PORSCHE

# Press Information

North American International Auto Show 2016

# Contents



January 2016

Porsche at the 2016 North American International Auto Show

# World premiere in Detroit: new 911 Turbo and 911 Turbo S

At the beginning of 2016, Porsche is presenting another pair of highlights of its product range at the North American International Auto Show (NAIAS) in Detroit: the top models of the 911 model series – the 911 Turbo and 911 Turbo S – which now offer more power, a sharper design and enhanced standard equipment. The outputs of the two biturbo engines were each boosted by 15 kW (20 hp) to 397 kW (540 hp) in the 911 Turbo and 427 kW (580 hp) in the 911 Turbo S. Innovative systems intensify the sporty driving pleasure. The new Dynamic Boost function and the now standard Sport Chrono Package make the top sports cars respond even more spontaneously and powerfully to driver inputs. Visually, the 911 Turbo models reflect many new properties of the current 911 design, which have been adapted to the independent look of these top sports cars. At its launch, Porsche is offering the new 911 Turbo and 911 Turbo S in both coupe and convertible versions.

Previously, the top 911 models were already at the pinnacle of their class in terms of driving dynamics and performance thanks to charging by twin turbochargers with variable-geometry turbines, intelligent all-wheel drive, rear axle steering and adaptive aerodynamics with adjustable front and rear spoilers. The power gain now enables even faster sprints and higher speeds. The 911 Turbo Coupé accelerates from zero to 100 km/h in 3.0 seconds and the 911 Turbo S in 2.9 seconds – each 0.2 seconds faster than the previous model. This makes the 911 Turbo S the first 911 to accelerate to 100 km/h in the two-second range. Moreover, the cars‘ top speeds are now significantly higher: 330 km/h for the 911 Turbo S (twelve km/h more) and 320 km/h for the 911 Turbo (five km/h more). Higher fuel injection pressures and improved air flow improve fuel economy as well. NEDC fuel consumption of the coupes is now 9.1 liters per 100 km, while the convertibles consume 9.3 l/100 km. This amounts to fuel savings of 0.6 l/100 km for all versions.

Innovative functions improve the responsiveness of the turbo engines while driving in a sporty manner. Dynamic Boost preserves charge pressure during partial closing of the throttle, which improves responsiveness, such as when accelerating out of a bend. Also new is the Sport Response button of the Sport Chrono Package, which adjusts the engine and trans-

mission for the best possible intermediate acceleration at the push of a button, for example in passing situations. The button is located at the center of the new mode switch on the steering wheel, which the driver can use to select the sport modes as well as a user-configurable individual mode. The interior features innovations as well: the new Porsche Communication Management 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. The system can be readily networked with a smartphone, providing access to many more apps.

The choice of Detroit for staging the world premieres of the new 911 Turbo models – the technological vanguards of the 911 model series – is another tribute to the history of Porsche in the US market. In 1972, Porsche‘s turbocharging technology had its first racing success in the 1,000 hp 917 race car, winning the CanAm series. For over 40 years now, turbocharged engines from Porsche – which have been cultivated for use in production sports cars – have been proving that they can deliver an exemplary combination of sporty high power and contemporary efficiency.

The NAIAS is the largest and most important car show in the USA, and as such it has a special meaning for Porsche. The USA continues to be an important key market for the Stuttgart-based sports car producer. In 2014, over 50,000 vehicles were delivered in this market for the first time. Porsche has also made the largest foreign investment in the 65 years of its company history: the project “One Porsche Drive” – a business site that is unique in the automotive industry. Representing an investment of 100 million dollars, the new customer experience center and company headquarters for North America makes a clear statement about the significance of this overseas market for the Porsche brand.

