

Product Highlights: Porsche Macan – The first all-electric SUV from Porsche

14/05/2026 Ten years after its launch, the Porsche Macan enters its second model generation – in all-electric form. The new Macan, with its progressive and timeless design, characteristic Porsche performance, long-distance range and everyday usability, aims to completely fulfil the requirements of Porsche customers who wish to drive an SUV.

Australian model series

The second-generation Porsche Macan SUV range comprised two variants at the time of its Australian market introduction in late 2024:

- Macan 4

- Macan Turbo (model range leader)

The entry-level Macan and the Macan 4S were released locally in early 2025.

The sporty and driver-focused Macan GTS was released locally in February 2026.

E-Performance: Battery and charging

The new all-electric Porsche Macan has been developed to deliver an optimal balance between performance and driving range.

The new Macan is the first Porsche model to be based on the Premium Platform Electric (PPE). Jointly developed with Audi, PPE is an 800-volt electric vehicle (EV) architecture that enables Porsche to offer high-volume electric models, made to the highest technical standards, in the future.

Performance Battery Plus

The new Macan model range uses a high-voltage (HV) lithium-ion battery. Gross capacity is 100 kWh; net capacity is 96 kWh.

This high-voltage battery is fitted low in the chassis and uses an integrated cooling plate. Twelve modules, each with 15 prismatic cells connected in series, are mounted to it. Prismatic cells have their own aluminium shell, which makes them exceptionally stable.

The 12 modules and other important components can be replaced individually, if necessary.

The chemical composition of the anode is 100 percent graphite, which offers mechanical stability and great cycle stability.

The battery's energy density is maximised thanks to the chemical composition of the cathode (which consists of nickel, cobalt and manganese in a ratio of 8:1:1.)

The battery is physically protected from below by a lightweight but tough glass fibre composite underbody guard.

The new Macan uses a battery management system (BMCe, the car's electrical control centre) that is located on the battery cover. It distributes electrical power between the Macan's two electric motors (one at each wheel axle) and its high-voltage auxiliary consumers. It also enables 800 v and 400 v DC charging.

Safety measures for the high-voltage battery include fuses and a pyrotechnic isolation unit. Both are

integrated into the BMCe.

The high-voltage system is switched off if a crash is detected and a restraint system (such as an SRS airbag) is activated; it is also switched off in the event of a short-circuit or if overvoltage is detected.

Integrated Power Box

Porsche has developed and patented an innovative new system for the Macan's battery and charging management. Called the Integrated Power Box (ITB), this compact unit combines three components:

- Onboard 11 kW AC charger (which converts alternating current (AC) to direct current (DC) when charging
- High-voltage heater (which controls the temperatures of the high-voltage battery and the passenger cabin)
- DC/DC convertor, which supplies the 12-volt system

The ITB is located on top of the HV battery and under the rear bench seat. Its weight (19 kilograms) is about three kilograms lighter compared to conventional components.

Charging at up to 270 kW

The new Macan's 800-volt architecture allows DC charging power up to 270 kW. This means the battery can be charged from 10 percent state of charge (SoC) to 80 percent SoC within approximately 21 minutes at a suitable fast-charging station.

The Macan's battery is preconditioned for optimal charging. Up to approximately 55 percent SoC, the Macan has up to 200 kW of charging capacity, which means it can recharge for a range of up to 250 km in 10 minutes.

A high-voltage switch divides the battery in the new Macan if it is recharged at a 400-volt recharging station. The 800-volt electrical circuit is switched to become two separate 400-volt circuits, in effect dividing the 800-volt battery into two separate 400-volt batteries, enabling high-efficiency charging up to 150 kW without the need for a separate HV booster. This means the battery's SoC can be increased from 10 to 80 per cent within about 33 minutes.

AC charging with a wall-mounted household box is also possible, which is ideal for overnight recharging at home. The HV battery's SoC can go from zero to 100 percent in around 10 hours at the maximum 11 kW capability.

The new Macan has two recharging ports at the rear. The AC/DC is on the left, the AC-only on the right.

Recharging times^: summary

- Charging time for direct current (DC) with maximum charging power (10% to 80%): 21 minutes
- Charging time for direct current (DC) with 150 kW (10% to 80%): 33 minutes
- Charging time for direct current (DC) with 120 kW (10% to 80%): 46 minutes
- Charging time for alternating current (AC) with 11 kW (0 to 100%): 10 hours

Electric driving range (WLTP combined - vehicle high)#: summary

- **Macan:** Up to 529 kilometres
- **Macan 4:** Up to 509 kilometres
- **Macan 4S:** Up to 507 kilometres
- **Macan GTS:** Up to 513 kilometres
- **Macan Turbo:** Up to 513 kilometres

Porsche Destination Charging

Information about Porsche Destination Charging can be found at this link.

