

PORSCHE

The new Macan GTS

Press kit

Energy consumption and emissions

Macan GTS: energy consumption 20.6 – 18.5 kWh/100 km; CO2 emissions combined: 0 g/km; Electric range 530 – 586 km; Electric range in urban areas: 671 – 745 km.

All figures refer to the EU model.

All new vehicles offered by Porsche are type approved in accordance with WLTP. As of 1 January 2023, official NEDC values derived from the WLTP values are no longer available for new vehicles and can therefore no longer be given. Further information on the official consumption and official specific CO2 emissions of new passenger cars can be found in the 'Guide to fuel consumption, CO2 emissions and energy consumption of new passenger cars', which is available free of charge at all sales outlets and from DAT.

Contents

Highlights	4
Key facts about the Porsche Macan GTS	4
Exterior design and aerodynamics	6
Form follows performance	6
The interior and the display and operating concept	8
Intelligent functionality in GTS style.....	8
The drive system.....	10
Featuring the high-tech components of the Macan Turbo	10
Chassis and suspension.....	12
A new level of agility and driving dynamics	12
Battery and charging	14
Maximum performance, minimum charging time.....	14
The Porsche Driver Experience and connectivity	16
Intelligent assistance, exceptional comfort and extensive entertainment.....	16

Highlights

Key facts about the Porsche Macan GTS

- **Driver-focused sports car to launch in spring 2026.**

With the debut of the Macan GTS, a total of five versions of Porsche's first all-electric SUV will be available. The new model is the highest-performance offering beneath the Turbo derivative. The all-wheel-drive vehicle provides up to 420 kW (571 PS) of overboost power when using launch control. The sprint from zero to 100 km/h takes 3.8 seconds. The towing capacity is up to 2.5 tonnes. The first examples will arrive at dealerships in February 2026.

- **Outstanding agility and driving dynamics.**

As standard, the Macan GTS is equipped with self-levelling sports air suspension and Porsche Active Suspension Management (PASM). Model-specific tuning of the dampers and anti-roll bars combines with a 10-millimetre-lower ride height in the 'Normal' and 'Lowered' settings provide outstanding agility and driving dynamics, which can be even further enhanced with the optional rear-axle steering.

- **Distinctive exterior and interior styling.**

The numerous black details on the exterior of the Macan, such as the sideblades and wheel arch trims, are typical of the GTS model designation. The sharpened geometry of the side skirts, which taper wider towards the rear, also add to the model's distinctive appearance. Numerous black Race-Tex elements, as well as components trimmed in smooth black leather, underline the elegant feel of the interior. The optional GTS Interior Package can be used to create a visual link to the exterior. Highlights of the package include colour-coordinated decorative stitching in Lugano Blue, Carmine Red or Slate Grey Neo.

- **Standard Sport Chrono Package with Track Endurance Mode.**

Track Endurance Mode prepares the Macan GTS for high-performance driving on track. For improved performance under high loads, and therefore for consistently fast lap times, the battery is pre-cooled to a much greater extent.

- **Long range and short charging time.**

The WLTP range is up to 586 kilometres. Thanks to 800-volt technology, the Macan GTS achieves a DC charging capacity of up to 270 kW. The battery charge level can be increased

from 10 to 80 per cent within about 21 minutes at a suitable fast-charging station. Bank charging at up to 135 kW is possible at 400-volt charging stations.

Exterior design and aerodynamics

Form follows performance

The new Macan GTS has its own distinctive look. The front, side and rear are all characterised by black-painted styling elements – a distinguishing feature of all Porsche GTS models. Particularly striking at the front are the tinted Matrix LED headlights as well as the strongly contoured outer edges above the airblades. The sharpened geometry of the side skirts, which taper outwards towards the rear, also adds to the distinctive look. The sideblades are finished in high-gloss black and feature ‘GTS’ lettering in satin-gloss black, further emphasising the car’s sporting appearance.

The wheel arch trims finished in satin-gloss black merge harmoniously into the model-specific rear apron, the inserts of which stand out in their high-gloss-black finish.

The distinctive diffuser trim with its striking fins emphasises the sporty look and adds a powerful yet elegant finishing touch to the design. To underline the elevated level of performance, the adaptive rear spoiler of the Macan GTS is fitted with a spoiler lip painted high-gloss black. The rear lights are tinted to match the design of the headlights.

