



PORSCHE



# Press Information

Porsche Cayman

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February 2013

The new Porsche Cayman

## **Third generation driving artist in bends**

The new Porsche Cayman is once again promising to set new standards for driving performance in its class – with an all-round new chassis, longer wheelbase and significantly lower weight compared to the previous model. The two-seater, newly developed from the ground up is – after the 911 Carrera and Boxster – the third sports car model series from Porsche to feature innovative lightweight body design. The new Cayman is up to 30 kg lighter, depending on the specific model and equipment, and it consumes up to 15 per cent less fuel per 100 km than the previous model – despite more powerful engines and better driving performance. In addition, the body is 40 per cent stiffer, which further enhances the sportiness of this driving artist in bends.

An overview of its key data:

Cayman	2.7-litre flat-six cylinder engine with 275 hp (202 kW); rear-wheel drive, six-speed manual transmission, optional seven-speed Porsche Doppelkupplungsgetriebe (PDK); acceleration from zero to 100 km/h in 5.7 seconds, with PDK in 5.6 seconds (5.4 seconds with Sport Chrono package); top speed 266 km/h, with PDK 264 km/h; fuel consumption (NEDC) 8.2 l/100 km, CO <sub>2</sub> 192 g/km; with PDK 7.7 l/100 km, CO <sub>2</sub> 180 g/km.
Cayman S	3.4-litre flat-six cylinder engine with 325 PS (239 kW); rear-wheel drive, six-speed manual transmission, optional seven-speed Porsche Doppelkupplungsgetriebe (PDK); acceleration from zero to 100 km/h in 5.0 seconds, with PDK in 4.9 seconds (4.7 seconds with Sport Chrono package); top speed 283 km/h, with PDK 281 km/h; fuel consumption (NEDC) 8.8 l/100 km, CO <sub>2</sub> 206 g/km; with PDK 8.0 l/100 km, CO <sub>2</sub> 188 g/km.

Porsche is also upgrading the Cayman with new optional features. For example, the sport coupé is now available with Adaptive Cruise Control (ACC) for the first time – it controls the distance to the car ahead in traffic and vehicle speed – as well as a specially developed Burmester sound system. Another new feature for the Cayman is the optional Entry & Drive keyless system that can be factory-installed.

**Design: new proportions, prominent lines**

The new Cayman is more distinctive than ever. Its proportions were moderately changed to emphasise its character as a sport coupé. The 60 mm longer wheelbase and broader track width give the Cayman a lower and more extended look in combination with the ten millimetre lower (Cayman S: eleven mm) body height. Nonetheless, the two-seat sports car is still compact, having grown just 33 mm in length. The body's front overhang was shortened 26 mm. Other visual features reflecting the car's more enhanced driving performance include an extended wheelbase with shorter overhangs and 18-inch or 19-inch diameter wheels with tyres that have larger rolling circumferences.

Its styling is marked by precise lines and razor-sharp sculpted edges. They emphasise the car's low, extended silhouette with the windscreen shifted forward by approx. 100 millimetres and a roof line that reaches far back. Typical of the more advanced styling is the shoulder line, which runs from the wings – which flare strongly upwards – towards the rear side panels. The door mirrors are now positioned near the top shoulder. Especially expressive and characteristic are the dynamic recesses in the doors, which guide induction air into the distinctive air scoops on the rear side panels and from there directly to the engine. This is the most prominent visual feature that highlights the mid-engine concept.

From the front end, the new Cayman is marked by its dominant cooling air inlets, which increase in size towards the sides of the car. Integrated in them, far outboard, are the round front lights with four-point daytime running lights or position lights – an unmistakable identifying feature of the new Cayman. Just as unique to the new generation of the sport coupé are the large, low rear lid made of aluminium and the rear section with its wrap-around edges. At the upper end of the rear window, an LED brake light spanning the entire window width warns traffic behind. Mounted directly to the rear lid is the thin blade of the rear spoiler, which – in contrast to that of the Boxster – is higher and deploys at a steeper angle. The overall appearance of the Cayman is more independent than before, and it is well-differentiated from the previous model. The newly designed tailpipes of the exhaust system visually terminate at a low, central point. The Cayman gets an oval tailpipe, while the Cayman S has two-branch dual tailpipes.