Further information about charging Porsche EVs can be found at this link.

E-Performance: Drive system

The new all-electric Porsche Macan offers two drive layouts:

The entry-level Macan uses a rear-wheel format with a single electric drive motor mounted to the rear axle.

The Macan 4, Macan 4S, Macan GTS and Macan Turbo use an all-wheel drive format.

All three all-wheel drive model variants are fitted with two electric motors: one to drive the rear wheels and another to drive the front wheels.

The new all-electric Macan range uses Permanent Magnet Synchronous Motors (PSM) for their high efficiency and ability to consistently reproduce power outputs.

These electric motors use rectangular-shaped copper wire windings to maximise the amount of copper

filling the grooves in the stator. For the Macan 4 and Macan 4S, these copper windings are arranged either in a U-shape, like a hairpin, and welded on one side. In the Macan Turbo they are welded on both sides.

Maximum power (Overboost power with Launch Control):

- **Macan:** 265 kW (360 PS*)
- **Macan 4:** 300 kW (408 PS*)
- **Macan 4S:** 380 kW (517 PS*)
- **Macan GTS:** 420 kW (571 PS*)
- **Macan Turbo:** 470 kW (639 PS*)

Maximum torque:

- **Macan:**563 Nm
- **Macan 4:** 650 Nm
- **Macan 4:** 820 Nm
- **Macan GTS:** 955 Nm
- **Macan Turbo:** 1,130 Nm

Front electric motor

- **All Macan model variants:** The front electric motor (fitted to all-wheel drive model variants) has a diameter of 210 mm and an active length of 100 mm. Maximum power output is 175 kW.

Rear electric motor

- **Macan and Macan 4:**Uses a compact design with inverter and has a diameter of 210 mm and an active length of 200 mm. Maximum power output is 265 kW.
- **Macan 4S:** Uses a compact design with a diameter of 230 mm and an active length of 150 mm.
- **Macan GTS:** Uses a compact design with a diameter of 230 mm and an active length of 210 mm. Maximum power output is 420 kW.
- **Macan Turbo:** Uses a compact design with inverter and has a diameter of 230 mm and an active length of 210 mm. Maximum power output is 470 kW. This unit boasts outstanding power density and a maximum efficiency level of up to 97 percent.

Gearbox

A single-speed transmission is fitted to all Macan model variants. This is a parallel-axis, three-shaft gearbox.

At the front (all-wheel drive model variants), a gearbox with a ratio of 9.2 is used along with a compact and lightweight spur-gear differential.

At the rear, the Macan and Macan 4 use a ratio of 9.8. The Macan 4S uses a ratio of 10:0. Both the Macan GTS and the Macan Turbo use a ratio of 9.0 and it is designed to withstand larger forces.

The Macan Turbo is fitted with Porsche Torque Vectoring Plus (PTV Plus), which integrates an electronically controlled rear-axle differential lock for optimal traction when accelerating. PTV Plus is an optional extra for the Macan 4S.

Power electronics

The pulse invertor contains the power electronics that convert the battery's direct current (DC) into three-phase alternating current (AC) for the electric motors.

The semiconductor material used in the pulse inverter fitted to the front axle of the Macan 4, Macan 4S and Macan Turbo is silicon. It conducts a maximum of 350 amps to the front electric motor.

The semiconductor material used in the pulse inverter fitted to the rear axle of all Macan model variants is silicon carbide (SiC). It has been chosen for its high efficiency. In the Macan and Macan 4, it conducts a maximum of 480 amps to the rear electric motor. This figure is 600 amps in the Macan 4S. In the Macan GTS and Macan Turbo, this figure is a remarkable 900 amps.

Depending on the drive mode selected, drive to each of the Macan's four wheels is fully variable between the front and rear axles.

All-wheel drive Macan variants operate in rear-wheel drive under moderate and stable operating conditions. Drive torque to the front axle is deployed immediately as required.

Recuperation: up to 240 kW plus coasting ability

The new Macan can recuperate battery energy when decelerating and braking.

Up to 240 kW of recuperation is available, depending on various factors, such as the level of brake pedal actuation as well as the temperature and state of charge (SoC) of the battery.

Up to 98 percent of the total braking energy can be recovered and used to replenish the battery's SoC under everyday driving conditions.

The Macan's hydraulic brakes are used if the desired deceleration is greater than the power that can be absorbed via recuperation.

The Macan's recuperation is imperceptible thanks to the fine balance achieved between the braking force via the blending function.

