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Production in detail: how is a Porsche created?

Around 600 Porsche Macan and Panamera cars are built every day. Production takes place across the three lines of body shop, paint shop, and assembly.



In this final production section, the doors are removed to be completed on a separate line, while the interior is fitted into the body in a process that combines industrial assembly and manufacturing. After the interior has been installed, the assembled car moves to a new means of transport: up to this point, a lifting station has been used, but it is now replaced by an overhead rotation unit that is used when fitting the brakes and fuel tank, enabling ergonomic working conditions for the fitters. The car moves through the exterior line next, on a lifting station again – this one with adjustable height to facilitate ergonomic working. For example, the exterior line handles fitting of the windscreen, rear window, main headlights, and seats. It is also where the doors are refitted and the famous Porsche badge attached.

The next step brings the biggest moment in a car's assembly: the marriage. Marriage is the term used to describe the fully automated process where the body is joined to the finished driveline. After the engine wiring harness is fitted, the final stages are taken care of on the final assembly line – such as filling with fuel, brake fluid, coolant, and screen wash. The wheels are also fitted at this point. The final assembly cycles consist of starting, testing, and a last inspection of the car. Following a test drive, final acceptance testing is performed, and the car leaves the assembly plant. Key quality assurance steps include the audit, during which cars of all models are randomly subjected to a more in-depth inspection. The cars are delivered around the world, with 75 per cent of cars from the Porsche Leipzig factory transported by rail – powered exclusively by renewable energy to help protect the environment.



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