



PORSCHE



The new 718 GTS 4.0 models and the new Macan GTS

Press Kit

Contents

New variants of Macan, 718 Cayman and 718 Boxster

Three new GTS models – exciting dynamics, exclusive looks 5

Highlights

718 Boxster GTS 4.0 and 718 Cayman GTS 4.0 7

Summary

The new 718 GTS 4.0 models: driving pleasure for all the senses 8

Engine and transmission

High-revving, high-performance engine with 400 PS 10

Chassis and assist systems

Driving dynamics for outstanding handling 13

Design and interior equipment

Superior sportiness in exclusive packaging 16

Highlights

Macan GTS 19

Summary

New Macan GTS rounds off the compact SUV range 20

Engine and transmission

Biturbo motor with particularly instantaneous response characteristics 22

Chassis and chassis systems

Dynamic tuning with lowered chassis 24

Design and equipment

Characteristic look with Sport Design package 25

Assistance and comfort systems

Greater assistance for the driver 27

History

The history of the GTS dates back to the 904 Carrera GTS 29

Fuel consumption and emissions

718 Boxster GTS 4.0: Fuel consumption – urban 15.4 l/100 km, extra-urban 8.1 l/100 km, combined 10.8 l/100 km; CO₂ emissions 246 g/km

718 Cayman GTS 4.0: Fuel consumption – urban 15.4 l/100 km, extra-urban 8.1 l/100 km, combined 10.8 l/100 km; CO₂ emissions 246 g/km

Macan GTS: Fuel consumption – urban 12.1 l/100 km, extra-urban 8.0 l/100 km, combined 9.6 l/100 km¹⁾ (9.5 l/100 km)²⁾; CO₂ emissions 218 g/km¹⁾ (216 g/km)²⁾

All information relates to the EU model.

The consumption and CO₂ emission values were determined in accordance with the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this should continue to be specified for the time being. These values cannot be compared to the values determined in accordance with the NEDC measuring procedure used up to now. Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the "Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars" [Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen], which are available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

¹⁾ Data does not apply to Denmark, France, Sweden, Iceland, Switzerland, Austria, Finland, Netherlands, Norway, Belgium, Malta, Cyprus

²⁾ Data applies only to Denmark, France, Sweden, Iceland, Switzerland, Austria, Finland, Netherlands, Norway, Belgium, Malta, Cyprus

New variants of Macan, 718 Cayman and 718 Boxster

Three new GTS models – exciting dynamics, exclusive looks

Gran Turismo Sport, or GTS, traditionally signifies thoroughbred performance combined with convincing everyday usability at Porsche. Offering exciting dynamics with a distinctively exclusive look, these sporty all-rounders are positioned between the S models and the high-performance and GT cars of the respective Porsche model ranges. With the Macan GTS, 718 Boxster GTS 4.0 and 718 Cayman GTS 4.0, three new models are now continuing this tradition. While the new Macan GTS compact SUV is positioned as the sporty link between the S and Turbo models, the new naturally aspirated four-litre six-cylinder boxer-engined GTS two-seaters occupy the spot just below the 718 Spyder and the 718 Cayman GT4 in the sports car line-up.

All Porsche GTS models feature particularly sporty and exclusive features that go hand in hand with outstanding performance and an emotive engine sound. Every GTS succeeds in perfectly combining Porsche's typical driving dynamics with long-distance comfort, making it possible to experience these characteristics both on the race track and in everyday life. The extra performance compared with the S models is provided by engines with instant power delivery and high reserves of torque. The 718 GTS 4.0 models are powered by the four-litre engine that is also used in the 718 Spyder and the 718 Cayman GT4. The Macan GTS is equipped with the 2.9-litre biturbo engine that is also used, in differing states of tune, in the Panamera and Cayenne models as well as the Macan Turbo.

In addition to superb acceleration, the GTS models also benefit from impressive lateral dynamic performance. The focus is on even sportier tuning of the suspension, which further improves cornering stability and delivers even better traction. Among other things, the standard equipment list includes the Porsche Active Suspension Management (PASM) adaptive damper system, including lowered suspension, for particularly precise handling. The Macan GTS is up to 15 millimetres lower than the S version, while the 718 GTS 4.0 models are up to 20 millimetres lower.

Specific design features visually emphasise the sporty character of all the GTS models. On the exterior, these include individually designed front and rear sections, side skirts, darkened light modules, well-sized black-painted wheels, black GTS script on the side and rear as well as black tailpipes for the

standard sports exhaust system. Sports seats are also fitted as standard to ensure optimum lateral support and excellent comfort. The sporty, elegant appearance of the GTS design is characterised by numerous black trim elements that contrast with the colours Carmine Red or Crayon depending on the equipment package. In addition, Alcantara® is used extensively.

Highlights

718 Boxster GTS 4.0 and 718 Cayman GTS 4.0

Dynamic duo.

A combination of sheer sports car experience and excellent day-to-day usability characteristic of GTS models. With 37 kW (50 PS) more power than the S models, the new 718 GTS generation is positioned just below the 718 Spyder and 718 Cayman GT4.

Powerful naturally aspirated four-litre engine.

With an output of 294 kW (400 PS), the six-cylinder boxer engine impresses with its particularly direct response and linear power delivery. The standard sprint to 100 km/h is achieved in 4.5 seconds with the six-speed manual transmission while top speed is up to 293 km/h.

Precise handling.

The standard Porsche Active Suspension Management (PASM) sports suspension, lowered by 20 millimetres, and the two-stage adjustable Porsche Stability Management (PSM) ensure exceptionally agile driving characteristics.

Six-speed manual transmission as standard.

The six-speed manual transmission with dualmass flywheel seamlessly converts the power of the engine into forward drive. Short gearshift travel underlines the active driving experience.