Top model of the 911 model series with more power, sharpened design and better features

# The ultimate 911 models: the new Porsche 911 Turbo and 911 Turbo S

At the start of 2016 at the North American International Auto Show in Detroit, Porsche is presenting another highlight of its product range. Each of the top models of the 911 model series – the 911 Turbo and 911 Turbo S – now boasts 15 kW (20 hp) more power, a sharpened design and enhanced standard equipment. The models will be available in both coupe and convertible versions from the start. The bi-turbo six-cylinder engine in the 911 Turbo with 3.8 liters of displacement now has a power output of 397 kW (540 hp). This power gain was achieved by modified inlet ports in the cylinder head, new injection nozzles and higher fuel pressure. The 911 Turbo S now develops 427 kW (580 hp) thanks to new turbochargers with larger compressors. Porsche is still the only manufacturer to utilize turbochargers with variable turbine geometry in gasoline engines.

The engines now also have what is known as a dynamic boost function to further improve engine response in dynamic operation. It maintains the charge pressure during load changes – i.e. when the accelerator pedal is released briefly. This is achieved by just interrupting fuel injection, whereas the throttle valve remains open. As a result, the engine reacts with practically no delay to another press of the accelerator pedal. The effects of this function are more pronounced in the Sport and Sport Plus modes than in Normal mode.

Overall, the new high-performance sports cars attain breathtaking driving performance, while fuel consumption is reduced even further. The 911 Turbo S Coupé sprints to 100 km/h in 2.9 seconds. Its top speed of 330 km/h is twelve km/h higher than before. The 911 Turbo reaches the 100-km/h mark in 3.0 seconds, and its top speed is 320 km/h – five km/h faster than the previous model. Nevertheless, the coupes only consume 9.1 l/100 km, and the convertibles 9.3 l/100 km. This represents 0.6 liters less fuel per 100 km for all versions. The reason for this is further advanced electronic engine and transmission management with revised gear change mappings.

**A standard feature: Sport Chrono Package with mode switch and Sport Response button**

The new GT sport steering wheel – 360 mm in diameter and with a design adopted from the 918 Spyder – comes with what is known as a mode switch as standard. It consists of a rotary ring with stepped positions that is used to select one of the four modes Normal, Sport, Sport Plus or Individual. The Individual setting lets the driver configure and store a very individual vehicle setup. Another new feature of the Sport Chrono Package is the Sport Response button at the center of the mode switch. Inspired by motor racing, it preconditions the engine and gearbox for the best possible responsiveness at the push of a button. In this state, the vehicle can produce optimal acceleration for up to 20 seconds, such as for an overtaking maneuver. An indicator in the instrument cluster in the form of a running timer shows the driver the elapsed time. Sport Response functionality can be called up as often as desired and from any of the driving modes.

Porsche Stability Management (PSM) in the 911 Turbo models now has a new PSM Sport Mode. A brief press of the PSM button on the center console puts the system in a very sporty mode – which is independent of the driving program that is selected. The separately switched PSM Sport mode alters the PSM's intervention threshold much more than was the case in Sport Plus mode of the previous model. The new mode makes it possible to approach performance limits even more closely – e.g. on a circuit racetrack. In this mode, the PSM warning lamp lights up, and a message in the instrument cluster indicates that the PSM system's contribution toward driving stability is limited. However, PSM still remains active in background, even in the PSM Sport mode. A long press of the PSM button, though, completely deactivates PSM, as usual.

**911 Turbo S has full set of driving dynamic features**

The chassis of the new 911 Turbo models with PASM as standard now offers an even greater spread between performance and comfort. In addition, the 911 Turbo S offers a full complement of equipment for driving dynamics: PDCC roll compensation is standard as is the PCCB ceramic brake system. New options for all 911 Turbo models include the radar-based lane change assist and a lift system for the front axle that can be used to increase ground clearance by 40 mm at the front spoiler lip at low speeds.