The all-electric Macan can also coast. When the driver lifts off the accelerator pedal but does not brake, the drive unit is switched off or switched to 'zero-torque mode' at higher speeds. This ensure the Macan glides as far as possible without energy input.

Recuperation can be activated by the in-car Porsche Communication Management (PCM) system. Recuperation will then provide a deceleration of 0.6 m/s^2, a feeling similar to the effect of engine braking in a conventional internal combustion car.

Porsche Electric Sport Sound

Porsche has developed an intelligent control algorithm that provides a suitable emotive sound for different driving situations. The sound is conveyed by the car's sound system and two external speakers.

Porsche Electric Sport Sound is fitted as standard to the new Macan GTS and Macan Turbo. It is optionally available on the Macan, Macan 4, and Macan 4S.

The Macan GTS comes fitted with two exclusive electric sports sound to reflect its sporting character. Each distinct sound character corresponds to 'Sport' and 'Sport Plus' driving modes.

Chassis

The new Macan is the first Porsche model range to be based on the Premium Platform Electric (PPE), which was developed in conjunction with Audi.

Porsche focussed on outstanding driving dynamics and responsive, direct steering feel when developing the new Macan.

Porsche has engineered the new Macan range to span a broad spectrum between comfort and performance.

The new Macan range has a centre of gravity 140 mm lower than its predecessor. The Macan GTS has the lowest centre of gravity in the new Macan model range.

The new Macan, Macan 4 and Macan 4S are fitted with steel suspension coil springs.

The new Macan GTS and Macan Turbo use Adaptive Air Suspension which offers different ride-height settings depending on the driving mode selected. Depending on vehicle speed, the body can be lowered by as much as 30 mm below standard ride height. At high level II, the ground clearance can be as high as 225 mm.

The sporty Macan GTS differs to the Macan Turbo by having a 10 mm lower ride height as well as model grade-specific damper and anti-roll bar tuning which delivers exceptional agility and cornering precision.

The new Macan range uses an aluminium multi-link suspension set-up at the front and rear.

The front suspension uses aluminium double wishbones with a separate control arm level to support the chassis, delivering enhanced steering precision, directional stability and responsiveness.

All Macan model variants come fitted with Porsche Active Suspension Management (PASM) electronic damping control. PASM now features dampers equipped with two-valve technology, allowing individual control of rebound and compression to enable rapid switching between comfort and performance. This heightens the tangible differences between each driving mode.

At the rear, the electric motor has been rotated around the vehicle's transverse axis and fitted as rearward as possible to achieve the desired rear-biased weight balance.

Porsche Traction Management

The Macan's power electronics deliver real-time, individual control of the rear (Macan) and front/rear (Macan 4, Macan 4S, Macan GTS and Macan Turbo) electric motors.

The electronically controlled Porsche Traction Management (ePTM) system operates around five times faster than a conventional on-demand all-wheel-drive system. It can respond to wheel slip within 10 milliseconds.

The chosen driving mode determines torque distribution to the wheels.

- **Normal mode:** Rear-wheel drive is used as much as possible to maximise efficiency and range.
- **Sport and Sport Plus modes:** ePTM optimises traction and the front axle motor is engaged more often.
- **Off-road Driving mode:** A 'rough road' configuration of all-wheel drive is engaged and drive distribution between the front and rear axles is delivered according to a virtual centre differential lock, maximising traction.

The Macan GTS and Macan Turbo come fitted with Porsche Torque Vectoring Plus (PTV Plus; optional

on the Macan 4S). This electronically controlled rear-axle differential lock enhances traction, driving stability and cornering dynamics.

Optional rear-axle steering

Rear-axle steering is offered on the Macan for the first time. It is optional on all model grades except the Macan Turbo, where it is standard.

Rear-axle steering can turn the rear wheels up to five degrees, making the Macan even more manoeuvrable in urban traffic (with a turning circle of 11.1 metres) and even more stable at higher speeds (such as when changing lanes on a motorway).

Rear-axle steering steers the rear wheels in the opposite direction to the front wheels up to around 80 km/h. This effectively shortens the car's wheelbase. Above this speed it turns the rear wheels in the same direction as the front wheels, effectively lengthening the wheelbase.

The rear-wheel steering is accompanied by a 15 per cent more direct steering ratio on the front axle.

Brakes

The new Macan delivers Porsche braking performance in all driving situations.

The brake calipers and brake pads have been redeveloped for the new all-electric Macan range. For example, the callipers have significantly reduced residual brake torque to support the range requirements.

