer twin-turbo engine:

The 3.6-litre six-cylinder boxer engine is based on the recently introduced engine generation that also powers the 911 Carrera GTS.

Compared to its predecessor, the cylinder bore is reduced by 5 mm (to 97 mm) and the stroke is increased by 4.6 mm (to 81 mm).

New, strengthened cast pistons are used to withstand combustion loads. The compression ratio is 9.2:1.

The lightweight crankcase uses enlarged ventilation chambers.

The cylinder heads use motorsport-derived stiff roller cam followers to maximise strength and reduce friction.

The lightweight valvetrain uses Porsche's proven VarioCam technology for optimal valve timing for maximum performance and efficient fuel use.

An electric drive is now integrated into the PDK (gearbox) housing to operate the starter motor and alternator, removing the previous belt-drive for these systems.

The air-conditioning system is now driven electrically.

These changes create space above the engine for the T-Hybrid system's pulse inverter, DC/DC converter and lightweight (7 kg) lithium ion phosphate battery (LiFePO4).

These changes also make space for a newly developed, dual flow intake air tract which includes a charge air cooler for the incoming combustion air along with four filter elements.

The combustion engine in the new 911 Turbo S delivers up to 471 kW (640 PS*) of power and up to 760 Nm of torque without the lightweight T-Hybrid system.

New electric turbochargers:

This is the first time Porsche has used eTurbo technology in the Porsche 911 Turbo S.

eTurbos use electric motors to drive the shaft between the compressor and turbine wheels to spool (spin) immediately. This means the turbo boost pressure delivered into the engine's cylinders is immediate.

The electric motor on each eTurbo also helps regulate turbo boost pressure. The spinning of the eTurbos also allow these electric motors to generate electrical energy, which is fed into the T-Hybrid system's high-voltage (HV) battery or directed to the electric drive motor in the PDK housing.

These two innovations mean:

- What would have ordinarily become excess turbo pressure to be exited from the engine via a 'blow-off valve' now gets converted into usable energy, and;
- Wastegates (to regulate boost pressure) and variable-turbine geometry turbocharger designs (to optimise responsiveness) are not used.

The size of the two turbochargers have been reduced to enhance engine responsiveness. The turbine

wheels are 65 mm in diameter and the compressor wheels are 73 mm.

The eTurbos in the new 911 Turbo S ensure high levels of engine response, performance and efficiency.

The engine's evocative sound has been enhanced thanks to the asymmetric valve timing (which creates additional sound frequencies) and a new twin-tip titanium exhaust system.

Lightweight T-Hybrid system:

The development goal of the 400-volt T-Hybrid system in the new 911 Turbo S was optimal performance with minimal extra weight.

The system's water-cooled 1.9 kWh (gross) high-voltage (HV) battery – which is roughly the same size as a standard starter battery in other cars – has 216 round cells and is positioned in the front of the car for optimal weight distribution.

The hybrid system's electric motor is located in the PDK gearbox.

This is a compact permanent synchronous electric motor (286 mm diameter, 55 mm long) that is connected to the combustion engine's crankshaft via a dual-mass flywheel.

The electric motor's peak torque is 188 Nm (even at idle) and contributes up to 60 kW to the overall system output.

The lightweight T-Hybrid system operates according to the driving situation:

- Highly dynamic driving: The HV battery delivers electrical power to the eTurbos (to quickly increase turbo boost pressure) or electric motor (to supplement drive torque), as required.
- Driving at higher speeds: The exhaust gas-driven eTurbos act as energy recuperators and feed electric energy to the HV battery.

Transmission: PDK

The new 911 Turbo S uses an all-wheel drive (AWD) drive format.

The new 911 Turbo S is fitted with a PDK (Porsche Doppelkupplung, German for Porsche Double Clutch) gearbox.

Porsche has developed this PDK gearbox specifically for its new performance hybrid models.

The unit is the same as the version in the previous 911 Turbo S except its clutches, gear sets, and bevel

gear are reinforced.

The new unit's taller final drive ratio lowers engine revs at higher speeds.

The front drive axle is water cooled and receives up to 500 Nm of drive torque via a transfer box.

Suspension and steering

Porsche focused on optimum driveability when developing and tuning the suspension of the new 911 Turbo S.

- **Front suspension:**

At the front, the new 911 Turbo S is equipped with MacPherson struts, with the wheels independently controlled on wishbones, trailing arms and spring struts.

An anti-roll bar is also fitted.

- **Rear suspension:**

The rear suspension comprises a lightweight multi-link design using five arms and an anti-roll bar.

- **Electrohydraulic roll stabilisation:**

The new 911 Turbo S is equipped with an innovative electrohydraulic roll stabilisation system (ehPDCC) that increases stability at higher speeds and agility at lower speeds.