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Engine and transmission**Six-cylinder with high-revving concept: the heart of an athlete**

Porsche is implementing two exceptional sport engines in the Cayman, which combine ample torque with high power in the upper engine speed range. One consequence of this high-revving concept is that it enabled a 0.2 litre reduction in base engine displacement compared to the previous model, and yet it has a higher power output. With its specific power of 101.6 hp/litre, the 2.7-litre engine is the first Cayman to break the magic 100 hp per litre displacement barrier for sports car engines. Both engines now produce their maximum nominal power at 7,400/min; it was 7,200/min previously. Not only were peak powers increased by 10 hp to 275 hp (202 kW) in the Cayman and by five hp to 325 hp (239 kW) in the S-model; their two power curves also lie above those of the previous engines, which means that overall the six-cylinder engines produce more power at identical engine revs.

The new Cayman models now offer a Sport button as standard that lets the driver choose between sport-oriented engine tuning and comfortable tuning optimised for fuel efficiency. In Sport mode, the electronic engine management system modifies engine response; it makes engine dynamics more direct. In vehicles with PDK, the Automatic mode results in later upshifts and earlier downshifts. Moreover, the start/stop function and coasting function are deactivated.

The new engines get their combustion air from the air intakes on the left and right sides of the body in front of the rear wheels. In the 3.4-litre six-cylinder engine of the Cayman S, a switching resonance flap improves cylinder fill, providing high torque at low revs as well as a uniform torque curve. Both engines feature variable valve timing and lift (VarioCam Plus) on the intake side for optimal timing in charge changes. The engines draw their air via a very smoothly flowing and therefore efficient air induction system. The main reason for its reduced resistance to air flow is that the air is now inducted via two air intakes on the left and right sides. In addition, a pressure sensor monitors induction pipe pressure instead of a conventional hot-film mass air flow sensor – which would otherwise be placed in the air stream and would act as an obstacle.

A sport exhaust system is available as an option for the new Cayman models. The new sport exhaust system makes the already standard and very emotional Porsche sound even more intensive and sonorous. For visual differentiation, two-branch dual tailpipes are included with unique styling.

### **Intelligent efficiency: electrical system recuperation and thermal management**

The six-cylinder boxer engines – positioned in front of the rear axle – make the two-seat Porsche cars prime examples of efficient performance. The engines of both models are up to 15 per cent more fuel-efficient due to their petrol direct injection, thermal management, electrical system recuperation and auto start/stop function.

Key components for improving efficiency are electrical system recuperation and map-controlled thermal management of engine cooling. In electrical system recuperation, the battery is charged more intensively during braking and coasting phases. In turn, alternator charge current can be reduced when the battery is fully charged. This reduces the load of the internal combustion engine in acceleration phases, because it does not need to output as much power to charge the battery. Thanks to intelligent control of the combined engine and transmission cooling systems, both engines reach their operating temperatures more quickly, which results in better combustion under part-load with less friction.

### **Standard six-speed manual transmission, PDK is an option**

The transmission is also crucial for driving performance, comfort and fuel economy. In the new Cayman models, a standard six-speed manual transmission is employed; its gear ratios are optimally laid out for the engine's unique characteristics. The Porsche Doppelkupplungsgetriebe (PDK) is also available as an option. It offers seven gears and shifting without any interruption in propulsive power, and it enables faster sprints and better fuel economy. The latest generation PDK has been systematically engineered for performance, but its fuel economy and convenience were also improved. The driver immediately notices that shift points are executed significantly faster in response to driver inputs. The new Cayman models

are noticeably more direct in their throttle response; even in normal mode, higher revs are reached quicker for increased agility. Passing is also supported by PDK functionality: A brief and forceful press of the accelerator pedal lets the PDK know that a sprint is about to begin, and it selects the lowest possible gear to keep the passing manoeuvre as short as possible with high acceleration power.

More powerful braking actions are supported by quicker downshifts from higher engine revs, and they are initiated sooner by declutching – always accompanied by emotionally charged engine sound. This maintains a higher level of revs and consequently of performance. It also enables greater power in exiting bends, which can be traced back to the sharper shifting programmes and significantly reduced shift times – the latter was especially improved in manual mode. One example: in manual mode, the Cayman enables controlled drifts with the Porsche Stability Management (PSM) deactivated – assuming a suitably protected roadway. Detection of the yaw angle and steering input angle initiates prevention of upshifting and permits this very special kind of driving fun.