Exclusive and attractive standard equipment package.

Standard features include a dark Alcantara interior, 20-inch 718 sports wheels, PASM chassis, sports exhaust system, Porsche Communication Management (PCM) with a high-resolution, 7-inch touch display and the Sport Chrono package.

Summary

The new 718 GTS 4.0 models: driving pleasure for all the senses

With the 718 Cayman GTS 4.0 and the 718 Boxster GTS 4.0, Porsche is adding two distinctly sporty and exclusively equipped models to its range of mid-engine sports cars. The new two-seaters are powered by the naturally aspirated four-litre six-cylinder boxer engine, developing 294 kW (400 PS), that is also used in the 718 Spyder and the 718 Cayman GT4. When combined with the new models' six-speed manual gearbox and sports exhaust system, this results in exceptional power delivery and a particularly emotive driving experience. The standard sprint to 100 km/h is achieved in 4.5 seconds and top speed is up to 293 km/h. Thanks to the standard Porsche Active Suspension Management (PASM) sports suspension, including lowering by 20 millimetres, and Porsche Torque Vectoring (PTV) and mechanical limited slip differential, the new GTS generation achieves a remarkable balancing act between sporty rigour and everyday comfort. The standard Sport Chrono package with upgraded Porsche Track Precision App also emphasises the dynamic character of the mid-engined sports cars. Black contrasting design elements and the dark Alcantara® accents are found in GTS models across the range.

As in the 718 Spyder and 718 Cayman GT4, the powerful four-litre engine is characterised by its exceptional efficiency. In addition to adaptive cylinder control, which alternately switches off one of the two cylinder banks at low loads, direct fuel injection with piezo injectors and a variable intake system also contribute to this. The GTS engine also impresses with its superior reserves of power and instant responsiveness. It effortlessly revs to 7,800 rpm and, thanks to a standard sports exhaust system with dynamic damper control, also includes the acoustic advantages of the rich six-cylinder boxer engine sound. The 718 GTS 4.0 models adopt the sports exhaust system with integrated gasoline particulate filter and separated tailpipes from the 718 Spyder and 718 Cayman GT4. With its saddle-type design, this creates space for the contrasting black rear lower section, which was specially developed for the GTS models.

With exceptionally precise handling, direct steering and responsive cornering, the chassis also promotes an emotive driving experience. It combines sporty firmness with suspension comfort suitable for everyday use. Porsche Active Suspension Management (PASM) is part of the standard equipment.

This goes hand in hand with a chassis lowered by 20 millimetres. Another PASM suspension, which lowers the body by ten millimetres and allows more chassis clearance and comfort, is available as an option. Also fitted as standard are other performance components such as Porsche Stability Management (PSM) with separately selectable PSM Sport mode, the Sport Chrono package including the upgraded Porsche Track Precision App, Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV) with mechanical limited slip differential.

The mid-engined sports cars are fitted with 20-inch alloy wheels in Satin-Gloss Black. High-performance tyres, 235/35 ZR 20 at the front and 265/35 ZR 20 at the rear, provide a view of the cross-drilled discs and red callipers of the enhanced braking system. Porsche Ceramic Composite Brake (PCCB) is available as an option.

Dark contrasting details reflect the particularly sporty nature of the GTS models. This applies to the spoiler lip, the all-black air intake of the Sport Design front apron, the fog light lenses in the front section, the rear light lenses and the redesigned lower rear section.

Inside, dark Alcantara® creates a sporty, elegant ambience, covering the seat centre panels of the standard Sports Seats Plus as well as the steering wheel rim, centre console, gear lever and armrests of both doors. In the 718 Cayman GTS 4.0, the A-pillars and the headlining are trimmed in it too. The optional GTS interior package adds another colour: the choice here is between Carmine Red or Crayon, which is used for the rev counter and seat belts, as well as all decorative seams including the embroidered GTS emblem in the headrests and the Porsche script on the black-bordered floor mats. The trim elements as well as the centre console trim are made of carbon.

The 718 GTS 4.0 models are equipped as standard with Porsche Communication Management (PCM) with a high-resolution 7-inch touch display and the Sport Chrono package including the enhanced Track Precision App. The smartphone app, which has motor sports origins, shows and visualises performance-related data on the PCM display in race track use and records it for later analysis. An online navigation module, with real-time traffic information, voice control and Porsche Connect, is optionally available, as are a BOSE® Surround Sound system and Burmester High-End Surround Sound system.

Engine and transmission

High-revving, high-performance engine with 400 PS

The heart of the new 718 GTS 4.0 models is their naturally aspirated four-litre six-cylinder boxer engine. With an output of 294 kW (400 PS), it has 37 kW (50 PS) more than the four-cylinder turbocharged S models and impresses with its particularly direct response characteristics and linear power delivery. The powertrain of the new GTS model is essentially equivalent to that of the 718 Cayman GT4 and 718 Spyder. The boxer engine is based on the same engine family as the engines in the current 911 Carrera model range. The electronics only limit its high-revving potential to 7,800 rpm, with maximum power available at 7,000 rpm. Its maximum torque of 420 newton metres is constant between 5,000 and 6,500 rpm. Power is transmitted by a six-speed manual gearbox with a dynamic throttle blip function in Sport mode.

This results in impressive performance figures. Both 718 GTS 4.0 models reach a maximum speed of 293 km/h. In the 0-100 km/h sprint, the six-speed manual 718 GTS 4.0 is one-tenth faster than the turbocharged S model, hitting 100 km/h in 4.5 seconds. Acceleration from 0-200 km/h takes 14.1 seconds.

