PORSCHE

Press Information

Porsche 911 Carrera 4/4S and 911 Targa 4/4S

Highlights

Exceptional traction for greater performance: the new 2017 Porsche 911 Carrera 4 and 911 Targa 4

More powerful engines with better efficiency, a new all-wheel drive system and an innovative infotainment system with online navigation are the key ingredients that lead to even greater driving pleasure in the all-wheel drive 911 models. The 2017 911 Carrera 4 and 911 Targa 4 feature newly developed, powerful and fuel-efficient three-liter twin-turbo flat-six engines that can also be found in the rear-wheel drive 911 Carrera models. Power distribution to all four wheels is now handled by Porsche Traction Management (PTM) with electrohydraulic control, adopted from the 911 Turbo. The new 911 models feature a sharpened exterior design and the new Porsche Communication Management system with online navigation and glass-covered touchscreen.

Powertrain

Three-liter twin turbo flat-six engine developing 370 hp in the 911 Carrera 4 and 911 Targa 4. The 911 Carrera 4S and 911 Targa 4S make 420 hp. This represents a 20 hp increase compared to the previous models. The cars also offer their maximum torque from 1,700 rpm to 5,000 rpm and can rev up to 7,500 rpm. These are characteristics of exceptionally free-revving sports car engines.

Performance

With their new electrohydraulically controlled all-wheel drive system, the 911 Carrera 4 models now accelerate faster than 911 Carrera models with rear-wheel drive. The 911 Carrera 4 Coupe with PDK and Sport Chrono Package sprints from zero to 60 miles per hour in 3.9 seconds. The 911 Carrera 4S Coupe with PDK and Sport Chrono Package takes 3.6 seconds. Both times represent a 0.3 second improvement over the previous models. Cabriolet and Targa models take just 0.2 seconds longer. Their top track speeds range from 178 to 189 miles per hour depending on transmission and model variant. Sport mode of the PSM with significantly higher intervention threshold.

Efficiency

Reduced fuel consumption thanks to turbocharging. The 911 Targa 4S with PDK, for example, achieves and EPA rated 28 miles per gallon highway and 24 mpg combined. Both

figures represent a 3 mpg improvement over the previous 911 Targa 4S PDK.

Chassis The 911 Carrera 4 and 911 Targa 4 significantly widen the spread between agile handling and ride comfort. 0.39 inch (ten millimeter) lower ride height, further developed adaptive PASM chassis as standard and optional rear axle steering for the 911 Carrera 4S and 911 Targa 4S. New multi-collision brake system is standard.

Infotainment The new Porsche Communication Management system with online navigation and a state-of-the-art touchscreen is as easy to operate as a smartphone and offers new connectivity features. They include traffic information in real time, Google Earth and Google Street View. It is very easy to network with a smartphone. Numerous apps are available.

Pricing and availability The 2017 911 Carrera 4 has an MSRP of $96,300, while the 911 Carrera 4S starts at $110,300. The 911 Targa 4 and Carrera 4 Cabriolet share an MSRP of $108,600, while the 911 Targa 4S and Carrera 4S Cabriolet both cost $122,600. All prices do not include a $1,050 delivery, processing and handling fee.

New turbo engines and new all-wheel drive system

All-wheel drive 911 models feature improved performance and new features

Over one-third of all Porsche 911 buyers choose a model with all-wheel drive. The new 911 Carrera 4 and 911 Targa 4 now offer added performance and comfort characteristic of the latest 911 generation. The innovative turbo engines have higher power outputs and consume less fuel, and the enhanced all-wheel drive system boosts driving performance and safety. The standard adaptive PASM suspension with a 0.39 inch (ten millimeter) ride height reduction compared to the previous standard 911 Carrera and Targa models offers an even greater spread between performance and ride comfort. Rear axle steering – now available as an option in the 911 Carrera 4S and 911 Targa 4S models for the first time – improves handling and performance even further. Inside the car, the new standard Porsche Communication Management (PCM) system offers extended functionality. It features online navigation, more connectivity and smartphone-like operation via a multi-touch screen.

