



**PORSCHE**



## **Porsche 911 Carrera/Targa GTS**

**Press Kit**

# The new 2018 911 GTS models

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## Summary

### **Improved performance, sharper design and a distinctive sound**

In true GTS fashion, the new 911 GTS models provide even greater performance. Five variants are available: the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive – both available as a Coupe and Cabriolet – and the 911 Targa 4 GTS. The newly developed turbochargers for the three-liter, twin-turbo flat-six engine give the sports cars a performance boost of 30 horsepower compared to the current 911 Carrera S models and 20 horsepower compared to the previous 911 GTS model with a naturally aspirated engine. All models come standard with a seven-speed manual transmission. The seven-speed Porsche Doppelkupplung (PDK) dual clutch transmission is optional.

#### **Powertrain**

The three-liter, twin-turbo flat-six engine with newly developed turbochargers featuring a larger housing, compressor and turbine that operate with higher boost pressure develops 450 horsepower at 6,500 rpm and 405 lb-ft. of torque between 2,150 and 5,000 rpm.

#### **Performance**

Depending on the variant, the 911 GTS models accelerate from 0 to 60 miles per hour up to 0.3 seconds quicker than the comparable Carrera S/4S or Targa 4S model. For example, the new 911 Carrera 4 GTS Coupe with Porsche Doppelkupplung (PDK) and standard Sport Chrono Package reaches 60 miles per hour in 3.4 seconds. The top track speed rises by up to 3 mph compared to the respective Carrera S/4S or Targa 4S, depending on the model. The 911 Carrera GTS with rear-wheel drive and manual transmission is capable of accelerating up to 193 miles per hour.

#### **Chassis**

The wide Carrera 4 body also gives each GTS model a 40 mm broader track width at the rear. This reduces body roll and provides even better cornering stability. As standard, the GTS is equipped with 20-inch center-lock wheels taken from the 911 Turbo S, painted in satin black. The PASM Sport Suspension, which is standard exclusively on the 911 Carrera GTS

Coupe and 911 Carrera 4 GTS Coupe, reduces the ride height by 0.39 inches (10 mm) compared to the 911 Carrera S. The regular PASM Suspension, which is standard on the 911 GTS Cabriolet and Targa variants as well as all other 911 Carrera and Targa models, is alternatively available for the 911 GTS Coupes at no charge. The Sport Chrono Package is fitted as standard equipment on all GTS variants. Optional rear-axle steering improves handling and reduces the turning radius while providing even greater stability at higher speeds.

### **Design and Aerodynamics**

The new SportDesign front fascia gives the GTS a striking look. The aerodynamically optimized front end with a more pronounced front spoiler and a rear spoiler that extends higher than on the 911 Carrera S reduce lift on the front and rear axle. At the rear, tinted tail lights, black logos, a rear lid grill with strips in satin black and center-mounted exhaust tailpipes in high-gloss black clearly highlight the GTS. The rear-wheel drive models are distinguished further by a black trim strip between the tail lights, while the all-wheel drive variants feature the characteristic light strip. SportDesign exterior mirrors and center-lock wheels painted in satin black round out the GTS accents. For the first time, the 911 Targa 4 GTS features a black Targa roof bar as standard.

### **Sound**

The standard Sport Exhaust system and reduced sound insulation highlight the characteristic GTS sound.

### **Interior**

All GTS models are equipped with 4-way Sport Seats Plus upholstered with a combination of Alcantara and leather. Anodized and brushed black aluminium is the standard interior trim. The standard GT Sport steering wheel, the center console and the armrests in the doors are fitted with Alcantara.

### **Infotainment**

The Porsche Communication Management (PCM) system with touchscreen is operated similarly to a smartphone. It features the new Porsche Track Precision app as standard, which can be used in all GTS models. This en-

hancement from the world of motorsport offers automatic recording, detailed display and analysis of driving data via a smartphone.

### **Pricing and availability**

The 911 Carrera GTS Coupe has an MSRP of \$120,700, while the 911 Carrera 4 GTS starts at \$127,600. The MSRP for the 911 Carrera GTS Cabriolet is \$133,000, while the 911 Carrera 4 GTS Cabriolet and 911 Targa 4 GTS are offered at \$139,900. All prices do not include the \$1,050 delivery, processing and handling fee. All models are available to order.

## The highest-performance tier of Porsche 911 Carrera and Targa

### **Five new GTS models in Coupe, Cabriolet and Targa versions**

The five new GTS derivatives are the most powerful and sportiest variants of the 911 Carrera/911 Targa model line. They are designed specifically for 911 drivers seeking everyday usability and even greater performance. In addition to performance-enhancing features, the GTS models offer exceptional standard equipment.

