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Press Information

Geneva Motor Show 2015

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Porsche at the 2015 Geneva International Motor Show

World premieres of two exceptional sports cars: Porsche Cayman GT4 and 911 GT3 RS

Porsche is reaffirming its commitment to purist sports cars with two world premieres at the 2015 Geneva International Motor Show. The Cayman GT4 and the 911 GT3 RS are now the top-performing sports cars in their classes with the fastest times on the North Loop of the Nürburgring. The new entry model into the top league of Porsche sports cars is the Cayman GT4, which is the first member of the GT family to be based on this mid-engine coupe. A racing version of this model will also make its appearance later this year. The new 911 GT3 RS is traditionally the top model of the GT family from Porsche, and it represents the highest stage of street-legal sports cars before entering the category of pure race cars.

GT sports cars by Porsche are the product of technology transfer from race cars to production sports cars, and they embody the most passionate connection between everyday driving and the circuit racetrack. Four out of five drivers of Porsche sports cars with the GT classification also use them on the race track. The two premieres in Geneva continue the Porsche tradition of presenting motorsport highlights at the automobile exhibition that is held in the spring at Lac Lemans. In previous years, the 911 GT3, 918 Spyder and 919 hybrid made their debuts here.

Switzerland has always been a classic Porsche country with a rather high density of sports cars from Stuttgart-Zuffenhausen: the approximately eight million residents have around 39,000 Porsche cars, and over 80 per cent of them have all-wheel drive. The constant growth curve in this country is especially welcome at Porsche: in 2014, 2,871 vehicles were delivered to Swiss customers; this represents a gain of around 29 per cent compared to the prior year. It is notable that the Swiss are very enthusiastic about high-performance sports cars such as the 911 Turbo and 911 GT3 models, which represent over 40 per cent of all 911 vehicles sold. In general, the Swiss market shows preferential demand for Porsche models with top-level engines that have extensive equipment options. Many of them are customised by Porsche Exclusive. The Macan Turbo, for example, is the best-selling version of the new compact Porsche SUV in Switzerland.

Fastest entry into the GT segment: Porsche Cayman GT4

In the new Cayman GT4, Porsche is impressively exploiting the potential for driving dynamics in mid-engine sports cars. Its lap time of seven minutes and 40 seconds on the North Loop of the Nürburgring sets the new performance benchmark in its segment. This high-performance sports car differs significantly from other Cayman models. Its 3.8-litre engine comes from the 911 Carrera S and produces 385 hp (283 kW). This the only Cayman to develop downforce at both axles, due to its completely new front end with a front spoiler that extends low to the ground, an additional air exhausting vent in front of the bonnet and a rear wing. The chassis has a 30 mm lower ride height and very large brakes that are tuned for motorsport use with components from the 911 GT3.

Fifth generation circuit racetrack sports car: 911 GT3 RS

Ever since 2003, Porsche has been developing an RS version – based on the most current 911 GT3 – which is the highest performance stage of 911 sports cars with a naturally aspirated engine. It is positioned just below purebred race cars. The new 911 GT3 RS will be the fifth generation of this high-performance sports car model to be launched. Its lap time of seven minutes and 20 seconds on the North Loop of the Nürburgring is even faster than the historic record lap time of the Carrera GT super sports car, which was seven minutes and 29 seconds, yet it offers the everyday practicality that is typical of all street-legal Porsche sports cars. Its drive system consists of a six-cylinder naturally aspirated engine with direct fuel injection and a power output of 500 hp (368 kW). Its chassis and aerodynamics were tuned for optimal circuit racetrack performance. Its intelligent lightweight design peaks with a magnesium roof, and carbon fibre reinforced polymer (CFRP) was used to produce its front lid, front wings, rear lid and rear wing.

