



Fantastic Four

*More performance at the limit.
More safety. More 911. All-wheel drive
for an even more confident 911.*

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HIGHLY DISTINCTIVE APPEARANCE

The highlight of the all-wheel-drive Carrera is in the rear: A reflector strip stretching across the entire rear section functions as a parking light and taillight and casts an iconic night design.



**WIDER BODY,
BIGGER WHEELS**

*The Carrera 4 adds 44 mm
(1.7 inches) in width in the rear.
It's not much, but the effect
on its appearance is notable.*



All systems are booting up. The Porsche 911 Carrera 4S growls to life. The central display reveals an extra found only in this version of the 911: the all-wheel drive display. Each wheel has a bar with ten elements. With the first restrained acceleration, the driver can see the car's rear-axle orientation. While only two segments of the bars for the front wheels turn orange, the rear-wheel drive charges up to six to eight units. Meanwhile, the Porsche double-clutch transmission (PDK) synchronously cycles through the seven gears as we glide to the edge of town. That's intentional, because the low rpms indicate to the system that we're using an economic driving style.



Push or pull? Porsche opted for the former right from the start. Rally legend Walter Röhrl concurs: "A good car is pushed by its engine, not pulled." What's even better, however, is using high-performance technology to enable the car to be pushed and pulled at the same time. The icon of German sports-car construction is proving once again in the current 991 series that ambitious performance on the track can be compatible with dependability in everyday use.

Indefatigable in day-to-day use, the Porsche 911 impresses on the merits of its mechanical grip alone. On the racetrack, when all control systems are set for maximum sportiness, it holds the car to the track as if it were adhered with superglue. Its lap times are often well below those of stronger competitors. It's not magic. It's perfectly balanced and technically refined performance.

For even better traction, especially on slippery surfaces, it has become a Porsche tradition to add an all-wheel version to the rear-wheel drive original, and the Carrera is no exception: Carrera 4 and 4S. Both of these versions have updated Porsche Traction Management (PTM). The control maps for the variable multiple-plate clutch have also been optimized. Thanks to this software and hardware update, the variable traction distribution can react even more quickly because it is precisely attuned to the larger 20-inch wheels and other technical refinements. As in the 997 series, the setup is active, not reactive. To ensure that the 911 Carrera is always ready for action, the multiple-plate clutch is pre-tensioned as soon as the engine is started.

Our Carrera 4S drives like it is on rails. The all-wheel drive display with its orange-colored lights indicates the additional utilization of the front axle while the PDK



GROUNDBREAKING TECHNOLOGY

For the first time, Adaptive Cruise Control (ACC) features in conjunction with Porsche Active Safe (PAS). The assistance systems provide the driver with four levels for regulating the distance to the car in front.

serves up throaty throttle blips (the seven-speed transmission does this automatically when the Sport Plus button is pressed). All-wheel drive and performance become synonymous with a heady pace. However, you must observe the fundamental rule that frictional coefficients have the upper hand.

With the Sport button active, the Carrera 4S roars out fiery salvos while the Sound Symposer transmits the engine's fanfares into the cabin. The 911 not only presents all data relating to the forces working on the tires in a visually appealing manner, but transmits them directly to the driver. You almost get the feeling that the Carrera 4 has a playful effortlessness welded into its DNA.



