



PORSCHE



The new Taycan GTS

PRESS KIT

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more online

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<https://porsche.link/taycan-gts>

Fuel consumption and emissions 911 GTS models

NEDC: Combined power consumption 26.0 – 25.9 kWh/100 km; combined CO₂ emissions 0 g/km

WLTP: Combined power consumption 24.1 – 20.3 kWh/100 km; combined CO₂ emissions 0 g/km

Combined electric range: 424 – 504 km; Urban electric range: 524 – 625 km

All information refers to the EU model (Germany).

The consumption and CO₂ emission values were determined in accordance with the new Worldwide Harmonized Light Vehicle Test Procedure (WLTP). The NEDC values must continue to be specified for the time being. 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', [Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen], which is available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

The technical data may vary from country to country

Status as of November 2021, MY N



The new GTS: the first Taycan with a range of more than 500 kilometres, based on WLTP figures

GTS stands for Gran Turismo Sport. Ever since the creation of the Porsche 904 Carrera GTS in 1963, these three letters have held special significance for Porsche fans. Now, there is a derivative with this legendary letter combination in every Porsche model series. At the LA Auto Show (19 – 28 November 2021), the sports car manufacturer will present a new version of its electric sports car under the acronym GTS. With a range of up to 504 km (based on WLTP figures), the new sports model is the first Taycan to break the 500 km mark.

The Taycan GTS is the dynamic all-rounder of the model range. With up to 440 kW (598 PS) of overboost when using Launch Control, its power is impressive. The chassis and optional rear-axle steering have also been specifically adapted to the GTS, while the exterior and interior have a distinctive look.

The third body style of the first all-electric Porsche model series will also make its debut at the LA Auto Show: the Taycan GTS Sport Turismo. The newcomer shares its sporty silhouette and rearward-sloping roof line with the Taycan Cross Turismo. Another feature they have in common is the functional design of the luggage compartment, which offers more than 1,200 litres of load capacity under the tailgate.

The Taycan GTS and Taycan GTS Sport Turismo start from 131,834 and 132,786 euros (prices for Germany, including 19 per cent VAT and country-specific equipment). Both model variants will roll out to dealers in the spring of 2022. Further engine options for the Sport Turismo will follow.

“The Taycan model range has grown steadily since its world premiere in 2019,” says Kevin Giek, Vice President Model Line Taycan. “Three body variants with up to five engine options offer something for everyone. I am particularly pleased that we now also have a Taycan bearing the legendary GTS moniker. It is positioned above the Taycan 4S and below the Taycan Turbo derivatives, so it represents the sporty sweet spot of the range.”

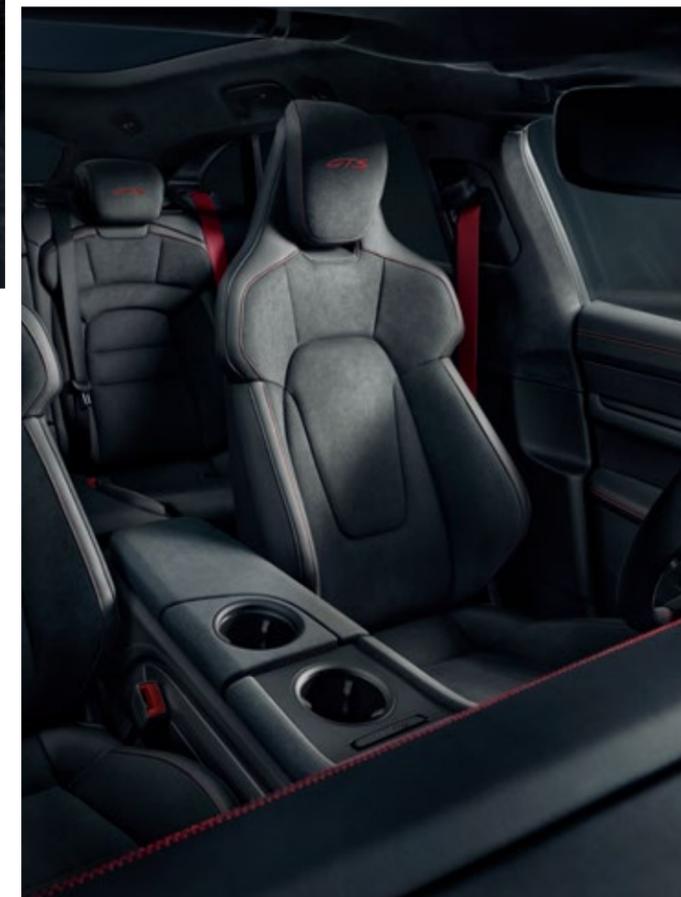
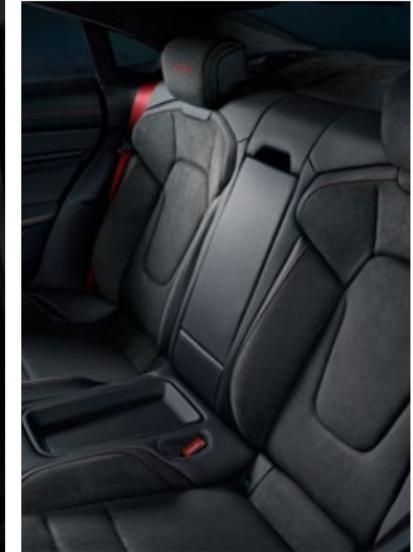
A panoramic roof with Sunshine Control is available as a new optional extra for the Taycan GTS. An electrically switchable liquid-crystal film can change the roof from clear to matt. This protects the occupants from glare, without making the interior darker. The roof is divided into nine segments that can be switched individually – a world first in the automotive sector. At the same time, the panoramic roof with Sunshine Control provides better protection against heat than a normal glass roof.

