



PORSCHE



The new 911 R
Principle of purity





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**I am not simply just a sports car.
I am a radically pure 911.**

The new 911 R.

I am not simply just a sports car. I am much more than that. I am the R that makes the difference. I am the 911 that steals your sleep. I am the reason for getting up at 6 a.m. on a Sunday morning after a long, hard week.

I am the recollection of lost childhood. I smell of petrol, tarmac and the racetrack. I recount tales of historic races, victories and records, of naturally aspirated engines and manual transmissions, of red stripes, and of the Porsche logo on my side.

I existed back then as one of only 23 incarnations. So? Well, I went on to write history. I shattered long-distance records. For I was lightweight, powerful – and fast.

An unadulterated sports car. A radically pure 911.

Now I'm back – as one of only 991 editions. I am the echo of yesterday, resonating through the corner this very second. With the raspy sound of a 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine. With 368 kW (500 hp). With a crisp 6-speed GT Sport manual transmission. With consistent lightweight construction. With unfathomable driving pleasure. With a design that brings 1967 back to the present.

How I roll is much the same. I am honest, straightforward and direct. An incorrigible purist. One who places the driver in the centre. So I show my true colours without fear. For the high culture of the sports car elite.

I am the new 911 R.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 59.



Sports car fascination





**R as in racetrack.
R as in records.
R as in radical purist.**

How the 911 R rattled the racing scene.

Once upon a time there was a lightweight sports car that left a weighty impression.

In 1967, the Porsche 911 R was built for use in motorsport. In a limited-edition run of just 23 units. Its powerful engine was derived from the Porsche 906, the most successful 2-litre race car of its time. Added to this was a commitment to lightweight construction, right down to the smallest detail. The perfect ingredients for a legend to rise forth.

The purism of the vintage 911 R has brought tears to the eyes of all the hardcore fans ever since: the doors, lids, front wings, both bumpers and every window apart from the windscreen were all made from synthetic materials. The rear side windows of the 911 R had ventilation slots. The door openers? Incredibly basic. As for everything else – if it could go, it went: carpets, trims, covers, footrests and superfluous instruments. No place even for the co-driver's sun visor. That's what eyelids are for. With its stripped-down design, the 911 R soon became the motorsport icon that it is today.



1966

Der Typ 911 R ist ein Coupé mit einer selbsttragenden Karosserie. Wegen der Gewichtsersparnis sind Hauben und Türen aus Kunststoff hergestellt.





Thanks to its extremely reduced weight of 800 kg and air-cooled six-cylinder horizontally opposed and naturally aspirated engine producing 154 kW (210 hp), the 911 R was highly powerful and extraordinarily quick.

We're still in 1967, and the 911 R has already written motorsport history on an endurance trial at the Autodromo di Monza. Impeccable performance helped the 911 R to break one record after the other. Five absolute long distance world records were accompanied by 11 class records. For example: over 10,000 miles in 76:31:49 hours, or 96 hours with an hourly average of over 209 km/h.

An outstanding triumph followed in 1969 for Gérard Larrousse at the Tour de France Automobile. This extremely popular rally of the time covered more than 5,000 km and was simply packed full of special challenges, from circuits to hillclimbs. In the 911 R, Larrousse and his co-driver, Maurice Gelin, dominated the race from the first stage to the last. The stories from behind the scenes are enthralling – and legendary.





If less is more, then we've done our damndest.

Highlights.

Minimalism: lightweight door trims with door openers, no rear seats, no automatic climate control, no infotainment (available at no extra cost).

Lightweight construction: front lid and wings in carbon-fibre reinforced plastic (CFRP), roof in magnesium, rear screen and rear side windows in polycarbonate, ceramic brake discs – for an overall weight of only 1,370 kg.

Rarity value: limited to 991 editions worldwide.

Interior: full bucket seats with Pepita houndstooth pattern, sixties-style instruments, 911 R logo on rev counter, and sports steering wheel with top centre marking.

Driving dynamics: motorsport suspension from the 911 GT3 with rear-axle steering tuned specifically for the R.

