

**PORSCHE**

# **The new Porsche Taycan**

Press kit

## Contents

<b>Highlights</b> .....	<b>5</b>
Higher, faster, further.....	5
<b>Concise version</b> .....	<b>8</b>
The Taycan: improved in almost every discipline.....	8
<b>The powertrain</b> .....	<b>11</b>
Even more dynamic driving performance.....	11
<b>Range and charging</b> .....	<b>14</b>
Up to 678 km without a charging stop.....	14
<b>The chassis</b> .....	<b>18</b>
Greater driving precision, driving dynamics and driving comfort.....	18
<b>Porsche Active Ride</b> .....	<b>20</b>
Reduced pitch and roll for better performance.....	20
<b>Matrix LED light and driver assistance systems</b> .....	<b>22</b>
More support for the driver in many situations .....	22
<b>Driver Experience and connectivity</b> .....	<b>24</b>
Improved display and control system.....	24
<b>Three body versions</b> .....	<b>26</b>
Three options for every mobility need.....	26
<b>The equipment</b> .....	<b>27</b>
Significantly expanded standard equipment .....	27
<b>The design</b> .....	<b>28</b>
Impactfully modernised .....	28
<b>Turbo differentiation</b> .....	<b>30</b>
Exclusive colour for the Taycan Turbo and Taycan Turbo S .....	30
<b>Production and sustainability</b> .....	<b>32</b>
Made in Zuffenhausen .....	32

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## Power consumption and emissions

### Taycan

Power consumption combined: 20.0 – 16.7 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 503 – 678 km; electric range city: 569 – 821 km

### Taycan 4S

Power consumption combined: 20.9 – 17.7 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 474 – 642 km; electric range city: 528 – 705 km

### Taycan Turbo

Power consumption combined: 20.5 – 18.0 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 557 – 630 km; electric range city: 607 – 683 km

### Taycan Turbo S

Power consumption combined: 20.5 – 17.9 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 558 – 630 km; electric range city: 612 – 691 km

### Taycan 4 Cross Turismo

Power consumption combined: 22.0 – 18.7 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 517 – 613 km; electric range city: 588 – 693 km

### Taycan 4S Cross Turismo

Power consumption combined: 22.0 – 18.8 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 517 – 610 km; electric range city: 588 – 690 km

### Taycan Turbo Cross Turismo

Power consumption combined: 22.0 – 19.1 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 515 – 597 km; electric range city: 585 – 668 km

### Taycan Turbo S Cross Turismo

Power consumption combined: 22.0 – 19.1 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 516 – 596 km; electric range city: 589 – 675 km

### Taycan Sport Turismo

Power consumption combined: 20.9 – 17.6 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP); electric range: 477 – 650 km; electric range city: 553 – 808 km

**Taycan 4S Sport Turismo**

Power consumption combined: 21.8 – 18.5 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP);  
electric range: 449 – 616 km; electric range city: 512 – 693 km

**Taycan Turbo Sport Turismo**

Power consumption combined: 21.6 – 18.8 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP);  
electric range: 528 – 606 km; electric range city: 590 – 672 km

**Taycan Turbo S Sport Turismo**

Power consumption combined: 21.5 – 18.9 kWh/100 km (WLTP); CO<sub>2</sub> emissions combined: 0 g/km (WLTP);  
electric range: 529 – 604 km; electric range city: 594 – 678 km

All data refers to the EU model.

All new vehicles offered by Porsche are type-approved according to WLTP. Official NEDC values derived from WLTP values are no longer available for new vehicles as of 1 January 2023 and can therefore not be provided. Further information on the official fuel consumption and official, specific CO<sub>2</sub> emissions of new passenger cars is available in the publication entitled “Guidelines on fuel consumption, CO<sub>2</sub> emissions and power consumption of new passenger cars”, which is available free of charge from all sales outlets and from DAT.

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## Highlights

### **Higher, faster, further**

- **Even higher performance.**

All updated models accelerate much faster than their predecessors. Two examples from the lower and upper ends of the portfolio: As sports sedans, the Taycan and Taycan Turbo S reach the 100 km/h mark from a standstill in just 4.8 and 2.4 seconds respectively. This makes them 0.6 and 0.4 seconds faster than their predecessors. With the new push-to-pass function<sup>1</sup> in the Sport Chrono package, a boost of up to 70 kW, depending on the model, can be called upon for 10 seconds at the touch of a button. The increased acceleration rates are generally the result of higher system output. For example, the base Taycan delivers 60 kW more than before. In the Taycan Turbo S, it's an additional 140 kW with Launch Control.

- **Up to 35 per cent more range compared to the predecessor.**

Depending on the body variant and engine, the WLTP range is increased to up to 678 km – an increase of 175 km or 35 per cent. The updated Taycan not only requires fewer charging stops on long trips than its predecessor, but it also recharges faster: at 800-volt DC charging stations, for example, it can be charged at up to 320 kW. That's 50 kW more than before. With the greater charging stability, high charging capacities of more than 300 kW can even be sustained for up to five minutes. The fast-charging window of the new performance battery has been significantly expanded, which means that high charging capacities can be achieved more quickly even at low temperatures. Depending on the individual driving profile, this can cut the time required to go from a ten to an 80 per cent charge by half compared to the predecessor. In the first-generation Taycan, the charging time from ten to 80 per cent SoC (state of charge) at a battery temperature of 15 degrees Celsius is 37 minutes. Under the same conditions, the upgraded Taycan takes just 18 minutes despite its larger battery capacity.