The six-cylinder boxer of the new 718 GTS 4.0 two-seater is a high-performance, high-revving engine that also excels through exceptional efficiency. It benefits from technology and numerous developments that also reduce fuel consumption and exhaust emissions in the 718 Spyder and 718 Cayman GT4, such as adaptive cylinder control. Between 1,600 and 2,500 rpm, and with a load demand of up to a maximum torque of 100 Nm, it temporarily interrupts the injection process of one of the two cylinder banks. The six-cylinder engine then temporarily operates in three-cylinder mode. With a constant load, the cylinder bank is changed every 20 seconds to ensure a uniform load and flow through the catalytic converters. With the exception of a slightly different sound pattern, the system switching on and off is imperceptible to the driver. The effect, however, is clearly evident: the adaptive cylinder control reduces CO₂ emissions by up to 11 grams per kilometre. The function can be deactivated together with the start/stop function.

Direct fuel injection with piezo injectors

The formation of the air-fuel mixture in the combustion chambers satisfies particular requirements. For the first time in a high-revving engine, piezo elements control direct fuel injection (DFI). They open the centrally positioned injectors by expanding when a control voltage is applied. When there is no current flowing, the crystals contract and the injection valves close again. This allows the injection process to be divided precisely into different phases, making combustion even more exact. The fuel, finely atomised with a maximum fuel pressure of 200 bar, produces an optimised spray pattern that reduces droplet formation on the cylinder walls and counteracts potential soot formation. The effect: fuel consumption and exhaust emissions drop, while the efficiency of the six-cylinder engine increases.

The variable intake system supports rapid gas exchange in the combustion chambers. It features two resonance flaps, which open individually or simultaneously depending on the power requirement and therefore adapt the frequency of the pulsating air column to the engine speed on its way to the intake valve. This improves the charge level in the cylinders and results in more impressive torque characteristics.

Reliable high-rev concept

The high-revving concept of the naturally aspirated six-cylinder engine is based on intensively enhanced technologies for the four-litre boxer engine. Mechanically, the following components provide the basis for withstanding the peak pressures in the cylinders: a rigid forged crankshaft made of a high-strength steel alloy with deliberately wide connecting rod bearings, geometrically optimised piston rods and a generously dimensioned crankshaft main bearing with a diameter of 67 millimetres. The integrated dry sump lubrication serves the same purpose, enabling optimum oil supply to the engine even at high longitudinal and lateral accelerations. With its integrated centrifuge, the vane-type suction pump separates the oil from the air. A fine oil separator also reduces emissions and lubricant consumption. The robust plastic oil sump weighs 36.5 percent less than a similar cast part.

In view of the high engine speed, rocker arms with hydraulic valve clearance compensation are responsible for operating the valves. The electronic engine management system adjusts the timing of the four VarioCam camshafts according to the load requirement, engine speed and temperature range, for example over an adjustment range of 30 crankshaft degrees on the exhaust side. The effect is outstanding drivability as well as high power output and torque values across the entire engine speed range.

Sports exhaust system with gasoline particle filter

The 718 GTS 4.0 models adopt the sports exhaust system with separated tailpipes from the 718 Cayman GT4 and 718 Spyder. Its design and large cross-section reduce the exhaust back pressure and have a positive effect on performance. A striking detail is the arch-shaped saddle construction of the main silencer, which is now centrally located. The distinctive sound of the free-breathing boxer engine is retained thanks to the damper control, especially at high revs. Fully variable and controlled by engine characteristics, it accentuates the emotive driving experience, depending on engine temperature and load demand, with a charismatic aural backdrop.

At the same time, the sports exhaust system enables the use of a gasoline particulate filter (GPF). In combination with the adaptive cylinder control, the piezo injectors of the high-pressure direct petrol injection system and the start/stop function, it makes an important contribution to compliance with the Euro 6d-Temp emissions standard. Two lambda sensors control the exhaust gas composition individually for each cylinder side via a broadband lambda control system. One additional sensor in each case monitors the conversion of pollutants in each of the catalytic converters. The necessary regeneration process of the GPF happens automatically and without the driver noticing.

Six-speed manual transmission with dual-mass flywheel as standard

The manual six-speed transmission transmits the power of the six-cylinder naturally aspirated engine to the rear wheels. The dynamic throttle blip function improves vehicle stability during downshifts and reduces wear. Powertrain movements that can affect driving dynamics are damped by the dynamic PADM (Porsche Active Drive Mounts) transmission mounts, which minimise the vibrations transmitted. The 718 GTS 4.0 models use the dual-mass flywheel from the 911 GT3.

Chassis and assist systems

Driving dynamics for outstanding handling

The emphatically sporty design of the 718 GTS 4.0 models is also reflected in the new models' driving dynamics. Both the Boxster and the Cayman impress with their particularly precise handling, direct steering and responsive cornering. The standard suspension dispenses with the sharpness of the 718 Cayman GT4, which is optimised for race track use, in favour of unconditional suitability for everyday use. Both 718 GTS 4.0 versions thereby present themselves as thoroughbred sports cars that perfectly combine dynamics and undiminished driving comfort – characteristics that can be experienced both on the race track and in everyday life.

Both 718 GTS 4.0 variants are fitted with sports suspension with Porsche Active Suspension Management (PASM) adaptive damping system as standard. This lowers the body of the Boxster and Cayman by 20 millimetres. For drivers who prefer more comfort, the PASM suspension is available as an option, which lowers the body by 10 mm. When combined with the modern chassis layout and the enhanced high-performance braking system, this results in a remarkable balance between sporty firmness and long-distance comfort.

Other performance components that come as standard with the 718 Boxster GTS 4.0 and 718 Cayman GTS 4.0 include Porsche Stability Management (PSM) with separately selectable PSM Sport Mode, the Sport Chrono package including Track Precision App, Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV) including mechanical limited slip differential.

