



PORSCHE



Porsche 718 T

Press Kit

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718 Cayman T: Combined fuel consumption 8.1 – 7.9 l/100 km;

combined CO₂ emissions 186 – 180 g/km

718 Boxster T: Combined fuel consumption 8.2 – 7.9 l/100 km;

combined CO₂ emissions 187 – 181 g/km

The consumption and CO₂ emission values were determined in accordance with the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this should continue to be specified for the time being. These values cannot be compared to the values determined in accordance with the NEDC measuring procedure used up to now.

Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the "Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars" [Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen], which are available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

Summary

The Porsche 718 T: Highly concentrated driving pleasure

The Porsche 718 T elevates pure driving pleasure to an entirely new standard. The new variant of the Boxster and Cayman combines a 220 kW (300 PS) four-cylinder turbo boxer engine with ultra-modern dynamic components that spotlight the high-performance character of the two-seater sports car, and maximise it for an unrivalled Porsche experience. The puristic 718 T is a car with features pared back to the bare essentials. It follows in the tradition of the 911 T from 1968 and the 911 Carrera Clubsport from 1988. Most at home on winding country roads, its goal is to deliver the sheer joy to be experienced from the love of driving.

Porsche is currently selling the 718 Cayman T priced from 63,047 euros in Germany and the 718 Boxster T from 65,070 euros, including value added tax and country-specific equipment. The new models are now available to order in Europe, and other countries with EU emissions legislation.

Drive The Porsche 718 T features a 2.0-litre 220 kW (300 PS) turbocharged four-cylinder boxer engine. Dynamic Boost provides the kind of spontaneous responsiveness you would normally expect to see from a naturally aspirated engine. Supplied as standard with 6-gear manual transmission with dynamic dual-clutch function; 7-gear dual-clutch transmission (PDK) available as an option.

Performance A power-to-weight ratio of 4.5 kg/PS ensures that the puristic 718 T goes from zero to 100 km/h in 5.1 seconds – and as little as 4.7 seconds with PDK. The vehicle's top speed is 275 km/h.

Efficiency The Turbo engine of the Porsche 718 T fulfils emissions standard Euro 6d-Temp with a gasoline particulate filter fitted as standard; the manual transmission achieves a standard consumption of just 8.1 or 8.2 l/100 km depending on the version, while PDK versions manage on just 7.9 l/100km.

Chassis

Experience outstanding lateral dynamics potential and highly agile handling thanks to a range of performance components which are also available for the first time for a 2.0-litre turbo engine in the 718 T: PASM sports chassis with 20 mm lower positioning, Sport Chrono package including PSM Sport, PADM adaptive drivetrain mounts, and Porsche Torque Vectoring (PTV) including mechanical rear differential lock. 20-inch tyres are fitted as standard, instead of the 18-inch tyres of the basic model.

Design

The puristic vehicle concept combines reduced equipment with sporty accents such as 20-inch Carrera S rims, a sports exhaust system, 360 mm GT sport steering wheel and opening loops in the door panels.

Chassis and assistance systems

A high-precision master of the curve

The Porsche 718 T offers a dynamic drive that is in a league of its own. The model includes as standard several performance components that have not previously been available for the Cayman or the Boxster with 2.0-litre four-cylinder boxer turbo engine, from the PASM sports chassis (Porsche Active Suspension Management) and Sport Chrono package including Porsche Stability Management (PSM) with PSM Sport, to Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV), which also includes mechanical rear differential lock. In combination with the streamlined chassis layout and high-performance braking system of the 718, these features ensure even greater precision and lateral stability in the T model, not to mention a remarkable balance of long-distance driving comfort and a sportier tautness.

PASM sports chassis with 20 mm lower positioning

By lowering the body by around 20 millimetres, the PASM sports chassis significantly increases the potential lateral force of the Porsche 718 T, which is sure to please the most dynamic drivers. At the same time, it makes the sports car sit more solidly on the road – an impression that is underlined by the 20-inch alloy wheels that come as standard in the 911 Carrera S design, and are painted a gleaming titanium grey with monochrome Porsche emblem. The 718 T also benefits from an electro-mechanical steering system featuring a ratio that is 10% more direct than the previous generation of Cayman and Boxster models, and which supports agile handling. The steering gear comes from the 911 Turbo, while the steering wheel design is based on that of the 918 Spyder.