Radical purism: manual 6-speed GT Sport manual transmission with short shift throws and dynamic throttle-blip function.

Homage: red or green design stripes, ventilation grilles and vintage '911 R' logo on the rear, supplemented on request by the 'PORSCHE' logo on the sides.

Performance: 4.0-litre six-cylinder horizontally opposed and naturally aspirated engine derived from the 911 GT3 RS offering 368 kW (500 hp) and a high-revving concept.

Sound: unadulterated sound of a pure-bred high-performance naturally aspirated engine.



Design



Old school. New thrill.

Exterior design.

A homage. A resurrection. A childhood dream. A 911 direct from Flacht. The new 911 R embodies them all. Simultaneously.

Let us start at the back for once. With the rear end. As this is where every 911 since 1963 has revealed its unmistakable character – and its tremendous performance potential.

The new 911 R reveals something else in addition: that which sets it apart. While its design and bodyshell are based on the 911 GT3, the 911 R does not have the fixed rear spoiler, but an extending equivalent.

For our engineers, the aim was to recreate the puristic overall impression that distinguished its vintage role model. In concrete terms, this means that the 911 R is 44 mm wider at the rear than the 911 Carrera. As a result, it appears even lower on the road. And it reinforces those traditional 911 virtues: low, wide, sleek.

Eye-catcher: the puristic air intake grille of the engine with vintage 911 R model designation.

Directly beneath: the central tailpipes of the exhaust system, painted in black. They deliver the unadulterated sound of a pure-bred naturally aspirated engine.





Nod to the past: the two stripes running the entire length of the car. Motorsport elegance if ever there were such a thing.

Now to the front end design. The air intake grilles display form following function. The puristic grilles of the 911 R are intended, above all, to keep stone chips at bay – and they happen to look good, too.

The wheels are 20 inches in size, made from aluminium with a matt finish and with a width of 245 mm at the front and 305 mm at the rear.

The R. Not an absolute monster of a car. But, under the sheep's clothing, you know there is a beast that likes to show its teeth.

The stuff that sports car dreams are made of.

Interior design.

Full bucket seats in carbon featuring fabric centres with Pepita houndstooth pattern. Sounds like the renowned Swabian passion for meticulous detail. It is. And why not? With lightweight construction and purism, the new 911 R does honour to its vintage role model. And gives fans the stuff of dreams.

Every gramme counts. The interior of the new 911 R is based on the lightweight construction principle applied to the 911 GT3 RS. The lightweight door trims, for example, feature door pull loops in silver colour. Sacrifice is the order of the day: no automatic climate control or Porsche Communication Management (PCM) – unless requested at no extra cost. The BOSE® Surround Sound System is available as an option. To anyone who needs it.





The sports steering wheel in leather has a black top centre marking. Helpful in tight corners. The instruments are reminiscent of sixties style, when the numbers and increment markings in Porsche cars were green and the needles were white. The new 911 R sees this design element incorporated once again.

Among the genes inherited by the car is the 911 R logo on the rev counter – derived from the vintage 911 R. Trim strips in carbon epitomise the theme of lightweight construction. And the limited-edition plaque on the trim strip above the glove compartment affirms the unique nature of this vehicle concept.

The specially developed leather interior package in a two-tone combination of black leather and brown natural leather is available on request. The side bolsters, the lid of the centre console storage compartment and the armrests in the doors are trimmed in trademark brown leather, which retains its natural structure with characteristic grain and irregularities.



Engineering



When the tears of joy flow horizontally.

Engine.

The vintage 911 R acquired its engine from an extremely successful race car – the Porsche 906. The new 911 R derives its powerful drive unit from the current 911 GT3 RS. How fitting.

Positioned low down in the rear of the new 911 R is the high-capacity six-cylinder horizontally opposed and naturally aspirated engine. Its high-revving concept delivers an impressive maximum speed of 8,500 rpm. It exploits a displacement of 4 litres to produce 368 kW (500 hp), equivalent to a power output per litre of 92 kW (125 hp). Maximum torque is 460 Nm at 6,250 rpm.

