



PORSCHE

The new 911 GTS models

Press kit

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Fuel consumption and emissions

911 GTS models

NEDC:

Fuel consumption combined 10.7–9.7 l/100 km; CO₂ emissions combined 243–221 g/km

WLTP:

Fuel consumption combined 11.4–10.4 l/100 km; CO₂ emissions combined 259–236 g/km

Consumption and emission data determined in accordance with the measurement procedure required by law. As all new cars offered by Porsche are type-approved in accordance with the WLTP, the NEDC values are therefore derived from the WLTP values.

Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled “Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars”, which is available free of charge from all sales outlets and from DAT, Hellmuth-Hirth-Strasse 1, D-73760 Ostfildern.

Highlights

The new Porsche 911 GTS models

- **Five very sporting models.**

Around two and a half years after the market launch of the 992, the 911 range welcomes the sporting GTS models to the family. There are five models to choose from:

- 911 Carrera GTS with rear-wheel drive, as Coupé and Cabriolet
- 911 Carrera 4 GTS with all-wheel drive, as Coupé and Cabriolet, and the
- 911 Targa 4 GTS with all-wheel drive.

- **More powerful and dynamic than ever before.**

The turbocharged three-litre, flat six-cylinder engine in the new 911 GTS delivers 353 kW (480 PS) – 22 kW (30 PS) more than its predecessor or the current 911 Carrera S. Its maximum torque is 570 Nm – an increase of 20 Nm.

- **Performance chassis with many features adopted from the 911 Turbo.**

The chassis is derived from the 911 Turbo sports chassis and was especially modified for the GTS to meet exacting performance demands: thanks to the standard Porsche Active Suspension Management (PASM), the shock absorbers respond to dynamic changes at lightning speed.

- **Reduced weight and lift with the lightweight package.**

For the first time ever, a lightweight package¹ is available for 911 GTS Coupé models. This saves up to 25 kilograms. Other performance optimisations include rear-axle steering as standard as part of this equipment package, along with additional aerodynamic finishing touches. New air guide elements in the front section of the underbody reduce lift at the front. The control of the adaptive rear spoiler has been adjusted accordingly.

- **Numerous black accents on the exterior.**

The many black or darkened exterior details are characteristic of the 911 GTS, and on the 911 Targa 4 GTS these also include the characteristic roll hoop with its Targa script. All 911 GTS models come with the Sport Design package with distinctive trim on the front and rear.

- **Black Race-Tex and Sports Seats Plus as standard in the interior.**

Numerous black Race-Tex features underscore the elegant and sporting ambience, such as the microfibre-trimmed seat centres and steering wheel rim. A GT sports steering wheel, as well as the Sport Chrono package with mode switch, Porsche Track Precision App and a tyre temperature display are standard features. The standard four-way electrically adjusted Sports Seats Plus provide lateral support, comfort and convenience.

- **Safer in everyday use with assistance and comfort systems.**

The new 911 GTS comes with a standard range of assistance systems that make driving and parking safer and more comfortable, especially in daily traffic. The camera-supported Warn and Brake Assist, also fitted as standard, significantly reduces the risk of collisions with vehicles, pedestrians and cyclists. The optional Adaptive Cruise Control offers automatic distance control with a stop-and-go function and reversible occupant protection measures. With the Remote ParkAssist option specified, entering and leaving parking spaces can be controlled remotely via a smartphone² without the driver sitting at the steering wheel.

- **The first Porsche GTS model was the 904 Carrera GTS in 1963.**

GTS stands for Gran Turismo Sport, and it's a popular acronym for Porsche drivers, with a GTS now in almost every model series. In this way, Porsche appeals to a particularly sporting-minded target group that also appreciates a high degree of everyday usability. Launched on 26 November 1963, the 904 Carrera GTS was the first Porsche with the three letters after its name.