Sport Chrono package

The Sport Chrono package, which is included as standard, hones the sporty abilities of the new Porsche 718 T. In addition to the three “Normal”, “Sport” and “Sport Plus” modes, it also offers an “Individual” mode, which allows drivers to create a personalised configuration for the PASM, sports exhaust system, Auto Start/Stop function and rear spoiler. In combination with the Sport Chrono package, Porsche Stability Management (PSM) offers an additional mode that can be activated

separately: the particularly sporty “PSM Sport” dynamic driving mode, which allows ambitious drivers to get even closer to the limit range of their car in a safe environment. PSM remains active in the background,

For the Porsche 718 T with optional PDK transmission, the Sport Chrono package is enhanced by the Launch Control function and the Sport Response Button, located in the centre of the driving mode selector. If Sport Response is activated, the engine and dual-clutch transmission respond even more directly for a maximum of 20 seconds. At the same time, the PDK switches to a lower gear and changes to a driving mode with higher gear-shifting speed than in Sport Plus mode – ideal for overtaking or racetrack driving.

Porsche Torque Vectoring (PTV)

Porsche Torque Vectoring (PTV) with mechanical rear-axle differential lock also makes up part of the standard equipment included with the 718 T. This uses a brake pulse to create angular momentum around the vertical axis of the vehicle when cornering. The result is greater steering precision and agility. The mechanical differential lock supports traction when rapidly accelerating out of tight bends. This improves longitudinal and lateral dynamics and enhances both performance and driving pleasure.

Porsche Active Drivetrain Mounts (PADM)

The extraordinary PADM system consists of dynamic drivetrain mounts fitted as standard in the Porsche 718 T. The system minimises vibrations in the engine/gearbox area, and reduces movements arising from the total mass of the drivetrain that could affect driving dynamics. This combines the advantages of hard and soft gearbox mounts. The system guarantees handling that is noticeably more precise and more stable during load changes and on fast curves, with no reduction in driving comfort on uneven roads.

Strong braking system with multi-collision brake

Creating excellent driving dynamics, the brakes ensure first-rate deceleration values – even with high thermal load on the racing track. As standard, the 718 T sits on four-cylinder fixed calipers and 330 x 28 millimetre brake discs at the front and 299 x 20 millimetre brake discs at the back. The

optional Porsche Ceramic Composite Brake (PCCB) has yellow painted six-cylinder fixed calipers at the front, atop 350 x 34 millimetre discs and four-cylinder fixed calipers on 350 x 28 mm discs at the back. Porsche has also equipped the 718 model with a multi-collision brake. This system can reduce the severity of an accident by automatically braking the car, after an initial collision that triggers the airbag.

Both T models come with 20-inch Carrera S alloy wheels as standard. Size 235/35 ZR 20 tyres at the front and 265/35 ZR 20 tyres at the rear ensure optimum grip.

Engine and transmission

High revolutions and high torque

Porsche is selling the 718 T exclusively with the two-litre turbo engine from the basic model in its two-seater sports car range. Its output is 220 kW (300 PS) at 6,500/min, making it 18 kW (25 PS) more powerful than the basis version of its predecessor, which it also outperforms in terms of efficiency. The maximum torque of 380 Nm is constantly available from 1,950/min to 4,500/min. The spontaneously responsive, high-revolution four-cylinder boxer engine that only meets its limit at 7,500/min is sure to delight. The output only drops by 5% between the rated speed and the maximum speed – a value that has not been achieved by any other turbo engine in this segment. For drivers, this means there's plenty of thrust in practically all situations, so it is often unnecessary to switch gears – even with a sporty driving style.

The performance values of the Porsche 718 T are correspondingly dynamic. The 1,350 kg sports car with centre-mounted engine and 6-gear manual transmission accelerates from zero to 100 km/h in 5.1 seconds, thanks to its power-to-weight ratio of 4.5 kg/PS. When this is combined with the optional PDK transmission (+30 kg), the standard sprint takes as little as 4.7 seconds. In either case, the maximum speed is 275 km/h. The high efficiency of the turbo engine is also reflected in the combined standard consumption of 8.1 or 8.2 l/100 km, with CO₂ emissions between 186 and 187 g/km.

Dynamic Boost function: The responsiveness of a naturally aspirated engine

When it came to tuning the exhaust gas turbocharger, Porsche developers placed particular importance on ensuring that the responsiveness of the engine was comparable to that of a naturally aspirated engine. This is achieved in various ways, including through the pre-tensioning of the turbocharger at partial load during sporty driving with Sport and Sport Plus modes activated: the bypass valve is closed, the ignition angle is retracted and the throttle is slightly opened. This means that the current drive torque is unchanged for now, while the air flow through the engine and the boost pressure increase. If the driver accelerates to the maximum, the higher boost pressure spontaneously results in increased torque.

