



PORSCHE

Press release

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718 Cayman GTS 4.0: Fuel consumption combined 10.9 – 10.1 l/100 km (WLTP); 10.8 – 9.6 l/100 km (NEDC); CO₂ emissions combined 247 – 230 g/km (WLTP); 246 – 219 g/km (NEDC)

718 Boxster GTS 4.0: Fuel consumption combined 10.9 – 10.1 l/100 km (WLTP); 10.8 – 9.6 l/100 km (NEDC); CO₂ emissions combined 247 – 230 g/km (WLTP); 246 – 219 g/km (NEDC)

911 Carrera GTS: Fuel consumption combined 11.4 – 10.4 l/100 km (WLTP); 10.3 – 9.7 l/100 km (NEDC); CO₂ emissions combined 259 – 240 g/km (WLTP); 234 – 221 g/km (NEDC)

911 Carrera GTS Cabriolet: Fuel consumption combined 11.3 – 10.5 l/100 km (WLTP); 10.4 – 9.8 l/100 km (NEDC); CO₂ emissions combined 256 – 244 g/km (WLTP); 242 – 226 g/km (NEDC)

911 Carrera 4 GTS: Fuel consumption combined 11.4 – 10.6 l/100 km (WLTP); 10.5 – 9.7 l/100 km (NEDC); CO₂ emissions combined 259 – 240 g/km (WLTP); 240 – 222 g/km (NEDC)

911 Carrera 4 GTS Cabriolet: Fuel consumption combined 11.3 – 10.8 l/100 km (WLTP); 10.6 – 9.9 l/100 km (NEDC); CO₂ emissions combined 256 – 244 g/km (WLTP); 242 – 226 g/km (NEDC)

911 Targa 4 GTS: Fuel consumption combined 11.3 – 10.8 l/100 km (WLTP); 10.7 – 9.9 l/100 km (NEDC); CO₂ emissions combined 257 – 245 g/km (WLTP); 243 – 227 g/km (NEDC)

Macan GTS: Fuel consumption combined 11.7 – 11.3 l/100 km (WLTP); 9.9 l/100 km (NEDC); CO₂ emissions combined 256 – 255 g/km (WLTP); 225 g/km (NEDC)

Cayenne GTS: Fuel consumption combined 14.1 – 13.3 l/100 km (WLTP); 11.4 – 11.2 l/100 km (NEDC); CO₂ emissions combined 319 – 301 g/km (WLTP); 260 – 255 g/km (NEDC)

Cayenne GTS Coupé: Fuel consumption combined 14.0 – 13.3 l/100 km (WLTP); 11.4 – 11.2 l/100 km (NEDC); CO₂ emissions combined 318 – 302 g/km (WLTP); 260 – 256 g/km (NEDC)

Panamera GTS: Fuel consumption combined 13.1 – 12.1 l/100 km (WLTP); 10.9 – 10.7 l/100 km (NEDC); CO₂ emissions combined 296 – 275 g/km (WLTP); 249 – 244 g/km (NEDC)

Panamera GTS Sport Turismo: Fuel consumption combined 13.2 – 12.3 l/100 km (WLTP); 11.1 – 10.9 l/100 km (NEDC); CO₂ emissions combined 300 – 280 g/km (WLTP); 253 – 248 g/km (NEDC)

Taycan GTS: Power consumption combined 23.3 – 20.3 kWh/100 km (WLTP); 25.9 kWh/100 km (NEDC); CO₂ emissions combined 0 g/km (WLTP); 0 g/km (NEDC); electric range combined 439 – 504 km (WLTP); electric range based on WLTP city 539 – 625 km

Taycan GTS Sport Turismo: Power consumption combined 24.1 – 21.0 kWh/100 km (WLTP); 26.0 kWh/100 km (NEDC); CO₂ emissions combined 0 g/km (WLTP); 0 g/km (NEDC); electric range combined 424 – 490 km (WLTP); electric range based on WLTP city 524 – 616 km