¹ Expected availability from November 2021

² Compatible with Apple iPhone 7 and higher and iOS 13 and higher

The successful Porsche 911 family has five new model variants

More dynamic than ever: the new Porsche 911 GTS models

Around two and a half years after the market launch of the 992, the 911 range welcomes the sporting GTS models to the family. Twelve years ago, Porsche introduced the first 911 GTS model. Now, the new generation of the popular sports car model is being launched – more powerful and visually distinctive, and with better driving dynamics than ever before. The flat-six engine delivers 353 kW (480 PS), which is 22 kW (30 PS) more than the current 911 Carrera S and the previous 911 GTS.

Five model variants are now available at prices starting from € 140,981¹:

- 911 Carrera GTS with rear-wheel drive, as Coupé and Cabriolet
- 911 Carrera 4 GTS with all-wheel drive, as Coupé and Cabriolet, and the
- 911 Targa 4 GTS with all-wheel drive.

An eight-speed Porsche dual clutch transmission (PDK) or a seven-speed manual gearbox, as well as a GTS-specific chassis with Porsche Active Suspension Management (PASM) and the high-performance brakes of the 911 Turbo, ensure high driving performance. The new model's driving dynamics can be further improved with the lightweight package², which saves up to 25 kg and is available for the first time on the GTS.

The understated sporting looks of the new members of the 911 family feature black contrasting bodywork elements and darkened headlight areas. Black is also the dominant colour of the interior. Many Race-Tex microfibre features create a feel that is both sporting and elegant. The latest generation of Porsche Communication Management (PCM) awaits the driver, with numerous improvements in operation and connectivity.

Technology: distinctive chassis and specific sports exhaust system

The turbocharged three-litre, flat-six engine in the new 911 GTS delivers 353 kW (480 PS). Maximum torque is 570 Nm – an increase of 20 Nm compared to its predecessor. The 0–100 km/h sprint takes just 3.3 seconds in the 911 Carrera 4 GTS Coupé with the eight-speed Porsche dual clutch transmission (PDK), making it three tenths faster than its predecessor. A seven-speed manual gearbox, with a particularly short-shifting action, is available for all 911 GTS models as an alternative to the PDK.

Its chassis is derived from the 911 Turbo and has been especially modified for the 911 GTS to meet exacting performance demands: thanks to the standard Porsche Active Suspension Management (PASM), its shock absorbers respond to dynamic changes at lightning speed. In the Coupé and Cabriolet, PASM is combined as standard with the sports chassis, which is lowered by 10 millimetres. The concept of helper springs at the rear is derived from the Turbo models, with the main springs being under tension in all driving conditions. Rebound rates remain the same. The 911 Targa 4 GTS uses the chassis of the 911 Targa 4S.

The engineers have also adapted its braking power to match the increased performance of the 911 GTS. It relies on the same high-performance braking system used in the 911 Turbo. The 20-inch (front) and 21-inch (rear) black, centre-lock alloy wheels are taken from the 911 Turbo S. Thanks to GTS-specific tuning, the standard sports exhaust system, together with the omission of part of the interior noise insulation, ensures an even more emotive sound experience.

Exterior: numerous black highlights in satin finish or high gloss

The many black or darkened exterior details are typical of the 911 GTS, and on the 911 Targa 4 GTS these also include the characteristic roll hoop with the Targa script. Other elements painted in satin black include the lip of the front spoiler, the centre-lock alloy wheels, the GTS lettering on the doors and rear, and the slats of the rear lid grille. The two tailpipes of the sports exhaust system are black chrome-plated. An optional exterior package is available, with high-gloss black body details and other features.

All 911 GTS models come with the Sport Design package with distinctive trim on the front and rear. The headlight rims and daytime running light edging are darkened, and the car is fitted with standard LED headlights with Porsche Dynamic Light System Plus (PDLS Plus). The models come with distinctive rear lights.

Lightweight package: reduced weight, less lift

Driving dynamics are further improved with the lightweight package², available for the first time on the GTS. Weight savings of up to 25 kilograms are achieved thanks to lightweight full bucket seats made of carbon fibre-reinforced plastic (CFRP), lightweight glass on the front, door and rear windows, and a lightweight battery. The rear seats are also omitted. Other performance optimisations include rear-axle steering as standard when this equipment package is specified, along with additional aerodynamic finishing touches. New air guide elements in the front section of the underbody reduce lift at the front and the programming of the adaptive rear spoiler has been adjusted accordingly.