The 904 Carrera GTS first brought motorsport technology to the streets as a road-approved sportscar back in 1963. The 924 GTS and 928 GTS that followed refined this principle throughout the 1980s and 1990s. In 2010, the GTS celebrated its rebirth in the form of the 911 Carrera GTS (Type 997). Since then, a total of 15,334 911 GTS models have been sold to customers worldwide.

### **Greater performance – new turbochargers provide more power**

The heart of every Porsche is its engine. The new 911 GTS models are powered by a three-liter twin-turbo flat-six engine developing 450 horsepower at 6,500 rpm and 405 lb.-ft. of torque between 2,150 and 5,000 rpm. The engine makes 30 horsepower more than the 911 Carrera S and 20 horsepower more than the previous 911 GTS predecessor model with naturally aspirated engine.

This increase in power comes courtesy of newly developed turbochargers which feature a 3mm larger turbine, a 4mm larger wheel, compressor and housing, as well as a higher boost pressure (18 psi (1.25 bar) compared to 16 psi (1.1 bar) on the S models). This results in improved torque characteristics, quicker acceleration and an even higher top track speed. All 911 GTS models accelerate from zero to 60 miles per hour at least 0.2 seconds faster than the current S/4S models. The quickest version is the 911 Carrera 4 GTS Coupe with PDK, which reaches this speed in just 3.4 seconds. GTS models are up to three miles per hour faster than the respective S/4S models and feature a top track speed in excess of 189 miles per hour. The Coupe with manual transmission and rear-wheel drive reaches the highest top track speed of any 911 GTS at 193 miles per hour (2 miles per hour more than the comparable 911 Carrera S model).

But that's not all: the improved acceleration of the GTS is paired with excellent handling. The 911 Carrera GTS completed the 73 corners and 20.83 kilometers of the Nürburgring Nordschleife in just 7:26 minutes on standard tires. This is twelve seconds faster than its predecessor and four seconds faster than the current 911 Carrera S.

With the introduction of the GTS models, Porsche will also offer new, road-approved UHP (ultra-high performance) tires designed specifically for the track use. With a tire compound, tire profile and tread depth tailored specifically to high performance driving environments, these tires will be available via Porsche dealers for all current 911 models with 20-inch wheels and tires measuring 245/35 ZR 20 at the front and 305/30 ZR 20 at the rear. Equipped with these tires, the GTS lapped the Nürburgring Nordschleife an additional four seconds faster (7:22 minutes).

However, the performance of a GTS is not defined by sheer power alone, but also by its sound. The Sport Exhaust system with center-mounted tailpipes in high-gloss black promotes the inimitably sonorous note of the flat-six engine. The GTS-specific engine and exhaust flap control calibration combined with reduced sound insulation give the GTS models a particularly emotional sound and accentuate the classic 911 soundtrack, underscoring the vehicle's character.

Like all 911 Carrera and 911 Targa models, the 911 GTS variants feature a seven-speed manual transmission as standard. The seven-speed Porsche Doppelkupplung (PDK) transmission is available as an option. The PDK combines the high mechanical efficiency of a manual transmission with the shifting and driving convenience of an automatic transmission. Rapid gear changes with uninterrupted forward thrust combined with a slight torque enhancement in the Sport programs, results in improved acceleration. This, in turn, enables faster lap times. The optimal transmission-ratio spread and shifting strategy of the PDK also improve the efficiency compared to a manual transmission.

All GTS models also come standard with the Sport Chrono Package. As part of this package, which is optional on other 911 Carrera and Targa models, the mode switch integrated on the steering wheel allows the driver to choose between the Normal, Sport, Sport Plus and Individual drive programs. In Sport mode, the engine responds even more directly, while the PDK is set up for quicker response to throttle changes and optimized shift points geared towards a performance-oriented driving style. The transmission downshifts sooner and stays in gear longer before

upshifting to the next. In Sport Plus mode, these characteristics are even more pronounced and tailored to maximum performance. In vehicles equipped with PDK, this mode also features Launch Control for the quickest possible acceleration from a standstill. Also in PDK vehicles, drivers can press the “Sport Response” button located in the center of the mode switch, which primes the engine and transmission to unleash for maximum acceleration, for a maximum of 20 seconds. A display in the instrument cluster uses a countdown timer to show the driver how long this feature is still available. After 20 seconds, the vehicle switches back to the drive mode that was previously selected. The driver can also deactivate the feature at any time while it is active by pressing the Sport Response button again.

### **The chassis – lower, sportier and with optional rear-axle steering**

In addition to greater power and further improved acceleration, higher cornering speeds and maximum handling precision were top priorities for the 911 GTS. When developing the GTS models, engineers focused on tuning the chassis components for best possible performance. Using the 911 Carrera 4 body even for the rear-wheel drive models, which is 1.7 inches (44 millimeters) wider at the rear, the 911 GTS models offer a greater track width than the rear-wheel drive Carrera S variants. The benefits are a reduced tendency to roll and even better cornering stability.

