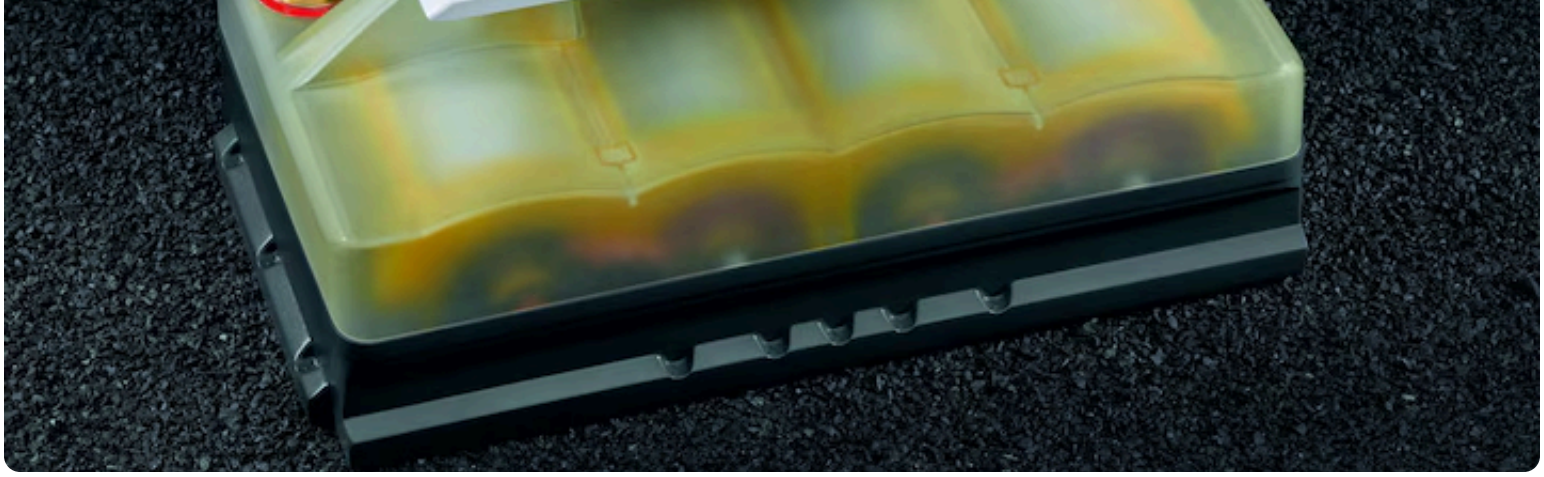
Porsche Develops Lighter Lithium Ion Starter Battery for 911 Models; Costs $3k

Nate Martinez - Writer | Nov 23, 2009



Being an environmentally friendly performance car owner is slowly becoming more of a reality, thanks to technologies like Porsche's newest lithium-ion starter battery setup. Though a minor step in the "green" direction, the battery sheds light on the types of recent developments high-end sports car makers are actively pursuing.

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The four-cell unit is shorter than a conventional lead battery currently used in all of Porsche's models by 2.8 inches,but manages to tout a 100% capacity upon startup. It's made of a carbon and iron phosphate weave and was designed with minimal weight in mind. As any performance gearhead knows, less weight is always a good thing. Plus, less mass means lower overall vehicle fuel consumption.

How much weight does it shed? Try around 22 lbs. lighter than the current Porsche-issued starter battery. The new battery, though, doesn't come without slight drawbacks. Porsche engineers say it works best at temperatures above 32 degree Fahrenheit (aka freezing) and, as a result, owners who check the option box to have the lithium ion unit on their new 997 Carrera will receive both the lead and lithium-ion batteries.

As we alluded, brand new 911 GT3, 911 GT3 RS, and Boxster Spyder sports cars can be optioned with the lighter setup for a small improvement in performance. In optional form, the cost comes out to be around $2849. Starting next February in Germany, the same models can be retrofitted with the battery for around $3739.

No word on if the pricey battery will make it stateside, but we wouldn't be surprised if it does, even if it is for track use only.

Source: Porsche

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