



**PORSCHE**



# **Porsche at the Los Angeles Auto Show 2017**

Press Kit

# Contents

<b>Fuel consumption and emissions</b>	<b>3</b>
Porsche still has the pedal to the metal <b>World premiere of four sports cars, US debut of the new Cayenne</b>	<b>4</b>
Porsche introduces new Panamera version with 680 hp and 49 kilometres of pure electric range <b>The most powerful Sport Turismo is a plug-in hybrid</b>	<b>6</b>
Even greater performance and exclusive equipment <b>Tailored for design and sportiness – the new Porsche 718 GTS models</b>	<b>9</b>
Purist growth for the 911 family <b>Less is more – the new Porsche 911 Carrera T</b>	<b>11</b>
New engines, new chassis, innovative control concept and more connectivity <b>The new Porsche Cayenne</b>	<b>13</b>

---

## 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

**911 Carrera T:** combined fuel consumption 9.5–8.5 l/100 km, urban 13.5–11.5 l/100 km, extra-urban 7.1–6.8 l/100 km; CO<sub>2</sub> emissions 215–193 g/km'

**Cayenne:\*** combined fuel consumption 9.2–9.0 l/100 km, urban 11.3–11.1 l/100 km, extra-urban 8.0–7.9 l/100 km; CO<sub>2</sub> emissions 209–205 g/km

**Cayenne S:\*** combined fuel consumption 9.4–9.2 l/100 km, urban 11.8–11.3 l/100 km, extra-urban 8.4–8.0 l/100 km; CO<sub>2</sub> emissions 213–209 g/km

**Cayenne Turbo:\*** combined fuel consumption 11.9–11.7 l/100 km, urban 16.4–16.2 l/100 km, extra-urban 9.5–9.3 l/100 km; CO<sub>2</sub> emissions 272–267 g/km

**Panamera Turbo S E-Hybrid Sport Turismo:** Combined fuel consumption 3.0 l/100 km; combined energy consumption 17.6 kWh/100 km; CO<sub>2</sub> emissions combined 69 g/km

*\* Range depends on the tyre set used*

---

Porsche still has the pedal to the metal

## **World premiere of four sports cars, US debut of the new Cayenne**

With four world premieres planned, Porsche is lighting the touch paper for an explosive unveiling at the Los Angeles Auto Show: The Panamera Turbo S E-Hybrid Sport Turismo, the 718 Boxster GTS and the 718 Cayman GTS are each the flagship of their respective model lines, while the 911 Carrera T takes the role of puristic lightweight. In addition, the new generation of the Cayenne is celebrating its first outing in the United States. The Los Angeles Auto Show runs from December 1 to December 10, 2017.

### **Plug-in hybrid is top model: Panamera Turbo S E-Hybrid Sport Turismo**

The new Panamera Turbo S E-Hybrid Sport Turismo is the most versatile sports car in the Porsche line-up. With a system power of 500 kW (680 hp), the plug-in hybrid is the most powerful of the Sport Turismos. And with an average fuel consumption (NEDC) of 3.0 l/100 km, it is also the most economical. The vehicle offers a top speed of 310 km/h and has a maximum purely electric range of just under 50 kilometres. The new top model also combines the driving dynamics of a top-class sports car with an innovative spatial concept for improved everyday practicality.

### **Enhanced power and driving dynamics: Porsche 718 GTS models**

The pole position in the two-seater mid-engine sports cars segment will in future be occupied by the 718 Cayman GTS and the 718 Boxster GTS. The new top models are making their mark with an enhanced 2.5-litre turbo engine that now delivers 269 kW (365 hp). Standard extras such as Porsche Active Suspension Management (PASM) with lowering function, the Sport Chrono Package and Porsche Torque Vectoring (PTV) ensure that this enhanced power can be turned into a noticeably sportier driving dynamic. With the optional PDK transmission, the GTS two-seaters can accelerate from zero to 100 km/h in 4.1 seconds and achieve a top speed of 290 km/h. The new sports cars are easily recognisable as GTS models thanks to the extensive use of black components.

