



PORSCHE



The Boxster

Spirit, declared

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Independence



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For some things in life,
there will never be an app.

The Roadster concept.

Spending time in the virtual world can be great fun. The only thing is, you can't feel the wind against your skin as you accelerate through every twist and turn. The Roadster celebrates real life. Whether it is known as a design classic, a powerful mid-engined sports car or a pure-bred roadster, it does full justice to its famous predecessors, such as the 356 No. 1 or the 550 Spyder.

We were faced with the question of how it could do so in the future. As ever, the

answer was to be found in the harmonious blending of style with functionality and of tradition with innovation. But what is harmony? Something quaint? Something soft and delicate? Not for us. This is why we have refined our idea of what a roadster should be and honed and sharpened it to give it a completely new expression.

We achieved this with more performance – with more efficiency. With innovative technologies and intelligent lightweight

construction. With a sporty exterior and interior with aesthetically appealing lines and curves in all the right places.

The spirit of the pure-bred roadster is very much alive and kicking. More independent than ever before, it is even more powerful, visceral and intense.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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Sometimes, spontaneity takes years of work.

Design.

Exterior.

We have redefined the Boxster in terms of its performance, and defined how the roadster of the future should look. In doing so, we have once again succeeded in creating an icon of independence. Just like its legendary predecessors, including the 550 Spyder, it is a Porsche that continues to epitomise the feeling of genuine freedom and advancement.

The vertical contour of the headlights was inherited from Porsche race cars of the 1960s and 1970s. The Boxster may be infused with the genes of past generations, but it ushers in a new and forward-looking design ethos.

Large, imposing air intakes give the front a powerful appearance.

The side contour promises thrilling performance, while the long wheelbase and low, raked windscreen are integral to forming the stretched, wedge-shaped silhouette. With the hood closed, this impression is reinforced by the extremely sporting roofline. Large wheels, up to 20 inches in size, make a stylish addition to the classic roadster. These emphasise the car's wide

track and help to achieve a completely new level of athletic performance.

The distinctive shoulder line gives further emphasis to the wheels and, in combination with the side air intakes, to the mid-engine layout. Such features are reminiscent of the 718 RS 60 Spyder, a lightweight mid-engined sports car that

achieved success in endurance racing and hillclimbing championships alike.

Precise lines, which run elegantly across the wings to the rear, make the Boxster unique among Porsche models. While its overall look is just as imposing, its lines are more sharply defined than on any Porsche we've seen before.



The exclusive door styling reflects more recent Porsche design developments. In typical Porsche fashion, it has a clear function. The dynamic contouring improves airflow to the side air intakes.

At the top, it leads into a precise longitudinal edge and, at the bottom, it is underlined by the sculpted door sill. The exterior mirrors are mounted directly on the doors for impressive aerodynamics and low wind noise.



The rear wing is not only a visual treat, it deploys automatically to reduce lift. Aerodynamics and aesthetics are combined to superb effect. Retracted, the spoiler separation edge makes a seamless transition to the LED taillights. The

narrow direction indicators appear to extend the rear wing further. Each taillight sweeps around the central brake light and accentuates the contours of the entire unit. For striking effect, the reversing light and rear fog light are arranged



in the middle underneath the rear wing. Clearly, this lighting concept has no precedent, rather it is the result of Porsche's modern use of form.

The diffuser with stainless steel tailpipe (dual tube on the Boxster S) integrated into the centre adds the finishing touch to the powerfully designed rear end.

In summary, the Boxster draws inspiration from a long history and, yet, it also incorporates the sum of our ideas of how the future should be. In doing so, it reflects a

completely new interpretation of the roadster concept – with a clear focus on looking forward.

How much independence do we really have?
It's a question of inner attitude.

Design.

Interior.

The interior of the Boxster models delivers exactly what the exterior promises. Light, uncluttered and defined; everything is conceived with one goal in mind: the perfect drive.

The power, the contouring, the driver's vision, indeed the entire concept, are all drawn in the direction of travel. The intelligent operating concept and the logical arrangement of the controls keep the driver's concentration purely on the road. The ascending centre console cocoons the driver perfectly and reduces the distance from the steering wheel to the gear lever for fast and ergonomic gearshifts. It's just

one of many principles that we've transferred from the racetrack to the road.

The door styling is similarly dynamic. The door pulls mirror the lines of the centre console and blend seamlessly into the distinctive design. The door storage compartments are sweeping and practical.

As you would expect from a sports car, the driver sits low down. Sports seats are fitted as standard. The athletic proportions of the Boxster models made it possible to introduce a new interior architecture. The result is a feeling of space and light without compromising the authentic roadster experience.

Are you ready to assert your independence? The ignition lock, as ever, is on the left. The three-spoke sports steering wheel falls perfectly to hand. As is typical of a Boxster, there are three circular dashboard instruments. The instrument on the right is now a 4.6-inch TFT screen that shows information from the on-board computer or audio information from the CDR audio system, which is fitted as standard. An inconspicuous shroud shades the instruments for optimum visibility.

The steering wheel rim, gear lever/selector and door pull inlays are finished in tactile leather. Silver-coloured details add to the refined tone; these include the

dashboard trim strip, the side and centre air vent surrounds and the centre console. As an option, the sporty elegance of the Boxster models can be further enhanced with a comprehensive suite of interior trims and upholsteries.

Boxster S with natural leather interior in Carrara Red, SportDesign steering wheel and other optional equipment





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Knowledge should never
be confined to books.

Engineering.

