



PORSCHE



## The new 718 GTS models

Press Kit

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## Fuel consumption and emissions

**718 Boxster GTS:** combined fuel consumption 9.0–8.2 l/100 km, urban 12.3–10.9 l/100 km, extra-urban 7.0–6.6 l/100 km; CO<sub>2</sub> emissions 205–186 g/km

**718 Cayman GTS:** combined fuel consumption 9.0–8.2 l/100 km, urban 12.3–10.9 l/100 km, extra-urban 7.0–6.6 l/100 km; CO<sub>2</sub> emissions 205–186 g/km

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## Summary

# Improved performance, sporty sound and distinctive design

The two new Porsche mid-engine sports cars, the 718 Boxster GTS and the 718 Cayman GTS, now offer even greater performance and efficiency. The centrepiece is formed by the 2.5-litre, four-cylinder turbo flat engine with a redeveloped intake duct and optimised turbocharger. Compared to the S model, this increases power by 11 kW (15 hp) to 269 kW (365 hp). Compared to the GTS predecessor model with naturally aspirated engine, up to 26 kW (35 hp) and up to 70 Nm more torque is available. Both GTS models are available with a manual six-speed transmission or optional Porsche Doppelkupplung (PDK).

**Drivetrain** The 2.5-litre, four-cylinder turbo flat engine with a redeveloped intake duct and optimised turbocharger now delivers 269 kW (365 hp). Depending on the transmission, the maximum torque is 430 Nm with PDK or 420 Nm with a manual transmission.

**Performance** With the Sport Chrono Package as standard and the optional PDK, the 718 Boxster GTS and 718 Cayman GTS sprint from zero to 100 km/h in 4.1 seconds. The top speed is 290 km/h.

**Chassis** The 718 GTS models are equipped as standard with 20-inch Carrera S wheels painted in black (satin finish). The front brake discs have a diameter of 330 millimetres and the rear discs a diameter of 299 millimetres. The Sport Chrono Package, including dynamic gearbox mounts, is also included in the standard equipment. The standard chassis with Porsche Active Suspension Management (PASM) lowers the body of the GTS models by ten millimetres compared to the S model. Porsche Torque Vectoring (PTV) with mechanical rear differential lock ensures an even more agile and even more stable driving experience.

**Design** Visually, the GTS stands out from the other 718 models thanks to the new Sport Design front apron. As is typical for GTS models, the front light modules and the Bi-Xenon headlights are black-tinted. At the rear of the vehicle, the tinted tail lights,

black logos, black rear apron and centrally positioned black sports tailpipes of the standard sports exhaust system give the GTS its unique appearance. Black GTS logos on the doors and 20-inch wheels painted in black complete the side view.

**Sound** The striking GTS boxer sound is delivered by a standard centrally positioned sports exhaust system.

**Interior** The GTS models feature Sports seats Plus with Alcantara seat centres. The steering wheel rim, shift lever and armrest are also covered with Alcantara, as is the roof lining in the 718 Cayman GTS. The headrests feature embroidered GTS logos.

**Infotainment** The Porsche Communication Management (PCM) system with touchscreen is operated as easily as a smartphone. The standard Porsche Track Precision app allows automatic recording and detailed display and analysis of driving data on a smartphone.

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A sporty new addition to the Porsche 718 family

## **GTS times two. Power times two.**

The two new GTS models are the sportiest and most emotional designs in the 718 line. They are aimed particularly at drivers who love design and appreciate a vehicle that is ideally suited for everyday use but do not want to sacrifice sportiness. In addition to a number of performance-orientated features, the GTS models boast a high trim level, even in the basic package. Sporty contrasts and exceptional details give them that added extra.

The 904 Carrera GTS first brought motorsport technology to the streets as a road-approved sports car back in 1963. The 924 GTS and 928 GTS that followed refined this principle throughout the 1980s and 1990s. In 2010, the GTS celebrated its rebirth in the form of the 911 Carrera GTS (Type 997), followed in 2014 by the Porsche Boxster GTS and Cayman GTS.