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<sup>1</sup> Possible in combination with the Performance Battery Plus. Not available for 2WD models of the Taycan and Taycan Sport Turismo or the Taycan 4 Cross Turismo.

- **New active chassis.**

All updated Taycan models come with adaptive air suspension as standard. The new Porsche Active Ride suspension can be ordered as an option for the all-wheel drive versions. This system offers an unprecedented bandwidth between driving comfort and driving dynamics. The suspension keeps the body of the Taycan level at all times, even during dynamic braking, steering and acceleration manoeuvres. With a smooth ride, the system absorbs bumps almost completely. In dynamic driving situations, the Porsche Active Ride suspension ensures an all but perfect connection to the road thanks to a balanced distribution of wheel loads. If the appropriate mode is activated, the suspension can compensate for pitching and rolling motions in order to reduce the acceleration forces acting on the occupants.

- **Extensive efficiency measures.**

The simultaneous improvement of performance and efficiency is down to a number of factors: an advanced powertrain with a new rear-axle motor with 80 kW more power than its predecessor on all models, a modified pulse inverter with optimised software, more powerful batteries, revised thermal management, a next-generation heat pump and a modified recuperation and all-wheel-drive strategy. The maximum recuperation capacity during deceleration from high speeds has increased by more than 30 per cent from 290 to up to 400 kW. All variants now come as standard with aerodynamically optimised wheels and reduced-rolling-resistance tyres. New 21-inch wheels and tyres were specially developed for this purpose.

- **Significantly improved equipment with less weight.**

Although the standard equipment is even more extensive than before, the models are up 15 kg lighter<sup>2</sup>. Ambient lighting, ParkAssist with reversing camera, electrically folding exterior mirrors with mirror surround lighting, Porsche Intelligent Range Manager (PIRM), heat pump with a new cooling system, smartphone tray for wireless charging, electric charging ports on the driver and front passenger sides, Drive Mode switch and Power Steering Plus are all now standard features. The Taycan base models now also have adaptive air suspension and aluminium door sill protectors as standard. In addition to the upgraded equipment, the

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<sup>2</sup> Specifications for the Taycan Turbo compared to its predecessor.

improved product specification includes a battery with increased capacity but with reduced weight.

- **Even more attractive design.**

With new front- and rear-end styling with new headlights and tail lights, the experts at Style Porsche have further honed the clean, purist design of the Taycan. The new front wings and the flatter headlights give even greater emphasis to the width of the Taycan. The new headlights feature high-resolution HD matrix technology with detailed optics and now also display the brand's characteristic four-point graphics at night. The Porsche logo in the rear light strip features a three-dimensional, glass-look design. It is available for the first time in an illuminated version with greeting animations when entering and exiting the vehicle. Among other notable features, the accent colour Turbonite makes the Turbo and Turbo S models stand out more distinctively from the other versions in both the exterior and interior.

- **Updated control and display concept.**

The instrument cluster, central display and optional passenger display feature an optimised user interface with additional functions. The mode switch on the steering wheel now comes as standard. For Taycan models equipped with the Sport Chrono package and the Performance Battery Plus, there is a special push-to-pass button on the mode switch. Using the new control lever on the left behind the steering wheel, control of the driver assistance systems is even more intuitive. Apple CarPlay has been more deeply integrated into the vehicle displays and functions. The new In-Car Video function enables video streaming on the central display and the Passenger Display.

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## Concise version

### **The Taycan: improved in almost every discipline**

Faster, higher, further – Porsche has given the Taycan a particularly extensive update. The electric sports car excels over its predecessor in every discipline: The new models have more power, longer range, accelerate faster and charge in less time with greater stability. Porsche has also sharpened the design and more strongly differentiated the Turbo models. All Taycan versions feature an even more extensive standard equipment list and come with the latest generation of the Porsche Driver Experience. The Porsche Driver Experience stands for a fully digital display, versatile individualisation and intuitive operation.

The extensive modifications will feature from the date of launch in all three body variants – the Taycan sports sedan, the versatile Taycan Cross Turismo, which is available with an off-road design package, and the sporting-yet-practical Taycan Sport Turismo. In each case, four powertrain options are available, with rear- and all-wheel drive variants. The revised versions are slated to arrive at Porsche Centres from the spring of 2024.

On the path to series production, development engineers and test drivers covered over 3.6 million kilometres around the world in camouflaged test cars to keep improving the first all-electric sports car from Porsche. The sports car manufacturer has produced almost 150,000 units of the Taycan to date. The most important individual markets for the Taycan are currently the US, the UK, Germany and China.

“We ushered in the new era of e-mobility with the Taycan at the end of 2019. It immediately proved to be a game changer and innovative pioneer in the e-vehicle segment,” says head of the model line, Kevin Giek. “We are now continuing this success story with the extensively updated Taycan. The model line has reached new heights in terms of performance, with exceptional driving dynamics and driving pleasure. At the same time, we were able to significantly improve efficiency, range, day-to-day usability and comfort.”



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## **Facts and figures: the main improvements**

All models boast even better acceleration. The Taycan Turbo S sports sedan, for example, needs a mere 2.4 seconds for the sprint from 0 to 100 km/h, making it 0.4 seconds faster than its direct predecessor. The base sports sedan accelerates to 100 km/h in 4.8 seconds – 0.6 seconds quicker than its predecessor.

