



PORSCHE



**The new 718 GTS 4.0 models
and the new Macan GTS**

U.S. press kit

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New GTS variants of Macan, 718 Cayman and 718 Boxster

Three new GTS models

Gran Turismo Sport, or GTS, traditionally signifies thoroughbred performance combined with a high degree of everyday usability at Porsche. Offering exciting dynamics with a distinctively exclusive look, these performance-oriented all-rounders are positioned between the S models and the high-performance Turbo and motorsport-inspired 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-liter six-cylinder boxer-engined GTS two-seaters occupy the spot just below the 718 Spyder and the 718 Cayman GT4 in the mid-engine sports car line-up.

All Porsche GTS models feature performance-enhancing standard equipment, exclusive features and an exhilarating engine sound that underscore their focus on driving enthusiasts. Every GTS succeeds in perfectly combining typical Porsche driving dynamics with long-distance comfort, making it possible to experience these characteristics both on the race track and during day-to-day use. The extra performance compared with the S models is provided by engines with very responsive power delivery and high reserves of torque. The 718 GTS 4.0 models are powered by the four-liter engine that is also used in the 718 Spyder and the 718 Cayman GT4. The Macan GTS is equipped with the 2.9-liter twin-turbo V6 engine that is also used, in differing states of tune, in various Panamera and Cayenne models as well as the Macan Turbo.

In addition to superb acceleration, the GTS models also offer impressive handling. The focus is on an even sportier tune 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 a lower ride height, for particularly precise handling. The Macan GTS is up to 1 inch (25 millimeters) lower than the S version, while the 718 GTS 4.0 models are up to 0.78 inches (20 millimeters) lower than standard 718 Boxster and Cayman models.

Specific design features accentuate the particularly performance-oriented nature of all the GTS models. On the exterior, these include individually designed front and rear fasciae, side skirts,

tinted tail lights, 20-inch wheels painted in black, black GTS script on the side and rear as well as black tailpipes for the standard Sport Exhaust System. Sport seats are also fitted as standard to ensure optimum lateral support and excellent comfort. The sporty, elegant appearance of the GTS design is characterized by numerous black trim elements that contrast with the colors Carmine Red or Chalk 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 genuine sports car experience and excellent day-to-day usability characteristic of GTS models. With 44 hp more power than the S models, the new 718 GTS generation is positioned just below the 718 Spyder and 718 Cayman GT4.

- **Powerful four-liter engine.**

With an output of 394 hp, the six-cylinder boxer engine stands out with its particularly direct throttle response and linear power delivery. The sprint from zero to 60 miles per hour is achieved in 4.3 seconds with the standard six-speed manual transmission while top track speed is up to 182 miles per hour. A seven-speed dual-clutch PDK transmission is optionally available.

- **Precise handling.**

The standard Porsche Active Suspension Management (PASM) Sport suspension with a 0.78 inches (20 millimeters) lower ride height compared to standard 718 Boxster and Cayman models, and the two-stage adjustable Porsche Stability Management (PSM) ensure exceptionally agile driving characteristics.

- **Personal race track times.**

The Porsche Track Precision App offers additional functions. Performance-related data can be displayed, visualized and recorded on the PCM display during use on the race track in conjunction with the optional navigation system.

- **Exclusive and attractive standard equipment features.**

Standard features include a dark Alcantara® interior, 20-inch 718 Sport wheels, PASM Sport Suspension, Sport Exhaust System, Porsche Communication Management (PCM) with a high-resolution, 7-inch touchscreen and the Sport Chrono package.

Summary

The new 718 GTS 4.0 models: naturally aspirated, six-speed manual standard

Porsche is adding two new models to its mid-engine sports car range: the 718 Cayman GTS 4.0 and the 718 Boxster GTS 4.0. The new mid-engine sports cars are powered by a naturally-aspirated four-liter six-cylinder boxer engine developing 394 hp and 309 lb.-ft. of torque. This engine is closely related to the 414 hp variant used in the 718 Spyder and the 718 Cayman GT4. Equipped as standard with a six-speed manual transmission and standard Sport Exhaust System, the 718 GTS 4.0 models offer exceptional throttle response. Both variants can accelerate from 0 to 60 mph in 4.3 seconds and reach a top track speed of 182 mph. A seven-speed PDK dual-clutch transmission is available as an option. Porsche Active Suspension Management (PASM) sport suspension with a 0.78 inch (20 millimeter) lower ride height (compared to other 718 Boxster and Cayman models) is standard, as is Porsche Torque Vectoring (PTV) with a mechanical limited-slip differential. As a result, the new 718 GTS 4.0 balances nimble handling and ride comfort exceptionally well. The standard Sport Chrono package with upgraded Porsche Track Precision App also underscores the driving enthusiast-oriented character of these mid-engine sports cars. Black contrasting design elements and a dark Alcantara® interior are highlights typical of GTS models.