The brake sizes and configurations used on the new Macan 4 and Macan Turbo are summarised below:

Macan and Macan 4:

- Front brakes:

- 350 mm diameter discs (34 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

- Rear brakes:

- 350 mm diameter discs (30 mm thickness), internally vented
- Four-piston Aluminium floating-caliper brakes (Black in colour)

Macan 4S:

- Front brakes:

- 375 mm diameter discs (36 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

- Rear brakes:

- 350 mm diameter discs (30 mm thickness), internally vented
- Four-piston Aluminium floating-caliper brakes (Red in colour)

Macan GTS and Macan Turbo:

- Front brakes:

- 400 mm diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

- Rear brakes:

- 350 mm diameter discs (30 mm thickness), internally vented
- Six-piston Aluminium floating-caliper brakes (Red in colour)

Porsche Hill Control and an electric parking brake are fitted across the Macan range.

Wheels and tyres

The new Macan is fitted with 20-inch alloy wheels in staggered widths (front to rear). The wider rear wheels accommodate the rear-focused weight distribution and torque, giving increased grip and improved driving dynamics.

Customers can also choose from a variety of different alloy wheel designs in 21- and 22-inch diameters.

The standard wheel sizes for all model grades are summarised below:

Macan, Macan 4, Macan 4S, Macan Turbo:

- **Front**: 7.5J x 20 ET 32 with 235/55 ZR20 XL tyres
- **Rear**: 10.0J x 20 ET 49 with 285/45 ZR20 XL tyres

Macan GTS:

- **Front**: 8.5J x 21 ET 27 with 255/45 ZR21 XL tyres
- **Rear**: 10.5J x 21 ET 47 with 295/40 ZR21 XL tyres

All model grades of the new Macan come fitted with Tyre Pressure Monitoring (TPM) and a tyre fit set.

Driving performance

Porsche has developed the new Macan to be the sportiest model in its segment and this is evidenced by its performance figures, summarised below:

Macan:

- 0 – 100 km/h: 5.7 seconds
- Top speed: 220 km/h (on a suitable closed track)

Macan 4:

- 0 – 100 km/h: 5.2 seconds
- Top speed: 220 km/h (on a suitable closed track)

Macan 4S:

- 0 – 100 km/h: 4.1 seconds
- Top speed: 240 km/h (on a suitable closed track)

Macan GTS:

- 0 – 100 km/h: 3.8 seconds
- Top speed: 250 km/h (on a suitable closed track)

Macan Turbo:

- 0 – 100 km/h: 3.3 seconds
- Top speed: 260 km/h (on a suitable closed track)

Design and aerodynamics

Exterior design

The new Macan showcases Porsche styling thanks to its coupe-like lines, low front end and sporty proportions.

The Macan has a dynamic and powerful appearance thanks to its shallow-pitched bonnet and pronounced front wings.

The front lights are divided into two sections. The flat upper light units are embedded in the front wings and use four-point daytime running lights. The two-part Matrix LED headlights on the Macan, Macan 4, Macan 4S, and Macan Turbo, (Macan GTS: Tinted Matrix LED headlights) sit slightly lower in the front end.

The 'air curtains' below the headlights enhance aerodynamics. These have a high-gloss black finish on the sporty Macan GTS.

The silhouette of the new Macan shows the famous Porsche flyline, which is emphasised by the shallow-raked rear window.

Frameless doors underline the new Macan's sporty styling.

The new Macan retains the model series' door surrounds and side blades, which are available in five different designs.

The new Macan's strong shoulders give it a muscular look. A continuous 3D light strip runs under the adaptive rear spoiler and give the car a high-tech aesthetic. The PORSCHE logo sits in its centre and resembles a glass sculpture.

Aerodynamics

The new Macan has been aerodynamically optimised for driving range.

Porsche Active Aerodynamics (PAA) helps achieve a drag coefficient of only 0.25.

The new Macan's active aerodynamic features include:

- **Automatically extending rear spoiler:** Extends in two stages depending on vehicle speed
- **Active cooling flaps on the front air intakes:** Help cool the HV battery and are usually closed when driving to reduce wind resistance and maximise driving range.
- **Flexible covers on the fully sealed underbody:** These open when extra cooling is required for the HV battery.

The active air intake flaps and adaptive rear spoiler are finished in high-gloss black on the Macan GTS.

Also, the Macan's ride height can be lowered to further improve aerodynamic performance, and the air curtains below the headlight modules help to optimise air flow at the front.

Colour palette

The new Macan model range offers a colour palette segmented into four different colour schemes for a total of 14 paint colour choices:

- Contrasts: 2 colour options
- Shades: 4 colour options
- Dreams: 4 colour options
- Legends: 4 colour options

Porsche Exclusive Manufaktur also offers a large catalogue of pre-approved Paint to Sample (PTS) exterior colours.