As standard, the GTS is fitted with 21-inch Macan Design light-alloy wheels painted in the exclusive colour Anthracite Grey. Optional 22-inch RS Spyder Design wheels, finished in the same distinctive colour, are also available. With the launch of the Macan GTS, three new exterior paint colours are now available: Crayon, Carmine Red and, for the first time on this model, Lugano Blue. In addition to the now 15 standard colours, Porsche offers almost 60 additional shades as part of its Paint to Sample programme.

The Sport Design Package: purposeful styling, down to the finest detail

Porsche is offering a new Sport Design Package with new front and rear sections for all Macan Electric models, providing a particularly sporty look. The Macan GTS is the first to be offered with this package – not only as standard but also in a GTS-specific design. The contrast elements, such as decorative inserts, sideblades, wheel arch trims and the lip of the adaptive rear spoiler, are all finished in black.

Sporty silhouette with the famous Porsche flyline

The new Macan GTS benefits from the sporty proportions enjoyed by the rest of the model series. Even when stationary, it has the dynamic look that is typical of a Porsche. The gently sloping bonnet and the pronounced wings give the SUV a powerful and sporty appearance. The front lighting is separated into two parts: the flat upper light units with four-point daytime running lights are embedded in the front wings and emphasise the width of the car. The headlight module with Matrix LED technology is positioned slightly lower.

The famous Porsche flyline forms a single unit with the sloping rear window. Together with the frameless doors, this results in a sporty silhouette. The pronounced shoulders give the rear of the car a muscular look. Beneath the active rear spoiler, a continuous light strip spans the full width of the rear. Porsche lettering runs down the middle of this 3D light strip and is finished in matt black on the GTS model.

Low drag for longer range: aerodynamics

Like the other Macan Electric models, the new GTS features Porsche Active Aerodynamics (PAA) with active and passive elements. With a drag coefficient of 0.25, the Macan Electric is one of the most aerodynamic SUVs. The automatically extending rear spoiler, active cooling flaps on the front air intakes and flexible covers on the fully enclosed underbody all contribute to this.

Air curtains beneath the headlight modules optimise the airflow, as does the low-slung front end. Two pronounced edges on the sides at the rear, along with the diffuser blade, ensure aerodynamic efficiency. Thanks to the air suspension, ride height can be reduced depending on speed, resulting in improved aerodynamics and greater electric range.

The interior and the display and operating concept

Intelligent functionality in GTS style

For an even sportier look, the Macan GTS is equipped as standard with extended features in Race-Tex, along with elements trimmed in black leather. Race-Tex is found on the heated multifunction GT Sports steering wheel, the armrests of the centre console, the door panels and the dashboard. The centre panels of the 18-way adaptive sports seats are also covered in Race-Tex, where a special feature is the 'Diamar' embossing. Smooth leather is used for the seat bolsters and headrests.

The optional GTS Interior Package enables customers to create a colour scheme with a matching interior and exterior. This package is available in a choice of Carmine Red, Slate Grey Neo and Lugano Blue to match the corresponding exterior paints. The decorative stitching on the seats, steering wheel, door panels and the upper part of the dashboard are also finished in the respective colour, as are the seat belts and the 'GTS' lettering on the seats. In addition, the multifunction GT Sports steering wheel is fitted with a badge with coloured lettering matching the selected interior. Cars ordered with the GTS Interior Package automatically come with the Carbon Interior Package, featuring decorative carbon-fibre inlays on the steering wheel, the dashboard trim strip and the front and rear door panels.

Up to three displays, GTS-specific gauges and the Sport Chrono Package

The Macan GTS has a state-of-the-art display and operating concept featuring up to three screens, including the free-standing 12.6-inch curved instrument cluster and the 10.9-inch central display.

The GTS styling continues across the digital displays, with the exterior colour of the customer's car being used for the 3D visualisation of the vehicle in the central display. In addition, the instrument cluster bears the 'GTS' lettering. Many functions of the standard Sport Chrono Package can be operated via the corresponding app in the central display. These include recording lap times and telemetry data, adding new tracks, and sector and lap analysis.

The 12.6-inch, fully digital, free-standing curved display of the instrument cluster sits directly in the driver's visual axis. As is customary with Porsche, this screen forms the highest point

of the instrument panel. The central display is a high-resolution 10.9-inch touchscreen in Full-HD quality.

The optional passenger display also has a diagonal measurement of 10.9 inches. The passenger can adjust settings for the infotainment and navigation systems, browse media apps and stream video content. This is even possible while driving; thanks to special technology, the display cannot be seen from the driver's seat.