Interior: black Race-Tex and Sports Seats Plus as standard

The sporty details of the GTS models continue inside – both with regard to functions as well as visually. The gear lever of the optional seven-speed manual transmission has been shortened by 10 mm, enabling fast gear shifts with just a flick of the wrist. A GT sports steering wheel, as well as the Sport Chrono package with mode switch, Porsche Track Precision App and a tyre temperature display are standard features. The standard four-way electrically adjusted Sports Seats Plus provide lateral support, comfort and convenience. The interior insulation has been reduced to enhance the spine-tingling engine sound.

Numerous black Race-Tex features underscore the elegant dynamic ambience. The seat centres, steering wheel rim, doorhandles and armrests, storage compartment lid and gear lever are all covered in the microfibre material. With the GTS interior package, the decorative stitching can be either Carmine Red or Crayon. The seatbelts, the embroidered GTS lettering on the headrests, and the dials of the rev counter and the Sport Chrono clock also

come in the respective contrasting colour. The decorative inserts on the dashboard, centre console and door trim are Carbon matt with this package.

New display and operating system: now also with Android Auto

The new generation of Porsche Communication Management (PCM) features additional functions and a significantly simplified operation. The touch areas in the media menu have been enlarged, and the tiles on the home screen can now be rearranged. The improved voice assistant recognises everyday speech and can be activated by saying “Hey Porsche”.

Additionally, iOS and Android users will enjoy full connectivity. With Apple Car Play,® and now Android Auto, the functions of the corresponding smartphones can be used fully in the new Porsche 911 GTS models.

¹ Recommended retail price in Germany, including 19 per cent VAT and country-specific equipment

² Expected availability from November 2021

The Exterior design

Multiple highlights in black

The new 911 GTS models combine the modern look of the current 992 generation with a distinctive and particularly sporting appearance.

The many black or darkened exterior details are characteristic of the 911 GTS and, on the 911 Targa 4 GTS, these also include the iconic roll hoop and its Targa lettering. Other elements painted in satin black include the lip of the front spoiler, the centre-lock alloy wheels, the GTS script on the doors and rear, and the slats of the rear lid grille. The two tailpipes of the sports exhaust system are black chrome-plated. An exterior package can be selected as an option for the first time. The details mentioned are finished in high-gloss black, as are the exterior mirrors and the trim on the side skirts.

All 911 GTS models come with the Sport Design package with distinctive trim on the front and rear. The headlight rims and daytime running light edging are darkened, and the car is fitted with standard LED headlights with Porsche Dynamic Light System Plus (PDLS Plus). The models come with distinctive rear lights.

There is a choice of four solid, seven metallic and five special colours for the exterior. Cabriolet customers can choose between four colours for the soft top.

The interior design

Black Race-Tex and Sports Seats Plus as standard

The sporty details of the GTS models continue in the interior – both with regard to functions as well as visually. The gear lever of the optional seven-speed manual transmission has been shortened by 10 mm, enabling fast gear shifts with just a flick of the wrist. For those who prefer to stick with the standard Porsche dual clutch transmission (PDK), a milled aluminium gear lever in satin black is available as an option.

The trim strips in black on the dashboard, the centre console trim and the door panels are finished with inlays of brushed and black anodised aluminium. Other exclusive trim strips are available on request.

The interior noise insulation has been reduced to enhance the spine-tingling engine sounds. Numerous black Race-Tex features underscore the elegant dynamic ambience. The seat centres, steering wheel rim, doorhandles and armrests, storage compartment lid and gear lever are all covered in the microfibre material. The headrests are adorned with embroidered black GTS script.

A GT sports steering wheel, as well as the Sport Chrono package with mode switch, Porsche Track Precision App and a tyre temperature display are standard features.

Comfort- or racing-oriented: the seats

The standard four-way electrically adjusted Sports Seats Plus provide lateral support, comfort and convenience. The rear sides of the backrests are painted in Dark Silver.