What use is expertise if it isn't put into
practice and applied to the road?

In the Boxster, the 2.7 litre horizontally
opposed six cylinder engine delivers
195 kW (265 hp); in the Boxster S, the
3.4 litre equivalent generates 232 kW
(315 hp). Both mid-mounted engines
feature direct fuel injection (DFI) and
VarioCam Plus for a significant increase
in both power output and efficiency. The
SPORT button on the centre console is fit-
ted as standard and opens up even more
agile responses. Power is transmitted to
the wheels by a lightweight six-speed
manual gearbox or the optional 7-speed
Porsche Doppelkupplung (PDK).

A series of innovative technologies is
key to achieving exemplary efficiency.
As standard, these include the auto
start/stop function, electrical system
recuperation (s. 42), energy-saving
electromechanical power steering, intel-
ligent thermal management and, in con-
junction with PDK, the coasting function. The
result is a significant reduction in
fuel consumption and, therefore, a reduc-
tion in CO₂ emissions of up to 16% com-
pared with the previous model (depending
on the equipment variant).

Porsche Stability Management (PSM)
provides stability at the limits of sporty
performance. Available as an option,

Porsche Active Suspension Management
(PASM) offers continuous adjustment of
damping forces based on the selected
mode. Dynamic performance can be fur-
ther improved with optional Porsche
Torque Vectoring (PTV).

The optional Sport Chrono Package
includes dynamic gearbox mounts. They
contain a fluid with magnetic properties,
which enables them to adapt instantly to
driving conditions and counteract the
effects of inertia. The results are percep-
tibly more stable handling during perfor-
mance driving, as well as a higher level of
ride comfort.

The hood on the Boxster models makes
it easy to clear your head. Fully electric, it
opens and closes in around nine seconds
and is operable up to a speed of 50 km/h.

The intelligent lightweight construction,
which uses aluminum for substantial
parts of the bodyshell, doors and luggage
compartment lids, helps to achieve an
excellent power-to-weight ratio.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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Don't think about taking a step back.
Unless it gives you a better run-up.

Boxster.

A roadster is not simply a car. The Boxster is not simply a roadster. It's a sports car that brings you closer to the road, closer to real life and connects you with your own free spirit.

Its 2.7-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus produces 195 kW (265 hp) at 6,700 rpm and maximum torque of 280 Nm is

available from 4,500 to 6,500 rpm. The top speed is 264 km/h. With the precisely geared six-speed manual gearbox fitted as standard, the Boxster accelerates from 0 to 100 km/h in just 5.8 seconds. With the optional 7-speed Porsche Doppelkupplung (PDK) and the optional Sport Chrono Package including dynamic gearbox mounts, this time is cut to 5.5 seconds.

Power is transmitted to the road by 18-inch Boxster wheels. Their distinctive five-spoke design affords an unobstructed glimpse of the braking system's black four-piston aluminium monobloc fixed calipers. The optional Porsche Ceramic Composite Brake (PCCB) provides motorsport braking performance.

The slats on the front air intakes are painted in the vehicle's exterior colour. The sound produced by the central tailpipe in brushed stainless steel is unmistakably Porsche.

Lean, muscular and athletic, the car has inherited motorsport genes. They are

characteristic of the Porsche family and are vital to the irresistible appeal of the sports car. They are traits that make the Boxster the sports star among roadsters. Dynamic performance, whether the hood is open or closed, has become synonymous with driving pleasure.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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Why live life on standby?

Boxster S.

Life cannot be lived intensely enough. Driving should be truly engaging. This is the core message of the Boxster S.

Producing 232 kW (315 hp) at 6,700 rpm, its 3.4-litre flat-six engine with DFI and VarioCam Plus delivers a mighty 37 kW (50 hp) and 80 Nm more than the engine in the Boxster. Maximum torque of 360 Nm is available from 4,500 to 5,800 rpm. The

sprint from 0 to 100 km/h is completed in 5.1 seconds and a top speed of 279 km/h can be achieved.

Nevertheless, the dynamic performance of the Boxster S can be further enhanced. With the optional Porsche Doppelkupplung (PDK) transmission and the optional Sport Chrono Package, the 0 to 100 km/h acceleration time drops to a mere

4.8 seconds. Optional Porsche Torque Vectoring (PTV) offers increased agility and driving pleasure at the same time as improving traction and handling. The Boxster S delivers excitement at every twist and turn.

Extra horsepower demands a higher level of safety. The front brake discs are 15 mm larger in diameter than those on the Boxster and the brake calipers are finished in red. 19-inch Boxster S light-alloy wheels with a double-spoke design are fitted as standard and create an exceptionally powerful presence for a roadster.

The slats on the front air intakes are finished in black. The Boxster S comes with Bi-Xenon headlights as standard. The centrally-positioned dual-tube twin tailpipe in brushed stainless steel sounds as impressive as it looks.

In the interior of the Boxster S, the door panel armrests and the storage

compartment lid in the centre console are additionally upholstered in leather. The rev counter has an aluminium-coloured dial face.

The Boxster S is an even more vehement interpretation of the classic roadster. It has been engineered to provide an immediate, intense experience. Standby mode is not an option.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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Forward thrust

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Always mid-engined.
Never middle ground.

Boxer engines.

At Porsche, the mid-mounted boxer engine is more than a tradition, it is a legend.