Offroad Design package

Optional across the Macan range is the Offroad Design package, available in two colour options: Vesuvius Grey or exterior body colour.

If the Vesuvius Grey option is taken, this colour is applied to these areas of the exterior:

- Inlay lower front apron
- Inlays side skirts
- Inlay rear diffuser
- Roof rails

If the exterior body colour choice is taken, these exterior elements are finished in the body colour:

- Inlay lower front apron
- Side blades
- Inlays side skirts
- Inlay rear diffuser

The roof rails are available in either Black or Silver with this colour option.

GTS design touches

The Macan GTS features a number of exterior design elements in black. They include:

- GTS specific air curtains with air blades on the front end (high-gloss Black)
- Exterior mirrors (high-gloss Black)
- Side window trims (high-gloss Black)
- Side blades (high-gloss Black) with 'GTS' logo (in satin-gloss Black)
- Wheel arch covers and SportDesign side skirts (satin-gloss Black)
- Design trim on lower rear apron (high-gloss Black)
- Tailgate: PORSCHE logo (matt Black) with model designation (satin-gloss Black)

Interior design

The new Macan cockpit design is unmistakably Porsche.

The standard interior colour in the Macan, Macan 4 and Macan 4S is Black. It includes the Black Interior package which comprises Black-finished dashboard trim strips and front / rear door panel trim strips with decorative inlays. An interior accent package in Silvershade is fitted to these model grades.

The Macan GTS features a Black Race-Rex interior with elements finished in smooth Black leather. It is also fitted with an Interior package in brushed Aluminium in Black as well as an Accent package in Black.

The Macan Turbo interior comprises Black leather with the exclusive Turbonite metallic colour tone, which is reserved for Porsche Turbo models. It includes an Interior package in Carbon. And an accent package in Turbonite.

14-way electric Comfort seats with memory package are fitted as standard to the Macan, Macan 4 and Macan 4S.

The Macan GTS and Macan Turbo are fitted with 18-way electric Adaptive Sports seats with memory package.

Front seat heating is standard across the Macan range.

The rear seat is a split-fold (40:20:40) bench seat.

The front integrated Black panel emphasises the cabin's width and the sloping angle of the centre console accentuates the performance-focussed seating position.

The cabin offers a mix of digital and analogue control elements. For example, the air vents and air-conditioning controls.

A redesigned control lever is situated to the left of the steering wheel. This activates the driver assistance systems and the mode button can open pop-ups in the instrument cluster and Porsche Communication Management (PCM).

The LED light strip also known as the interior communication light integrated into the cockpit and doors operates as ambient lighting and for communication purposes. For example, it can provide warnings in conjunction with he driver assistance systems.

The designers at Style Porsche have applied some creative freedom with this first all-electric Macan range. For example, as well as a rear luggage compartment with a volume of 540 litres (Macan and Macan 4; Macan 4S and Turbo are 480 litres), the all-electric Macan has an 84-litre-capacity ‘frunk’ (front storage trunk) under the bonnet.

The rear automatic tailgate can be opened with a foot gesture. The front frunk can be opened with a hand gesture.

The new air recirculation system in the Macan offers occupants protection against particulate matter and pollutants from the air outside the car. The cabin filter works with the car's GPS system to detect tunnel entrances to automatically activate air recirculation.

The optional Air Quality System uses an ioniser with particulate / pollen sensor to automatically activate the cabin air recirculation system when needed. This is particularly helpful for allergy sufferers.

Display and control concept

The new Macan comes with the latest-generation display and operating concept, comprising three

screens inside the cabin:

- **12.6-inch curved-design instrument cluster for the driver:** Supports the driver with a large display that can be customised to show preferred information.
- **10.9-inch central display:** Mounted in the centre of the instrument panel, this full HD touchscreen operates the Porsche Communication Management (PCM) system. Like a smartphone, the apps can be customised for quick access.
- **10.9-inch touchscreen display on the front passenger side (optional):** Enables access to navigation and infotainment functions. The design of this optional screen ensures it cannot be seen from the driver's seat.

The graphic elements on the screens have been updated with fewer lines, more cohesive groups, and a revised tile design. The navigation map now automatically switches between night and day settings.

Augmented Reality Head-up Display

Standard on Macan Turbo, optional on all other Macan variants, this is the first time Porsche has offered a head-up display with augmented reality (AR) technology.

