

# Porsche Macan GTS 95B

2016-2024 · 95B.1: 3.0L V6 twin-turbo (360 hp) / 95B.2+: 2.9L V6 twin-turbo (380-440 hp) with 7-speed PDK Est. annual maintenance cost: €1,500-2,550

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Is it a 95B.1 or 95B.2? The 95B.2 (2020+) avoids the timing cover leak and bore scoring risk, and has an improved transfer case.

## BEFORE THE VIEWING

- Recall and warranty status**  
Check the VIN at recall.porsche.com for open fuel pump recalls (fire risk on 2016-2018 cars). Also ask Porsche whether the 7-year transfer case extended warranty still applies.
- Service records and oil changes**  
Look for full records from Porsche or an independent specialist. Oil changes every 15,000 km, PDK fluid every 60,000 km, and transfer case oil every 40,000 km are ideal.
- Timing cover repair history (95B.1)**  
On 2016-2018 models, ask if the timing chain cover bolt repair has been done. This is one of the most common jobs on these engines. Updated bolts fix the issue permanently.

## AT THE CAR

- Tyres and exterior condition**  
GTS uses staggered sizes: 265/45R20 or 265/40R21 front, 295/40R20 or 295/35R21 rear. Rear tyres wear faster. Check date codes and look for uneven wear across the front axle.
- Cold start and engine sounds**  
Start the engine completely cold. Listen for metallic ticking in the first 30 seconds, which can point to cylinder bore scoring on V6 engines. A brief chain rattle is less concerning.
- Coolant level and engine bay leaks**  
Check the coolant reservoir level. Look for pink or white residue around the front of the engine, which can point to a cracked coolant Y-pipe, water pump leak, or thermostat housing issue.
- Headlight lens condition**  
Look closely at both headlight lenses for internal spider cracks or hazing. This is a common cosmetic issue on 95B.1 models and cannot be polished out. OEM replacements cost around €1,500 each.

## DURING THE DRIVE

- Transfer case shudder test**  
Drive slowly through full-lock turns in both directions with moderate throttle. Any rumble-strip vibration or shudder points to worn clutch packs in the transfer case. Most common around 1,100-1,300 RPM.
- Air suspension ride and levelling**  
Cycle through all PASM ride height settings during the drive. Listen for the compressor running loudly or continuously. After parking, check whether the car sits level on all four corners.
- PDK gearbox behaviour**  
Drive for at least 20 minutes in both Normal and Sport modes. Feel for harsh shifts, hesitation between gears, or clunking. Transmission issues often only appear once the gearbox is fully warmed up.

## NOTES

---



---



---



---

### THIS CAR AT A GLANCE

Performance SUV with twin-turbo V6 and standard air suspension. The 95B.1 (pre-2020) carries more risk from the timing cover leak and transfer case. The 95B.2 resolves both.

#### KNOWN WEAK POINTS

##### Transfer case shudder

Clutch pack wear, vibration at low speed  
€1,500-5,000

##### Timing cover oil leak

Over-torqued bolts, 95B.1 only  
€800-6,000

##### Air suspension failure

Struts, compressor, or valve block  
€1,500-4,000

##### Coolant Y-pipe cracking

Plastic pipe cracks, 95B.1 V6 only  
€600-1,500

##### Cylinder bore scoring

Rare but catastrophic, V6 engines  
€8,000-25,000

