



PORSCHE



Press Information

New York International Auto Show 2015

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April 2015

The new purist Porsche roadster

2015 New York International Auto Show: world premiere of the Boxster Spyder

Porsche is beginning the 2015 convertible season by celebrating the world premiere of the new Boxster Spyder. This purist sports car will make its debut at the New York International Auto Show. The new top model in the open two-seater series retains the independent character of the previous Spyder, which has already attained cult status. For example, the classic fabric roof is still opened and closed by hand, and the sports car is only available with a manual transmission.

With the new Boxster Spyder, Porsche is once again reaffirming its commitment to radical sports cars that uniquely combine everyday practicality with classic sports car performance. New York also holds special significance for Porsche, as some 60 years ago the city was the site of the premiere of the 356 Speedster – the original purist Porsche sports car.

The U.S. remains the most important market for Porsche. Last year, the sports car manufacturer sold over 47,000 vehicles in the United States – more than in any other market in the world. More than 2,500 of these new cars were delivered to customers in New York City. Porsche sold around 190,000 new vehicles in 2014, an increase of 17 percent from the previous year. Porsche also remains on track for success in the U.S. in 2015, as the sports car manufacturer recorded sales of more than 7,100 new vehicles in the first two months of 2015 in America, which marks an increase of approximately 13 percent compared to the same period in the prior year. The 911 and the Cayenne are the most popular models among customers in the U.S.

The new Boxster Spyder

Purist roadster

The year 2015 will be marked by radical and rigorous sports cars at Porsche: Making its debut after the Cayman GT4 and 911 GT3 RS, the Boxster Spyder marks a new edition of the purist roadster. The new top model in the open two-seater series offers drivers and passengers a genuine sports-car experience in the lightest yet most powerful Boxster of all times that boasts the same outstanding driving dynamics that earned its predecessor the title of “Best Handling Car”.

The most powerful Boxster ever: 375 hp six-cylinder engine from the Cayman GT4

The area in front of the rear axle of the Boxster Spyder houses a 3.8-liter six-cylinder direct-injection engine that also powers the Cayman GT4 and was adapted from the 911 Carrera S. The unit delivers 375 hp (276 kW) at 6,700 rpm in the mid-engine roadster, which is 45-hp more output than that produced by the 3.4-liter engine in the Boxster GTS. At 420 Nm between 4,750 rpm and 6,000 rpm, torque is also higher than the 370 Nm in the GTS. The new Spyder accelerates from a standstill to 100 km/h in 4.5 seconds, which is half a second faster than the Boxster GTS with a manual transmission. The Boxster Spyder’s maximum speed with the top up is 290 km/h. NEDC overall fuel consumption amounts to 9.9 l/100 km.

The Boxster Spyder’s distinctive design includes stylistic elements that recall the legendary sports and race cars from Porsche. For example, as a tribute to the 718 Spyder from the 1960s, the new Boxster Spyder has two prominent streamlined bulges that extend down along the long trunk lid behind the headrests. The new trim on the roll-over bar creates a harmonious outline. The manually operated folding top brings to mind roadsters from the past, while the fins that stretch back to the rear lend the vehicle’s silhouette its characteristic design. The front and rear end of the Boxster Spyder were adopted from the Cayman GT4 and underscore the vehicle’s status as a high-performance sports car. These features make the new top roadster ten millimeters longer and 11 millimeters flatter than the Boxster GTS. Particularly striking are the three large air intakes with black screens at the front that supply cooling air to the three heat exchangers behind them.

Operating by hand is fun: quick-folding top and manual transmission

As a genuine roadster, the Boxster Spyder offers a traditional sports-car driving experience but with contemporary performance. This means a firm sports suspension with a 20-mm lower ride height, a manual six-speed transmission, more responsive steering, climate control via the heating unit or the open top only, and the mid-engine as the sole sound system. Then there is the quick-folding top that is opened and closed by hand, yet is suitable for everyday use as it can be deployed and folded down very quickly. Putting the roof up is a cinch: you simply open the trunk lid and pull out the top inside. Once you insert the fins, the push of a button is all it takes to pull the top tight at the windshield frame. To put the top down, you simply do the same things in reverse.