### **Saving without compromising on dynamics: PDK enables efficient coasting**

In conjunction with the PDK transmission, the new Cayman – like the Boxster and the 911 Carrera – follows the principle of generating engine power only when it is actually needed. This is done during ‘sailing’ which refers to unpowered coasting in which the engine runs in neutral with low fuel consumption. In practice, this results in optimal savings of up to one litre fuel per 100 km with an anticipatory style of driving. Coasting is initiated when the driver slowly releases the accelerator pedal or applies a manual upshift pulse when the highest possible gear is already engaged for the driving situation. Coasting ends when the driver presses the accelerator pedal, brakes or manually shifts. Coasting is more fuel efficient, because the vehicle exploits its kinetic energy for forward motion.

**Option: Sport Chrono package with dynamic transmission mounts**

The optional Sport Chrono package offers a very wide spread of gear ratios ranging from sporty tuning – e.g. for circuit courses – to ride comfort in everyday use. It also includes dynamic transmission mounts. It delivers the best possible drive-off acceleration in conjunction with PDK and the Sport Plus button with the Launch Control function. This shortens the sprint from zero to 100 km/h by 0.2 s compared to normal mode. The Sport Plus button also activates the PDK “race course” shifting strategy. For even better driving performance and ride comfort, the Sport Chrono package provides dynamic transmission mounts. They alter their stiffness and damping as a function of the specific driving situation. With a hard setting of the mounts, for example, the drivetrain’s moment of inertia is significantly reduced when steering into a bend and in quickly alternating bends, which minimises rear body press. Its effects are similar to those of motorsport cars, in which the engine is rigidly mounted to the body with bolts, resulting in more stable and precise handling.

Also new is an extension of the optional Sport Chrono Package, which includes automatic declutching with downshifts in the Sport Plus mode in vehicles with a manual transmission. This adjusts engine revs to the lower gear even better during quick shifting, and this also lets the driver optimally utilise engine power or braking.

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## Chassis and brakes

### **New chassis system for even better handling**

The driving performance of the Porsche Cayman is extraordinary. More than ever, the interplay of the mid-engine concept and chassis tuning assures it the top position in its class. The fundamental geometry creates ideal conditions for this performance: a 60 mm longer wheelbase for greater stability at very high speeds. At the front axle, engineers widened the track width of the Cayman by 36 mm and that of the Cayman S by 40 mm, which significantly improves driving stability and agility in bends. At the rear axle as well, the two sport coupés have wider stances on the road – rear track width was increased by two and twelve millimetres, respectively. A third measure, which produces immediate effects on driving dynamics, was to increase the tyre diameter and thereby the contact area for even better road grip up to the limits of maximum performance.

Porsche engineers placed high priority on tuning of the Cayman, but not only with the goal of improving driving performance and agility, but to simultaneously improve comfort and everyday practicality as well. For example, the standard chassis with conventional hydraulic, gas-filled shock absorbers has been completely redesigned. The front axle with optimised lightweight design MacPherson spring struts has been redesigned. The new struts are more compact than those of the previous model, making them stiffer and more precise in maintaining camber. New, lightweight aluminium support bearings for the struts isolate the forces transferred to the shock absorbers and auxiliary springs for even better chassis tuning. The front axle cross members have also been designed to be optimised for crash strength and rigidity. Improved anti-dive characteristics reduce the degree to which the body front section dives during full braking and shortens the braking distance.

The rear suspension was developed based on the previous version. As with the front suspension, many components were made lighter, but without compromising stiffness and rigidity. The suspension components consist primarily of aluminium. For reasons of stiffness, components exposed to high stresses are made of sheet steel and are thus lighter and more compact than comparable light metal components.

**Revised PASM with extended sensors**

The new generation of the optional PASM active damping system extends the driving performance range of the Cayman more sustainably than ever. The reason: four additional vertical sensors at the front and rear wheels enable even better and more finely tuned control. Optimally controlled damping improves the vehicle's road grip, offering greater driving stability, more comfort, enhanced performance and shorter braking distances. Just as before, the driver can use the PASM chassis control button on the centre console to choose between the two modes "Normal" and "Sport". The system also acts as a function of the specific driving situation, so that driving fun is not compromised: in smooth motorway driving, for example, only moderate damping forces are required. In a sporty style of driving, on the other hand, high damping forces improve road grip and car body control. In conjunction with PASM, the ride height is lowered by ten millimetres, which also contributes to enhanced dynamic performance.