The full bucket seats in the lightweight package are even sportier. These are also available for the 911 GTS Coupé as a single optional extra if the customer decides against the rear seats. These seats, made of lightweight, carbon fibre-reinforced plastic (CFRP) with a

carbon-weave finish, are highly evocative of motorsport. The seat centres are made of black, perforated Race-Tex.

The 14-way seat is a more comfort-oriented alternative to the standard seat. On request, the 911 GTS is also available with fully electric sports seats (14-way electric adjustment) or the Adaptive Sports Seats Plus with 18-way electric adjustment. Both seat variants have a memory function for storing, among other things, the driver's seat position and the settings of the steering column and the two exterior mirrors.

Dynamic contrasts: the GTS interior package

The GTS interior package offers even more exclusive sportiness, with decorative stitching available in either Carmine Red or Crayon. The seatbelts, the embroidered GTS script on the headrests, and the dials of the rev counter and the Sport Chrono clock also come in the according contrasting colour.

The decorative inserts on the dashboard, centre console and door trim are matt Carbon in the GTS interior package. Race-Tex is used for the lower section of the dashboard, including the glovebox lid and the door panels.

The package also comes with floor mats in black with their edges stitched in a contrasting colour (Carmine Red or Crayon). The Porsche script is also in this contrasting colour.

Display and operating system

PCM now also with Android Auto

Right from the start, the new 911 GTS features the sixth generation of Porsche Communication Management (PCM), introduced in the summer of 2021. One of its most important new features is the deep integration of the Apple Music and Apple Podcasts streaming services. Android Auto is also integrated for the first time. In addition, the Voice Pilot voice assistant can now understand instructions in everyday speech. The navigation system calculates faster and displays its information more clearly.

Additional flexibility with Android Auto

Android Auto is integrated in PCM 6.0. In addition to Apple iPhones, smartphones with the Google Android operating system can now also be integrated into the infotainment system. This happens automatically as soon as the mobile phone is connected to the 911 GTS with a USB cable. Phone functions and smartphone apps that do not impair driving safety can then be operated via the PCM.

Deeper integration of Apple Podcasts and Apple Music

Subscribers to Apple Music can listen to more than 75 million songs and stream thousands of playlists ad-free via a three-year, free in-car internet connection. They also have access to all artists and radio hosts who broadcast on the global livestream stations Apple Music 1, Apple Music Hits and Apple Music Country. Porsche drivers can also listen to more than 1.5 million shows from the world's leading podcast platform, Apple Podcasts. All they have to do is sync their Apple ID to their car. They do not even have to have their smartphone with them in the car in order to use Apple Podcasts or Apple Music.

Thanks to PCM 6.0, the Porsche 911 GTS also has wireless Apple CarPlay support. This allows customers to set up a wireless connection between their iPhone and their car. By simply tapping the touchscreen or using Siri voice control, they can receive traffic-optimised

navigation routes, make voice calls, send and receive messages, and play music and podcasts.

Voice Pilot is now more human

Instead of pre-set commands, the 911 GTS simply requires the user to say “Hey Porsche” and give instructions in everyday speech. Two examples: the phrase “I need petrol” prompts the navigation system to find a route to the next petrol station, while “I’m cold” automatically increases the interior temperature. Voice Pilot is permanently online and continually learns new phrases, so the system gets better and better over time.

The navigation system is now more powerful

The new hardware and software architecture allows the navigation system to calculate even faster, taking real-time traffic information into account. The map view has a clearer design. Depending on the traffic situation, the roads are displayed in different colours. The route monitor enables fast access to all relevant data, and the system displays lane-specific traffic information.

More intensive communication between human and machine

PCM 6.0 also offers new digital functions. For example, the interactive digital operating manual “Good to know – Driver’s manual” is integrated into the system, smartphone calendar entries are displayed on the touchscreen via the Porsche Connect App and, when the Bluetooth connection is active between car and smartphone, Porsche drivers can dial into telephone conference calls using the Calendar service. The PCM software can be updated using over-the-air technology.