The 718 Cayman GTS 4.0 and 718 Boxster GTS 4.0 are available to order now. Prices start at \$86,800 for the 718 Cayman GTS 4.0, and \$88,900 for the 718 Boxster GTS 4.0, each not including the \$1,350 delivery, processing and handling fee.

The new 718 GTS 4.0: Details

The new GTS engine stands out with its superior power reserves and precise throttle response. It revs effortlessly to 7,800 rpm and emits a particularly rich six-cylinder boxer engine sound via the standard Sport Exhaust System. The 718 GTS 4.0 models adopt the twin tailpipe Sport Exhaust System from the 718 Spyder and 718 Cayman GT4. Its saddle-type design creates space for the contrasting black rear lower fascia, which was specifically designed for the GTS models. As in the 718 Spyder and 718 Cayman GT4, the powerful naturally aspirated four-liter boxer engine is equipped with adaptive cylinder control that alternately switches off one of the two cylinder banks at low engine loads, direct fuel injection with piezo injectors and a variable

intake system to enhance the car's efficiency.

With exceptionally agile handling and precise steering, the chassis pairs an exciting driving experience with ride comfort suitable for everyday use. Porsche Active Suspension Management (PASM) is part of the standard equipment on 718 GTS 4.0 models. The ride height with this performance-oriented suspension is 0.78 inches (20 millimeters) lower than on standard 718 Boxster and Cayman models. The regular PASM suspension with a 0.39-inch (10 millimeter) reduction in ride height compared to standard 718 variants is alternatively available. Other standard equipment on the 718 GTS 4.0 models includes Porsche Stability Management (PSM) with individually 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 a mechanical limited-slip differential.

The mid-engine sports cars are fitted with 20-inch light-alloy wheels painted in satin black and high-performance summer tires (235/35 ZR 20 at the front and 265/35 ZR 20 at the rear). In light of the increased power, the brake system has been enhanced compared to the 718 S and previous 718 GTS models. The cross drilled cast-iron front rotors now measure 13.8 inches (350 millimeters) in diameter (up from 330 mm previously) and are equipped with red six-piston calipers, while the rear rotor size has been increased to 13 inches (330 mm). The Porsche Ceramic Composite Brake (PCCB) is available as an option.

As is typical for GTS models, the spoiler lip, the all-black air intake of the SportDesign front fascia and the redesigned lower rear fascia are kept in black, while the front running light lenses and taillights are tinted.

Black Alcantara® is the material of choice for the interior, covering the center sections of the standard Sport Seats Plus as well as the steering wheel rim, center console, gear lever and door armrests. In the 718 Cayman GTS 4.0, Alcantara® also covers the A-pillars and the roof lining. With the optional GTS Interior Package, the tachometer, seat belts, all decorative stitching including the embroidered GTS emblem in the headrests and the Porsche lettering on the floor mats are kept in either Carmine Red or Chalk. The interior trim for the 718 GTS 4.0 models with the optional GTS Interior Package is carbon fiber; other trims are optionally available.

The 718 GTS 4.0 models come standard with Porsche Communication Management (PCM) with a high-resolution seven-inch touchscreen and the Sport Chrono package, including the enhanced Track Precision App. This feature can be accessed when ordering the optional navigation system with Connect. Originating from motorsport, the smartphone app shows performance-related data on the PCM display and records it for later analysis. The online navigation module with real-time traffic information, voice control and Porsche Connect are available as an option, as are a BOSE® Surround Sound System and Burmester® High-End Surround Sound System.

Engine and transmission

High-revving, high-performance engine with 394 hp

The heart of the new 718 GTS 4.0 models is their four-liter six-cylinder boxer engine. With an output of 394 hp, it develops 44 hp more than the four-cylinder turbocharged S models and impresses with its particularly responsive throttle 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 turbocharged engines in the current 911 Carrera model range. In the GTS, the engine is capable of revving up to 7,800 rpm, with maximum power available at 7,000 rpm. Its maximum torque of 309 lb.-ft. peaks between 5,000 and 6,500 rpm. Power is transmitted by a six-speed manual transmission with a rev-match function in Sport mode.

