



PORSCHE



The new Macan

Press kit

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Highlights

- **The sports car in its segment.**

The new Macan underlines its outstanding position as the sports car in its segment with a new turbocharged 3.0-liter V6.

- **Porsche design DNA.**

Distinctive exterior features such as the new LED tail light panel ensure that the Macan is ready for the future in the style of the Porsche design DNA.

- **Full connectivity.**

The Macan offers comprehensive connectivity and new digital functions thanks to its new Porsche Communication Management system with 10.9-inch touchscreen.

- **Greater assistance and comfort.**

Porsche has extended its range of comfort and assistance systems in the Macan with new options such as Traffic Jam Assist, ionizer, heated windshield and GT Sport steering wheel.

- **High-quality appearance.**

With new premium colors and perfectly finished materials, the new Macan also incorporates a high quality standard and stands for value stability.

Summary**Full connectivity, new design and even more equipment for the successful model**

Porsche has upgraded the Macan in terms of design, comfort, connectivity, and driving dynamics. In keeping with Porsche design DNA, the compact SUV features a new three-dimensional LED light panel. LED headlights are also now standard equipment on all Macan models as of the 2019 model year.

The most eye-catching new features in the interior are the 10.9-inch touchscreen of the new Porsche Communication Management (PCM), the newly arranged and designed air vents and the optional GT Sport steering wheel familiar from the 911. The PCM provides access to new digital functions such as intelligent voice control and the standard online navigation. The range of comfort equipment is extended by a new Traffic Jam Assist feature, which serves as an extension of Adaptive Cruise Control. A heated windshield and an ionizer for enhanced cabin air filtration are also optionally available.

In addition to updated styling, the 2019 Porsche Macan S gains a new engine: A new 3.0-liter turbocharged V6. It uses a single twin-scroll turbocharger located centrally within the "inner V" of the engine, which has a power output of 348 hp from 5,400 to 6,400 RPM and 354 lb.-ft. of torque between 1,340 and 4,800 RPM.

The driving dynamics of the Macan remains its core feature. The revamped chassis increases driving pleasure by ensuring a more neutral response and improved comfort while maintaining the preceding stability of the preceding model. The new Macan again features staggered tires, which is unusual for the segment and helps the driver exploit the driving dynamics advantages of the intelligent PTM all-wheel drive. Newly developed tires with improved performance characteristics also permit improved lateral dynamics.

The new Macan also benefits from the latest version of Porsche Communication Management. The full-HD touchscreen has increased in size from 7.2 to 10.9 inches. As in the Panamera and Cayenne, the user interface is highly customizable. With full connectivity as standard, the new system offers online navigation and Porsche Connect Plus. Apple CarPlay® is optional. The connection to the navigation-related "Here Cloud" plays an important part here. This provides the driver with up-to-date online data for route calculation. Other services and functions include web radio with automatic switching between FM and online sources, the intelligent Voice Pilot voice control system and also remote functions such as security and emergency services. The Porsche Connect app and Porsche Car Connect app enable the driver to communicate with the Macan via their smartphone. The Offroad Precision app, which premiered with the 2019 Porsche Cayenne, is now also available with the Macan.

An expanded range of options with enhanced assistance systems is available for new Macan. A mode switch integrated into the steering wheel – including Sport Response button – is part of the latest version of the optional Sport Chrono Package that is available in the Macan. In addition to the Normal, Sport and Sport Plus driving modes, it is also possible to select an Individual mode. The Sport Response button in the middle of the mode switch allows the driver to boost the responsiveness of the Macan for 20 seconds at the push of a button so that the maximum performance is immediately available. In combination with the optional Sport Chrono Package, the Porsche Stability Management (PSM) additionally offers the separately selectable mode PSM Sport, which allows drivers to come much closer to the limit.

Agility and efficiency

Porsche now equips the Macan S with a newly developed turbocharged 3.0-liter V6 delivering 348 hp (260 kW) from 5,400 to 6,400 RPM and 354 lb.-ft. of torque between 1,340 and 4,800 RPM. Now at use in the Macan S, Porsche first implemented this engine in the Panamera and subsequently in the Cayenne. It features a single turbocharger located in the inner V. The short exhaust gas paths between the combustion chambers and the turbocharger ensure outstanding and immediate responsiveness, providing peak torque earlier in the rev range than the engine in the previous Macan S. With twin-scroll technology, the exhaust gas flows feed into the turbine wheel continuously as separate streams. This significantly reduces any charge cycle disadvantages. Combustion chamber geometry is further refined in the new Macan with centrally located injectors. Both cylinder heads also have integrated exhaust manifolds. In addition reducing weight and using fewer components, this design allows the exhaust manifold to be integrated into the cooling circuit, which increases efficiency at high loads.

Responsive power development is one of the main characteristics of the Macan S. Porsche also adapted the seven-speed PDK to exploit the full potential of the new engine. In Sport mode, the transmission is now even more responsive and allows very fast shifts. In Normal mode, the PDK shifts to higher gears sooner than in Sport mode to save fuel and promote comfort. In combination with adaptive cruise control (ACC), the modified PDK now also offers a coasting mode, which additionally reduces fuel consumption in real driving conditions. The optimized Auto Start Stop function also makes a further contribution to increased efficiency. This function now turns off the engine when coasting to a stop at a traffic light. The Auto Start Stop function deactivates automatically in Sport and Sport Plus driving modes.

