



PORSCHE

Press Information

Auto Shanghai 2015

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Porsche at Auto Shanghai 2015

Two Style Edition world premieres and the Asian premieres of the 911 GT3 RS and the 911 Targa 4 GTS

Porsche feels right at home when it comes to motor racing. The latest outstanding example of this is the new 911 GT3 RS, the fifth generation of the high-performance sports car, which will celebrate its Asian premiere at Auto Shanghai 2015. The vehicle is equipped with the maximum degree of motorsport technology that is currently possible in a street-legal 911. In order to highlight the unique and exceptional history of motor racing at Porsche, the brand will also present the famous 935/78 “Moby Dick” from 1978 at Auto Shanghai. In addition, Porsche will underscore its commitment in China by staging the world premiere of the Style Edition versions of the 911 Carrera and Boxster at Auto Shanghai. The Style Edition models have a very distinctive design and are fitted with extensive standard features.

China is a very strong market for Porsche. The country is now the fourth-biggest market for sales of the 918 Spyder, 911, Boxster and Cayman sports cars – behind the brand’s major traditional sports car markets in the USA, Germany and the UK. However, if one takes into account all model series, then China is the second-largest market for Porsche – right behind the United States – and on the brink of taking over the lead. The reason for this is China’s unabated economic expansion.

Technology transfer: Motorsport as a development laboratory

Porsche and motorsport belong together, and grand successes on the racetracks were milestones in the brand’s long history. One example is the Porsche 935/78, which the company developed for the 1978 World Sportscar Championship. Because of its white base colour and long tail shape, the 935/78 was given the nickname “Moby Dick”. Its major triumphs included a victory in the 6 Hours of Silverstone during the 1978 World Sportscar Championship. There, the vehicle raced nearly as fast as the Formula 1 racing cars at the British Grand Prix that year.

Motorsport is actually the most demanding development laboratory at Porsche, as the cutting-edge technologies tested for racing cars are also made available for production vehicles. This is the key to ensuring superior performance. With a lap time of seven minutes and 20 seconds on the North Loop of the Nürburgring, the new 911 GT3 RS even beats the historic record of just under seven minutes and 29 seconds set by the Carrera GT super sports car. The 911 GT3 RS is powered by a four-litre six-cylinder engine with 500 hp (368 kW) and 460 Newton metres of torque, combined with a specially developed PDK transmission. The engine, which has the largest displacement and most power of any naturally aspirated engine with direct fuel injection in the 911 series, accelerates the high-performance sports car from zero to 100 km/h in 3.3 seconds and to 200 km/h in 10.9 seconds. Combined NEDC fuel consumption is 12.7 l/100 km. The chassis and aerodynamics are tuned for optimum racing circuit performance. The model's intelligent lightweight design peaks with a magnesium roof; carbon fibre reinforced polymer (CFRP) was used to produce the front lid, front wings, rear lid and rear wing.

The 911 Carrera and Boxster Style Edition models

The Style Edition models for the 911 Carrera and Boxster that will be presented in Shanghai also carry the typical sports car genes from Porsche. Attractive equipment packages make them very appealing. The extensive range of standard equipment in all Edition models includes the Bose Surround Sound-System, which ensures an outstanding sound experience. The interior features Sport Design steering wheel, door sill plates with "Style Edition" lettering and the Porsche crest embossed on the head rests.

The 911 Carrera Style Edition is being offered with either rear-wheel or all-wheel drive in a Coupé or Cabriolet version. Standard equipment in the model includes fully electric sports seats, the Porsche Communication Management (PCM) system with a telephone module, Park Assist in the front and back, a reversing camera, windshield with grey top-tint, the Sport Chrono Package, LED headlights with the Porsche Dynamic Light System Plus (PDLS Plus), Power steering Plus, 20-inch wheels in 911 Turbo design and sports tailpipes.

Standard features in the Boxster Style Edition model include part-leather seats and a dual-zone climate control system. The vehicle is also equipped with a roll-over protection bar painted in the same colour as the interior, a mesh wind deflector, bi-xenon headlights with the Porsche Dynamic Light System (PDLS), Power steering Plus, 19-inch Boxster S wheels and sports tailpipes.