This unit projects imagery on to the windscreen in the driver's field of view. Along with status details such as vehicle speed and navigation symbols, this colour AR content is projected almost seamlessly into the real-world surroundings ahead of the driver. For example, navigation arrows are projected on to the correct turning lane.

Warnings from the driver assistance systems can also be projected, which can help deliver vital information more quickly to reduce the risk of distraction.

The image on the head-up display appears to the driver at an effective distance of 10 metres, corresponding to the size of an 87-inch display.

Ambient cabin lighting that communicates

The ambient lighting inside the new Macan includes a new interior communication light concept. This light strip comprises 56 LEDs and runs across the width of the instrument panel from one front door to the other.

This animated light visually represents different vehicle states. For example, the lights will greet occupants as they enter the car. It will change when the car is recharging. It will change again when different drive modes are selected.

The light can also operate in conjunction with certain assistance systems, such as Lane Change Assist, to help warn the driver of a hazard.

Real-time rendering in 3D and modern design

The enhanced Porsche Driver Experience in the new Macan includes these highlights:

- **Welcome animation:** Appears when the driver enters the new Macan and provides 3D image sections rendered in real time.
- **3D vehicle views:** Drivers can adjust the modernised and highly realistic 3D representations of the Macan via the 'Car' section of the menu. The chosen driving mode is also illustrated with relevant environmental details such as kerbs (Sport mode) or small stones (Off-road mode).
- **New Themes app:** Allows the colour of all digital surfaces to be customised and adapted to the car's exterior colour.

Intelligent voice assistant

An interactive icon in the form of an avatar with a modern 'Electrical Sphere' look replaces the microphone icon for the optimised in-car voice assistant.

Thanks to the Macan's enhanced computing power, the optimised intelligent voice assistant responds with lightning speed to the familiar 'Hey Porsche' voice command.

The intelligent voice command can operate with two people speaking at the same time; it will focus on the voice that spoke first. The system now also recognises up to 23 different languages.

The optimised intelligent voice assistant offers even more intelligent performance. For example, it can assist with finding specific parking and charging options.

Infotainment and connectivity

Operating system and apps

Porsche has revamped the Macan's connectivity capabilities. The new-generation infotainment system uses Android Automotive OS as its operating system. It starts up in the background as soon as the driver approaches with the key, ensuring infotainment and vehicle functions are immediately available.

This new OS ensures digital content meshes even more seamlessly with the car. The Porsche App Centre is the hub for connectivity services where users install and use their favourite third-party apps

like those on their smartphone, and it keeps the Macan up-to-date throughout its lifecycle.

Whenever route navigation is active, the Charging Planner uses intelligent charging planning with optimal charging stops to help drivers travel comfortably without wasting time, even on long journeys. If the battery charge level is not sufficient to reach the destination, the Charging Planner automatically plans the necessary charging stops along the route and considers the available charging capacity at charging stations along the way.

Smartphone integration

With Porsche Connect, the Macan's ecosystem now merges wirelessly with users' smartphones, whether they are Apple or Android devices. This creates a blended ecosystem, which means users can choose to use either the Porsche Ecosystem or their smartphone solution.

When using Apple CarPlay®, Apple Maps is displayed in the instrument cluster and on the central display; Google Maps is displayed when using Android Auto.

Porsche Communication Management (PCM)

The Porsche Communication Management (PCM) system fitted to the Macan is summarised below:

- High-resolution 10.9-inch touchscreen display in full HD with multi-touch gesture control and Direct Touch Control in the handwriting input field in the centre console
- Online Navigation
- Mobile phone preparation
- Audio interfaces
- Voice control
- Porsche App centre
- Wireless Android Auto™ and Apple® CarPlay
- Porsche Connect (including Navigation Plus with RTTI, music and video streaming, online radio, Remote Services via the My Porsche App, and a wide range of other Porsche Connect Services**)
- Connect Care
- Two USB-C connectivity and charging ports in the front storage compartment; two USB-C charge ports in the rear
- Two 12 V sockets (front centre console; side of rear luggage department)

The Macan and Macan 4 are fitted with the 150-Watt 10-speaker Sound Package Plus.

The Macan 4S, Macan GTS and Macan Turbo comes equipped with a 710-Watt 14-speaker BOSE® Surround Sound System.

A cooled smartphone tray in the front console enables 15 Watts of wireless charging.

Light and assistance systems

Lighting technology

The Macan and Macan 4 use two-part LED headlight modules positioned one above the other. The upper modules contain the signature Porsche 3D-contoured four-point daytime running lights with integrated indicators. The lower light modules contain the standard-beam and high-beam headlights.

