

Most powerful series-production Porsche of all time sets record lap times at Laguna Seca and the Nürburgring

11/03/2024 Porsche is expanding the model line-up of its all-electric sports sedan to include the Taycan Turbo GT and the Taycan Turbo GT with Weissach package. The latter is built for the track and dispenses with the rear seats in favour of an even better power-to-weight ratio.

At peak power, both models can deliver more than 1,100 PS[1]. (**Taycan Turbo GT (WLTP)*:** Electrical consumption combined: 21.2 – 20.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A, **Taycan Turbo GT with Weissach package (WLTP)*:** Electrical consumption combined: 24.8 – 20.6 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A). In combination with various lightweight construction and aerodynamics measures, these all-electric GT sports cars raise the bar in terms of driving dynamics. A more powerful and efficient pulse inverter that uses silicon carbide as the semiconductor material is used on the rear axle. The first Taycan Turbo GT models should be delivered

to customers from this spring.

Not yet on the market, but already a record holder

The Taycan Turbo GT with Weissach package earned the title of fastest electric series-production car at the Weathertech Raceway Laguna Seca, in California, on 23 February 2024. With a time of 1:27.87min., Porsche development driver Lars Kern put in a faster lap than any other driver has before with a road-approved electric car.

Not long before that, a pre-production version of this same new model set a new class record on the Nürburgring. Kern was also at the wheel on that occasion and posted a lap time of 7:07.55 min. on the Nordschleife. This official lap time is a whopping 26 seconds faster than Kern recorded for his last record lap in a Taycan Turbo S Sport sedan equipped with the performance package back in August 2022. This time also stands as the current record for series-production electric cars and also makes the Turbo GT the fastest four-door of any powertrain type on the Nürburgring.

“The two records in Laguna Seca and on the Nordschleife show what great track potential there is in the Taycan,” says Model Line Vice President Kevin Giek. “To prove your mettle on the track, it's not enough to simply have as much power as possible. The overall package of accelerating and braking, cornering grip, aerodynamics, stability and fine-tuning has to be right. In the Taycan Turbo GT and the Taycan Turbo GT with Weissach package in particular, our engineers have achieved this in absolutely stunning fashion. They have already done a great job with the recently updated existing Taycan models. But our new GT cars yet again clearly raise the bar even higher in terms of driving dynamics.”

Improved longitudinal dynamics and Attack Mode

“The track at Laguna Seca pushes the Taycan Turbo GT to the limit. It's the overall package that makes the difference,” says development driver Kern. “The Turbo GT with Weissach package sets new standards in almost every metric. These include acceleration and braking, an Attack Mode that's intuitive to use and a powertrain designed for maximum traction and performance. And the cornering grip levels are just as impressive. The controllability and light-footedness are unbelievable. The tyres work very well and you have the right balance in every driving situation. It is incredibly good fun to drive this car around the undulating track at Laguna Seca.”

When triggered, up to 120 kW of additional power is available for 10 seconds at the press of a button. Attack Mode is based on the push-to-pass function of the other Taycan models.[2] The system is optimised for driving on the track and functions in a similar way to the 99X racing cars that Porsche uses in the Electric ABB FIA Formula E World Championship. The boost is indicated by a countdown timer in the instrument cluster and dynamically staged with animated rings on the speedometer.[3]

Compared to the push-to-pass function in the other Taycan models, Attack Mode offers 50 kW more

boost power and is operated and made available in different ways: as an alternative to pressing the mode switch that's mounted just off to the side of the steering wheel boss, Attack Mode can also be activated and deactivated via the right-hand paddle. This makes the function easier to use on the track. "You can also trigger the boost with racing gloves, and without taking a hand off the wheel," explains Kern. "With this simple, safe and fast means of operation, the Taycan Turbo GT models are tailored to the needs of a racing driver." With the left steering wheel paddle, the recuperation level can be set and adapted to the driving situation.

New power electronics in the powertrain

Porsche has recently extensively upgraded the Taycan model line and generally increased the overall system power of the cars. Among other things, the enhanced powertrain with a new rear-axle motor enables even more dynamic performance compared to the predecessor models. The Taycan Turbo GT and Taycan Turbo GT with Weissach package are the new sporting flagship models and take Taycan performance to the next level. Equipped with a more powerful pulse inverter, both cars have 580 kW. With Launch Control that increases to up to 760 kW of overboost power or up to 815 kW for two seconds according to the peak power measurement method[1].

The Taycan Turbo GT needs just 2.3 seconds for the sprint from zero to 100 km/h, or just 2.2 seconds with the Weissach package. This makes the model one- to two-tenths of a second faster than the Taycan Turbo S. The difference in acceleration from a standstill to 200 km/h is even greater: 6.6 or 6.4 seconds for the Taycan Turbo GT without/with Weissach package, which is up to 1.3 seconds quicker than the Taycan Turbo S.

The pulse inverter is the key component for controlling the electric motor. In both Taycan Turbo GT models, pulse inverters with a maximum current of 900 amperes are used on the rear axle. These deliver even more power and torque than the 600-ampere pulse inverter in the Taycan Turbo S. For better efficiency, silicon carbide is also used as the semiconductor material in the pulse inverter. This significantly reduces switching losses in the PWR and enables higher switching frequencies. The transmission ratio and the robustness of the gearbox have also been improved, allowing for higher torque figures. The maximum torque in both versions is up to 1,240 Newton metres. The range of the Taycan Turbo GT models is up to 555 km according to WLTP measurements.