PSM stabilises the car at its dynamic driving limits and thus ensures a high degree of safety. In addition to direction, speed and yaw rate, it also determines lateral acceleration. For ambitious drivers who want to explore the limits of their 718 GTS 4.0 even further, on the circuit, the standard Sport Chrono package includes PSM Sport mode. Compared with the fully activated system, it allows a much more sporty driving style with greater yaw movements around the vertical axis and more slip on the drive wheels before PSM intervenes to provide protection. The result is a driving experience that comes even closer to racing, in a safe environment.

The Sport Chrono package itself enhances the sporting talents of the new Porsche 718 GTS 4.0 with Normal, Sport and Sport Plus, as well as Individual settings. They can be activated via the ergonomically positioned rotary mode switch on the steering wheel without the driver having to take their hands off the 360 mm GT sports steering wheel. The individual programmes influence the engine's responsiveness, the accelerator pedal, the PASM suspension system, the damper control of the sports exhaust system, the auto start/stop function and the retractable rear spoiler. Sport Plus mode, for example, is programmed for using the Porsche 718 GTS on a closed-off racetrack. Individual mode allows the user to define their own configuration. The Track Precision App is also part of the Sport Chrono package.

The standard Porsche Torque Vectoring (PTV) with mechanical limited slip differential also has a positive effect on performance and driving pleasure. By providing a braking pulse on the inside rear wheel, it generates angular momentum around the vehicle's vertical axis when steering into a bend, thereby increasing steering precision and agility. The mechanical limited slip differential provides more power to the outer wheel, improving traction when accelerating out of tight bends. The result is greater longitudinal and lateral dynamics, better performance and more driving pleasure.

Porsche Active Drive Mounts are another special feature of the Sport Chrono package. They minimise vibrations in the engine/transmission area and reduce movements that could adversely affect driving dynamics as a result of the total mass of the drivetrain. In this way, they combine the advantages of hard and soft transmission mounts: noticeably more precise and stable handling in fast bends and in the event of load changes, as well as unrestricted driving comfort on uneven roads.

Like other 718 models, the GTS 4.0 also benefits from electromechanical steering. Compared with the previous Cayman and Boxster generations, the steering ratio is ten per cent more direct and it therefore positively influences agile handling. The steering system from the 911 Turbo has been used and the design of the 360 mm GT sports steering wheel is based on that of the 918 Spyder.

Generously dimensioned brake system

The enhanced grey cast iron braking system is extremely powerful and emphasises the sporty character of the 718 GTS 4.0 models to enable consistently high rates of deceleration. The front brake callipers each have six pistons pressing the pads against the discs, while four-piston callipers are fitted at the rear. The composite brake discs have a diameter of 350 x 34 mm on the front axle and 330 x 28 mm on the rear. They are cross-drilled and internally ventilated for optimal heat dissipation. Porsche has also equipped the 718 models with a multi-collision braking system. This can reduce the severity of a subsequent impact by braking the vehicle automatically after the initial collision and airbag triggering. The Porsche Ceramic Composite Brake (PCCB) system is also available as an option on the 718 GTS 4.0 models. On the front axle, it combines 350 x 34 millimetre discs with yellow-painted six-piston fixed callipers. Four-piston fixed callipers on 350 x 28 mm discs are used at the rear. The 718 GTS 4.0 comes with 20-inch Satin-Gloss Black alloy wheels as standard shod in specially matched 235/35 ZR 20 sports tyres at the front and 265/35 ZR 20 at the rear.

Design and interior equipment

Superior sportiness in exclusive packaging

The 718 GTS 4.0 two-seater models express their special sportiness with finely accentuated design elements. As is customary with Porsche GTS models, black details play a key role. For example, the specific partially black Sport Design front apron with its spoiler lip and completely dark air intake appears even more muscular. The bi-xenon headlights with darkened front light modules also set accents. They can be supplemented by the Porsche Dynamic Light System (PDLS) or, in conjunction with LED main headlights, by PDLS Plus. The side view is characterised by Satin-Gloss Black 20-inch alloy wheels with a ten-spoke design. They provide a clear view of the red or – in combination with the PCCB ceramic brake system – yellow brake callipers. A striking distinguishing feature at the rear is the new sports exhaust system adopted from the 718 Spyder and 718 Cayman GT4. Its separated tailpipes frame the newly designed lower rear section, which – like the 718 Boxster GTS or 718 Cayman GTS script – is also realised in black. Dark-tinted LED tail lights and black “GTS 4.0” script on the doors round off the look.

Elegant Alcantara® adds a sporty ambience to the interior of the Porsche 718 GTS 4.0 models. The black fabric is used for the centre panels of the electrically adjustable two-way Sports Seats Plus and the steering wheel rim, the centre console and gear lever, and also the armrests and the closing handles of the doors. In the 718 Cayman GTS 4.0, it also covers the inside of the A-pillar and is used for the headlining. The dials of the round instruments are also black. The high-gloss silver trim strips and elements provide a contrast to this. They are also optionally available in a brushed black-anodised aluminium design. The GTS emblem can be found on the rev counter and embroidered in black in the headrests. The door entry panels bear the model designation “Boxster GTS” or “Cayman GTS”. The GTS logo on the TFT screen of the standard Porsche Communication Management (PCM) system also greets passengers when the car is started.

The optional GTS interior package adds an additional contrasting colour. Carmine Red or Crayon are available to choose from for the rev counter and seat belts, all decorative seams including the embroidered GTS emblem in the headrests and the Porsche script on the black-bordered floor mats. The trim strips and elements as well as the trim of the centre console are made of carbon.