Porsche Active Suspension Management (PASM) is standard on the GTS Cabriolet and the GTS Targa models. The GTS Coupes exclusively feature the PASM Sport Suspension, which has a 0.39 inch (10 millimeter) lower ride height compared to the 911 Carrera/Carrera S and Targa 4/4S. PASM Sport Suspension is not available for the Cabriolet and Targa models. The regular PASM Suspension can be ordered for the 911 GTS Coupes at no charge. Additional featured systems also improve the turn-in behavior, precision and agility of the 911 GTS. Models with manual transmission, for example, feature Porsche Torque Vectoring (PTV) and a mechanical rear differential lock, while GTS models with PDK feature Porsche Torque Vectoring Plus (PTV+) and an electronically controlled rear differential lock. Both systems provide targeted braking interventions on the inside rear wheel when cornering and improve traction when accelerating out of corners. Porsche Dynamic Chassis Control (PDCC) active anti-roll stabilization, which is available as an option, has been calibrated to suit the increased power of the GTS models.

The GTS chassis offers a high degree of stability, precise feedback and neutral steering behavior. The GTS models are equipped with the brakes familiar from the 911 Carrera S, measuring 350 x 34 millimeters at the front. The front rotors are bolted to a brake disc hub made of aluminum, which reduces the unsprung weight and contributes to improved dynamic responsiveness. Porsche Ceramic Composite Brakes (PCCB) are optionally available.

The brakes feature optimized ventilation to provide first-rate stopping power even under high thermal loads. For the rear brakes, an additional air duct on the rear wishbone complements the air duct on the lower control arm featured on other 911 Carrera and Targa models. Red brake calipers and 20-inch center-lock wheels in satin black provide a striking contrast of colors in the wheel wells. The center-lock wheels are half an inch wider than the wheels on the 911 Carrera S, measuring nine inches wide in the front and twelve at the rear. This increases the tire's contact patch and improves grip.

As on the 911 Carrera S/4S and Targa 4S models, rear-axle steering is available as an option for the 911 GTS. This system steers the rear wheels in the opposite direction to the front wheels at speeds of up to around 31 miles per hour, which effectively shortens the wheelbase. This reduces the turning circle, significantly improves steering behavior in corners and promotes nimble handling.

At speeds above 50 miles per hour, the system steers the rear wheels in the same direction as the front wheels. This effectively increases the wheelbase for improved vehicle stability, for example during a lane change. As on the 911 Carrera S/4S and Targa 4S models, the steering ratio on-center is also ten percent more direct (15.0:1 compared to 16.6:1) when equipped with this option. Between 31 and 50 miles per hour, the wheels steer either in the opposite or the same direction, depending on what the particular driving situation requires.

The combination of PASM and the dynamic engine mountings included in the Sport Chrono Package improve driving dynamics and handling further. The electronically controlled engine mounts minimize vibrations and unwanted drivetrain movements that can influence driving dynamics. As a result, it combines the advantages of rigid and flexible engine mountings. Consequently, handling is noticeably more stable during load changes and in fast corners, without having to sacrifice comfort on bumpy road surfaces.

Porsche Stability Management (PSM), which provides automatic stabilization control of the vehicle at its dynamic limits, permanently monitors the direction of travel, speed, yaw velocity and lateral acceleration. The system improves traction when accelerating on a range of different road surfaces. PSM Sport mode is part of the standard Sport Chrono Package. It is activated by a quick press of the PSM button on the center console. This mode lets drivers experience the sports car's dynamic performance to a fuller extent on closed courses – a race track or during a winter driving event, for example. Compared to “PSM On”, this function allows much larger yaw movements and more wheelspin, making it unnecessary to fully deactivate PSM. Of course, the PSM Off mode is still available, and it is activated by pressing and holding down the PSM button for several seconds, staying true to the Porsche philosophy that the driver should be able to fully deactivate stability control systems on a closed course if they wish.

**Design and aerodynamics - sharper lines and reduced lift**

The new GTS models do not just stand out from other 911 models in terms of technology, but also through their design. All GTS vehicles feature the 911 Carrera 4 body with 1.73 inch (44 millimeter) wider rear wheel arches and the 1.57 inch (40 millimeter) greater track width of the all-wheel drive 911.

The new SportDesign front fascia with black spoiler lip and larger air intakes gives the GTS models their own distinctive look. The front end and lower front spoiler have been aerodynamically optimized. Combined with the rear spoiler, which extends higher than on the 911 Carrera S, this reduces lift on the front and rear axle. The larger air intakes also increase cooling, which improves braking efficiency driving dynamics and performance. Bi-Xenon™ headlights with the Porsche Dynamic Light System (PDLS) and satin black headlight washer jet housings are standard. LED headlights with black surrounds are available as an option.

