

Optimised chassis technology in the new 911

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From everyday use to grand touring and on the circuit, the chassis of the Porsche 911 has always set standards. With the proven PASM sports chassis with variable damper system from the predecessor model and the staggered-fitment tyres that are also fitted as standard, the new 911 offers the ideal basis for dynamic handling with exceptional everyday usability.

The new 911 Carrera GTS **911 Carrera GTS (WLTP)*:** Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G models benefit from both an upgraded chassis and enhanced suspension options. For the first time, they come with rear-axle steering as standard. Depending on the road speed, electromechanical actuators generate a steering angle at the rear wheels. Below 50 km/h, the rear wheels steer in the opposite direction to the front wheels, providing an even more dynamic steering response. Above 80 km/h, the rear wheels steer in the same direction as the front wheels, thereby increasing stability when changing lanes. In addition, lateral acceleration develops earlier in bends.

Porsche also offers the optional PDCC (Porsche Dynamic Chassis Control) roll stabilisation system (available to order from November 2024). It minimises the lateral inclination of the sports car when cornering and reduces lateral swaying on undulating surfaces and when changing direction quickly. Unlike the previous model, an electric motor drives the hydraulic pump. It draws its energy from the high-voltage system. Porsche has also integrated a separate hydraulic accumulator into the PDCC. These changes make the system more responsive and precise. In the GTS models with PDCC, the electric motor and hydraulic pump unit also operate the new lift system on the front axle, which is also available as an option. It now raises the front end significantly faster (within one second). For 911s without PDCC, the system known from the predecessor is available. Both lift systems are active up to a speed of 35 km/h (other speed limits are possible depending on the country) and increase the ground clearance by around 40 mm. This increases the approach angle and thereby helps to avoid any contact with obstacles such as speed bumps and ramps in everyday situations.

The GTS models come with the PASM sports suspension including 10 mm lowering as standard. Firmer springs, specially tuned dampers and GTS-specific anti-roll bars compensate for the additional weight of the hybrid system and further enhance the characteristic Porsche agility and balance. The rear springs of the PASM sports suspension are each equipped with an additional helper spring. It keeps the main spring under tension during rebound. This provides increased contact with the road in the rebound phase during dynamic driving and directly enhances the performance of the sports car.

Unsprung masses: brakes and wheel choices

The 911 Carrera receives a larger brake system with the model update. On the front axle are six-piston callipers, instead of the previous four-piston components, and 350 mm brake discs (+20 mm). At the rear, four-piston callipers are fitted, along with 350 mm brake discs (+20 mm).

The Carrera GTS models have adopted the generously dimensioned braking system from their predecessor, which was originally carried over from the 911 Turbo. This is supplemented by the recuperation brake for the hybrid system. Six-piston brake callipers and 408 mm discs are fitted on the front axle. Four-piston callipers and 380 mm discs are installed at the rear.

Porsche has made the optional, circuit-proven Porsche Ceramic Composite Brake (PCCB) system larger than before, thereby offering even greater performance. On the front axle, 10-piston fixed callipers replace the previously used six-piston fixed callipers. At 420 mm, the brake discs are 10 mm larger in diameter. At the rear axle, the engineers opted for brake discs with a diameter of 410 mm (+20 mm).

There is a choice of seven 19/20- and 20/21-inch wheel designs (front/rear axle) for the new Porsche 911. These include new designs that were not available with the predecessor model, which increase the range of customisation options even further. For the first time, Porsche is offering an aerodynamically optimised wheel design for the 911: the 911 Carrera Exclusive design wheels with carbon blades help to reduce the drag coefficient.

To accommodate the increase in performance, the GTS models sit on wider wheels at the rear: 315/30 ZR 21 tyres optimise traction. They are mounted on the newly designed 11.5-inch-wide centre-lock Carrera GTS wheels in Anthracite Grey.

MEDIA ENQUIRIES



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Consumption data

911 Carrera (WLTP)*: Fuel consumption combined: 10.4 – 9.9 l/100 km; CO_2 emissions combined: 238 – 227 g/km; CO_2 class: G

911 Carrera GTS Cabriolet (WLTP)*: Fuel consumption combined: 10.6 – 10.3 l/100 km; CO_2 emissions combined: 240 – 235 g/km; CO_2 class: G

*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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