**Quick response and efficiency: two versions of electromechanical steering**

Electromechanical power steering is also replacing the previous hydraulic system in the Cayman. Its high performance lets drivers experience the agility of the Cayman even more intensively. At the same time, the new system offers fuel economy benefits compared to conventional steering, reducing fuel consumption by at least 0.1 l/100 km. It also enhances comfort and safety through auxiliary functions. The driver gets direct feedback via the steering wheel, and negative or unnecessary noise is filtered out.

Even at low speeds the active self-alignment feature ensures that the steering wheel automatically moves back to the straight-ahead position. When braking on road surfaces with different levels of grip, a steering pulse is output to the steering wheel in the desired direction, making it easier for the driver to stabilise the vehicle and keep it in the desired lane. Another feature is driving dynamics steering information to the driver that provides transparent feedback on driving conditions.

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As an option, the power steering “Plus” version of electromechanical steering can be ordered, which enhances steering comfort with extra power assist up to 50 km/h. Parking and manoeuvring in particular are more smooth and comfortable – with lower steering forces. This system improves steering torque and steering wheel return to centre position at lower vehicle speeds.

### **More traction, better vehicle dynamics in bends: Porsche Torque Vectoring**

Building upon the capabilities of the PASM chassis, the optional Porsche Torque Vectoring (PTV) system is able to increase the driving performance potential of the Cayman even further. PTV involves intelligent interaction of a rear differential lock and wheel-selective brake interventions – an auxiliary function of Porsche Stability Management (PSM). Essentially, PTV improves the vehicle’s steering response and steering precision by targeted brake interventions at the rear wheel located on the inside of a bend. The braking torque is activated as soon as the steering wheel is turned. The results: improved performance in bends as the turn is initiated. Then the rear differential lock significantly improves traction capabilities when accelerating out of the bend.

In terms of dynamics and driving stability, PTV is the ideal complement to Porsche Stability Management (PSM). Whereas PSM uses braking interventions to stabilise the vehicle if required, PTV uses braking interventions to enhance driving dynamics and agility. Accordingly, the braking interventions of PTV are also active when PSM is deactivated, ensuring agile and dynamic handling. The mechanical rear differential lock included in PTV has, as in the previous model, an asymmetric locking action of 22 per cent in traction and 27 per cent in propulsion.

### **Brakes with extra power**

Because of the car’s enhanced driving performance, the brake system of the Cayman has been made more powerful as well – that goes without saying at Porsche. Along with equipping the system with stiffer front brake callipers, optimising brake pad design and providing a larger brake contact surface, improvements were made in cooling the brake discs as well. Furthermore, the new Cayman S has larger front brake discs that originate from the 911 Carrera. To improve safety in traffic and provide a better warning to vehicles behind, the

brake lights of all Cayman models pulsate as soon as ABS control is activated. As in previous models, the exceptionally high-performance Porsche Ceramic Composite Brake (PCCB) system is available as a motorsport-proven option. With this system, 350 millimetre diameter brake discs are used at the front and rear wheels of all models. The PCCB brake callipers are also painted yellow, and a new six-piston calliper from the 911 Carrera is used at the front wheels.

### **New stopped vehicle management and new electric parking brake**

Like other Porsche model lines, the new Cayman models now feature an electrically operated parking brake, which can be conveniently activated using a button on the left of the dashboard. The electric parking brake can be manually activated and deactivated. But it releases automatically when driving off with the seat belt fastened.

The Cayman offers a new stopped vehicle management system that prevents the vehicle from moving unintentionally. If the vehicle comes to a stop on an incline as a result of braking, the auto-hold functionality is activated and the required brake pressure maintained by the PSM. For vehicles with PDK, the system also holds the vehicle if the driver lets the vehicle coast to a stop on a gradient. As soon as the vehicle comes to a stop without any intervention by the driver, the brake pressure is maintained via PSM until the vehicle drives off again. The hold function is transferred to the new electric parking brake after five minutes, or if the system detects that the driver leaves the vehicle.

