



PORSCHE



Porsche at the 2019 Geneva Motor Show

Press Kit

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911 Carrera S Cabriolet: Combined fuel consumption 9.1 l/100 km; combined CO₂ emissions 208 g/km;

911 Carrera 4S Cabriolet: Combined fuel consumption 9.0 l/100 km; combined CO₂ emissions 207 g/km

718 Boxster T: Combined fuel consumption 8.2-7.9 l/100 km; combined CO₂ emissions 187-181 g/km

718 Cayman T: Combined fuel consumption 8.1-7.9 l/100 km; combined CO₂ emissions 186-180 g/km

Macan: Combined fuel consumption 8.1 l/100 km; combined CO₂ emissions 185 g/km

Macan S: Combined fuel consumption 8.9 l/100 km; combined CO₂ emissions 204 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).

Porsche at the 2019 Geneva Motor Show

Public début in Geneva for the new 911 Cabriolet, 718 T and Macan S

Porsche unveiled the new 911 four months ago in Los Angeles, and the eighth generation of this timeless sports car is much more powerful, fast and digital than ever before. The same approach will be in evidence at the next big première – taking place at the 89th Geneva Motor Show and just in time for spring – with the unveiling of the new 911 Cabriolet. With this open-top 911 too, Porsche continues to carefully and consistently develop its most iconic model, making it more dynamic, more efficient, and more advanced. The S model features a 331 kW (450 PS) twin-turbo engine that delivers top speeds of over 300 km/h, and acceleration of 0-100 km/h in less than four seconds. Drivers can enjoy even safer handling on wet roads with the new eight-speed dual-clutch transmission and Porsche Wet mode. With a design that puts a modern twist on classic interior and exterior elements from older 911 models, the new 911 Cabriolet is the newest in a long line of open-top Porsche models that includes the company's very first vehicle. This body style first appeared in the 911 family over 30 years ago, and it continues to symbolise uniquely intense driving experiences to this day. The weight of the soft top has been further optimised, and it now takes only 12 seconds to completely fold it away, thanks to a new hydraulic motor – it even closes back up with the same swiftness when travelling at speeds up to 50 km/h. Made predominantly from magnesium, the high-tech structure of the soft top – built by Porsche, as ever – prevents the roof from ballooning even at high speeds.

The second big Porsche première at Geneva will be the 718 T: the new touring version of the Boxster and Cayman that combines 220 kW (300 PS) output from the four-cylinder engine and state-of-the-art dynamic components – such as the Sport Chrono package and PASM sports chassis – with a 20-millimetre-lowered body. The car also comes equipped with PADM adaptive body positioning and Porsche Torque Vectoring with mechanical rear differential lock as standard – features which are being made available with the 2-litre boxer engine for the first time. In combination, they pack the high-performance character of the two-seater sports car into an especially exciting Porsche experience: the 718 T will be most at home on winding country roads, offering the sheer joy of driving as its ultimate goal. Equipped with the essentials, this puristic driving machine is the heir to the 911 T from 1968 and the 911 Carrera Clubsport from 1987.

The new Macan S is also making its first public appearance in Geneva. Porsche has comprehensively upgraded the Macan in terms of design, comfort, connectivity and driving dynamics. The distinctive Porsche design DNA can be seen in the compact SUV's three-dimensional LED light panel on the rear of the vehicle. LED technology will also be standard for the headlights in future. The most eye-catching new features in the interior are the 10.9-inch touchscreen of the new Porsche Communication Management (PCM), the newly arranged and designed air vents and the optional GT sports steering wheel familiar from the 911. The PCM provides access to new digital functions such as intelligent voice control and the standard online navigation. The range of comfort equipment is extended with Traffic Jam Assist, an ioniser and a heated windscreen, among other things. The Macan S is powered by a new V6 engine with 3-litre displacement and twin-scroll turbocharger in central turbo layout. The engine has a power output of 260 kW (354 PS) and torque of 480 Nm. The seven-speed dual-clutch transmission (PDK) and the Porsche Traction Management (PTM) all-wheel drive are perfectly matched to the new engines.