Colourful presentation: the communication light

The Macan GTS features ambient lighting with a 'communication light' as standard. In the instrument panel, there is a band of 56 LEDs that runs from one door panel to the other. This coloured and animatable strip of light visualises various vehicle states, such as the charging process, and greets passengers with a special animation when they enter. Typical Porsche features, such as Launch Control or the change of drive modes, are also highlighted with the light strip.

In addition, the communication light also works in conjunction with certain driver assistance systems, such as Lane Change Assist and Exit Warning, and can then issue location-specific warnings. For example, a pulsating light signal on their door warns the driver of danger if they try to open it when, for example, a cyclist is approaching from behind.

The drive system

Featuring the high-tech components of the Macan Turbo

GTS – an initialism that has enjoyed a special reputation among Porsche fans since the 904 Carrera GTS from 1963. Now, a Macan Electric carries these legendary letters. The badge is well deserved, thanks to outstanding driving dynamics and impressive acceleration. The Macan GTS Electric sprints from zero to 100 km/h in just 3.8 seconds and can reach 200 km/h from a standstill in 13.3 seconds, accelerating up to a top speed of 250 km/h. The model also boasts a towing capacity of up to 2.5 tonnes.

Like the Macan Turbo, the Macan GTS features the largest and most powerful electric motor of the model series on the rear axle. The motor has a diameter of 230 mm and an active length of 210 mm and is paired with a highly efficient 900 A pulse inverter made with silicon carbide (SiC). Combined with the electric motor on the front axle, the car achieves a power output of 380 kW (516 PS). From a standing start, with Launch Control enabled, the new model delivers up to 420 kW (571 PS) of overboost power and a maximum torque of 955 Nm. The combined WLTP range is up to 586 km.

The two electric motors of the Macan GTS are controlled individually and almost in real time via the power electronics. The electronically controlled Porsche Traction Management (ePTM) system reacts around five times faster than a conventional all-wheel-drive system and can respond to slip within 10 milliseconds. Distribution of power via the all-wheel-drive system depends on the selected driving programme. In Normal mode, the power distribution is tailored to maximise efficiency and range. In the Sport and Sport Plus modes, the focus of the ePTM is on optimal traction and driving dynamics and the front motor is engaged more frequently.

In the Off-road driving mode, the Macan switches the control systems and the all-wheel-drive system to a 'rough-road' configuration. The speed differential between the front and rear axles is limited by a virtual centre-differential lock, which further improves traction and ensures maximum braking performance on loose surfaces. In addition, the Off-road suspension level (plus 30 mm or plus 50 mm at the special Off-road level) is also activated.

The Macan GTS also expresses its spirit acoustically; its Porsche Electric Sport Sound (PESS) features two GTS-specific sound profiles with their own distinctive characteristics in the Sport and Sport Plus modes.

Chassis and suspension

A new level of agility and driving dynamics

The Macan GTS is fitted as standard with self-levelling sports air suspension and Porsche Active Suspension Management (PASM). The model-specific tuning of the dampers ensures superior body control thanks to increased responsiveness. In combination with the modified anti-roll bars and the ride height lowered by 10 mm at the Normal and Lowered suspension levels, this results in outstanding agility and lateral dynamics.

PASM reacts to road speed, longitudinal and lateral acceleration, throttle pedal actuation, steering behaviour and the car's suspension level. The system uses dampers with single-chamber, two-valve technology. Rebound and compression can be controlled individually. This makes it possible to switch between performance and comfort at lightning speed and apply the maximum damping force in both directions. Compared to single-valve technology, the force potential in the compression stage is significantly greater. This ensures excellent pitch and roll support as well as excellent body isolation. Thanks to the expanded damper map, there is even greater breadth between comfort and performance, and the differences between the driving programmes are even more tangible.

In addition to all-wheel drive with the responsive Porsche Electric Traction Management (ePTM), Porsche Torque Vectoring Plus (PTV Plus) also features as standard. This electronically controlled differential lock on the rear axle contributes to traction, driving stability and lateral dynamics. The control strategy of PTV Plus depends on the particular driving situation and specifically supports turn-in behaviour and steering precision.

The Macan's chassis is supported by aluminium double-wishbone front suspension with separate control arm levels, which has a beneficial effect on responsiveness, steering precision and straight-line stability thanks to its kinematics and elastokinematics. At the rear, Porsche uses what it refers to as the 'performance rear end'. Here, the electric motor is positioned as far back as possible. This enables the desired rear-biased weight balance of 48 to 52 per cent (front/rear). The rear drive system is attached directly to the body via four points.