The Macan range is fitted with two-part Matrix LED main headlights. These Matrix LED headlights use speed, camera and navigation data to generate optimal road illumination.

These matrix headlights have 84 LEDs per headlight that work with upstream lenses and reflectors to produce high beam illumination that can light the road ahead for more than 600 metres.

These matric headlights are tinted in sporty Macan GTS. This tinted headlight finish is available as an option on all other model grades.

High-beam lighting with the Matrix light modules uses a camera to recognise oncoming vehicles and traffic signs to intelligently distribute the high beam.

The Matrix LED headlights also offer a 'theatre effect' animation and the LED tail lights with PORSCHE lettering offer a Coming Home / Leaving Home animation.

Driver assistance systems

The Macan is equipped with the following advanced assistance systems:

- **Acoustic Vehicle Alerting System (AVAS):** The Macan emits a sound to alert other road users.
- **Adaptive cruise control:** Controls the Macan's speed to maintain a safe distance from the car ahead.
- **Intersection Assist:** Can warn the driver if crossing or oncoming road users are overlooked at an intersection.
- **Lane Change Assist:** Uses radar sensors to warn if a vehicle is in a driver's blind spot before changing lanes.
- **Lane Keeping Assist**:Helps keep the Macan in its traffic lane if the driver begins to change lanes

without indicating.

- **Emergency Stop Function:** Brings the vehicle to a halt (subject to system limitations) if the driver fails to respond (e.g. due to health reasons) to visual and audible warnings to maintain control of the vehicle
- **Park assist:** Measures and evaluates parking spaces when driving past and informs the driver of the available parking options.
- **Reversing camera:** Shows the driver the area behind the car via the central display.
- **Swerve and Turn Assist:** Can help the driver to steer the Macan around an obstacle in a critical avoidance situation.
- **Traffic sign recognition:** Recognises traffic signs ahead of the car and transmits it to the vehicle's systems.
- **Warn and brake assist including pedestrian protection:** Can detect other road users and warn the driver of a collision risk and apply the brakes, if necessary.

By the numbers

1 body style

5 model grades

265 kW / 360 PS* to 470 kW / 639 PS* of maximum overboost power with launch control (depending on model grade chosen)

563 Nm to 1,130 Nm of maximum torque (depending on model grade chosen)

240 kW of power recuperation

21 minutes' charging time (for direct current (DC) with maximum charging power (10% to 80%))

529 km (Macan), 509 km (Macan 4), 507 km (Macan 4S), 513 km (Macan GTS) and 513 km (Macan Turbo) available driving ranges (WLTP combined – vehicle high)#

3.3 seconds 0 – 100 km/h (Macan Turbo)

3.8 seconds 0 – 100 km/h (Macan GTS)

4.1 seconds 0 – 100 km/h (Macan 4S)

5.2 seconds 0 – 100 km/h (Macan 4)

5.7 seconds 0 – 100 km/h (Macan)

260 km/h top speed (Macan Turbo; on a suitable closed track)

250 km/h top speed (Macan GTS; on a suitable closed track)

240 km/h top speed (Macan 4S; on a suitable closed track)

220 km/h top speed (Macan and Macan 4; on a suitable closed track)

Through its progressive and timeless design, characteristic Porsche performance, long-distance range and high everyday practicality, the new Macan aims to completely fulfil the requirements of Porsche customers choosing an SUV.

Driving dynamics

- Steel spring suspension with Porsche Active Suspension Management (PASM) – Macan, Macan 4 and Macan 4S
- Adaptive air suspension with Porsche Active Suspension Management (PASM) – Macan Turbo
- Sports adaptive air suspension with Porsche Active Suspension Management (PASM) – Macan GTS
- Porsche Torque Vectoring Plus (PTV Plus) (Macan Turbo and Macan GTS)
- Rear-axle steering (Macan Turbo)
- Porsche Stability Management (PSM) including ABS anti-lock braking with extended brake functions
- Power steering Plus

Audio and communication

- Porsche Communication Management (PCM) including 10.9-inch HD touchscreen, online navigation, mobile phone preparation, audio interfaces, multi-touch gesture control, Digital radio (DAB+), and configurable direct access bar and user-set positioning of applications on the home screen.
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto™ (wireless), music and video streaming, online radio, remote services and a wide range of other Porsche Connect services.**

- Porsche App centre
- 150-Watt Sound Package Plus with 10 speakers (Macan and Macan 4)
- 710-Watt BOSE® Surround Sound system with 14 speakers (Macan Turbo, Macan GTS and Macan 4S)