Porsche Communication Management: infotainment with easy-to-use controls

The 718 GTS 4.0 models also feature the Porsche Communication Management (PCM) system as standard. The online navigation module, voice control and Porsche Connect are available as options. PCM has a high-resolution 7-inch touch display with integrated proximity sensor. Like a smartphone, it can be operated easily and effortlessly with multi-touch gestures. Mobile phones and smartphones can also be integrated via WLAN using the optional Connect Plus module. Real-time traffic information is optionally available for reliable navigation. This provides a quick overview of the current traffic situation and enables dynamic route adjustment. Other Porsche Connect services are also available. For an in-depth overview of the Connect services offered in each country and vehicle, please see www.porsche.com/connect.

As an option, the enjoyment of music in the Porsche 718 GTS 4.0 can be further enhanced. The BOSE® Surround Sound System has ten amplifier channels and ten loudspeakers, including a patented 100-watt high-performance woofer. The fully active control system ensures that each individual speaker is optimally adapted to the vehicle interior while the total system output is 505 watts. The Burmester High-End Surround Sound System, specially adapted to the Porsche 718, offers even higher audio performance. Its 12 loudspeakers, which together have a diaphragm area of 1,340 cm², also include an active subwoofer with a 300 watt Class D amplifier. The frequency response ranges from 35 Hz to 20 kHz and 12 amplifier channels together provide a total output of 821 watts.

Optional assist systems – more safety for more performance

The 718 GTS 4.0 models are fitted with extensive safety equipment such as the multi-collision braking system as standard. This can reduce the severity of a subsequent impact by braking the vehicle automatically after the initial collision. With Porsche Stability Management (PSM), the mid-engined sports car remains easy to control even when driving on the limit. The optional cruise control brakes moderately if the specified speed is exceeded on a gradient. Lane Change Assist increases safety on roads with multiple lanes, using radar sensors at the rear of the car to monitor the area behind the vehicle and its blind spot from a speed of 15 km/h upwards. At speeds between 30 and 250 km/h, the assist system provides information on cars approaching from behind or moving in its blind spot by means of a warning light in the mirror finisher. The warning signal lights

up if the driver sets the direction indicator at the same time or if the system detects a lane change. Lane Change Assist improves comfort and safety especially on motorways. It does not interfere with vehicle control and can be deactivated at any time.

New community app: "Roads by Porsche"

ROADS is the new online community for all driving enthusiasts. Regardless of makes or models, it connects passionate drivers from around the globe to execute on their love for driving. The free of charge app helps you find the world's most epic routes and simplifies planning your next road trip adventure.

Almost 100.000 likeminded people from more than 56 countries record and share their scenic trips into what is supposed to become the world's largest user-generated catalogue of epic routes. Thanks to the custom-designed in-app navigation with Apple CarPlay support, ROADS secures a confident and voice-instructed routing along the way. An innovative route generator instantly provides you with a drive-worthy road between any destination and starting point of your choice. The built-in digital magazine DESTINATIONS holds exclusive stories for passionate drivers and inspires with unique places for the next drive.

ROADS is open for everyone who loves to drive and available for free download from the AppStore now.

Highlights

Macan GTS

The sportiest Macan.

The new Macan GTS closes the gap between the S and the Turbo versions and is geared particularly towards sportiness and performance, both in terms of its exclusive design and exceptionally dynamic powerplant.

Emotive driving experience.

Equipped with a 2.9-litre V6 biturbo engine, the new Macan GTS delivers 15 kW (20 PS) and 20 Nm more than its predecessor. The exhilarating power delivery is complemented by the impressive sound of the standard sports exhaust system.

The longitudinal and lateral dynamics of a sports car.

The standard Porsche Suspension Management (PSM) system, including 15 mm lower suspension and big brakes, allows stable and exceptionally dynamic vehicle handling.

Distinctive appearance.

The new Macan GTS features a unique, exciting and exclusive appearance. The Sport Design package features dynamic accents while the interior, with its numerous Alcantara® items, impresses with its unique appearance and exclusive feel.

GTS-specific accents.

The hallmark GTS features include elements on the front apron and front section, 20-inch RS Spyder Design wheels, roof spoiler, window trim strips and black script on the rear. Its LED headlights and LED rear light bar are darkened.

Summary

New Macan GTS rounds off the compact SUV range

Porsche completes the Macan series with a distinctly sporty model. The new Macan GTS launches with a powerful engine, performance-oriented chassis, unique design and enhanced equipment. The 2.9-litre V6 biturbo engine delivers 280 kW (380 PS), which represents an increase of 15 kW (20 PS) compared to its predecessor. Combined with the newly adapted PDK dual-clutch transmission and the optional Sport Chrono package, the Macan GTS can accelerate from zero to 100 km/h in 4.7 seconds, three tenths faster than before, and has a top speed of 261 km/h.

The newest member of Porsche's compact SUV family has earned the abbreviation GTS, which stands for "Gran Turismo Sport", due to its outstanding driving dynamics. The chassis, which lowers the body by 15 millimetres, is combined with the specially tuned Porsche Active Suspension Management (PASM) damper control to allow even better lateral dynamic performance. Adaptive air suspension is available as an option, with chassis lowering by a further 10 millimetres. Combined with the standard 20-inch RS Spyder Design wheels and the large grey cast iron brakes (360 x 36 millimetres at the front, 330 x 22 millimetres at the rear), the new Macan GTS impresses with the agility and spontaneity of a true sports car. As an option, deceleration can be further improved by means of the Porsche Surface Coated Brake (PSCB) with tungsten carbide coating or the Porsche Ceramic Composite Brake (PCCB).

Acoustically, the pleasure of driving the new Macan GTS is enhanced by a standard sports exhaust system that has been specifically adapted for the GTS. The aural experience all stems from the 2.9 litre V6 engine, the central turbo layout of which, with two turbochargers arranged in the inner V of the engine, allows particularly instant responsiveness. A maximum torque figure of 520 Nm (20 Nm more than before) is available over a wide rev range of between 1,750 and 5,000 rpm. The sportiest Macan model consumes 9.6 litres of fuel per 100 kilometres according to NEDC.

