



**PORSCHE**



# **Porsche 718 Cayman**

**Press Information**

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## The new Porsche 718 Cayman: highlights

With the 718 Cayman, Porsche is continuing the generation change for the mid-engine sports car. Like the 718 Boxster, the two-seat mid-engine coupé is propelled by new turbo flat engines with four cylinders. In both optical and technical terms the 718 Boxster and 718 Cayman are moving closer together. The completely retuned chassis, more powerful brakes and not least the emotive tone ensure agility and even more driving fun. The modified design and the enhanced interior round off the new appearance. With the changeover in generation, the Coupé is now priced below the Roadster – similar to the 911 models.

**Drive system** 718 Cayman with two-litre, four-cylinder flat engine with turbocharging, output 220 kW (300 hp). 718 Cayman S with 2.5-litre, four-cylinder flat engine with VTG (variable turbine geometry) turbocharger and 257 kW (350 hp). This corresponds to 18 kW (25 hp) more than the previous figure. Added to this is up to 90 Nm more torque even at below 2,000 rpm. More power right from the start, more output for cornering fun.

**Performance** With the new turbo engines, the coupés accelerate in record time and, thanks to Dynamic Boost, react as spontaneously as naturally aspirated engines. The 718 Cayman with PDK gearbox and Sport Chrono Package sprints from zero to 100 km/h in 4.7 seconds (0.7 s faster), the 718 Cayman S in 4.2 seconds (0.5 s faster). Maximum speeds are 275 km/h and 285 km/h. A new feature is the Sport Mode of the PSM with extended limits for especially sporty drivers.

**Efficiency** Thanks to Porsche turbocharging and reduced displacements, the four-cylinder engine with PDK gearbox in the 718 Cayman uses 6.9 l/100 km in the NEDC. In the 718 Cayman S, the flat engine with PDK consumes just 7.3 l/100 km.

**Chassis** Completely retuned chassis for even more dynamic cornering with enhanced comfort. Reinforced brakes and multi-collision braking system as standard. Optional PASM chassis with a 10-millimetre lower ride height, and for the very first time in the 718 Cayman S a PASM sport suspension with 20-millimetre lower ride height as an option.

**Design** Exterior: Comprehensively advanced design. Only the luggage compartment lid, roof and windscreen have been left unchanged. The front end exhibits a more sculptural form with significantly larger cooling air inlets. Accent strip with three-dimensional Porsche lettering on the rear. New clear glass tail lights with four-point brake lights.

Interior: Optional Sport-Tex leather/fabric upholstery available with the 718 models for the first time. On offer in black or in the bi-colour combination of graphite blue/chalk.

**Infotainment** New standard equipment of Porsche Communication Management (PCM) with mobile phone preparation, audio interfaces and the Sound Package Plus with 150 watts of audio power. Upgradable by modules for navigation, infotainment and connectivity.

## **Stronger and sportier with turbocharged four-cylinder engine: the new 718 Cayman**

With the debut of the new 718 Cayman, Porsche is completing the family of mid-engine sports cars. Under the shared 718 model name, Roadster and Coupé are moving closer together both technically and optically. Now, for the first time, the 718 Cayman and the 718 Boxster have engines with equal output. The four-cylinder flat engine with turbocharging in the 718 Cayman produces 220 kW (300 hp) from two litres of displacement, 18 kW (25 hp) more than in the predecessor model. The 718 Cayman S achieves 257 kW (350 hp) with 2.5 litres of displacement, similarly resulting in a power gain of 18 kW (25 hp). Another piece of good news for fans of the sport coupé: the hard-top two-seater is now priced lower than the roadsters for the first time – similar to the 911 models.

With the introduction of the turbocharged four-cylinder flat engines, the 718 Cayman with PDK gearbox and Sport Chrono Package accelerates from zero to 100 km/h in 4.7 seconds. A 718 Cayman S with comparable equipment completes this sprint in 4.2 seconds. The top speed of the 718 Cayman is 275 km/h, and the 718 Cayman S can reach a speed of 285 km/h. With its completely retuned chassis, the mid-engine coupé now more than ever represents a model of driving dynamics. Available as an option for the two-seaters is Porsche Active Suspension Management (PASM) with a ten-millimetre lower ride height. The PASM sport chassis with a 20-millimetre lower ride height is additionally available as an option for the 718 Cayman S.