The system uses a motor/pump unit (a high-voltage permanent magnet synchronous motor with an internal gear pump) to generate oil flow, which is distributed to the front and rear axles by a valve block where it operates active anti-roll bar links to control the targeted amount of torsional force applied to the roll bars, depending on the driving situation.

The result is reduced roll and exceptional stability along with increased comfort, driveability and precision.

- **Porsche Active Suspension Management (PASM):**

Porsche has optimised the PASM (electronically variable active damping) system fitted to the new 911 Turbo S.

The engineers at Porsche have adapted the suspension spring rates, damper hydraulics, damping map and newly developed engine mounts for more precise feedback from the road surface.

PASM has also been adapted to the increased weight from the T-Hybrid system.

PASM sport suspension (comprising sportier tuning for the springs, dampers, ant-roll bars and rear helper springs, along with a 10 mm lower ride height) is optionally available.

- **Front axle lift system**

The optional front axle lifting system raises the front of the 911 Turbo S at the push of a button. This increases front-end ground clearance by 40 mm for low-speed obstacles, such as car park speed humps.

This system is programmable to automatically remember regular obstacles, such as office car parks.

- **Steering:**

The new 911 Turbo S is equipped with electromechanical power steering with a variable steering ratio.

Rear axle steering, which reduces the car's turning circle at lower speeds and offers enhances stability at higher speeds, is also fitted.

Brakes

The new 911 Turbo S uses the high-performance Porsche Ceramic Composite Brake (PCCB) system, which features Carbon Fibre-reinforced Ceramic Composite brake discs (internally ventilated and perforated), as standard equipment.

Front Brakes:

- 420 mm diameter (40 mm thick), cross-drilled, with 10-piston fixed calipers

Rear brakes:

- 410 mm diameter (32 mm thick), cross-drilled, with 4-piston fixed calipers

The brake caliper colour is yellow.

Wheels and tyres

The new 911 Turbo S is fitted with forged centre lock wheels finished in the exclusive colour of Turbonite.

- Front wheels: 20 x 9.5 inches (ET 44)
- Rear wheels: 21 x 12 inches (ET 63)

The tyre sizes are:

- Front: 255/35 ZR 20
- Rear: 325/30 ZR 21 (10 mm wider than the predecessor model)

Tyre Pressure Monitoring (TPM) is also fitted.

Exhilarating driving performance

The 911 Turbo S delivers extraordinary driving performance.

- 0 – 100 km/h: 2.5 seconds (Coupé, 0.2 seconds quicker than the predecessor model)
- Top speed (on a closed race track): 322 km/h
- Lap time of the Nürburgring Nordschleife: 7:03.92 minutes (about 14 seconds faster than its predecessor)

Body and aerodynamics

The engineers at Porsche have adapted the chassis structure in the new 911 Turbo S to suit the drive system's enormous power and torque outputs.

For example, at the front, the suspension turrets, HV battery tray and front crossmember have been modified.

At the rear, the impact absorber mounts, rear carriers, and the floor have been adapted.

New, lighter engine mounts are also used.

A wider body and track width are hallmarks of Porsche 911 Turbo models. The front wheel arches of the

new 911 Turbo S is are 45 mm wider than those of the 911 Carrera models. The rear wheel arches are 20 mm wider.

The new frontal design incorporates various functional design elements, including all frontal lighting functions, which are integrated within the main headlight units.

This allows for larger, more effective cooling-air intakes.

Active aerodynamics

The aerodynamic elements fitted to the new 911 Turbo S are both aesthetic hallmarks and performance-enhancing elements.

The active rear wing reduces lift at higher speeds.

The active front spoiler lip can be either fully retracted, partially extended of fully deployed to reduce drag or increase downforce, as needed.

The visible cooling-air flaps at the front and are shaped for optimal air flow.

- These flaps open when powertrain cooling requirements are high (such as driving on the track).
- These flaps remain virtually closed when power requirements are low, reducing aerodynamic drag and fuel consumption.

The underbody paneling incorporates adaptive front diffusers that open and close in tandem with the front cooling flaps.

- When open: air flow through the duct and into the wheel arch to reduce front-axle lift and cool the brakes. In wet mode, the diffusers close to protect front brakes from excessive moisture.
- When closed: The aero advantages of the cooling air flaps and diffuser are combined, reducing drag.

New Turbo design language

The exclusive colour finish Turbonite is reserved exclusively for Porsche Turbo models, including the new 911 Turbo S.

This contrasting tone is used on these elements:

- Rear wing slats

- Side window surrounds
- Front Porsche crest
- Wheel centre caps

Unique to the new 911 Turbo S is the adaptive front spoiler, which incorporates the 'Turbo S' script

At the rear, a new pearl structure on the trim underneath the tail light cluster rises dynamically at the pagoda.