“I am particularly pleased that we now also have a Taycan bearing the legendary GTS moniker. It is positioned above the Taycan 4S and below the Taycan Turbo derivatives, so it represents the sporty sweet spot of the range.”

Kevin Giek
Vice President Model Line Taycan



- First electric GTS
- New variant: Sport Turismo
- Range of more than 500 km for the first time (WLTP)
- Panoramic roof with Sunshine Control
- GTS-specific Electric Sport Sound



TAYCAN GTS



The sporty new sweet spot of the Taycan range

With the GTS models, Porsche is setting its sights on a particularly sporting-minded target group, who do not want to sacrifice everyday practicality. The Taycan GTS has two electric motors: one for the front axle and one for the rear. This means that it is equipped with all-wheel drive as standard. The electric motors are the same units used in the Taycan Turbo models but are specifically adapted to the GTS.

Being part of the latest Taycan generation, the GTS has a particularly efficient drive strategy. In Normal and Range driving modes, the front electric motor is almost completely disconnected and de-energised in the partial load range. When coasting and at a standstill, there is no drive torque on either axle. This electric freewheel reduces frictional drag losses. The other Taycan derivatives received these technical measures as part of the changes for the new model year. In practical terms, this extends the operating range.

When Launch Control is activated, the GTS has a power overboost of up to 440 kW (598 PS). The sprint from zero to 100 km/h can be achieved in both variants within 3.7 seconds. The maximum speed of the two cars is 250 km/h. The standard Performance Battery Plus with a total capacity of 93.4 kWh enables a range of up to 504 km, based on WLTP figures. The maximum recuperation output is 275 kW.

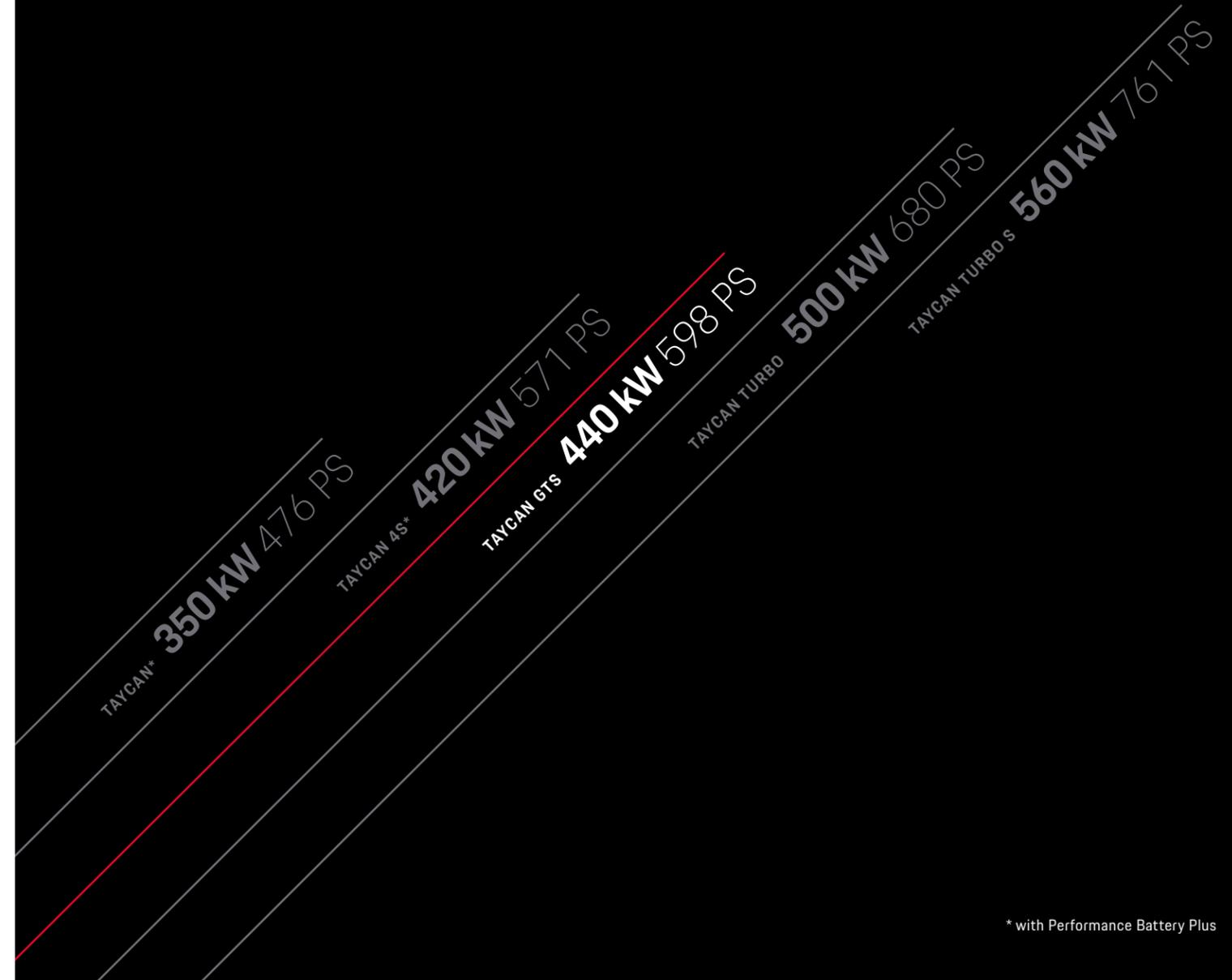
The adaptive air suspension, including Porsche Active Suspension Management (PASM), is specifically adapted to the GTS, to the benefit of the lateral dynamics. The set-up of the optional rear-axle steering is also even sportier. The richer sound pattern of the modified Porsche Electric Sport Sound underscores the character of the new GTS model.

