MERITS HEARING

SUPPORTING DOCUMENTS

NOTE—HARD COPIES OF THESE MATERIALS WILL BE PROVIDED AT THE HEARING TO BOTH THE ARBITRATOR AND PORSCHE FOR YOUR CONVENIENCE

11 KW CHARGING STANDARD

1. Email from Jean Pantelidis with Porsche Canada 2025 Taycan Specifications (February 9, 2024)
2. Porsche Germany Newsroom Announcement for 2025 Taycan Charging and Range Specifications (February 12, 2024)
3. Car and Driver Article about 2025 Taycan (extracts—April 3, 2024)
4. Porsche Inventory Finder, December 2025 featuring home charging at 11 kW
5. Porsche Inventory Finder as of January 29, 2026 with three examples of 2025 and 2026 Taycans featuring 11 kW home charging
6. My Porsche App Garage extracts (screen shots—January 29, 2026) providing VIN specific technical specifications confirming 11 kW On Board Charger equipment

DEVIN T EMAILS

1. October 23, 2025 Interim findings on charging underperformance.
2. December 5, 2025 Findings which are inconclusive on charging underperformance
3. December 12, 2025 rejecting access to technical team or senior level engagement

CHARGEPOINT FLEX CHARGING SUMMARIES

1. 2 Examples of 2020 Taycan charging sessions each drawing 11 kWs
2. 2 Examples of 2025 Taycan charging sessions each drawing 9.6 kWs

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Porsche The New Taycan 4S Cross Turismo

Technical data	Single-Speed Transmission on the Front Axle, 2-Speed Transmission on the Rear Axle
Power unit	
Power up to (kW)	380 kW
Power up to (hp)	509 hp
Overboost Power with Launch Control up to (kW)	440 kW
Overboost Power with Launch Control up to (hp)	590 ch
Overboost Power with Launch Control up to (hp)	590 hp
Max. torque with Launch Control	523 lb-ft
Charging	
Gross battery capacity	105 kWh
Net battery capacity	97 kWh
Maximum charging power with direct current (DC)	320 kW
Charging time for alternating current (AC) with 11kW source (0 to up to 100%)	11 h
Charging time for alternating current (AC) with 19.2kW source (0 to up to 100%)	7 h
Charging time for alternating current (AC) with 22kW source (0 to up to 100%)	6 h
Body	
Length	4,974 mm
Width (not incl. mirrors)	1,967 mm
Width (without mirrors folded)	2,144 mm
Height	1,409 mm
Wheelbase	2,904 mm
Turning circle	12 m
Unladen weight (DIN)	2,280 kg
Unladen weight (EG)	2,355 kg
Permissible gross weight	2,885 kg
Maximum load	605 kg
Maximum permissible roof load with Porsche roof transport system	75 kg
Capacities	
Luggage compartment volume, front	84 l

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Technical data (continued)	Single-Speed Transmission on the Front Axle, 2-Speed Transmission on the Rear Axle
Trunk capacity	446 l
Rear luggage compartment (with seats folded)	1,212 l

Performance[1]	
Top track speed with summer tires[1.1]	240 km/h
Acceleration 0 - 100 km/h with Launch Control	3.8 s
Acceleration 0 - 160 km/h with Launch Control	8 s
Acceleration 0 - 200 km/h with Launch Control	12.3 s

Terrain features	
Max. ground clearance (air suspension, off-road ride height)	176 mm
Max. clearance between ground and water-sensitive parts (air suspension, off-road ride height)	340 mm
Ramp break over angle air suspension (highest level)	14.5 Grad
Max. ground clearance (air suspension, normal level)	146 mm

Service and Warranty	
Warranty period	4-year/80,000-kilometer (whichever comes first) limited warranty and Roadside Assistance
Main service interval	15 000 km / 1 year (whichever comes first)
Paint warranty period	4 years / 80,000 km (whichever comes first)
Perforation Warranty	12 years (unlimited mileage)
High-voltage battery warranty period	8 years / 130,000 km (whichever comes first)

[1] Performance

[1.1] If your vehicle is delivered with all season or winter tires, top track speeds will be reduced.

Important information

All prices shown are Porsche Cars Canada Ltd. suggested retail prices.

The Total Vehicle Price shown excludes taxes, title, registration, other optional or regionally required equipment, and dealer charges. Actual selling prices are set by dealers and may vary.

Porsche Cars Canada Ltd. believes all information in this document to be correct as of the date this configuration was established. However, models, colors, specifications, standard equipment, prices, and options are subject to change without notice. Please ask your dealer for updated information. Illustrations may show other than Canadian specifications. Please note that some options may be unavailable when your car is built. Always verify with your dealer that your vehicle will include the optional equipment that you ordered or, if there are changes, that they are acceptable to you.

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Up to 678 km without a charging stop

02/12/2024 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

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 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.