The titanium rear exhaust tips signal the 911 Turbo S as the model range leader.

At the side, these exterior elements are finished in high-gloss Black:

- The lower covers of the exterior mirrors
- Rear side air intakes
- Side skirts

Colour range

Customers have 17 different paint colour choices with the new 911 Turbo S. These are grouped into four Colour Worlds: Contrasts, Shades, Dreams and Legends.

Porsche Exclusive Manufaktur's Paint to Sample program offers more than 130 additional different predefined exterior paint colours.

The Porsche Sonderwunsch Pain to Sample Plus program offers customers the opportunity to have their new Porsche built in a personalised paint colour. Once the individual colour is deemed technically feasible by Porsche, the sports car manufacturer then develops the matching paint colour to be used on the vehicle. Depending on complexity, this process takes about nine months.

The Porsche 911 Turbo S Cabriolet is available with various roof colours. As well as black, blue, brown and red, there is also a black option featuring grey stripes.

Interior

The new 911 Turbo S is fitted with the updated interior design of the 911 model series. Designed according to the Porsche Driver Experience operating concept, it focuses on the driver's axis, allowing this sports car to be operated even more smoothly and intuitively, especially during spirited driving.

It also features and extensive suite of luxurious and sporty standard equipment.

The standard-fit leather interior in Black with interior package in Turbonite features extensive use of smooth-finish leather on these surfaces:

- Front and rear seat centres
- Front and rear seat bolsters
- Front of the headrests in the front and rear
- Top and bottom part of the dashboard including the glove compartment lid
- Front and rear door trims including door panels and armrests
- Centre console including armrests at front
- Steering wheel rim
- Steering wheel airbag module

Decorative stitching in contrasting colour Turbonite is used on:

- Dashboard upper and lower section
- Door waist rails
- Centre console
- Armrests
- Seat outlines
- GT sports steering wheel
- Floor mats

The exclusive Turbonite colour is also applied to interior surfaces such as the door panels, accent areas on the GT Steering wheel, gearshift lever, seat belts, instrument cluster, dashboard and centre console surround.

Adaptive sports seats Plus with 18-way electrical adjustment and memory function are fitted as standard. Lightweight sport bucket seats are optionally available on the Coupé model variant.

The heated GT sports steering wheel contains the Drive Mode switch and is upholstered with perforated smooth leather and Turbonite stitching.

Porsche also offers a number of two-tone leather packages as options.

Infotainment

The driver's instrument cluster comprises a 12.6-inch curved display offering up to seven different layouts.

The new 911 Turbo S is also fitted with the latest generation Porsche Communication Management (PCM) system.

The heart of the system is a 10.9-inch touchscreen display in full HD.

Porsche Connect Services** includes online navigation and with RTTI, online radio, Remote Services via the My Porsche App and other Porsche Connect Services

Porsche Connect Care Package includes Breakdown Call, over-the-air online software updates and a digital user manual.

Drivers can download their favourite apps from the new App Centre.

Other infotainment features include:

- Wireless Android Auto™ and Apple® CarPlay
- DAB+ digital radio
- Smartphone compartment with wireless charging (up to 15 W)
- 2 USB fast-charging ports with power sharing in the centre console

A 12-speaker, 570-Watt premium BOSE® Surround sound system with Dolby Atmos technology is also fitted as a standard.

A 13-speaker, 915-Watt Burmester High-End Surround Sound system is optionally available.

Assistance systems

Various driver assistance systems are fitted to the new Porsche 911 Turbo S. They include:

- Adaptive cruise control
- Reversing camera with Park Assist (front and rear)
- 3D Surround View with Active Parking Support

- Warning and Brake Assist including Pedestrian Protection
- Driver Awareness Detection
- Lane Change Assist (Blind Spot Monitoring and Rear Assist)
- Lane Keeping Assist
- Traffic Sign Recognition

The Chronograph 911 Turbo S

Porsche offers customers who purchase the new 911 Turbo S the opportunity to design their own personal 'sports car for the wrist'.

These made-to-order wrist watches are manufactured by hand at Porsche's own watch-making facility in Grenchen, Switzerland.

The Chronograph 911 Turbo S uses a Porsche Design calibre WERK 01.200 movement with flyback function and COSC certification; together they represent the highest level of precision and watch-making quality.

Its ultra-light casing is made of titanium with a black titanium carbide coating.

The calfskin strap is made using genuine Porsche leather. Its decorative stitching uses the same yarn used in the car's interior.

The watch's caseback can be customised with a personal engraving, such as a name, the car's VIN or registration number plate.