The Sport Chrono Package, along with the mandatory stopwatch, is fitted as standard. The mode switch for selecting the driving modes (Range, Normal, Sport, Sport Plus and Individual) is located on the GT multifunction sports steering wheel. The Sport mode has been designed to be even more dynamic, compared to other Taycan models.

Numerous Black or dark details are included on the exterior, such as the front apron, the bases of the exterior mirrors and the side window trims, as is typical of a GTS model derivative. In addition, the new Taycan variant has the Sport Design Package with distinctive trim for the front, rear and the side skirts. In the standard LED main headlights with matrix beam and Porsche Dynamic Light System Plus (PDLS Plus), the trims of the daytime running light elements are finished in Matt Black with 3D track graphics.

The louvred rear diffuser design has the same geometry as the component on the Taycan Turbo models. The inserts in the side skirts and in the rear diffuser are finished in High-Gloss Black on the GTS. The standard 20-inch Taycan Turbo S Aero Design wheels are painted in Satin Black. Optionally, the new 21-inch RS Spyder Design wheels are available exclusively to the GTS in Satin Black.

Available overboost with Launch Control

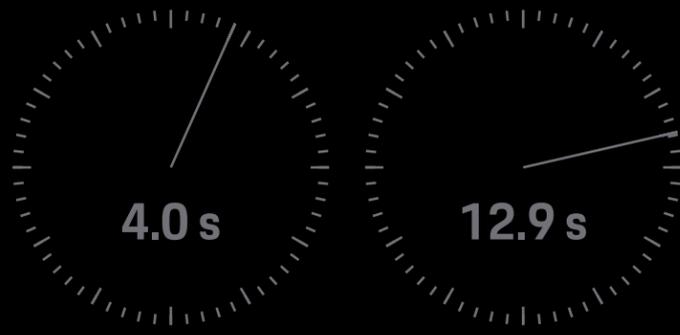


* with Performance Battery Plus

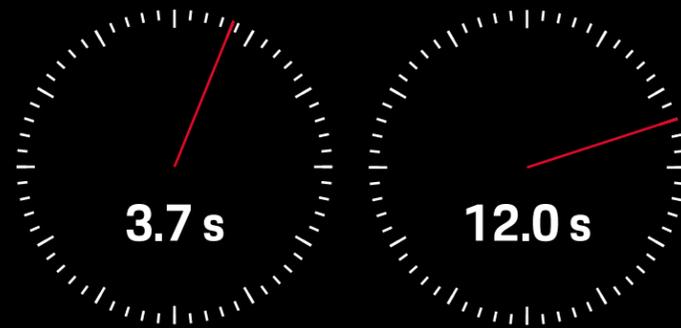
The interior is also distinctive. Numerous Black Race-Tex features underscore the elegant, dynamic ambience, as does the standard brushed aluminium interior package with its Black anodised finish. The standard front adaptive Sports Seats Plus combine sporty lateral support with long-distance comfort. They offer 18-way electric adjustment as well as a memory function.

The GTS interior package is available as an option. With it, the steering wheel trim, the side decorative elements on the centre console and the decorative surfaces on the doors are finished in Matt Carbon. Either Carmine Red or Crayon can be chosen for numerous contrasting seams on the dashboard, the door trim, the rim of the steering wheel and the seats.

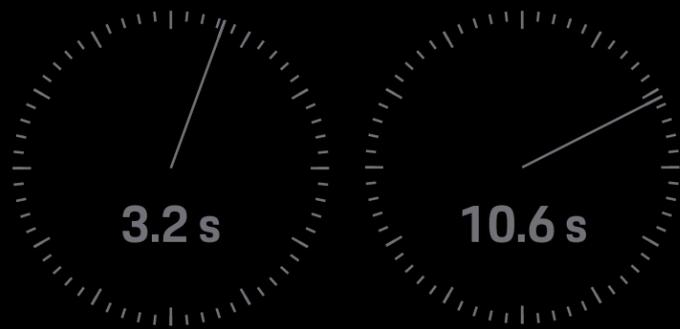
Acceleration [0-100 km/h, 0-200 km/h]



TAYCAN 4S*



TAYCAN GTS



TAYCAN TURBO



TAYCAN GTS SPORT TURISMO



The best of both Taycan worlds

With the Taycan Sport Turismo, the Taycan model family now features three body variants. The new derivative is aimed at those who want a similar level of everyday practicality as the Taycan Cross Turismo, but who do not want to miss out on the 'on-road' performance of the Taycan sports saloon. The GTS is the first Taycan Sport Turismo to be launched.

