Optional Porsche dual-clutch transmission further improves performance on 718 models with six-cylinder engine

07/09/2020 New equipment for Porsche mid-engine sports cars for the 2021 model year

The Porsche 718 models with naturally aspirated 4.0-liter six-cylinder boxer engines have been available to order with the optional seven-speed Porsche dual-clutch transmission (PDK) since June in the U.S. Both the Boxster and Cayman 718 GTS 4.0 variants, as well as the range-topping 718 Spyder and 718 Cayman GT4 models, can be equipped with it. With PDK, there are no interruptions in acceleration during gear changes, making them smoother and quicker. Compared with the 718 models with the manual transmission, the 414 hp GT models – the 718 Spyder and 718 Cayman GT4 – now accelerate from 0 to 60 mph in 3.7 seconds – 0.5 seconds faster than with the standard six-speed manual transmission. The 718 Cayman GTS 4.0 and 718 Boxster GTS 4.0, which both make 394 hp, also accelerate from 0 to 60 mph 0.5 seconds faster than their manual counterparts, achieving this mark in 3.8 seconds with PDK. When equipped with PDK, the 718 GTS 4.0 models as well as the 718 Cayman GT4 and 718 Spyder make up to 317 lb.-ft. of torque – 8 lb.-ft. more than with the standard six-speed manual (309 lb.-ft.).

In the 718 GTS 4.0 models, the standard Sport Chrono package adapts the shifting characteristics of the optional PDK according to the four different driving modes (Normal, Sport, Sport Plus and Individual). In Sport mode, it operates with quicker shifts, downshifts earlier using automatic throttle blips, and supports optimal acceleration by shifting at higher engine speeds. Sport Plus mode is tailored for maximum performance and fully exploits the engine speed range of the naturally aspirated six-cylinder boxer engine. Launch Control is also integrated within the Sport Plus mode, offering optimal acceleration from a standing start.

The Sport Response button in the center of the steering wheel mounted mode switch on 718 GTS 4.0 models allows the driver to activate maximum engine and transmission performance for 20 seconds, regardless of the current driving mode that has been selected. This motorsport-inspired function provides the best possible acceleration and responsiveness the drivetrain can offer, for example when overtaking another vehicle.

In the flagship 718 Spyder and 718 Cayman GT4 models, the shifting characteristics of the optional PDK can be changed using the PDK Sport button. An automatic selector lever, which echoes the design used in the latest 911 GT3, accentuates the GT-specific experience. In all 718 GTS 4.0, 718 Cayman GT4 and 718 Spyder models, the seventh gear of the PDK has a shorter ratio than on other 718 models

equipped with PDK (0.71 compared to 0.62 on other 718 PDK variants).

Furthermore, the PDK versions of the 718 Spyder and 718 Cayman GT4 benefit from the enhancements made to their mechanical locking rear differential: it achieves locking values of up to 30 percent in traction and 37 percent in overrun compared to 22 and 27 percent with the six-speed manual transmission. This has a positive effect on the longitudinal and lateral dynamics as well as traction, and increases driving pleasure.

New equipment and available options for the 2021 model year

The Porsche 718 model range is entering the 2021 model year with a host of new features. High-quality Race-Tex material will replace the Alcantara fabric. The new material is based on the covers used for racing seats. It has a highly breathable structure and offers greater support. The vivid special paint finish Python Green will be added to the color range of the GT models 718 Cayman GT4 and 718 Spyder. The 718 Spyder will also be available with the 20-inch wheels in Aurum – this was previously only available for the 718 Cayman GT4. There will also be the option to equip the 718 Spyder with conventional summer tires instead of the standard ultra-high-performance tires.

MEDIA ENQUIRIES



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Consumption data

718 Boxster S (WLTP)*: Fuel consumption combined: 10.4 – 9.6 l/100 km; CO_2 emissions combined: 235 – 218 g/km; CO_2 class: G

718 Boxster GTS 4.0 (WLTP)*: Fuel consumption combined: 10.9 – 10.1 l/100 km; CO_2 emissions combined: 247 – 230 g/km; CO_2 class: G

718 Cayman GTS 4.0 (WLTP)*: Fuel consumption combined: 10.9 – 10.1 l/100 km; CO_2 emissions combined: 247 – 230 g/km; CO_2 class: G

718 Cayman (WLTP)*: Fuel consumption combined: 9.7 – 8.9 l/100 km; CO_2 emissions combined: 220 – 201 g/km; CO_2 class: G

718 Boxster (WLTP)*: Fuel consumption combined: 9.7 – 8.9 l/100 km; CO_2 emissions combined: 220 – 201 g/km; CO_2 class: G

718 Cayman (PDK) (WLTP)*: Fuel consumption combined: 9.2 – 8.9 l/100 km; CO_2 emissions combined: 208 – 201 g/km; CO_2 class: G

718 Cayman S (WLTP)*: Fuel consumption combined: 10.3 – 9.6 l/100 km; CO_2 emissions combined: 235 – 217 g/km; CO_2 class: G

718 Boxster (PDK) (WLTP)*: Fuel consumption combined: 9.2 – 8.9 l/100 km; CO_2 emissions combined: 209 – 201 g/km; CO_2 class: G

*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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