



PORSCHE

Press Information

Los Angeles Auto Show 2015

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Porsche at the 2015 Los Angeles Auto Show

World premieres: new 911 Targa with turbo engine and Cayman GT4 Clubsport

At the 2015 Los Angeles Auto Show, Porsche is celebrating the world premiere of two extraordinary sports cars. The new 911 Targa 4 and the Cayman GT4 Clubsport are making their first public appearances. The particularly sophisticated 911 has made further advances in performance and cultivated driving enjoyment with powerful and efficient turbo engines, an advanced all-wheel drive system and an active chassis. With its fully automatic Targa top and the traditional wide rollover protection bar, the 911 Targa combines classic design with state-of-the-art technology.

The 911 Targa 4 now has 370 hp (272 kW) and the 911 Targa 4S 420 hp (309 kW), which represents 20 hp (15 kW) more power for each compared to the previous models. The PASM chassis that is now standard and lowers ride height by ten millimeters as well as the rear axle steering that is optional in the S model enhance driving dynamics even further. Inside, the new 911 generation offers the easy to operate Porsche Communication Management (PCM) with multi-touch monitor and more functions as standard equipment.

Celebrating the world premiere of the new Targa in Los Angeles highlights the special relationship that this open-air 911 enjoys with the USA. Initially designed for the US market in the 1960s as a “safety convertible”, the Targa has developed into a showcase model of the 911 model series, and not just for American Porsche enthusiasts. For 50 years now, the 911 with the signature aluminum rollover protection bar has been exciting Porsche fans worldwide with its special design and driving feeling.

New entry-level model for Porsche motorsport

Porsche is now offering a new way to enter motor racing with the Cayman GT4 Clubsport. Its 3.8-liter flat engine has an output of 385 hp (283 kW), and it transfers this power to the rear axle via a dual clutch transmission. A chassis modified for circuit track use, larger brakes and weight reductions boost the already exceptional dynamism of the radical Cayman GT4 even more emphatically. Homologation for various race series worldwide on the club sport competitive level should take place for the 2016 season.

The USA continues to be one of the main Porsche sales markets. By September 2015 the sports car manufacturer had delivered 39,300 vehicles, which represents a significant gain of 11 percent compared to the same period last year. This success is due to the car's excellent reputation among customers. For the eleventh consecutive time, Porsche has earned first place in the overall ratings of the renowned APEAL customer satisfaction survey by J.D. Power, so it is still the car brand with the highest level of attractiveness to drivers in the USA.

US debut: new Macan GTS with 360 hp

Porsche is also presenting the Macan GTS to the US public for the first time in Los Angeles. It is the most agile version of the compact SUV from Porsche to date, and shines with a level of driving experience that goes beyond what is even usual for the Macan. More power, a re-engineered chassis and reinforced brakes deliver the right tools for this. Its power output of 360 hp (265 kW) positions it between the Macan S and the Macan Turbo. Typical Porsche GTS design features round out the sporty impression. The sporty front and rear apron designs of the Sport Design Package already express the driving dynamic potential of the Macan GTS, even when it is standing still. Black contrasting elements on the air intake screens and on the inserts of the headlights distinguish it at first glance as a "Gran Turismo Sport". In a side view as well, GTS-specific coloring underscores the car's unique character. The window frames are designed in high-gloss black. Sideblades and 20-inch wheels in silky-gloss black round out the GTS design. Drivers with sporty ambitions will enjoy the Alcantara features and eight-way sport seats.

Extravagant 911 with new turbo engines and new all-wheel drive system

The new Porsche 911 Targa 4

The 911 Targa 4 will appeal to special tastes in individual sports car driving pleasure with its sophisticated design, unique roof design and sporty all-wheel drive. The new generation further intensifies the charm of the original. The innovative turbo engines output more power and consume less fuel, while the further advanced all-wheel drive system boosts the car's driving dynamics and active safety. Another feature providing for a greater spread between sporty performance and comfort is the standard adaptive PASM (Porsche Active Suspension Management) chassis system that lowers the car's ride height by ten millimeters. Rear axle steering, which is offered as an option for the 911 Targa 4S for the first time, substantially enhances the driving dynamics spectrum. The new standard Porsche Communication Management (PCM) connectivity and infotainment system offers extended functionality, simplified operation and a multi-touch monitor. Since making its debut in 1965, the Targa has held a solid position within the Porsche 911 family, and it represents around 13 percent of all 911 cars ever sold.

With its individual design, the new 911 Targa continues to clearly set itself apart from the Coupé and Cabriolet. It combines the classic Targa idea with state-of-the-art roof convenience. Like the legendary original Targa, the current generation has a characteristic wide rollover protection bar instead of B-pillars, a movable roof section above the front seats and a wrap-around rear window without C-pillars. The roof section can be opened or closed at the push of a button, and when opened, the roof element is stored behind the rear seat system.