The variant shares the sporty silhouette, functional design ethos and rearward-sloping roof line of the Taycan Cross Turismo. The headroom in the rear is more than 45 millime-

tres greater than that in the Taycan sports saloon, and the load capacity is more than 1,200 litres. However, the Taycan Sport Turismo does not have off-road design elements.

It can transport up to three bicycles with a special rear carrier, which is easy to use and compact when assembled. The tailgate can still be opened when the rear-mounted bike carrier is loaded. Porsche Tequipment also offers roof boxes for all three Taycan body versions – including a performance model tested and approved for higher speeds.





Digital galleries

More videos and images of the new Taycan GTS models are available online:
<https://porsche.link/taycan-gts-photos>

TRANSPARENT OR MATT AT THE TOUCH OF A FINGER

Panoramic roof with Sunshine Control

An electrically switchable liquid-crystal film can change the roof from clear to matt. This protects the occupants from glare, without making the interior darker. The roof is divided into nine segments that can be switched individually – a world first in the automotive sector. At the same time, the panoramic roof with Sunshine Control provides better protection against heat than a normal glass roof.



The innovative panoramic roof with Sunshine Control has a multi-layered structure. The amount of heat that enters the interior of the car is reduced to 15 per cent.



The new panoramic roof with Sunshine Control features intelligent electric glare protection as a special feature. Unique in the automotive sector, the large glass surface is divided into nine sections that can be individually controlled. This means there is the option to not only turn the entire roof transparent or opaque, but also individual segments or patterns. When the roof is switched to matt, the interior remains flooded with light. This new technology barely reduces brightness. As glare is prevented by the Sunshine Control function, the roof appears significantly brighter than the basic alternative. Twice as much light enters the interior.

Liquid crystals are contained in a film using PDLC (polymer-dispersed liquid crystal) technology. These crystals are supplied with power via electrical contacts. At low AC voltage, the crystals arrange themselves in milliseconds in such a way that the pane becomes transparent. Conversely, if the glass is disconnected from the power supply, the liquid crystals change to a disordered state. As a result, the pane turns matt. Sunshine Control is operated via the central infotainment display after the function has been selected on the touch panel.



In addition to the Clear and Matt settings, Semi and Bold can also be selected. These are predefined patterns with narrow or wide segments. It even has a dynamic Roller Blind setting, which activates a switching sequence in the individual segments when the Taycan driver slides their finger over a representation of the roof in the display. When the vehicle is switched off, the glass automatically changes to its opaque state. The previously used roof setting is saved for the next time the car starts up.

The innovative panoramic roof with Sunshine Control has a multi-layered structure that shields against heat radiation so effectively that even in the transparent state the roof is protected against heat better than with a mechanical roller blind or a conventional glass roof. Only 15 per cent of the heat enters the interior of the car, as proven by measurements in the solar simulation chamber at the Porsche Development Centre in Weissach. This figure is more than 30 per cent with conventional roofs.

Exterior equipment

Tinted LED main headlights with matrix beam including Porsche Dynamic Light System Plus (PDLS Plus), Sport Design front apron, Sport Design side sills with High-Gloss Black inserts, exterior mirror lower trim painted in exterior colour with mirror base grained in Black, louvred rear diffuser with High-Gloss Black insert, side window trims in High-Gloss Black, model designation on tailgate in Matt Black, light strip with Porsche logo in Black.



Standard 20-inch Taycan Turbo S Aero Design wheels



Optional new 21-inch RS Spyder Design wheels

Interior equipment

Adaptive sports seats (18-way electrically adjustable) with memory package, steering wheel with electric height and fore/aft adjustment, heated leather and Race-Tex front and rear seats, brushed aluminium interior package in Black, accent package in Black, Race-Tex roof lining, Sport Chrono package including GT multifunction Race-Tex sports steering wheel and mode switch, door entry sills in Black-coloured brushed aluminium, Sound Package Plus.



Interior equipment



Taycan GTS

POWER UNIT

Battery	Performance Battery Plus with 93.4 kWh
Electric motor, front axle	Permanent magnet synchronous motor
Electric motor, rear axle	Permanent magnet synchronous motor
Transmission, front axle	Single-speed transmission
Transmission, rear axle	Two-speed transmission
Drive system	Electric all-wheel drive with variable torque distribution and Porsche Traction Management (PTM); Porsche Torque Vectoring Plus (PTV Plus)
Power output	Up to 380 kW (517 PS)
Overboost power with Launch Control	Up to 440 kW (598 PS)
Maximum torque with Launch Control	850 Nm

