



PORSCHE

# 2018 718 GTS

Press Information

## **Sharper design, greater performance**

Porsche is expanding the the mid-engine 718 Boxster and the 718 Cayman model lines with new GTS models. A newly developed intake plenum and an optimized turbocharger operating with higher boost pressure increases the output of the 2.5 liter flat-four cylinder engine to 365 horsepower. This is 15 horsepower more than on the current 718 S models and up to 35 hp and 44 lb.-ft. more than the previous generation of naturally aspirated Boxster GTS and Cayman GTS variants. Like all 718 model variants, both new GTS models come standard with a six-speed manual transmission. The seven-speed Porsche Doppelkupplung (PDK) dual-clutch transmission is available as an option. The 2018 718 GTS models are on sale now. The base MSRP is \$79,800 for the 718 Cayman GTS and \$81,900 for the 718 Boxster GTS, not including the \$1,050 delivery, processing and handling fee.

**Drivetrain**            The 2.5-liter, four-cylinder turbo flat engine with a redeveloped intake plenum and optimized turbocharger now delivers 365 hp. Depending on the transmission, the maximum torque is 317 lb.-ft. with the optional PDK or 309 lb.-ft. with the manual transmission.

**Performance**        When equipped with the optional PDK, using the Launch Control feature as part of the standard Sport Chrono Package, the 718 Boxster GTS and 718 Cayman GTS accelerate from zero to 60 miles per hour in 3.9 seconds. The top track speed is 180 miles per hour.

**Chassis**                The 718 GTS models are equipped with 20-inch Carrera S wheels painted in satin black as standard. The brakes are adopted from the 718 S models. The front brake rotors have a diameter of

330 millimeters and the rear rotors measure 299 millimeters in diameter. The Sport Chrono Package, including dynamic transmission mounts, is also included as standard. The standard chassis with Porsche Active Suspension Management (PASM) lowers the body of the GTS models by ten millimeters (0.39 inches) compared to the standard suspension on other 718 Boxster and Cayman models. Porsche Torque Vectoring (PTV) with a mechanical rear differential lock increases agility while further improving traction and stability .

### **Design**

The GTS models set themselves apart through distinct visual differences. The Sport Design front fascia underscores the performance of the car. Tinted front indicator lights and taillights, models designations in black, a black lower rear fascia, and black tips on the centrally mounted standard Sport Exhaust System make the GTS models stand out. Black GTS designations on the doors and satin black 20-inch wheels complete the particularly dynamic appearance.

### **Sound**

The striking GTS flat-engine sound is delivered by a standard centrally positioned Sport Exhaust System.

### **Interior**

The GTS models feature standard Sports Seats Plus with Alcantara seat centers. The steering wheel rim, shift lever, center console armrest and door armrests 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.

More power, exclusive equipment

## **The 2018 718 GTS models.**

The two new 718 GTS models are the sportiest and most emotional in the 718 model line. Due to their high level of standard performance features, they represent a strong performance value proposition and are aimed particularly at drivers who appreciate a vehicle that is ideally suited for everyday use but do not want to sacrifice performance.

The first Porsche to bear the GTS designation was the 904 Carrera GTS, which brought motorsport technology to the streets as a road-legal sports car back in 1963. The 924 GTS and 928 GTS that followed refined this principle throughout the 1980s and 1990s. In 2009, the GTS moniker celebrated its re-birth in the form of the Cayenne GTS, followed by the 911 Carrera GTS (Type 997), Panamera GTS and the Porsche Boxster GTS and Cayman GTS in 2014.

### **Enhanced performance – new intake plenum and optimized turbocharger provide 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-liter, turbocharged flat-four cylinder engine producing 365 hp. The maximum torque of 317 lb.-ft. in conjunction with PDK is available across a broad power band between 1,900 and 5,000 rpm. As a result, it is available much earlier than in the previous GTS with the naturally aspirated engine. In combination with the standard six-speed manual transmission, a maximum torque of 309 lb.-ft. is available between 1,900 and 5,500 rpm. With these improvements, the turbo engine delivers 15 hp more power than the 718 S models and up to 35 hp more power than its GTS predecessor with the naturally aspirated engine.

The increase in performance is made possible thanks to a redeveloped intake plenum with greater volume as well as an optimized turbocharger with variable turbine geometry (VTG) and increased boost pressure. Instead of a maximum boost pressure of 1.15 bar (16.7 psi) in the 718 S, the optimized turbocharger with VTG and a larger compressor wheel in the 718 GTS pushes the air into the combustion chambers with a pressure of up to 1.25 bar (18.1 psi). The high torque plateau begins 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 PDK accelerate from zero to 60 miles per hour 0.1 seconds faster than the current 718 S models, reaching 60 mph in just 3.9 seconds. In combination with the standard manual six-speed transmission, they hit 60 miles per hour in just 4.4 seconds. The top track speed of the two 718 GTS models is 180 miles per hour, with either transmission.

However, straight line acceleration is not the only strong suit of the 718 GTS models. As mid-engine sports cars, they combine this excellent performance ties with exceptional handling. The 718 GTS completed the 73 corners and 12.9 miles (20.83 kilometers) of the Nürburgring Nordschleife in just 7:40 minutes on standard tires. 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 Sport Exhaust System with centrally mounted black Sport Tailpipes lends the flat engine an inimitable sonorous tone. The specially aligned interplay of the engine and exhaust flap control and the rev-match feature give the GTS models their distinctive emotional and sporty sound, which further accentuates the sports car's character.