Porsche Cayman GT4

The new benchmark in its class

The new entry-level car of the Porsche GT family is the Cayman GT4. The engine and chassis, brakes and aerodynamics of the Cayman GT4 were engineered for maximum driving dynamics, yet this new top model preserves the typical versatility and everyday utility of a two-seat Porsche coupe. It is powered by a 3.8-litre flat-six engine with 385 hp (283 kW), which was derived from the 911 Carrera S engine. Its power is handled by a six-speed manual transmission with dynamic transmission mounts. This combination lets the Cayman GT4 accelerate from zero to 100 km/h in 4.4 seconds and attain a top speed of 295 km/h. The car's combined NEDC fuel consumption is 10.3 l/100 km. The chassis, with its 30 mm lower ride height and generously sized brake system, consists largely of components from the 911 GT3.

Ready for the racetrack: First Porsche Cayman with downforce at both axles

The Cayman GT4 has an independent look. Three distinctive air intakes at the front and a large fixed rear wing are elements of an aerodynamic setup that is uncompromisingly designed for downforce. If desired, the Cayman GT4 can be equipped with an even greater focus on sporty performance. Optional equipment includes the PCCB ceramic brake system, full bucket seats made of carbon fibre reinforced polymer (CFRP), a custom Sport Chrono Package with the unique Track Precision app and a Club Sport Package.

The interior features of the Cayman GT4 let the driver and front passenger experience unfiltered driving pleasure. They sit on sport seats that are upholstered in a combination of leather and Alcantara and offer very good lateral support. The new GT4 sport steering wheel, with its compact dimensions, guarantees precise handling and direct steering feedback.

The technology of the new GT sports car is based on that of the 911 GT3. As a mid-engine sports car and a prime example of driving dynamics in its class, it continues the conceptual tradition of the 911 GT1, the Carrera GT and the 918 Spyder. The new model designation is based on that of the GT4 class, which lets buyers enter into GT car racing at relatively low expense.

Porsche 911 GT3 RS

Pure 911 for the circuit racetrack

The new Porsche 911 GT3 RS breaks down the barrier between street-legal sports cars and race cars more than ever. It is equipped with the maximum degree of motorsport technology that is currently possible in a street-legal 911. Extensive modifications to its drive system, aerodynamics and lightweight design enhance performance even more than in the 911 GT3. And the 911 GT3 RS – now in its fifth generation – achieves these gains despite having already set standards in its class on the circuit racetrack ever since making its debut. With a lap time of seven minutes and 20 seconds, it sets a new standard and even surpasses the Carrera GT super sports car's lap time of 2003.

Motorsport expertise is the reason for this superior performance. The 911 GT3 RS is powered by a four-litre six-cylinder engine with 500 hp (368 kW) of power and 460 Newton metres of torque, combined with a specially developed PDK transmission. The engine, which has the largest displacement and most power of any naturally aspirated engine with direct fuel injection in the 911 family, accelerates the high-performance sports car from zero to 100 km/h in 3.3 seconds and to 200 km/h in 10.9 seconds. Its NEDC combined fuel consumption is 12.7 l/100 km. Functions such as declutching by “paddle neutral” – which is comparable to pressing the clutch with a conventional manual transmission – and speed limiting by the Pit Speed button have been customised for motorsport use. On the one hand, they give the driver more freedom in terms of driving dynamics, and on the other hand they offer the driver more assistance when driving on a circuit racetrack.

Intelligent lightweight design: magnesium roof, carbon fibre wings and lids

The 911 GT3 RS is a masterpiece of intelligent lightweight design. Its roof is made of magnesium, the front wings, front lid and engine lid are made of carbon fibre, and other lightweight parts are made of alternative materials. This makes the RS model, which weighs 1,420 kg, around ten kilograms lighter than the 911 GT3. In addition, the lightweight roof lowers the sports car's centre of gravity which improves its excellent lateral dynamics. The body comes from the 911 Turbo, and it signifies its status as nearly a race car driving machine with its RS-specific aerodynamic add-on parts. The front spoiler lip, which extends nearly to the road, and the large rear wing reinforce its dominant look.