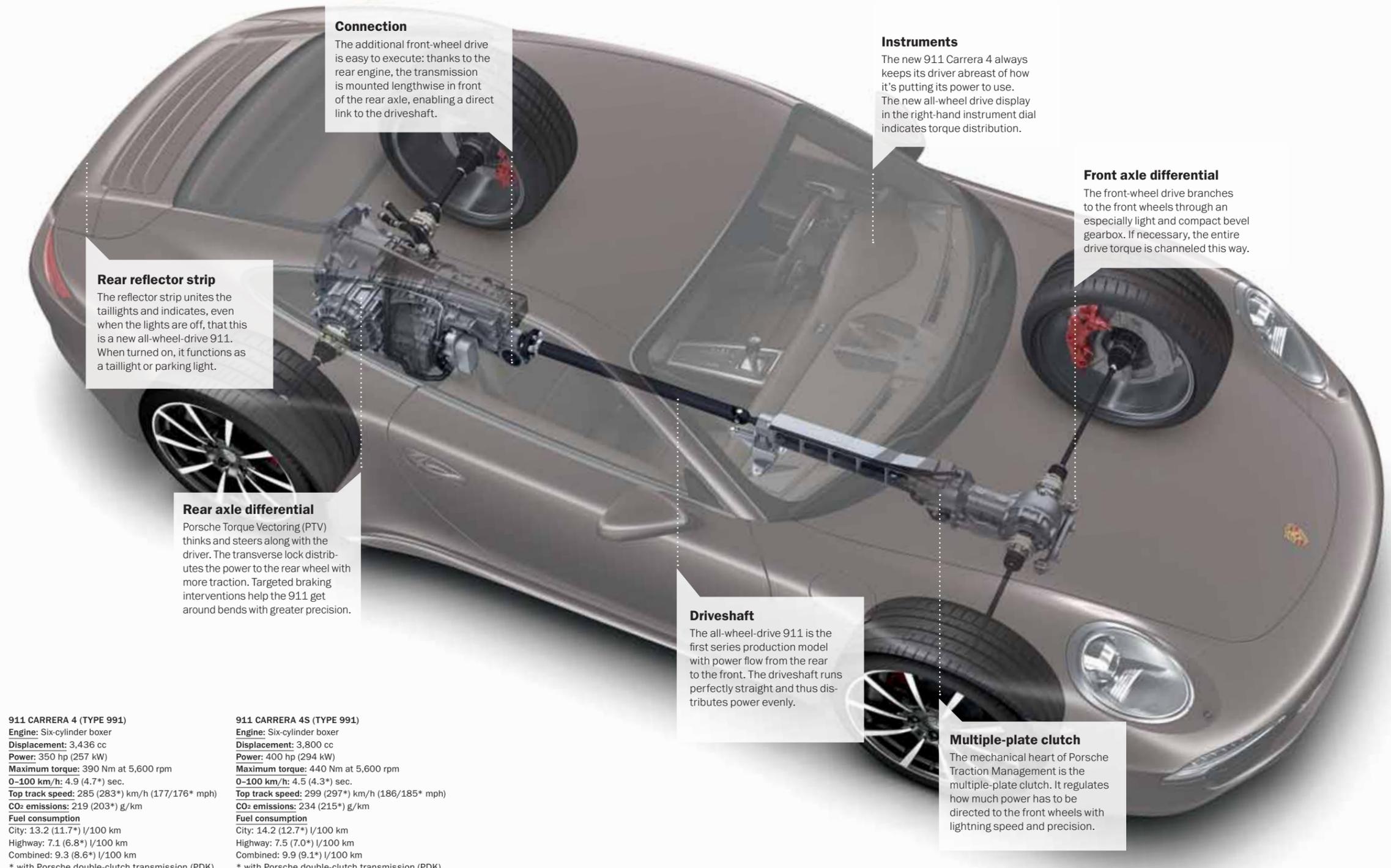
The world of fast, forward propulsion emerges from the data for longitudinal and lateral dynamics. The sensors for this purpose supply the data for optimal distribution of torque between the front and rear axles. In slippery conditions this can result in 100 percent of the engine's power being directed to the grip axle, be it the front or the rear.

The Automatic Brake Differential (ABD) slows a wheel or wheels when slippage becomes too great. Add to this union of systems the anti-slip regulation (ASR) system, which limits slippage, even with the Launch Control offered in the Sport Chrono package. The basic setup of the all-wheel drive system is rear-axle-oriented, but adjusts to the current driving situation by comparing the high and low friction coefficients. Even the steering angle and gas pedal position are broken down into bits and bytes and delivered to the processor.



INSIGHTS INTO THE 911 – INTELLIGENT ALL-WHEEL DRIVE

The new Porsche Traction Management (PTM) is a very compact and light all-wheel drive system. The new all-wheel-drive 911 models are up to 65 kilos (143 pounds) lighter than their predecessors.



Connection

The additional front-wheel drive is easy to execute: thanks to the rear engine, the transmission is mounted lengthwise in front of the rear axle, enabling a direct link to the driveshaft.

Instruments

The new 911 Carrera 4 always keeps its driver abreast of how it's putting its power to use. The new all-wheel drive display in the right-hand instrument dial indicates torque distribution.

Front axle differential

The front-wheel drive branches to the front wheels through an especially light and compact bevel gearbox. If necessary, the entire drive torque is channeled this way.

Rear reflector strip

The reflector strip unites the taillights and indicates, even when the lights are off, that this is a new all-wheel-drive 911. When turned on, it functions as a taillight or parking light.

Rear axle differential

Porsche Torque Vectoring (PTV) thinks and steers along with the driver. The transverse lock distributes the power to the rear wheel with more traction. Targeted braking interventions help the 911 get around bends with greater precision.

Driveshaft

The all-wheel-drive 911 is the first series production model with power flow from the rear to the front. The driveshaft runs perfectly straight and thus distributes power evenly.

Multiple-plate clutch

The mechanical heart of Porsche Traction Management is the multiple-plate clutch. It regulates how much power has to be directed to the front wheels with lightning speed and precision.