## Lightweight for pure driving pleasure: 911 Carrera T

For 911 enthusiasts with a preference for puristic sports cars, Porsche has designed the new 911 Carrera T. Just like its classic 1968 predecessor, it combines a lower weight with unique sports tuning. The sporty features include a manual transmission with shorter gear ratio, an active PASM sports chassis with lowering function and numerous exclusive options. The weight-to-power ratio of the 911 Carrera T with 272 kW (370 hp) and six-cylinder engine is just 3.85 kg/hp and guarantees particularly agile driving dynamics.

## More sports car, more comfort, more possibilities: US debut of the Cayenne

The new Cayenne is now available for the first time in the USA. The new generation currently consists of three models: The Cayenne with 250 kW (340 hp) and the Cayenne S with 324 kW (440 hp), both with six-cylinder turbo engines, plus the Cayenne Turbo with 404 kW (550 hp) and V8 biturbo engine. The more powerful engines, new eight-speed Tiptronic S transmission, new chassis systems and innovative display and control concept with total connectivity take both sport and comfort to the next level. The SUV, which has also been enhanced visually, now has mixed tyres and rear-axle steering for the first time. In addition, the on-road capabilities are further improved by active all-wheel drive as standard, Porsche 4D Chassis Control, three-chamber air suspension and an electronic roll stabilisation system.

## Continuation of the success story: Porsche on the US market

Porsche is continuing on the path to success in the USA in 2017. With 45,952 vehicles delivered, sales for the first three quarters of the year are up 2.7 per cent on the same period in the previous year. Growth has been particularly strong for the Macan (+16.3 per cent) and the new Panamera (+52.5 per cent). The sales figures reflect the high level of appreciation from our US customers. In the latest "Automotive Performance, Execution and Layout (APEAL) Study" conducted by US market research institute J.D. Power, for the 13th time in succession, the sports car manufacturer has finished top of the overall rankings, meaning that Porsche remains the most attractive vehicle brand for drivers in the USA. The Porsche 911, Cayenne and Macan models also took the top positions in their categories.

---

Porsche introduces new Panamera version with 680 hp and 49 kilometres of pure electric range

## **The most powerful Sport Turismo is a plug-in hybrid**

Porsche is expanding its hybrid range, as a powerful plug-in hybrid is being added to the Panamera Sport Turismo model line. The new Panamera Turbo S E-Hybrid Sport Turismo flagship model will combine a four-litre V8 engine with an electric motor, resulting in a system power of 500 kW/680 hp. Even when just above idle speed, the Panamera Turbo S E-Hybrid Sport Turismo offers 850 Nm of torque. That means it accelerates from zero to 100 km/h in 3.4 seconds and reaches a top speed of 310 km/h. Average consumption in the New European Driving Cycle (NEDC) is 3.0 l/100 km. The most powerful Sport Turismo has a range of up to 49 kilometres using solely electric power and therefore producing zero local emissions. It is not just the balance between performance and efficiency that makes the Panamera Turbo S E-Hybrid Sport Turismo unique in its segment; its spatial concept, including a large tailgate, low loading edge, increased luggage compartment volume and a 4+1 seating configuration, means that the new flagship of the model line offers a high standard of everyday practicality. Porsche combines unique design and excellent everyday practicality with top performance and maximum efficiency.

### **Zero to 100 km/h in 3.4 seconds**

As with the Panamera sports saloon flagship model, Porsche is now also demonstrating the huge performance potential of hybrid technology with the Sport Turismo. The boost strategy used in the series-production all-wheel drive Panamera Turbo S E-Hybrid Sport Turismo has been taken from the Porsche 918 Spyder super sports car. Even at 1,400 rpm, the V8 biturbo engine (404 kW/550 hp) and the electric motor (100 kW/136 hp) deliver the maximum system torque of 850 Nm. The decoupler integrated into the hybrid module is electromechanically actuated via an Electric Clutch Actuator. The result is fast response times and a high level of comfort. The fast-shifting, eight-speed Porsche Doppelkupplung (PDK) is used to transmit power to the standard adaptive all-wheel drive system Porsche Traction Management (PTM). The E-performance drive allows the vehicle to sprint from zero to 100 km/h in 3.4 seconds. It only takes a further 8.5 seconds to reach the 200 km/h mark. The top speed is 310 km/h. Despite this level of performance, the plug-in hybrid model is also extremely efficient: The result from the New European Driving Cycle was fuel consumption of 3.0 l/100 km and

power consumption of 17.6 kWh/100 km. The Turbo S E-Hybrid Sport Turismo has a range of up to 49 kilometres and a top speed of 140 km/h when driven solely using electric power, which results in no local emissions. The lithium-ion battery has an energy content of 14.1 kWh and can be charged within 2.4 to 6 hours, depending on the charger and power connection.