Compact turning circle and enhanced driving stability: optional rear-wheel steering

The optional rear-axle steering further increases agility and stability. At speeds up to about 80 km/h, the rear wheels turn in the opposite direction to the front wheels. The steering angle at the rear axle is up to five degrees when parking. This makes manoeuvring easy, and the turning circle is shortened by one metre to 11.1 metres. The virtual shortening of the wheelbase via rear-axle steering also results in more dynamic steering behaviour when cornering.

At speeds above about 80 km/h the rear wheels turn in the same direction as the front axle. This effectively extends the wheelbase and further increases driving stability, for example when changing lanes on the motorway. The rear-axle steering is accompanied by a 15 per cent more direct steering ratio at the front.

High-performance recuperation, consistent deceleration: the braking system

Energy can be recuperated via the electric motors while driving. Thanks to the recuperation capacity of the Macan GTS of up to 240 kW, the vast majority of braking manoeuvres in everyday driving are performed solely by the electric motors, without activating the friction brakes. When required, due to extremely heavy braking, the transition to the hydraulic brakes is almost imperceptible.

The mechanical brake system is carried over from the Macan Turbo. At the front are aluminium six-piston fixed callipers with brake discs measuring 400 x 38 mm, while the rear is fitted with combination brakes with floating callipers and discs measuring 350 x 30 mm. The brake callipers are finished in red as standard and are optionally available in high-gloss black.

Battery and charging

Maximum performance, minimum charging time

The Macan GTS carries a lithium-ion battery in its underbody, and up to 95 kWh of its gross energy capacity of 100 kWh is actively used. A cooling plate is integrated into the battery housing, onto which 12 modules, each with 15 prismatic cells connected in series, are mounted.

The anode is made of 100 per cent graphite. Graphite anodes offer high mechanical stability and good deep-cycle stability. Thanks to a ratio of nickel, cobalt and manganese of 8:1:1, the battery achieves a very high energy density.

The Macan GTS comes standard with the Sport Chrono Package, which features Track Endurance Mode. This prepares the car for high-performance driving by significantly increasing battery cooling to delay power reduction associated with elevated battery temperatures – known as the derating effect. The result is improved performance under high load.

Fast and convenient charging

Thanks to 800-volt technology, the Macan achieves a DC charging capacity of up to 270 kW. The battery charge level can be increased from 10 to 80 per cent within about 21 minutes at a suitable fast-charging station. At 400-volt charging stations, the 800-volt battery is effectively divided into two, each with a nominal voltage of 400 volts, via a high-voltage switch in the battery. This enables particularly efficient charging, without the need for an additional HV booster, at a rate of up to 135 kW. AC charging at up to 22 kW (optional) is possible on standard household wallboxes.

The six kW high-voltage heater can be used to warm up high-voltage components such as the battery in colder weather. This keeps the battery in an optimal temperature window. Thermal preconditioning is possible through the Porsche Charging Planner, which customers can also use to prioritise or specifically avoid particular charging stations and providers when planning their route.

As is typical for Porsche, the Macan has two charging ports in the two rear side panels of the body. It is possible to connect to AC chargers on both sides (in most markets), and to DC chargers on the left side. Electrically operated charging flaps are available as an option. They can be operated either from the outside, via a capacitive sensor, or from inside the car via the central display.

Plug & Charge is very simple: anyone who has taken out a corresponding charging contract receives a digital certificate and, once this is installed in the car, the corresponding vehicle feature is activated automatically. With the help of the software key, the charging station and the car communicate independently as soon as the charging cable is connected. No further authentication via an app, RFID device or credit card is necessary.

The Porsche Charging Service: more than one million charging points in Europe

Through the Porsche Charging Service, customers now have access to more than one million charging points across 27 European countries – including more than 95,000 DC fast-charging points with a capacity of at least 150 kW.

The brand's own fast-charging network has also grown significantly. There are currently Porsche Charging Lounges at 10 locations in Germany, Austria and Switzerland. All these fast-charging stations offer very high charging capacities of up to 400 kW, as well as a relaxed ambience and central processing of charging costs via the Porsche Charging Service.

Porsche Charging Service Plus customers can charge at Preferred Partner locations at a reduced rate of 39 cents per kilowatt hour, benefitting from the same low price as in the Porsche Charging Lounges and participating Porsche Centres. In addition to Aral pulse, IONITY, GoFast in Switzerland, Fines Charging in Bulgaria, and Iberdrola on the Iberian Peninsula, Zunder in Spain and France is also a Preferred Partner.