The drivetrain

More powerful than ever before

The turbocharged three-litre, flat-six engine in the new 911 GTS delivers 353 kW (480 PS) – 22 kW (30 PS) more than its predecessor or the current 911 Carrera S. The maximum torque is now 570 Nm, an increase of 20 Nm. The 0–100 km/h sprint takes just 3.3 seconds in the 911 Carrera 4 GTS Coupé, when equipped with the eight-speed Porsche dual clutch transmission (PDK), making it three tenths faster than its predecessor. The bottom line is that the new 911 GTS generation is more powerful and dynamic to drive than ever before.

Performance-oriented high-tech engine

As in related models, the latest generation of the flat-six engine is in the rear of the 911 GTS. The most important features of this high-tech engine, which has been designed for performance, responsiveness and efficiency, include:

- Two symmetrically designed turbochargers. The compressor and turbine wheels are arranged as mirror images of the engine and therefore rotate in opposite directions.
- Electrically controlled wastegate valves. Adjustment with stepper motors allows the boost pressure to be regulated particularly quickly and precisely. The maximum boost pressure in the 911 GTS is approximately 1.3 bar.
- Two intercoolers, located above the engine under the rear lid grille.
- Piezo injector valves. Thanks to the extremely fast opening and closing processes, the injection volume can be divided into up to five injections per working cycle. The high system pressure level of up to 200 bar distributes the fuel in particularly fine droplets in the combustion chamber.
- VarioCam Plus variable valve control. In partial-load operation, the two adjacent valves of a cylinder open with different strokes. This asymmetrical valve lift has advantages in terms of mixture preparation, thereby reducing consumption and

emissions. When full stroke is selected for higher engine performance, both inlet valves of the cylinder open with parallel strokes.

- Compression ratio of 10.2:1. This is a high ratio for a turbocharged engine and results in a noticeable increase in power while maintaining very good engine response.
- Reinforced dual mass flywheel (DMF), adapted to the higher torque of the 911 GTS engine.

Crisp gear changes with shorter gear lever

The eight-speed Porsche dual clutch transmission (PDK) has been further developed for the current 911 generation. It has more harmonious transmission ratios compared to the previous PDK. To increase efficiency, an oil pump regulates the oil pressure required for the gearshift and clutch operations in line with demand. In combination with advanced low-friction oils, this reduces power losses in the transmission.

A seven-speed manual gearbox, with a particularly short shift action, is available for all 911 GTS models as an alternative to the PDK. The gear lever is 10 mm shorter than in other 911 models, making it particularly easy to grip and enhancing the driving pleasure of manual gear changes.

Emotive sound experience

Thanks to GTS-specific parameters, the standard sports exhaust system, together with the omission of part of the interior noise insulation, ensures an even more emotive sound experience. The dual-flow exhaust system features map-controlled and fully variable exhaust flaps. The control system enables both optimum power delivery and an emotive sound. The flaps are operated electrically by stepper motors, which enable intermediate positions to be set.

Sport Chrono package with Sport Response button

The 911 GTS is equipped with the Sport Chrono package as standard, further enhancing driving performance and enjoyment. The Sport Response button is located in the centre of the mode switch on the GT sports steering wheel. It enables the driver to switch the engine

and transmission response to maximum performance for 20 seconds. The driving modes can be changed via the mode switch, with the selected mode being displayed on the instrument cluster.

Further components of the Sport Chrono package include dynamic engine mounts, a separately switchable PSM Sport mode in the Porsche Stability Management, as well as a stopwatch and the Porsche Track Precision App.

The intermediate throttle function in the manual transmission, which is assigned to Sport mode by default, can now be switched off when required.

The chassis

Many features adopted from the 911 Turbo

The chassis is derived from the 911 Turbo Sport suspension and has been modified especially for the 911 GTS to meet exacting performance demands: thanks to the standard Porsche Active Suspension Management (PASM), the shock absorbers respond to dynamic changes at lightning speed. The latest generation of PASM is fitted as standard. When needed, this offers significantly softer damping in both the compression and rebound stages than the previous system, which translates into greater ride comfort. At the same time, the new PASM can make the shock absorbers act more firmly, resulting in significant dynamic handling advantages with respect to body control, roadholding, steering behaviour and potential cornering speeds.