One of the most renowned examples of its use was in the 550 Spyder. In conjunction with an intelligent lightweight construction, this arrangement delivered outstanding agility and cornering dynamics and proved to be a key factor in the countless victories achieved on some of the world's most famous race tracks. In the 1960s, the 718 RS 60 Spyder contributed to the triumphant success of the mid-engined race car with wins in hillclimbing and endurance events.

The mid-mounted engine belongs at Porsche and it belongs in the Boxster. The advantages speak for themselves. The concentration of mass close to the centre of the vehicle and the low centre of gravity produce extraordinary agility and cornering dynamics. At the same time, weight is uniformly distributed between the front and rear axles and handling characteristics are particularly well balanced. The combined result enables the driver to fully enjoy every corner and maintain excellent control over the vehicle.

For us, there are many reasons to remain faithful to the mid-mounted engine concept, to keep transferring performance from the racetrack to the road and to continue to combine tradition with innovation. And we do this always on the proviso that high power is achieved with comparatively low fuel consumption and emission figures.

With this aim, we developed two compact and lightweight boxer engines that are characterised by their ability to deliver high levels of power and efficiency simultaneously. Both engines are equipped

with efficient technologies as standard, including VarioCam Plus, direct fuel injection (DFI), auto start/stop, electrical system recuperation and enhanced thermal management.

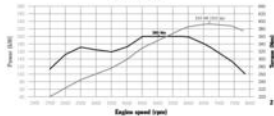
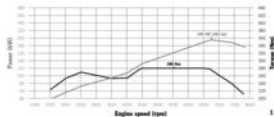
What else could we have given the mid-mounted engine? An even more agile response. One press of the SPORT button on the centre console makes engine performance even more dynamic for driving pleasure at the limits of performance. Let's take a look in more detail.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

Forward Street | Engine



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2.7-litre engine.

The Boxster is equipped with a 2.7-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus. It generates 119 kW (165 hp) at 6,700 rpm. The maximum torque of 280 Nm is available over a broad engine speed range from 4,500 to 6,500 rpm.

The Boxster with six-speed manual gearbox accelerates from 0 to 100 km/h in 5.8 seconds and reaches a top speed of 264 km/h. With the optional Porsche Doppelkupplung (PDK), it completes the 0 to 100 km/h sprint in 5.7 seconds and achieves a maximum speed of 262 km/h. In conjunction with the optional Sport

Chrono Package, the sprint time is reduced to just 5.5 seconds.

3.4-litre engine.

The Boxster S is powered by a 3.4-litre flat-six engine with direct fuel injection (DFI) and VarioCam Plus. It develops 212 kW (315 hp) at 6,700 rpm and the maximum torque of 360 Nm is produced between 4,500 and 5,800 rpm.



The Boxster S with six-speed manual gearbox races from 0 to 100 km/h in 5.1 seconds and reaches a top speed of 279 km/h. With optional PDK, an acceleration time of 5.0 seconds and a maximum speed of 277 km/h are achieved. In conjunction with the optional Sport Chrono

Package, the Boxster S with PDK finishes the sprint in only 4.8 seconds.

- 1 Power output and torque chart for the Boxster
- 2 Power output and torque chart for the Boxster S
- 3 Engine, gearbox and exhaust system of the Boxster S
- 4 Boxster S engine



Resonance intake manifold.

The resonance effect, where the air mass inside the intake manifold is caused to oscillate, is used to optimise the induction process at all engine speeds. The engine in the Boxster S is additionally equipped with a switchable resonance valve.

The results are high torque, a flatter torque curve and high power output. The sound produced is characteristically resonant and deep, as you would expect of a Boxster.

Direct fuel injection (DFI).

Direct fuel injection (DFI) is featured as standard in both Boxster models. Multi-hole injectors deliver fuel directly into the combustion chamber with millisecond precision. The injection pattern has been optimised for torque, power output, fuel consumption and emissions.

With direct injection, the engine management system regulates injection timing individually for each cylinder, as well as the injection rate for each cylinder bank. This optimises the combustion process and therefore fuel economy. Depending on the engine operating conditions, multiple fuel injections can take place on each operating cycle. This allows the catalytic

converter to reach normal operating temperature sooner after a cold start and a higher maximum torque to be achieved.

DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver higher power output at the same time as enhanced engine efficiency. Injection is regulated by the electronic engine management system and emissions are monitored by the stereo Lambda sensors.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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VarioCam Plus.

VarioCam Plus is a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system first differentiates between driver inputs that typify normal, everyday driving and those inputs that demand maximum performance. The electronic engine management system then imperceptibly adapts valve operation to the prevailing conditions.

This results in instant acceleration and extremely smooth running.

In short, VarioCam Plus provides extraordinary power with comparatively low fuel consumption.

Integrated dry-sump lubrication. Integrated dry-sump lubrication ensures a reliable supply of oil even when a sporty driving style is adopted and the vehicle is experiencing powerful lateral acceleration. It also has additional cooling functions.

The oil tank is located in the engine, thereby eliminating the need for an external oil tank which saves both space and weight.

To reduce power losses and increase efficiency, an electronically controlled oil pump supplies the lubricating points inside the engine as and when required. This results in optimum supply of oil, lower fuel consumption and reduced emissions.

Thermal management.

The Boxster models feature a new version of thermal management to reduce friction losses that arise during the warm-up phase.

Thanks to the selective control strategy and on-demand, gradual activation of the various cooling circuits, the engine and gearbox warm up to normal operating temperature more rapidly. The consequent reduction in friction also reduces fuel consumption and CO₂ emissions. During sporty driving, thermal management also acts to reduce temperatures so that a high level of performance is maintained.