This leads to impressive performance figures. Both 718 GTS 4.0 models reach a top track speed of 182 mph. From zero to 60 mph, the six-speed manual 718 GTS 4.0 is one-tenth faster than the turbocharged S model, hitting 60 mph in 4.3 seconds. Acceleration from 0-200 km/h (124 miles per hour) takes 14.1 seconds. The optional seven-speed PDK dual-clutch transmission can reduce acceleration times further through lightning-quick shifts.

The six-cylinder boxer engine of the new 718 GTS 4.0 two-seater is a powerful, high-revving powerplant that also delivers 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 74 lb.-ft., 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. The function can be deactivated together with the start/stop function at the touch of a button.

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 accurate. The fuel, finely atomized with a maximum fuel pressure of 200 bar, produces an optimized 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.

Engine construction suited to high-revs

The high-revving concept of the six-cylinder engine is based on meticulously enhanced technologies for the four-liter boxer engine. Mechanically, the following components provide the groundwork 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 optimized connecting rods and a generously dimensioned crankshaft main bearing with a diameter of 67 millimeters. The integrated dry sump lubrication serves the same purpose,

enabling optimum oil supply to the engine even at high longitudinal and lateral loads. 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 delivery and torque values across the entire engine speed range.

Sport Exhaust System

The 718 GTS 4.0 models adopt the Sport 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 muffler, 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 emotional and charismatic flat-six sound.

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

The manual six-speed transmission transmits the power of the naturally aspirated six-cylinder 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 reduced by the dynamic PADM (Porsche Active Drivetrain Mounts) transmission mounts, which minimize the oscillations of the drivetrain. The 718 GTS 4.0 models use the dual-mass flywheel from the 911 GT3.

As an option, a seven-speed PDK dual-clutch transmission can be ordered as well.

Chassis and driving assistance systems

Tuned for exceptional handling

The focus on performance and driving pleasure of the 718 GTS 4.0 models is also reflected in the new models' driving dynamics. Both the Boxster and the Cayman stand out with their particularly precise handling, direct steering and responsive cornering. Compared to the 718 Cayman GT4, which is optimized for race track use, in favor of unconditional suitability for everyday use. Both 718 GTS 4.0 versions thereby present themselves as thoroughbred sports cars that perfectly combine dynamics and a high degree of comfort – characteristics that can be experienced and enjoyed both on a closed track and day to day.

To this end, both 718 GTS 4.0 variants are fitted with Sport Suspension paired with Porsche Active Suspension Management (PASM) adaptive damping system as standard. Optional on 718 S models, this is combined with a ride height that is 0.78 inches (20 millimeters) lower than the less powerful 718 Boxster and Cayman models. For drivers who prefer more comfort, the regular PASM suspension is available as an option, which lowers the ride height by 0.39 inches (10 mm). Combined with the modern chassis layout and the enhanced high-performance braking system, this results in a remarkable balance between performance-oriented firmness and long-distance comfort.

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

PSM helps to increase stability of the car at its dynamic driving limits. In addition to direction, speed and yaw rate, it also determines lateral acceleration. For performance-oriented drivers who want to experience their 718 GTS 4.0 on a closed track, the standard Sport Chrono package includes PSM Sport mode. Compared with the fully activated system, it allows greater yaw movements around the vertical axis and more wheel spin on the drive wheels before PSM intervenes.

Familiar from other Porsche 718 models, the Sport Chrono Package itself enhances the spread of capabilities 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 located on the steering wheel without the driver having to take their hands off the 14.1 inch (360 mm) GT Sport steering wheel. The drive programs influence the engine's responsiveness, the PASM suspension system, the Sport 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 in particularly performance-focused driving environments. 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 impulse on the inside rear wheel, it generates angular momentum around the vehicle's vertical axis when steering into a steering, 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 corners.

Porsche Active Drivetrain Mounts are another feature of the Sport Chrono package. They minimize 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 corners and during changing throttle loads, paired with refined ride comfort on bumpy roads.