New setup improves driving dynamics

The Macan S owes its sporty driving characteristics above all to a chassis setup that is typical for sports cars. This provides unique lateral dynamics without neglecting everyday comfort. The chassis engineers examined every component for further optimization potential.

On the front axle, spring forks made of aluminum replace the previous steel components. The spring forks are spread over the drive shafts and connect the springs and dampers with the front-axle carrier. The new light alloy design is more rigid and reduces the unsprung mass by about 3.3 lbs., improving both steering precision and ride comfort. The optional air suspension features new shock absorber hydraulics and optimized rolling pistons, further refining their performance.

Because of improved spring characteristics, the anti-roll bars are also revised to offer more neutral handling. The further-developed chassis concept also includes 19- and 21-inch wheels with a rim width increased by half an inch on the front axle, further enhancing turn-in and steering precision. All-new tires are from a new generation that is specially tailored to the driving characteristics of the Macan. The wheel diameters range from 18 inches to 21 inches. The staggered tire sizes are between 235/60 R 18 and 265/40 R 21 on the front axle and between 255/55 R 18 and 295/35 R 21 on the rear axle.

Further improving agility and turn-in behavior, new engine mounts reduce engine movement more effectively under load. If the driver accelerates when driving out of the bend, the roll of the engine has a significantly reduced effect on handling. The tracking of the Macan is improved as a result, and the cornering forces of the outer tires can be used in a more controlled manner.

As before, the active damper control system PASM, height-adjustable air suspension and Porsche Torque Vectoring Plus (PTV Plus) are optionally available.

Enhanced brakes with more precise pressure point

A lot of detailed work went into the brakes of the new Macan, which offer improved pedal feel. An organic sheet pedal made of molded, fiberglass-reinforced thermoplastic sheet material with a back-injected plastic rib structure replaces the previous equipment. This pedal weighs around 300 g less than the previous steel part and connects to the brake master cylinder via a shortened lever arm. As a result, the braking feels more responsive and the driver feels a precise pressure point through the very rigid connection. In addition, the Macan S also gains larger front brake discs. In the new model, the front rotors increase by 10 mm to 360 mm and increase in thickness by 2 mm to 26 mm. The new Macan can be optionally equipped with the PCCB ceramic brake system.

Unique appearance with sports car DNA

The Macan combines pronounced sports car genes with well-rounded characteristics. This combination is typical for Porsche and has been extended with the facelift, providing the basis for the further-developed design language.

The front end of the new Macan appears wider due to revised side air intakes. The newly designed front lights also contribute to the wider look. They have moved from the edge of the air intake to the cooling air opening. The parking sensors in the lower front area also now integrate discretely into the aerodynamically optimized air blades. The Macan also offers newly designed alloy wheels. In addition, the side blades are also now available in Brilliant Silver or High-Gloss Black.

The comprehensively revamped rear end connects the two tail light clusters with each other. The three-dimensional "PORSCHE" logo is positioned on the light panel. The brake lights now feature a four-point design, further reflecting Porsche brand identity. The tailpipes of the exhaust system are integrated in the rear fascia and round off the rear end.

High-quality interior with new PCM and feeling of greater width

The new 10.9-inch full-HD Porsche Communication Management touchscreen display blends into the redesigned center console. It has been possible to reduce the number of buttons in the display area thanks to the new interface. The air vents have been upgraded with metal trim elements and are now integrated horizontally in the center console under the new PCM. This makes the dashboard appear wider and flatter.

The new Macan already offers especially high-quality equipment as standard: the seat centers are covered with Alcantara® and the seat bolsters with high-quality leatherette, for example. The steering wheel, selector lever and armrests are finished in leather. Additional full-leather interiors in various colors are also optionally available. Further personalization of the leather interiors is possible through the Porsche Exclusive Manufaktur. Additionally, the Macan is now available with a GT Sport steering wheel, an option familiar to the 911. This wheel is wrapped in Alcantara® and has a smaller diameter (360 mm) as compared to the standard steering wheel.

Every Macan leaves the factory equipped with a particle/pollen filter with anti-allergen coating. The optional ionizer also improves cabin air quality. The ionizer is controlled by a button on the center console.

New PCM with larger touchscreen and Porsche Connect Plus

The new Macan is fully connected as standard: the enhanced Porsche Communication Management (PCM) offers access to internet-based functions and services via the touchscreen. Including online navigation, which uses a standard LTE communication module for data transmission.

Voice input of navigation destinations is simple thanks to the new Voice Pilot. Using online voice recognition, commands are now much more intuitive than before. For example, a navigation destination can be entered without stating address details.

In addition, the Voice Pilot does not just permit control of navigation functions. The system also understands commands for controlling music and vehicle functions.