Comprehensive advances have also taken place in the design of the new model line – apart from the luggage compartment lid, roof and windscreen, everything else is new. Inside, a newly designed instrument panel redefines the cockpit. In addition, the latest generation of Porsche Communication Management (PCM) with a state-of-the-art touchscreen is included as standard. Available as options are the modules Connect, Navigation and Connect Plus.

## Efficient power units: new four-cylinder flat engines

In the 718 Cayman, Porsche is using newly developed four-cylinder flat engines with turbocharging. Their power and efficiency have been increased significantly compared to the previous engines. The engines excel with more spontaneous response, free-revving properties up into the highest rpm ranges, and – not least – with their passionate sound.

The Porsche turbo concept inspires through the simultaneous increase in output and efficiency. The four-cylinder turbo engine with PDK gearbox in the 718 Cayman uses 6.9 l/100 km in the NEDC. In the 718 Cayman S, the 2.5-litre turbo flat engine with PDK consumes just 7.3 l/100 km.

In addition to output, the torque also increases with the new engines. The two-litre engine of the 718 Cayman has a maximum torque of 380 Nm (gain of 90 Nm), which is available from 1,950 to 4,500 rpm. The 2.5-litre engine of the 718 Cayman S even delivers up to 420 Nm (an extra 50 Nm) to the crankshaft at engine speeds ranging from 1,900 to 4,500 rpm. This is the greatest torque gain in the history of the Porsche Cayman. For the driver this means even better torque in all engine speed ranges. The engine speed range extends up to 7,500 rpm, and the power decline from nominal to maximum engine speed is only five per cent. No other turbo engine in the segment has yet managed to attain this value. When driving in a sporty style, the driver can fully utilise the engine's power and torque over a broad range of engine speed without having to reach for the gear shift lever. And during all-out acceleration, the driver has the full torque of the turbo engine after a gear shift. Consequently, the effects of torque gains are especially noticeable in intermediate sprints within the speed range above 100 km/h.

### Fast turbocharging reaction times typical of Porsche

The two versions of the new Porsche flat engine not only differ in their displacement. In the base engine, a classic wastegate turbocharger pushes additional air into the combustion chambers. The more powerful engine in the 718 Cayman S has forced induction by a turbocharger with variable turbine geometry (VTG) that until now had been reserved for the 911 Turbo. A highlight of the VTG turbocharger in the 718 Cayman S: an additional wastegate used for the first time in a charger with adjustable guide vanes makes it possible to operate the charger at optimum efficiency by targeted control of the exhaust gas stream.

In tuning the turbocharging process, Porsche developers placed a high priority on achieving engine responsiveness which is comparable to that of a naturally aspirated engine. This is enabled, for instance, by 'pre-conditioning' the turbocharger in the part-load region during a sporty style of driving with the Sport or Sport Plus mode activated. The bypass valve is closed, ignition timing is retarded and the throttle is opened slightly. This keeps the current drive torque the same, while boosting air throughput in the engine and increasing charge pressure. When the driver then applies full throttle, the higher charge pressure spontaneously makes a higher torque available.

The new Dynamic Boost function intervenes when the driver's foot leaves the accelerator pedal briefly during full acceleration. Despite the brief release of the pedal, the throttle remains wide open, and only the petrol injection is stopped. As a result, charge pressure does not drop completely, and the engine can react spontaneously to another press of the accelerator. As a result, the turbo engine reacts as quickly as a naturally aspirated engine. In Normal mode, this Dynamic Boost function also improves engine response in quick throttle alternations, but with slightly lesser effect.

The turbocharger responds in a comparable way to a push of the Sport Response Button. In combination with the Sport Chrono Package and a PDK gearbox, it is located in the middle of the driving programme switch on the steering wheel – as in the 911 models. Inspired by motorsport, it prepares the engine and transmission for spontaneous responsiveness for a period of 20 seconds. Moreover, when the Sport Response button is pushed, the PDK immediately downshifts to a lower gear, and a special shifting map is used with shift points that are even higher than in Sport Plus mode.

### **Six-speed manual transmission as standard, optional seven-speed PDK**

The 718 models come with a six-speed manual transmission as standard. The Porsche Doppelkupplung (PDK) with seven gears is available as an option. To improve fuel efficiency, the PDK has the further advanced auto start/stop function, which shuts off the engine while the car is still coasting to a stop.