From a side view, the GTS is distinguished by SportDesign exterior mirrors with black undersides and black GTS logos on the doors. The 911 Targa 4 GTS is additionally characterized by the Targa bar, which is finished in black for the first time. Every GTS features 20-inch center-lock wheels, which were previously limited to the 911 Turbo models. Exclusively for the GTS, the wheels are painted in satin black.

At the rear, the GTS features tinted tail lights and exhaust tailpipes in high-gloss black. Rear decklid grille strips in black and a black GTS logo on the rear decklid provide subtle styling accents. The rear-wheel-drive models can be identified by a black trim strip running between the tail lights, while the all-wheel drive variants feature the characteristic light strip. Available as an option, a discreet rear spoiler from the SportDesign package provides a more sporting appearance.

The interior of the GTS underscores the exceptional driving experience. The standard Sport Seats Plus (4-way, electric) offer a high level of comfort and lateral support. The seat centers are finished in Alcantara®. The GTS is distinguished from the Carrera and Carrera S models by a new stitching pattern on the seat surface. The GT Sport steering wheel with a 14.1 inch (360 millimeter) diameter and Alcantara® rim is also standard. Decorative stitching and a tachometer in a contrasting color are also available as an option by selecting the GTS Interior Package.

Anodized and brushed black aluminium trim creates a particularly sporty ambiance. The GTS logo is embossed on the door sill panels in black. GTS logos can also be found on the tachometer and headrests. The PCM and instrument cluster screens also greet the driver with the GTS logo.

The optional GTS Interior Package includes a full leather interior, colored seat belts, stitched logos on the headrests, and stitching on seats and floor mats in Carmine Red or Rhodium Silver. The tachometer is also painted in the selected color. This option includes Carbon Fiber interior trim on the dashboard, center console and the doors.

### **Porsche Communication Management – user-friendly infotainment combined with Porsche Track Precision App as standard**

Like all 2018 911 models, Porsche Communication Management (PCM) including the on-line navigation module and Porsche Connect Plus is fitted as standard in the new 911 GTS models. Like a smartphone, the PCM's seven-inch screen can be operated using multi-touch gestures. It also recognizes handwritten inputs. Smartphones, tablets, and laptops can be connected via Wi-Fi.

Real-time traffic information allows quick and reliable navigation. In addition to providing the driver with a quick overview of the traffic situation, this information also enables dynamic route adjustments. A large number of further Porsche Connect services are available. For a detailed overview of the Connect services available, visit [www.porsche.com/connect](http://www.porsche.com/connect).

The Sport Chrono Package is also included as standard. In addition to an analog stopwatch on the dashboard and digital stopwatch in the instrument cluster, this package includes a performance display in the PCM. The enhanced Porsche Track Precision app is available for the first time in the new 911 GTS models. This smartphone app, which has its origins in motorsport, connects directly to the vehicle systems and automatically records and displays information obtained when driving on racetracks, as well as performing detailed analyses of this information. Drivers can start and record their own laps on 130 predefined race tracks around the world. If the desired race track is not already available, drivers can add it themselves within the app.

Once the vehicle is out on the track, the app displays the driving dynamics directly on the smartphone. In addition to section and lap times, it also displays animated deviations from the reference lap. To enable this, the app uses highly precise vehicle data, coupled with accurate GPS

information directly from the PCM. Graphic analyses of the driving data and a video analysis help drivers to achieve continual improvements in their driving performance. The video analysis uses the smartphone's camera and supplements the images with animated driving data. To provide an extra perspective during the drive, video can also be captured using a second, external camera. By analyzing the driving data and comparing it with other laps, drivers can quickly identify the optimal braking points and the ideal racing line. The app also provides an acoustic read-out of lap times and can share recordings with friends via social networks. In addition, the recorded video analyses and driver data can be exported for even more in-depth analysis on a home PC using additional software. Additional functions are also available to Apple Watch owners, such as measuring their heart rate while driving and recording it for further analysis.

**Optional assistance systems – increased safety and everyday functionality**

The available assistance systems allow the 911 GTS models to be individually tailored to meet personal requirements. The standard cruise control can brake and maintain a constant speed even on steep descents. The optional Adaptive Cruise Control (ACC) system includes a coasting function in combination with the PDK transmission. When this is active, the system decouples the engine in stop-start traffic to save fuel by coasting with disengaged gears.

Optional Lane Change Assist increases the safety of GTS models. The system uses radar sensors to monitor the blind spots as well as the area to the sides and the rear of the vehicle. Operable above a speed of approximately 19 miles per hour, the assistant informs the driver of any vehicles in these areas. If the system detects another vehicle in the adjacent lane, it informs the driver of this with a visible signal in the mirror attachment point finisher. The system can be activated or deactivated via the onboard computer in the instrument cluster.