
BOXSTER (TYPE 981): Fuel consumption combined
8.8–7.7 l/100 km; CO₂ emissions 206–180 g/km





The Boxster Revolution

____ Never before in Porsche's storied history has the transition from one generation to the next been so stark and evident at a glance. The new Boxster astounds with its lightness, which is reflected not only in its weight and fuel consumption but also in its speed and agility.



*The redesigned rear end of the Boxster:
striking and expressive*



Despite its comparatively meager consumption of less than 8 liters with the Porsche double-clutch transmission (PDK), the new Boxster nevertheless manages to put even more power on the pavement. The Porsche Intelligent Performance principle has been implemented in full.

Intelligent lightweight construction and design

Thanks to intelligent lightweight construction, the new Boxster weighs in at an impressive 35 kilograms lighter than its predecessor despite more demanding safety and torsional rigidity requirements. The Boxster is thus the lightest sports car in its class, with a power-to-weight ratio of just 5,69 kg/kW (Boxster S).

Substantial changes to the design have also been carried out. The Boxster's rear end has been completely redesigned. You'll search in vain for the old hood compartment. The modern rear wing with integrated tail lights unites a striking ridge across the entire width of the rear with the central light unit just below it. With a shape that stretches around the edge of the car, the new, completely LED technology-based tail lights are perfectly integrated in the Boxster's rear end. The rear end is rounded out by the redesigned tailpipe, which sits low and centrally. Typical of the new design is the shoulder line, which flows out of the starkly arching wing into the rear side section. Particularly characteristic is the new dynamic indentation in the door, which directs the intake air to the striking inlet in the rear side section. It's plain to see where the roadster's heart beats. The proportions have changed forever. The wheelbase has grown by 60 millimeters and

5,69

kg/kW

The new Boxster is the lightest sports car in its class

the track width in front by up to 40 and in the rear up to 18 millimeters, with the wheels sitting flush with the body.

Engine and transmission

The new Porsche Boxster ushers in the third generation of the mid-engine roadster. The classic flat-six engine makes the two-seater the perfect embodiment of performance and efficiency. Yet the downsizing impulse is irresistible, and the displacement has been reduced to yield more power with less consumption. The drives of the two currently available Boxster models both feature direct fuel injection, thermal management, brake energy recuperation, and automatic start-stop function. They are thus more powerful ›

The large air intakes give the Boxster a powerful look





The new chassis enables greater agility and driving stability

than ever before—and more than 15 percent more fuel-efficient as well.

They also employ the “coasting” feature from the new 911 Carrera. The principle of only drawing engine power when it is really necessary is performed by the Boxster in conjunction with the PDK transmission. Thanks to disengaged rolling or “coasting,” in which the engine runs in neutral with cor-

respondingly low consumption, the Boxster can save up to a liter of fuel over 100 kilometers.

Chassis and brakes

The Boxster’s agility and sportiness are in its mid-engine genes. But the new chassis raises that level yet another notch. The wider track and bigger wheelbase bring greater driving stability and agility, as test and comparison drives on the Nordschleife of the Nürburgring have shown time and again. The new Boxster posts a 12-seconds-faster time than a similarly equipped predecessor model and at 7:58, cracks the 8-minute barrier for the first time. First-class driving performance is ensured by the improved Porsche Active Suspension Management system, the dynamic engine mount and Porsche Torque Vectoring. The intelligent interplay of the rear-differential lock with wheel-selective braking intervention, an additional function of Porsche Stability Management, enables improved steering behavior and increased steering precision of the vehicle through targeted braking of the inner rear wheel when cornering.

A more capable chassis also requires an optimized brake system—a matter of course at Porsche. The new Boxster features new, stiffer brake calipers on the front axle, improved brake pad guidance, and a larger braking surface. The brake disc cooling was optimized and a pulsating brake light installed for improved traffic safety that activates automatically whenever the ABS system kicks in.

Changes in the performance data with the new generation of the Boxster

Boxster	New (Type 981)	Previously (Type 987)	Δ
Displacement	2,706 cm ³	2,893 cm ³	–187 cm ³
Power	195 kW (265 hp) at 6,700 rpm	188 kW (255 hp) at 6,700 rpm	+7 kW (10 hp)
Torque	280 Nm at 4,500–6,500 rpm	290 Nm at 4,400–6,000 rpm	–10 Nm
Fuel consumption with PDK	7.7 l/100 km	9.1 l/100 km	–1.4 l/100 km (–15.4 percent)

911 CARRERA MODELS: Fuel consumption combined 11.7–8.2 l/100 km; CO₂ emissions 275–194 g/km

Convertible top

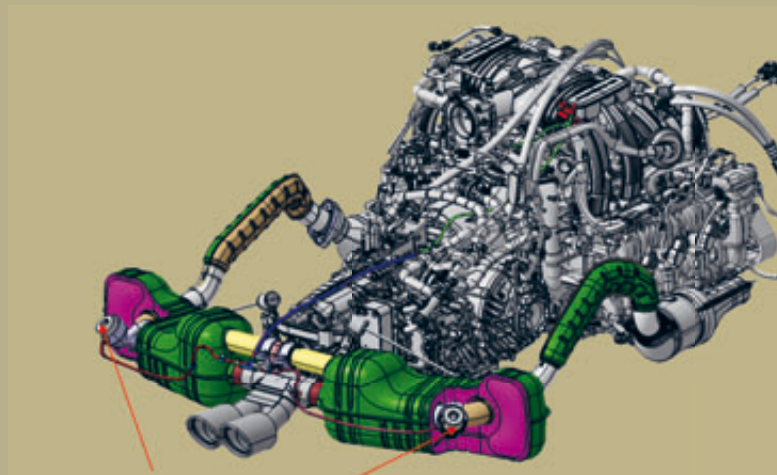
The new fully automatic hood operation system makes things even more convenient. The roof opens and closes fully electronically using two electric motors in less than nine seconds at speeds of up to 50 km/h. And thanks to the new roof material in a special acoustics edition, interior noise was reduced from roughly 75 decibels to 71 decibels at 100 km/h, which corresponds to a reduction in the per-

ceived noise level by half. As part of the new roof geometry, the front magnesium roof frame was enlarged such that when open, it completely covers the hood compartment, which in turn enabled omission of the convertible top compartment lid—once again, consistent with the principle of intelligent lightweight construction. ■

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Porsche (Sound) Engineering and the new Boxster

The exhaust valves largely responsible for sound generation are vacuum-controlled via the engine



Vacuum-controlled exhaust valves

The sports exhaust system being offered optionally either factory-installed or as a retrofit package was developed by Porsche Engineering in close collaboration with the exhaust and acoustics experts from the development center in Weissach. In this sports exhaust system, the exhaust flow is regulated according to the driving system (vehicle speed, engine speed, gear) and if necessary is not completely directed through the respective rear silencer as in the standard version but partially through an accordingly designed piping system circumventing the attenuator and emitted directly into the air. The appropriate distribution and channeling of the attenuated and unattenuated exhaust flow play

a decisive role in achieving the typical Porsche sound. The sound effect is regulated by map-controlled exhaust valves in the exhaust flow activated by means of vacuum control by the engine vacuum system (see illustration). By pressing the sport button on the vehicle console, the valves can also be opened or closed mechanically while driving, according to the driver's wishes. A specially designed valve map ensures that statutory noise threshold values are observed. Thus, opening the valve system in the city or when idling is not possible, even if the driver presses the button on the console.