Generously sized brake system

The enhanced grey cast iron braking system is extremely powerful and emphasizes the performance-driven character of the 718 GTS 4.0 models. The front brake calipers each have six pistons pressing the pads against the rotors, while four-piston calipers are fitted at the rear. The rotors have a diameter of 350 x 34 mm on the front axle (up from 330 mm previously) and 330 x 28 mm on the rear (previously 299 mm). 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 millimeter rotors with six-piston fixed calipers painted in yellow. Four-piston fixed calipers on 350 x 28 mm rotors are used at the rear. The 718 GTS 4.0 comes with 20-inch Satin Black alloy wheels as standard shod in specially matched 235/35 ZR 20 high performance summer tires at the front and 265/35 ZR 20 at the rear.

Design and interior equipment

GTS-specific interior, more standard equipment

The 718 GTS 4.0 two-seater models express their special status with finely accentuated design elements. As is customary with Porsche GTS models, black accents play a key role. For example, the specific partially black SportDesign front fascia 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 complemented by the Porsche Dynamic Light System (PDLS) or, in conjunction with LED headlights, by PDLS Plus. The side view is characterized by Satin Black 20-inch alloy wheels with a ten-spoke design. A striking distinguishing feature at the rear is the new Sport Exhaust System adopted from the 718 Spyder and 718 Cayman GT4. Its separated tailpipes frame the newly designed lower rear fascia, which – like the 718 Boxster GTS or 718 Cayman GTS model designation – is also kept 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. It is used for the center panels of the electrically adjustable two-way Sports Seats Plus and the steering wheel rim, the center 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 headliner. 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 aluminum design. The GTS emblem can be found on the tachometer 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 color. Carmine Red or Chalk are available to choose from and accentuate the tachometer and seat belts, all decorative stitching 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 center console are made of carbon fiber when this option is selected.

Porsche Communication Management: infotainment with user-friendly 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 touchscreen with an 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 WiFi 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 calculation. 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 sound system in the Porsche 718 GTS 4.0 can be further enhanced. The optional 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 driver's assistance systems

The 718 GTS 4.0 models are fitted with 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-engine sports car remains easy to control even when driving on the limit. The standard cruise control brakes moderately if the specified speed is exceeded on a hill. Lane Change Assist uses radar sensors at the rear of the car to monitor the area behind the vehicle and its blind spot from a speed of 9 miles per hour upwards. At speeds between 19 and 155 miles per hour, Lane Change Assist provides information on cars approaching from behind or moving in its blind spot by means of a warning light near the mirror. The warning signal lights up if the driver sets the direction indicator at the same time or if the system detects a lane change. It does not interfere with vehicle control and can be deactivated at any time.

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 powerplant.

- **An emotional driving experience.**

Equipped with a 2.9-liter twin-turbo V6 engine, the new Macan GTS delivers 15 hp and 14 lb-ft more than its predecessor. The exhilarating power delivery is complemented with the impressive sound of the standard sports exhaust system.

- **Chassis tuning of a sports car.**

Air Suspension including Porsche Active Suspension Management (PASM) is standard equipment on the Macan GTS. Driving dynamics benefit from a 25 mm reduction in ride height due to revised PASM dampers in combination with a standard Air Suspension system, which both contribute to the lowered center of gravity.

- **Distinctive appearance.**

The new Macan GTS features a unique, exciting and exclusive appearance. Like the predecessor model, many features on the 2020 Macan GTS are finished in black. These include model-specific 20-inch RS Spyder Design wheels, a roof spoiler, window trim strips and black “GTS” script on the sideblades and liftgate. Adding to the visual effect, the standard LED headlights and LED taillights are also tinted. A generously appointed interior with brushed black aluminum and Alcantara® continue the sporty aesthetic inside.

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-liter twin-turbo V6 engine delivers 375 hp, which represents an increase of 15 hp 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 60 mph in as little as 4.5 seconds, three tenths faster than before, and has a top track speed of 162 mph.

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. Specially tuned Porsche Active Suspension Management (PASM) dampers combined with a standard Air Suspension lower the body by 25 millimeters in the "normal" model as compared to either the Macan S or Macan Turbo. Suspension revisions allow even better lateral dynamic performance through significantly increased spring rates on both the front and rear axles. Combined with the standard 20-inch RS Spyder Design wheels and the large brakes (360 x 36 millimeters at the front, 330 x 22 millimeters at the rear), the new Macan GTS offers impressive agility. As an option, two upgraded brake systems are available: 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 liter V6 engine, the central turbo layout of which, with two turbochargers arranged in the inner V of the engine, is particularly responsive. Peak torque of 383 lb-ft is available over a broad range of engine speeds from 1,750 to 5,000 rpm. The broader torque band represents a significant improvement over the 3.0-liter twin-turbo V6 of the previous Macan GTS, which offered peak torque until 4,000 rpm.