911 CARRERA 4 (TYPE 991)

Engine: Six-cylinder boxer
 Displacement: 3,436 cc
 Power: 350 hp (257 kW)
 Maximum torque: 390 Nm at 5,600 rpm
 0–100 km/h: 4.9 (4.7*) sec.
 Top track speed: 285 (283*) km/h (177/176* mph)
 CO₂ emissions: 219 (203*) g/km
 Fuel consumption
 City: 13.2 (11.7*) l/100 km
 Highway: 7.1 (6.8*) l/100 km
 Combined: 9.3 (8.6*) l/100 km
 * with Porsche double-clutch transmission (PDK)

911 CARRERA 4S (TYPE 991)

Engine: Six-cylinder boxer
 Displacement: 3,800 cc
 Power: 400 hp (294 kW)
 Maximum torque: 440 Nm at 5,600 rpm
 0–100 km/h: 4.5 (4.3*) sec.
 Top track speed: 299 (297*) km/h (186/185* mph)
 CO₂ emissions: 234 (215*) g/km
 Fuel consumption
 City: 14.2 (12.7*) l/100 km
 Highway: 7.5 (7.0*) l/100 km
 Combined: 9.9 (9.1*) l/100 km
 * with Porsche double-clutch transmission (PDK)

The difference may seem small: 44 millimeters, or 1.7 inches. That's how much has been added to the rear axle width of the Carrera 4. It's not much, but the effect on its appearance is notable. The track width in the rear grew too—by 42 mm (1.65 inches), or 36 mm (1.42 inches) in the 4S. And then you have the larger tires, at 295 or 305 millimeters in the S models.

On the exterior, two clip-shaped intakes on the front lend the Carrera 4 model its visual distinctiveness. Moreover, the black trim on the side sills creates a subtle, extended line. But the highlight of the all-wheel-drive Carrera is in the rear: a reflector strip stretching across the entire rear section functions as a parking light and taillight. The latter creates an iconic night design. As a parking light the band dims toward the middle.



Let up on the gas pedal and take a breath as the sound diminishes from rumbling and roaring back to normal mode. Now is the time and the state of mind to ponder another novelty. For the first time in the Carrera 4, Adaptive Cruise Control (ACC) features in conjunction with Porsche Active Safe (PAS). These assistance systems provide four preselectable steps to regulate the distance to the car in front of you, adjust the speed, and thus enable smooth deceleration.

If traffic clogs up or the car in front disturbs the flow—a polite way of saying that it slows down for no reason connected to traffic flow—Porsche Active Safe kicks in

even when ACC is deactivated. Through its radar sensor in the center part of the skid plate, it recognizes every critical situation. If the driver doesn't react, first the braking system is pre-tensioned; this is followed by visual and auditory warnings, and then a brief jolt of the brakes. If these warnings also go unheeded, automatic braking commences. To restart thereafter, the driver must press "Resume" on the ACC control stalk or actively press the gas pedal. Lest anyone mistake this process for an outright power-grab by the car, both systems can be deactivated by means of the instrument cluster.

Push or pull? The initial question has become moot. With the 911 Carrera, Porsche has a sports car that pushes with precision and brio. And with the Carrera 4 or Carrera 4S, Porsche makes coupes and cabriolets with longitudinal and lateral acceleration—be it on dry, wet, or icy roads—that relies on unsurpassed technology for exhilarating and safe driving. Porsche purists can choose to dispense with that extra touch of steering stability, directional stability, and traction to enjoy the rear-wheel drive sensation that, for them, epitomizes Porsche authenticity.

But for the Carrera 4 driver, all-wheel drive is not merely the means to an end—an extra portion of safety—but an additional source of enjoyment. At the intersection where mechanical mastery and digital intelligence meet to form such a high-octane mix, Walter Röhrl has the last word: "When you hit the gas, the tears of joy should flow straight back into your ears." ●

911 CARRERA 4 CABRIOLET (TYPE 991)

Engine: Six-cylinder boxer

Displacement: 3,436 cc

Power: 350 hp (257 kW)

Maximum torque: 390 Nm at 5,600 rpm

0–100 km/h: 5.1 (4.9*) sec.

Top track speed: 282 (280*) km/h (175/174* mph)

CO₂ emissions: 224 (205*) g/km

Fuel consumption

City: 13.5 (11.9*) l/100 km

Highway: 7.2 (6.9*) l/100 km

Combined: 9.5 (8.7*) l/100 km

* with Porsche double-clutch transmission (PDK)

911 CARRERA 4S CABRIOLET (TYPE 991)

Engine: Six-cylinder boxer

Displacement: 3,800 cc

Power: 400 hp (294 kW)

Maximum torque: 440 Nm at 5,600 rpm

0–100 km/h: 4.7 (4.5*) sec.

Top track speed: 296 (294*) km/h (184/183* mph)

CO₂ emissions: 236 (217*) g/km

Fuel consumption

City: 14.4 (12.9*) l/100 km

Highway: 7.6 (7.1*) l/100 km

Combined: 10.0 (9.2*) l/100 km

* with Porsche double-clutch transmission (PDK)