The Taycan sports sedan with rear-wheel drive and Performance Battery Plus is the pinnacle: with a single battery charge, it can travel up to 678 km (WLTP), which is 175 km more than before.

The Taycan charges at up to 320 kW at high-power DC chargers with 800-volt technology. That's 50 kW more than before. This reduces the charging time from ten to 80 per cent SoC to less than 18 minutes – and not just when the conditions are ideal. This is because the fast-charging window of the new performance battery has been significantly extended. This means that charging capacities of more than 300 kW can be sustained for up to five minutes, and very high charging capacities can be achieved more quickly, even at low temperatures. Depending on the individual driving profile, this can cut the time required to go from a ten to an 80 per cent charge by half compared to the predecessor. In the first-generation Taycan, the charging time from 10 to 80 per cent SoC at 15 degrees Celsius is 37 minutes. Under the same conditions, the upgraded Taycan takes just 18 minutes despite its larger battery capacity.

The new electric motor on the rear axle of the Taycan generates 80 kW more power than the predecessor and yet is 10.4 kg lighter.

The Performance Battery Plus now has a gross energy content of 105 kWh, increased from 93 kWh.

The maximum recuperation capacity during deceleration from high speeds has increased from 290 to up to 400 kW.

The high-performance high-beams of the optional HD matrix LED headlights offer innovative functions such as lane brightening, construction-site and bottleneck light and adaptive motorway high-beam lights. There are over 32,000 individually controllable micro-LEDs in each headlight. The adaptive motorway high beam can also illuminate the road to a distance

of over 600 metres. The main headlights generate a bright, homogeneous and precise carpet of light that adapts dynamically at lightning speed to the respective driving situation. The new adaptation is calculated every 16 milliseconds.

With the new push-to-pass function<sup>3</sup> in the Sport Chrono package, a boost of up to 70 kW, depending on the model, can be called upon for 10 seconds at the touch of a button.

With the new 3D driver assistance display, Taycan drivers can now choose from six views on the instrument cluster.

The Porsche Charging Planner has been improved. Route planning is now online and is up to three times faster.

The Porsche Charging Service enables access to charging points from a range of providers all over the world. Currently, almost 600,000 charging points are connected in Europe in 24 countries.

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<sup>3</sup> Possible in combination with the Performance Battery Plus. Not available for 2WD models of the Taycan and Taycan Sport Turismo or the Taycan 4 Cross Turismo.

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## The powertrain

### **Even more dynamic driving performance**

The Taycan models have always been performance-focused – but through this extensive update they've become more sporty than ever. All updated models accelerate significantly faster than their predecessors. Two examples: the Taycan sports sedan takes just 4.8 seconds to complete the sprint from 0 to 100 km/h – 0.6 seconds less than before. The Taycan Turbo S hits 100 km/h from a standstill in just 2.4 seconds – 0.4 seconds faster than its predecessor. In addition, all models have a much longer range: depending on the body variant and engine, the range is up to 678 km according to the WLTP (see chapter Charging). The optional Porsche Active Ride suspension also makes a significant contribution to even more dynamic performance (see separate chapter).

The simultaneous improvement of performance and efficiency is down to a number of factors: an advanced powertrain with a new rear-axle motor, a modified pulse inverter with optimised software, more powerful batteries, revised thermal management, a next-generation heat pump and an optimised recuperation and all-wheel-drive strategy.

Overall, the latest Taycan model year has significantly more power. These are the figures for Overboost Power with Launch Control<sup>4</sup>:

- Taycan<sup>5</sup>: 300/320 kW
- Taycan 4S<sup>5</sup>: 400/440 kW
- Taycan Turbo: 650 kW
- Taycan Turbo S: 700 kW

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<sup>4</sup> Information for all body variants, unless otherwise noted.

<sup>5</sup> With Performance Battery/Performance Battery Plus.

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## **Performance Battery Plus with higher energy content**

All new Taycan models with the Performance Battery Plus have a lithium-ion battery in the underbody with a total capacity of around 105 kWh. The 33 modules consist of a total of 396 pouch cells. The ratio of nickel, cobalt and manganese in the mix is 8:1:1.

The advanced cell chemistry in the batteries enables a high energy content, lower internal resistance and higher charge and discharge currents. The latter enable a higher charging capacity. Various weight-optimisation measures, such as the glass fibre composite underbody guard, improve robustness while simultaneously reducing the weight of the battery by nine kilograms.

## **New electric motor on the rear axle**

A new electric motor is used on the rear axle. This unit delivers more power (up to 80 kW) and torque (plus 40 Nm), but weighs around ten kg less than the previous unit.

The electric motor has been optimised down to the finest detail: The magnetic circuit was redesigned; the magnets in the rotor, for example, were arranged in a double V lamination. The new rotor has segmented magnets. Several thin magnets are connected to each other via electrically insulating adhesives. This reduces losses in the magnetic field. The stator and the outer housing were also newly developed, which results in an optimised power density, among other benefits.

The upgraded pulse inverter with optimised software enables more efficient control of the electric motors. Porsche has also further improved the all-wheel drive strategy so that the front electric motor can be electronically decoupled more frequently to improve efficiency. This is done whenever traction, driving dynamics and driving stability allow it. It then switches back on within milliseconds when needed, for example when accelerating or recuperating.