### **Unique design, adaptive roof spoiler and 4+1 seating concept**

The Turbo S E-Hybrid Sport Turismo offers all of the innovations of the second generation of the Panamera. These include the digitalised Porsche Advanced Cockpit, ground-breaking assistance systems such as Porsche InnoDrive including adaptive cruise control, and optional rear-axle steering. Another of these innovations is the roof spoiler, which is unique in the segment: Its pitch is set to one of three different angles depending on the driving situation and the selected vehicle settings. It also generates additional downforce of up to 50 kilograms on the rear axle. Up to a speed of 170 km/h, the aerodynamic guide element – a central system component of the Porsche Active Aerodynamics (PAA) – stays in its retracted position at an angle of minus seven degrees to follow the roof line, which slopes to the rear. Above 170 km/h, the roof spoiler automatically moves to the performance position with an angle of plus one degree, thereby increasing driving stability and lateral dynamics. When in the Sport and Sport Plus driving modes, the roof spoiler automatically moves to the performance position at speeds of 90 km/h upwards. PAA also provides active assistance by adapting the roof spoiler's angle of inclination to plus 26 degrees when the optional panoramic sliding roof is open at speeds of 90 km/h or above in order to compensate for the turbulence created.

Conceptually, the top-of-the-line model offers all of the advantages of the new Sport Turismo line resulting from the avant-garde design. The roof line of the Sport Turismo, which is raised in comparison to the sports saloon, allows for easier entry and exit at the rear of the vehicle and ensures greater head clearance. The usability of the luggage compartment benefits from the wide opening tailgate, which is electrically operated as standard, and a loading edge height of just 628 millimetres. The Panamera Turbo S E-Hybrid Sport Turismo is also equipped with three rear seats. The two outside seats take the form of individual seats—in keeping with the model line's claim for sporty performance with maximum passenger comfort—thereby producing a 2+1 configuration at the rear. Two electrically adjustable individual seats for the rear can also be ordered as an option. Measured to the upper edge of the rear seats, the Panamera Turbo S E-Hybrid Sport Turismo offers 425 litres of storage space. The

backrests of the three rear seats can be folded down together or individually (in a 40:20:40 split) and are unlocked electrically from the luggage compartment. In this case, the loading volume is increased to up to 1,295 litres.

### **Extensive standard equipment including ceramic brakes**

The Porsche Panamera Turbo S E-Hybrid Sport Turismo is available to order now, with prices starting from EUR 188,592 including VAT in Germany. The standard equipment is extensive: For example, it comes as standard with electric Porsche Dynamic Chassis Control Sport (PDCC Sport) roll stabilisation including the Porsche Torque Vectoring Plus (PTV Plus) rear differential lock, the high-performance Porsche Ceramic Composite Brake (PCCB) braking system, 21-inch alloy wheels in a 911 turbo design, Power Steering Plus, the Sport Chrono Package and auxiliary air conditioning. As with all Panamera Sport Turismo models that deliver more than 324 kW (440 hp) of power, the new top-of-the-line model also features adaptive three-chamber air suspension including Porsche Active Suspension Management (PASM) for a broad balance between a high level of driving dynamics and driving comfort.



---

Even greater performance and exclusive equipment

## **Tailored for design and sportiness – the new Porsche 718 GTS models**

Porsche is expanding its mid-engine range with the new two-seater 718 Boxster GTS and 718 Cayman GTS. The vehicles' power has now been increased to 269 kW (365 hp) thanks to a newly developed intake duct and an optimised turbocharger for the 2.5-litre, four-cylinder flat engine. With these improvements, the engine delivers 11 kW (15 hp) more power than the 718 S model and up to 26 kW (35 hp) more power than its GTS predecessor models with naturally aspirated engines. The new mid-engine sports cars are available with manual six-speed transmission or optional Porsche Doppelkupplung (PDK). The GTS vehicles are equipped with a host of options as standard, such as the Sport Chrono Package, Porsche Torque Vectoring (PTV) with a mechanical rear differential lock and Porsche Active Suspension Management (PASM), which lowers the body by ten millimetres.