### Sharpened design with new characteristics

Naturally, the new generation 911 Turbo adopts significant characteristics of the striking design of today's Carrera models, supplemented by typical 911 Turbo special features. The newly formed front end with side airblades and precisely laid out narrow LED front lights with double fillets give the front end a wider look in combination with the additional fin in the central air intake. In a side view, the high-performance sports car boasts new 20-inch wheels. On the 911 Turbo S, for instance, the center lock wheels now feature seven instead of ten double spokes. Also new are the wheel dimensions for the 911 Turbo: with 9 J x 20 at the front and 11.5 J x 20 at the rear, the new wheels are now each half an inch wider. They are now the same size as the wheels of the 911 Turbo S. The new door handles now come without plastic shell inserts – just like on the Carrera models. The rear body was also thoroughly re-worked. Eye-catching at first glance are the three-dimensional rear lights with their four-point brake lights and aura-like illumination, familiar from the 911 Carrera series. The exit openings for the exhaust system at the rear as well as the dual tailpipes were re-designed. The rear lid grille was also redesigned, and it now features three parts: the right and left sections have longitudinal louvres, and in the middle there is a separate cover for optimized air induction for the engine.

### New Porsche Communication Management with online navigation

Along with the generation change in models, the newly developed infotainment system, PCM with online navigation, is making its way into the cockpits of the 911 Turbo models as standard. This system can be made out by a multi-touch monitor with high-quality glass surface, which is perfectly integrated into the center console, and it offers numerous new and extended connectivity functions thanks to the standard Connect Plus module. Navigation can also access the latest traffic information in real time. Routes and places can be visualized with 360-degree images and satellite images. In addition, the system can now process handwritten inputs. Moreover, mobile phones and smartphones can now be integrated more quickly, easily and comprehensively than before via Wi-Fi, Bluetooth or cable. Select vehicle functions can now be controlled remotely as well. As in the previous models, the Bose sound system is offered as standard; a Burmester system can be delivered as an option.

# Specifications Porsche 911 Turbo*

**Body:** Two-plus-two seat coupe; lightweight body in aluminum-steel construction with doors, boot and hood lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

**Aerodynamics:**

| | |
|---|---|
| Drag coefficient $c_d$: | 0.31 |
| Frontal area A: | 2.07 $m^2$ |
| $c_d$ x A: | 0.64 |

**Engine:** Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable inlet valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; bi-turbo charging with Variable Turbine Geometry (VTG); engine oil 10.4 liters; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.

| | |
|---|---|
| Bore | 102.0 mm |
| Stroke | 77.5 mm |
| Displacement | 3,800 cc |
| Compression ratio | 9.8:1 |
| Engine power | 397 kW (540 hp) at 6,400 rpm |
| Max. torque | 710 Nm at 2,250 – 4,000 rpm |
| Power output per liter | 104.5 kW/l (142.1 hp/l) |
| Max. engine speed | 7,000 rpm |
| Fuel type | super plus |

**Electrical system:** 12 Volt; alternator 2,100 W; battery 95 Ah; electrical system recuperation.

* Specifications may vary according to markets

Status: January 2016

**Power transmission:** Engine and transmission bolted to form one drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed dual clutch transmission (PDK) with controlled rear locking differential and Porsche Torque Vectoring Plus (PTV+).

| | |
|---|---|
| 1st gear | 3.91 |
| 2nd gear | 2.29 |
| 3rd gear | 1.58 |
| 4th gear | 1.18 |
| 5th gear | 0.94 |
| 6th gear | 0.79 |
| 7th gear | 0.62 |
| Reverse gear | 3.55 |
| Final drive ratio, rear axle | 3.44 |
| Final drive ratio, front axle | 3.33 |
| Clutch diameter | 220/163.5 mm |

**Chassis:** Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs.

**Brakes:**

Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; automatic post-collision braking system.

Front axle: six-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 380 mm diameter and 34 mm thickness.