Navigation calculation has also been optimized. This is achieved by simultaneous processing of inputs both on-board and online. Route calculation for navigation therefore takes place at the

same time both online and in the PCM. The PCM decides independently which navigation function has calculated the best route, but always starts with the result that has been calculated first. The driver can also save routes that have been driven more than three times in the PCM with the "Smart routing" function. The PCM therefore learns possible destinations of the driver and can optimize route calculation. Destinations can also be conveniently created before a journey not just in the PCM but also on a smartphone using the Porsche Connect app or on the "My Porsche" platform. The destinations are synchronized by identification with the Porsche ID in the vehicle, app and "My Porsche" web portal.

The navigation system processes swarm data with the new Risk Radar service. With this technology, correspondingly equipped vehicles share anonymously recorded and transmitted data regarding traffic and road conditions. Based on information from the vehicle sensors, this data can provide warnings about potentially hazardous conditions including fog, slippery roads and accidents.

Porsche Connect app

The newly designed Porsche Connect app now provides the driver with even simpler and more comprehensive access to vehicle and Connect functions by smartphone. The app is divided into the three main areas "Navigation", "My Vehicle" for vehicle-specific functions and "Me" for user-specific services and settings such as linking of the Connect app with an Amazon Music account. In the "My Vehicle" area, the driver can see whether doors, tailgate and windows are closed in a vehicle view, and can also unlock or lock the vehicle if desired. Information on the range, oil level and vehicle maintenance can also be accessed. The monitoring and security functions can also be controlled. The Macan can also now be optionally equipped with a smartphone compartment. A connection with the vehicle's external antenna is established as soon as the Bluetooth®-paired

smartphone is placed in the center console tray, reduces battery consumption and optimizing reception quality.

Users of Smart Home devices from Nest can receive information about their home in the vehicle at any time. The service provides online data of networked smoke alarms and pictures from installed cameras, for example, or permits the temperature at home to be controlled from the vehicle.

Offroad Precision app for more fun off-road

With the Offroad Precision app, Porsche gives Macan drivers the chance to document, analyze and share off-road journeys. The "Trip" area functions in the same way as popular running apps for mobile phones. All relevant data is automatically stored when recording is activated driver, vehicle, route, times, GPS data. Route and elevation profiles are automatically calculated from this, which can then be viewed on a map later on. At the same time, the journey can be recorded as a video either using a smartphone or an externally controlled camera. The trips can be shared in social media using the "Sharing" function. In the "Personal progress" app mode, the individual driver performance is rewarded with a bonus system. In a tutorial, the app additionally provides new off-road drivers with detailed basic knowledge on how to drive a Macan off-road. The tutorial also contains an overview of off-road parks. Here, drivers can acquire initial experience in off-road driving in a safe environment. The Offroad Precision app is available for iOS and Android.

Greater assistance for the driver

Porsche has again extended its range of assistance systems for the Macan. More powerful sensors as well as data and image processing allow realization of new functions. For example, the adaptive cruise control system has been developed to include a Traffic Jam Assist function.

Using the radar sensor located in the middle of the central air intake, the adaptive cruise control system monitors the distance from vehicles driving in front and automatically adapts. Vehicles that cut in from adjacent lanes are also detected. If necessary, the system will brake to a standstill when following a vehicle in front. Thanks to the stop-and-go function, the vehicle is able resume movement after braking to a standstill. If the vehicle is stopped for longer than three seconds, it is sufficient to briefly press the accelerator or resume the function with the control stalk in order to continue.

Traffic Jam Assist provides assistance in queues

The additional Traffic Jam Assist function extends the stop-and-go function by steering assistance. Using the optimized radar and video sensor systems, the system detects lane markings and vehicles driving ahead in the same lane or adjacent lane in a speed range from zero to 40 mph. When the system is active, the vehicle can be kept in lane by targeted steering interventions. When in a traffic jam or slow-moving traffic, this leads to a considerable reduction in the strain on the driver and significantly increased comfort. The reduced stopping distance function is part of the adaptive cruise control system and thus also of Traffic Jam Assist. This function provides multi-level warnings and braking interventions if there is a risk of collision with pedestrians or vehicles. Other assistance systems for lane keeping and lane changes as well as speed limit display are also still optionally available.

ParkAssist with reversing camera and Surround View

Porsche supports the driver of the new Macan in everyday traffic with a three-stage system of parking assistance functions. ParkAssist, which is a standard feature, informs the driver of obstacles with visual and acoustic warnings when maneuvering and parking in conjunction with a rear-view camera. This function uses ultrasonic sensors located at the front and rear of the vehicle. This supports maneuvering by displaying a color camera image with dynamic guidelines and distances from potential obstacles on the screen of the PCM. Optional ParkAssist with Surround View calculates a birds-eye view from four individual cameras that helps when parking and maneuvering.

New comfort options: heated windshield and thermally and noise insulated glass

A heated windshield is optionally available for the compact SUV for the first time. For this, a special film is integrated in the windshield that does not need any heating wires. The Macan can also be optionally equipped with enhanced thermally and noise insulated glass. A new acoustic film in the laminated glass design blocks almost 100 percent of harmful UV and reduces outside noise. To further increase privacy, sun blinds for the rear windows are also optionally available.