### **More power for more performance**

The maximum torque of 430 Nm provides even better acceleration and flexibility values, and is available between 1,900 and 5,000 rpm. When combined with the PDK and Sport Chrono Package, the GTS models accelerate from zero to 100 km/h in 4.1 seconds. The vehicles' top speed is 290 km/h.

### **Typical GTS: numerous black elements both inside and out**

The GTS models stand out within the 718 model line not only in terms of technology, but also in their visual design. The new Sport Design apron at the front of the vehicle emphasises the vehicles' sporty character. 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 at the base of the doors and 20-inch wheels painted in black (satin finish) complete the side view.

## High-quality Alcantara and Porsche Track Precision App

GTS genes also shape the interior. The stopwatch of the Sport Chrono Package (included as standard) is integrated as a central component of the dashboard. Both the driver and front passenger can enjoy sports seats, which feature Alcantara centres as in the other Porsche GTS models. The Sports seats Plus with GTS logos on the headrests can be electronically adjusted in two ways and provide increased lateral support and comfort. In addition, the interior features a high proportion of Alcantara, which can be found on the steering wheel trim, centre console and armrests, for example. Furthermore, drivers with a particular passion for sport are assisted by the Porsche Track Precision App (PTPA), which enables them to automatically record, display details of and analyse driving data on their smartphone.

---

Purist growth for the 911 family

## **Less is more – the new Porsche 911 Carrera T**

With the 911 Carrera T, Porsche is reviving the puristic concept behind the 911 T of 1968: less weight, shorter transmission ratios from the manual gearbox and rear-wheel drive with mechanical rear differential lock for enhanced performance and intense driving pleasure. The new model's unique appearance is based on the 911 Carrera and its engine delivers 272 kW (370 hp). The 911 Carrera T – at Porsche, "T" stands for Touring – also boasts several other equipment features that are not available for the 911 Carrera, including the PASM sports chassis as standard, lowered by 20 mm, the weight-optimised Sport Chrono Package, a shortened shift lever with red shift pattern and Sport-Tex seat centres. In addition, the rear-axle steering system, which was not available for the 911 Carrera, is provided as an option for the 911 Carrera T.

Every aspect of the equipment in the 911 Carrera T is designed to optimise sportiness and deliver lightweight construction: The rear window and rear side windows are made from lightweight glass. The door trims feature opening loops and the sound absorption has been reduced to a minimum. The rear seats have been omitted, as has Porsche Communication Management (PCM). Both, however, are available on request at no extra cost. And the result of these lightweight construction measures? At an unladen weight of 1,425 kilograms, the two-seater is 20 kilograms lighter than a 911 Carrera with comparable equipment.

### **A sporty design and unique appearance**

The design of the 911 Carrera T highlights the emotionality and sportiness of the coupé with rear-axle transmission. The body parts and wheels function as clear differentiating elements. At the front, the 911 Carrera T features an aerodynamically optimised front spoiler lip, and the Sport Design exterior mirrors are painted in Agate Grey Metallic. From the side, the new model is easily recognisable thanks to its 20-inch Carrera S wheels in Titanium Grey. The "911 Carrera T" logos represent another distinctive feature at the side. The rear view is characterised by the slats in the rear lid grille, the Porsche logo, the "911 Carrera T" model designation in Agate Grey and the sports exhaust system provided

as standard, with centrally positioned tailpipes painted in black. The exterior colour options are Black, Lava Orange, Guards Red, Racing Yellow, White and Miami Blue, as well as the metallic colours Carrera White, Jet Black and GT Silver.