Porsche in Switzerland: a clear preference for performance

Over 70 years ago in 1949, the sports car manufacturer exhibited vehicles at the Geneva Motor Show for the first time. Headquartered in Rotkreuz, Porsche Schweiz AG recorded a slight decline in deliveries to 3,350 vehicles in 2018, though high-performance models were still the clear favourites. Compared with the previous year, the number of iconic 911 sports cars delivered increased by more than 10% to 962 vehicles in total, of which Turbo/Turbo S and GT models made up 56%. With Swiss customers taking delivery of 1,068 Macan models in 2018, it was their favourite Porsche of the year. A total of 7,035 vehicles have been delivered to customers since the model entered the market in 2014. The performance-oriented hybrid technology used in the Gran Turismo was a winner for Porsche, with the proportion of plug-in hybrid models rising to 59% of all Panamera vehicles delivered in 2018, and 20% of these being the top-of-the-range model, the Panamera Turbo S E-Hybrid.

All set for open-top season – the new 911 Cabriolet

Customers and fans alike were instantly captivated when Porsche unveiled the prototype of the first 911 Cabriolet at the International Motor Show (IAA) in Frankfurt in September 1981. The first open-top 911 variant rolled off the production line in 1982, and it has been a constant feature in the model range ever since. The open-top version of the iconic sports car includes all the innovative features of the Coupé, along with Cabriolet-specific advanced features such as new hydraulics which get the roof opened and closed more quickly than ever.

The new model echoes the modern lines of the Coupé and retains the unmistakable qualities of a Porsche 911 in Cabriolet form. The automatic soft top has a flush-mounted integrated glass rear window, while the soft-top structure includes large magnesium components known as bows, to reliably prevent ballooning of the roof at high speeds. The soft top can be opened or closed at speeds up to 50 km/h, The new lightweight roof motor reduces opening time to around 12 seconds, while the electrically extendible wind deflector can be raised within two seconds to protect occupants' necks against wind disturbance.

The 911 Cabriolet is initially available as a Carrera S with rear-wheel drive and Carrera 4S with all-wheel drive. Both rely on a 2,981 cm³ charged six-cylinder boxer engine with 331 kW (450 PS) at 6,500/min and 530 Nm torque between 2,300 and 5,000/min. The drive efficiency has been increased and emissions reduced by way of an improved injection process; other optimisation measures have also been implemented, such as a new layout for the turbochargers and charge air cooling system. The power is delivered by a newly developed eight-speed dual-clutch transmission. The 911 Carrera S accelerates from 0 to 100 km/h in 3.9 seconds (with optional Sport Chrono package: 3.7 seconds) and can reach speeds of up to 306 km/h. The 911 Carrera 4S attains a top speed of 304 km/h and can accelerate from 0 to 100 km/h in 3.8 seconds (with optional Sport Chrono package: 3.6 seconds).

The new engine mounting position makes the Cabriolet even more torsionally rigid than its predecessor. For the first time, Porsche Active Suspension Management (PASM) sport chassis is available for the 911 Cabriolet. The springs used for this are harder and shorter, the front and rear axle cross stabilisers are more rigid, and the chassis overall has been lowered by ten millimetres. These adjustments give the 911 a more neutral feel on the road, with better weight distribution.

An exterior design that draws on earlier generations of the 911

The new 911 Cabriolet looks wider, more self-assured and altogether more muscular than its predecessor. Wider wings arch over the large 20-inch wheels at the front and 21-inch wheels at the rear. The rear-wheel-drive models now match the bodywork width of the existing all-wheel models. The rear axle is 44 mm larger here. The front end – generally 45 millimetres wider – revives a traditional feature of earlier 911 generations: a forward-extended bonnet with a distinctive recess in front of the windscreen. Both elements lengthen the front of the vehicle and give it a dynamic look.

The rear of all models is dominated by the significantly wider, variable-position spoiler and the continuous, seamless and elegant light bar. With the exception of the soft top and the front and rear sections, the entire outer skin is now made from aluminium.

Redesigned interior with clear lines

The interior is distinctive, with the clear, straight lines and recessed instruments defining the dashboard. As on the original 911, the new dashboard covers the entire width between two horizontal wing levels. Alongside the centrally positioned rev counter, two thin, frameless freeform displays deliver information to the driver. Now 10.9 inches in size, the centre screen of the Porsche Communication Management (PCM) can be operated quickly and without causing distraction.