With the very short shift throws of the 6-speed GT Sport manual transmission, the 911 R accelerates from 0 to 100 km/h in just 3.8 secs – as long as you're deft with the gear lever. Top speed is reached in 6th gear: 323 km/h.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 59.

Delivering such power would not be possible without a low weight-to-power ratio. The new 911 R achieves a remarkable 2.7 kg/hp.

The results are direct responsiveness and a car performance typically seen in motorsport. Combined with the inimitable sound of a pure-bred naturally aspirated engine, which you're going to feel in the pit of your stomach first. Not that you'll be complaining.





Muscle ache. From driving.

6-speed GT Sport manual transmission.

Depress the clutch, apply throttle. Let the clutch out. Up to this point, your driving instructor would still be with you. Then you discover: they simply didn't have a clue.

Crash course on the transmission of the new 911 R: manually operated, six performance-oriented gears, every bite of the clutch accompanied by a surge of adrenaline. Your job: hand and leg work. Lots of it. The shift throw? Extremely short. Every gear change? Exceedingly precise.

The 6-speed GT Sport manual transmission makes it instantly clear: the focus is not on every tenth of a second on the Northern Loop, but on unconditional driving pleasure and unfiltered emotion.

By the by, the 911 R with manual transmission saves approximately 20 kg. Lightweight construction, after all, is part of its DNA.

One thing is certain: with the manual transmission, you'll still be driving a Porsche like you did before – while enjoying the driving feel of an out-and-out GT sports car. The dynamic throttle-blip function gives your emotions no respite. And the sound will be music to your ears. No matter which gear you're in.



Committed to heritage.

Lightweight construction.

At Porsche, lightweight construction has tradition. But rarely has this tradition been implemented so radically as in the 911 R. The same applies today as it did in 1967.

Back then, this meant doors, lids, wings and windows made from synthetic materials. Sacrifice to the very limit of self-denial. No carpets, no footrests, no superfluous instruments. Anything that wasn't strictly necessary was deemed to be a dispensable luxury.

The new 911 R is also a model of abstinence. A virtue resolutely observed. The front lid and wings of the new 911 R are made from carbon-fibre reinforced plastic, the roof from magnesium, and the rear screen and rear side windows from polycarbonate. The rear seats? Gone. And the manual transmission – in lieu of an automatic – suppresses the weight of the vehicle even more.

The same ethic applies to the interior: less is more. Automatic climate control and infotainment system deleted – but available at no extra cost if requested. Lightweight door trims with door pull loops and pared-back damping elements make their own contribution to the principle of lightweight construction. As does the optionally available, particularly lightweight lithium-ion battery.

The effect: less mass, more dynamic performance, more driving pleasure. And an overall vehicle weight of only 1,370 kg.



High culture, lower standing.

Chassis.

The chassis of the new 911 R has been derived from the 911 GT3 – and remains ultimately sporty in everyday use, too. The tuning is extremely direct and the car sits just as low as the 911 GT3. In addition, all chassis control systems have been configured to complement the manual transmission.

Rear-axle steering: At low speeds, this system – specially tuned to the new 911 R – steers the rear wheels in the opposite direction to that of the front wheels. This increases agility, not least in tight corners. At faster speeds, the system steers the rear wheels in the same direction as that of the front wheels. This increases stability, above all in the high speed range.

Dynamic engine mounts: This electronically controlled system minimises the perceptible oscillations and vibrations of the entire drivetrain, particularly the engine. Handling becomes more stable – especially under load change conditions and in fast corners.

Porsche Active Suspension Management (PASM, 30 mm lower):

This electronic damping control system actively and continuously adjusts the damping force on each wheel, based on current road conditions and driving style. PASM has two modes: 'Normal' for a blend of performance and comfort, and 'Sport' where the set up is much firmer.

Porsche Stability Management (PSM):

PSM automatically maintains stability even at the limits of dynamic driving performance. Its systems can be completely deactivated in two stages for deliberately sporty handling.

KDK 100 ISO/36

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03A >

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04A >

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05A >

06

06A >

07





Porsche Torque Vectoring (PTV):

Operating in conjunction with a mechanically controlled rear differential lock, this system provides greater traction, increased lateral dynamics and enhanced driving stability under the effects of load changes in corners and when the car changes lane.

