## Macan 4

## Consumption, emissions, range (WLTP)

| Electric energy consumption <br> combined | $21.1-17.9 \mathrm{kWh} / 100 \mathrm{~km}$ |
| :--- | :---: |
| $\mathrm{CO}_{2}$ emissions combined | $0 \mathrm{~g} / \mathrm{km}$ |
| $\mathrm{CO}_{2}$ class | A |
| Electric range combined | $516-613 \mathrm{~km}$ |
| Electric range, city | $665-784 \mathrm{~km}$ |

## Drive system

| Battery | High-voltage battery with 800 V rated voltage; <br> energy content (gross): 100 kWh energy content (net): 95 kWh |
| :--- | :---: |
| Electric motor, front axle | Permanent magnet synchronous motor |
| Electric motor, rear axle | Permanent magnet synchronous motor |
| Transmission, front axle | Single-speed transmission |
| Transmission, rear axle | Single-speed transmission |
| Drive system | All-wheel drive with electronically controlled Porsche Traction Management (ePTM) |
| Power output ${ }^{1)}$ | Up to $285 \mathrm{~kW}(387 \mathrm{PS})$ |
| Overboost power with | Up to $300 \mathrm{~kW}(408 \mathrm{PS})$ |
| Launch Control ${ }^{1)}$ |  |
| Maximum torque with Launch <br> Control | 650 Nm |

## Chassis

| Suspension and damping | Steel-spring suspension and hydraulic dampers |
| :--- | :---: |
| Front axle | Aluminium five-link front axle |
| Rear axle | Aluminium five-link rear axle |
| Steering | Electromechanical power steering with variable steering ratio and steering impulse |
| Steering ratio | $15.6: 1$ (on-centre); 13.0:1 with rear-axle steering (on-centre) |
| Turning circle diameter | $12.1 \mathrm{~m} ; 11.1 \mathrm{~m}$ with rear-axle steering |
| Vehicle stability system | Porsche Stability Management (PSM) with ABS, ASR, ABD, MSR and Trailer Stability |
|  | Management; Porsche Hill Control (PHC) |

[^0]
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| Brakes |  |
| :--- | :---: |
| Brake system | Porsche Recuperation Management; <br> four-piston aluminium monobloc fixed-calliper brakes at the front, <br> combination floating-calliper brakes at the rear; electric parking brake, <br> automatic hold function; multi-collision brake |
| Brake discs, front axle | Grey cast-iron brake discs, internally ventilated |
|  | Diameter |
| Thickness | 350 mm |
| Brake discs, rear axle |  |
|  | Diameter |

## Wheels and tyres

| Front wheels and tyres | $7.5 \mathrm{~J} \times 20$ ET 32 with 235/55 R 20 tyres |
| :--- | :---: |
| Rear wheels and tyres | $10.0 \mathrm{~J} \times 20 \mathrm{ET} 49$ with 285/45 R 20 tyres |

## Dimensions

| Length | $4,784 \mathrm{~mm}$ |
| :--- | :---: |
| Width (including exterior mirrors) | $1,938 \mathrm{~mm} \mathrm{(2,152} \mathrm{mm)}$ |
| Height | $1,622 \mathrm{~mm}$ |
| Wheelbase | $2,893 \mathrm{~mm}$ |
| Front track width | $1,687 \mathrm{~mm}$ |
| Rear track width | $1,661 \mathrm{~mm}$ |

## Luggage compartment volume and weights

| Luggage compartment volume <br> (rear/front) | $540-1,348 \mathrm{I} / 84 \mathrm{I}$ |
| :--- | :---: |
| Unladen weight (DIN) | $2,330 \mathrm{~kg}$ |
| Permissible gross weight | $2,920 \mathrm{~kg}$ |
| Permissible trailer load (braked/ <br> unbraked) | $2,000 \mathrm{~kg} / 750 \mathrm{~kg}$ |
| Maximum towball load | 80 kg |
| Permissible roof load <br> (with Porsche roof transport <br> system) | 75 kg |

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## Performance

| Top speed <br> Acceleration <br> (with Launch Control) | $220 \mathrm{~km} / \mathrm{h}$ |
| :--- | :---: |
| $0-60 \mathrm{mph}$ |  |
| $0-100 \mathrm{~km} / \mathrm{h}$ | 4.9 s |
| $0-160 \mathrm{~km} / \mathrm{h}$ | 5.2 s |
| $0-200 \mathrm{~km} / \mathrm{h}$ | 11.8 s |

## Charging

| Maximum charging capacity (DC) |  | Up to 270 kW |
| :--- | :---: | :---: |
| Charging time for direct current <br> (DC, 800 V ) with maximum <br> charging capacity from 10 to <br> up to 80 per cent under optimal <br> conditions ${ }^{2)}$ | 21 min |  |
| Recharged range (WLTP) in <br> 10 mins at maximum charging <br> power (800 V) under optimal <br> conditions ${ }^{3}$ ) |  |  |
| Charging time for direct current <br> (DC, 400 V) with max. 135 kW <br> charging capacity from 10 to up <br> to 80 per cent | 250 km |  |
| Recharged range (WLTP) in <br> 10 mins at maximum charging <br> power ( 400 V) | 33 min |  |
| Charger (on-board charger) | 123 km |  |
| Charging time with alternating <br> current (AC) at 11 kW from 0 to <br> up to 100 per cent |  |  |

## Aerodynamics

| Drag coefficient $\left(\mathrm{c}_{\mathrm{d}}\right)$ | 0.25 |
| :--- | :---: |
| Frontal area A | $2.69 \mathrm{~m}^{2}$ |
| $\mathrm{c}_{\mathrm{d}} \times \mathrm{A}$ | $0.673 \mathrm{~m}^{2}$ |

[^1]
[^0]:    ${ }^{1)}$ Details on the measurement procedure at www.porsche.com/gtr21

[^1]:    ${ }^{2)}$ Optimal conditions: CCS fast-charging station of $>320 \mathrm{~kW},>850 \mathrm{~V}$, battery temperature $23^{\circ} \mathrm{C}$ and initial state of charge of nine per cent
    ${ }^{3)}$ Optimal conditions: CCS fast-charging station with $>320 \mathrm{~kW},>850 \mathrm{~V}$, battery temperature $23^{\circ} \mathrm{C}$ and remaining range $<30 \mathrm{~km}$