In the Coupé and Cabriolet, the 10 mm-lower Sport suspension is fitted as standard. The concept of helper springs on the rear axle also originates from the Turbo models. These keep the main springs under tension in all driving conditions, thereby maintaining rebound. The Targa is fitted with unlowered PASM suspension.

Steering behaviour and traction both benefit from Porsche Torque Vectoring (PTV). This system supplements the Porsche Stability Management (PSM) and operates with intelligent braking interventions on the rear wheels. There are two variants of the 911 GTS, depending on the specifications:

- PTV Plus with an electronically controlled, fully variable differential lock is fitted in combination with the standard eight-speed Porsche dual clutch transmission (PDK). This noticeably improves traction when accelerating out of corners, through intelligent locking of the differential.
- 911 GTS models with the optional seven-speed manual gearbox have an intermediate throttle function as well as PTV with mechanical limited-slip differential.

The engineers have also adapted the braking power to match the increased performance of the 911 GTS. It relies on the same grey cast iron high-performance braking system used on the 911 Turbo. The high-quality brake components include six-piston aluminium monobloc fixed callipers on the front axle and four-piston fixed callipers on the rear axle. Dimensions of the grey cast iron discs:

Standard brake	Front axle	Rear axle
Diameter (mm)	408	380
Thickness (mm)	36	30

The 20-inch (front) and 21-inch (rear) black, centre-lock alloy wheels are derived from the 911 Turbo. Wheels with a conventional bolt pattern are also optionally available.

The chassis can be customised both visually and technically with a host of options:

the **brake callipers** are painted red as standard, but can also be optionally ordered with a high-gloss black finish.

With the **Porsche Ceramic Composite Brake (PCCB)**, yellow or, as an option, black brake callipers with six pistons and 410 mm discs provide retardation at the front axle. Four-piston callipers and 390 mm discs are fitted on the rear axle. The key advantages of PCCB are faster responses on dry roads, very high resistance to fade, and a much lower weight.

Active roll stabilisation (**Porsche Dynamic Chassis Control, PDCC**) provides further-enhanced cornering stability. On uneven road surfaces, ride comfort is improved by allowing the PDCC to take pressure out of the cylinders accordingly. This reduces wheel-load fluctuations and in turn increases driving performance. The system uses actively adjustable hydraulic cylinders, located directly on the suspension. The cylinder stroke is changed by electrically controlled filling of the hydraulic cylinders with oil, and the respective roll stabilisation is pre-tensioned either more or less as a result. The intelligent control of the

PDCC system is able to individually adjust the hydraulic actuators depending on the driving situation. This influences the self-steering response and improves vehicle stability.

With the **front axle lift function**, the ground clearance of the nose of the car can be increased by around 40 mm. By increasing the overhang angle as well, the electrohydraulic lift system makes driving into garages and multi-storey car parks easier, for example. It can also prevent bottoming out on road humps.

The **active rear axle steering** offers many advantages such as greater agility in narrow bends, more stability when changing lanes at high speed, and better manoeuvrability in urban traffic. Up to a speed of approximately 50 km/h, the system steers the rear wheels in the opposite direction to that of the front wheels. This reduces the turning circle from 11.2 to 10.9 metres. From 80 km/h up, the wheels are steered in the same direction, ensuring better driving stability. Thanks to the faster build-up of cornering forces on the rear axle, changes in direction can be initiated more spontaneously and smoothly.

The optional **Power Steering Plus** provides additional comfort. At high speeds, the steering is as firm as ever and provides very good feedback on the driving conditions, lateral acceleration and road surface. At low speeds, there is greater steering force support, Which makes manoeuvring and parking easier.

The lightweight package

Reduced weight, less lift, unfiltered sound

For the first time ever, a lightweight package¹ is available for 911 GTS Coupé models, Which saves up to 25 kilograms And further improves driving dynamics. The package includes lightweight full bucket seats made of carbon fibre-reinforced plastic (CFRP)², lightweight glass in the front, side and rear windows, and a lightweight battery. The service life of the lithium iron phosphate battery is 2.5 times that of a conventional lead-acid battery, but it only weighs approximately a third as much, at 12.75 kilograms. To save more weight, the rear seats and rear floor mats have also been removed.

