Macan GTS (WLTP)*: Electrical consumption combined: 20.6 – 18.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

A new level of agility and driving dynamics

24/07/2026 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.

MEDIA ENQUIRIES

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Consumption data

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*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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