### **Performance and engines – new intake duct provides more power**

The beating heart of every Porsche sports car has always been the flat engine. The mid-engine 718 GTS is powered by a 2.5-litre, four-cylinder turbo flat engine with 269 kW (365 hp). The maximum torque of 430 Nm in conjunction with PDK is achieved between 1,900 and 5,000 rpm. As a result, it is available much earlier than in the previous GTS with a six-cylinder flat engine. In combination with the six-speed manual transmission, a maximum torque of 420 Nm is available between 1,900 and 5,500 rpm. With these improvements, the turbo engine delivers 11 kW (15 hp) more power than the 718 S models and up to 26 kW (35 hp) more power than its GTS predecessor with naturally aspirated engine.

The increase in performance is made possible thanks to a redeveloped intake duct with greater volume as well as an optimised turbocharger with variable turbine geometry (VTG) and increased boost pressure. Instead of a maximum boost pressure of 1.1 bar as seen in the 718 S, the optimised single turbocharger with VTG and a larger compressor pushes the air into the combustion chambers with a pressure of up to 1.3 bar. This means that the high torque plateau begins even at a low engine speed of 1,900 rpm and remains at the maximum value all the way to 5,000 or 5,500 rpm.

This results in improved torque characteristics and faster acceleration. The two 718 GTS variants with the standard Sport Chrono Package and optional Porsche Doppelkupplung (PDK) sprint from zero to 100 km/h 0.1 seconds faster than the current 718 S models, reaching 100 km/h in just 4.1 seconds. In combination with the manual six-speed transmission, they hit 100 km/h in just 4.6 seconds. The top speed of the two GTS models is 290 km/h.

However, the GTS models are not only fast on the straights. As mid-engine sports cars, they combine impressive acceleration and sprint qualities with excellent lateral dynamics. The 718 GTS completed the 73 corners and 20.83 kilometres of the Nürburgring Nordschleife in just 7:40 minutes on standard tyres. Compared to its predecessors, this makes it 16 seconds faster than the Boxster GTS, 13 seconds faster than the Cayman GTS, and two seconds faster than the current 718 Cayman S (7:42 minutes).

The standard sports exhaust system with centrally positioned black sports tailpipes lends the flat engine an inimitable sonorous tone. The specially aligned interplay of the engine and exhaust flap control and the automatic intermediate acceleration function give the GTS models their distinctive emotional and sporty sound, which further accentuates the sports car's character.

As standard, the GTS models feature a six-speed manual transmission for power transmission to the rear axle; alternatively, the Porsche Doppelkupplung (PDK) is available as an option. The PDK combines the high mechanical efficiency of a manual transmission with the shifting and driving convenience of an automatic transmission. Rapid gear changes with uninterrupted traction, combined with a slight torque enhancement in the Sport programmes, results in improved acceleration values and enables even faster lap times. The optimal transmission-ratio spread and shifting strategy of the PDK also provide increased efficiency.

Sport mode at the push of a button as standard: The mode button integrated on the small 360-millimetre sports steering wheel with the Sport Chrono Package allows the driver to choose between the Normal, Sport, Sport Plus and Individual driving programmes. In Sport mode, the engine responds even more directly, while the PDK is set up for shorter response times and optimum shifting points to provide maximum acceleration. The transmission shifts down earlier and holds the revs to maximize

performance. When downshifting throttle blip is automatically activated. In Sport Plus mode, these characteristics are even more pronounced and tailored to maximum performance. This mode also features Launch Control for a racing start. For vehicles equipped with PDK, the button can also be used to activate the "Sport Response" function. This primes the engine and transmission for the fastest possible unleashing of power, and the turbocharger builds up the pressure faster. This guarantees maximum responsiveness for a period of around 20 seconds.



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## 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.

## Design – even more distinctive

The new GTS models not only stand apart from the other 718 models in terms of technology, but also in their visual design. At the front, the new Sport Design front apron with a black spoiler lip distinguishes the GTS models from the other model variants. Darkened Bi-Xenon headlights and blackened front light modules complete the front design of the GTS. The Porsche Dynamic Light System (PDLS), including four-point daytime running lights, cornering lights, headlight washer system and dynamic range control, is also available as an option in the desired style. In addition, the GTS models can be equipped upon request with LED main headlights, including PDLS Plus.

The GTS can be easily recognised from the sides thanks to the black GTS logos and 20-inch wheels painted in black (satin finish). The rear ends of the GTS models are characterised by dark-tinted rear lights and centrally positioned sports tailpipes in black. The rear apron, painted in black matt, and the GTS logo on the rear lid, painted in the same colour, provide further accents.