MEDIA ENQUIRIES

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Consumption data

Taycan Turbo (2024)
Fuel consumption / Emissions

WLTP*
Electric power consumption* combined (WLTP) 20.5 – 18.0 kWh/100 km
CO emissions* combined (WLTP) 0 g/km
CO class A Class

Taycan 4S Sport Turismo (2024)
Fuel consumption / Emissions

WLTP*
Electric power consumption* combined (WLTP) 21.6 – 18.5 kWh/100 km
CO emissions* combined (WLTP) 0 g/km
CO class A Class

Taycan (2024)
Fuel consumption / Emissions

WLTP*
Electric power consumption* combined (WLTP) 19.7 – 16.7 kWh/100 km
CO emissions* combined (WLTP) 0 g/km
CO class A Class

Taycan Turbo S (2023)
Fuel consumption / Emissions

WLTP*
Electric power consumption* combined (WLTP) 23.4 – 22.0 kWh/100 km
CO emissions* combined (WLTP) 0 g/km
CO class A Class

*Further information on the official fuel consumption and the official specific CO emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, COEmissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Image Sublines

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2025 Porsche Taycan Review: Looks the Same but Is Much Improved

Porsche's EV sedan gets a major boost in power and range and is still great to drive.

By Dave VanderWerp Published: Apr 3, 2024

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The biggest knock against Porsche's first EV, the 2020 Taycan, was its lackluster EPA range figures.

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As before, there are still two battery options with either 336 or 396 cells supplied by LG in 28 or 33 modules that are housed in the same enclosure. However, a higher proportion of nickel in the lithium-ion battery's nickel/cobalt/manganese makeup makes for considerably more energy capacity and faster charging. The base battery grows from 71.0 to 82.3 kilowatt-hours, which is nearly the capacity of the larger battery before. The optional pack, still called Performance Battery Plus, grows from 83.7 to 97.0 kilowatt-hours. And the underbody protection for the pack switches from aluminum to a composite to shed 22 pounds.

Faster Charging

The new battery chemistry also enables faster charging, up to 320 kilowatts for the large pack and 270 kilowatts for the small pack, gains of 50 and 45

kilowatts, respectively. But it's far more than just the peak—the area under the charging curve has grown substantially, as we witnessed when we fast-charged a prototype Taycan and **saw an average charging rate more than 50 percent faster** than before. Also, the battery temperature window in which these rates can be achieved has widened considerably. Aiding in increasing the availability of the charge rate is a higher-capacity air-conditioning compressor, which switches to 800 volts from 400 before. Remember, Porsche was early in the 800-volt game, and much of the supplier base is now catching up. However, Porsche has gotten rid of the 19.2-kW Level 2 charger; all Taycans now have an 11.0-kW onboard charger.

highway traffic without one.

The Taycan has the same great steering feel and feedback and overall dynamic rightness, but now with substantially more range, faster DC charging, and quicker acceleration. All in all, the 2025 Taycan has received a pretty substantial overhaul, even if you can't tell by looking.

SPECIFICATIONS

2025 Porsche Taycan
Vehicle Type: rear- or front- and rear-motor, rear- or all-wheel-drive, 4- or 5-passenger, 4-door sedan or wagon

PRICE
Base: $101,395; 4 Cross Turismo, $113,095; 4S, $120,495; 4S Cross Turismo, $127,195; Turbo, $175,595; Turbo Cross Turismo, $178,295; Turbo S, $210,995; Turbo S Cross Turismo, $213,695

POWERTRAIN (RWD)
Motor: permanent-magnet synchronous AC
Combined Power: 402–429 hp
Combined Torque: 302–309 lb-ft
Battery Pack: liquid-cooled lithium-ion, 82.3 or 97.0 kWh
Onboard Charger: 11.0 kW
Peak DC Fast-Charge Rate: 270 or 320 kW
Transmission: 2-speed automatic

POWERTRAIN (AWD)

Front Motor: permanent-magnet synchronous AC
Rear Motor: permanent-magnet synchronous AC
Combined Power: 536–938 hp
Combined Torque: 512–818 lb-ft
Battery Pack: liquid-cooled lithium-ion, 82.3 or 97.0 kWh
Onboard Charger: 11.0 kW
Peak DC Fast-Charge Rate: 270 or 320 kW
Transmissions, F/R: direct-drive, 2-speed automatic

DIMENSIONS
Wheelbase: 114.2–114.3 in
Length: 195.3–195.8 in
Width: 77.4 in
Height: 54.2–55.6 in
Cargo Volume, F/R: 3/13–16 ft^3
Curb Weight (*C/D* est): 4650–5200 lb

PERFORMANCE (*C/D* EST)
60 mph: 2.1–4.3 sec
100 mph: 5.4–9.7 sec
1/4-Mile: 9.7–12.8 sec
Top Speed: 136–161 mph

EPA FUEL ECONOMY (*C/D* EST)
Combined: 90–100 MPGe
Range: 250–325 mi

Dave VanderWerp

Director, Vehicle Testing

Dave VanderWerp has spent more than 20 years in the automotive industry, in varied roles from engineering to product consulting, and now