The further refined look of the 911 accentuates the sophisticated elegance of the 911 Targa. The light bar between the taillights, for instance, now has a pronounced three-dimensional, sculptural appearance. This visual depth effect is intensified when the light is switched on. The light bar also accentuates the typical proportions of the all-wheel drive 911, whose rear fenders flare further outward by 44 millimeters, just like on the previous all-wheel-drive models. Other distinguishing characteristics of the new 911 generation range from the headlights with four-point daytime running lights to the door handles without recess covers and the newly designed rear lid with its vertical louvers and new tail lights – including signature four-point brake lights.

Sprints faster while offering 12 percent better fuel economy

The newly developed flat engines are based on over four decades of Porsche experience with turbocharged engines from racing and production sports cars. The result: all new 911 Carrera models fascinate with top grades in performance, driving pleasure and efficiency. Thanks to bi-turbo charging, the three-liter six-cylinder engines in the 911 Targa 4 attain a power of 370 hp (272 kW) and a torque of 450 Nm; in the S model, power output increases to 420 hp (309 kW) and torque to 500 Nm. This means that the driver can convert an extra 20 hp (15 kW) of dynamic performance into driving pleasure in both models. The higher power output of the S engine is obtained from turbochargers with modified compressors, a customized exhaust system and special tuning of the engine management system.

In combination with the new electro-hydraulically controlled all-wheel drive system, the new Targa models attain even better acceleration figures. When equipped with the PDK and Sport Chrono Package options, the 911 Targa 4 sprints from zero to 100 km/h in 4.3 seconds (0.5 s faster than the previous model) and the S model in 4.0 seconds (0.4 s faster). Top speeds range between 287 km/h and 303 km/h, depending on the model and equipment.

Traditionally, each new generation of Porsche engines offers more power along with better fuel economy. Fuel consumption of the 911 Targa 4 with PDK, for instance, has been reduced by 0.8 liters to 7.9 l/100 km. Even greater savings have been realized in the 911 Targa 4S with PDK; its combined fuel consumption was reduced by 1.2 liters to 8.0 l/100 km.

Inherited from the 918 Spyder: Sport Chrono Package with mode switch

For the first time, in conjunction with the optional Sport Chrono package, the new 911 models have a driving dynamics switch on the steering wheel that was derived from the 918 Spyder. This mode switch consists of a rotary ring with four positions for the Normal, Sport, Sport Plus and Individual driving modes. Depending on the installed options, the latter mode lets drivers configure their own vehicle setups, for instance with settings for the PASM, active engine mounts, PDK shifting strategy and sport exhaust system. In conjunction with the PDK transmission, the mode switch has an extra button known as the Sport Response Button.

When it is activated, the drivetrain is preconditioned for the best possible acceleration over a 20-second period, such as for upcoming passing maneuvers. This involves engaging the optimal gear and temporary modification of the engine management parameters and the all-wheel drive system for even more spontaneous response.

Standard feature: re-engineered PASM chassis with ten millimeter lower ride height

A Porsche 911 with all-wheel drive represents an ideal combination of traction and driving safety with sporty driving dynamics. Porsche is further extending this spread of properties in the new generation. For one, the electro-hydraulically controlled all-wheel drive system responds quicker and more sensitively due to technology adopted from the 911 Turbo. In particular, it improves directional stability during exceptionally sporty modes of driving without compromises in agility. As a result, the advanced all-wheel drive system harmonizes even better with the newly tuned PASM chassis with its ten millimeter lower ride height. For the first time, it is included as standard equipment on all Carrera models, enhancing stability in fast cornering. At the same time, the new generation of shock absorbers – with its further extended spread of characteristics – improves comfort with even more refined response while improving the connection to the car body when driving in a dynamic style.

Active rear axle steering, which is offered as an option in the S models, implements chassis technology from the 911 Turbo and 911 GT3. This makes the 911 even more agile during turn-in. It also contributes to greater driving stability when changing lanes at high speed. At the same time, it impresses in urban traffic with improved maneuverability by reducing the turning circle diameter by 0.4 meters. The improved handling is transmitted to the driver via a new generation of steering wheels whose design is based on that of the 918 Spyder. The basic steering wheel has a diameter of 375 mm, while the optional GT steering wheel measures 360 mm. To achieve unlimited everyday practicality, Porsche offers a hydraulic lift system with integrated lift cylinders in the front suspension struts. At the push of a button, it increases ground clearance under the front spoiler lip by 40 mm within five seconds in order to avoid that the vehicle underbody touches the ground, for instance on steep garage exits.