Asian premiere of the 911 Targa 4 GTS

To mark the 50th anniversary of the 911 Targa, Porsche is offering this very popular model in the more powerful and dynamic GTS version for the first time. The targa concept of the 911 Targa 4 GTS delivers very safe driving enjoyment with all-wheel drive and a rollover protection bar; it also delivers open-air fun with a targa top that stows fully automatically. Contributing to a boost in dynamic performance are the 430 hp (316 kW) GTS engine together with the standard Sport Chrono package, PASM chassis, 20-inch wheels and a sport exhaust system.

Despite its significantly extended features, the weight-to-power ratio with the 430-hp engine was improved from 3.9 kg to just 3.6 kg per horsepower compared to the S model. This lets the Targa 4 GTS reach a top speed of over 300 km/h (186 mph) with a PDK transmission, and the stopwatch records 4.3 seconds for the sprint from zero to 100 km/h (0 – 60 mph in 4.1 seconds). Although the engine produces an additional 30 hp (22 kW), its combined fuel consumption – which ranges from 9.2 to 10.0 l/100 km, depending on the type of transmission – is exactly the same as for the 911 Targa 4S.

The latest Targa can be made out at first glance as a GTS model with all-wheel drive, because – compared to the two-wheel drive 911 Carrera models – the rear wheel arches are flared an additional 22 millimeters, and the rear tires are ten millimeters wider. The front view is defined by the sport design of the car's front end with an opening for the auxiliary middle radiator and the smoked bi-xenon headlights that feature the Porsche Dynamic Light System (PDLS). In a side view, characteristic GTS attributes are the silky gloss black 20-inch 911 Turbo S wheels with central locks, the sport design door mirrors and "GTS" signatures on the doors. The "targa" logo on the silver rollover protection bar is also painted in silky gloss black. Black accents at the rear are the glossy trim on the air inlet screen, the model logo and the chrome tailpipes.

GTS DNA also defines the interior of the 911 Targa 4 GTS. Integrated at the center of the instrument panel is the stopwatch of the Sport Chrono package. In the front, the four-way adjustable Sport Plus seats – with their black GTS logo on the head restraints – provide additional lateral support and long-distance cruising comfort for driver and passenger. The dominant interior material is black Alcantara, which is just half the weight of leather.

The targa has been an established member of the 911 lineup since it made its debut back in 1965. Around one out of eight 911 cars ever sold was a targa. The market share of the latest generation of this exquisitely styled 911 with its characteristic rollover protection bar is 13 percent – and it is growing. With the 911 Targa 4 GTS, Porsche is extending its lineup of the modern classic by adding a top model whose extensive package of standard features and price are appealing.

Specifications Porsche 911 GT3 RS*

Body: Two seat coupé; lightweight body in intelligent aluminium-steel construction with wings, boot and bonnet lids made of carbon fibre reinforced plastic (CFRP); two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

Aerodynamics:

Drag coefficient c_d	0.33
Frontal area A	2.03 m ²
$c_d \times A$	0.672

Engine: Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four valves per cylinder, variable valve timing (VarioCam); hydraulic valve clearance adjustment; direct petrol injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with solid-state ignition distribution (six active ignition modules).

Bore	102.0 mm
Stroke	81.5 mm
Displacement	3,996 cc
Compression ratio	12.9:1
Engine power	500 hp (368 kW) at 8,250 rpm
Max. torque	460 Nm at 6,250 rpm
Power output per litre	125 hp/l (92.1 kW/l)
Max. engine speed	8,800 rpm
Fuel type	Super plus

Electrical: 12 Volt; alternator 2,100 W; battery 95 Ah/520 A.

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted to form one drive unit; seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios

1 st gear	3.75
2 nd gear	2.38
3 rd gear	1.72
4 th gear	1.34
5 th gear	1.11
6 th gear	0.96
7 th gear	0.84
Reverse gear	3.42
Final drive ratio	4.19
Clutch diameter	202 mm/153 mm

Suspension:

Front axle: strut suspension (MacPherson type, Porsche optimised) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

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 maps.