Sophisticated assistance systems enhance safety and comfort

In a world first, Porsche has developed Wet mode, included as standard. This function detects water on the road, preconditions the control systems accordingly and warns the driver, who can then set the car up to focus on stability by simply pushing a button or using the mode switch on the steering wheel (Sport Chrono Package). The camera-based warning and brake assist system, also fitted as

standard, detects the risk of collision with vehicles, pedestrians, and cyclists, and initiates a warning or emergency braking procedure if necessary. A park assistant system including reversing camera completes the standard configuration of the Cabriolet. Options for the 911 include Night Vision Assist with thermal imaging camera, as well as adaptive cruise control with automatic distance control, stop-and-go function and reversible occupant protection.

The 911 Carrera S Cabriolet starts from 134,405 euros in Germany and the 911 Carrera 4S Cabriolet from 142,259 euros, including VAT and country-specific equipment.

The new Porsche 718 T – minimised for maximum driving pleasure

With the 718 T, Porsche has transferred the puristic design of the 1968 911 T to its range of two-seater sports cars. The new model in the Boxster and Cayman ranges combines the 220 kW (300 PS) four-cylinder boxer engine with a particularly emotional Porsche driving experience. The high-performance character of the T models is emphasised by an extensive equipment package which includes 20-inch alloy wheels; 20-millimetre-lowered PASM sports chassis – which is being offered with the 2-litre turbocharged engine for the first time in this range – shortened gear stick emblazoned with red gear numbers; and the Sport Chrono package. These features are only available in combination with the basic engine in the 718 T. Porsche is offering both the Boxster and Cayman variants with six-speed transmission and Porsche Torque Vectoring (PTV), including mechanical rear axle differential lock; Porsche dual-clutch transmission (PDK) is also available as an option.

Traditionally, “T” stands for “Touring” in Porsche models, and is synonymous with driving pleasure in its purest form. The 718 T will be most at home on winding country roads, offering the joy of dynamic driving as its ultimate goal. The two-seater accommodates this philosophy through a pared down range of features. These include black door pulls in the door panels and sports seats with electric two-way adjustment, black Sport-Tex centre sections and the “718” logo embroidered on the headrests.

The Porsche Communication Management (PCM) module has also been replaced by a large storage compartment, though if preferred, the entertainment system is still available for customers to order at no extra charge. Put together, these measures balance out the additional weight created by the installation of the gasoline particulate filter (GPF).

In the interior, the character of the 718 T is highlighted through a number of emphatically sporty touches: luxurious padding and leather covering means the convenient, 360-millimetre GT sports steering wheel with Mode switch offers a particularly secure grip. 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 exterior of the Porsche 718 T is characterised by its powerful appearance. With 20-inch alloy wheels painted in high-gloss titanium grey, combined with the PASM sports chassis with 20-millimetre lowered body, it simply looks outstanding on the road. Agate-grey mirror shells and “718 Boxster T” or “718 Cayman T” logos on the sides indicate the model variant, which can also be identified from the rear, by the centrally positioned sports exhaust with black, 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.

The 220 kW (300 PS) turbocharged flat engine accelerates the Porsche 718 T powerfully and boasts up to 7,500 revolutions. The 2-litre four-cylinder turbo engine reaches its maximum torque of 380 Nm at 2,150/min and has an unladen weight of 1,350 (PDK: 1,380) kilogrammes. Thanks to a weight-to-power ratio of 4.5 (4.6) kg/PS, it can accelerate from zero to 100 km/h in 5.1 (4.7) seconds. The vehicle's top speed is 275 km/h.

The Sport Chrono package, included as standard for the 718 T, offers Normal, Sport, Sport Plus and Individual driving modes, which can be selected using the Mode switch on the steering wheel. Sport and Sport Plus activate sportier characteristics in both the engine management system and the accelerator, with the automatic dual-clutch function supporting you as you move down the gears in the manual transmission. Sport Plus further hones the handling of the 718 T by ensuring a sportier configuration of the Porsche Active Suspension Management (PASM), Porsche Active Drivetrain Mounts (PADM) adaptive body positioning and the optional Porsche dual-clutch transmission. In combination with PDK, the Launch Control function and the Sport Response button in the centre of the Mode switch are also available for use.

