



PORSCHE

Press Information

Porsche Macan GTS

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The Macan GTS – the tenth member of the GTS family

More performance, more spirit, more dynamism

Porsche is enriching the Macan model series by adding an even sportier version. The new Macan GTS occupies a position between the Macan S and the Macan Turbo. Its mission is to promote the synthesis between sports car and SUV. Its promise is more driving fun combined with exclusivity in design. This means that the Macan is now also following the GTS product strategy that Porsche has been successfully pursuing in other model series for years.

The Macan GTS is now the tenth offshoot of the GTS family to line up at the start. And as one might expect, it steps up to the mark with enhanced driving dynamics and increased engine power. Its engine is based on the V6 bi-turbo of the Macan S. Thanks to more effective air induction by means of the reworked intake tract and reduced exhaust backpressure together with a boost pressure increased by 0.2 bar to a maximum of 1.2 bar, the three-litre petrol engine now produces an extra 20 hp – 360 instead of 340 hp. At the same time, the maximum torque increases from 460 to 500 Nm at 1450 to 5000 rpm. Power is transmitted via the seven-speed Porsche Doppelkupplung (PDK) fitted as standard. It permits lightning-fast gear shifts without any interruption in traction, automatically or optionally via paddles on the steering wheel.

If it says GTS on the tin, then there must also be more cornering fun inside. Consequently, the Macan GTS impresses with increased driving dynamics. Its handling is even more agile, it steers into corners even more willingly and takes fast alternating bends with increased precision. All in all, the GTS treatment helps the Macan to display a dynamic talent far beyond the conventional SUV standards. Yet even within the Macan series, the GTS establishes itself as the sportiest version. This is achieved through extensive redesigning of the chassis. The Macan GTS sits 15 millimetres closer to the ground than the Macan S and the adaptive damper control of the Porsche Active Suspension Management (PASM) – a standard feature here – has an even sportier setting.

Porsche Macan – the thoroughbred sports car among SUVs

Of course, the chassis with optional air suspension also matches the essence of the GTS. In the normal state, the lowering of the chassis is ten millimetres, with ground clearance continuing to vary according to the driving situation. In addition, a considerable proportion of the excellent driving characteristics of the Macan GTS is due to the mixed tyres: fitted as standard at the front are 265/45 R20 tyres and at the rear 295/40 R 20. Optimum braking values are also a question of honour at Porsche. Consequently, the brakes have been adapted to the sportier dynamics as a matter of course. The GTS comes with the braking system of the Macan Turbo.

On request, Porsche also offers new LED headlights, which are enjoying their premiere in the Macan model range with the Macan GTS. Among the advantages of the new light system are precise illumination with qualities similar to daylight and the motorway light with extended range. The LED technology also enables maximum light penetration in all weather conditions and hence also in fog.

Another contribution to the exemplary driving dynamics of the Macan GTS comes from the typical Porsche all-wheel drive. At the heart of this is a transfer case with map-controlled multi-plate clutch. Supplemented by an Automatic Brake Differential (ABD) on the rear axle and the anti-slip regulation (ASR), these components form the Porsche Traction Management (PTM). The decisive benefit is that PTM permits control of the torque distribution with pinpoint accuracy and virtually no delay. In normal circumstances, the entire power flows to the rear wheels, but if necessary PTM is also able to direct up to 100 per cent of the power to the front wheels. For ambitious GTS drivers this system has yet another card up its sleeve: throttle-induced oversteer is possible, provided that the driver activates the Sport Plus mode and the optional, electronically controlled differential lock (PTV Plus) is installed.

With the sporty GTS design

As usual, the special appearance is also part of the GTS identity. Its individual look clearly distinguishes the Macan GTS from its fellow models in the series. In this regard, the GTS design retains what is now an established pattern: a lot of black – applied as optical highlights in high gloss above the waistline, while those in the lower body sections have a lust-

rous matt finish. The Sport Design package is standard in the GTS, but in an individual version with matt black elements. Among other things, it includes front and rear aprons as well as the roof spoiler in high-gloss black. Also part of the GTS outfit are exclusive matt black 20-inch wheels in Spyder design, headlights with black inserts, smoked rear lights and the gleaming black lettering on the unique matt-black side blades. The sports exhaust system provides the appropriate acoustic effect, which in the GTS emerges sonorously from black twin tailpipes.