### **A puristic interior concept and new interior package**

The appearance of the passenger compartment also has a sporty and puristic emphasis. The driver enjoys black, four-way, electric sports seats with a seat centre in Sport-TEX fabric, while the headrests feature a "911" logo stitched in black. This new Carrera T model also comes with the option to choose full bucket seats for the first time. Steering actions are completed via the GT sports steering wheel with leather rim, and the mode switch provided on the steering wheel as standard allows the driver to select different driving programmes. The shortened shift lever with shift pattern in red remains exclusive to the 911 Carrera T. The decorative trims on the dashboard and doors are black, as are the door opening loops. A new addition is the T interior package, which creates an even sportier look with the contrasting colours of Racing Yellow, Guards Red or GT Silver. These colours can be used to add visual accents on various interior components, such as the seat belts, the "911" logo on the headrests, the door opening loops or the centres of the Sport-TEX seats.

### **Improved weight-to-power ratio plus enhanced performance**

The six-cylinder flat engine with a displacement of three litres and twin turbocharging generates an output of 272 kW (370 hp) and a maximum torque of 450 Nm, delivering between 1,750 rpm and 5,000 rpm. The weight-to-power ratio has been improved to 3.85 kg/hp, ensuring enhanced performance and more agile driving dynamics. Thanks to the shorter rear-axle gear ratio and mechanical differential lock, the 911 Carrera T can sprint from zero to 100 km/h in 4.5 seconds – 0.1 seconds faster than the 911 Carrera Coupé. The model reaches the 200-km/h mark in just 15.1 seconds. Porsche Doppelkupplung (PDK) is also available as an option on the Carrera T, enabling the vehicle to reach 100 km/h in 4.2 seconds, and 200 km/h in 14.5 seconds. Both transmission variants enable a top speed of over 290 km/h.

---

New engines, new chassis, innovative control concept and more connectivity

## The new Porsche Cayenne

The third generation of the Cayenne is launching as a completely new development and will combine even more of the typical Porsche performance with excellent everyday practicality. The powerful turbo engines, new eight-speed Tiptronic S gearbox, new chassis systems and innovative display and control concept with total connectivity will take both sport and comfort to the next level.

### **Dynamic design language: firmer design and larger wheels**

Sporty and precise with a clear design – new and yet familiar: The appearance of the Cayenne has been enhanced in the style that runs through the Porsche Design DNA. The enlarged air intakes at the front are clear indicators of the increased performance. The new horizontal light edges mean that the SUV now appears wider and more athletic, even when stationary. An exterior length increased by 63 millimetres and a roof height reduced by nine millimetres compared with its predecessor enhance the elegant, streamlined impression. The luggage compartment volume is now 770 litres – an increase of 100 litres.

Following the 911: Lightweight chassis with mixed tyres

The new Cayenne combines three chassis concepts in one new design: sports car, off-roader and touring car. For the first time, the Cayenne is available with electric rear-axle steering. The optional adaptive air suspension with new three-chamber technology significantly increases the balance between a sporty, firm connection and the driving comfort expected of a saloon car. Just as before, the system enables adjustments to the ground clearance on rough terrain. With the optional Porsche Dynamic Chassis Control (PDCC) roll stabilisation, sporty drivers benefit by changing from a hydraulic to an electric system.

With the innovative Porsche Surface Coated Brake (PSCB), Porsche is once again assuming a pioneering role in the development of high-performance brakes. This world first is available as an option for all Cayenne models (it comes as standard in the Cayenne Turbo) and consists of a cast-iron disc with a tungsten-carbide coating. This finish increases the friction values and wear and brake dust are reduced.

## **Digital evolution and assistance systems**

With this new generation, the Cayenne is writing a new chapter in the relationship between driver and vehicle: The Porsche Advanced Cockpit is fully integrated into the sporty, luxurious environment. At the heart of the new display and control concept from Porsche is the 12.3-inch full-HD touchscreen from the latest generation of Porsche Communication Management (PCM). A range of digital functions can be operated intuitively – including by voice control. The standard Porsche Connect Plus allows access to online services and the Internet. This includes the standard online navigation with real-time traffic information. Night Vision Assist with a thermal imaging camera is one of the most important assistance systems, along with Lane Change Assist, Lane Keeping Assist including traffic sign recognition, traffic jam assist, ParkAssist including Surround View and Porsche InnoDrive including adaptive cruise control.