Other performance optimisation include rear-axle steering as standard in this equipment combination, along with additional aerodynamic finishing touches. New air-guide elements in the front section of the underbody reduce lift at the front. The control of the adaptive rear spoiler has been re-programmed. It is now approximately four degrees steeper in its performance setting, which gives the benefit of more downforce.

The interior noise insulation has been reduced further, compared to the 911 GTS without the lightweight package, which not only improves the power-to-weight ratio, But also results in a more intense, emotive sound experience.

¹ Expected availability is from November 2021

² Porsche offers the optional 18-way electrically adjusted Adaptive Sports Seats Plus, albeit without weight savings

Assistance and comfort systems

Safer on the road

The new 911 GTS comes with a range of standard assistance systems that make driving safer and more comfortable, especially in daily traffic. This includes lighting technology. The 911 GTS is fitted with LED main headlights as standard. The Porsche Dynamic Light System Plus (PDLS Plus) is combined with these as standard and provides a multitude of intelligent lighting functions. The dynamic high beam, for example, adjusts its headlight range fully variably and continuously to the traffic in front as well as oncoming vehicles.

With the optional LED matrix main headlights, 84 LEDs per headlight work together with upstream lenses and the high-current LEDs of the auxiliary high beam.

Assistance systems with expansion options

The standard camera-supported Warn and Brake Assist significantly reduces the risk of collisions with vehicles, pedestrians and cyclists. In the first instance, the system warns the driver visually and acoustically. A braking jolt follows in the second phase if there is greater danger. If the driver then brakes, this is intensified to full braking if necessary. If the driver does not react, automatic emergency braking is initiated to mitigate the consequences of a collision.

The optionally available Adaptive Cruise Control considerably extends the assistance systems' range of functions. For example, the package offers automatic distance control with a stop-and-go function and reversible occupant protection measures. With the aid of the radar sensor and camera, the system monitors the distance to the vehicles in front and adjusts it automatically. Vehicles that cut in from adjacent lanes are also detected. If required, the system brakes to match the speed of the vehicle in front up to a complete standstill. It also uses the coasting function when possible to reduce fuel consumption. The system therefore offers greater driving comfort, particularly in slow-moving traffic.

Thanks to the stop-and-go function, the 911 GTS is able to move off again independently after braking to a standstill. If the vehicle stops for longer than 15 seconds, a short tap on the accelerator pedal or resumption via the control stalk is all that is needed to move off again. In an emergency braking situation, the side windows and the sliding/tilting sunroof are automatically closed. The reversible belt tensioners for driver and front passenger are also activated.

Lane Keeping Assist with traffic sign recognition

Leaving a lane unintentionally is dangerous. The optional Lane Keeping Assist system monitors the car's position using a camera, and responds by providing steering support if the driver leaves the lane without indicating. An additional acoustic warning can also be activated in PCM (Porsche Communication Management). The system is active between 65 and 250 km/h.

Lane Keeping Assist is combined with traffic sign recognition, Which uses the same camera and detects permanent and temporary speed requirements, as well as overtaking bans and indirect requirements such as place name signs. The traffic sign recognition works situation-dependently and makes use of other vehicle systems. If the rain sensor detects wet conditions, for example, the speed limit display system shows weather-related speed limit requirements. When driving on unfamiliar, winding country roads, the system also provides a direction-dependent indication in the driver's display before tight corners.

The optional Remote ParkAssist package includes Lane Change Assist. The system uses a radar sensor to detect the distance and speed of traffic behind the car in adjacent lanes. If the speed and distance to the driver's vehicle are deemed a risk for changing lanes, a warning is shown in either the left or right exterior mirror. The system detects vehicles at a distance of up to 80 metres and is active between approximately 15 and 250 km/h.

Remote control parking

Assistance systems make manoeuvring and parking the new 911 GTS much easier. The standard front and rear ParkAssist supports the driver with visual and acoustic warnings.