The new Dynamic Boost function is activated when the driver briefly takes their foot off the accelerator while accelerating at full speed: despite changes in load, the throttle remains largely open, and only the fuel injection stops. When this happens, the boost pressure does not drop completely; the engine responds spontaneously when the driver accelerates again. This means that the turbo engine responds as quickly as a naturally aspirated engine. This Dynamic Boost function also momentarily improves responsiveness in Normal mode, albeit to a slightly lesser extent.

The turbocharger reacts similarly when the driver presses the Sport Response button. When the Sport Chrono package and PDK transmission are combined, as in the 911 models, this is located in the centre of the driving mode selector on the steering wheel. Inspired by the world of motor racing, it primes the engine and transmission to respond more spontaneously for up to 20 seconds. When the driver presses the Sport Response button; the PDK also switches directly to a lower gear and changes to a driving mode that has higher gear-shifting speed than Sport Plus mode.

6-gear manual transmission as standard, 7-gear PDK on request

Porsche is equipping the 718 T with six-gear manual transmission as standard. In Sport or Sport Plus mode of the Sport Chrono package, this adjusts for speed differences when downshifting using a dynamic double-clutch function, creating an even more emotional driving experience.

The Porsche 7-gear dual-clutch transmission (PDK) is available as an optional extra. It features the enhanced Auto Start/Stop function, which switches off the engine when coasting in order to increase efficiency.

Design and interior equipment

Pared back for maximum driving pleasure

The new Porsche 718 T is characterised by its puristic design, which the interior of the sports car also reflects in its sporty accents and minimalistic features. These include black opening loops in the door panels, and sports seats with electric two-way adjustment, black Sport-Tex centre sections and "718" embroidered on the headrests. Sports and full-bucket seats are optionally available.

The plush, padded leather rim of the easy-to-handle GT sports steering wheel, with a comfortable diameter of 360 millimetres, sits just as surely in the hand as the shortened gearshift with its red gear markings. The black instrument dials are adorned with "Boxster T" or "Cayman T" logos in white, while the instrument panel and central console are finished with gleaming, gloss black trim. The door entry strips also bear "Boxster T" or "Cayman T" logos.

The Porsche Communication Management Module (PCM) has been replaced by a large, central storage compartment in the centre console – though if preferred, the entertainment system is still available for customers to order at no extra charge. Taken together, these adjustments broadly compensate for the additional weight created by the installation of the gasoline particulate filter (GPF).

Porsche will also supply the sports car with the option of the 718 T interior package, which includes very distinctive contrasting decorative stitching on the seats, door pulls and armrests, leather-upholstered door panels, and the top section of the instrument panel, which is also covered in leather. The contrasting colour is further used for the Sport-Tex stripe centre sections of the seats, the loops for opening the doors, the seatbelts and the "718" embroidered on the headrests. Black mats bearing the Porsche logo add a finishing touch.

A beautifully toned exterior design

Even when stationary, the Porsche 718 T projects power; the gleaming 20-inch Carrera S alloy wheels, painted titanium grey, along with the 20 mm lower positioning of the vehicle because of the standard PASM sports chassis, mean that the model crouches so low on the road it looks as though it

is ready to pounce. Agate-grey mirror shells and “718 Boxster T” or “718 Cayman T” logos on the sides indicate the model variant, which is also identifiable from the centrally positioned sports exhaust at the rear, with black, high-gloss chrome-plated twin tailpipes. In terms of exterior colours, buyers can choose from black, Indian Red, Racing Yellow and white as well as Carrara White, Deep Black and GT Silver metallic colours. Porsche is also offering Lava Orange and Miami Blue as special colours.

Adjusted for equipment, 718 T buyers can enjoy a price advantage of 5–10% compared to a similarly equipped basic model.

Classic elements underpin the stylish design

The designers of the 718 took inspiration from Porsche heritage, looking to legendary Porsche cars with centre-mounted engines such as the 550 Coupé (1953), 718 GTR Coupé (1962) and the 904 Carrera GTS (1963) – their shapes and proportions have been given new life in the 718 Cayman and Boxster. The design was influenced by more recent history too, as a glance at the Carrera GT models built between 2004 and 2006 illustrates: all of these cars left behind genetic traces which feed into the Porsche design DNA. The 718 is continuing the history of these unique sports cars with centre-mounted engines.