CHASSIS

Suspension and damping	Adaptive air suspension with three-chamber air springs including Porsche Active Suspension Management (PASM) with GTS-specific tuning
Front axle	Aluminium double-wishbone front axle, independent suspension
Rear axle	Aluminium multi-link rear axle, independent suspension
Steering	Power steering; optionally available with rear-axle steering with Power Steering Plus
Steering ratio	15.5:1 (centre position) to 9.3:1; with rear-axle steering 14.2:1 (centre position) to 9.3:1
Turning circle diameter	11.7 m; 11.2 m with rear-axle steering
Vehicle stability system	Porsche Stability Management (PSM) with ABS and extended brake functionalities

BRAKES

Brake system	Six-piston aluminium monobloc fixed-calliper brakes at the front, four-piston aluminium monobloc fixed-calliper brakes at the rear; electronic parking brake; multi-collision brake; auto-hold function
Brake discs, front axle	Grey cast-iron brake discs, internally ventilated
Diameter	390 mm
Thickness	38 mm
Brake discs, rear axle	Grey cast-iron brake discs, internally ventilated
Diameter	358 mm
Thickness	28 mm

WHEELS AND TYRES

Front wheels and tyres	9.0 J × 20 ET 54 with 245/45 R 20 103Y XL tyres
Rear wheels and tyres	11.0 J × 20 ET 60 with 285/40 R 20 108Y XL tyres

DIMENSIONS

Length	4,963 mm
Width (including exterior mirrors)	1,966 mm (2,144 mm)
Height	1,381 mm
Wheelbase	2,900 mm
Front track width	1,702 mm
Rear track width	1,667 mm

LUGGAGE COMPARTMENT VOLUME AND WEIGHTS

Luggage compartment volume (rear/front)	407 l/84 l
Unladen weight (DIN)	2,295 kg
Gross vehicle weight	2,850 kg
Permissible roof load (with Porsche roof transport system)	75 kg

Taycan GTS

DRIVING PERFORMANCE

Top speed	250 km/h
Acceleration	
0 – 60 mph	3.5 s
0 – 100 km/h	3.7 s
0 – 160 km/h	7.9 s
0 – 200 km/h	12.0 s
0 – 400 m (¼ mile)	11.8 s

CONSUMPTION, EMISSIONS, RANGE

WLTP	
Combined power consumption (WLTP)	23.3 – 20.3 kWh/100 km
Combined CO ₂ emissions (WLTP)	0 g/km
Combined range (WLTP)	439 – 504 km
Urban range (WLTP)	539 – 625 km
NEDC	
Combined power consumption (NEDC)	25.9 kWh/100 km
Combined CO ₂ emissions (NEDC)	0 g/km
Efficiency class (Germany)	A+++

CHARGING

Maximum charging capacity (DC)	270 kW
Charging time for alternating current (AC) at 11 kW from 0 to up to 100 per cent	9.0 h
Charging time for direct current (DC) at 50 kW for up to 100 km (WLTP)	26 min
Charging time for direct current (DC) with maximum charging capacity for up to 100 km (WLTP) under optimal conditions	4.75 min
Charging time for direct current (DC) at 50 kW from 5 to up to 80 per cent	93 min
Charging time for direct current (DC) with maximum charging capacity from 5 to up to 80 per cent under optimal conditions	22.5 min

Optimal conditions: CCS fast-charging station with >270 kW, >850 V, battery temperature 30 to 35°C and initial SoC 5 per cent

AERODYNAMICS

Drag coefficient c _d (in Range mode in combination with low level and closed cooling air flaps)	0.22*
Cross-sectional area A	2.33 m ²
c _d x A	0.513 m ²

** In combination with Taycan Turbo Aero wheels and LED matrix headlights*

Taycan GTS Sport Turismo

POWER UNIT

Battery	Performance Battery Plus with 93.4 kWh
Electric motor, front axle	Permanent magnet synchronous motor
Electric motor, rear axle	Permanent magnet synchronous motor
Transmission, front axle	Single-speed transmission
Transmission, rear axle	Two-speed transmission
Drive system	Electric all-wheel drive with variable torque distribution and Porsche Traction Management (PTM); Porsche Torque Vectoring Plus (PTV Plus)
Power output	Up to 380 kW (517 PS)
Overboost power with Launch Control	Up to 440 kW (598 PS)
Maximum torque with Launch Control	850 Nm

CHASSIS

Suspension and damping	Adaptive air suspension with three-chamber air springs including Porsche Active Suspension Management (PASM) with GTS-specific tuning
Front axle	Aluminium double-wishbone front axle, independent suspension
Rear axle	Aluminium multi-link rear axle, independent suspension
Steering	Power steering; optionally available with rear-axle steering with Power Steering Plus
Steering ratio	15.5:1 (centre position) to 9.3:1; with rear-axle steering 14.2:1 (centre position) to 9.3:1
Turning circle diameter	11.7 m; 11.2 m with rear-axle steering
Vehicle stability system	Porsche Stability Management (PSM) with ABS and extended brake functionality

BRAKES

Brake system	Six-piston aluminium monobloc fixed-calliper brakes at the front, four-piston aluminium monobloc fixed-calliper brakes at the rear; electronic parking brake; multi-collision brake; auto-hold function
Brake discs, front axle	Grey cast-iron brake discs, internally ventilated
Diameter	390 mm
Thickness	38 mm
Brake discs, rear axle	Grey cast-iron brake discs, internally ventilated
Diameter	358 mm
Thickness	28 mm