Rear axle: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 380 mm diameter and 30 mm thickness.

| | | | | |
|---|---|---|---|---|
| **Wheels and tires:** | Front | 9 J x 20 | with | 245/35 ZR 20 |
| | Rear | 11.5 J x 20 | with | 305/30 ZR 20 |

| | | | |
|---|---|---|---|
| **Weights:** | Unladen weight DIN | | 1,595 kg |
| | Permissible gross weight | | 2,010 kg |
| **Dimensions:** | Length | | 4,507 mm |
| | Width | | 1,880 mm |
| | Width with door mirrors | | 1,978 mm |
| | Height | | 1,297 mm |
| | Wheelbase | | 2,450 mm |
| | Track widths | front | 1,541 mm |
| | | rear | 1,590 mm |
| | Luggage comp. capacity | front | 115 l |
| | | rear | 260 l |
| | Fuel tank capacity | | 68 l |

| | | |
|---|---|---|
| **Performance figures:** | Top speed | 320 km/h<br>199 mph |
| | Acceleration | |
| | 0 – 60 mph | 2.9 s |
| | 0 – 100 km/h | 3.0 s |
| | 0 – 200 km/h | 10.4 s |
| | 1/4 mile (400 m) | 11.0 s |
| **Fuel consumption:** | Combined | 9.1 l/100 km |
| **(NEDC)** | Urban | 11.8 l/100 km |
| | Extra-urban | 7.5 l/100 km |
| **$CO_2$ emissions:** | Combined | 212 g/km |
| **Emissions class:** | | Euro 6 |

# Specifications Porsche 911 Turbo S*

**Body:**

Two-plus-two seat coupe; lightweight body in aluminum-steel construction with doors, boot and hood lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

**Aerodynamics:**

| | |
|---|---|
| Drag coefficient $c_d$: | 0.31 |
| Frontal area A: | 2.07 $m^2$ |
| $c_d$ x A: | 0.64 |

**Engine:**

Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable inlet valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; bi-turbo charging with Variable Turbine Geometry (VTG); engine oil 10.4 liters; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.

| | |
|---|---|
| Bore | 102.0 mm |
| Stroke | 77.5 mm |
| Displacement | 3,800 cc |
| Compression ratio | 9.8:1 |
| Engine power | 427 kW (580 hp) at 6,750 rpm |
| Max. torque | 750 Nm at 2,250 – 4,000 rpm |
| Power output per liter | 112.4 kW/l (152.6 hp/l) |
| Max. engine speed | 7,200 rpm |
| Fuel type | super plus |

**Electrical system:**

12 Volt; alternator 2,100 W; battery 95 Ah; electrical system recuperation.

* Specifications may vary according to markets

Status: January 2016

**Power transmission:** Engine and transmission bolted to form one drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed dual clutch transmission (PDK) with controlled rear locking differential and Porsche Torque Vectoring Plus (PTV+).

| | |
|---|---|
| 1st gear | 3.91 |
| 2nd gear | 2.29 |
| 3rd gear | 1.58 |
| 4th gear | 1.18 |
| 5th gear | 0.94 |
| 6th gear | 0.79 |
| 7th gear | 0.62 |
| Reverse gear | 3.55 |
| Final drive ratio, rear axle | 3.44 |
| Final drive ratio, front axle | 3.33 |
| Clutch diameter | 220/163.5 mm |

**Chassis:** Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs; roll stabilization Porsche Dynamic Chassis Control (PDCC).

**Brakes:**

Porsche Ceramic Composite Brake (PCCB); dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; automatic post-collision braking system.

Front axle: six-piston alum. monobloc brake calipers, perforated and internally ventilated ceramic brake rotors with 410 mm diameter and 36 mm thickness.

Rear axle: four-piston alum. monobloc brake calipers, perforated and internally ventilated ceramic brake rotors with 390 mm diameter and 32 mm thickness.

