



PORSCHE



# Press Information

Porsche 911 Targa

## **Contents**

<b>The new Porsche 911 Targa</b>	A modern classic reborn	<b>1</b>
----------------------------------	-------------------------	----------

January 2014

A modern classic reborn

## **The new Porsche 911 Targa**

Porsche is expanding the 911 line with two new models: the 911 Targa 4 and 911 Targa 4S. These new models are the first to combine the classic Targa concept with state-of-the-art roof technology. Just like the legendary original 911 Targa, the new models feature the distinctive Targa bar, a movable front roof section and a wraparound rear window. But unlike the classic 911 Targa, the roof segment can open and close at the push of a button. The fully automatic roof system stows the Targa top behind the rear seat.

The 911 Targa models feature a wider rear end and the same Porsche Traction Management (PTM) system found in the 911 Carrera 4 and Carrera 4S all-wheel-drive models. It is an active all-wheel-drive system that helps to ensure the optimal distribution of drive power for optimum traction in most road scenarios, whether on long straights, through tight corners, or on surfaces with different friction coefficients. The combination of the wide body, the Targa bar and the wraparound rear window exude an extremely sporty and a low-slung profile.

The 911 Targa 4 is powered by a horizontally opposed 3.4-liter 6-cylinder engine with 350 hp. Equipped with the Porsche Doppelkupplung (PDK) and the Sport Chrono package, the 911 Targa 4 accelerates from zero to 60 mph in 4.6 seconds and is capable of a top track speed of 174 mph. The 911 Targa 4S delivers 400 hp from its 3.8-liter horizontally opposed 6-cylinder engine; and is capable of accelerating from zero to 60 mph in 4.2 seconds when equipped with PDK and the Sport Chrono package. The Targa 4S is capable of reaching a top track speed of 184 mph when equipped with a manual transmission and 183 with PDK.

The 911 Targa 4 will be priced from \$101,600 while the 911 Targa 4S model is priced from \$116,200. Both cars also have a destination charge of \$995. Deliveries of the 911 Targa are scheduled to begin in summer 2014.

### **The fully automatic Targa roof**

The Targa roof system has always been an unmistakable hallmark of the 911 model. The new 911 Targa continues this tradition with an innovative roof concept. The roof is made up of two movable parts: a soft top and a glass rear window. The rear window, which is attached to the convertible top, is opened and tilted rearward at the push of a button. At the same

time, two flaps open in the Targa bar, releasing the soft top's kinematics. The convertible top is released, folded into a Z-shape as the roof opens and stowed away behind the rear seats. Once the top has been stowed, the flaps in the bar and the rear window close once again. The roof takes around 19 seconds to open or close while the vehicle is stationary. A wind deflector integrated in the windshield frame can be erected manually when the top is down. This deflector reduces wind and buffeting in the interior for the driver and passenger.

### **Intelligent lightweight construction using steel, aluminum and magnesium**

The materials used in the roof system are just as innovative as the technology. The premium quality fabric is stretched by the magnesium roof shell. The fabric and magnesium roof construction is the same technology found in 911 Cabriolet models. Additional sound deadening with thermal-insulation reduces road noise when the roof is closed. The rear edge of the soft top connects to the fixed Targa bar, which features steel reinforcement on the inside and painted cast aluminum elements on the outside. The three gills and "targa" lettering on the sides of the bar pay homage to the original Targa.

The rear window, which is made from extremely lightweight laminated safety glass, consists of two layers of thin, partially pre-tensioned glass separated by a film interlayer. The very fine heating elements on the heated rear window cover almost the entire surface of the glass, ensuring exceptional all-round visibility even in adverse weather conditions.

### **Drive concept designed for sportiness, safety and comfort**

The new 911 Targa generation has been designed specifically with sportiness, safety and comfort in mind. The power of the flat six-cylinder engine is transferred via a seven-speed manual transmission as standard, while the automatic seven-speed PDK is available as an option. The intelligent all-wheel drive system Porsche Traction Management (PTM) is responsible for distributing the power to the four wheels. The PTM consists of an active all-wheel drive with electronically map-controlled multi-plate clutch, Automatic Brake Differential (ABD) and anti-slip regulation (ASR). This system helps with vehicle stability, traction and agile handling. The PTM also directs the engine torque, to the front wheels via the multi-plate clutch. The level of torque is visible to the driver at all times via the 4.6-inch TFT color display on the instrument cluster.