The all-wheel drive models do not only feature the many visual refinements of the new generation of 911 Carrera models, they also set themselves apart with model-specific styling cues. The light strip between the rear lights now has a very sculptural look. When illuminated, it reinforces the effect of depth. The light strip also underscores the proportions of the all-wheel drive 911 models, whose rear bodies are 1.7 inches (44 millimeters) wider than on the rear-wheel drive variants, in typical fashion. Other defining styling cues of the new generation 911 include headlights with four-point daytime running lights, new door handles without recess covers and a newly designed rear decklid cover with vertical vanes as well as new three-dimensional rear lights with aura-like illumination and the characteristic four-point brake lights.

The fresh appearance underscores the extravagant elegance of the 911 Targa. With its individual design, the new 911 Targa continues to clearly set itself apart from the Coupe and Cabriolet. In spectacular fashion, it combines the classic Targa idea with cutting-edge roof-activating convenience. Like the legendary original Targa, the new model has characteristic Targa bar in place of B pillars, a retractable roof section over the front seats and a wrap-around rear window without C pillars. The roof section can be opened or closed at the push of a button when the car is stationary, and when opened, the roof element is stowed behind the rear seats.

Carmine Red and Miami Blue are new available special colors for the 911 models, while Night Blue Metallic and Graphite Blue Metallic are new available metallic colors. Inside, Saddle Brown is available as a new leather color; also new are the special colors Bordeaux Red and Graphite Blue.

More power and more torque result in faster acceleration

Over four decades of Porsche experience with turbo engines from motorsport and production sports cars has gone into the newly developed flat-six engines. The results: the 2017 911 Carrera models offer even greater performance, driving pleasure and efficiency. Thanks to twin-turbo charging, the three-liter flat-six cylinder engines develop 370 hp and 331 lb-ft. of torque in the 911 Carrera 4 and 911 Targa 4. Using turbochargers with larger impeller wheels, a model-specific exhaust system and a different tune for the engine management system, the S models now achieve 420 hp and 368 lb-ft. of torque. This represents a 20 hp increase over the previous models.

More power and a new electrohydraulically controlled all-wheel drive system allow the 911 Carrera 4 models to achieve better acceleration figures than their rear-wheel drive counterparts. When equipped with the optional PDK transmission and Sport Chrono Package, the 911 Carrera 4 sprints from zero to 60 miles per hour in 3.9 seconds (0.3 s faster than the previous comparably equipped Carrera 4). The S model accelerates to 60 miles per hour in 3.6 seconds (0.3 s faster). The Cabriolets and the comparably equipped 911 Targa 4 take just 0.2 seconds longer. Their top track speeds range from 178 to 189 miles per hour depending on the transmission and model variant. All 911 Carrera 4 and Targa 4 models come with a seven-speed manual transmission as standard.

The new generation of engines combine greater power with better fuel economy. For example, the new 2017 911 Targa 4S with PDK achieves an EPA rated 28 miles per gallon highway and 24 mpg combined, representing a 3 mpg improvement over the previous model.

Inspiration from the 918 Spyder: new steering wheel with mode switch

In conjunction with the optional Sport Chrono Package, the new 911 models now have a mode switch on the steering wheel that was derived from the hybrid map switch in the 918 Spyder. The mode switch consists of a rotary dial with four positions for the driving modes „Normal“, „Sport“, „Sport Plus“ and „Individual“. A menu in the instrument cluster can be used to combine individual settings for the PASM, PDCC, auto stop-start function and Sport Exhaust System with the preferred driving modes. If the car is equipped with a PDK transmission, the mode switch has an additional button, the “Sport Response Button”. When it is pressed, the drivetrain is set up for maximum acceleration for a time period of 20 seconds. The optimal

gear for best acceleration is engaged and for a short time the turbochargers are tuned for even better response.