A 30 centimetre wide recess extends centrally over the CRFP bonnet and the magnesium roof. This feature is a stylistic reference to the recess on the luggage compartment lid of the classic 911 models with air-cooled engines, and today it identifies the two largest light-weight components in the 911 GT3 RS. Another characteristic is the unique front wheel arch air vents that extend into the upper section of the wings – just as in purebred motorsport cars. They increase downforce at the front axle.

Rear-axle steering and the widest tyres of any 911

The chassis of the 911 GT3 RS has been tuned for maximum driving dynamics and precision. Rear-axle steering and Porsche Torque Vectoring Plus with fully variable rear axle differential lock increase agility and dynamics, and the wider front and rear track widths enable even better roll stability than in the 911 GT3. In addition, the 911 GT3 RS comes with the widest tyres of any 911 model as standard. This results in even more agile turn-in characteristics and even higher cornering speeds.

The interior design of the 911 GT3 RS with Alcantara elements is based on the current 911 GT3. The driver and front passenger sit in full bucket seats made of visible carbon, which originate from the 918 Spyder. Other standard features are the Club Sport Package with a bolted-on roll cage behind the front seats, preparation for a battery master switch, and separately provided six-point safety harness for the driver and fire extinguisher with mounting bracket. The optional Sport Chrono Package, which features an integrated timer, also includes the Porsche Track Precision app for a smartphone. The Track Precision app can be used to have lap times automatically measured via GPS, and to log data on a smartphone for many driving parameters such as vehicle speed, lateral acceleration as well as longitudinal acceleration and deceleration. It manages this data and lets the driver share and compare it with other drivers.

Specifications Porsche Cayman GT4*

Body:	Two seat coupe; lightweight body in aluminium-steel construction with doors, front and rear lids made of aluminium; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.	
Aerodynamics:	Drag coefficient c_d	0.32
	Frontal area A	2.0 m ²
	$c_d \times A$	0.64
Engine:	Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four overhead camshafts, four valves per cylinder, variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; direct petrol injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil 10.1 litres; electronic ignition with solid-state ignition distribution (six active ignition modules); thermal management for coolant circulation.	
	Bore:	102.0 mm
	Stroke:	77.5 mm
	Displacement:	3,800 cc
	Compression ratio:	12.5:1
	Engine power:	385 hp (283 kW) at 7,400 rpm
	Max. torque:	420 Nm at 4,750 – 6,000 rpm
	Power output per litre:	101.3 hp/l (74.5 kW/l)
	Max. engine speed:	7,800/min
	Fuel type:	Super Plus
Electrical system:	12 Volt; alternator 2,100 W; battery 95 Ah/520 A; electrical system recuperation.	

* Specifications may vary in different markets.

Transmission:

Engine and transmission bolted into a single drive unit; rear-wheel drive; six-speed manual transmission with mechanical rear differential lock and Porsche Torque Vectoring (PTV).

Gear ratios

1 st gear	3.31
2 nd gear	1.95
3 rd gear	1.41
4 th gear	1.13
5 th gear	0.95
6 th gear	0.81
Reverse gear	3.00
Final drive ratio	3.89
Clutch diameter	240 mm

Chassis:

Front axle: strut suspension (MacPherson type, Porsche optimised); independent wheel suspension with lateral and longitudinal links and struts; cylindrical coil springs with internal dampers.

Rear axle: independent wheel suspension with lateral and longitudinal control arms (MacPherson type, optimised to Porsche requirements); cylindrical coil springs with coaxial internal dampers; anti-roll bar.

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

Electromechanical power steering

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

Front: six-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs 380 mm in diameter and 34 mm thick.

Rear: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs 380 mm in diameter and 30 mm thick.