WHEELS AND TYRES

Front wheels and tyres	9.0 J × 20 ET 54 with 245/45 R 20 103Y XL tyres
Rear wheels and tyres	11.0 J × 20 ET 60 with 285/40 R 20 108Y XL tyres

DIMENSIONS

Length	4,963 mm
Width (including exterior mirrors)	1,966 mm (2,144 mm)
Height	1,391 mm
Wheelbase	2,900 mm
Front track width	1,702 mm
Rear track width	1,667 mm

LUGGAGE COMPARTMENT VOLUME AND WEIGHTS

Luggage compartment volume (rear/front)	446 – 1,212 l/84 l
Unladen weight (DIN)	2,310 kg
Gross vehicle weight	2,875 kg
Permissible roof load (with Porsche roof transport system)	75 kg

Taycan GTS Sport Turismo

DRIVING PERFORMANCE

Top speed	250 km/h
Acceleration	
0 – 60 mph	3.5 s
0 – 100 km/h	3.7 s
0 – 160 km/h	7.9 s
0 – 200 km/h	12.0 s
0 – 400 m (¼ mile)	11.8 s

CONSUMPTION, EMISSIONS, RANGE

WLTP	
Combined power consumption (WLTP)	24.1 – 21.0 kWh/100 km
Combined CO ₂ emissions (WLTP)	0 g/km
Combined range (WLTP)	424 – 490 km
Urban range (WLTP)	524 – 616 km
NEDC	
Combined power consumption (NEDC)	26.0 kWh/100 km
Combined CO ₂ emissions (NEDC)	0 g/km
Efficiency class (Germany)	A+++

CHARGING

Maximum charging capacity (DC)	270 kW
Charging time for alternating current (AC) at 11 kW from 0 to up to 100 per cent	9.0 h
Charging time for direct current (DC) at 50 kW for up to 100 km (WLTP)	26.75 min
Charging time for direct current (DC) with maximum charging capacity for up to 100 km (WLTP) under optimal conditions	4.75 min
Charging time for direct current (DC) at 50 kW from 5 to up to 80 per cent	93 min
Charging time for direct current (DC) with maximum charging capacity from 5 to up to 80 per cent under optimal conditions	22.5 min

Optimal conditions: CCS fast-charging station with >270 kW, >850 V, battery temperature 30 to 35°C and initial SoC 5 per cent

AERODYNAMICS

Drag coefficient c _d (in Range mode in combination with low level and closed cooling air flaps)	0.25*
Cross-sectional area A	2.33 m ²
c _d x A	0.583 m ²

** In combination with Taycan Turbo Aero wheels and LED matrix headlights*

Available for the first time for the Taycan

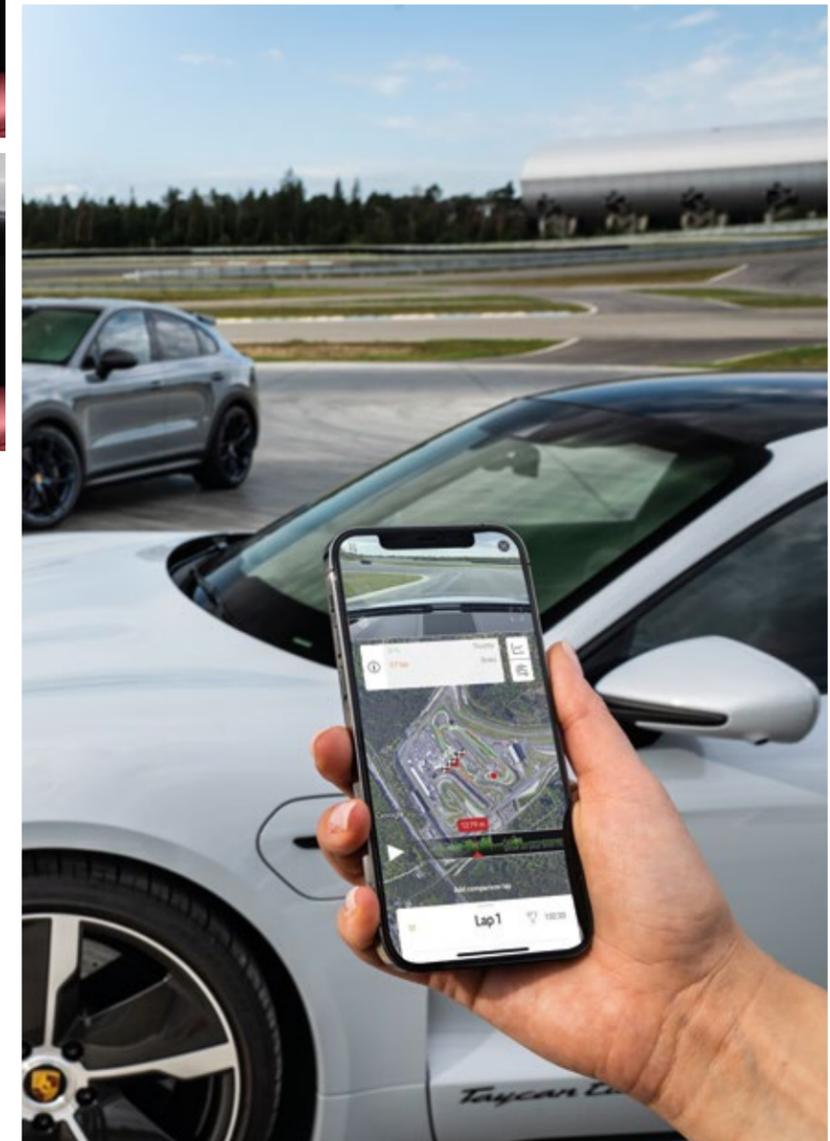
In addition to the two-door sports cars, the Track Precision App is available for the 2022 model year Taycan, Cayenne and Panamera. The app requires the sixth-generation Porsche Communication Management (PCM 6.0) system.