The new Macan GTS also emphasises its exceptional dynamic status visually. The standard Sport Design package features new front and rear aprons, as well as striking side skirts, and lends the car a unique appearance. The front apron and nose section are characterised by black-painted elements, which are a distinguishing feature of all Porsche GTS models. The LED headlights with Porsche

Dynamic Light System (PDLS), as well as the three-dimensional rear lights with LED light bar, are also darkened. The LED headlights can be optionally ordered in Black with PDLS Plus. Chassis lowering by 15 millimetres, 20-inch RS Spyder Design wheels in Satin-Gloss Black, red brake callipers and trim strips in High-Gloss Black also emphasise the car's high-performance appearance. The colour black also sets accents at the rear of the Macan GTS, where the diffuser and the tailpipes of the standard sports exhaust system are painted in a dark colour.

High-quality materials such as Alcantara® on the seat centre panels, the centre console armrests and door panels, as well as brushed aluminium, make it possible to see and feel the sporty and elegant characteristics of the Macan GTS in the interior too. The multifunction sports steering wheel, with shift paddles and steering wheel rim trimmed in smooth leather, is standard. Sports seats, exclusive to the GTS, with eight-way adjustment and pronounced side bolsters for added support during dynamic cornering, are also standard. The GTS leather interior, which is available in either Carmine Red or Crayon, and which features additional Alcantara® elements and further colour accents, as well as the BOSE® Surround Sound system and the new smartphone tray with inductive charging function, are further examples of the many personalisation options available. Adaptive cruise control including Traffic Jam Assist, Park Assist including reversing camera and Surround View, a heated windscreen and ioniser also meet the driver's desire for safety and comfort.

Engine and transmission

Biturbo motor with particularly instantaneous response characteristics

With its 2.9-litre biturbo engine, the Macan GTS uses the V6 engine with the most performance potential in the Porsche armoury. It is also used, in varying states of tune, in the Macan Turbo, Cayenne and Panamera. In the new Macan GTS, the high-revving engine delivers 280 kW (380 PS) and thus 15 kW (20 PS) more than the three-litre turbo engine of its predecessor. The maximum torque is 520 Nm (plus 20 Nm) with a wide and easily usable range of 1,750 to 5,000 rpm. With the optional Sport Chrono package, the Macan GTS accelerates from zero to 100 km/h in 4.7 seconds and reaches a top speed of 261 km/h.

The engine boasts a host of innovative technologies. In particular, the combustion process with central injector, charge cycle and charging have all been optimised. Like all Porsche V-engines, this one is designed with a central turbo layout, in which the exhaust gas turbochargers are arranged inside the cylinder V. The advantage of this is that the very short exhaust gas paths between the combustion chambers and the turbochargers ensure outstanding and immediate responsiveness. The driver benefits from this particularly in situations with an emphasis on a dynamic driving style.

The optimised engine mount with a driving dynamics support ensures an even better connection between engine and chassis. The turn-in behaviour of the steering is more direct and agile. An important step forward for the distinctly sporty Macan GTS is that the geometry of the SUV is improved as a result when accelerating out of bends, and the cornering forces of the outer tyres can be used in a more controlled manner.

The Macan GTS continues to transmit its power to the road via a seven-speed PDK dual-clutch gearbox and Porsche Traction Management (PTM) including intelligent all-wheel drive. In Sport mode, the transmission is even more responsive and allows very fast gear changes. The optional Sport Chrono package takes this a step further. In Normal mode, the PDK shifts rapidly and comfortably

to higher gears. This saves fuel and increases comfort when driving long distances. In combination with the adaptive cruise control, the PDK also offers coasting mode, which additionally reduces fuel consumption under real driving conditions.

With the Sport Chrono package fitted, the Macan GTS can be operated by means of the mode switch integrated into the steering wheel. In addition to Normal, Sport and Sport Plus, it is also possible to select Individual mode. The driver can store an individual setup here and can activate it directly with the mode switch. By activating the Sport Response button in the middle of the mode switch, the driver can also boost the responsiveness of the Macan GTS for 20 seconds so that the maximum performance is immediately available. This sports car among compact SUVs then reacts to accelerator pedal commands much more spontaneously and achieves maximum acceleration values even more quickly.

In combination with the optional Sport Chrono package, Porsche Stability Management (PSM) offers the separately selectable mode PSM Sport in addition. With this especially dynamically focussed setup, ambitious drivers can get even closer to the limit of the Macan GTS. PSM always remains active in the background while PSM Sport can be enabled regardless of the selected driving mode.

Chassis and chassis systems

Dynamic tuning with lowered chassis

The greatest strength of the new Macan GTS lies in its handling. Thanks to its standard Porsche Active Suspension Management system, including 15 mm lower suspension, the compact SUV handles like a sports car. Steel suspension, active damper system and anti-roll bars have all been completely revamped and retuned. This means even more driving pleasure through a more neutral response while at the same time offering unchanged stability and improved comfort. The new Macan GTS comes as standard with 20-inch RS Spyder Design wheels fitted with different-sized tyres front and back. The specially developed tyres contribute to the new model's improved performance characteristics. Porsche Torque Vectoring Plus (PTV Plus) and height-adjustable air suspension are available as options to further enhance the dynamic performance of the car. Unlike the other Macan models, the chassis of the GTS is lowered a further 10 mm.