**Optimised Sport Chrono Package as option**

The optional Sport Chrono Package sharpens the sporty properties of the new 718 models even more. As in the 911, it now includes the Individual programme in addition to the three settings of Normal, Sport and Sport Plus. From a specific menu in the instrument cluster, the driver can individually combine and save settings for PASM, sport exhaust system, auto start/stop function and rear spoiler. In sports cars with PDK, the Sport Response button is also added, which is located at the middle of the driving programme switch. Inspired by motorsport, pushing this button makes the response of the engine and PDK very direct – such as for overtaking manoeuvres. When the Sport Chrono Package is ordered, Porsche Stability Management (PSM) also features a programme that can be activated separately: PSM Sport. In this very sporty driving dynamics programme, ambitious drivers can probe the limits of vehicle performance even further in a safe environment. The PSM always remains active in the background. In combination with the upgraded Sport Chrono Package, this leads to a driving experience that takes the 718 Cayman even more in the direction of car racing.

## **New chassis tuning for greater precision and more lateral stability**

To further enhance precision and lateral stability in driving performance, Porsche engineers have completely reworked the chassis of the 718 Cayman. Modification of the hydraulic vibration dampers as well as higher stabiliser and spring rates minimise pitching and rolling motions as much as possible. Porsche has implemented additional rebound buffer springs in the front axle of the conventional chassis. They reduce lifting of the front body while accelerating and lower the roll angle in dynamic cornering.

At the same time, they also enhance comfort. The tuning raises solidity and improves spring rebound on both small and large road bumps. Stiffness of the rear axle has also been optimised. The rear wheels, which are half an inch wider, increase lateral force potential and make a significant contribution to higher cornering stability together with the newly developed tyres.

### **Ten per cent more direct: steering from 911 Turbo improves handling**

Handling properties have also been improved in the two-seaters. The electromechanical steering, which is ten per cent more direct, makes control of the 718 Cayman even more agile and easier, both on circuit tracks and in everyday traffic. To achieve this, engineers adopted the steering gear of the 911 Turbo with its more direct gear ratio. The improved handling is communicated to the driver via the new steering wheel generation, with its design based on the steering wheel of the 918 Spyder.

### **Option: PASM sport chassis with 20 mm lower ride height offered for first time**

Available as an option for both coupés is Porsche Active Suspension Management (PASM) with a ten-millimetre lower ride height. For the first time, the PASM sport chassis with a 20-millimetre lower ride height is available as an option for the S model. Lowering the car's centre of gravity improves performance. For both versions, the active chassis, which has also been retuned, offers an even broader spread between long-distance touring comfort and dynamic sporty stiffness. The PASM sport chassis is aimed at especially ambitious drivers and offers much stiffer tuning in Sport mode.

### **Stronger brake system with multi-collision braking system**

Because of the car's greater driving performance capabilities, stronger brake systems are used with 330-mm brake discs in front and 299-mm discs at the rear. The 718 Cayman now has the brake system that was previously used in the Cayman S. The 718 Cayman S, on the other hand, uses the new four-piston callipers of the 911 Carrera combined with thicker brake discs. Porsche is also equipping its 718 models with the multi-collision braking system. The system can reduce the severity of a secondary collision by automatically braking the vehicle after an initial collision with airbag triggering.

### **Porsche Stability Management with new PSM Sport mode**

When the car is equipped with the optional Sport Chrono Package, Porsche Stability Management (PSM) offers a programme known as PSM Sport, which is activated separately by pushing the PSM button on the centre console. It can now also be activated independently of the Sport Plus mode of the Sport Chrono Package. The new PSM Sport mode lets drivers with racing aspirations approach the performance limits even closer – such as on a circuit track.

### **New and extended optional assistance systems**

Now the 718 Cayman can be customised even more precisely to personal preferences with additional new and improved assistance systems. The optional cruise control system can now also brake moderately when the pre-set speed is exceeded, such as when driving downhill. Adaptive Cruise Control (ACC, option) now has a coasting function in conjunction with the PDK transmission. When driving in a queue of vehicles the clutches are disengaged, thus saving fuel with unpowered coasting. The optional lane departure warning assistant monitors traffic behind with radar and uses LED lamps in the left and right of the mirror triangles to warn the driver about approaching vehicles in the blind spot.

## **Powerful look in the streamlined design of the new sports car family**

The design of the new 718 Cayman emphasises the now even closer relationship with the 718 Boxster. Apart from roof and tailgate, the two bodywork versions resemble each other optically even more closely than before – in a similar way to the 911 model line.