Systematic lightweight design ensures outstanding dynamic performance

The Boxster Spyder's purist equipment features are the result of a systematic lightweight approach: at 1,315 kilograms, the Spyder is the lightest sports car in the Boxster family. Drivers will certainly notice the difference, as the center of gravity is even lower than those of all other Boxsters and the weight-to-power ratio has been reduced to 3.5 kilograms per hp. A further improvement to driving dynamics has been achieved with the standard Sport Chrono Package with dynamic transmission mounts and the Porsche Torque Vectoring (PTV) system with a mechanical differential lock. As a result, the Boxster Spyder handles as agile as a go-cart yet accelerates as vehemently as a high-performance sports car.

Sports bucket seats: interior designed for drivers with sporty ambitions

More so than in any other Boxster, the interior of the Spyder creates an atmosphere that elicits a feeling of pure driving pleasure. As was the case in the previous model, the driver and passenger sit in light sports bucket seats* with large side bolsters that let them directly experience the outstanding transverse dynamics of the new top roadster. In line with the model's purist design neither a radio nor an air conditioner is included as standard equipment in order to save weight. Instead of a radio, there is a compartment for storing small items. However, the entire range of Boxster audio systems (up to and including a Burmester sound system) is available for customers to choose from as an option. An air conditioning unit can also be ordered as optional equipment, as can the Porsche Communication Management (PCM) system with all of its special features.

* USA: two-way adjustable Sports seats Plus as standard

Specifications Porsche Boxster Spyder*

Body:	Two-seater roadster with manually operated soft top; lightweight body in aluminum-steel construction with doors, boot and bonnet lids made of aluminum; two-stage driver and front passenger airbags; side and head airbags for driver and front passenger	
Aerodynamics:	Drag coefficient c_d :	0.33
	Frontal area A:	1.96 m ²
	$c_d \times A$:	0.65
Engine:	Water-cooled six-cylinder flat engine; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; variable intake valve timing and lift (VarioCam Plus); hydraulic valve clearance compensation; gasoline direct injection; one three-way catalytic converter per cylinder bank, each with two oxygen sensors; engine oil 10.1 liters; 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:	375 hp (276 kW) at 6,700 rpm
	Max. torque:	420 Nm (309.7 ft lb) at 4,750 – 6,000 rpm
	Power output per liter:	98.7 hp/l (72.6 kW/l)
	Max. engine speed:	7,800 rpm
	Fuel type:	Super Plus
Electrical system:	12 volt; alternator 2,100 W; battery 60 Ah, 280 A; electrical system recuperation.	

* Specifications may vary according to markets

Power transmission: Engine and transmission bolted to form one drive unit; rear-wheel drive; six-speed manual transmission with mechanically locking rear differential 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 optimized) with wheel-guiding strut and wheels independently mounted on transverse and longitudinal control arms; twin-tube gas-pressure dampers; anti-roll bar; electro-mechanical power steering.

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

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

Front axle: six-piston aluminum monobloc brake calipers; perforated and internally ventilated brake rotors with 340 mm diameter and 34 mm thickness.

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

Wheels and tires:	Front	8.5 J x 20	with	235/35 ZR 20
	Rear	10.5 J x 20	with	265/35 ZR 20

Weights:	Curb weight (DIN)	1,315 kg
	Gross vehicle weight rating	1,650 kg

Dimensions:	Length	4,414 mm
	Width	1,801 mm
	Width with door mirrors	1,978 mm
	Height	1,262 mm
	Wheelbase	2,475 mm

Track widths	front	1,526 mm
	rear	1,540 mm

Luggage comp. capacity	front	150 l
	rear	130 l

Fuel tank capacity	54 l (14.26 gal)
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Performance:	Top speed	290 km/h 180 mph
	Acceleration:	
	0 – 100 km/h	4.5 s
	0 – 200 km/h	14.8 s
	0 – 60 mph	4.3 s
	1/4 mile	12.7 s

Fuel consumption: (NEDC)	Combined	9.9 l/100 km
	Urban	14.2 l/100 km
	Extra-urban	7.5 l/100 km
CO₂ emissions:	Combined	230 g/km
Emissions class:		Euro 6

Status: April 2015