Our cross-flow cooling system, as used in motorsport, supplies each engine cylinder uniformly with coolant, which protects the valves against thermal overload and, therefore, premature wear. This improves combustion and keeps emissions, fuel consumption and noise comparatively low.

Exhaust system.

In the Boxster models, each cylinder bank has its own stainless-steel exhaust tract. Downstream of their respective rear silencer, the tracts converge into a connecting tube and a single (Boxster) or twin (Boxster S) tailpipe. The stereo Lambda control circuitry controls and

monitors each cylinder bank separately. For each exhaust tract, four corresponding oxygen sensors regulate the composition of the exhaust gas and monitor the performance of the catalytic converters. Having separate tracts means that the exhaust gas can flow more freely. The resulting reduction in pressure loss has a positive impact on power output, torque and the unmistakable engine sound.

Available as an option for the Boxster models is the sports exhaust system including sports tailpipe. It produces an even more resonant Porsche sound.

1 Boxster tailpipe
2 Boxster S twin tailpipe



For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

Forward Street | Engine

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Engine management.
The electronic engine management system ensures optimum engine performance at all times. It regulates all engine-related functions and assemblies. The results are optimum power output and torque with comparatively low fuel consumption and emissions.

Another function is the cylinder-specific knock control. Since engine cylinders never all work under exactly the same conditions, the knock control function monitors each one separately. The ignition point is shifted individually, as and when necessary, to protect the cylinders and pistons at high engine speeds and

loads. For compliance with EU Standards, the on-board diagnostics detect any faults and defects that may occur in the exhaust and fuel systems and then notify the driver immediately. This also prevents increased pollutant emissions and unnecessary fuel consumption.

SPORT button.
The SPORT button on the centre console is fitted as standard. When selected, 'Sport' mode is activated to provide greater response and enhanced driving pleasure. Throttle response becomes even more direct, the rev-limiter is adjusted to a harder setting and engine dynamics are

tuned for performance driving. The auto start/stop function is also deactivated.

With the optional Porsche Doppelkupplung (PDK) transmission, the shift points are reconfigured to operate at higher engine speeds. Shift times are reduced and gearshifts become firmer and more

immediate, while throttle-tip downshifts are accompanied by an emotive engine sound. Coasting mode (p. 46) is deactivated automatically.

SPORT button

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.



Auto start/stop function.

The auto start/stop function, which is integrated as standard in the Boxster models, switches off the engine when you stop, select neutral and release the clutch pedal. In cars with Porsche Doppelkupplung (PDK), it is simply a case of applying and holding the brake.

All audio and communication systems remain switched on. The engine will restart as soon as you operate the clutch or, in cars with PDK, release the brake.

This fuel-saving innovation is designed primarily for use in towns or congested motorway traffic.

The auto start/stop function can be deactivated and reactivated using a separate button on the centre console. The function may be deactivated automatically under particular circumstances, for example in extreme outside temperatures, when the SPORT button is selected or when there is low battery charge.

Cruise control.

This optional automatic speed controller for the 30 to 240 km/h speed range is operated using a switch on a separate control stalk on the steering column. The advantages are clear, not only can cruise control be used as a means of staying

within the speed limit, it also helps you to save fuel by maintaining a constant speed.

Adaptive cruise control including Porsche Active Safe (PAS).

Also available as an option is the enhanced version of cruise control, which

regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor scans the road ahead up to a distance of 200 m.

Imagine you've selected a cruising speed but have begun to gain on the vehicle in

front because it is driving more slowly – this is detected by the radar sensor. The system now reduces the speed of your vehicle by restricting throttle or by gently applying the brakes until your chosen distance from the vehicle in front is maintained. If the vehicle ahead slows further,

adaptive cruise control will decelerate your vehicle accordingly – even down to a halt.

1 Auto start/stop button
2 Adaptive cruise control radar sensor

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

For increased safety, the system also readies the brakes whenever it detects that the distance from the vehicle is decreasing. However, the driver should be prepared to intervene manually if heavier braking is required. As soon as the road ahead clears, your vehicle will accelerate back up to the cruising speed originally set.

Porsche Active Safe (PAS) issues an audible and a visual warning if the system detects that your vehicle is approaching the vehicle in front too quickly. This is accompanied by a brief application of brake force and, where necessary, the

initiation of targeted braking. During this process, any braking by the driver is boosted to achieve the maximum braking force that the system is able to provide.

Electrical system recuperation.
For enhanced efficiency the Boxster models are equipped with intelligent electrical system recuperation. The vehicle battery is recharged by the generator predominantly under braking. Thanks to this selective recharging, when you request full driving power the maximum possible output can be directed straight to the road.

Servicing.

In the Boxster models, the generator and air conditioning system are driven by a single self-adjusting belt. The drive chains on the camshafts do not normally require servicing. With the sole exception of the spark plugs, the ignition system is also maintenance-free in normal servicing. In short, longer service intervals mean longer-lasting driving pleasure.





Act or relax as you please.

Transmission.

Six-speed manual gearbox.

Both Boxster models are equipped as standard with a lightweight six-speed manual gearbox. Gearshifts are smooth and optimally adapted to the respective engine map. Shift throws are short and sporty and the gear lever is easy to operate, enabling a rapid gearshift action and providing a truly engaging driving experience. The upshift indicator located in the central circular instrument helps you to maximise fuel efficiency.

The ascending centre console gives you an authentic sports car feel. It positions the gear lever close to the steering wheel, which enables you to change gear as fast and as ergonomically as possible. In conjunction with the optional Sport Chrono

Package, the SPORT PLUS button activates the throttle-blip function to make the gearshift process an even more engaging experience.

