

Next-level E-Performance: the Porsche Macan

13/10/2026 Next-level E-Performance: the new Macan

Ten years after its launch, the Porsche Macan enters its second model generation – in all-electric form. Through its progressive, timeless design, characteristic Porsche performance, long-distance range and with real everyday usability, the new Macan aims to completely fulfil the requirements of Porsche customers who wish to drive an SUV.

Porsche doubled the size of the model range soon after the launch, and there are currently four variants (**Macan (WLTP)*:** Electrical consumption combined: 19.4 – 16.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A; **Macan 4 (WLTP)*:** Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A; **Macan 4S (WLTP)*:** Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A; **Macan Turbo (WLTP)*:** Electrical consumption combined: 20.6 – 18.3 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A) to choose from. The new Macan with rear-wheel drive is available as the new point of entry to the all-electric SUV model series. When Launch Control is used, it delivers up

to 265 kW (360 PS) and offers a combined WLTP range of up to 641 km. With Launch Control, the all-wheel drive Macan 4 **Macan 4 (WLTP)*:** Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A produces up to 300 kW (408 PS) of overboost power. The new Macan 4S **Macan 4S (WLTP)*:** Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A produces up to 380 kW (516 PS) and is positioned at the higher-powered end of the model range. The range-topping model is the Macan Turbo **Macan Turbo (WLTP)*:** Electrical consumption combined: 20.6 – 18.3 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A with up to 470 kW (639 PS) and a maximum torque of 1,130 Nm –

guaranteeing excellent driving performance. The Macan Turbo accelerates from zero to 100 km/h in 3.3 seconds. Its top speed is 260 km/h. The highest achiever in terms of range is the Macan, with rear-wheel drive, at 641 km. Another feature with real-world, practical use: the SUV can tow trailers weighing up to two tonnes with the optional towbar system.

“We are taking the Macan to a completely new level – with exceptional E-performance, the new driver experience and a very impressive design,” says Oliver Blume, Chairman of the Executive Board of Porsche AG. “Our aim is to offer the sportiest model in its segment with the all-electric Macan,” adds Jörg Kerner, Vice President Product Line Macan. Porsche is electrifying one of its highest-volume model lines with the new Macan. After the successful market launch of the Taycan in 2019, this is another important milestone on the road to electromobility.

The Macan is the first model from Porsche to be based on the Premium Platform Electric (PPE), jointly developed with Audi. The PPE gives Porsche the opportunity to bring high-volume electric models, made to the highest technical standards, to the market in the future.

Design: sporty proportions and a coupé-like flyline

Thanks to their sharper proportions and Porsche Design DNA, the new Macan models have a striking, purposeful appearance. “With the all-electric Macan, we are presenting the first Porsche we are making electric that comes from an established product identity,” says Michael Mauer, Vice President Style Porsche. “The new Macan is clearly recognisable by its brand identity as part of the Porsche product family. The famous Porsche proportions have been further developed and optimally adapted to the challenges of an electric vehicle. This has further heightened the sporty, modern and dynamic appearance of the Macan. The design makes it clear: the Macan remains the sports car in its segment, even in electric form.”

Short overhangs combine with a wheelbase 86 mm longer than the previous model (2,893 mm). The shallow pitch of the bonnet and the strongly pronounced front wings give the entry-level SUV, which is 4,784 mm long, 1,938 mm wide and 1,623 mm high, a dynamic appearance even when it’s stationary.

The front lights are split into two parts: the flat upper light units with four-point daytime running lights are embedded in the wings and emphasise the width of the car. The main headlight modules, with

optional matrix LED technology, are positioned slightly lower in the front end. The characteristic Porsche flyline forms a coherent whole with the shallow-raked rear window. In combination with the frameless doors and characteristic side blades, the result is a dynamic-looking design. Strongly pronounced shoulders give the rear a muscular look. The Porsche logo now sits in the centre of the sculptural 3D light strip.

Off-road design package increases everyday usability

An optional off-road design package is available for all models, further improving the everyday usability of the Macan. Rough dirt tracks and particularly steep climbs and descents can be mastered even more easily than before. The adapted geometry of the front bumper has increased the approach angle to up to 17.4 degrees, depending on the model (with the air suspension at a specifically raised level). In combination with the adaptive air suspension, the off-road design package also increases the ground clearance by 10 mm to 195 mm when in the 'Normal' setting. For the Macan, Macan 4 and Macan 4S, the off-road front bumper is also available separately.

Aerodynamics: active and passive elements for longer range

Porsche combines its design DNA with aerodynamics that are optimised for range. Thanks to the Porsche Active Aerodynamics (PAA) with active and passive elements, and a drag coefficient of 0.25, the new Macan is one of the most streamlined SUVs on the market – with positive effects on range and energy consumption. The PAA system includes the adaptive rear spoiler and active cooling flaps on the front air intakes. Air curtains below the headlight module, the low-slung front end, and flexible covers on the fully sealed underbody optimise the air flow. At the rear, Gurney flaps and the diffuser blade increase aerodynamic efficiency.