The Porsche Track Precision App records, analyses and displays individual driving data on a race circuit. The goal is to allow drivers to sharpen and improve their personal driving style. To this end, detailed real-time data on longitudinal and lateral acceleration, braking force and speeds are evaluated while driving. The Porsche Track Precision App is connected to various control units in the car via the PCM. The data from the vehicle's sensors is recorded by the app and analysed in comparison to a reference lap or the driver's personal best.

ALL THE APP'S FUNCTIONS AT A GLANCE

The Porsche Track Precision App offers a unique range of functions both while driving and for subsequent analysis. These include:

- Automatic lap-time recording using GPS data
- Live displays: when driving on a circuit, the lap timer and the 'Drive on your Limit' view are available. The latter visualises performance based on acceleration and other vehicle data.
- Video analysis: smartphone or action camera footage can be recorded when driving and then combined with the driving data later.
- Driving performance analysis: the connection to the car's sensors means that a wide range of information is available, such as steering angle, brake pressure and accelerator pedal position. This information can be compared to the data from previous laps and makes it possible to quickly see areas where the driver can improve. Videos and driving data can be exported for comprehensive evaluation.
- Data can be exchanged quickly and easily via Air-Drop®, allowing a detailed analysis to be carried out on an iPad® afterwards.
- The Apple Watch® app can be used to start and stop recording and measure the wearer's pulse. The watch provides feedback by vibration when the driver achieves a new personal best time.
- The drive can be shared with others on social networks.



Porsche deliveries up by 13 per cent

Record result for the first three quarters: between January and September 2021, Porsche delivered 217,198 vehicles worldwide. This represented a 13 per cent increase for the sports car manufacturer. Demand rose across all sales regions, with the US again recording particularly strong growth.

"The very high demand for our sports cars continued into the third quarter and we are delighted to have been able to supply so many cars to customers during the first nine months of the year," says Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche AG. "The order books are nicely filled and are, in turn, filling us with optimism and enthusiasm as we approach the year-end rush. However, the coronavirus situation remains dynamic and we are facing challenges in sourcing semi-conductors. For these reasons, we are keeping a very close eye on current developments to ensure that we can continue to react in a flexible manner."

The Porsche Cayenne remains the most successful model, with 62,451 examples delivered, followed by the Macan with 61,944 units, a 12 per cent increase. The fully electric Taycan was also extremely popular, with 28,640 cars being delivered to customers. Now in its second full year on the market, it is on a par with the iconic 911 sports car, 27,972 examples of which were delivered in the first three quarters – an increase of 10 per cent. The 718 Boxster and 718 Cayman were purchased by 15,916 customers, which represents a rise of one per cent compared to the same period last year. Deliveries of the Panamera also remained firmly at the previous year's level with 20,275 examples – an increase of one per cent.