Connectivity and infotainment system: PCM with multi-touch monitor and new functions

The PCM connectivity and infotainment system – a completely new development that is standard in the new 911 Targa 4 – integrates new functions and now has a seven-inch multi-touch monitor on the center console. The navigation system, which is now also standard equipment, can be operated like a smartphone, and it now also processes handwriting inputs. Real-time traffic information is available to the driver that guarantees an up-to-date overview of the traffic situation both locally and along the planned route. In addition, mobile phones and smartphones can now be integrated more quickly, easily and extensively than before via Wi-Fi, Bluetooth or cable. This means that both vehicle-related services such as remote retrieval of vehicle data and also internet-based services such as Google Street View and internet radio are available.

New race car for entry-level motor racing

The new challenger on the circuit track: Cayman GT4 Clubsport

Porsche Motorsport has developed a near-production race version of the lightweight Cayman GT4 sports car. Advance sales of the 283-kW (385-hp) mid-engine race car for entry-level motor racing begins simultaneously with the start of the 2015 Los Angeles Auto Show.

Exactly like its standard production counterpart that is already extremely well suited for the racetrack, the Cayman GT4 Clubsport is powered by a 3.8-liter flat-six engine. The race version is exclusively equipped with a Porsche Doppelkupplung with shift paddles at the steering wheel and a mechanical rear differential. The lightweight spring-strut front suspension comes from its larger brother, the 911 GT3 Cup, which competes in 20 Porsche brand cup race series worldwide.

The generously sized race brake system is equipped with steel rotors that are each 380 mm in diameter. At just 1,300 kg, the Cayman GT4 Clubsport is a genuine lightweight race car, featuring a welded-in safety cage, racing bucket seat and 6-point safety harness as standard equipment.

The new Cayman GT4 Clubsport can be ordered from Porsche Motorsport in Weissach or from Porsche Motorsport North America for the North American market.

For 2016, it will be homologated for race series such as the Pirelli World Challenge, the Continental Tire Sports Car Challenge, the Pirelli GT3 Cup Trophy in the USA, the Ultra 94 GT3 Cup Challenge in Canada and for club racing of the Porsche Club of America as well as other race events on the club sport level across the globe.

Specifications Porsche 911 Targa 4*

Body: Two-plus-two seat Targa with steel rollover protection bar and retractable central roof section; lightweight body in intelligent aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

Aerodynamics:

Drag coefficient c_d :	0.30
Frontal area A:	2.05 m ²
$c_d \times A$:	0.62

Engine: Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts, four valves per cylinder; variable inlet and outlet valve timing, inlet valve lift (VarioCam Plus); hydraulic valve clearance adjustment; direct petrol injection; bi-turbo charging; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil 13.1 liters (refill volume 8.0 liters); electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.

Bore	91.0 mm
Stroke	76.4 mm
Displacement	2,981 cm ³
Compression ratio	10:1
Engine power	370 hp (272 kW) at 6,500 rpm
Max. torque	450 Nm at 1,700 – 5,000 rpm
Power output per liter	124.1 hp/l (91.2 kW/l)
Max. engine speed	7,500 rpm
Fuel type	super plus

Electrical system: 12 Volt; alternator 2,450 W; battery 80 Ah; electrical system recuperation.

* Specifications may vary according to markets

Status: November 2015

Power transmission: Engine and transmission bolted together to form a single drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed manual transmission with two-plate clutch; optional seven-speed dual clutch transmission (PDK)

Gear ratios	Manual transmission	PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.58	1.58
4 th gear	1.18	1.18
5 th gear	0.94	0.94
6 th gear	0.79	0.79
7 th gear	0.62	0.62
Reverse	3.55	3.55
Constant RA ratio	1.16	1.16
Total RA ratio	3.09	3.09
Final drive ratio, front axle	3.46	3.46
Clutch diameter	228 mm	202/153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs.

Brakes: Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; post-collision braking system.

Front axle: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake discs with 330 mm diameter and 34 mm thickness.

Rear axle: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.

Wheels and tires:	front	8.5 J x 19	with	235/40 ZR 19
	rear	11.5 J x 19	with	295/35 ZR 19

Weights:	Unladen weight (DIN)	1,570 (1,590) kg
	Permissible gross weight	2,000 (2,015) kg

Dimensions:	Length	4,499 mm
	Width	1,852 mm
	Width with door mirrors	1,978 mm
	Height	1,288 mm
	Wheelbase	2,450 mm

Track widths	front	1,541 mm
	rear	1,558 mm

Luggage comp. capacity	front	125 l
	rear	160 l

Fuel tank capacity (Refill volume)	68 l (67 l)
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Values in brackets refer to vehicles with PDK transmission.

