



THE BOXSTER E RESEARCH PROJECT

# SOUNDS OF SILENCE

Porsche is taking electromobility development three steps further with the introduction of three electrically driven Boxster E research vehicles.

By Michael Thiem  
Photos by Christoph Bauer

Even if you listen twice, you will not hear a thing. The Boxster E engine starts without a sound. Is it running? Is it moving? And how! Dr. Wolfgang Porsche heard the results for himself at the introduction of the three “labs on wheels.” Just one test-drive was all it took to win over the chairman of the supervisory board of Porsche AG and his passenger, chairman of the board of management Matthias Müller, because when Dr. Porsche stepped on the accelerator pedal, the Boxster E made a sporty—but silent—departure from

the forecourt of the Porsche Museum. Thanks to its high torque, even at start-up, the roadster’s acceleration is nearly as rapid as in a vehicle with a combustion engine. Dr. Porsche and Müller were so thrilled with the pleasures of their silent excursion that the first test-drive in a Porsche without an exhaust pipe lasted a few minutes longer than planned.

In terms of driving performance, the Boxster E, which is driven by up to two electric engines for a total of 180 kW,

**Model quality:** Photographers aren’t the only ones to set their sights on the Boxster E; the vehicle will also provide developers with important findings



is comparable to the Boxster S. Energy storage is provided by a 29 kWh-capacity battery, developed in close cooperation with Porsche Engineering GmbH. The spirited mid-engine model is the perfect platform for the Boxster E. The vehicle weighs *approximately* 1,600 kilos (3,520 pounds); crashworthy installation was ensured for the electric machine, battery, and high-voltage components. “In the years to come, electromobility will represent a key challenge, and our engineers want to contribute to meeting this challenge with the first-class achievements we can always expect from them,” Müller emphasizes. “Towards this end, our Boxster E labs on wheels will help us to resolve practical problems surrounding electromobility, just as our customers anticipate.” According to Müller, the objective of this project is to collect findings on road capability and usage. Stutt-

*Porsche driving pleasure minus the exhaust pipe. The performance of the electric Boxster E is comparable to that of the Boxster S—and engine sound is available at the touch of a button.*

gart is one of eight “electromobility model regions” in Germany, where pilot projects for electric vehicles and electric infrastructures are being implemented until mid-2011. The Federal Ministry of Transport, Building and Urban Development is providing approximately €130 million in funding for the project.

Müller is firmly persuaded that with the Boxster E, Porsche is underscoring its role as a technological trailblazer in the automobile industry: “Developments such as this are possible only because our employees are so strongly committed to searching for sustainable solutions.” One of these employees is Michael Dimitrov, who as the head of advance development management and the Boxster E project coordinator brought a small development and factory team from Weissach to put the three electric Boxster sports cars on the road. “This is a tremendously exciting research project, and we have been able to implement it in just six months,” says Dimitrov. He continues, “With all of the options available to us, we have made sure to keep the weight of the Boxster E to a minimum and to retain the handling characteristics that are Porsche hallmarks.” And that even includes the sound—so not only Dr. Porsche is pleased to hear that an engine sound effect is available at the touch of a button. ●

**Lab on wheels:**

The mid-engine concept is the perfect foundation for testing the electric drive under nearly real-life conditions