### **Up to 400 kW recuperation capacity**

Recuperation has also been improved, with Porsche maintaining the principle of controlling it predominantly via the brake pedal. Energy is now recovered more frequently and with even higher capacity. In the lower speed range, maximum deceleration generated by recuperation has increased by about 15 per cent. The maximum recuperation capacity during deceleration from high speeds increased by more than 30 per cent from 290 to up to 400 kW.

Optimised thermal management also yields efficiency gains. The heat pump offers more heating power and can precondition the interior as well as the high-voltage battery even more quickly. Similarly, a higher cooling capacity enables faster cooling of the battery even at high ambient temperatures, so that it can be charged with a higher capacity. The coolant hoses are now laid in such a way that the excess heat from the drive system can be used even more efficiently for interior heating. The car's electrical system architecture has also been designed for even greater efficiency. For example, the air conditioning compressor and other components are operated at 800 volts instead of at 400 volts as before, which reduces conversion losses.

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## Range and charging

### **Up to 678 km without a charging stop**

When it comes to charging, Porsche customers benefit from the model line's extensive updates in several respects: the updated Taycan requires even fewer charging stops than its predecessor, and it charges both faster and more stably at home or at a charging station. To put it in numbers: depending on the body variant and engine, the WLTP range has increased to up to 678 km, an increase of 175 km or 35 per cent.

The updated Taycan not only requires fewer charging stops than its predecessor, but it also recharges faster: at 800-volt DC charging stations, for example, it can be charged at up to 320 kW. That's 50 kW more than before. With greater charging stability, high charging capacities of more than 300 kW can be sustained for up to five minutes. This reduces the charging time from a ten to 80 per cent State of Charge (SoC) by just under four minutes to 18 minutes, despite a 12 per cent increase in battery capacity.

### **Shorter charging times thanks to new charging architecture**

In addition to the high-performance battery, Porsche has also significantly upgraded the charging architecture. The newly developed Combined Booster Charger (CBC) replaces the DC/DC converter and the first-generation HV booster. Its newly developed power modules and optimised cooling enable up to 320 kW of charging power at 800-volt charging stations – 50 kW more than in its predecessor. Charging at up to 150 kW is possible at 400-volt charging points. The charging time there is about 35 minutes.

The CBC also contains a Power Distribution Unit (PDU). This acts as an interface to the DC charging infrastructure and is used as a traction grid distributor in the front end during charging.

The standard on-board eleven kW AC charger has a new controller for a more robust charging process. The new software also initiates the relevant communication with the charging station much faster and authorises the charging process more swiftly as a result.

### **Now standard on all Taycan models: the Electric Charging Cover**

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The Electric Charging Cover now comes standard. As before, it can be locked and unlocked from the outside in a sensor-controlled manner with a hand gesture or operated from the interior via the control panel on the centre console. The modified charging socket makes it easier to lock and unlock the charging plug. When the plug is removed, the Electric Charging Cover closes automatically. The charge port door is designed to remain functional even in ice and snow.

The charging socket is illuminated, which makes it easier to operate when visibility is poor. A display in the charge port door provides information about the charging process. The now eight display modes also include those for initialisation of charging and interruptions to the charging process.

### **Faster route planning and a clearer structure: Porsche Charging Planner**

The Porsche Charging Planner helps Taycan drivers plan charging stops and takes traffic volume, driving time and charging time along the route into account. The calculation is now performed online by default. This makes it three times faster than its predecessors. If there is no connectivity, the calculation is carried out offline in the vehicle. The route optimisation setting in Range driving mode can also be set directly in the Charging Planner menu. In the 'Assisted driving' and 'Limiter' assistance modes, the determined maximum travel speed is automatically taken into account.

The Charging Planner also plays a central role in fast charging. With active route guidance, it better prepares the battery for the upcoming charging process.

The Charging Planner is now more clearly structured. For example, drivers can now preselect the desired minimum charge level at the destination in the route monitor in the map view. The setting is made using a virtual slider on the central display. When planning routes, it is possible to prioritise or exclude or 'blacklist' certain charging points based on criteria such as charging capacity and plug and charge capability of the charging stations. In future, charging stations with multiple fast chargers with a charging capacity of more than 150 kW will be automatically prioritised in route planning.

The latest version of the Charging Planner also includes more extensive information on points of interest (POI). For example, information is provided on how long the charging

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points are open and whether toilets and restaurants are available at the charging stop. The number of free stations is also displayed.

The plug and charge function continues to offer great charging convenience. The driver simply has to plug in the charging cable at suitable charging points and make sure that the plug is locked. The Taycan handles authentication, charging start and payment by communicating with the charging system using certificates installed in the vehicle.

### **About the Porsche Charging Service**

The Porsche Charging Service enables access to the charging points of a range of providers all over the world. Currently, almost 600,000 charging points are connected in Europe in 24 countries. This includes about 35,000 charging points of 150 kW or higher charging power. And almost 600 fast-charging sites in the IONITY network in Europe. Last year, Porsche participated in a further round of financing for this joint venture.

Porsche is also planning to build its own fast charging stations along the major European transport routes, offering a brand-appropriate charging experience. The first Porsche Charging Lounge at Bingen am Rhein in Germany opened as a pilot site in the summer of 2023: just two minutes from motorway junction A60/A61, it offers six 300 kW DC fast-charging stations and four 22 kW AC charging points. Further Porsche Charging Lounges are currently planned for Germany, Austria and Switzerland.