Porsche Doppelkupplung (PDK).

Available as an option for the Boxster models is 7-speed Porsche Doppelkupplung (PDK), featuring both manual and automatic modes. PDK offers extremely fast gear changes with no interruption in the flow of power, improved acceleration over the manual gearbox, very short response times, reduced fuel consumption and a distinct increase in comfort.

In total, PDK has seven forward gears at its disposal. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear.

The 7th gear ratio is longer and keeps engine speed low to improve ride comfort and reduce fuel consumption at higher speeds.

The design of PDK is similar to two conventional gearboxes in one. The odd numbered gears are housed on one assembly and the even numbered gears on another, each having its own clutch. While one gear is engaged, PDK pre-selects the next gear based on driver input. When the next gear is requested, drive is switched from one clutch to the other in milliseconds, delivering gear changes with no loss of drive.

With the SPORT button selected, the full advantages of PDK are brought into play.



- 1 Gear lever for six-speed manual gearbox
- 2 PDK gear selector
- 3 PDK gearshift switches on multifunction steering wheel
- 4 Porsche Doppelkupplung (PDK)
Half gearbox 1: gears 1, 3, 5, 7, R
Half gearbox 2: gears 2, 4, 6

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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a more immediate response to throttle inputs, even shorter shift times and swift, throttle-blip downshifts on overrun and when braking – always accompanied by an emotive engine sound.

With the optional Sport Chrono Package, PDK is enhanced by the 'Launch Control' and 'motorsport-derived gearshift strategy' functions (p. 65) for even faster and firmer gear changes and the best possible performance thanks to a boost in torque during upshift phases. Overrun downshifts provide extremely sporty braking and acceleration for added excitement.

Coasting

The coasting function available with Porsche Doppelkupplung (PDK) enables you to save even more fuel where the situation allows. The engine is decoupled from the transmission to prevent deceleration caused by engine braking. In this way, optimum use is made of the vehicle's momentum, allowing it to coast for longer distances.

For example, you may want to slow down 100 km/h to 80 km/h in anticipation of the change of speed limit ahead. As you ease off the accelerator pedal, PDK deselects the current gear automatically and you begin to coast in neutral until you have reached your desired speed. As soon as you operate the

accelerator or brake pedal, PDK re-engages the appropriate gear within fractions of a second. The process is smooth and seamless thanks to the extremely fast clutch.

Another way to reduce fuel consumption is to utilise the coasting function on downhill gradients that are gentle enough for you to maintain a constant speed. Efficient on long journeys, such as on the motorway, PDK remains ready to respond as swiftly and precisely as you would expect.

In short, driving in coasting mode makes a real impact on fuel consumption without any need for compromise on comfort or sporty performance.





A love of freedom is no reason
to lose self-control.

Chassis.

Even when you want to make a break
from everyday life, you should still keep
your feet on the ground.

The chassis of the Boxster models are an
excellent match for the powerful engines.
Axle components are made predominantly
of aluminium. This lightweight material
helps to keep the weight of the vehicle and
its unsprung masses low, which reduces
fuel consumption, improves comfort and
increases agility.

The wide track is a prominent feature
and to provide additional stability and
enhanced comfort, the wheelbase has been
extended by 60 mm compared with that

of the previous model. The independent
suspension features lightweight spring-strut
axes with longitudinal and transverse
links and, at the front, cross members
that have been refined for optimum control.
As a result, each wheel moves precisely
to ensure excellent directional stability
and superior handling in all situations.

What does this mean for the driver? The
sophisticated engineering of the chassis,
combined with the mid-engined layout,
achieves impressive dynamic performance.
Body roll and pitch have been practically
eliminated to offer a level of agility that
turns each corner into an incomparable
experience.

Porsche Active Suspension
Management (PASM).
Optional PASM, the electronic damping
control system, suits the Boxster models
down to the ground. PASM actively and
continuously regulates the damping force
for each wheel according to the road con-
ditions and driving style. In addition, the
suspension is lowered by 10 mm.

The driver can select between two
different modes: 'Normal' which is a
blend of performance and comfort,
and 'Sport' where the setup is much
firmer. Depending on the mode selected,
therefore, PASM can be both sportier

and more comfortable than the standard
chassis. The PASM control unit evaluates
the driving conditions and modifies the
damping force on each of the wheels in
accordance with the selected mode.

Sensors record the body movements that
accompany powerful acceleration, brak-
ing or uneven road surfaces. This enables
intelligent adaptation of damper stiffness
for the selected mode, optimising contact
between each individual tyre and the road
and reducing pitch.





1



2



In 'Sport' mode, the suspension is set to a harder damper rating. On uneven roads, PASM immediately switches to a softer rating, thereby improving contact between the tyres and the road. When the road surface improves,

PASM automatically reverts to the original, harder rating. If 'Normal' mode is selected and the driver's style becomes more assertive, PASM switches to a harder rating to increase driving stability and road safety.

The results are tangible: increased driving stability, enhanced driving pleasure and improved performance.

Steering.
One definition of efficiency is a system that works only when it is needed, and then does so in a particularly effective way.

This was the guiding principle for our engineers in the development of the electro-

mechanical steering system. Whereas a conventional hydraulically assisted steering system draws engine power continuously, the electric motor in the electro-mechanical arrangement uses energy only when the steering wheel is actually turned. As a result, fuel consumption is reduced and the absence of hydraulic fluid

eliminates the need for servicing, both of which also have benefits for the environment.