Australian standard specifications

- 21-inch Macan Turbo wheels as a NCO (No-Cost Option) (Turbo only)
- Panoramic roof system (Macan 4S, GTS, Turbo)
- Tyre fit set
- Automatic dimming interior and exterior mirrors
- Rear wiper as a NCO
- Privacy glass
- Porsche Active Suspension Management (PASM)
- Power steering Plus
- Porsche Electric Sport Sound (Macan GTS, Macan Turbo)
- Sport Chrono Package (Macan GTS, Macan Turbo)
- Porsche Entry and Drive (Comfort Access including Digital Key)
- Adaptive Cruise Control
- Lane Change Assist
- Surround View with Active Parking Support
- Augmented-Reality Head-Up Display (AR-HUD) (Turbo only)
- Side airbags in rear compartment
- Advanced climate control (4-zone) (Turbo, GTS and 4S only)
- Comfort seats in front (14-way, electric) (4S, 4 and Macan)
- Digital radio
- Electric charging cover

Warranty and service pricing

- 3-year new-vehicle warranty
- 8-year / 160,000-kilometre battery warranty
- 2-year / 30,000-kilometre service intervals
- Service pricing varies from state to state due to different labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Official Porsche Centre.

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures for vehicles are based on laboratory test results from Porsche AG (with a fully charged battery for electric and hybrid vehicles), conducted in accordance with the applicable Australian Design Rule (ADR) and is for vehicle comparison purposes only. Specifically, the published kilometre (km) range figure for battery electric vehicles is the WLTP combined vehicle high range based on laboratory test results from Porsche AG conducted in accordance with the applicable ADR using the Worldwide harmonised Light vehicles Test Procedure (WLTP) and is for vehicle comparison purposes only. The actual achievable real-world consumption and km range you experience can be less than the published data, depending on numerous factors such as speed, traffic and weather conditions, driving habits, elevation change, how much weight the vehicle is carrying, use of vehicle features/accessories such as heating or air-conditioning, battery state of health/age and wheels/tyres among others.

^ Macan charging times are based on rates observed during Porsche AG testing on a test vehicle in controlled test conditions using a high speed direct current (DC) charger with a battery State of Charge (SoC) from 10 per cent to 80 per cent SoC under optimal conditions, namely DC fast charging station supplying >270kW, >850 V, with a battery temperature of 25 °C, initial state of charge of 9% and remaining range < 60 km).The actual charging time and kilometre range you experience will vary based on a range of factors such as the ambient conditions, battery size, the amount of charge the battery has and the type of charger and is for vehicle comparison purposes only. We recommend charging to 80 per cent to assist in maximising your vehicle's battery range and battery life over time.

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** The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas, and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 36 months. An integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Image Sublines

Path: media/Images/img_1.jpg
Title: Macan Chassis - HV.jpg
Subline: The new Macan uses a Porsche-patented Integrated Power Box that comprises an onboard 11 kW AC charger, a high-voltage heater and a DC/DC converter.

Path: media/Images/img_4.jpg
Title: Macan Chassis with Electric Drive.jpg
Subline: The all-wheel drive Macan 4 and Macan Turbo are fitted with electric motors at each axle.

Path: media/Images/img_5.jpg
Title: Macan Turbo 1-Speed Gearbox.jpg
Subline: The single-speed gearbox fitted to the Macan Turbo.

Path: media/Images/img_6.jpg
Title: Macan Turbo Rear Drive Section.jpg
Subline: The rear-drive section of the Macan Turbo.

Path: media/Images/img_8.jpg
Title: Macan 4 Suspension with PASM.jpg
Subline: The Macan 4 uses steel coil spring suspension with PASM.

Path: media/Images/img_9.jpg
Title: Macan Turbo Suspension with PASM.jpg
Subline: The Macan Turbo uses Adaptive Air Suspension with PASM.

Path: media/Images/img_10.jpg
Title: MACAN TURBO OAK GREEN METALLIC-22.jpg
Subline: Porsche Torque Vectoring Plus (PTV Plus) enhances traction, stability and cornering performance.

Path: media/Images/img_11.jpg
Title: Macan Turbo Brake Caliper.jpg
Subline: The Macan Turbo is fitted with red brake calipers.

Path: media/Images/img_12.jpg
Title: MACAN 4 PROVENCE-5.jpg
Subline: The optional 22-inch Macan Style wheels fitted to the Macan 4.

Path: media/Images/img_15.jpg
Title: AR HU Display.jpg
Subline: The Head-up Display in the new Macan projects augmented reality content ahead of the driver.

Path: media/Images/img_18.jpg
Title: BOSE Surround Sound System.jpg
Subline: The BOSE® Surround Sound system in the Macan Turbo.

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Media Package
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