Powerful braking system for safe deceleration

In order to ensure safe deceleration, the Macan GTS comes as standard with powerful grey cast iron brakes with 360 mm brake discs at the front and 330 mm at the rear. Its brake callipers are painted red. For drivers with sporting ambitions, Porsche also offers two optional braking systems designed for particularly high and repeated loads. Porsche Surface Coated Brake (PSCB), with a thin tungsten carbide coating on the brake discs, offers a faster response, increased friction coefficients, less wear and up to 90 per cent less brake dust compared with conventional grey cast iron brakes. Even under high loads, this high-performance brake, which is available only from Porsche worldwide, ensures stable braking performance. Characteristic features of the PSCB are the high-gloss brake discs and the white-painted brake callipers. The tried and tested Porsche Ceramic Composite Brake (PCCB) is also available as an option.

Design and equipment

Characteristic look with Sport Design package

The sporty character of the Macan GTS can also be seen in its interior. The new model benefits from upgraded standard equipment. The brushed aluminium kick plates, with black Macan GTS script, make it clear that this is an exceptionally sporty car. The brushed aluminium and black interior package provides a sporty contrast and gives a high-quality impression. The rev counter is also finished in black and features GTS script. In addition to the standard multifunction sports steering wheel, which is equipped with shift paddles, the heated GT multifunction steering wheel, trimmed in either Alcantara® or leather, can be specified as an option.

Eight-way GTS sports seats provide particularly good lateral support

Available exclusively for the Gran Turismo Sport version of the Macan, the eight-way GTS sports seats with electric adjustment for the driver and front passenger feature special side bolstering. This ensures optimum lateral support even when cornering dynamically. GTS script on the front and outer rear headrests highlights the exclusivity. Alcantara® fabric on the seat centre panels, the armrests on the centre console and the door panels is already standard in the Macan GTS. As an option, the headlining can also be trimmed in Alcantara®.

With the optional GTS interior package in Carmine Red or Crayon, the interior can be made yet more exclusive. Among other things, this includes script embroidered in the respective colours on the front and rear outer headrests. The seat belts are also coloured accordingly on these seats. The rev counter dial, the decorative seams on the seats, the centre console, the upper part of the control panel, the door panels and the floor mats are also in the same colour.

A wide range of further equipment options is available for personalisation. The standard Porsche Communication Management (PCM) system has a 10.9-inch full HD touchscreen and can be supplemented by an optional BOSE® Surround Sound system. Its 14 loudspeakers are controlled via 14 amplifier channels with a total output of 665 watts. As with the other Macan models, the PCM includes online navigation with real-time traffic information via Here Cloud, mobile phone preparation,

two audio interfaces and intelligent voice control. Other standard features include Porsche Connect Plus, which features an LTE telephone module with embedded SIM card and a SIM card reader, a Wi-Fi hotspot and numerous Porsche Connect services.

The Porsche Car Connect App offers access to a number of vehicle functions via smartphone. Security Services help to protect the vehicle against theft and to find it again if the worst happens. Remote locking, emergency breakdown call and airbag alarms further enhance security. The extensive list of optional extras also includes a smartphone tray with wireless Qi-standard charging and, for even more comfort on the road, a heated windscreen is available as an option, as is an ioniser which, in conjunction with the standard fine particulate air filter, improves the air quality inside the vehicle. In addition, the Macan GTS can be equipped with Traffic Jam Assist, Park Assist, with reversing camera, and Surround View.

Assistance and comfort systems

Greater assistance for the driver

Porsche has expanded its range of assistance systems for the Macan as part of its latest model upgrades. The new Macan GTS also benefits from this. More powerful sensors as well as data and image processing allow new functions to be realised. Lane Keeping Assist, Lane Change Assist and Speed Limit Display are still available as an option. The adaptive cruise control has been further developed into a Traffic Jam Assist system.

Using the radar sensor located in the middle of the central air intake, the adaptive cruise control system monitors the distance from vehicles driving in front and automatically adapts to them. Vehicles that cut in from adjacent lanes are also detected. If necessary, the system will brake the car to a standstill in tandem with the braking behaviour of the vehicle in front. Thanks to its stop-and-go function, the Macan is able to pull away again automatically even after braking to a standstill. If the car is stopped for longer than three seconds, all that is required is a brief press of the accelerator or to resume operation with the control stalk in order to let the car move off again.

New Traffic Jam Assist provides support in stop-and-go traffic

The additional Traffic Jam Assist function extends the stop-and-go function with steering assistance. Using the optimised radar and video sensor systems, the system detects lane markings and vehicles driving ahead in the same lane or adjacent lane in a speed range from zero to around 60 km/h. When the system is active, the car can be kept in lane thanks to targeted steering interventions. When in a traffic jam or slow-moving traffic, this leads to considerably less strain on the driver and significantly increased comfort. The warning and brake assist system, which reduces the risk of collisions with vehicles and pedestrians, is a component of the adaptive cruise control and thus also of Traffic Jam Assist. The system uses the front camera to detect when vehicles or pedestrians are in the collision area and warns the driver visually and audibly as a first stage. For vehicles, the system warns the driver in a second stage via a braking jolt if the vehicle is moving too quickly towards the obstacle. A braking operation initiated by the driver is increased up to full braking if necessary. If the driver does not react, automatic emergency braking is activated to mitigate the consequences of a collision.

Porsche supports the driver of the new Macan in everyday traffic with a three-stage system of parking assistance functions. The optional front and rear Park Assist keeps the driver informed by means of visual and audible warnings when manoeuvring and parking. Using ultrasonic sensors located at the front and rear of the vehicle, Park Assist can also be supplemented with an optional reversing camera. This helps with manoeuvring by showing a colour camera image on the PCM screen with dynamic guide lines and distances to potential obstacles. Park Assist with Surround View calculates a birds-eye view from four individual cameras that helps when parking and manoeuvring. The display on the PCM screen now has a much higher resolution.