Interior: two luggage compartments and improved interior space

The new Macan is a performance-oriented SUV with a high level of everyday practicality, high-quality equipment and a spacious configuration. Electrification has led to increased luggage space in the Macan. Depending on the model and equipment fitted, the capacity behind the rear seat bench is up to 540 litres (cargo mode). In addition, there is the 'frunk', a second luggage compartment under the bonnet with a capacity of 84 litres. If the rear seat backrest is folded down completely, the rear luggage compartment capacity increases to up to 1,348 litres. With the keyless Comfort Access feature, the tailgate can be opened and closed with a foot gesture. The frunk opens via a swipe gesture over the sensor, which is installed below the Porsche crest – while the key can remain in the pocket.

The driver and passengers sit lower than in the previous model, and the rear passengers have more legroom. The interior is unmistakably Porsche: the width of the cockpit is emphasised by an integrated black panel. The sloping shape of the centre console heightens the impression of a low and

performance-focused seating position in the vehicle. At the same time, large windows give a light and airy feel to the interior space. In addition to the modern digital user interfaces, there are also select analogue control elements – for example, on the air vents and the air conditioning controls.

An LED light strip is integrated into the thoughtfully designed trim strip along the cockpit and doors. It acts as both ambient lighting and a communication light. Depending on the situation, it provides information or warnings – such as when greeting the driver, during charging, or in conjunction with the driver assistance systems. The equipment in the new Macan enables a high degree of personalisation.

Porsche Driver Experience: new design and new function

With the electrification of the Macan, Porsche has introduced a completely new display and control system into its successful SUV model. The Porsche Driver Experience offers a mix of digital and analogue elements. These include an instrument cluster with a 12.6-inch curved display, a 10.9-inch central display, a 10.9-inch passenger display, a head-up display with augmented reality technology, and ambient lighting with a communication light.

Porsche has once again completely upgraded the design of the Driver Experience for all Macan models. It now comprises a welcome animation, an even more modern look and feel, and the new Themes app, which can be used to adjust the background colour of the displays and the ambient lighting to match the exterior colour, with 12 colours to choose from.

The new-generation infotainment system is based on Android Automotive OS. Included as standard, Porsche Communication Management (PCM) in the new Macan takes computing performance to a new level. The intelligent Voice Pilot feature executes voice commands at lightning speed and provides useful assistance, including finding the right route with optimal charging stops. In the new Porsche App Centre, passengers can access popular apps from third-party providers and install them directly in the new Macan.

Electric powertrain: 800-volt technology and innovative bank charging

As in the Taycan, Porsche uses permanently excited synchronous electric motors (PSM) and 800-volt technology in the Macan. To optimise efficiency, silicon carbide (SiC) is used instead of silicon as the semiconductor material in the pulse inverter (PWR) on the rear axle.

The electric motors draw their energy from a lithium-ion battery in the underbody. This has a gross capacity of 100 kWh, of which up to 95 kWh can be actively used. The DC charging capacity is up to 270 kW. At a suitably powerful fast-charging station the battery can be charged from 10 to 80 per cent in about 21 minutes. At 400-volt charging stations, a high-voltage switch in the battery enables bank

charging by effectively splitting the 800-volt battery into two batteries, each with a nominal voltage of 400 volts. This enables particularly efficient charging, without an additional HV booster, at up to 135 kW. AC charging at up to 11 kW is possible with household wall boxes.While driving, energy can be recuperated via the electric motors. The all-wheel drive models can achieve up to 240 kW, while the Macan has a maximum recuperation power of 200 kW.

Suspension: the first Macan with rear-axle steering

Porsche developed the Macan with a keen focus on quintessential Porsche driving dynamics and a characteristic steering feel. “Thanks to its particularly sporty seat position and low centre of gravity, as well as its impressive driving dynamics and steering precision, the new Macan delivers a real sports car feeling,” explains Kerner.

Macan 4, Macan 4S and Macan Turbo are all-wheel drive. The two electric motors are controlled via the power electronics almost in real time. The electronically controlled Porsche Traction Management (ePTM) operates about five times faster than a conventional all-wheel drive system and can respond to slip within 10 milliseconds. In addition, the all-wheel drive distribution is governed by the selected driving programme. Porsche Torque Vectoring Plus (PTV Plus), an electronically controlled differential lock on the rear axle, also contributes to the traction, driving stability and lateral dynamics of the Macan Turbo. Macan models with air suspension are, as standard, equipped with the PASM (Porsche Active Suspension Management) electronic damping control, which can also be added to the steel spring suspension. PASM now also features shock absorbers with two-valve technology. Thanks to the more expansive damper map, this results in a wider spectrum of comfort and performance. This makes the differences between the driving modes even more tangible.

For the first time, the Macan has optional rear-axle steering, with a maximum steering angle of five degrees. This enables a compact turning circle, reduced by one metre to 11.1 metres, in urban traffic and when manoeuvring. It also enables exceptional driving stability at higher speeds, assisted by the consistent and precise front-axle steering for which the brand is known.

MEDIA ENQUIRIES



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Consumption data

Macan Turbo (WLTP)*: Electrical consumption combined: 20.6 – 18.3 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Macan 4S (WLTP)*: Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Macan 4 (WLTP)*: Electrical consumption combined: 20.5 – 17.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

*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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