Wheels and tyres: The 911 R is equipped with 20-inch 911 GT3 centre-lock wheels in matt aluminium. Road-legal sports tyres help to provide the necessary grip.*

* Increased risk of aquaplaning on wet surfaces due to reduced tread depth.

**It's more than enough
that the design is timeless.**

Sport Chrono Package including Porsche Track Precision app.

The Sport Chrono Package is available as an option. It comprises an analogue and digital stopwatch on the dashboard and the Porsche Track Precision app for your smartphone.

In conjunction with Porsche Communication Management (PCM) – available at no extra cost – Sport Chrono Package functionality is enhanced with a performance display and the ability to display, store and evaluate recorded lap times.

In this way, the driver can view the current lap time and distance, number of laps completed and other times achieved so far. It is also possible to view the current fastest lap and range until empty. Any travelled distances can be recorded and benchmark times defined.

With the GPS-enabled Porsche Track Precision app, you can have your lap timer stop automatically the moment you cross the line. Lap times are recorded and managed on your smartphone and can be shared with other drivers for comparison.

On the racetrack, dynamic performance is also visualised on your smartphone and, in addition to sector and lap times, the app is also able to show how the current lap compares with a previously defined reference lap. The app uses highly precise vehicle data acquired by a control unit on-board. In the process, graphical analyses of driving data plus a video analysis help the driver to improve driving performance. Lap after lap.



Fun is a serious business.

Porsche Ceramic Composite Brake (PCCB).

Lightweight construction also extends to the brakes: with the cross-drilled ceramic composite brake discs of PCCB. They have a diameter of 410 mm at the front and 390 mm at the rear – for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of a similar design and size. This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.







Lap of honour. As often as you want.

Summary.

To all those who love the sports car.
The sound. The rumble. The smell.

To all the hardcore fanatics. All the
cornering enthusiasts. All the kings of the
road. All the downright incorrigible. All the
nostalgic and romantic devotees.

To all those who like it rough, loud and real.
Those who love naturally aspirated engines
and prefer to change gear themselves. To
all those who enjoy whipping up the dust.
And swatting flies with the side windows as
well as the windscreen.

To all the loyal 911 drivers. And all the
design freaks. To all those who follow the
one true path: namely, their own.

This is our rallying call: get ready.
For the drive of your life. For a radically
pure 911.

For the new 911 R.

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Personalisation

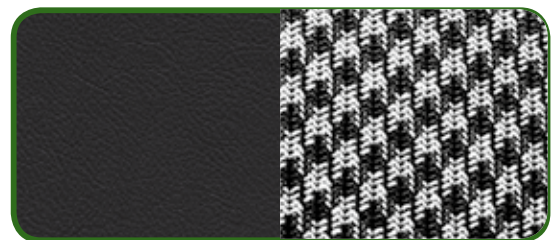


Sports car culture in four letters? Cult.

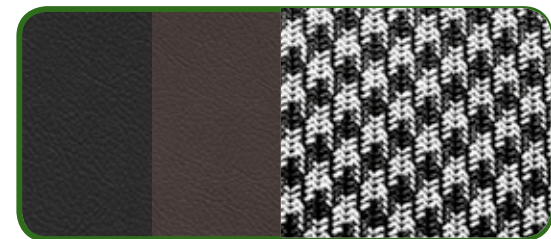
Colours.

Red stripes like the original. Or green ones, for your personal interpretation of the 911 R legend. Which stripes have the higher cult status? That's for you alone to decide.

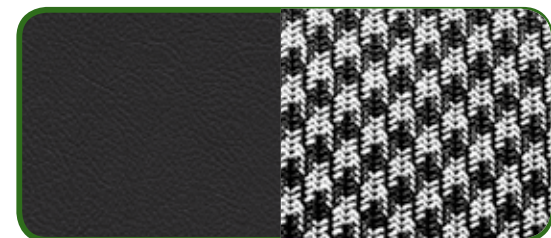
Interior.