One special feature of this model is its dynamic gearbox mount – the PADM system, which minimises vibrations in the engine/gearbox area and reduces movements that could affect driving dynamics as a result of the total mass of the drivetrain. This combines the advantages of hard and soft gearbox mounts: driving behaviour becomes noticeably more precise and stable during changes in load and on fast curves. Driving comfort is unaffected on uneven roads.

The Porsche 718 Cayman T starts from 63,047 euros in Germany and the 718 Boxster T from 65,070 euros, including VAT and country-specific equipment. The new models are available to order in EU28 countries and other markets applying the same standards.

The new Macan S: fully connected, redesigned and packed with even more features

The driving dynamics of the Macan remains its core feature. The revamped chassis increases driving pleasure by ensuring a more neutral response while at the same time offering unchanged stability and improved comfort. The new Macan again features mixed tyres, which is not typical for the vehicle segment. As with Porsche sports cars, it is possible to optimally exploit the driving dynamics advantages of the intelligent PTM all-wheel drive. Newly developed tyres with improved performance characteristics also permit improved lateral dynamics.

LED tail light panel in the distinctive brand style

The comprehensively revamped rear end is based on the clear design of the predecessor model. A characteristic Porsche design feature has been added with the three-part, three-dimensional LED light panel. This connects the two tail light clusters with each other. The three-dimensional "PORSCHE" logo is positioned on the light panel. The newly designed tail light contour in the tailgate graphically lengthens the vehicle, breaks the height and emphasises the width. The visual centre of gravity is lower, a further style indication of the enhanced driving dynamics. The brake lights with their four-point design also reflect the brand identity. The tailpipes of the exhaust system are harmoniously integrated in the rear apron and round off the rear end dynamically in downward direction.

High-quality interior with new PCM and increased sense of width

With the new Porsche Communication Management (PCM), the Macan opens up all the possibilities of the digital Porsche world. The full-HD touchscreen has increased in size from 7.2 to 10.9 inches. As in the Panamera and Cayenne, the user interface can be adapted to suit personal requirements with predefined tiles. With full connectivity as standard, the new system offers improved online navigation and Porsche Connect Plus. The connection to the navigation-related "Here Cloud" plays an important part here. This provides the driver with up-to-date online data at all times for fast route calculation. Other services and functions include web radio with automatic switching between FM/DAB/online sources, the intelligent Voice Pilot voice control system and also remote functions such as security

and emergency services. The Porsche Connect app and Porsche Car Connect app enable the driver to communicate with the Macan via their smartphone. The Offroad Precision app can be used to make the off-road experience in the Macan even more emotionally charged and to document trips.

An expanded range of options with enhanced assistance systems is available for the new Macan. The optional GT sports steering wheel creates a link to the Porsche 911. A mode switch integrated into the steering wheel – including Sport Response button – is part of the optional Sport Chrono Package that can be fitted in the Macan. The new Traffic Jam Assist uses adaptive cruise control to allow more relaxed driving at speeds up to 65 km/h. The new system keeps the Macan in lane through targeted steering interventions.

New V6 engine with central turbo layout

Porsche now equips the Macan S with a newly developed six-cylinder V engine. The turbocharged engine with a displacement of three litres delivers 260 kW (354 PS) and develops a maximum torque of 480 Nm, representing an increase of 10 kW (14 PS) compared with the previous model. As a result, the acceleration time from standstill to 100 km/h is reduced by 0.1 second to 5.1 seconds with the Sport Chrono Package, and top speed is reached at 254 km/h.

The six-cylinder engine of the Macan S is a high-tech power unit. Used for the first time in the Panamera, the engine has been introduced for the Cayenne and now also for the Macan. The most conspicuous feature is the mono turbocharger located in the inner V in the so-called central turbo layout. The short exhaust gas paths between the combustion chambers and the turbocharger ensure outstanding and immediate responsiveness, which perfectly complements a dynamic driving style.

With the new turbocharger's twin-scroll technology, the exhaust gas flows are continuously fed to the turbine wheel as separate streams, significantly reducing any charge cycle disadvantages. The further-developed combustion chamber geometry with central injector facilitates efficient mixture preparation. In addition to the increase in the power output per litre from 113 to 118 PS, exhaust emissions have also been improved. Up to three injections per working cycle optimise combustion and thus reduce the noxious constituents in the exhaust gas.