Performance figures:	Top speed	289 (287) km/h
	Acceleration	
	0 – 100 km/h	4.7 (4.5) s
	with Sport Plus and PDK	4.3 s
	0 – 200 km/h	16.5 (16.0) s
	with Sport Plus and PDK	15.7 s
Fuel consumption: (NEDC)	0 – 60 mph	4.5 (4.3) s
	with Sport Plus and PDK	4.1 s
	1/4 mile (400 m)	12.9 (12.7) s
	with Sport Plus and PDK	12.6 s
	Combined	8.9 (7.9) l/100 km
	Urban	12.4 (10.3) l/100 km
CO₂ emissions:	Extra-urban	6.9 (6.5) l/100 km
	Combined	206 (182) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission.

Specifications Porsche 911 Targa 4S*

Body:	Two-plus-two seat Targa with steel rollover protection bar and retractable central roof section; lightweight body in intelligent aluminum-steel construction with wings, doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.	
Aerodynamics:	Drag coefficient c_d :	0.30
	Frontal area A:	2.05 m ²
	$c_d \times A$:	0.62
Engine:	Water-cooled flat-six engine; aluminum engine block and cylinder heads; four overhead camshafts, four valves per cylinder; variable inlet and outlet valve timing, inlet valve lift (VarioCam Plus); hydraulic valve clearance adjustment; direct petrol injection; bi-turbo charging; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil 13.1 liters (refill volume 8.0 liters); electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation; auto start/stop function.	
	Bore	91.0 mm
	Stroke	76.4 mm
	Displacement	2,981 cm ³
	Compression ratio	10:1
	Engine power	420 hp (309 kW) at 6,500 rpm
	Max. torque	500 Nm at 1,700 – 5,000 rpm
	Power output per liter	140.9 hp/l (103.7 kW/l)
	Max. engine speed	7,500 rpm
	Fuel type	super plus
Electrical system:	12 Volt; alternator 2,940 W; battery 80 Ah; electrical system recuperation.	

* Specifications may vary according to markets

Status: November 2015

Power transmission: Engine and transmission bolted into combined drive unit; active all-wheel drive with electro-hydraulically actuated, map-controlled multi-plate clutch (PTM); seven-speed manual transmission with two-plate clutch, mechanical rear-axle differential lock and Porsche Torque Vectoring (PTV); optional seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios	Manual transmission	PDK
1 st gear	3.91	3.91
2 nd gear	2.29	2.29
3 rd gear	1.58	1.58
4 th gear	1.18	1.18
5 th gear	0.94	0.94
6 th gear	0.79	0.79
7 th gear	0.62	0.62
Reverse	3.55	3.55
Constant RA ratio	1.16	1.16
Total RA ratio	3.09	3.09
Final drive ratio,		
front axle	3.46	3.46
Clutch diameter	228 mm	202/153 mm

Chassis: Front axle: strut suspension (MacPherson type, Porsche optimized) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering; optional front axle lift system.

Rear axle: multi-link suspension with wheels independently suspended on five links; cylindrical coil springs with coaxial internal dampers; optional rear-wheel steering.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; two manually selectable damping programs.

Brakes: Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; electric duo-servo parking brake; auto-hold function; post-collision braking system.

Front axle: six-piston aluminum monobloc brake calipers, perforated and internally ventilated brake discs with 350 mm diameter and 34 mm thickness.

Rear axle: four-piston aluminum monobloc brake calipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.

Wheels and tires:	front	8.5 J x 20	with	245/35 ZR 20
	rear	11.5 J x 20	with	305/30 ZR 20

Weights:	Unladen weight (DIN)	1,580 (1,600) kg
	Permissible gross weight	2,025 (2,040) kg

Dimensions:	Length	4,499 mm
	Width	1,852 mm
	Width with door mirrors	1,978 mm
	Height	1,293 mm
	Wheelbase	2,450 mm

Track widths	front	1,543 mm
	rear	1,558 mm

Luggage comp. capacity	front	125 l
	rear	160 l

Fuel tank capacity (Refill volume)	68 l (67 l)
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Values in brackets refer to vehicles with PDK transmission.

Performance figures:	Top speed	303 (301) km/h
	Acceleration	
	0 – 100 km/h	4.4 (4.2) s
	with Sport Plus and PDK	4.0 s
	0 – 200 km/h	14.8 (14.3) s
	with Sport Plus and PDK	14.0 s
Fuel consumption: (NEDC)	0 – 60 mph	4.2 (4.0) s
	with Sport Plus and PDK	3.8 s
	1/4 mile (400 m)	12.6 (12.4) s
	with Sport Plus and PDK	12.1 s
	Combined	9.0 (8.0) l/100 km
	Urban	12.6 (10.4) l/100 km
CO₂ emissions:	Extra-urban	6.8 (6.7) l/100 km
	Combined	208 (184) g/km
Emissions class:		Euro 6

Values in brackets refer to vehicles with PDK transmission.