Carbon features and Porsche Active Ride: lightweight construction and chassis

With intelligent lightweight construction measures, Porsche has reduced the weight of the Taycan Turbo GT by up to 75 kg compared to the Taycan Turbo S. A number of carbon parts contribute to this. Carbon fibre is used for the trims on the B-pillars, the upper shells on the door mirrors and the side skirt inlays, among other components. The full bucket seats made of CFRP, a lightweight luggage

compartment and the omission of the electric soft-closing function of the tailgate also save weight.

The Taycan Turbo GT is equipped as standard with the dynamics package. This includes the Porsche Active Ride suspension with GT-specific tuning. In dynamic driving situations, this suspension ensures an almost perfect connection to the road thanks to a balanced distribution of wheel loads. In addition, the equipment package includes special performance summer tyres. They are mounted on 21-inch lightweight forged wheels. The exclusive Turbo GT wheels have relief-milled spokes, which saves weight and at the same time effectively ventilates the brakes.

The Taycan Turbo GT comes standard with lightweight ceramic brakes. Based on the Porsche Ceramic Composite Brake (PCCB), the brake system has been optimised from a weight perspective. Design changes to the brake disc chamber and the brake calliper housing shave off more than two kilograms. This has a positive effect on both the driving dynamics and performance: reducing the unsprung and rotating masses enhances performance. The brake callipers are painted exclusively in Victory Gold.

Rear spoiler with flap and exclusive paint finishes: aerodynamics and exterior design

Porsche developed a front spoiler with aeroblades specifically for the Taycan Turbo GT. The rear view is dominated by an adaptive spoiler, the tear-off edge of which features a Gurney flap in a high-gloss carbon-weave finish.

Matrix LED headlights come as standard. They can be upgraded to HD matrix LED headlights on the Taycan Turbo GT as an option and at no extra charge. The side profile reveals a number of components made of carbon fibre. The trims of the side windows are painted in Black (high gloss).

While the Taycan Turbo and Taycan Turbo S with Turbonite features differ from the other models in the series, the Taycan Turbo GT has more of a racing vibe. Both models bear the coloured Porsche crest on the front bonnet as well as on the hub covers of the lightweight alloy wheels. The 'Turbo GT' logo on the rear lid is painted in Black (matt).

A total of six exterior colours are available, including the new paint options of Pale Blue Metallic and Purple Sky Metallic. These are reserved exclusively for the Taycan Turbo GT for one year. The extensive Paint to Sample programme from Porsche Exclusive Manufaktur offers further customisation options. In addition, a set of decals with the Taycan logo is available in the lower part of the doors and on the front bonnet, either in Volt Blue or Black (matt)/Black (high-gloss).

Standard full bucket seats and a sporting ambience: the interior

The sporty Race-Tex features come with black leather trims as standard. The standard equipment also

includes lightweight full bucket seats in a carbon-weave finish (high-gloss). Front Adaptive Sports Seats Plus (with electric 18-way adjustment and memory package) can be ordered as an option and at no extra charge. A Turbo GT logo is embroidered on the front headrests. In addition, a badge with the individual model logo is located below the climate control panel. Exclusive interior equipment with contrasting tones in Volt Blue or GT Silver are available on request.

On the GT sports steering wheel, the rim is covered with black Race-Tex and has a 12 o'clock marking. The Taycan Turbo GT features the Sport Chrono package from the Taycan Turbo S.

Designed for performance on the track: Taycan Turbo GT with Weissach package

The Taycan Turbo GT with Weissach package is even more laser sharp in its positioning. With additional aerodynamics and lightweight construction measures, this model is even more resolutely designed for performance. The Taycan Turbo GT with Weissach package accelerates from zero to 100 km/h in 2.2 seconds, making the two-seater a tenth of a second faster than the similarly powerful Taycan Turbo GT. Its top speed is 305 instead of 290 km/h.

Additional aerodynamics measures include air deflector elements on the underbody and a new front diffuser. In the rear, the model with the Weissach package features a fixed rear wing in a carbon-weave finish with wing supports fixed to the body. The total downforce here is up to 220 kg. The Weissach package logo features on both sides of the rear wing. Exclusively available on request is a striped wrap in Volt Blue, Black or Black (matt). This further accentuates the car's motorsport character. The striped design can be combined with the black decal set.

Eliminating all equipment not required for track driving has shaved off another roughly 70 kg compared to the Taycan Turbo GT without the Weissach package. Instead of the usual rear seat system, there is a tailor-made, high-quality lightweight carbon cladding with a storage compartment behind the seat shells for the driver and front passenger. The analogue clock from the Sport Chrono package, which is normally present on the instrument panel, is also dispensed with, as are the foot and boot mats and less insulation material is used. The Taycan Turbo GT with Weissach package only has a charge port door on the passenger side, which is operated manually instead of electrically. Special sound- and heat-insulating glass and the Sound Package Plus also save weight. The latter does without rear speakers and replaces the BOSE® Surround Sound system.

The GT interior package with Race-Tex features in Black comes as standard. On the passenger side there is a badge with the Weissach package logo. The interior packages in Volt Blue and GT Silver are also available for the Taycan Turbo GT with Weissach package. Contrast stitching in the respective colour rounds out the range of features.

[1]Test method: https://www.porsche.com/gtr21

[2]Available from Taycan 4S on with Sport Chrono package and Performance Battery Plus.

[3]The function is available from a speed above 5 km/h and at a battery temperature of more than 10° Celsius and an SoC of more than 30 per cent.

MEDIA ENQUIRIES



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Consumption data

Taycan Turbo (WLTP)*: Electrical consumption combined: 20.0 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo S (WLTP)*: Electrical consumption combined: 19.9 – 17.8 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo GT (WLTP)*: Electrical consumption combined: 21.2 – 20.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo GT with Weissach package (WLTP)*: Electrical consumption combined: 24.8 – 20.6 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

*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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