

Porsche Driver Experience: focus on the driver's axis

10/09/2026 Porsche Driver Experience: focus on the driver's axis

For generations, the Porsche 911 has been characterised by the low seating position typical to a sports car and a clear, efficient operating logic. Inside the new 911, Porsche combines pioneering digital displays with classic controls. Unlike the predecessor model, Porsche delivers the Coupé as a two-seater as standard. Alternatively, a 2+2-seat configuration is available at no extra charge.

Typical to the 911 is the dashboard, which extends across the entire width of the interior on two levels. Porsche has carefully integrated elements of the Porsche Driver Experience operating concept into the cockpit. It brings an even greater driver orientation to the 911 by grouping all the important control systems directly on or around the steering wheel. The result is faster and more effective operability.

Traditionally, the instrument cluster is the highest point on the dashboard of a Porsche. The new 911 represents the first time that a fully digital 12.6-inch curved display is being used. It presents driving information, performance data and media information in a clearly organised and even more streamlined

way than before. Depending on the car's equipment, the driver can choose between seven designs. Exclusively for the 911, these include a special Classic view with a design featuring five round dials, including a central rev counter and a 3D driving assistance display that shows perspective maps and 3D navigation data. In rev counter mode, the scale is rotated so that the needle is in the 12 o'clock position at shift speed – as is the case in many historic Porsche racing cars.

Mode switch as standard

A new feature of the 911 Carrera is the mode switch, which is now included as standard and can be used to easily and simply change between all driving modes. In the 911 Carrera, there are the Normal, Sport and Wet driving modes; if the optional Sport Chrono Package is installed (standard in the GTS), the Sport Plus driving mode with the Launch Control and Sport Response performance functions is added. The previous Individual driving mode is no longer available in the new 911, as all driving modes – with the exception of Normal – can now be individually configured. This is done directly in a pop-up window or in the Drive menu of the PCM.

There is also a toggle button on the steering wheel, which can be used to switch between the different displays and functions of the instrument cluster.

The optimised control lever for the driver assistance systems is located to the left of the steering wheel. It enables quick access to the most important assistance functions and other settings using context-sensitive pop-ups in the instrument cluster.

Of course, a Porsche is started on the left of the steering column. In the new 911, this is done by using an engine start button, as in Porsche's GT racing cars. This is the first time it has been used in this form in the 911. The light switch next to it is now also easier to operate. The new 911 has inherited the five-key switch panel in the centre console from the predecessor model. As the mode switch on the sports steering wheel is now part of the standard equipment, the buttons have been reconfigured. The exact assignment varies according to the specific equipment in the vehicle.

The central display is and remains the control centre of the PCM infotainment system. The high-resolution 10.9-inch display controls media services such as radio and streaming, navigation, and numerous vehicle and comfort functions. In the new Carrera GTS models, the specific displays for the T-Hybrid drive such as charge level, battery temperature, energy flow and power output of the electric motor can also be found there. Porsche has integrated these displays into the Performance menu.

The leather and colour range for the 911

Porsche offers a wide range of design options for the interior of the new 911, with the primary focus being on additional two-tone options. Four of the seven leather trims and one of the three club leather trims are now available with a two-tone option. As an alternative to the black part-leather trim, the

contrast combination Black/Chalk Beige is available as standard. The two-tone leather trim options are Dark Night Blue/Crayon, Black/Chalk Beige, Black/Bordeaux Red and Slate Grey/Crayon. Dark Night Blue is also available as a solid colour. The elegant club leather, a deluxe milled nappa grade of leather, remains available in Truffle Brown, while the Basalt Black and Basalt Black/Classic Cognac versions are new. The club leather option includes cross-stitching applied to the instrument panel and door panel trim, while various decors and accents further enhance the interior of the 911. The range of decors is complemented by numerous offerings from the Porsche Exclusive Manufaktur. These include Carbon matt, Palado Wood, Leather, and Aluminium Anthracite.

Unmistakable: the GTS interior

The Carrera GTS pure 911: it is and remains an extremely powerful sports car with exceptional everyday usability. This is why the 911 Carrera GTS has dispensed with some of its interior insulation, thereby saving weight and creating a particularly intense sound experience. The interior design of the 911 Carrera GTS also has its own character, with a GT sports steering wheel trimmed in Race-Tex as standard. Porsche also finishes the centre panels of the seats, door handles, armrest and the lid of the storage compartment in the centre console in Race-Tex. Trim elements and accents on the 911 Carrera GTS feature a uniform finish in brushed, black anodised aluminium.

Two optional interior packages are available specifically for the Carrera GTS. A choice of contrasting colours (Carmine Red or Slate Grey Neo) in numerous areas of the interior creates a sporty ambience. The contrasting colour can be found on the dials of the stopwatch of the Sport Chrono package, which comes as standard in the GTS; the digital rev counter; the seat belts; and on the seams of the sports seats and floor mats, as well as on the 'GTS' lettering on the sports seats. Other dynamic accents are provided by carbon inserts in the instrument panel, the centre console and the door panel trims.

MEDIA ENQUIRIES



Oliver Hilger

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

Consumption data

911 Carrera (WLTP)*: Fuel consumption combined: 10.4 – 9.9 l/100 km; CO_2 emissions combined: 238 – 226 g/km; CO_2 class: G

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

*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).

Link Collection

Link to this article
https://newsroom.porsche.com/en/press-kits/911/Interior.html

Media Package
https://pmdb.porsche.de/newsroomzips/b2a827fc-8057-4075-802d-82574c07501b.zip

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