New gear ratios for manual transmission that has a two-disc clutch for first time

Porsche has developed a two-disc clutch for the new generation of engines. It enables comfortable engagement forces despite the high torque that is being transmitted from the new turbocharged engines. This lets drivers enjoy the car's performance, for example on mountain roads with lots of curves or racetracks, without reducing the pleasure of using a manual transmission by strenuous clutch work. The gear ratios were adapted to the broader power band and increased torque of the engine. Longer gear ratios as of third gear, enable good economy without affecting the car's responsiveness.

PDK with more performance-oriented operating philosophy and virtual intermediate gears

The top priority in advanced development of the optional PDK was on achieving greater efficiency while maintaining high levels of sportiness and comfort. For the driver, this is most apparent in the revised direction in which the gear selector lever is moved for shifts. As in the 911 GT3, 911 Turbo and many Porsche race vehicles, pulling the lever back now initiates an upshift, while pushing it forward initiates a downshift. The PDK now also has a dual-mass flywheel with a centrifugal pendulum, intelligent overrun cut-off and virtual gears. The centrifugal pendulum, which is also used with the manual transmission, is an adaptive vibration absorber that dampens drivetrain vibrations over a broad range of engine speeds. The effect: when driving slowly, the driver can use a higher gear and lower revs without unwanted engine vibrations. This enhances comfort and also saves fuel.

New functions such as intelligent overrun cut-off and virtual intermediate gears contribute to the increased efficiency of the new 911 models. Intelligent overrun cut-off occurs when the driver releases the accelerator pedal when driving downhill. At first, the drive control system switches to what is referred to as a coasting mode with open clutches and the engine idling. If the car's speed continues to increase, intelligent overrun cut-off engages the clutch and shuts off the fuel injection. The automatic stop-start system has been programmed and enhanced to interrupt the flow of fuel early – at speeds below 5 miles per hour – when rolling to a stop, for example at traffic lights.

Virtual intermediate gears were first used on the 911 Turbo and are employed during steady state driving to reduce revs whenever shifting to the next higher gear would cause revs to drop below the engine's lower rev limit. To employ the virtual gears, the transmission controller engages the higher gear, controls the relevant clutch for defined slip and transmits the power in this way. When the driver accelerates, the dual clutch transmission immediately downshifts to the proper gear. Since the PDK has oil bathed clutches, this innovative transmission function is entirely wear-free.

New electrohydraulically controlled all-wheel drive system

Porsche is implementing the Porsche Traction Management (PTM) of the 911 Turbo in the new all-wheel drive 911 cars for even faster and more specific power distribution to the two axles. Here, an electrohydraulically controlled multi-plate clutch supplementally engages the front-axle drive as needed. This lets the PTM react more quickly and precisely than in the previous models, resulting in a more dynamic and precise control of power to the front axle, offering better traction and handling. The new system can also direct more torque to the front wheels than before if necessary. At the same time, the optimized interaction of the engine, transmission and all-wheel drive system helps to achieve better acceleration figures.

New optional Sport Exhaust System

The new flap-controlled Sport Exhaust System is available as an option. Its characteristic elements are dual centrally mounted, round tailpipes, and of course its particularly pronounced sound. Incidentally, this sound is not digitally modified, and the system also retains a more subtle sound when the Sport Exhaust button is switched off, suitable for relaxed cruising.

A standard feature: PASM suspension with ten millimeter lower ride height

A Porsche 911 with all-wheel drive represents an exemplary combination of traction and driving safety with exceptional driving performance. In the new generation, Porsche is extending this spread even more. The revised all-wheel drive system works particularly well in conjunction with the newly tuned PASM suspension which includes a 0.39 inch (ten millimeter) lower ride height compared to the previous standard Carrera and Targa models, improving stability. The new shock absorber generation offers enhanced ride comfort through an even more refined responsiveness, but also reduces body roll during hard cornering.

As before, a PASM Sport suspension is available as an option for the 911 Carrera 4S Coupe; it lowers the ride height by an additional 0.39 inches (ten millimeters) compared to the new standard PASM chassis, yet it also offers significantly better comfort than before due to its new tuning. A more pronounced front spoiler lip and a correspondingly higher rear spoiler extension are also part of this suspension upgrade. For ultimate performance, Porsche Dynamic Chassis Control (PDCC) – an active roll compensation system – is available as an option.