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.			
	Front: six-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 380 mm diameter and 34 mm thickness.			
	Rear: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 380 mm diameter and 30 mm thickness.			
	Porsche Stability Management (PSM); vacuum brake booster; electric dual servo parking brake; automatic hold function.			
Wheels and tyres:	Front	9.5 J x 20	with	265/35 ZR 20
	Rear	12.5 J x 21	with	325/30 ZR 21
Weights:	Unladen weight DIN			1,420 kg
	Permissible gross weight			1,720 kg
Dimensions:	Length			4,545 mm
	Width			1,880 mm
	Width with door mirrors			1,978 mm
	Height			1,291 mm
	Wheelbase			2,457 mm
	Track widths		front	1,587 mm
			rear	1,557 mm
	Luggage comp. capacity		front	125 l
			rear	260 l
	Fuel tank capacity			64 l (optional: 90 l)

Performance:	Top speed	310 km/h 193 mph
	Acceleration	
	0 – 100 km/h	3.3 s
	0 – 60 mph	3.1 s
	0 – 160 km/h	7.1 s
	0 – 200 km/h	10.9 s
	0 – 400 m (1/4 mile)	11.2 s
Fuel consumption: (NEDC)	Combined	12.7 l/100 km
	Urban	19.2 l/100 km
	Extra-urban	8.9 l/100 km
CO₂ emissions:	Combined	296 g/km
Emissions class:		Euro 6

Status: April 2015

Specifications Porsche 911 Targa 4 GTS*

Body: Two-plus-two seat Targa; steel roll-over protection bar; fully automatic panel bow top; lightweight body in aluminum-steel construction with fenders, doors, trunk 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 :	0.30
Frontal area A:	2.04 m ²
$c_d \times A$:	0.612

Engine: Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; variable resonance induction system with one switchable air accumulator flap and six switchable change-over flaps in the induction pipes; gasoline direct injection; integrated dry sump lubrication; engine oil 10.1 liters, one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for coolant circulation; auto start/stop function.

Bore:	102.0 mm
Stroke:	77.5 mm
Displacement:	3,800 cc
Compression ratio:	12.5:1
Engine power:	430 hp (316 kW) at 7,500 rpm
Max. torque:	440 Nm (324.5 ft lb) at 5,750 rpm
Power output per liter:	113.2 hp/l (83.2 kW/l)
Max. engine speed:	7,800/min
Fuel type:	Super Plus

* Specifications may vary according to markets

Electrical system: 12 volt; alternator 2,100 W; battery 70 Ah/450 A; electrical system recuperation.

Power transmission: Engine and transmission bolted into combined drive unit; active all-wheel drive with electronically controlled, map-controlled multi-plate clutch (PTM); seven-speed manual transmission with mechanically locking rear differential and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual transmission	PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.55	1.65
4 th gear	1.30	1.30
5 th gear	1.08	1.08
6 th gear	0.88	0.88
7 th gear	0.71	0.62
Reverse gear	3.55	3.55
Final drive ratio, rear axle	3.44	3.44
Final drive ratio, front axle	3.33	3.33
Clutch diameter	240 mm	202/153 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 shock absorbers; electromechanical power steering.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal shock absorbers.

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

Brakes:

Dual-circuit brake system with separate circuits for front and rear axles.

Front: six-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 340 mm diameter and 34 mm thickness.

Rear: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake rotors with 330 mm diameter and 28 mm thickness.

Porsche Stability Management (PSM); vacuum brake booster; brake assist; electric parking brake; auto-hold function.

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	1,560 (1,580) kg
Gross vehicle weight rating	1,960 (1,980) kg

Dimensions:

Length	4,509 mm
Width	1,852 mm
Width with door mirrors	1,978 mm
Height	1,291 mm
Wheelbase	2,450 mm
Track widths	front 1,538 mm
	rear 1,560 mm
Luggage comp. capacity	front 125 l (4.4 cu ft)
	rear 160 l (5.6 cu ft)
Fuel tank capacity	68 l (18 gal)

Values in brackets refer to vehicles with PDK transmission.

Performance:	Top speed	303 (301) km/h 188 (187) mph
	Acceleration	
	0 – 100 km/h	4.7 (4.3) s
	0 – 60 mph	4.5 (4.1) s
	0 – 200 km/h	15.7 (15.0) s
	0 – 400 m (1/4 mile)	12.8 (12.5) s
	0 – 1,000 m	23.0 (22.4) s
Fuel consumption: (NEDC)	Combined	10.0 (9.2) l/100 km
	Urban	13.9 (12.5) l/100 km
	Extra-urban	7.7 (7.1) l/100 km
CO₂ emissions:	Combined	237 (214) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission.

Status: April 2015