The taut proportions of the 718, the accentuated air intakes on the front and sides, and the low silhouette of the Cayman and Boxster highlight the enhanced dynamics. The front has a distinctly more profiled shape, which makes the front appear wider and more masculine. This effect is bolstered by slender headlights above the side air intakes, which also contain the position light and indicators. Significantly enlarged cooling air inlets on the front look striking and hint at the new turbo engine concept. Bi-xenon headlights with integrated LED daytime running lights add the finishing touch to the front of the 718 T. LED headlights with four-point daytime running lights are also available as an option.

From the side, the sports coupé looks like its convertible sibling, but with pronounced fenders and sills, and the contour in the door leading to an air intake with an even more sharply defined light edge and an enlarged grille which emphasises its improved performance. The rear fenders have been given a flatter design to highlight the horizontal spread of the 718,

and the new rear aspect looks considerably broader as a result of the glossy black accent strip with integrated Porsche lettering between the tail lights. The completely redesigned tail lights are characterised by the three-dimensional technology inside, which can be seen through the clear glass pane.

History

Touring philosophy is part of the Porsche tradition

In Porsche models, "T" has always stood for Touring, and is synonymous with driving pleasure in a particularly pure form. The first Touring variant appears in autumn 1967 when the 911 T makes its début. As a new basic model in the company's range of sports cars, it is distinguished by a particularly strong price-performance ratio and a standard equipment configuration that focuses on the essentials, just as the Porsche 912 (with four-cylinder boxer engine) does. Like the 718 T today, the 911 T has an engine capacity of two litres, based on which the six-cylinder boxer engine in the 911 T achieves 110 PS – combined with a weight of just 1,080 kg, the 911 T displays an agile temperament and a top speed of 200 km/h. With manual 4-gear transmission supplied as standard, it is also available in a 5-gear variant.

One outstanding sporting success earns this model a special place in Porsche history: More than 50 years ago in 1968, factory drivers Vic Elford and David Stone drove a 180 PS 911 T to victory in the Monte Carlo rally – the first big win for a 911 on the international motorsport stage.

911 Carrera Clubsport: Exclusive lightweight model

The 1987 911 Carrera Clubsport also followed the Touring philosophy, with a spartan lightweight version that knows all about stripping back to basics, especially in the interior. Rear seats and electric window switches are absent, along with the automatic heating regulation, passenger sun visor, clothes hooks, and covers for the storage compartments in the doors. The standard equipment also forgoes fog lights, engine and boot lighting, and most of the insulation. In exchange, the model comes with front and rear spoilers, a firm sports chassis, and a short gearshift, as well as "CS Clubsport" lettering on the front left-hand fender.

The 3.2-litre, 231 PS six-cylinder engine remains unchanged, but is capable of 300/min faster speeds. More importantly though, the 50-kilogramme reduction in unladen weight of the 911 Clubsport, to 1,160 kg, means that the air-cooled boxer engine has it particularly easy.

968 CS Coupé: Lightweight four-cylinder engine with large capacity

Less is more – The 1993 Porsche 968 CS Coupé embodies this concept too. The transaxle sports car unites the four-cylinder naturally aspirated engine with the largest capacity and the highest torque of its era, with virtually perfect weight distribution and excellent handling. The Clubsport variant weighs 50 kg less than the 1,370 kg standard model. This is mainly thanks to its lightweight bucket seats and smaller battery, as well as the elimination of covers and insulation, back seats and airbags, and electrical comfort features such as window switches, central locking and exterior mirror adjustments. These features make way for a 360 mm three-spoke sports steering wheel, 17-inch alloy wheels, and a sports chassis which lowers the centre of gravity of the 968 CS Coupé by 20 millimetres as standard. The 3.0 litre four-valve engine with VarioCam adjustment of the intake camshaft remains unchanged in terms of power at 240 PS, allowing for a top speed of 252 km/h and acceleration to 100 km/h in 6.5 seconds.

911 Carrera T (991 II): Equipped as standard with an emphasis on dynamics

In 2018, Porsche resurrected the puristic Touring concept once again with the 911 Carrera T in its 991 series. Its hallmarks: lighter weight, shorter manual transmission and rear-wheel drive with mechanical rear differential lock for improved performance and intense driving pleasure. The two-seater T model, based on the 911 Carrera, achieves an output of 272 kW (370 PS) and comes with a number of standard features that are not included in the 911 Carrera. These include the PASM sports chassis with 20 mm lower positioning, the Sport Chrono package with optimised weight, the shortened gearshift with red gear markings and Sport-Tex fabric centre sections. Though it is not available for the 911 Carrera, rear-wheel steering is an option for the 911 Carrera T.