The interior of the Macan GTS also displays its own individual character. Both driver and front passenger sit on special sport seats in the GTS. They are distinguished by Alcantara centre panels and GTS logo in the headrests and are fitted with electric 8-way adjustment as standard. A choice of four interior colours is on offer: Black, Luxor Beige, Agate Grey or Saddle Brown, each combined with additional Alcantara trim on the side and central armrests that is included as standard. An interior package designed specifically for the GTS can be ordered as an option. It extends the standard equipment by adding black leather trims as well as decorative stitching, floor mats, belts and GTS logos on the headrests in the contrasting colours of Rhodium Silver and Carmine Red. This same colour scheme also appears on the instrument dials.

New connectivity and infotainment system for all Macan models

A completely new addition to the package is the Porsche Communication Management (PCM), which recently made its debut in the new generation of the Porsche 911. The centrepiece of this connectivity and infotainment system is the interface in the form of a high-resolution seven-inch multi-touch monitor. Its operating principle is similar to that of common smartphones. Maps and menus can be controlled by multi-touch gestures. The system also allows for handwritten entries and offers the option of speech control. Mobile phones and smartphones can now be integrated faster and more comprehensively via Wi-Fi, Bluetooth or cable. This allows passengers to use Internet-based services such as Google Street View and Internet radio whenever they wish. Traffic information is available in real time and guarantees the driver an up-to-date view of the situation on the roads. Other constituents of the PCM are Porsche Car Connect and the Porsche Connect app, with features including remote control of vehicle functions, transfer of destinations to the PCM for navigation purposes and the use of music streaming services from third-party providers via the PCM.

An overview of the Porsche Macan GTS

Brief profile

With the Macan GTS, Porsche is presenting the tenth member of the GTS family and at the same time the sportiest Macan version. Like its siblings, it offers superior driving dynamics combined with exclusive GTS design.

Driving dynamics

The V6 bi-turbo engine in the GTS produces 360 hp while torque now increases to 500 Nm. The result becomes apparent in significantly more spirit. In addition, a PASM chassis with sportier tuning and lowered ride height together with fine adjustment of the electronics increase agility in handling.

GTS design

Typical of the GTS design are the black highlights, which also appear in the standard Sport Design package here. Standard features include 20-inch wheels as well as the special GTS sport seats. On request, a GTS interior package with additional leather trims and contrasting decorative stitching is available.

New technology

For the first time, LED headlights are available as an option for the Macan GTS. The new light system provides considerably better illumination of the road in all conditions and has a lower energy consumption. Also new is the PCM connectivity and infotainment system with multi-touch monitor, which uses smartphone-like controls and has many additional functions, such as access to Internet-based services and a link to Porsche Car Connect and the Porsche Connect app.

The GTS tradition

Like many things at Porsche, the term “Gran Turismo Sport”, or GTS, for short also has its roots in motor racing. In this case, the origins date back to the year 1963. That was when the sports department presented the 904 GTS – a mid-engine coupé that earned its sporting laurels on the world’s racetracks, but was also capable of moving on the road in a very civil manner. What’s more, this 904 GTS was also stunningly beautiful – a benefit that was attributable to Ferdinand Alexander Porsche, the eldest son of Ferry Porsche and the responsible designer.

In 1981, the 924 Carrera GTS continued the GTS history. Its turbocharged two-litre, four-cylinder engine produced 245 hp. And this Porsche was also equally at home on race circuits and normal roads. The 924 GTS even enjoyed success on rally routes and secured first place with Walter Röhrl at the wheel on several occasions.

In 1992, the Porsche 928 GTS followed. It was the fastest and also final version of the Gran Turismo that was initially introduced in 1977 with a front-mounted V8 engine. From its 5.4-litre engine capacity and unaided by turbocharging, it produced a full 350 hp – sufficient for a top speed of 275 km/h.

Finally in 2007, the Cayenne GTS appeared with a naturally aspirated V8 engine. This model marked the start for today’s range of Porsche GTS models. An increase of 30 hp, making 430 hp in total, together with a more firmly tuned chassis gave the four-door model an extra dose of sporting character. This was supplemented by an outfit appropriate to the occasion and a sound to match the appearance. The Cayenne GTS thus supplied the current recipe for many other GTS models by Porsche.

