



PORSCHE



The new 718 GTS 4.0 models

U.S. press kit

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New GTS variants of 718 Cayman and 718 Boxster

Two 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 718 Boxster GTS 4.0 and 718 Cayman GTS 4.0, two new models are now continuing this tradition. 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 (discontinued for the 2024 model year) 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.

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 718 GTS 4.0 models are up to 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.

Sports 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.

- **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 sports wheels, PASM Sport Suspension, Sports Exhaust System, Porsche Communication Management (PCM) with a high-resolution, 7-inch touchscreen and the Sport Chrono package.

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 exclusively 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. 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 will be available to order in the U.S. in summer 2020. Detailed pricing and arrival timing at U.S. dealers will also be announced at that time.

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 Sports 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 Sport Design 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 six-cylinder boxer of the new 718 GTS 4.0 two-seater is a high-performance, high-revving engine 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.

High-revving design

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 sports 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 Drive Mounts) transmission mounts, which minimize the vibrations transmitted. The 718 GTS 4.0 models use the dual-mass flywheel from the 911 GT3.

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 sports suspension with Porsche Active Suspension Management (PASM) adaptive damping system as standard. Optional on 718 S models, this is paired 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 sports 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 stabilizes 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 Drive 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-Gloss 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.

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 Sport Design 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 main headlights, by PDLS Plus. The side view is characterized by Satin-Gloss Black 20-inch alloy wheels with a ten-spoke design. A striking distinguishing feature at the rear is the new Sports 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 rev counter 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 rev counter 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 optional 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.

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.