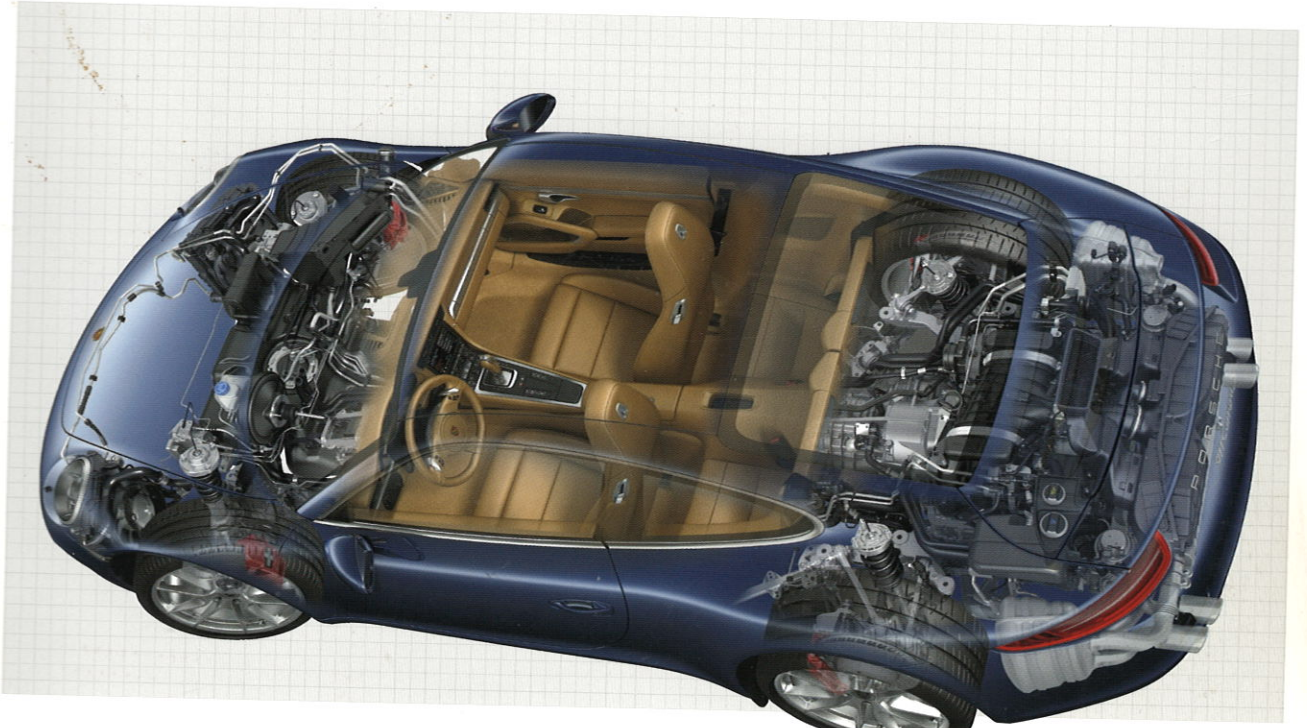




PORSCHE



# Service Information

2012 Technik Introduction

911 Carrera/911 Carrera S (991)

# 911 Carrera 911 Carrera S



## Exhaust flap switching (Carrera S)

The Carrera S exhaust system does not feature a switch for activating and deactivating the exhaust flaps.

The exhaust flaps are activated using a map in the DME control unit as a function of engine speed and load:

- Engine speed: >3,300 rpm
- Load: Slight, partial-load acceleration (corresponds to an air mass of 400 mg/stk)

In this case the DME control unit sends a CAN signal via the gateway to the rear-end electronics, which activate the electropneumatic switching valve.

## Sports exhaust system (available as an option for the 3.4-liter and 3.8-liter engines)

A completely redesigned sports exhaust system is available for the 911 Carrera (991) models. The main innovation to the sports exhaust system is an extended functionality. For the first time, activating the sports exhaust system not only derestricts the exhaust gas routing but also enables the two exhaust tracts to be connected. This pairs an unmistakable flat-six engine sound with optimum performance. This results in more emotive acoustics.

For visual differentiation, the sports exhaust system has two twin tailpipes with a unique nozzle design and nano-coating.

## Exhaust flap switching (sports exhaust system)

On the optional sports exhaust system, switching of the exhaust flaps to an acoustically optimized mode can only be activated or deactivated following a request using one of the following buttons:

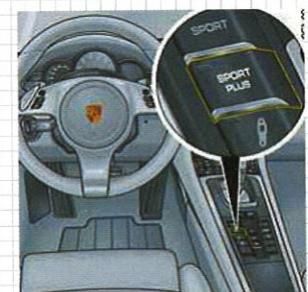
- Sport button
- Sport Plus button
- Sports exhaust system button (the sports exhaust system can also be deactivated using this button).