### **Larger wheels, low rolling resistance tyres**

The new Cayman models ride on wheels and tyres that are now one inch larger in diameter than on the previous model. Standard now are customised 18- and 19-inch Cayman wheels, which give the sport coupés better lateral stability and handling properties. Optional wheels for the new Cayman include the alternative 20-inch Carrera S wheels, 20-inch Carrera Classic wheels in bi-colour look and the new 20-inch Sport Techno wheels from the Exclusive programme. The standard tyres are optimised for low rolling resistance, they feature a typically high level of Porsche performance in terms of handling and braking distance, and they are low in weight. A seven per cent reduction in rolling resistance compared to the previous models contributes towards reducing fuel consumption.

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Car body**Lighter, stiffer, sportier**

The body of the new Cayman is an entirely new development based on the body-in-white of the Boxster. The bottom line is that innovative lightweight body design with mixed aluminium-steel construction has reduced body-in-white weight by around 47 kg. At the same time, the car's static torsional rigidity was boosted by 40 per cent. In other words, the Cayman drives more precisely than ever before. Extra features, larger glass surfaces and larger wheels offset some of the weight savings, yet the DIN weights of all sport coupés are lighter than those of previous models, and a standard Cayman S weighs 30 kg less. This weight reduction benefits the driver in a number of ways: the reduced mass means that less power is needed to move the vehicle in everyday driving. This reduces fuel consumption. When full engine power is desired, the lighter weight sports car delivers better driving performance.

In its new lightweight body design, Porsche only uses steel where it is essential. On the other hand, wherever lightweight metals can be used, they are the preferred choice. For example, die-cast aluminium, aluminium sheet, magnesium and high-strength steels are used, and all materials are tailor-made for specific purposes in the body, ensuring very high rigidity values while minimising material usage. Around 44 per cent of the new Cayman body-in-white consists of aluminium, e.g. front body, floor assembly and rear body, the doors and the front and rear lids.

In this context, the new rear lid represents a peak achievement. At 6.6 kg, including hinges, the body-in-white part which is now made of aluminium is less than half the weight of the previous part. And it attains this low weight with a nearly 150 per cent increase in static torsional rigidity, an over 30 per cent increase in static flexural rigidity and an over 70 per cent improvement in dynamic flexural rigidity, which goes hand in hand with the overall solidity of the body-in-white.

The new form of the Cayman is not only more distinctive, it also offers aerodynamic benefits. Although the boosted engine and braking performance requires modified cooling, the aerodynamic drag coefficient ( $C_d$ ) is a very good 0.30. Two large exterior intakes at the front end now handle all cooling air needs. Their aerodynamic in-flow design was further improved, eliminating the need for the previous central radiator of the PDK vehicles. The intakes are the same size on both models, but on the Cayman a portion of the intake is covered by a black trim panel due to its lower cooling air requirement.

Compared to the previous model, aerodynamic lift was further reduced by up to 25 per cent at both axles, which leads to greater driving stability at high speeds. Among other features, a new front spoiler lip significantly reduces front axle lift. At the rear axle, the new rear wing combined with a spoiler lip running across the entire width also makes a crucial contribution towards reduced lift. The wing is optimally integrated in the rear body with a curved shape, and it can be deployed either automatically or manually. With its 40 per cent larger effective area, it generates more groundforce than the spoiler of the previous model, and it offers less resistance to the air flow.

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Interior and features

## **Elegant ambience, new high-class options**

The interior of the new Cayman continues along the lines of current Porsche sports car design and adds value to the sport coupé. In its new optional features as well: for the first time, a high-end Burmester sound system can be ordered which is individually tuned for the Cayman. Other new and optional features that overcome class boundaries are Adaptive Cruise Control (ACC) and the keyless Entry & Drive system. An especially exclusive ambience is created by the optional bi-colour leather packages that can be delivered; the base colour agate grey may be combined with lime gold, gravel grey or amber orange.

The centre console that ascends towards the front with its motorsport-like high-set gear shifter gives the driver the feeling of being more fully integrated in the interior. Controls for key vehicle operation functions and settings are arranged in logical groupings on the centre console. They are laid out for quick and intuitive control of individual functions.