When styling the 718 Cayman, the designers once again found a rich source of inspiration in the history of Porsche. Among the automotive predecessors of the 718 Cayman are the legendary mid-engine race cars such as the types 550 Coupé (1953), 718 GTR Coupé (1962) and 904 Carrera GTS (1963). Their typical Porsche shapes and proportions live on in the 718 Cayman. Yet the more recent history has also influenced the design, as a glimpse at the high-performance Carrera GT sports car built from 2004 to 2006 shows. All of the above vehicles have contributed their genetic sequences to the gene pool of Porsche design. With the 718 Cayman, Porsche is writing another chapter in the story of the unique mid-engine sports car.

The taut proportions of the 718 Cayman, prominent air intakes at the front and sides and low side profile underscore the boost in dynamics. The front end exhibits a much more sculptural form. This gives the vehicle a wider and more masculine appearance. Reinforcing this effect are the narrow front lights above the lateral air intakes, which contain the parking lights and indicators. The much larger cooling air intakes at the front are a prominent expression of the new turbo engine concept on the exterior. Rounding off the front end of the 718 Cayman are the bi-xenon headlights in their new design with integrated LED daytime running lights. LED headlights with four-point daytime running lights are available as a new option.

Viewed from the side, the new sport coupé reveals its striking wings and side sills. The recess in the door – with its even more sculpturally designed light-refracting edge – leads to the air intake. Its enlarged aperture conveys the boosted performance. The rear wings with their lower profile design emphasise the horizontal width of the 718 Cayman.

The new rear has a much wider look due to the accent strip in high-gloss black with integrated Porsche badge between the tail lights. The tail lights, which have been completely redesigned, are distinguished by the three-dimensional technology inside them which is visible through the clear glass.

### **Interior has new Porsche Communication Management as standard**

Awaiting the driver in the cockpit of the 718 Cayman is the familiar Porsche interior environment, now upgraded with new elements. A central element of the new interior layout is Porsche Communication Management (PCM) with mobile phone preparation, audio interfaces and the Sound Package Plus with eight loudspeakers and 150 watts of audio power. The redesigned upper part of the dash panel reflects the three-dimensional exterior design with its elevated air vents.

The new PCM offers a host of options for individualisation and can be extended with optional modules. The Connect module, for example, comprises a smartphone storage compartment for wireless connection of the smartphone to the car's exterior antenna, an iPod-capable USB port on the centre console, Apple CarPlay including voice control and Porsche Car Connect.

Available as an option is the navigation module with voice control, which makes it easy to input driving destinations. It has an improved map display and can show maps two-dimensionally or in perspective. Three-dimensional representations are also possible in selected regions. The module includes free map updates within the first three years. The Connect Plus module is available as an extension of the navigation module. It enables simple interfacing of a smartphone to the PCM and the use of online functions such as real-time traffic information, wireless Internet access for Wi-Fi devices and an LTE telephone module.

**718 Cayman****718 Cayman S****Engine**

Type	Flat engine with turbocharging	
No. of cylinders	4	
Valves/cylinder	4	
Displacement	1,988 cm <sup>3</sup>	2,497 cm <sup>3</sup>
Bore	91.0 mm	102.0 mm
Stroke	76.4 mm	
Max. power output at engine speed	220 kW (300 hp) 6,500 rpm	257 kW (350 hp)
Max. torque at engine speed	380 Nm 1,950 – 4,500 rpm	420 Nm 1,900 – 4,500 rpm
Max. output per litre	111 kW/l (151 hp/l)	103 kW/l (140 hp/l)
Compression ratio	9.5:1	
Maximum engine speed	7,500 rpm	
Cooling system	Water cooling with thermal management and switchable water pump	
Valve control	Camshaft adjustment and VarioCam Plus valve lift adjustment for intake and exhaust	
Oil supply	Integrated dry sump lubrication and demand-controlled oil pump	
Engine charging	Mono turbocharging	Mono turbocharging with VTG
Intercooling	Indirect intercooling (two low-temperature air-water radiators and one water-intercooler)	
Exhaust system	Dual-branch exhaust system with central stainless steel tailpipe	Dual-branch exhaust system with central stainless steel dual tailpipes
Emission control system	Two three-way catalytic converters and on-board diagnostics for monitoring the emission control system	
Fuel management	Petrol Direct Fuel Injection (DFI)	
Drive system	Mid-engine, rear-wheel drive	

