

Two world premieres in Detroit

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12/01/2015 The Cayenne Turbo S and 911 Targa 4 GTS are celebrating their debuts at the 2015 North American International Auto Show in Detroit.

For the first time, the 911 Targa 4 GTS combines the successful GTS idea with the classic targa concept. Its more powerful engine with 430 hp (316 kW) and standard Sport Chrono package generate even more dynamic performance.

Other GTS-specific ingredients include matt black 20-inch wheels with central wheel locks, sport design front end, black air intake screens and, also in black, GTS logos on the doors, at the rear and on the rollover protection bar. Inside, the black Alcantara on the steering wheel and seats and trim accents made of black brushed aluminum create a sporty flair.

The power of the Cayenne Turbo S increased to 570 PS

The new top model of the latest generation Cayenne is primarily distinguished by its new engine charging concept with turbochargers integrated in the exhaust manifolds. This increases the power of the Cayenne Turbo S to 570 hp (419 kW), which is 20 hp more than the previous model. The car's maximum torque, which was increased by 50 Nm (36.8 ft lb) to 800 Nm (590 ft lb), enables superlative performance, and the new turbochargers ensure even better responsiveness of the biturbo engine.

Both new products deliver maximum driving enjoyment by their top levels of sportiness, and they are perfect examples of the sustained success of Porsche in the world's largest sports car and SUV market, the USA. Ever since the Type 356 was introduced in the 1950s, Porsche has appealed to a very broad-minded customer base with its vehicles in the USA, a clientèle that truly values a unique mix of sportiness, performance and design. That is why the United States has traditionally been the largest global market for Porsche. In 2014, around one-fourth of all vehicles it produced were delivered to the USA.

The new 911 Targa 4 GTS: More powerful, dynamic and exquisitely styled

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 “targa" logo is painted in silky gloss black

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.

Around one out of eight 911 cars ever sold was a targa

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.

The Porsche 911 Targa 4 GTS will be launched in Germany from mid-March 2015. The price is 137,422 Euro including value added tax and country-specific features.

The new Cayenne Turbo S: The top athlete among SUVs

At the 2015 North American International Auto Show in Detroit, Porsche is also introducing the new Cayenne Turbo S – the top model of the sporty SUV model series. Its re-engineered 4.8-liter V8 biturbo engine now develops 570 hp (419 kW) and 800 Nm (590 ft lb) of torque. A chassis that is tuned for maximum driving dynamics and packs a wide range of control systems also makes the Cayenne Turbo S a genuine top athlete. It can turn a lap of the North Loop of the Nürburgring in 7:59.74 minutes. The Cayenne sets a new record for SUVs here, and it also proves that every Porsche is a genuine sports car – even in this vehicle segment.

The more spontaneous response of the biturbo engine is primarily a benefit of the integral turbochargers, which are now housed directly in the exhaust manifolds. This new approach also improves combustion. The high-performance engine offers 20 hp more power and 50 Nm (36.8 ft lb) more torque than the previous engine. The Cayenne Turbo S accelerates from zero to 100 km/h in 4.1 seconds – which is 0.4 seconds faster than the previous model (0 – 60 mph in 3.8 seconds). Its top speed is now 284 km/h (176 mph).

The Cayenne Turbo S also underscores its position as a top athlete in its chassis systems. Its standard

Porsche Composite Ceramic Brakes (PCCB) include 420 mm front brake discs and, for the first time, ten-piston calipers. The rear brakes have 370 mm discs and four-piston calipers. The active roll stabilization system, Porsche Dynamic Chassis Control (PDCC) proactively reduces side tilt when driving through curves early on.

Standard features of the Cayenne Turbo S reflect the top level of this model

Porsche Torque Vectoring Plus (PTV Plus) increases dynamic handling and stability by making specific brake interventions at the right or left rear wheel – this noticeably improves steering into curves and steering precision. The active hang-on all-wheel drive system Porsche Traction Management (PTM) permanently drives the rear wheels while offering fully variable power distribution to the front wheels. Some advantages of the interplay between all systems: excellent driving dynamics and traction as well as a high level of agility at any speed.

Standard features of the Cayenne Turbo S reflect the top level of this model. They include 21-inch wheels in distinctive 911 Turbo design with black painted edges, LED headlights including Porsche Dynamic Light System Plus (PDLS Plus), full-leather interior with Porsche logo embossed on all head restraints as well as interior carbon accents. Interior styling in a black/creme color combination is making its debut in the Cayenne Turbo S.

The Cayenne Turbo S will be launched in Germany in the second quarter of 2015

Creating exterior visual accents are the air inlet surround at the front of the vehicle that is painted in high-gloss black, the undersides of the door mirrors in the same color and the roof spoiler and wheel arch moldings in car color. A sport exhaust system is available as an option in combination with a switchable sound symposer, which optimally transmits the V8 sound experience into the interior.

The Porsche Cayenne Turbo S will be launched in Germany in the second quarter of 2015. The price is 166,696 Euro including value added tax and country-specific features.

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