More than 845 Porsche dealer locations have also made a tangible contribution to the expansion of the global charging infrastructure network. More than 1,500 high-performance charging points have been put into operation for customers there so far. China has an exclusive network with almost 300 charging points. In co-operation with various partners, more than 400 of these charging points have also been implemented in, for example, Spain, Italy, Korea, Japan and Brazil. In the US, Porsche uses the Electrify America network. They currently offer upwards of 3,500 fast-charging points at more than 800 stations.

Porsche is also further expanding the infrastructure for AC charging – with Porsche Destination Charging. There are already more than 5,000 charging points in 86 countries, at luxury destinations particularly popular with Porsche customers. By the end of 2025, this



number is expected to exceed 7,500. Chargers providing 22 kW instead of eleven kW are already being used at new locations in Europe. Existing stations will be gradually upgraded.

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## The chassis

### **Greater driving precision, driving dynamics and driving comfort**

Until now, the base Taycan was fitted with steel-spring suspension. Now all Taycan models come as standard with adaptive two-chamber air suspension. It enhances driving precision, driving dynamics and driving comfort and the individual driving modes now cover a broader bandwidth between comfort and performance. The standard chassis features automatic self-levelling, which keeps the vehicle height constant regardless of the load condition. Depending on the driving mode, the body is lowered by up to 22 millimetres when travelling above certain speeds. This reduces drag and increases driving stability and range, particularly at higher speeds. The customer can also manually select a lower or higher level in the PCM.

For wheel control, Porsche uses a double-wishbone suspension with forged aluminium wishbones and hollow-cast aluminium lightweight swivel bearings. On the rear axle, a multi-link suspension with forged upper aluminium wishbones and hollow-cast lower aluminium wishbones guides the wheels.

The two-chamber air springs work with two-valve dampers. The two valves continuously control the damper rate. One valve is responsible for the rebound stage and one for the compression stage. They react quickly and precisely to changing driving conditions or altered driving modes.

The new Porsche Active Ride suspension is available as an option for the Taycan.<sup>6</sup> This system outperforms other suspension system designs in all relevant parameters and offers an unprecedented range between driving comfort and driving dynamics. The basis for this are newly developed active shock absorbers – with two-valve technology – each connected to an electronically operated hydraulic pump. This generates a volume flow in the damper according to demand and can therefore build up forces between the body and wheels in a lightning-fast, highly precise and targeted manner, which counteract and almost completely compensate for suspension forces resulting from uneven road surfaces.

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<sup>6</sup> Only for the 4WD versions.

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The suspension keeps the body of the Taycan level at all times, even during dynamic braking, steering and acceleration manoeuvres. With a smooth ride, the system absorbs bumps almost completely. In dynamic driving situations, the Porsche Active Ride suspension ensures a perfect connection to the road thanks to a balanced distribution of wheel loads (see separate chapter for further details).

Porsche Torque Vectoring Plus (PTV Plus) is still available separately – or as standard on the Taycan Turbo and Taycan Turbo S. For better traction and more agility, PTV Plus uses an electronically controlled differential lock on the rear axle.

The optional rear-axle steering (standard on the Turbo S) operates as before with a maximum steering angle of 2.8 degrees. This further improves comfort, driving safety and driving dynamics. The car steers without delay and builds up lateral acceleration at the rear axle significantly sooner. The result is impressive steering precision. At the same time, manoeuvring is easier as the turning circle is shortened.

The brake portfolio is based on the proven state-of-the-art technology in the Taycan. However, the systems have been further improved in detail: residual brake torques were reduced with optimised brake pads, among other measures. This reduces rolling resistance immediately after braking. Range and efficiency benefit from the fact that the pads do not rub against the discs and create unnecessary friction. Positive side effect: the brakes are also cooled more effectively and, therefore, offer better performance.

Porsche modified the range of wheels for the Taycan with a focus on efficiency. All variants now come as standard with aerodynamically optimised wheels and reduced-rolling-resistance tyres. New 21-inch wheels and tyres were specially developed for the purpose.

Those who seek even more engaging driving dynamics and agility in the Taycan Turbo or Turbo S can choose the optional dynamics package. In addition to the Porsche Active Ride chassis, it includes 21-inch wheels with performance tyres and rear axle steering on the Turbo.

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## Porsche Active Ride

### **Reduced pitch and roll for better performance**

The new cutting-edge Porsche Active Ride chassis surpasses other suspension concepts in all relevant parameters and offers an unprecedented bandwidth between driving comfort and driving dynamics. The suspension keeps the body of the Taycan level at all times, even during dynamic braking, steering and acceleration manoeuvres. With a smooth ride, the system absorbs bumps almost completely. In dynamic driving situations, the Porsche Active Ride suspension ensures a perfect connection to the road thanks to a balanced distribution of wheel loads.

If the relevant mode is activated, the suspension can compensate for pitching and rolling motions in order to reduce the acceleration forces acting on the occupants. The driver can manually activate and deactivate the following functions in the PCM:

- active cornering dynamics: Normally, a car leans to the outside in corners. If the driver wishes, Porsche Active Ride not only balances out this rolling, but can actually overcompensate for it: like a motorcycle, the Taycan then leans into the bend.
- Acceleration and braking comfort: when a car accelerates or slows down, it squats or dives forward. Porsche Active Ride can also compensate for this body movement. Much like a helicopter, the Taycan pitches forward when accelerating and backwards when braking.
- Easy entry: when this function is activated, as soon as a door is opened, the body raises automatically by 55 millimetres. This makes it easier to get in and out. When the door closes, the Taycan lowers back down to the previous level.