The passenger compartment also contributes to the intense sports car experience. The standard Sports seats Plus (two-way, electric) cradle the driver and passenger closely while providing a high level of comfort. In all GTS models, the seat centres are made of Alcantara, as are the armrests in the doors, the shift lever or gear selector, and, in the 718 Cayman GTS, the roof lining and the A-pillars. The GT sports steering wheel with 360-millimetre diameter and Alcantara cover is also included as standard.

The GTS logo is embossed on the door entry guards in black. GTS logos can also be found on the tachometer and headrests. The TFT screen also greets passengers with the GTS logo upon launch.

The optional GTS interior package offers further refinements to the GTS passenger compartments, including belt straps, embroidered logos on the headrests and stitching on seats and floor mats in the contrasting colours of Carmine Red or Chalk. The tachometer dial also features the selected colour. The trim strips on the dashboard and centre console are also available in brushed and anodised aluminium options.

## **Porsche Communication Management – user-friendly infotainment**

The new 718 GTS models also feature the Porsche Communication Management (PCM) system as standard. The online navigation module, voice control and Porsche Connect are available as options. The PCM features a high-resolution touchscreen display with built-in proximity sensor that is very simple and convenient to use. As with a smartphone, it is operated using multi-touch gestures on the screen. Mobile phones and smartphones can be connected via Wi-Fi using the optional Connect Plus module.

Real-time traffic information is available as an option, allowing quick and reliable navigation. In addition to providing a rapid overview of the traffic situation, this information also enables dynamic route adjustments. A large number of further Porsche Connect services are also available. For a detailed overview of the Connect services available for each country and vehicle, visit [www.porsche.com/connect](http://www.porsche.com/connect).

The Sport Chrono Package is also included as standard. In addition to an analogue stopwatch on the dashboard and digital stopwatch in the instrument cluster, this package includes a performance display. The enhanced Porsche Track Precision app is available for the new 718 GTS models for the first time. This smartphone app, which has its origins in motorsport, connects directly to the vehicle systems and automatically records and displays information obtained when driving on racetracks, as well as performing detailed analyses of this information. Drivers can trigger and record their own laps from 130 predefined circuits around the world. If the desired racetrack is not already available, drivers can add it themselves within the app.

Once the vehicle is out on the track, the app displays the driving dynamics directly on the smartphone. In addition to section and lap times, it also uses animations to display deviations from the reference lap. The app uses the vehicle and GPS data directly from the PCM to do this. Graphical analyses of the driving data and a video analysis help drivers to achieve continual improvements in their driving performance. The video analysis uses the smartphone's camera and supplements the images with animated driving data. To provide an extra perspective during the drive, an additional video from a second, external, camera can also be integrated. By analysing the driving data and comparing it with

other laps, drivers can continuously optimise braking points and the ideal racing line. The app also provides an acoustic readout of lap times and can be used to share recordings with friends via social media networks. In addition, the recorded video analyses and driver data can be exported for even more in-depth analysis on a home PC using additional software.

Additional app functions are also available to Apple Watch owners, such as measuring their heart rate while driving and recording it for further analysis. The Apple Watch vibrates if the driver achieves a new best time.

## **Optional assistance systems – increased safety for enhanced performance**

The standard equipment in the 718 Boxster GTS and 718 Cayman GTS already includes extensive safety systems such as the multi-collision brake. The system can reduce the severity of a subsequent impact by slowing the vehicle automatically after the initial collision. Porsche Stability Management (PSM) keeps the mid-engine sports cars under control even when driven at their limits.

The available assistance systems allow the new GTS models to be individually tailored to personal requirements: The optional cruise control function brakes moderately if the set speed could be exceeded on a downwards gradient. The optional adaptive cruise control system (ACC) includes a coasting function in combination with the PDK.

The Lane Change Assist function increases the safety of GTS models when driving on fast, multi-lane roads. Once driving at over 15 km/h, the system uses radar sensors in the rear end to monitor the area behind the vehicle and the driver's blind spot. At speeds between 30 km/h and 250 km/h, the system uses a warning light in the mirror attachment point finisher to inform the driver about vehicles approaching from the rear or located in the driver's blind spot. If the driver begins indicating or if the system detects a lane change, the warning signal illuminates. The increased convenience and safety provided by the Lane Change Assist function come into their own on motorways in particular. The system does not interfere with control of the vehicle and can be deactivated at any time.