The new Macan GTS also emphasizes its exceptional dynamic status visually. The standard Sport Design package features new front and rear fascias, as well as striking side skirts. The front fascia is characterized by black 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 tinted. The LED headlights can be optionally ordered in black with PDLS Plus. Satin black 20-inch RS Spyder Design wheels, red brake calipers and window trim in black also emphasize the car's high-performance appearance. The color black also sets accents at the rear of the Macan GTS, where the diffuser and the tailpipes of the standard sports exhaust system are finished in black.

High-quality materials such as Alcantara® on the seat center panels, the center console armrests and door panels, as well as brushed aluminum, emphasize the sporty 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, are standard equipment. Sports seats, exclusive to the GTS, with eight-way adjustment and pronounced side bolsters for added support are also standard. The GTS leather interior, which is available in either Carmine Red or Chalk, and which features additional Alcantara® elements and further color accents, as well as the BOSE® Surround Sound system and the new smartphone tray with inductive charging function, are further examples of the many personalization options available. Adaptive cruise control, Surround View, a heated windshield and ionizer also meet the driver's desire for safety and comfort if selected.

Engine and performance

Responsive twin-turbo V6 engine

The 2.9-liter twin-turbo V6 engine in the Macan GTS is also used – in varying states of tune – in the Macan Turbo, Cayenne and Panamera. In the new Macan GTS, the engine delivers 375 hp. The maximum torque is 383 lb-ft 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 60 mph in 4.7 seconds, or 4.5 seconds with the optional Sport Chrono package, and reaches a top track speed of 162 mph.

The engine boasts a host of innovative technologies. In particular, the combustion process with central injector, charge cycle and charging have all been optimized. 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.

Optimized engine mounts improve the connection between the engine and chassis. This allows for improved turn-in characteristics that make the steering feel more direct and agile. Additionally, these improvements lead to better wheel control and chassis balance while accelerating out of corners due to a reduction in engine movement during increased throttle input.

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 promotes fuel efficient driving and increases comfort when driving long distances. In combination with the adaptive cruise control, the PDK also offers coasting mode.

When the optional Sport Chrono package is fitted, the Macan GTS gains a 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.

If selected, the optional Sport Chrono package also adds an intermediate mode between Porsche Stability Management (PSM) “on” and complete deactivation of the system. This in-between option is called PSM Sport. With this especially dynamic setting, ambitious drivers can get even closer to the limit of the Macan GTS. PSM Sport can be enabled regardless of the selected driving mode and must be manually selected.

Chassis and drive systems

Performance-oriented chassis setup

The greatest strength of the new Macan GTS lies in its handling. The new Macan GTS comes as standard with staggered 20-inch RS Spyder Design wheels wearing specially developed tires meant to improve its performance characteristics. All Macan GTS models include Air Suspension with Porsche Active Suspension Management. Air springs on each corner provide adjustable ride height and stiffness to keep the car level and optimally tuned for virtually any driving condition.

When compared to the Macan Turbo, the Macan GTS benefits from a 25-millimeter reduction of standard ride height, thereby lowering the center of gravity. The active damper system and anti-roll bars have both been completely retuned. This means even more driving pleasure through a more neutral response while at the same time offering unchanged stability and improved comfort. Porsche Torque Vectoring Plus (PTV Plus) is available as an option to further enhance the dynamic performance of the car.

Powerful braking system

The Macan GTS comes as standard with powerful brakes with 360 mm brake discs at the front and 330 mm at the rear. Its brake calipers are painted red. Porsche also offers two optional braking systems. Porsche Surface Coated Brake (PSCB), with a tungsten carbide coating on the brake discs, offers up to 90 percent less brake dust compared with conventional cast iron brakes. Characteristic features of the PSCB are the white brake calipers. The tried and tested Porsche Ceramic Composite Brake (PCCB) is also available as an option.

Design and equipment

GTS-specific appearance with standard Sport Design Package

The enthusiast-oriented character of the Macan GTS can also be seen in its interior. The new model benefits from upgraded standard equipment. The brushed black aluminum kick plates, with black Macan GTS script, make it clear that this is an exceptionally sporty car. The brushed black aluminum package provides a sporty contrast and gives a high-quality impression. The tachometer 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 extensive lateral support

Available exclusively for the Macan GTS, 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 center panels, the armrests on the center console and the door panels is already standard in the Macan GTS. As an option, the headliner can also be trimmed in Alcantara®.