In November 2025, the sports car manufacturer revised the tariff structure of Porsche Charging Plus. In total, customers can take advantage of up to 14 hours of free parking and charging time overnight (18:00 to 08:00).

The Porsche Driver Experience and connectivity

Intelligent assistance, exceptional comfort and extensive entertainment

The Macan GTS features extensive upgrades in intelligent driver assistance systems¹ and digital functions, with which Porsche recently updated the model line for the new model year.

The Macan is optionally available with the 'Remote Park Assist including 3D Surround View, Comfort Access and Porsche Digital Key' assistance system. Four high-resolution cameras provide a 360-degree view of the vehicle surroundings for added convenience and increased visibility when manoeuvring. The system automatically detects parking spaces and parking space markings and measures their size. Suitable parallel, perpendicular and now also diagonal parking spaces are identified by detecting light-coloured car park markings on dark-coloured surfaces. The system controls the steering and the forward and reverse motion of the vehicle. It also offers the following functions, among others:

- The new 'Transparent bonnet' view uses front and exterior mirror cameras to project a virtual view of the area in front of the vehicle under the 3D model in the central display. Manoeuvring in tight and challenging situations is made much easier, as obstacles underneath the vehicle are made visible as it passes over them.
- The 'Trained parking' function can learn individual parking routines and perform them automatically. After performing the manoeuvre once, the vehicle recognises familiar surroundings, such as your own garage or parking space at work. It then offers to take care of the parking process for the driver. The driver remains in overall control at all times. Up to five different parking routines can be stored.
- The reversing assistant allows the vehicle to automatically reverse a distance of up to 50 metres that has just been driven forwards. This is especially helpful in narrow or awkward areas, such as driveways or parking garages. The system automatically remembers the previous forward route and all the driver has to do is initiate and monitor the process.

¹ All systems operate within their system limits and require constant monitoring by the driver.

- Remote Park Assist² allows the driver to control parking and manoeuvring via their smartphone. The driver must monitor the process and must not move more than five metres away from the vehicle.

The optional Drive Assist assistance system also takes the pressure off the driver through predictive speed control and continuous steering support. Speed, acceleration, deceleration and cornering speeds are all adapted to the driving distance. Drive Assist also reacts proactively to right-of-way rules, speed limits and corners. By linking the vehicle's navigation data, cameras and sensors, the route ahead and detected road users are depicted in a real-time model shown in the 3D driver assistance display in the instrument cluster. When appropriate, the vehicle can perform lane changes. The driver must initiate the manoeuvre by activating the turn signals, keep their hands on the steering wheel at all times and monitor the manoeuvre continuously.

Smartphones and smartwatches as vehicle keys

With Comfort Access, the driver also has access to the Porsche Digital Key, which integrates the car key into Apple Wallet or a native wallet app on Android. This allows the Macan to be automatically locked, unlocked and started – either by leaving the iPhone, Apple Watch or a compatible Android device in the pocket or by simply holding it up to a reader. Even if the battery of the smartphone is depleted, the digital key remains functional³.

In addition, customers can share their vehicle key with up to seven other users in Apple Wallet or a native wallet app on Android via Apple Mail, Messages, WhatsApp and other services. Owners can also specify whether these users are only allowed to access the vehicle or are also allowed to drive it. The Porsche Digital Key also enables convenient opening of the luggage compartment. The My Porsche app can also be used to access the front and rear luggage compartments.⁴

In-car gaming: the Macan becomes a mobile games console

² Not available in all markets.

³ The duration of use of the Porsche Digital Key when the mobile device needs to be charged depends on the respective smartphone manufacturer and model.

⁴ These functions require the Porsche Connect package.

The App Centre transforms the Porsche Macan into an entertainment hub. Whether it's music streaming, podcasts, gaming or movies, users have access to an ever-growing selection of third-party apps that can be seamlessly integrated into the Porsche ecosystem. Games from Gameloft and Obscure Interactive are available via the Porsche App Centre and can be played via touchscreen or Bluetooth controller. AirConsole enables access to a large selection of family games and gaming classics, which can be easily operated via smartphone. Selected video and entertainment applications can be used via a Bluetooth headset and the optional passenger display.

Voice Pilot: enhanced interaction through artificial intelligence

The Voice Pilot voice control system is smarter than ever thanks to the integration of artificial intelligence⁵. In the background, the Voice Pilot uses various language models familiar from AI assistants. It can handle complex, interrelated questions and understand context.

⁵ For AI support, an update for Voice Pilot must be downloaded from the App Centre.