Porsche presents the new 2025 Taycan models

06/02/2024 Improved and coming to Porsche Centres in the summer of 2024.

Two body variants will feature the numerous modifications from the date of launch – the Taycan sports sedan and the versatile Taycan Cross Turismo, available with an off-road package. All Taycan models in Canada come standard with all-wheel drive.

On the path to series production, development engineers and test drivers in camouflaged test cars have covered more than 3.6 million kilometres around the world to keep improving the first all-electric sports car from Porsche. The sports car manufacturer has produced almost 150,000 examples of the Taycan.

"We ushered in the new era of e-mobility with the Taycan at the end of 2019. It immediately proved to be a game changer and innovative pioneer in the e-vehicle segment," says head of the model line, Kevin Giek. "We are now continuing this success story with the extensively updated Taycan. The model line has reached new heights in terms of performance, with exceptional driving dynamics and driving pleasure. At the same time, we were able to significantly improve efficiency, range, day-to-day

usability, and comfort."

Even higher performance

All updated models accelerate much faster than their predecessors. For example, the Taycan Turbo S reaches the 100 km/h mark from a standstill in just 2.4 seconds, making it the quickest production car Porsche has ever offered to date.

With the new push-to-pass function in the Sport Chrono package, a boost of up to 94 hp, depending on the model, can be called upon for 10 seconds at the touch of a button. The increased acceleration rates are generally the result of higher system output. For example, the Taycan Turbo S, delivers 188 hp more than before with Launch Control. This increases the system output of the top model to 938 hp and 818 lb.-ft. of torque – making it the most powerful production Porsche to date.

The 2025 Taycan 4S produces a maximum output of 536 hp and 512 lb.-ft. of torque with the Performance Battery. When optioned with the Performance Plus Battery, the Taycan 4S can generate up to 590 hp and 523 lb.-ft. As for the Taycan Turbo, it can generate 871 hp and 656 lb.-ft. of torque.

Faster charging potential

The updated Taycan recharges faster than before: It can be charged at 800-volt DC charging stations at up to 320 kW under ideal conditions. That's 50 kW more than before. The fast-charging window of the new performance battery has been significantly expanded. This means that high charging capacities can be sustained for longer periods of time, even at lower temperatures. Also, now standard is a 150 kW DC/DC convertor, which aims to optimize charging speeds on 400-volt networks.

Depending on an individual's driving style, among other variables, this can reduce the time required to go from a 10 to an 80 per cent charge compared to the predecessor car. In the first-generation Taycan, the charging time from 10 to 80 per cent SOC at 15 degrees Celsius is 37 minutes. Under ideal conditions, the updated Taycan takes just 18 minutes despite its larger battery capacity. The Performance Battery Plus now has a gross capacity of 105 kWh, increased from 93 kWh.

New active chassis

All updated Taycan models come with adaptive air suspension as standard. The new Porsche Active Ride suspension can be ordered as an option. This system offers an unprecedented bandwidth between driving comfort and driving dynamics.

The suspension keeps the body of the Taycan level at all times, even during dynamic braking, steering, and acceleration manoeuvres. With a smooth ride, the system absorbs bumps almost completely. In

dynamic driving situations, the Porsche Active Ride suspension ensures an optimal connection to the road thanks to a balanced distribution of wheel loads. If the appropriate mode is activated, the suspension can compensate for pitching and rolling motions to reduce the acceleration forces acting on the occupants.

Extensive efficiency measures

The simultaneous improvement of performance and efficiency is down to several factors: an advanced powertrain with a new rear-axle motor with up to 80 kW/109 HP more power than its predecessor on all models, a modified pulse inverter with optimized software, more powerful batteries, revised thermal management, a next-generation heat pump, as well as a modified recuperation and all-wheel-drive strategy.

The maximum recuperation capacity during deceleration from high speeds has increased by more than 30 per cent from 290 to up to 400 kW. All variants now come as standard with aerodynamically optimized wheels and reduced-rolling-resistance tires. New 21-inch wheels and tires were specially developed for this purpose.

Significantly improved equipment with less weight

Although the models weigh up to 15 kilograms less , the standard equipment is even more extensive than before. Ambient lighting, electrically folding exterior mirrors with mirror surround lighting, Porsche Intelligent Range Manager (PIRM), heat pump with a new cooling system, smartphone tray for wireless charging, electric charging ports on the driver and front passenger sides, Drive Mode switch and Power Steering Plus are all now standard.

Even more attractive design

With new front- and rear-end styling with new headlights and taillights, the experts at Style Porsche have further honed the clean, pure design of the Taycan. The new front wings and the flatter headlights give even greater emphasis to the width of the car.

The new headlights feature high-resolution HD matrix technology with detailed optics and now display the brand's characteristic four-point graphics at night. The Porsche logo in the rear light strip features a three-dimensional, glass-look design. An illuminated version of this is available for the first time, featuring welcome/leaving animations.

Among other notable features, the Turbonite accent colour makes the Turbo and Turbo S models stand out more distinctively from the other versions in both the exterior and interior. Several new colours for the Taycan also underscore the level of customization possible.

Updated control and display concept

The instrument cluster, central display and optional passenger display feature an optimized user interface with additional functions. The mode switch on the steering wheel now comes as standard. For Taycan models equipped with the Sport Chrono package and the Performance Battery Plus, there is a special push-to-pass button on the mode switch.

Using the new control lever on the left behind the steering wheel, control of the driver assistance systems is even more intuitive. Apple CarPlay has been more deeply integrated into the vehicle displays and functions. The new In-Car Video function enables video streaming on the central display and the passenger display.

Pricing and availability

The 2025 Taycan models will begin arriving at Porsche Centres in the summer with a starting price of $135,600 for the Taycan 4S, $196,800 for the Taycan Turbo, and $236,100 for the Taycan Turbo S.

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Consumption data

Taycan Turbo (Predecessor model)

Taycan 4S with Performance Battery (Predecessor model)

Taycan Turbo S (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found

in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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