**PTM: delivering a typical Porsche blend of sportiness and efficiency**

In Sport Plus mode, which is available with the optional Sport Chrono package, PTM enhances driving performance even further. When the driver activates the “Launch Control” function, the PTM clutch is pre-tensioned to achieve even better acceleration from stationary standing start. To increase efficiency, the PTM is able to determine the most economical driving style, depending on the specific road situation and the driver’s preferences. The system can reduce the level of drive torque transferred to the front axle to reduce friction losses. When equipped with the 7-speed PDK, the 911 Targa also benefits from the “coasting” function, which releases the PDK and the PTM clutch. This reduces the braking torque of the all-wheel drive system, while reducing fuel consumption.

**911 chassis with specific Targa tuning**

The chassis of the new Targa is largely derived from the 911 Carrera all-wheel models. The wide-track rear axle in combination with the PTM all-wheel drive offers excellent stability. Passive shock absorbers form part of the standard equipment on the 911 Targa 4. The S model is equipped with Porsche Active Suspension Management (PASM) as standard. This active shock-absorber system is also available as an option for the standard model. Both chassis have been specially tuned for the 911 Targa and also feature rebound buffer springs on the front and rear axle, which optimize performance through turns.

**For greater speed and stability through turns: Porsche Torque Vectoring**

The Porsche Torque Vectoring (PTV) system is included as part of the standard equipment on the 911 Targa 4S and is available as an option for the 911 Targa 4. The system comes in two versions, PTV, which is used in combination with the manual transmission and features a locking mechanical differential, and PTV Plus with an electronically controlled fully variable locking differential for vehicles equipped with the optional PDK transmission. The PTV/PTV Plus systems enhance vehicle agility and steering precision by initiating braking on the inside rear wheels. The locking differential improves traction when accelerating out of turns.

**An even sportier drive at the push of a button:****From the “Sport” button to the Sport Chrono package**

The “Sport” button comes standard in all 911 models. With this button the driver can choose between a more comfortable and fuel efficient driving mode or a more performance oriented driving mode. The optional Sport Chrono package with the additional “Sport Plus” button enables an even greater blend of performance and driving comfort in everyday driving scenarios. In addition to adjusting all the relevant systems and functions to deliver maximum performance, the Sport Chrono package also includes dynamic engine mounts.

**Porsche Dynamic Chassis Control for a performance boost**

Even greater dynamic performance and comfort is delivered by the Porsche Dynamic Chassis Control (PDCC), which is available as an option for the 911 Targa 4S. This system delivers impressive lateral acceleration and handling. The vehicle’s variable stabilizer system reduces roll angles to maintain optimum tire contact to the road surface, allowing for maximum traction and acceleration. This increases the speeds achievable through turns, while driving on straight roads the anti-roll bars are disengaged, which increases driving comfort.

**Interior with typical Porsche ergonomics**

The dashboard features the classic five round gauges with a center tachometer and a high-resolution 4.6-inch color display. The forward-sloping center console is where the controls for the roof system are located among other features.

The roof is lined with black fabric and the Targa bar features black Alcantara®. The convertible top compartment is behind the rear seat and together with the transverse strut serves to integrate the stowed convertible top into the cabin. Even with the roof closed, the large curved rear window allows plenty of light into the interior, providing a unique feeling of space.

**The history of the Porsche 911 Targa**

Porsche unveiled the 911 Targa, the world’s first ever “safety Cabriolet”, back in September 1965 at the Frankfurt International Motor Show (IAA). With its fixed targa bar, removable folding roof, removable soft rear window, and this new variant was developed primarily in anticipation of safety regulations in America. The name “Targa” comes from the famous Targa Florio race and since the mid-sixties has been synonymous with the open driving concept.

Production of the vehicle began towards the end of 1966 with the market launch of the 911 Targa taking place in 1967. This roof concept was enhanced from one 911 generation to the next over a period of 27 years. During this time, this “semi-open” variant acquired the status of a stand-alone vehicle concept in the Porsche model range.

For the 1996 model year, Porsche presented a fully reworked version of the 911 Targa (the type 993). The entire roof was made of glass with a sliding glass cover at the front that could be lowered and retracted beneath the hinged rear glass window.

Twenty-one years after the last 911 Targa with the classic Targa bar based on the type 964 was discontinued, the new generation is once again taking this original style into the future.