Specifications may vary in individual markets

**718 Cayman****718 Cayman S****Power transmission**

Transmission	Six-speed manual transmission with single-disc clutch and dual-mass flywheel; optional seven-speed Doppelkupplungsgetriebe (PDK)
Clutch diameter	Manual 240 mm; PDK 202/153 mm
Gear ratios	Manual / PDK
1st gear	3.31/3.91
2nd gear	1.95/2.29
3rd gear	1.41/1.65
4th gear	1.13/1.30
5th gear	0.95/1.08
6th gear	0.81/0.88
7th gear	-/0.62
Reverse gear	3.00/3.55
Rear axle	3.89/3.62

**Chassis**

Front axle	Lightweight spring-strut suspension (MacPherson type; Porsche optimised)
Rear axle	Lightweight spring-strut suspension (MacPherson type; Porsche optimised)
Steering	Electromechanical power steering with variable steering ratio and steering pulse input
Steering ratio	15.0:1 (centre position) to 12.5:1
Steering wheel diameter	375 mm; optional 360 mm
Turning circle diameter	10.98 m
Driving stability system	Porsche Stability Management (PSM) incl. ABS with extended brake functions

**718 Cayman****718 Cayman S****Brakes**

Brake system	Four-piston aluminium monoblock fixed calliper brakes, front and rear	
Brake discs, front axle	Grey cast iron; internally vented and perforated	
Diameter	330 mm	
Thickness	28 mm	34 mm
Brake discs, rear axle	Grey cast iron; internally vented and perforated	
Diameter	299 mm	
Thickness	20 mm	

**Wheels and tyres**

Wheels with tyres, front	8 J x 18 ET 57 with 235/45 ZR 18 tyres	8 J x 19 ET 57 with 235/40 ZR 19 tyres
Wheels with tyres, rear	9.5 J x 18 ET 49 with 265/45 ZR 18 tyres	10 J x 19 ET 45 with 265/40 ZR 19 tyres

**Dimensions**

Length	4,379 mm	
Width (with door mirrors)	1,801 mm (1,994 mm)	
Height	1,286 mm	1,284 mm
Wheelbase	2,475 mm	
Track width, front (for wheel size)	1,515 mm (18")	1,515 mm (19")
Track width, rear (for wheel size)	1,532 mm (18")	1,540 mm (19")

**Luggage volumes and weights**

Luggage volumes	334 l (front 150 l, rear 184 l)	
	Manual/PDK	Manual/PDK
Unladen weight per DIN	1,335/1,365 kg	1,355/1,385 kg
Allowable gross weight	1,655/1,685 kg	1,665/1,695 kg
Power-to-weight ratio	4.5/4.6 kg/hp	3.9/4.0 kg/hp

**718 Cayman****718 Cayman S****Performance figures**

	Manual/PDK	Manual/PDK
Top speed	275/275 km/h 171/171 mph	285/285 km/h 177/177 mph
Acceleration		
0-60 mph	4.9/4.7 s	4.4/4.2 s
0 – 60 mph with Sport+	– /4.5 s	– /4.0 s
0 – 100 km/h	5.1/4.9 s	4.6/4.4 s
0-100 km/h with Sport+	– /4.7 s	– /4.2 s
0-160 km/h	11.3/11.1 s	9.7/9.5 s
0-160 km/h with Sport+	– /10.8 s	– /9.2 s
0-200 km/h	18.3/18.1 s	15.2/15.0 s
0-200 km/h with Sport+	– /17.8 s	– /14.7 s

**Fuel and emissions**

Emissions standard	EURO 6	
Fuel type	Super Plus (98 RON)	
Fuel consumption	Manual/PDK	Manual/PDK
Urban	9.9/9.0 l/100 km	10.7/9.5 l/100 km
Extra-urban	6.0/5.7 l/100 km	6.5/6.0 l/100 km
Combined	7.4/6.9 l/100 km	8.1/7.3 l/100 km
CO <sub>2</sub> emissions Combined	168/158 g/km	184/167 g/km
Efficiency class in Germany	E/D	F/E
Fuel tank capacity	54 l	64 l

**Aerodynamics**

Drag coefficient $c_d$	0.3	0.31
Frontal area A	2.01 m <sup>2</sup>	
$c_d \times A$ :	0.6	0.62