The exhaust flaps are activated in accordance with the request using the map in the DME control unit, as on the Carrera S.

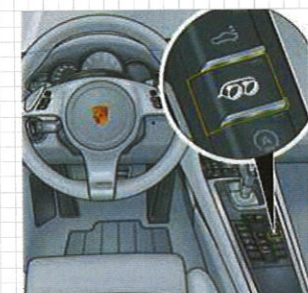
In this case the DME control unit sends a CAN signal to the gateway; it receives the corresponding button request via CAN from the operating and air conditioning unit. Only then does the gateway send a CAN signal to the rear-end electronics, which activate the electropneumatic switching valve.



2\_466\_11



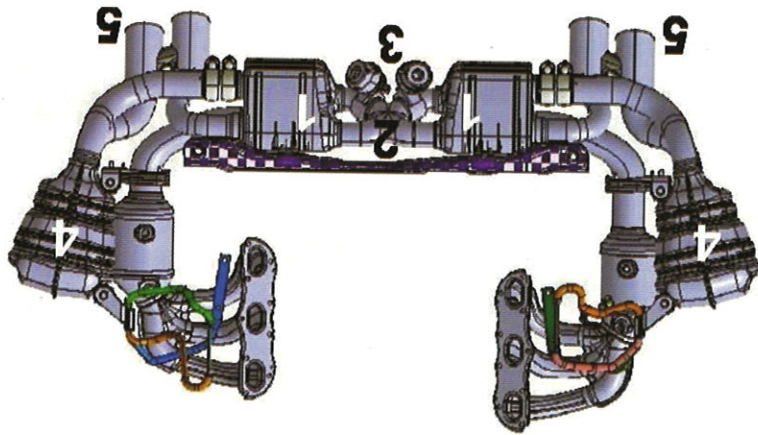
2\_467\_11



2\_468\_11

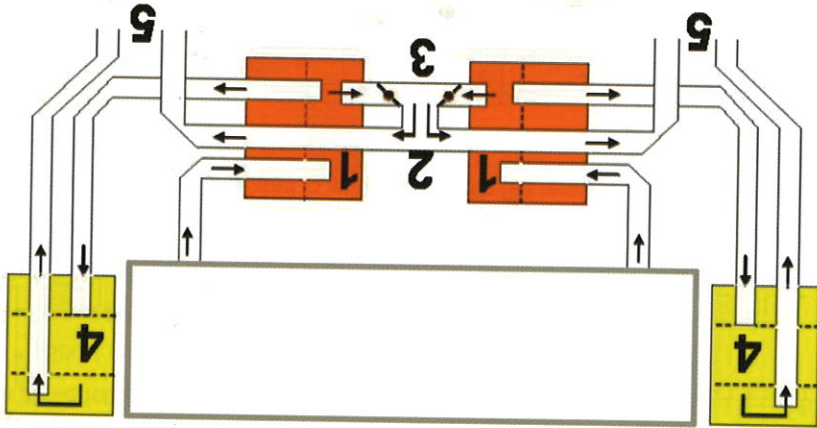
### Layout of the sports exhaust system (available as an option for the 3.4-liter and 3.8-liter engines)

Four-branch sports exhaust system with catalytic converters arranged close to the engine on the flow-optimized exhaust manifold, a common front muffler (1) with central map-controlled, electropneumatically switchable exhaust flaps of the bypass pipes (3), two main mufflers (4) and two twin tailpipe covers (5) with unique nozzle design. The main mufflers (4) have an intake pipe with a diameter of 55 mm and, in some countries, an exhaust pipe with a diameter of 52 mm or 50 mm.



2\_471\_11

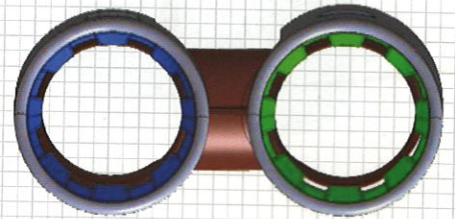
On the sports exhaust system, activating the exhaust flaps also reduces the exhaust back pressure (for a sporty sound and improved torque curve) as well as establishing a connection between banks 1 and 2. The connection results in resonance induction between the left and right cylinder banks.



2\_472\_11



2\_469\_11



2\_470\_11

- Sporty sound and improved torque curve

- Two twin tailpipes with a unique nozzle design

- An acoustically optimized mode can be activated and deactivated by pressing a button

- When the sports exhaust system is activated, the indicator light in the button lights up

- 1 Front muffler with connection as well as two central exhaust flaps with modified positioning
- 4 One 52 mm main muffler per cylinder bank (50 mm in some cases)
- 5 Two twin tailpipes with a unique nozzle design