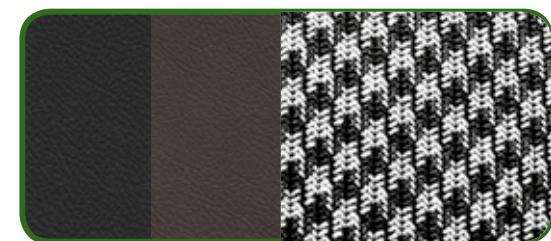
Standard interior package in black with classic Pepita houndstooth patterned fabric



Partial leather interior package in two-tone combination of black and natural leather in brown with classic Pepita houndstooth patterned fabric



Leather interior package in black with classic Pepita houndstooth patterned fabric



Leather interior package in two-tone combination of black and natural leather in brown with classic Pepita houndstooth patterned fabric

Exterior.



White



GT Silver Metallic



White, decorative stripes in green



GT Silver Metallic, decorative stripes in green



White, decorative stripes in red



GT Silver Metallic, decorative stripes in red

Option		I no.
Drive.		
90-litre fuel tank	<input type="checkbox"/>	082
Lightweight battery (lithium ion)	<input type="radio"/>	192
Single-mass flywheel	<input type="radio"/>	187
Chassis.		
Porsche Ceramic Composite Brake (PCCB)	<input checked="" type="checkbox"/>	Standard
Front axle lift system	<input type="radio"/>	474
Performance.		
Sport Chrono Package including Porsche Track Precision app and preparation for lap trigger	<input type="radio"/>	643
Wheels.		
20-inch GT3 wheels in matt aluminium	<input checked="" type="checkbox"/>	Standard
Wheels painted in satin platinum (complete) Exclusive	<input type="radio"/>	XDH
Wheels painted in black (high-gloss) Exclusive	<input type="radio"/>	XDG
Exterior.		
Decorative stripes in red	<input type="checkbox"/>	903
Decorative stripes in green	<input type="checkbox"/>	904
'PORSCHE' decorative side logo ¹⁾ Equipment	<input type="radio"/>	
– satin black		991 044 801 55
– satin red		991 044 801 56
– satin green		991 044 801 57
Headlight cleaning system covers painted Exclusive	<input type="radio"/>	XUB
Sideskirts painted Exclusive	<input type="radio"/>	XAJ
SportDesign exterior mirror upper trims in carbon Exclusive	<input type="radio"/>	XJW
Fuel filler cap in aluminium look Exclusive	<input type="radio"/>	XYB

Option		I no.
Lights and vision.		
Bi-Xenon main headlights	<input checked="" type="checkbox"/>	Standard
Bi-Xenon main headlights in black including Porsche Dynamic Light System (PDLS) Exclusive	<input type="radio"/>	XEX
LED main headlights in black including Porsche Dynamic Light System (PDLS) Exclusive	<input type="radio"/>	XEY
Taillights in clear glass look Exclusive	<input type="radio"/>	XXG
Automatically dimming mirrors with integrated rain sensor	<input type="radio"/>	P13
Light design package	<input type="radio"/>	630
Air conditioning and glazing		
Two-zone automatic climate control	<input type="checkbox"/>	573
Seats and seat options.		
Full bucket seats	<input checked="" type="checkbox"/>	Standard
Sports bucket seats	<input type="checkbox"/>	P03
Adaptive Sports seats Plus	<input type="checkbox"/>	P07
Seat heating	<input type="radio"/>	342
Safety and security.		
Fire extinguisher	<input type="radio"/>	509
Preparation for Porsche Vehicle Tracking System (PVTS)	<input type="radio"/>	674
ISOFIX child seat mounting points on passenger seat	<input type="radio"/>	899
Comfort and assistance systems.		
Cruise control	<input type="radio"/>	454
HomeLink® (programmable garage door opener)	<input type="radio"/>	608