The system uses ultrasonic sensors fitted to the front and rear of the vehicle. The 911 GTS Targa and 911 GTS Cabriolet are also fitted with a reversing camera as standard. This is available as an option on the Coupé. The colour camera image, with dynamic guide lines and distances, helps the driver to estimate the distance to other cars and obstacles.

With the Remote ParkAssist option fitted, entering and leaving parking spaces can be controlled remotely via a smartphone,¹ without the need for a driver to be at the wheel. Automatic control is possible in parallel and perpendicular parking spaces as well as garages. The system automatically detects a space and measures it using ultrasonic sensors and a camera. If the space is large enough, the driver can start the parking process via the Porsche Connect App and then get out. They constantly monitor the parking process by pressing and holding a corresponding button on the smartphone's app interface. Active Parking Support independently takes over steering as well as the forward and reverse motion and braking of the vehicle. When the button is released, the 911 GTS immediately stops the parking manoeuvre.

¹ Compatible with Apple iPhone 7 and higher and iOS 13 and higher

The history

Striking appearance and convincing performance

GTS stands for Gran Turismo Sport, and it's a popular acronym for Porsche drivers, with a GTS now in almost every model series. In this way, Porsche appeals to a particularly sporting-minded target group, which appreciates a particularly emotive driving experience but also wants a high degree of everyday usability. Design is another important reason for purchase among these customers.

The GTS tradition at Porsche began with the winner of the 1964 Targa Florio. Below is an overview of the three most important historical models as well as the current Porsche range.

The forefather: 904 Carrera GTS (1963)

The 904 Carrera GTS was the first Porsche with the three letters in its name. Ferdinand Alexander Porsche designed the mid-engine coupé for both road and racetrack, in line with the maxim that “every Porsche is suited to racing”. The two-seater was unveiled at the Solitude track in Stuttgart on 26 November 1963. It was the first sports car from Zuffenhausen to have a plastic body and only 106 units were built. The car recorded its greatest victory in 1964 at the Targa Florio in Sicily, driven by Baron Antonio Pucci and Colin Davis.

The sports car: 924 Carrera GTS (1981)

With the Carrera models from the 924 series, Porsche proved that the transaxle concept could also be successful in motorsport. With a price of 110,000 marks (around € 56,200 today), the 924 Carrera GTS 1981 became the most expensive production Porsche to date. It was based on the 924 Turbo (Type 931). June 1980 saw the launch of the 154 kW (210 PS) 924 Carrera GT (Type 937), further developed and homologated for Group 4 motorsport. Even more powerful was the 924 Carrera GTS (Type 939). While the normal GTS delivered 177 kW (240 PS), the Clubsport variant boasted 202 kW (275 PS). The GTR, which was designed exclusively for racing, delivered 276 kW (375 PS). Walter Röhrl caused a furore in

the 1981 German Championship driving a 206 kW (280 PS) rally version. The total number of units built remained small: between February and April of that year, 50 left-hand drive 924 Carrera GTS cars, painted exclusively in Guards Red, were built. Including all prototypes, 59 cars were produced.

The dynamic all-rounder: 928 GTS (1992)

The current positioning of the GTS models as sporty all-rounders began with the 928 GTS. As the final development stage of this transaxle model series, the GTS had wider rear wings, a red light strip at the rear, a rear wing painted in the body colour, exterior mirrors in Cup design and 17-inch Cup rims as standard. Its 5.4-litre V8 engine delivered 257 kW (350 PS).

The modern era: GTS currently available in five model families

In 2007, the Cayenne GTS was the first Porsche of the modern era to feature the abbreviation in its model designation. The 997 II Carrera GTS followed in 2009. Along with 300 kW (408 PS) and 420 Nm of torque, changes to the exterior also underscored its outstanding performance. Among the numerous differences to other 911 models, the GTS had different front and rear sections, standard centre-lock wheels, as well as lowering and aerodynamic enhancements. Additional exterior components accentuated in black remain a distinctive feature of GTS derivatives to this day.