A range of different glazing options is available so that the comfort of the Macan can be personalised to meet individual needs. A heated windscreen is available as an option for the compact SUV for the first time. For this, a special film is integrated in the windscreen that does not need any heating wires. The Macan can also be equipped with optional enhanced thermal and noise-insulated laminated glass. A new acoustic film in the laminated glass design provides improvements in three key areas: almost 100% of harmful UV rays are completely blocked, noise from the outside is reduced even more effectively, and protection against breaking into the vehicle is increased.

The thermal and noise insulated glass is also available with privacy glass. With this option specified, which is also available separately, all the windows behind the B-pillar are heavily tinted. This tinting reduces visible light to below 20 per cent for the rear side windows (below 30 per cent in combination with the thermal and noise insulated glass) and below 30 per cent for the rear window. To further increase privacy, the privacy glass can be supplemented with sun blinds for the rear side windows.

History

The history of the GTS dates back to the 904 Carrera GTS

All the GTS models in the various Porsche model ranges have something in common: they are some of the sportiest, most dynamic and most emotive vehicles in their segment. In 2015, the GTS range spanned five models in nine different variants for the first time – as two- and four-door cars, with a hard top or as a cabriolet, with manual or PDK transmission. Two historical Porsche DNA strands intersect in the new 718 GTS 4.0. Conceptually and creatively, the two-door sports car family adopts elements from the iconic mid-engine racing cars, the 550 Spyder (1953), the 718 GTR Coupé (1962) and the 904 Carrera GTS (1963) – their shapes and proportions have their modern interpretation in the 718 Cayman and Boxster. At the same time, the Carrera GTS, designed by Ferdinand Alexander “Butzi” Porsche, which for trademark protection reasons was not allowed to be officially named 904, is regarded as the forefather of the Porsche GTS line.

Initially, however, the abbreviation standing for “Gran Turismo Sport” once again wrote racing history and adorned the wide-bodied 924 Carrera GTS from 1980. The lightweight 1,121 kg Evolution series of the two-litre, turbocharged 924 Carrera GT was limited to 406 units, delivered 245 PS and reached a top speed of more than 250 km/h. Fifty units were certified for road use by single vehicle approval. It was also available in a racing-only version with 375 PS as well as a 280 PS rally version. The rally car, with which Walter Röhrl caused such a sensation in the 1981 German Championship, was again a 924 Carrera GTS Rally specially developed in Weissach.

Nowadays, GTS stands for the sporty all-rounders of each model range, and sets them apart from the high-performance and GT cars. In 1992, the 928 GTS was conceived in this spirit. It had an 5.4 litre eight-cylinder four-valve engine and represented the pinnacle of the transaxle sports car's model history. It delivered 350 PS and could be combined with a five-speed or four-speed automatic transmission. The 928 GTS sprinted to 100 km/h in less than six seconds and had a speed of 275 km/h and the story of the 928 ended with it in 1995.

Twelve years later, in 2007, the Cayenne GTS with its V8 naturally aspirated engine delivered the blueprint for many other Porsche GTS models. 430 PS and a more firmly tuned chassis gave the four-door car an extra dose of sportiness. An outfit with many black design elements, and an appropriate soundtrack accentuated the look. From 2012, this also applied to the next generation of Cayenne GTS. At 309 kW (420 PS), it was again more powerful than any other naturally aspirated model of the performance SUV at the time.

A 911 Carrera GTS followed for the first time in 2010. With a power output of 300 kW (408 PS), it served as a link between the Carrera, Turbo and GT models of the 997 generation of the 911. It was available as a Coupé and Cabriolet, as well as with rear and all-wheel drive, but always with the 44 mm wider body of the S variant. Even then, the black painted front spoiler lip and red brake callipers were among the visual features. Another special feature was that its 19-inch alloy wheels had centre locks similar to those used in motorsport. Following the same principle, Porsche also offered a 911 Carrera GTS for the 991 generation from 2014, which was available as a Coupé and Cabriolet and, for the first time, also as a Targa. The output of its 3.8-litre six-cylinder boxer engine rose to 316 kW (430 PS).

The third model family to add a GTS variant to Porsche was the Panamera sports saloon in 2011. Initially, a 316 kW (430 PS) 4.8-litre V8 engine combined with a seven-speed PDK resulted a dramatically dynamic personality and a top speed of 288 km/h. The all-wheel drive Panamera GTS closed the gap between the 380 PS Panamera S and the 500 PS Panamera Turbo. After product upgrades it increased to 324 kW (440 PS). The second generation Panamera GTS has been available with a four-litre V8 biturbo engine since 2018. It delivers 338 kW (460 PS) to the four driven wheels and powers the Panamera GTS as well as the Panamera GTS Sport Turismo.

The Macan family introduced a GTS variant for the first time in 2015. With 265 kW (360 PS), a stiffer chassis and a top speed of 256 km/h, it established itself as the sportiest version of the range. This is now followed by a successor – with improved performance in every dimension.

One year earlier, in 2014, the GTS philosophy had already reached the open-top Porsche Boxster and the Cayman Coupé. This was the first time since the 904 Carrera GTS that a mid-engined Porsche sports car had been distinguished in this way. Its 3.4-litre six-cylinder boxer had up to 250 kW (340 PS) and, in combination with the Porsche PDK dual-clutch gearbox, accelerated the two-seater from zero to 100 km/h in 4.9 seconds and saw top speeds of between 281 and 285 km/h. In 2017, its successor was equipped with an even more powerful engine when, for the first time, the Porsche 718 GTS was launched with a 2.5 litre four-cylinder turbo engine. In 2020, the 718 GTS 4.0, with its naturally aspirated six-cylinder high-revving 294 kW (400 PS) boxer engine, writes the next chapter in Porsche GTS history. The turbo version will continue to be available for the Chinese market.