### **How the chassis system works in detail**

With Porsche Active Ride, all four active dampers are additionally equipped with a motor pump unit. In addition to their damper function, they also perform the function of anti-roll bars. As a result, there is no need for anti-roll bars, unlike with the standard air suspension. The motor pump unit builds up the active actuating forces on the dampers as needed and at lightning speed. Two electric motors drive two hydraulic pumps. The system

obtains the requisite power from the high-voltage battery, directly, without a detour via a voltage converter.

Sensors determine the driving conditions, such as longitudinal and lateral acceleration, effects of road stimuli on the wheels and the body, and the friction and slip of all tyres on the road. Using this data, each motor pump unit generates the exact volume flow required for the desired effect for each wheel. The volumetric flow rate indicates the quantity of fluid travelling through a specific cross-section per period of time. Based on the known properties of the damper oil, engineers can regulate the system pressure, which defines the forces acting in the damper. The damper, controlled in this way, actively suppresses undesired motion of the air suspension. This allows the wheels to be actively pushed into the road (outward deflection) or pulled into the body (inward deflection) at any time.

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## Matrix LED light and driver assistance systems

### **More support for the driver in many situations**

The latest Taycan models come as standard with new Matrix LED headlights. They utilise speed, camera and navigation data to illuminate the road in the best possible way. Their high beam area is divided into 11 segments that can be illuminated or dimmed according to the situation (known as matrix beam). In this way, they provide optimal visibility with high beam activated but without dazzling vehicles ahead or oncoming traffic.

As an option, Porsche also offers the high-resolution HD matrix LED light. These innovative headlights create a bright, homogeneous and precise light area that adapts dynamically and at lightning speed to the respective driving situation. The new adaptation is calculated every 16 milliseconds and each headlight has 32,000 individually controllable micro-LEDs. This technology also enables adaptive functions such as lane brightening, roadworks and narrow lane lighting or a dedicated motorway high-beam. If roadworks or narrow lanes are detected, the light carpet for lane illumination is automatically reduced to the vehicle's own width. This visual support enables drivers to better assess their position in the narrow lane as well as for overtaking manoeuvres. Steering and speed corrections are demonstrably reduced, with enhanced lane keeping and road safety as a result. The high-tech headlights are also very energy efficient.

### **New and optimised assistance systems**

New functions and corresponding hardware components have been added to the driver assistance systems. The new standard fatigue detection system, which comes as standard, is particularly helpful on long drives. With the aid of software, the system analyses driving behaviour and looks for typical signs of fatigue. This includes, for example, steering errors that are abruptly corrected. In case of danger, the system warns the driver and recommends a break.

The Adaptive Cruise Control now also includes a Swerve Assist function. If the driver has to steer around a truck, car or motorbike in a critical situation, the system calculates the ideal evasion route. As soon as the driver steers during the manoeuvre, Swerve Assist adjusts the steering angle to suit the situation and can also brake individual wheels. This enables

the vehicle to take the optimal calculated evasion route. The functional scope of the system also supports counter steering in the parallel lane, depending on the situation. In other words, the Taycan helps its driver avoid leaving or crossing the parallel lane if possible. The Adaptive Cruise Control is part of the ACC Premium package.

Manoeuvring is made even easier with the now also standard reversing camera. The Surround View including Active Parking Assistance driver assistance package with Top View, Intelligent Park Assist and Manoeuvring Assist is also new.

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## Driver Experience and connectivity

### **Improved display and control system**

The Taycan features the latest generation of the Porsche Driver Experience with display and control systems that have been improved in many respects. The instrument cluster, central display and optional passenger display feature an optimised user interface with additional functions.

The driver can choose from a total of six views on the instrument cluster. The 3D driving assistance view is a new feature: it shows a 3D model of the surrounding area with the route, up to three lanes and a maximum of six other road users. A configurable battery display was also added to the left-hand display. This provides information about the current state of charge, the battery temperature, and the current charging power and target SoC during the charging process. The central display can now be configured with even more individuality. Each app can be moved to a desired location and saved as a direct access shortcut.

On the multifunction Sports steering wheel, the Skip Button replaces the recuperation switch. The mode switch on the steering wheel now comes as standard. Through the pop-up menu in the PCM, any driving mode other than Normal can be configured according to personal preferences. With this extensive customisation option, Individual mode is no longer required. The Taycan driver can place the recuperation function on the freely configurable diamond button.

For Taycan models equipped with the Sport Chrono package and the Performance Battery Plus, there is also a special push-to-pass button on the mode switch (see chapter Drive). Also new is the revised operating method of the control lever on the left behind the steering wheel, which can be used to adjust the driver assistance systems. It can be moved in all four directions. To change the speed of the cruise control, the driver can simply tap the lever lightly or more firmly up or down. The preselected speed then changes in increments of one or 10 km/h, respectively. If the mode button integrated into the control lever is pressed, settings for the assistance systems can also be adjusted directly in the driver or central display via pop-up menus.



The Taycan Cross Turismo has an additional gravel driving mode for light off-road terrain. This driving programme can now be directly selected via the mode switch.

The optional Head-Up Display (HUD) displays driving-relevant information above the steering wheel, helping the driver stay informed, concentrated and focused at all times. With the new Porsche Driver Experience, the Taycan features an optimised HUD. Several displays have been redesigned in terms of the layout, including the power meter and the Sport Chrono display. For the first time, functions such as push-to-pass, Porsche Intelligent Range Manager (PIRM) and the charging station icon are also on display here.