Customers can choose a titanium bracelet with titanium folding clasp finished in the same colour as the watch case. This bracelet and the calfskin strap can be switched using a quick-change system.

These details allow owners to customise their Chronograph 911 Turbo S to match their own individual car.

They can be personally configured online using the Porsche Watch Configurator, which is structured in the same way as the sports car maker's online car configurator.

Among the many possible customisation options are:

- The winding rotor echoes the design of the car's wheels and can be configured in any of the wheel designs available for the 911 Turbo S

- The coloured ring can be configured in Turbonite or any of the paint colours available for the 911 Turbo S, including popular colours from the Paint to Sample range
- Customised calfskin strap's stitching colours

By the numbers

523 kW / 711 PS* at 6,500 RPM

800 Nm at 2,300 – 6,000 rpm

3,591 cc flat 6-cylinder combustion engine, twin-turbocharged

7,500 RPM maximum combustion engine speed

T-Hybrid drive system with 60 kW / 188 Nm permanent magnet synchronous motor and 1.9 kWh lithium-ion battery

8-speed Porsche Doppelkupplung (PDK) gearbox, all-wheel drive

Top speed 322 km/h (on a closed track)

2.5-seconds 0 – 100 km/h time (Coupé, 0.2 seconds quicker than the predecessor model)

7:03.92 minutes Nürburgring Nordschleife lap time (around 14 seconds faster than the predecessor model)

420 mm (front) and 410 mm (rear) brake discs

20-inch (front) and 21-inch (rear) diameter forged alloy wheels

In summary

The 911 Turbo S is the most complete and versatile form of driving a Porsche 911. Porsche has made the new 911 Turbo S even more comfortable, more individual and, at the same time, significantly faster than its predecessor.

Driving comfort and dynamics

Electrohydraulic roll stabilisation system (ehPDCC)

Porsche Active Suspension Management (PASM) electronically variable adaptive damping system

Porsche Torque Vectoring Plus (PTV Plus) variable electronically controlled rear differential lock with variable torque distribution

Porsche Stability Management (PSM) including ABS braking with extended brake functions

Rear axle steering

Electromechanical power steering with a variable steering ratio

Porsche Active Aerodynamics (PAA)

Audio and Communication

Porsche Communication Management (PCM) including navigation, mobile phone preparation, audio interface and voice control

Smartphone integration

Porsche Connect with Apple® CarPlay (wireless) and Android Auto (wired)

Porsche Track Precision App and tyre temperature display

Australian standard specifications

Tyre fit set

Parking Entry Package (with 3D Surround View and Self-Steering ParkAssist)

Adaptive Cruise Control including Porsche Active Safe (PAS)

Lane Change Assist and Rear Assist

Comfort Access

Digital radio

Rear wiper as a No-Cost Option (NCO) – Coupé only

Warranty and Service Pricing

- 3-year / unlimited kilometre warranty
- 1-year / 15,000 kilometre service intervals
- Service pricing varies from state to state due to different labour rates. For an indication of service pricing please visit the website of your nearest Porsche Centre.

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

** The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 10 years. An integrated LTE-enabled SIM card with data for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Consumption data

Taycan Turbo S Cross Turismo (Predecessor model)

Taycan Turbo Cross Turismo (Predecessor model)

Taycan with Performance Battery (Predecessor model)

Taycan 4 Cross Turismo (Predecessor model)

Taycan 4S Cross Turismo (Predecessor model)

*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).

Image Sublines

Path: media/Images/img_1.jpg
Title: Engine.jpg
Subline: The twin-turbocharged 3.6-litre six-cylinder boxer engine

Path: media/Images/img_2.jpg
Title: eTurbo.jpg
Subline: eTurbo

Path: media/Images/img_3.jpg
Title: T-Hybrid System.jpg
Subline: T-Hybrid system

Path: media/Images/img_4.jpg
Title: Electric Motor and PDK Gearbox.jpg
Subline: PDK gearbox and electric motor

Path: media/Images/img_5.jpg
Title: Electrohydraulic Suspension.jpg
Subline: Electrohydraulic roll stabilisation system (ehPDCC)

Path: media/Images/img_6.jpg
Title: 911 Turbo S Cutaway.jpg
Subline: Porsche has optimised the PASM (electronically variable active damping) system fitted to the new 911 Turbo S

Path: media/Images/img_7.jpg
Title: DSC04780.jpg
Subline: The new 911 Turbo S uses the high-performance Porsche Ceramic Composite Brake (PCCB) system

Path: media/Images/img_10.jpg
Title: DSC03028.jpg
Subline: The Porsche crest finished in the exclusive colour Turbonite

Path: media/Images/img_12.jpg
Title: Chronograph 911 Turbo S.jpg
Subline: The Chronograph 911 Turbo S

Link Collection

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