The Boxster concept was designed to offer outstanding cornering performance. The steering system delivers and it even improves the typical Porsche steering feel.

It features a variable steering ratio and responds precisely and directly as well as providing customary agility: a high level of comfort and plenty of direct feedback from the road. Power steering Plus, the optional speed-sensitive power steering system, minimises steering effort during manoeuvring and parking.

1 Front axle of the Boxster S
2 Rear axle of the Boxster S



Wheels.

The standard wheels on the Boxster models have been enlarged by one inch compared with those of the previous models. Made from a lightweight alloy, the larger wheels reinforce the car's imposing presence and further improve sporty performance.

The Boxster is equipped with 18-inch wheels. Their minimalist five-spoke design is sporty and elegant in equal measure. Tyre sizes are 235/45 ZR 18 and 265/45 ZR 18 at the front and rear, respectively.

The Boxster S has 19-inch wheels with a dynamic dual-spoke design. The tyre size at the front is 235/40 ZR 19 and 265/40 ZR 19 at the rear.

The larger rolling circumference improves comfort and performance. At the same

time the tyres have a low rolling resistance, which, in turn, helps to reduce fuel consumption.

Wheels up to 20 inches are available as an option.

Tyre Pressure Monitoring (TPMS).

Optional Tyre Pressure Monitoring (TPM) sends warnings to the on-board computer's display screen in the event of low tyre pressure. The 4.6-inch TFT screen in the instrument cluster enables the driver to check the pressure in all four tyres.

The system updates quickly and accurately after an engine start, tyre pressure correction or wheel change – for increased comfort and safety.

1 18-inch Boxster wheel
2 19-inch Boxster S wheel



Brakes.

Porsche brakes set standards worldwide for stopping power and stability. For the Boxster models, braking performance is as essential as driving performance.

Both models are equipped with four-piston aluminium monobloc fixed calipers at the front and rear. This design means that, not only are the brakes extremely resistant to deformation, they are light-weight for a particularly fast and sensitive braking response.

Large brake calipers help to provide excellent braking and component stability even during continuous use. These two characteristics have also been optimised by the brake ventilation system with air spoiler at the front and rear axles.

The dynamics of the Boxster and Boxster S also demand appropriate brake discs. All Boxster brake discs are internally vented and cross-drilled for improved braking in wet conditions. With a diameter of 330 mm, the front brake discs of the Boxster S are 15 mm larger than those of the Boxster. The diameter of the rear brake discs is 299 mm on both models. The brake calipers on the Boxster and Boxster S are black and red, respectively.

Porsche Ceramic Composite Brake (PCCB).

From the start, Porsche has been synonymous with motorsport. Ever since 1948, when we found our identity on the racetrack, we have taken the experience we have gained and applied it to the

road. The optional Porsche Ceramic Composite Brake (PCCB) is a fine example. This brake system has already had to cope with the harshest requirements of motor racing and is fitted in cars that compete in demanding events such as the Porsche Mobil 1 Supercup.

The cross-drilled PCCB ceramic brake discs for the Boxster have a diameter of 350 mm front and rear for even more formidable braking performance.

The use of six-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all finished in yellow – ensures extremely high brake forces which, crucially, are exceptionally consistent.

PCCB enables shorter braking distances in even the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from racetrack speeds.

- 1 Standard brake on the Boxster
- 2 Standard brake on the Boxster S
- 3 Porsche Ceramic Composite Brake (PCCB)



Another key advantage of PCGB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this

represents a major reduction in unsprung and rotating masses. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

Please note that circuit racing, trackday use and other forms of performance driving can significantly reduce the service life of even the most durable pads and discs. As with conventional high-performance braking systems,

we recommend that all brake components be professionally inspected and replaced where necessary after every track event.

Electric parking brake.

The electric parking brake, which can be activated and deactivated manually, is released automatically as you pull away with your seat belt fastened. A hill hold function is integrated as standard for the

manual gearbox and for PDK. It assists you in making a comfortable, smooth and roll-free start on an incline. Whenever you come to halt on an incline, this is detected automatically and the braking effect of the electric parking brake is

supplemented by application of the wheel brakes. As long as a gear remains engaged, the brake pressure is maintained at all four wheels. To pull away, simply apply throttle (manual gearbox: apply throttle and release the clutch

pedal). The wheel brakes are released as soon as sufficient starting torque is available and the parking brake is released as the vehicle moves off.



Porsche Stability Management (PSM). Porsche Stability Management (PSM) is fitted as standard. This system automatically maintains stability even at the limits of dynamic driving performance. Sensors continuously monitor the speed, yaw velocity and lateral acceleration of the

car. Using this information, PSM is able to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels in order to restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves traction – as well as agility and safety – using the automatic brake differential (ABD) and antilock regulation (ASR). Integrated ABS is designed to minimise braking distances.

If you prefer an ever sportier drive, PSM can be switched off. For your safety, however, PSM remains set to intervene if the vehicle is braked and ABS assistance is required. ABS and ABD remain switched on at all times. Also included with PSM are engine drag torque control (EDC),

precharging of the brake system and brake assist. If you suddenly release the accelerator pedal, PSM automatically prepares for your next action: the braking system is precharged so that the brake pads are already in light contact with the brake discs. Maximum braking power is

therefore achieved much sooner. Brake assist detects a panic braking situation and generates the brake pressure required for maximum deceleration.