The optional HomeLink® (garage door opener) includes an interior mirror with newly integrated buttons for remote control. This allows garage or property gates, alarm systems, and exterior and interior lighting to be controlled at the touch of a button.

### **Deep integration of Apple CarPlay and, for the first time, in-car video**

The scope of Apple CarPlay has been further improved and more deeply integrated in the vehicle displays and functions. The Phone service and others can now be displayed in the instrument cluster. My Porsche in Apple CarPlay also makes it possible to control vehicle functions directly from the Apple CarPlay ecosystem. It can be used, for example, to change radio stations and adjust the air conditioning and ambient lighting. Android Auto™ is also available, enabling the functions of Android™ smartphones to be used intelligently and securely in the vehicle.

The new In-Car Video function enables video streaming on the central display and the Passenger Display. A special film ensures that the screen cannot be seen from the driver's seat. This means videos can be streamed on the passenger display without distracting the driver. The In-Car Video service is available through the third-party provider Screenhits.<sup>7</sup> Depending on the market, different streaming platforms are also integrated.

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<sup>7</sup> A separate subscription is required to use Screenhits. Customers who have already purchased a Porsche Connect package will receive a three-year voucher for Screenhits. This can be redeemed in the My Porsche portal or the My Porsche app.

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## Three body versions

### **Three options for every mobility need**

Porsche launched a new era in 2019 with its Taycan all-electric sports car. Three design variants are now available: the Taycan sports sedan, Taycan Cross Turismo and Taycan Sport Turismo.

The four-door sports sedan was the first body variant. With its purist design, this Taycan signals the beginning of a new era. From the front, the electric sports car looks particularly broad and low, with highly contoured wings. The silhouette is dominated by the sporting roof line sloping downwards to the rear, and the side section with its heavily sculptured appearance features the characteristic Porsche look. The sleek cabin, the strikingly drawn-in C-pillar, and the pronounced shoulders of the wings result in a sharply emphasised rear end, typical of the brand.

The Taycan Cross Turismo features all the strengths that characterise the Taycan, such as a superior performance and long range. Added to this are additional headroom for rear-seat passengers and the maximum luggage compartment capacity of more than 1,200 litres behind the large tailgate. The off-road design elements include wheel arch covers, distinctive lower sections at the front and rear, and side skirts. In combination with the Offroad Design package, special flaps are fitted at the corners of the front and rear bumpers and at the ends of the door sills of the Cross Turismo. These make for a striking exterior look while also providing protection from stone impacts. All-wheel drive is standard. The Taycan Cross Turismo was launched in summer 2021.

The Taycan Sport Turismo is aimed at people who wish to combine the suitability of the Taycan Cross Turismo for everyday use with the on-road dynamics of the sports sedan. The Taycan Sport Turismo shares the sporting silhouette, rearward-sloping roof line and functional design of the Taycan Cross Turismo. In contrast to its sibling model, the Taycan Sport Turismo foregoes any off-road design elements. This variant was launched in the spring of 2022.

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## The equipment

### **Significantly expanded standard equipment**

The latest Taycan has been extensively upgraded in terms of standard equipment. Ambient lighting, ParkAssist with reversing camera, electrically folding exterior mirrors with mirror surround lighting, Porsche Intelligent Range Manager (PIRM), heat pump with a new cooling concept, smartphone tray for wireless charging (up to 15 watts), electric charging ports on the driver and front passenger sides, Drive Mode switch and Power Steering Plus and high-voltage battery with a higher energy content all come as standard. The Taycan base models now also have adaptive air suspension and aluminium door sill protectors. These versions and the Taycan 4S also come as standard with heated seats in the front and an automatic anti-dazzle interior mirror. A soft-close function for the doors is available on request for all body and performance variants.

The Porsche Electric Sport Sound is now linked to the features of the Taycan with BOSE® or Burmester® sound systems. This makes it possible to experience the sound even more intensely everywhere in the interior, with all built-in speakers now used for playback. The Taycan Turbo S models feature a specific, even more exhilarating sound.

The Sport Chrono package (now standard equipment in the Taycan Turbo, otherwise optional) has a performance booster. Much like in the world of motorsport, the push-to-pass function provides up to 70 kW of additional power for a short period of time, depending on the model. The boost lasts 10 seconds and is indicated by a countdown timer in the instrument cluster.<sup>8</sup> In addition, the Sport Chrono package now comes with a race track mode<sup>9</sup>. This allows the driver to actively pre-cool the battery before a more spirited drive. This increases performance and ensures less power loss after intensive use (derating).

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<sup>8</sup> The function is available from a speed above five km/h and at a battery temperature of more than 10° Celsius and an SoC of more than 30 per cent.

<sup>9</sup> The two new functions are possible in combination with the Performance Battery Plus. Not available for 2WD models of the Taycan and Taycan Sport Turismo or the Taycan 4 Cross Turismo.

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## The design

### **Impactfully modernised**

The experts at Style Porsche have sharpened the clean, purist design of the Taycan with impactful modifications. It is also one of the first model lines to benefit from heightened differentiation of the Turbo variants (see separate chapter).

The air intakes at the front have been reshaped. This emphasises the already low and wide body contour even more and makes the headlights look bolder and more distinctive. The headlights feature a highly detailed design. Optional HD matrix LED headlights are available that also show the characteristic Porsche four-point light signature at night (for headlight technology, see separate chapter).