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

A wide range of further equipment options is available for personalization. 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 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 ionizer 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 Surround View, offering a 360-degree, top-down view of the car for easier parking.

Driver's assistance and comfort-enhancing systems**Wide array of optional systems available**

Like on other Macan models, Lane Keep Assist, Lane Change Assist and Speed Limit Display are still available as an option. 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 to a standstill in tandem with the braking behavior 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, a brief press of the accelerator or touch of the control stalk is necessary to resume motion.

The warn and brake assist system, which reduces the risk of collisions with vehicles and pedestrians, is a component of adaptive cruise control. 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.

A heated windshield is available as an option. For this, a special film is integrated in the glass that does not require heating wires. The Macan can also be equipped with optional enhanced thermally and noise-insulated glass. A new acoustic film in the laminated glass design provides improvements in two key areas: almost 100 percent of harmful UV rays are completely blocked and noise from the outside is reduced even more effectively.

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, including Coupe and Cabriolet models, 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 Coupé and the Spyder (1953), the 718 GTR Coupé (1962) and the 904 Carrera GTS (1963) – their shapes and proportions have been interpreted in a modern fashion with 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-liter, turbocharged 924 Carrera GT was limited to 400 units, delivered 245 hp and reached a top track speed of more than 155 mph. Fifty units were certified for road use by single vehicle approval. It was also available in a racing-only version with 375 hp as well as a 280 hp rally version called the 924 Carrera GTR. 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 especially sporty models of each range, and sets them apart from the high-performance and GT cars. In 1992, the 928 GTS was conceived in this spirit. Identifiable through its flared rear quarter panels, 959-like aero mirrors and 17-inch 5-spoke Turbo design wheels, it was powered by an eight-cylinder four-valve engine which had been enlarged from 5.0 to 5.4 liters, and represented the pinnacle of the transaxle sports car's model history. The 928 GTS delivered 345 hp and could be combined with a five-speed manual or four-speed automatic transmission. With either transmission, the top-tier 928 sprinted to 60 miles per hour in less than six seconds and had a top track speed of 171 mph. This was the final model offered in the 928 model range, which ended production in 1995.

Twelve years later, in 2007, the Cayenne GTS with its naturally aspirated V8 engine delivered the blueprint for many other Porsche GTS models. 405 hp and a more firmly tuned chassis gave the four-door car an extra dose of performance. An outfit appropriate for the occasion, with many black design elements, and an melodious soundtrack accentuated the look. From 2012, this also applied to the next generation of Cayenne GTS, the Type 92A. At 420 hp, it was one of the most powerful naturally aspirated high-performance SUVs of the time.

A 911 Carrera GTS followed for the first time in 2010. Making 23 hp more than the corresponding S model for a total of 408 hp, it served as a link between the Carrera, Turbo and GT models of the 997 generation.. 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. , The GTS-typical black painted front spoiler lip and red brake calipers were among the visual features. 19-inch center lock alloy wheels were another unique feature found on these GTS variants. 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-liter six-cylinder boxer engine rose to 430 hp - 30 hp more than the comparable 911 Carrera S.

The third model family to add a GTS variant to Porsche was the Panamera sports sedan in 2011. Initially, a 430 hp 4.8-liter V8 engine combined with a seven-speed PDK resulted a dramatically dynamic personality and a top track speed of 178 mph. The all-wheel drive Panamera GTS closed the gap between the 380 hp Panamera S and the 500 hp Panamera Turbo. After product upgrades for the 2014 model year, it increased to 440 hp. The second generation Panamera GTS has been available in the U.S. with a twin-turbo 4.0-liter V8 since the 2019 model year. It delivers 453 hp 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 360 hp, a more performance oriented chassis tune, standard air suspension and a top track speed of 159 mph, it established itself as the most dynamic version of the range. This is now followed by the new 2020 model – with improved performance in every aspect.

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 that a mid-engine Porsche sports car had borne this model designation. Its 3.4-liter six-cylinder boxer engine produced up to 340 hp, and saw top track speeds of between 173 and 175 mph. 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 liter four-cylinder turbo boxer engine. The new 718 GTS 4.0, with its high-revving, naturally six-cylinder boxer engine, writes the next chapter in Porsche GTS history.