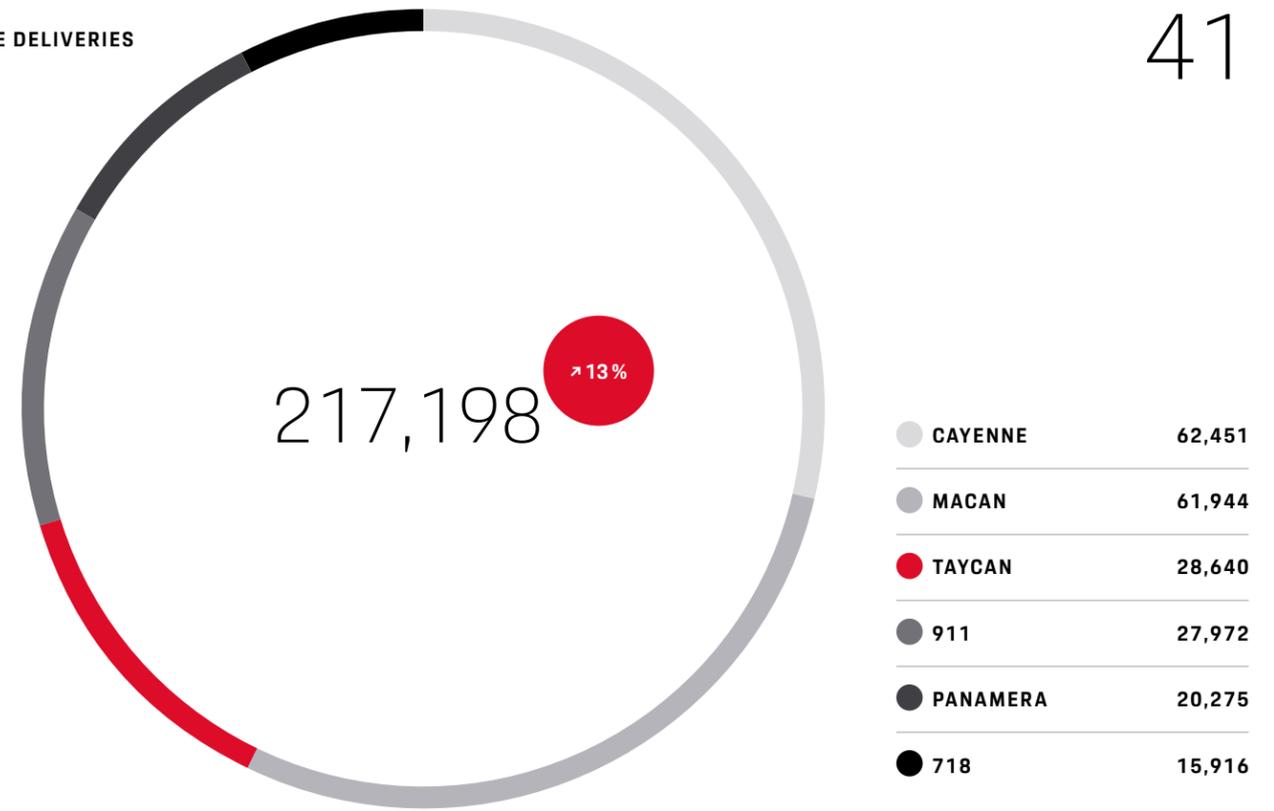
INCREASED DEMAND IN ALL SALES REGIONS

Once again, the largest increase was seen in the US: Porsche delivered 51,615 vehicles there in the first nine months, which represents an increase of 30 per cent compared with the same period last year. The strong positioning in North America is also reflected in the findings of the most recent J.D. Power APEAL study: as in previous years, customers still see Porsche as the most appealing premium brand.

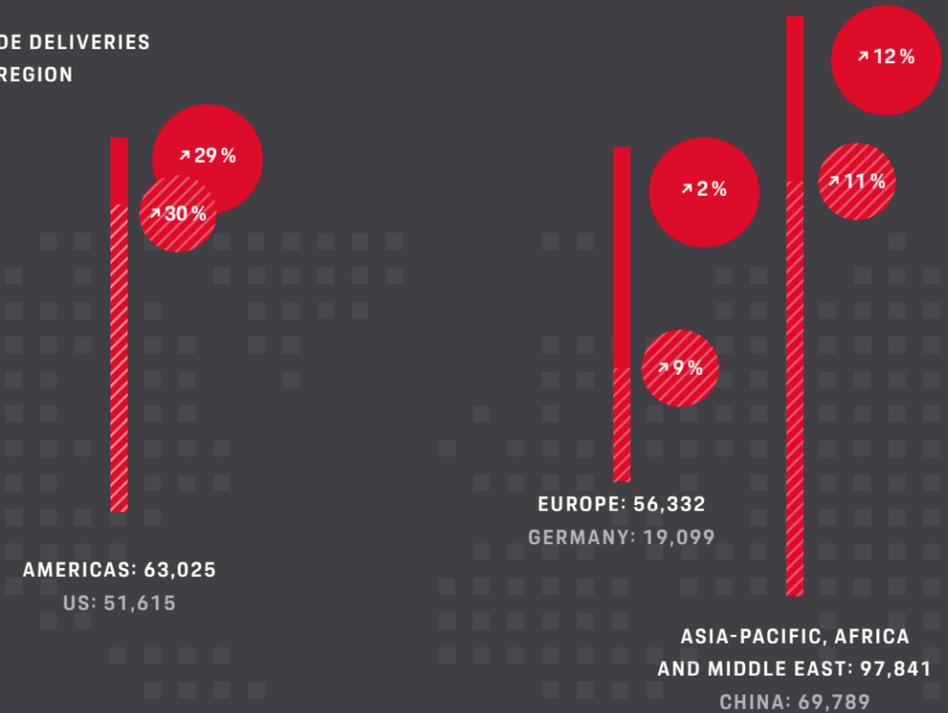
The launch of the Porsche Track Precision App for the Taycan is particularly relevant for California, where demand for the all-electric sports car is especially high. If the Golden State was a country, it would be the fourth largest market for Porsche. It is also where a lot of fans acquired their first all-electric Porsche. California accounted for around eight per cent of all Taycan deliveries (out of a total of 28,640 examples worldwide from January to September 2021).

Within the US, this means that around 30 per cent of Taycan deliveries head for this state. Across the Americas, Porsche made a total of 63,025 deliveries, 29 per cent more than in the first three quarters of 2020. China, which is the largest single market, contributed 69,789 vehicles to the total number delivered, an increase of 11 per cent. In total, deliveries to Asia-Pacific, Africa and the Middle East increased by 12 per cent. Porsche cars were delivered to 97,841 customers in these regions. Porsche's sports cars also enjoyed great popularity in Europe: 56,332 vehicles were delivered to customers, an increase of two per cent on the previous year. In Germany, demand increased by nine per cent between January and September, with 19,099 units delivered.

WORLDWIDE DELIVERIES BY MODEL



WORLDWIDE DELIVERIES BY SALES REGION



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