The Taycan also looks more dynamic and performance-focused from the side. The streamlined wings stand out more from the body of the car. Highlight at the rear: The Porsche logo in the light strip features a three-dimensional, glass-look design. It is available for the first time in an illuminated version with greeting animations when entering and exiting the vehicle.

### **Two-tone leather upholstery with updated use of colour**

There have also been some fine upgrades in the interior (see also the chapter on the Porsche Driver Experience). The base models now also come as standard with door sill protectors in brushed aluminium.

Two new leather-free interior options in Black and Black/Slate Grey complete the selection. These equipment packages dispense with genuine leather in the interior and instead feature the high-quality microfibre material Race-Tex as well as a textile material with wool content displaying the iconic Pepita houndstooth pattern. The seatbelts and contrast stitching are in GT silver. The new leather-free interior is available as an option for the base model and 4S as well as a no-cost option for the Turbo and Turbo S models.

Also new is the optional Aluminium Prisma interior package. The clear prismatic structure of the surface provides a particularly high-quality aesthetic inside. The new décor adorns a large area in the front and rear door panels as well as the side elements of the centre

console. The Roof lining in Race-Tex option (standard on the Turbo and Turbo S) now includes the full trim of the lower B-pillar.

For the two-tone leather upholstery, Porsche has changed the colours and the way they are used in favour of a more modern appearance. The new colour combinations are Bramble/Chalk and Black/Chalk Beige. The centre panels and seat bolsters now feature the accent colour. This new application of colour creates a more contrasting effect. The second colour now frames the seats more, creating the appearance of a slimmer seat silhouette.

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## Turbo differentiation

### **Exclusive colour for the Taycan Turbo and Taycan Turbo S**

For almost 50 years, the Turbo models have enjoyed a position of prestige in the Porsche programme. They represent distinctively high performance and are the pinnacle of every model series. To emphasise their uniqueness, Porsche is now differentiating the turbo models more strongly. The latest top-of-the-line Taycan models already benefit from the sharpened look.

The accent colour Turbonite is reserved for the Turbo models. The elegant metallic shade of grey was specially devised by the Colour and Trim experts at Porsche. The top layer has a contrasting satin-matt finish. The logo on the rear as well as the borders of the side windows and the inlays in the side sills are in Turbonite on the Taycan Turbo models. The spokes of the alloy wheels also feature the exclusive colour. For the Taycan Turbo Cross Turismo, the inserts in the lower sections of the front and rear are also finished in Turbonite. For the Turbo S variants, Carbon is used for all trim inserts. As an option, Porsche Exclusive Manufaktur offers the Sport Design package<sup>10</sup> for the Taycan Turbo models in Carbon, Black (high-gloss) and the body colour, as well as Turbonite.

The faces of the standard wheels on the Turbo models are also in Turbonite. Also exclusive to the Turbo models are optional wheel designs with elements in Turbonite, such as the Exclusive Design wheels with aeroblades in this exclusive tone.

Turbonite is also the dominant colour in the exclusive crest fitted to Turbo models. All of the top high-performance models feature the crest on their front, on the steering wheel and on the alloy wheels.

The new Turbo differentiation is also evident inside. Turbonite decorative stitching provides a contrast to the black leather. It features on the seats, dashboard, door panels and armrests, along the centre console and on the floor mats. The model names on the headrests and the seat belts are also in Turbonite.

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<sup>10</sup> Redesign of front apron, side skirts and rear

The Turbonite Accent Package is also on board. The frames of the front vents, front cupholders, the accent strip on all the doors and the selector lever are all finished in Turbonite.

The GT multifunction steering wheel also features various elements in Turbonite, including the mode switch. As part of the standard Sport Chrono package, the dial of the Sport Chrono clock is also Turbonite-coloured.

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## Production and sustainability

### **Made in Zuffenhausen**

At the launch of the Porsche Taycan in 2019, a state-of-the-art production facility was created at the main plant in Stuttgart-Zuffenhausen. All body and powertrain variants of the first all-electric sports car from the Porsche brand are produced there. As part of the extensive update of the model line, Porsche has also made numerous adjustments to the production process at the plant in keeping with the guiding principle of 'smart, lean and green'.

Logistics processing consumes less packaging material. Upgraded load carriers ensure the usual high level of component protection, but no longer require outer film packaging.

In bodyshell production, body surfaces are now cleaned with lasers in a sparing and sustainable manner right before welding. Thanks to the laser cleaning process used for the first time in production, parts of the outer skin made of aluminium no longer need to be washed separately. This eliminates transport trips for washing and saves water.

Optimisations in the painting process have also resulted in innovations: during this stage of production, ultra-lightweight PVC is now used to seal welds on the underbody, bonnet and tailgate. These measures save more than 2 kg of weight per vehicle. Flange masking now takes place automatically, which is ergonomically beneficial for employees. Before the top coat is applied, bodywork areas are taped off during flange masking to secure the adhesive bond of the windscreen and the glass roof.

The battery cells are produced with renewable electricity. The bottom plate of the battery was converted from aluminium to glass fibre-reinforced plastic (GFRP). Renewable electricity and low-carbon aluminium feature in the production of the 20-inch Aero 2 alloy wheels on the Taycan Turbo. Econyl® recycled fibre continues to be used in the floor mats and flooring. It comes from an innovative manufacturing process, with the yarn made of recycled plastics.