### **New ergonomics support sporty driving**

The new ergonomics of the Cayman and its more precise shifting now offer drivers even better conditions for quick and effortless gear shifts. The ascending centre console and the driver's seat position ensure a short distance between the steering wheel and the gear-shift lever. The new gear indicator in the tachometer shows which gear is engaged, and the upshifting recommendation in the instrument cluster gives the driver feedback on a style of driving that optimises fuel efficiency.

The standard CDR audio system with its seven-inch touchscreen – that is centrally located further upwards – is very easy to see and offers convenient access to many different functions. The three classic round instruments of the Cayman model series with a centrally positioned tachometer and an ignition switch to the left of the steering wheel make the connection to a familiar cockpit environment. New is the high-resolution 4.6-inch VGA multi-function screen in the instrument on the right. Along with the most important trip computer functions, it also includes a map display for the optional PCM with navigation module. The dashboard of the Cayman is characterized by a black tachometer dial; in the Cayman S the dial is designed in silver. Buyers can choose from four attractive standard interior colours. In addition, many different leather colours are offered as options.

The driver and passenger sit on new sport seats. They offer very good comfort for long-distance touring and very good lateral support for a dynamic style of driving. The standard sport seats have mechanical fore-aft and height adjustments, and the backrests are electrically adjustable. The middle panels of the production sport seats are upholstered in Alcantara. The optional sport seat plus system offers even greater lateral support with larger side panels on the seat cushions and backrests and more pronounced sculpting in the shoulder area. Electric sport seats and adaptive sport seats plus are still offered as options – and both include a memory function.

The car's new extended silhouette also increases the practical utility of the Cayman: the larger rear lid offers better access to the rear bootspace, and cargo capacity of the two-seater has been increased by 15 litres to 425 litres when loaded to the roof. An eye-catching feature that is revealed when the rear lid is opened is the new aluminium panel that extends across the engine compartment cover between the two filler caps for coolant and oil. A luggage partition bar that is also made of brushed aluminium laterally spans the space behind the head restraints.

#### **New sound experience: Cayman introduces Burmester sound system to the class**

The new top option among the sound systems is a special system that Porsche developed for the Cayman together with Burmester. Based on experience acquired from systems in the Panamera, Cayenne and 911 Carrera, this new system attains a total acoustic power and sound quality that are excellent for the sports car segment. This is impressively demonstrated by the system's performance figures: twelve individually controlled loudspeakers, including an active "body-in-white" subwoofer with a 140 mm diameter diaphragm and integrated 300 Watt Class-D amplifier, and twelve amplifier channels with a total output power of over 800 Watt.

**Greater comfort and safety: ACC with Porsche Active Safe**

For Cayman models with Doppelkupplungsgetriebe (PDK), Porsche now offers a new upgrade option for driving convenience and safety: Adaptive Cruise Control (ACC) that includes the safety function Porsche Active Safe (PAS). ACC operation is based on a radar sensor located in the middle of the front body panel, which acquires objects in the driving lane over a range of up to 200 metres. ACC maintains a speed-dependent distance to a vehicle ahead in traffic over four preselectable stages, and it automatically adjusts driving speed – up to a vehicle stop. This relieves the workload of drivers in traffic jam situations and in slow-moving traffic.

PAS builds on this system and can help to avoid front-end collisions – even when ACC is switched off. It uses the front radar system to continually monitor traffic for much slower vehicles ahead. If the system detects an impending hazardous situation, the brake system is preconditioned, and the brake assistant is sensitised. If the situation becomes more critical, PAS outputs visual and acoustic warnings, and the driver is alerted to the need to intervene by a jolt in the brake pedal. If the driver does not react with appropriate braking, the system can increase braking pressure up to hard braking, depending on the situation.

**Driving without car keys: Porsche Entry & Drive**

Porsche Entry & Drive is being offered for the first time in the class of the Cayman. The system enables keyless and convenient unlocking and locking of the doors and rear lid as well as engine starting. As soon as the driver touches the door handle, the Porsche Entry & Drive queries an access code that is saved in the key. If it is correct, the door is unlocked. Similarly, when the driver approaches the sensor zone at the front or rear of the car, the boot lid in that zone is unlocked and can be opened.

