

Chassis – sportier and firmer

Power and longitudinal acceleration were on the list of criteria. So, too, were high cornering speeds and maximum driving precision. In the 718 Boxster GTS and 718 Cayman GTS, the focus is on an even sportier tuning of the chassis components. The Porsche Active Suspension Management (PASM) system integrated as standard provides even better traction and thus enhanced driving performance, while maintaining comfort. The PASM sports chassis, which is lowered by 20 mm, is also available as an option. It is ten millimetres lower than the GTS standard chassis.

Porsche Stability Management (PSM), which provides automatic stabilisation control of the vehicle at the limits of its driving dynamics, permanently monitors the direction of travel, speed, yaw velocity and lateral acceleration. PSM Sport mode is included in the standard Sport Chrono Package. This mode enables ambitious drivers to take the vehicle even closer to its limits on the racetrack or during winter training, without compromising on safety. Compared to “PSM On”, the function enables a significantly larger side slip angle and more slip on the drive wheels. This allows for far sportier driving while the PSM remains active in the background.

Additional standard systems also improve steering precision, agility and traction: With the expanded PSM scope, Porsche Torque Vectoring (PTV) with mechanical rear differential lock increases performance and driving pleasure. When steering into a corner, angular momentum is generated around the vehicle’s vertical axis via a brake impulse on the inside wheel. This boosts the vehicle’s steering precision and agility. The mechanically controlled differential lock ensures that more power is redistributed to the slower wheel. This promotes traction when accelerating sharply out of tight corners, considerably improving the longitudinal and lateral dynamics.

The grey cast iron brakes with red brake callipers provide first-rate deceleration values, even under high thermal loads on the racetrack. In the standard version, the GTS comes with four-piston fixed callipers and brake discs measuring 330 x 34 millimetres at the front and 299 x 20 millimetres at the rear. Customers can also opt for the Porsche Ceramic Composite Brake (PCCB), which offers six-piston fixed callipers (painted yellow) combined with 350 x 34 mm discs at the front as well as four-piston fixed callipers with 350 x 28 mm discs at the rear.

Both GTS models boast 20-inch Carrera S wheels as standard. 235/35 ZR 20 tyres at the front and 265/35 ZR 20 tyres at the rear ensure optimum grip.

The Sport Chrono Package is included as standard and includes dynamic gearbox mounts. The PADM system (Porsche Active Drivetrain Mounts) minimises engine vibrations and reduces movements that can influence driving dynamics due to the overall weight of the drivetrain. It combines the advantages of hard and soft gearbox mounting: Handling is noticeably more precise and stable under load changes and around fast corners without having to compromise on driving comfort on uneven road surfaces.