Wheels and tyres:	front	8.5 J x 20	with	245/35 ZR 20
	rear	11 J x 20	with	295/30 ZR 20

Weights:	Unladen weight (DIN)	1,340 kg
	Permissible gross vehicle weight	1,640 kg

Dimensions:	Length	4,438 mm
	Width	1,817 mm
	Width with door mirrors	1,978 mm
	Height	1,266 mm
	Wheelbase	2,484 mm
	Track widths	front 1,539 mm
		rear 1,533 mm
	Luggage comp. capacity	front 150 l
		rear 184 l
	Fuel tank capacity	54 l

Performance:	Top speed	295 km/h 183 mph
	Acceleration	
	0 – 100 km/h	4.4 s
	0 – 60 mph	4.2 s
	0 – 200 km/h	14.5 s
	0 – 400 m (1/4 mile)	12.5 s
Fuel consumption: (NEDC)	Combined	10.3 l/100 km
	Urban	14.8 l/100 km
	Extra-urban	7.8 l/100 km
CO₂ emissions:	Combined	238 g/km
Emissions class:		Euro 6

Status: February 2015

Specifications Porsche 911 GT3 RS*

Body: Two seat coupé; lightweight body in intelligent aluminium-steel construction with wings, boot and bonnet lids made of carbon fibre reinforced plastic (CFRP); two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.

Aerodynamics:

Drag coefficient c_d	0.33
Frontal area A	2.03 m ²
$c_d \times A$	0.672

Engine: Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four valves per cylinder, variable valve timing (VarioCam); hydraulic valve clearance adjustment; direct petrol injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with solid-state ignition distribution (six active ignition modules).

Bore	102.0 mm
Stroke	81.5 mm
Displacement	3,996 cc
Compression ratio	12.9:1
Engine power	500 hp (368 kW) at 8,250 rpm
Max. torque	460 Nm at 6,250 rpm
Power output per litre	125 hp/l (92.1 kW/l)
Max. engine speed	8,800 rpm
Fuel type	Super plus

Electrical: 12 Volt; alternator 2,100 W; battery 95 Ah/520 A.

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted to form one drive unit; seven-speed dual clutch transmission (PDK) with controlled rear locking differential and PTV Plus.

Gear ratios

1 st gear	3.75
2 nd gear	2.38
3 rd gear	1.72
4 th gear	1.34
5 th gear	1.11
6 th gear	0.96
7 th gear	0.84
Reverse gear	3.42
Final drive ratio	4.19
Clutch diameter	202 mm/153 mm

Suspension: Front axle: strut suspension (MacPherson type, Porsche optimised) with wheels independently suspended by transverse links, longitudinal links and struts; cylindrical coil springs with internal dampers; electromechanical power steering.

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

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

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.			
	Front: six-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 380 mm diameter and 34 mm thickness.			
	Rear: four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 380 mm diameter and 30 mm thickness.			
	Porsche Stability Management (PSM); vacuum brake booster; electric dual servo parking brake; automatic hold function.			
Wheels and tyres:	Front	9.5 J x 20	with	265/35 ZR 20
	Rear	12.5 J x 21	with	325/30 ZR 21
Weights:	Unladen weight DIN			1,420 kg
	Permissible gross weight			1,720 kg
Dimensions:	Length			4,545 mm
	Width			1,880 mm
	Width with door mirrors			1,978 mm
	Height			1,291 mm
	Wheelbase			2,457 mm
	Track widths	front	1,587 mm	
		rear	1,557 mm	
	Luggage comp. capacity	front	125 l	
		rear	260 l	
	Fuel tank capacity			64 l (optional: 90 l)

Performance:	Top speed	310 km/h 193 mph
	Acceleration	
	0 – 100 km/h	3.3 s
	0 – 60 mph	3.1 s
	0 – 160 km/h	7.1 s
	0 – 200 km/h	10.9 s
	0 – 400 m (1/4 mile)	11.2 s
Fuel consumption: (NEDC)	Combined	12.7 l/100 km
	Urban	19.2 l/100 km
	Extra-urban	8.9 l/100 km
CO₂ emissions:	Combined	296 g/km
Emissions class:		Euro 6

Status: February 2015