## Specifications Porsche Cayman\*

<b>Body:</b>	Two seat Coupé; lightweight body in aluminium-steel construction with doors, boot and bonnet lids made of aluminium; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.
<b>Aerodynamics:</b>	Drag coefficient $C_d$ : 0.30 Frontal area A: 2.00 m <sup>2</sup> $C_d \times A$ : 0.6
<b>Engine:</b>	Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four valves per cylinder, variable inlet valve timing and lift (VarioCam Plus); hydraulic valve lifter; 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; auto start/stop function.
<b>Bore:</b>	89 mm
<b>Stroke:</b>	72.5 mm
<b>Displacement:</b>	2,706 cm <sup>3</sup>
<b>Compression ratio:</b>	12.5:1
<b>Engine power:</b>	202 kW (275 hp) at 7,400/min
<b>Max. torque:</b>	290 Nm at 4,500/min – 6,500/min
<b>Power output per litre:</b>	74.6 kW/l (101.6 hp/l)
<b>Maximum revs:</b>	7,800/min
<b>Fuel type:</b>	Super Plus
<b>Electrical system:</b>	12 Volt; alternator 2,100 W; battery 70 Ah, 450 A; electrical system recuperation.

\* Specifications may vary according to markets

**Power transmission:** Engine and transmission bolted together to form a single drive unit; rear wheel drive; six-speed manual transmission; optional seven-speed Doppelkupplungsgetriebe (PDK)

Gear ratios	Manual transmission	PDK transmission
1 <sup>st</sup> gear	3.67	3.91
2 <sup>nd</sup> gear	2.05	2.29
3 <sup>rd</sup> gear	1.46	1.65
4 <sup>th</sup> gear	1.13	1.30
5 <sup>th</sup> gear	0.97	1.08
6 <sup>th</sup> gear	0.84	0.88
7 <sup>th</sup> gear	–	0.62
Reverse	3.33	3.55
Final drive ratio	3.89	3.25
Clutch diameter	240 mm	202 mm /153 mm

**Suspension:** Front axle: Strut suspension (MacPherson type, Porsche optimised) with wheel-guiding strut and wheels independently mounted on transverse and longitudinal control arms; twin-tube gas-pressure dampers; electro-mechanical power steering.

Rear axle: Wheels independently guided on transverse control arms with longitudinal control arms, tie rods and suspension struts (McPherson type, optimised to Porsche requirements); cylindrical coil springs with internal dampers; anti-roll bar.

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

**Brakes:** Front axle: Four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 315 mm diameter and 28 mm thickness.

Rear axle: Four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 299 mm diameter and 20 mm thickness.

**Wheels and tyres:**

front	8 J x 18	with	235/45 ZR 18
rear	9 J x 18	with	265/45 ZR 18

**Weights:**

Kerb weight, DIN	1,310 (1,340) kg
Permissible gross weight	1,655 (1,685) kg

**Dimensions:**

Length	4,380 mm
Width	1,801 mm
Height	1,294 mm
Wheelbase	2,475 mm
Track width	front 1,526 mm
	rear 1,536 mm
Luggage comp. capacity	front 150 l
	rear 162 l * 275 l
Fuel tank capacity	64 l

Values in brackets refer to vehicles with PDK transmission  
 \*Upload roof-level

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<b>Performance:</b>	Top speed	266 (264) km/h
	Acceleration:	
	0 – 100 km/h	5.7 (5.6) s
	(with Sport Plus and PDK*	5.4 s)
	0 – 200 km/h	21.0 (20.9) s
	(with Sport Plus and PDK*	20.6 s)
<b>Consumption (NEDC):</b>	Urban	11.4 (10.6) l/100 km
	Extra-urban	6.3 (5.9) l/100 km
	Combined	8.2 (7.7) l/100 km
<b>CO<sub>2</sub> emissions:</b>		192 (180) g/km
<b>Emissions class:</b>		Euro 5

Values in brackets refer to vehicles with PDK transmission

\*In conjunction with the optional Sport Chrono package.