| | | | | |
|---|---|---|---|---|
| **Wheels and tires:** | Front | 9 J x 20 | with | 245/35 ZR 20 |
| | Rear | 11.5 J x 20 | with | 305/30 ZR 20 |
| **Weights:** | Unladen weight DIN | | | 1,600 kg |
| | Permissible gross weight | | | 1,990 kg |
| **Dimensions:** | Length | | | 4,507 mm |
| | Width | | | 1,880 mm |
| | Width with door mirrors | | | 1,978 mm |
| | Height | | | 1,297 mm |
| | Wheelbase | | | 2,450 mm |
| | Track widths | | front | 1,541 mm |
| | | | rear | 1,590 mm |
| | Luggage comp. capacity | | front | 115 l |
| | | | rear | 260 l |
| | Fuel tank capacity | | | 68 l |

| | | |
|---|---|---|
| **Performance figures:** | Top speed | 330 km/h<br>205 mph |
| | Acceleration | |
| | 0 – 60 mph | 2.8 s |
| | 0 – 100 km/h | 2.9 s |
| | 0 – 200 km/h | 9.9 s |
| | 1/4 mile (400 m) | 10.8 s |
| **Fuel consumption:** | Combined | 9.1 l/100 km |
| **(NEDC)** | Urban | 11.8 l/100 km |
| | Extra-urban | 7.5 l/100 km |
| **$CO_2$ emissions:** | Combined | 212 g/km |
| **Emissions class:** | | Euro 6 |

# Specifications Porsche 911 Turbo Cabriolet*

**Body:**

Two-plus-two seat convertible; lightweight body in aluminum-steel construction with doors, boot and bonnet lids made of aluminum; fully automatic panel bow top; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

**Aerodynamics:**

| | |
|---|---|
| Drag coefficient $c_d$: | 0.32 |
| Frontal area A: | 2.07 $m^2$ |
| $c_d$ x A: | 0.66 |

**Engine:**

Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable inlet valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; bi-turbo charging with Variable Turbine Geometry (VTG); engine oil 10.4 liters; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.

| | |
|---|---|
| Bore | 102.0 mm |
| Stroke | 77.5 mm |
| Displacement | 3,800 cc |
| Compression ratio | 9.8:1 |
| Engine power | 540 hp (397 kW) at 6,400 rpm |
| Max. torque | 710 Nm at 2,250 – 4,000 rpm |
| Power output per liter | 104.5 kW/l (142.1 hp/l) |
| Max. engine speed | 7,000 rpm |
| Fuel type | super plus |

**Electrical system:**

12 Volt; alternator 2,100 W; battery 95 Ah; electrical system recuperation.

* Specifications may vary according to markets

Status: January 2016

**Power transmission:** Engine and transmission bolted to form one drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed dual clutch transmission (PDK) with controlled rear locking differential and Porsche Torque Vectoring Plus (PTV+).

| | |
|---|---|
| 1st gear | 3.91 |
| 2nd gear | 2.29 |
| 3rd gear | 1.58 |
| 4th gear | 1.18 |
| 5th gear | 0.94 |
| 6th gear | 0.79 |
| 7th gear | 0.62 |
| Reverse gear | 3.55 |
| Final drive ratio, rear axle | 3.44 |
| Final drive ratio, front axle | 3.33 |
| Clutch diameter | 220/163.5 mm |

**Chassis:** Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs.

**Brakes:**

Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; automatic post-collision braking system.

Front axle: six-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 380 mm diameter and 34 mm thickness.

Rear axle: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 380 mm diameter and 30 mm thickness.

| | | | | |
|---|---|---|---|---|
| **Wheels and tires:** | Front | 9 J x 20 | with | 245/35 ZR 20 |
| | Rear | 11.5 J x 20 | with | 305/30 ZR 20 |

| | | | |
|---|---|---|---|
| **Weights:** | Unladen weight DIN | | 1,665 kg |
| | Permissible gross weight | | 2,065 kg |
| **Dimensions:** | Length | | 4,507 mm |
| | Width | | 1,880 mm |
| | Width with door mirrors | | 1,978 mm |
| | Height | | 1,294 mm |
| | Wheelbase | | 2,450 mm |
| | Track widths | front | 1,541 mm |
| | | rear | 1,590 mm |
| | Luggage comp. capacity | front | 115 l |
| | | rear | 160 l |
| | Fuel tank capacity | | 68 l |

| | | |
|---|---|---|
| **Performance figures:** | Top speed | 320 km/h<br>199 mph |
| | Acceleration | |
| | 0 – 60 mph | 3.0 s |
| | 0 – 100 km/h | 3.1 s |
| | 0 – 200 km/h | 10.9 s |
| | 1/4 mile (400 m) | 11.2 s |
| **Fuel consumption:** | Combined | 9.3 l/100 km |
| **(NEDC)** | Urban | 12.1 l/100 km |
| | Extra-urban | 7.6 l/100 km |
| **$CO_2$ emissions:** | Combined | 216 g/km |
| **Emissions class:** | | Euro 6 |