On the 911 Carrera 4S and 911 Targa 4S models, a Sport Package consisting of rear-axle steering, Sport Exhaust System, Sport Chrono Package, GT Sport steering wheel and SportDesign exterior mirrors is available.

When equipped with the optional active rear axle steering that is available for the 911 Carrera 4S and 911 Targa 4S, the new models benefit from chassis technology first used in the 911 Turbo, 911 GT3 and 918 Spyder. Stability is noticeably increased when the front and rear wheels are turned in the same direction starting at a speed of 50 miles per hour. At speeds up to 31 miles per hour, the front wheels are turned in the opposite direction of the rear wheels to improve agility. This also reduces the turning circle by 1.6 feet, enhancing maneuverability in city traffic. The improved handling is transmitted to the driver via the new generation steering wheel with a design based on that found in the 918 Spyder. The standard steering wheel has a diameter of 14.8 inches (375 millimeters), and the optional GT sport steering wheel measures 14.1 inches (360 millimeters). For enhanced everyday practicality, Porsche offers a hydraulic lift system with lifting cylinders that are integrated into the front axle struts. At the push of a button, ground clearance at the front is increased by about 1.5 inches

(40 millimeters) within 5 seconds, reducing the risk of contact when entering or exiting steep driveways or parking structures or driving over speed bumps.

Uprated brake system now has automatic post-collision braking system

Whenever the performance of a Porsche car is enhanced, Porsche also strengthens its braking ability. The front brakes of the 911 Carrera and 911 Targa 4 now have new, larger four-piston brake calipers, which grip front brake rotors sized 13.0 inches x 1.34 inches (330 mm x 34 mm). They are 0.24 inches (six millimeter) thicker than on the previous model. In the 911 Carrera 4S and 911 Targa 4S, Porsche uses six-piston calipers and brake rotors that are 0.43 inches (ten millimeters) larger in diameter at 13.8 inches x 1.34 inches (350 mm x 34 mm). They are joined by pins to a new aluminium brake hub, which reduces unsprung weight and improves handling. The optional ceramic brake system (PCCB) now comes entirely from the 911 Turbo, so it includes larger brake rotors (front: 16.1 inches x 1.42 inches, rear: 15.4 inches x 1.26 inches) and upsized brake calipers to match.

On top of that, Porsche is equipping its new generation 911 cars with a multi-collision brake system. This system can reduce the severity of a secondary collision by automatically braking the vehicle after an initial collision. The multi-collision brake system is triggered when the airbag sensors detect an impact of a specific severity. Then the system autonomously initiates braking at a maximum deceleration rate of 0.6 g. The driver can override the multi-collision brake system at any time byt pressing the accelerator pedal or initiating hard braking at an even higher rate of deceleration. Essentially, the assistance system applies the brakes until a residual vehicle speed of 6 miles per hour is reached.

Porsche Stability Management with new PSM Sport mode

The enhanced performance of the new 911 models also influenced the control of Porsche Stability Management (PSM). In conjunction with the optional Sport Chrono Package, the system offers a additional mode known as “PSM Sport” that is activated by briefly pressing the PSM button on the center console. It differs significantly from the normal PSM On mode, and its activation is no longer dependent on the Sport Plus mode. When PSM Sport mode is activated, an indicator in the instrument cluster and the yellow “PSM Off” lamp light up to inform the driver. The new PSM Sport mode lets drivers with approach the performance limits of the 911 even closer – such as on a closed road or track. Compared to PSM On, PSM Sport allows much greater yaw and more slip at the drive wheels, letting drivers experience the sports car's dynamic performance even better while

eliminating the need to fully deactivate PSM. However, the PSM Off mode can still be selected by pressing the PSM button longer, staying true to the Porsche philosophy that driver's should be able to fully activate stability control systems if they desire. But even in the PSM Off mode and new PSM Sport mode, hard braking initiating ABS control activates the full range of PSM assistance until the brakes are released.