## Specifications Porsche Cayman S\*

<b>Body:</b>	Two seat Coupé; lightweight body in aluminium-steel construction with doors, boot and bonnet lids made of aluminium; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger.						
<b>Aerodynamics:</b>	<table> <tr> <td>Drag coefficient <math>C_d</math>:</td> <td>0.30</td> </tr> <tr> <td>Frontal area A:</td> <td>2.00 m<sup>2</sup></td> </tr> <tr> <td><math>C_d \times A</math>:</td> <td>0.6</td> </tr> </table>	Drag coefficient $C_d$ :	0.30	Frontal area A:	2.00 m <sup>2</sup>	$C_d \times A$ :	0.6
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Frontal area A:	2.00 m <sup>2</sup>						
$C_d \times A$ :	0.6						
<b>Engine:</b>	Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four valves per cylinder, variable inlet valve timing and lift (VarioCam Plus); hydraulic valve lifter; 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; auto start/stop function.						
<b>Bore:</b>	97 mm						
<b>Stroke:</b>	77.5 mm						
<b>Displacement:</b>	3,436 cm <sup>3</sup>						
<b>Compression ratio:</b>	12.5:1						
<b>Engine power:</b>	239 kW (325 hp) at 7,400/min						
<b>Max. torque:</b>	370 Nm at 4,500/min – 5,800/min						
<b>Power output per litre:</b>	69.6 kW/l (94.6 hp/l)						
<b>Maximum revs:</b>	7,800/min						
<b>Fuel type:</b>	Super Plus						
<b>Electrical system:</b>	12 Volt; alternator 2,100 W; battery 70 Ah, 450 A; electrical system recuperation.						

\* Specifications may vary according to markets

**Power transmission:** Engine and transmission bolted together to form a single drive unit; rear wheel drive; six-speed manual transmission; optional seven-speed Doppelkupplungsgetriebe (PDK)

Gear ratios	Manual transmission	PDK transmission
1 <sup>st</sup> gear	3.31	3.91
2 <sup>nd</sup> gear	1.95	2.29
3 <sup>rd</sup> gear	1.41	1.65
4 <sup>th</sup> gear	1.13	1.30
5 <sup>th</sup> gear	0.95	1.08
6 <sup>th</sup> gear	0.81	0.88
7 <sup>th</sup> gear	–	0.62
Reverse	3.00	3.55
Final drive ratio	3.89	3.25
Clutch diameter	240 mm	202 mm / 153 mm

**Suspension:** Front axle: Strut suspension (MacPherson type, Porsche optimised) with wheel-guiding strut and wheels independently mounted on transverse and longitudinal control arms; twin-tube gas-pressure dampers; electro-mechanical power steering.

Rear axle: Wheels independently guided on transverse control arms with longitudinal control arms, tie rods and suspension struts (McPherson type, optimised to Porsche requirements); cylindrical coil springs with internal dampers; anti-roll bar.

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

**Brakes:** Front axle: Four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 330 mm diameter and 28 mm thickness.

Rear axle: Four-piston aluminium monobloc brake callipers, perforated and internally ventilated brake discs with 299 mm diameter and 20 mm thickness.

**Wheels and tyres:**

front	8 J x 19	with	235/40 ZR 19
rear	9.5 J x 19	with	265/40 ZR 19

**Weights:**

Kerb weight, DIN	1,320 (1,350) kg
Permissible gross weight	1,665 (1,695) kg

**Dimensions:**

Length	4,380 mm
Width	1,801 mm
Height	1,295 mm
Wheelbase	2,475 mm
Track width	front 1,526 mm
	rear 1,540 mm
Luggage comp. capacity	front 150 l
	rear 162 l * 275 l
Fuel tank capacity	64 l

Values in brackets refer to vehicles with PDK transmission  
 \*Upload roof-level

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<b>Performance:</b>	Top speed	283 (281) km/h
	Acceleration:	
	0 – 100 km/h	5.0 (4.9) s
	(with Sport Plus and PDK*	4.7 s)
	0 – 200 km/h	17.2 (17.1) s
	(with Sport Plus and PDK*	16.9 s)
<b>Consumption (NEDC):</b>	Urban	12.2 (11.2) l/100 km
	Extra-urban	6.9 (6.2) l/100 km
	Combined	8.8 (8.0) l/100 km
<b>CO<sub>2</sub> emissions:</b>		206 (188) g/km
<b>Emissions class:</b>		Euro 5

Values in brackets refer to vehicles with PDK transmission

\*In conjunction with the optional Sport Chrono package.