# Specifications Porsche 911 Turbo S Cabriolet*

**Body:** Two-plus-two seat convertible; lightweight body in aluminum-steel construction with doors, boot and hood lids made of aluminum; fully automatic panel bow top; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

**Aerodynamics:**

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|---|---|
| Drag coefficient $c_d$: | 0.32 |
| Frontal area A: | 2.07 $m^2$ |
| $c_d$ x A: | 0.66 |

**Engine:** Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable inlet valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; bi-turbo charging with Variable Turbine Geometry (VTG); engine oil 10.4 liters; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.

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| Power output per liter | 112.4 kW/l (152.6 hp/l) |
| Max. engine speed | 7,200 rpm |
| Fuel type | super plus |

**Electrical system:** 12 Volt; alternator 2,100 W; battery 95 Ah; electrical system recuperation.

* Specifications may vary according to markets

Status: January 2016

**Power transmission:** Engine and transmission bolted to form one drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed dual clutch transmission (PDK) with controlled rear locking differential and Porsche Torque Vectoring Plus (PTV+).

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|---|---|
| 1st gear | 3.91 |
| 2nd gear | 2.29 |
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| 4th gear | 1.18 |
| 5th gear | 0.94 |
| 6th gear | 0.79 |
| 7th gear | 0.62 |
| Reverse gear | 3.55 |
| Final drive ratio, rear axle | 3.44 |
| Final drive ratio, front axle | 3.33 |
| Clutch diameter | 220/163.5 mm |

**Chassis:** Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; active rear-wheel steering.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs; roll stabilization Porsche Dynamic Chassis Control (PDCC).

**Brakes:**

Porsche Ceramic Composite Brake (PCCB); dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; automatic post-collision braking system.

Front axle: six-piston alum. monobloc brake calipers, perforated and internally ventilated ceramic brake rotors with 410 mm diameter and 36 mm thickness.

Rear axle: four-piston alum. monobloc brake calipers, perforated and internally ventilated ceramic brake rotors with 390 mm diameter and 32 mm thickness.

**Wheels and tires:**

| | | | |
|---|---|---|---|
| Front | 9 J x 20 | with | 245/35 ZR 20 |
| Rear | 11.5 J x 20 | with | 305/30 ZR 20 |

**Weights:**

| | |
|---|---|
| Unladen weight DIN | 1,670 kg |
| Permissible gross weight | 2,045 kg |

**Dimensions:**

| | | |
|---|---|---|
| Length | | 4,507 mm |
| Width | | 1,880 mm |
| Width with door mirrors | | 1,978 mm |
| Height | | 1,294 mm |
| Wheelbase | | 2,450 mm |
| Track widths | front | 1,541 mm |
| | rear | 1,590 mm |
| Luggage comp. capacity | front | 115 l |
| | rear | 160 l |
| Fuel tank capacity | | 68 l |

| | | |
|---|---|---|
| **Performance figures:** | Top speed | 330 km/h<br>205 mph |
| | Acceleration | |
| | 0 – 60 mph | 2.9 s |
| | 0 – 100 km/h | 3.0 s |
| | 0 – 200 km/h | 10.4 s |
| | 1/4 mile (400 m) | 11.0 s |
| **Fuel consumption:** | Combined | 9.3 l/100 km |
| **(NEDC)** | Urban | 12.1 l/100 km |
| | Extra-urban | 7.6 l/100 km |
| **$CO_2$ emissions:** | Combined | 216 g/km |
| **Emissions class:** | | Euro 6 |