Today the GTS range starts with the Porsche Boxster GTS. The mid-engine roadster offers 330 hp from its 3.4-litre engine. Its closed-top counterpart, the Cayman GTS, provides an added ten hp. Among the rear-engine models, the 911 Carrera GTS boasts a raised performance level of 430 hp. Its flat-six engine has a capacity of 3.8 litres. The GTS version of the 911 is available as a Coupé, Cabriolet and Targa 4, while the first two are also available with all-wheel drive as an option. Among the front-engine models, the Cayenne GTS was followed by the Panamera GTS, featuring a 4.8-litre V8-engine producing 440 hp.

With the new Macan GTS, Porsche is presenting number ten in the GTS family.

Specifications Porsche Macan GTS*

Body:	Unitary construction, lightweight body; two-stage driver and front passenger airbags; side airbags for driver and front passenger; front and rear head airbags (curtain airbags); seating for five persons.	
Aerodynamics:	Drag coefficient c_d :	0.36
	Frontal area A:	2.62 m ²
Engine:	Water-cooled 3.0-litre V6 biturbo engine; aluminium engine block and cylinder heads; four camshafts; four valves per cylinder; continuous inlet valve control by variable valve timing and lift (Vario Cam Plus); hydraulic valve clearance adjustment; direct petrol injection; biturbo charging; integrated dry sump lubrication; engine oil 9.5 litres, two three-way catalytic converters per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for engine and gearbox coolant circulation; variable overrun fuel cutoff; auto start/stop function.	
	Bore	96.0 mm
	Stroke	69.0 mm
	Displacement	2,997 cm ³
	Compression ratio	9.8:1
	Engine power	360 hp (265 kW) at 6,000 rpm
	Max. torque	500 Nm at 1,650 – 4,000 rpm
	Power output per litre	120.1 hp/l (88.4 kW/l)
	Max. engine speed	6,700 rpm
	Fuel type	super plus
Electrical system:	12 Volt; alternator 3,000 W; battery capacity 92 Ah; electrical system recuperation.	

* Specifications may vary according to markets

Status: November 2015

Power transmission: Engine and transmission bolted to form one drive unit, active all-wheel drive with electronically controlled, map-controlled multi-plate clutch; seven-speed dual-clutch transmission.

Gear ratios

1 st gear	3.69
2 nd gear	2.15
3 rd gear	1.41
4 th gear	1.03
5 th gear	0.79
6 th gear	0.63
7 th gear	0.52
Reverse gear	2.94
Final drive ratio FA	3.88
Final drive ratio RA	4.40

Chassis:

Front axle: aluminium five-link wishbone suspension; cylindrical coil springs with internal, hydraulic double-tube gas dampers.

Rear axle: aluminium trapezium-link suspension; cylindrical coil springs with internal, hydraulic double-tube gas dampers.

Porsche Active Suspension Management (PASM) with electronically controlled dampers; three manually selectable damping programmes.

Brakes: Dual-circuit brake system with separate circuits for front and rear axles; Porsche Stability Management (PSM); vacuum brake booster; brake assistant; post-collision braking system.

Front axle: six-piston aluminium monobloc brake callipers; internally ventilated brake discs, 360 mm in diameter and 36 mm thick.

Rear axle: combined floating calliper brakes with integrated electric parking brake; internally ventilated brake discs with 330 mm diameter and 22 mm thickness.

Wheels and tyres:	Front	9 J x 20	with	265/45 R 20 104Y
	Rear	10 J x 20	with	295/40 R 20 106Y

Weights:	Unladen weight (DIN)	1,895 kg
	Permissible gross weight	2,550 kg

Dimensions:	Length	4,692 mm
	Width	1,926 mm
	Width with door mirrors	2,098 mm
	Height	1,609 mm
	Wheelbase	2,807 mm

Track widths	front	1,650 mm
	rear	1,658 mm

Luggage comp. capacity	500 – 1,500 l
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Fuel tank capacity	68 l (optionally 75 l)
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Performance figures:	Top speed	256 km/h
	Acceleration	
	0 – 100 km/h	5.2 (5.0*) s
	0 – 160 km/h	12.5 (12.3*) s
	0 – 1,000 m/h	25.0 (24.7*) s
Fuel consumption: (NEDC)	Combined	9.2 – 8.8 l/100 km**
	Urban	11.8 – 11.4 l/100 km**
	Extra-urban	7.8 – 7.4 l/100 km**
CO₂ emissions:	Combined	215 – 207 g/km**
Emissions class:		Euro 6

* With optional Sport Chrono package

** Range depending on tyres fitted