GTS variants: the most thrilling contenders in each of the six Porsche model series

GTS: the perfect balance between performance and everyday practicality

Stuttgart/Rome. Porsche stands for sportiness. The models manufactured in Zuffenhausen embody dynamism and emotion. By the time the 911 was released

around six decades ago, the brand had already gained a reputation all over the world as a manufacturer of dynamic, technically advanced, unmistakably unique vehicles – there's nothing quite like a Porsche. However, the company's product range is far from monotonous. Within the portfolio, engineers and designers have developed a wide array of models. There's a Porsche for virtually every situation. If you want a car that is packed with excitement, three letters are what you need: GTS models are especially dynamic and agile derivatives that still manage to impress in everyday use. They offer a perfect balance of performance and everyday practicality, representing the sporty sweet spot of every series.

What began around 60 years ago with the legendary Porsche 904 Carrera GTS is now an integral part of the entire Porsche range. Today, each series has at least one GTS variant. This is true of the classic combustion-engine models as well as the fully electric Taycan, which was also presented a few months ago as a thrilling GTS derivative.

But what exactly makes a GTS into a GTS at Porsche? The full name gives a hint: GTS stands for Gran Turismo Sport. A GTS needs to be able to shine on the racetrack just as much as it does on everyday outings. A super-dynamic design combined with a high level of daily comfort are the prerequisites for GTS models to mark them out as exciting vehicles within their respective ranges. These thrilling derivatives sit between the S and 4S models and the GT and Turbo models within each of the individual product lines.

A GTS can be identified at a glance by its unique, energetic design. Signature elements make a GTS instantly recognisable, despite the individuality offered by each and every model. Generally – and as standard – various design elements are in Black – either matt, satin-finish or high-gloss. This includes, for example, the front end, the logos and the wheels, which are also generally larger than for other variants, such as the basic model. In addition, a Porsche GTS has a distinctive front spoiler, as well as darkened headlights and tail lights. Other features of the GTS models that bring an extra thrill

factor include the red brake callipers and paint options that include the exclusive special colour Carmine Red, which is also available for other models.

The interior of these vehicles also has a GTS-specific look. This includes Sports Seats and Alcantara or Race-Tex surfaces, a sports steering wheel, exclusive trim strips and numerous GTS logos, for example on the headrests. Of course, black is still the dominant colour in the interior of these dynamic derivatives. For those who are looking for something even sportier, there are other optional GTS interior packages to choose from. Depending on the series, these include decorative stitching and seat belts in Carmine Red, Crayon or Python Green as on the Macan GTS. There are also additional leather, carbon and Race-Tex features for all series.

That just leaves the technology, and what would an excitingly dynamic model like the GTS be without an impressive engine and technical features to match? GTS models feature increased power compared to derivatives positioned below them in their respective ranges, while also offering engine tuning optimised for dynamism, plenty of torque, and a high maximum speed and acceleration. These features are in part combined with a specially tuned gearbox, the Sport Chrono Package, which is also provided as standard, the PASM Sports suspension and a lower ride height. The GTS technology package is rounded off with exhilarating acoustics. The standard sports exhaust system on petrol-powered models ensures an emotive sound experience thanks to GTS-specific tuning and the omission of some of the interior noise insulation on certain series. They are also equipped with distinctive black tailpipes.

However, the Porsche engineers recently succeeded in a further special feat: they have also been able to transfer the GTS philosophy to the Taycan – almost identically. This means that the fully electric Taycan GTS now offers that same thrilling sound experience thanks to its modified Porsche Electric Sport Sound. In addition, the Taycan GTS shines with the same character-rich design and inspiring interior as its other GTS counterparts. Engine power and performance characteristics are also exceptional. The Taycan GTS not only completes the GTS range, which now includes all six Porsche

model lines, but also paves the way for potential further electric GTS models in the future.