Porsche Torque Vectoring (PTV). This optional system for increasing dynamic performance and stability varies the distribution of torque to the rear wheels and includes a mechanically locking rear differential.

When the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse

(yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV significantly increases agility and steering precision. At high speeds and when accelerating out of corners, the rear differential lock ensures greater driving stability

on a range of surface conditions, including the wet and snow.

The results are remarkable stability, easier handling and outstanding traction as well as greater agility at every speed

with precise steering and stable load transfer characteristics. What else? As ever, lots of excitement at every twist and turn.



Sport Chrono Package

Time is precious and every hundredth of a second counts. The optional Sport Chrono Package makes your driving experience priceless thanks to an even sportier tuning of throttle response and handling characteristics.

The package comprises dynamic gear-box mounts, a performance display, a digital and analogue stopwatch and the SPORT PLUS button. When this is pressed, optional Porsche Active Suspension Management (PASM) switches to 'Sport' mode for harder damping and more direct steering and therefore, even more intensive road holding.

The trigger threshold for PSM is raised. Agility is perceptibly enhanced when braking for corners with PSM, allowing even sportier braking and exit acceleration. For even greater dexterity, PSM can

be set to standby while the car is still in SPORT PLUS mode. For safety, it is set to intervene automatically only when ABS assistance is required.

The throttle-blip function produces even sportier gearshifts. A managed burst of throttle ensures smooth load changes for increased stability and makes the gearshift process an even more engaging experience.

In conjunction with optional PDK, the Sport Chrono Package comes with two additional functions for a sporty drive that borders on a motorsport experience. The first is 'Launch Control', which is designed to produce a racing start.

The second function is the involving 'motorsport-derived gearshift strategy'. Using this, Porsche Doppelkupplung (PDK) is geared up for the shortest possible shift times and optimum shift points,

while torque boosts during gear changes provide the maximum acceleration available. This involving experience is further enhanced by overrun downshifts and the throttle-blip function for uncompromising driving pleasure.

An additional display in the steering wheel or either the instrument cluster indicates the SPORT or SPORT PLUS buttons and, with PDK, Launch Control have been activated. In conjunction with the optional Porsche Communication Management (PCM), a special display enables you to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far.

Performance is further intensified by dynamic gearbox mounts. Read on to find out more.

- 1 Sport Chrono display on sports steering wheel in conjunction with PDK
- 2 Sport Chrono stopwatch
- 3 SPORT and SPORT PLUS buttons



Dynamic gearbox mounts. Dynamic gearbox mounts are included as part of the optional Sport Chrono Package. They are designed to enhance both performance and comfort.

The electronically controlled system minimises the oscillations and vibrations

of the entire drivetrain, especially the engine.

The gearbox is bolted to the body by two mounts. Like any mass, it obeys the law of inertia. This means that it will continue moving in a uniformly straight line unless some force causes it to change direction.

Put more simply: when you are driving into a bend, the vehicle will follow your steering but, at first, the mass of the drivetrain will not. This means that the rear of the vehicle will ultimately be pushed outwards as a result of the drivetrain's force of inertia.

Dynamic gearbox mounts minimise this effect. Steering angle and both longitudinal and lateral acceleration are constantly recorded by sensors. The stiffness and damping performance of the gearbox mounts adapt to changes in driving style and road surface conditions, which is achieved by use of a fluid with magnetic properties.

This results in greater traction, perceptibly more stable handling under load change conditions and in fast corners and, in conjunction with the 'Launch Control' function for example, extremely fast acceleration.

Using the SPORT or SPORT PLUS button you can switch the dynamic gearbox mounts from 'Normal' to 'Sport' or 'Performance' mode and intensify your driving pleasure.

In conjunction with optional PCM, the G-Force graphic on the TFT screen in the right-hand circular instrument enables you to view the lateral and longitudinal forces as they act on the vehicle.

1 Dynamic gearbox mounts



The wider view

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It's the same in the office as it is on the road:
performance needs a stable concept.

Safety.

On the road to independence, there is no room for the slightest element of doubt. The active and passive safety concept of the Boxster models is designed to ensure driving pleasure through peace of mind.

Safety is founded on a precisely engineered chassis and high-performance braking system. It also involves intelligent control systems, such as Porsche Stability Management (PSM), and depends on an innovative body construction designed to keep your roadster stable without diminishing its agility. It is enhanced by

an ingenious lighting concept featuring powerful headlights, by assistance systems that give you the information you need and by an interior that provides reliable protection in the event of an accident.

Engineered body design. The bodyshell of the Boxster models is based on an intelligent lightweight principle involving the composite construction of aluminium and steel. The use of dissimilar but precisely combined components makes it possible to utilise specific material properties exactly where they

are needed. Not only does this provide a high level of safety for the driver, it offers a considerable weight saving compared with the bodyshell of the previous model. This is why the doors of both luggage compartment lids are made from lightweight aluminium.

The crumple zones in the front and rear aprons feature integral light-alloy bumpers, while impact absorbers offer additional safety. For the protection of occupants, energy-absorbing padding is used selectively in important areas within the passenger cell.





1

Roll-over protection.

Dual roll-over protection creates survival space in the event of a roll-over or side impact. The front roll-over protection element is made from super and ultra high-strength steels. The rear roll-over bars located behind the seats are a

composite construction of aluminium and steel. They are fully trimmed to blend in and provide an excellent level of safety. The upper seat belt guides are mounted on the roll-over bars for easier fastening.

Airbags.