Like all 718 Boxster and 718 Cayman models, the 718 GTS models distribute power to the rear-axle via a standard six-speed manual transmission. Alternatively, the seven-speed PDK dual-clutch transmission is available as an option. PDK combines the high mechanical efficiency of a manual transmission with the shifting and driving comfort of an automatic transmission. Rapid gear changes with uninterrupted traction, combined with a slight torque enhancement in the Sport programs, results in improved acceleration figures and enables even faster lap times. The optimal transmission-ratio spread and shifting strategy of the PDK also increase efficiency compared to a manual transmission.

All GTS models also come standard with the Sport Chrono Package. As part of this package, which is optional on other 718 models, the mode switch integrated on the small 360-millimeter Sport Steering Wheel allows the driver to choose between Normal, Sport, Sport Plus and Individual driving programs. In Sport mode, the engine responds even more directly, while the PDK is set up for quicker response to throttle changes and optimized shift points geared towards a performance oriented driving style. The PDK shifts down earlier and holds the revs to maximize performance. When downshifting, the rev-match feature is automatically activated, also on manual transmission cars. In Sport Plus mode, these characteristics are even more pronounced and tailored to maximum performance. In vehicles equipped with PDK, this mode also features Launch Control for the quickest possible acceleration from a standstill. Also specifically in PDK equipped vehicles, drivers can press the "Sport Response" located in the center of the mode switch. This primes the engine and transmission to unleash for maximum acceleration, and the turbocharger builds up the pressure faster, for a maximum of 20 seconds. A display in the instrument cluster uses a countdown timer to show the driver how long this feature is still available. After 20 seconds, the vehicle switches back to the drive mode that was previously selected. The driver can also deactivate the feature at any time while it is active by pressing the Sport Response button again.

### **Chassis – sportier and firmer**

In addition to greater power and further improved acceleration, higher cornering speeds and maximum handling precision were top priorities for the 718 GTS models. In the 718 Boxster GTS and 718 Cayman GTS, engineers focused on tuning the chassis components for best possible performance. Porsche Active Suspension Management (PASM), an option on other 718 models, is standard on the 718 GTS variants. The ride height is lowered by 10 mm (0.39 inches) compared to the standard suspension. The PASM Sport Suspension, which features a 20 mm (0.78 inch) lower ride height compared to the suspension on other 718 models, is also available as an option for the GTS models. The ride height is ten millimeters lower than the GTS standard PASM suspension.

Porsche Stability Management (PSM), which provides automatic stabilization control of the vehicle at its dynamic limits, permanently monitors the direction of travel, speed, yaw velocity and lateral acceleration. PSM Sport mode is part of the standard Sport Chrono Package. This mode lets drivers experience the sports car's dynamic performance to a fuller extent on closed courses – a race track or winter driving event, for example. Compared to "PSM On", the function allows much larger yaw movements and more wheelspin, making it unnecessary to fully deactivate PSM. This allows for far sportier driving while the PSM remains active in the background.

Additional standard systems also turn-in behavior, precision and agility of the 718 GTS models: With the expanded PSM scope, Porsche Torque Vectoring (PTV) combined with a 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.

The grey cast iron brakes with red brake calipers provide first-rate stopping power, even under high thermal loads on the racetrack. As standard, the 718 GTS models come with four-piston fixed calipers and brake rotors measuring 330 x 34 millimeters at the front and 299 x 20 millimeters at the rear. Customers can also opt for the Porsche Ceramic Composite Brake (PCCB), which offers six-piston fixed calipers (painted yellow) combined with 350 x 34 mm discs at the front as well as four-piston fixed calipers with 350 x 28 mm discs at the rear.

Both GTS models feature 20-inch Carrera S wheels as standard. 235/35 ZR 20 tires at the front and 265/35 ZR 20 tires 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) minimizes 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 bumpy road surfaces.

### **Design – even sharper**

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 fascia with a black spoiler lip distinguishes the GTS models from the other 718 model variants. Tinted Bi-Xenon headlights and indicator lights sharpen 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 addition, the GTS models can be optionally equipped with LED headlights, including PDLS Plus.



The GTS can be easily recognized from the sides thanks to the black GTS logos and 20-inch wheels painted in satin black. The rear ends of the GTS models are characterized by tinted taillights and centrally mounted Sports Tailpipes in black. The rear fascia, painted in black matt, and the GTS logo on the rear lid, painted in the same color, provide further accents.

The passenger compartment also contributes to the thorough sports car experience. The standard Sports Seats Plus (two-way, electric) offer a high degree of lateral support while providing a high level of comfort. In all GTS models, the seat centers 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-millimeter diameter and Alcantara rim is also included as standard.

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

The optional GTS Interior Package includes a full leather interior, colored seat belts, embroidered logos on the headrests, and stitching on the seats and floor mats in Carmine Red or Chalk. The tachometer dial is also painted in the selected color. The trim strips on the dashboard and center console are also available in brushed and anodized 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 in the PCM. 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 race-track 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 sector 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. Graphic 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, video can also be captured using a second, external camera. By analyzing 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.

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 selected speed could be exceeded on a downhill descent. The optional adaptive cruise control system (ACC) includes a coasting function in combination with the PDK.

The optional Lane Change Assist function increases the safety of GTS models further. Above 9 miles per hour, 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 19 and 155 miles per hour, 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 system can be activated or deactivated via the onboard computer in the instrument cluster.