Option		I no.
Interior.		
Standard interior package in black	<input checked="" type="checkbox"/>	Standard
Partial leather interior package in two-tone combination of black and natural leather in brown	<input type="radio"/>	Code
Leather interior package in black	<input type="radio"/>	Code
Leather interior package in two-tone combination of black and natural leather in brown	<input type="radio"/>	Code
Storage net in passenger footwell	<input type="checkbox"/>	581
Floor mats	<input type="radio"/>	810
Personalised floor mats with leather edging Exclusive	<input type="radio"/>	CFX
Smoking package	<input type="checkbox"/>	583
Seat belts in black	<input type="checkbox"/>	555
Vehicle key painted with key pouch in leather Exclusive	<input type="radio"/>	DFS
Interior: carbon.		
Door sill guards in carbon, illuminated Exclusive	<input type="radio"/>	XXD
Personalised door sill guards in carbon, illuminated Exclusive	<input type="radio"/>	CXE
Floor mats in carbon with leather edging Exclusive	<input type="radio"/>	CHM
Personalised floor mats in carbon with leather edging Exclusive	<input type="radio"/>	CHN
Audio and communication.		
Porsche Communication Management (PCM) including navigation module	<input type="checkbox"/>	P23
Online services	<input type="checkbox"/>	UN1
Bose® Surround Sound-System	<input type="radio"/>	680
Mobile phone preparation	<input type="checkbox"/>	619
911 R factory collection.		
Factory collection in Zuffenhausen	<input type="radio"/>	900
Factory collection in Leipzig including intensive driving induction	<input type="radio"/>	S9Y



911 GT3 wheel painted in high-gloss black (complete)



LED main headlight in black including Porsche Dynamic Light System (PDLS)



Porsche Communication Management (PCM) including navigation module

¹⁾Note: available from Porsche Tequipment. For more detailed ordering information, please consult your Porsche Centre.

– not available I number/extra-cost option standard equipment available at no extra cost
For more information on the options featured in this catalogue, please refer to the separate price list.

Technical data



Technical data

Engine

Cylinders	6
Displacement	3,996 cm ³
Max. power (DIN) at rpm	368 kW (500 hp) 8,250
Max. torque at rpm	460 Nm 6,250
Compression ratio	13.2:1

Transmission

Layout	Rear-wheel drive
Manual transmission	6-speed

Chassis

Front axle	McPherson strut suspension
Rear axle	Multi-link suspension, Rear-axle steering
Steering	Variable steering ratio, power-assisted (electromechanical)
Turning circle	11.1 m
Brakes	Porsche Ceramic Composite Brake (PCCB) with carbon-fibre reinforced ceramic composite brake discs, internally vented and cross-drilled, six-piston aluminium brake calipers at front and four-piston units at rear, lightweight aluminium brake disc chambers front and rear
Vehicle stability system	Porsche Stability Management (PSM)
Standard wheels	Front: 9 J x 20 ET 55, Rear: 12 J x 20 ET 47
Standard tyres	Front: 245/35 ZR 20 (sports tyres), Rear: 305/30 ZR 20 (sports tyres)

Weights

Unladen weight (DIN)	1,370 kg
Unladen weight (EC) ¹⁾	1,445 kg
Permissible gross weight	1,660 kg

Performance

Top speed	323 km/h
0–100 km/h	3.8 secs
Flexibility (80–120 km/h), 5th gear	4.7 secs

Fuel consumption/emissions²⁾

Urban in l/100 km	20.1
Extra urban in l/100 km	9.3
Combined in l/100 km	13.3
CO ₂ emissions in g/km	308

Efficiency class³⁾

Efficiency class (Germany)	G
Efficiency class (Switzerland)	G

Dimensions/aerodynamics



Length	4,532 mm
Width (including exterior mirrors)	1,852 mm (1,978 mm)
Height	1,276 mm
Wheelbase	2,457 mm
Luggage compartment volume	125 litres
Tank capacity (refill volume)	64 litres
Drag coefficient	0.32




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 CO₂ 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.

Tyre identification

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sports tyres (S)	245/35 ZR 20	G	A		69
Sports tyres (S)	305/30 ZR 20	E	A		72

*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.
For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.







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 (02/16). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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Porscheplatz 1
70435 Stuttgart
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Effective from: 03/2016
Printed in Germany
WSLC1701000220 EN/WW