To protect the driver and passenger, the Boxster models are equipped with full-size airbags, which are inflated in two stages depending on the severity and type of accident (e.g. frontal or offset frontal). In less serious accidents, the airbags are

only partially inflated, thereby minimising discomfort to the occupants.

In addition to the central airbag control unit on the transmission tunnel, a pair of impact sensors is located near the headlights. This allows a crash to be detected



2

and evaluated far sooner and with considerably greater accuracy.

Porsche Side Impact Protection System (POSIP).

Both Boxster models are equipped as standard with the Porsche Side Impact Protection

System (POSIP). It comprises two side airbags on each side. An integral thorax airbag is located in the outer side bolster of each seat, while the door panels each contain an upwards-inflating head airbag. Each thorax airbag has a volume of 10 litres and each head airbag 15 litres,

ensuring excellent protection in the event of a side impact even with the hood open. POSIP additionally includes steel side impact protection elements in the doors.

1 Engineered body design
 2 Airbags and Porsche Side Impact Protection System (POSIP)



Lights.

Lights will always be an essential safety feature, but we go one step further by using them as part of an extraordinary styling concept.

Clear glass halogen headlights are fitted as standard on the Boxster. The Boxster S is equipped as standard with Bi-Xenon

headlights. On both models, LED daytime running lights and position lights are housed in a separate auxiliary light unit above the outer air intakes. LEDs provide powerful illumination, respond extremely rapidly to driver input, offer a longer service life and have an unmistakable appearance.

LED technology opens up entirely new possibilities for designers. Not only are LEDs capable of fulfilling all the functions of the imposing taillights and third brake light, they are integral to safety and create a look that is unmistakable, day and night.

Bi-Xenon headlights including Porsche Dynamic Light System (PDLS). Why should independence be enjoyed only at night? The optional Porsche Dynamic Light System (PDLS), which comprises Bi-Xenon headlights with halogen main-beam headlights, a head-



light cleaning system and automatic dynamic range control, provides uniform illumination of the road whether dipped or main beam is selected.

The dynamic cornering light function swivels the main headlights towards the inside

of a bend based on steering angle and road speed. In addition, PDLS adapts light distribution to suit your current driving speed. The adverse weather function is activated when the rear fog light is switched on. The result is increased safety – not least in corners and not only at night.

Automatic headlight activation. In the Boxster models, automatic headlight activation is available as standard. The system automatically switches between daytime running lights and dipped beam based on ambient lighting conditions.



- 1 Night design, front
- 2 Night design, rear
- 3 Taillight
- 4 Brake light
- 5 Taillight and direction indicator



You can live for the moment
and still care about tomorrow.

Environment,

If we are to continue to enjoy driving pleasure, we need to look after our environment. In other words, we need to take responsibility. In an era of intensifying debate about global climate change and CO₂ emissions, every automotive manufacturer is asking itself what it has to offer in terms of environmental protection. Our answer has long been the same: a combination of high power output and high efficiency.

In recent years Porsche has managed to reduce fuel consumption across all model ranges by a double-digit percentage

compared with the respective previous model, even though performance has been increased in every generation. This is made possible by an efficient drive concept (e.g. direct fuel injection (DFI) and VarioCam Plus), lightweight construction, optimised aerodynamics and low rolling resistance.

The environmental management team at the Porsche Development Centre in Weissach aims to demonstrate a high level of environmental responsibility. Here, technological developments are carried out with environmental protection in mind.

The goal is to enhance performance – but, where possible, not at the expense of the environment.

Exhaust emission control.
Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category.

This is achieved, on the one hand, through the use of fuel-efficient technologies such as auto start/stop, thermal management, electrical system recuperation, direct fuel

injection, VarioCam Plus and, in conjunction with optional PDK, coasting mode.

On the other hand, newly developed catalytic converters provide efficient emission control. While the stereo Lambda control circuitry controls and monitors each cylinder bank separately. For each exhaust tract, oxygen sensors, together with the engine electronics and injectors, regulate the composition of the exhaust gas, while another Lambda sensor on each cylinder bank monitors pollutant conversion in the respective catalytic converter.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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Fuel economy and recycling. Intelligent lightweight construction has been fundamental to the Porsche identity since 1948 for both technical and ecological reasons. This forms the basis for achieving low fuel consumption values in conjunction with outstanding performance.

On the technical side, various components are made with a high proportion of aluminium, magnesium, plastics and super high-strength sheet steel. The materials used have been selected for their ability to withstand load, yet they are considerably lighter than conventional steel. As a result, the bodyshell of the Boxster models has a light alloy content of approximately 45%.

On the ecological side, all materials used are meticulously selected. We use only innovative and environmentally friendly components. All synthetic components are easily recyclable and each material is labelled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting

technical requirements. In short, the Boxster is around 95% recoverable.

In addition, Porsche uses a high proportion of environmentally friendly water-based paints. For us, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.



Fuel. Both Boxster models are designed to operate on fuels with an ethanol content of up to 10%. Ethanol has a positive impact on the CO₂ balance since the plants grown for the production of this biofuel also absorb CO₂ from the atmosphere. The release of hydrocarbons from

the fuel system has been minimised thanks to the active carbon filter and the multilayered material from which the fuel tank is made. All fuel lines are made from multilayered plastic, steel or aluminium.

Servicing. Long service intervals offer clear advantages. For you, they reduce costs and save time. For the environment, they assist in the sparing use of consumables and replacement parts. For full details of service intervals, please refer to the separate price list.

For fuel consumption, CO₂ emissions and efficiency class please refer to page 131.

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