



PORSCHE

The new Porsche Macan

Press Kit

Contents

Highlights	4
The new Macan at a glance	4
Summary	5
Stronger, sharper, sportier: the new Macan	5
Powertrain and performance	8
Three more powerful drivetrains in the new Macan	8
New flagship model: the Macan GTS.....	8
New V6 biturbo engine in the Macan S.....	9
New inline four-cylinder engine in the Macan	9
Chassis and dynamics	11
New set-ups offer refined dynamics	11
Even better steering feel	11
Four braking systems for perfect deceleration	12
GTS Sport package – enhanced dynamics for the new Macan GTS.....	12
Design and equipment	14
Sharper look emphasises sporty character	14
Three new exterior colours, seven new wheel designs.....	14
Upgraded interior with new centre console	15
The flagship: Macan GTS	16
Assistance systems	18
New Macan helps when parking	18

Fuel consumption and emissions

Macan: Combined fuel consumption: 8.8 – 8.7 l/100 km (NEDC); 10.7 – 10.1 l/100 km (WLTP); Combined CO₂ emissions: 200 – 198 g/km (NEDC); 243 – 228 g/km (WLTP)

Macan S: Combined fuel consumption: 9.9 – 9.8 l/100 km (NEDC); 11.7 – 11.1 l/100 km (WLTP); Combined CO₂ emissions: 225 – 224 g/km (NEDC); 265 – 251 g/km (WLTP)

Macan GTS: Combined fuel consumption: 9.9 l/100 km (NEDC); 11.7 – 11.3 l/100 km (WLTP); Combined CO₂ emissions: 225 g/km (NEDC); 265 – 255 g/km (WLTP)

All information refers to the EU model.

Data determined in accordance with the measurement method required by law. As all new cars offered by Porsche are type-approved in accordance with the WLTP, the NEDC values are therefore derived from the WLTP values.

Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled “Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars”, which is available free of charge from all sales outlets and from DAT, Hellmuth-Hirth-Strasse 1, D-73760 Ostfildern.

Highlights

The new Macan at a glance

Even sharper.

Porsche has sharpened the Macan's product identity fundamental changes to create a now even sportier exterior design.

Increased power.

All new Macan models have significantly more power. The Macan comes with a newly developed inline four-cylinder turbo engine that delivers 265 PS, while the 2.9-litre biturbo engine produces 380 PS in the Macan S and 440 PS in the Macan GTS.

Model athlete.

The new 440 PS Macan GTS featuring sports air suspension and the optional GTS Sport package with exclusive equipment, is the dynamic flagship of the product line.

Upgraded.

The Porsche Advanced Cockpit with modern display and operating concept includes a new centre console with a high-quality glass look and touch-sensitive surface.

More possibilities.

The comprehensively enhanced interior includes new equipment packages, new materials and new steering wheels from the 911.

Summary

Stronger, sharper, sportier: the new Macan

Porsche is launching the new Macan with increased performance, a sharper design and a new operating concept. All three available versions come with significantly more power than their predecessors. As the sporty flagship of the successful SUV line-up, the Macan GTS sits at the top of the range. Its 2.9-litre biturbo V6 now delivers 324 kW (440 PS) – an increase of 44 kW (60 PS). With the responsiveness and power delivery that characterises Porsche GTS cars, it completes the 0 to 100 km/h sprint in 4.3 seconds when fitted with the Sport Chrono package and reaches a top speed of 272 km/h. The Macan S is now also equipped with a 2.9-litre V6 biturbo engine that produces 20 kW (26 PS) more power than before, with 280 kW (380 PS). This propels the vehicle from a standstill to 100 km/h in 4.6 seconds and gives it a top speed of up to 259 km/h. A newly developed, turbocharged inline four-cylinder engine with 195 kW (265 PS) serves as the entry point to the Macan world. It completes the 0 to 100 km/h sprint in 6.2 seconds and reaches a top speed of 232 km/h. As before, all engines are coupled to the seven-speed Porsche dual-clutch transmission (PDK) and the Porsche Traction Management (PTM) all-wheel-drive system.

Optimised chassis – new sports air suspension for the GTS

The new Macan models also offer a wide suspension bandwidth, balancing maximum suspension comfort and dynamic sports car performance. The chassis has been optimised further: the Macan now responds with even more sensitivity and more directly to the driving situation and road conditions, giving the driver even better feedback via the steering wheel. For this purpose, elements such as the damper characteristics of the Porsche Active Suspension Management (PASM) have been adapted specifically for this model. It actively and continuously regulates the damping force for each individual wheel. PASM is available as an option on the Macan and is standard for the S and GTS models.

The Macan GTS now sets itself apart from the other derivatives even more than before with its now-standard sports air suspension, which lowers the body by 10 millimetres. The dynamic benefits of the new GTS are above all due to the fact that its air suspension is 10 per cent more rigid on the front axle, and 15 per cent more on the rear, compared with its

predecessor. The optional GTS Sport package further increases the dynamic potential of the car, with 21-inch GT design wheels with high-performance tyres, Porsche Torque Vectoring Plus (PTV Plus) and the Sport Chrono package.

Even sharper design with a sporty focus

Porsche has further sharpened the visuals of its compact SUV with a number of specific changes. The redesigned nose with an inlay in exterior colour emphasises the Macan's width, making it look even more imposing on the road. On the new GTS, the centre of the nose section, as well as a number of other elements, are finished in black. The rear is now rounded off towards the road by a striking diffuser in a particularly technical design. Here and at the front end it features a new 3D structure, which is also optionally available for the car's side blades. LED headlights with the Porsche Dynamic Light System (PDLS) and Sport Design exterior mirrors are now standard on all models.

A total of 14 exterior colours are available for the new Macan, including the new Papaya Metallic and Gentian Blue Metallic, as well as Python Green for the Macan GTS with the GTS Sport package. With its Individual Colour and Paint To Sample options, Porsche Exclusive Manufaktur significantly expands the customer's design freedom for the Macan. Larger wheels are also fitted as standard, which measure at least 19 inches for the Macan, 20 inches for the Macan S and 21 inches for the Macan GTS. Seven new wheel designs have been added to the range.

New centre console with touch surface

The new Porsche Macan offers a substantially enhanced interior with a modern and elegantly designed centre console. Its new operating concept, which makes use of touch surfaces instead of tactile buttons, brings a clear structure to the cockpit. A new, shorter selector lever sits in the centre of the clearly organised control module. The analogue clock at the top of the dashboard is now also standard equipment. A number of leather upholstery and contrasting seam packages in Gentian Blue, Papaya or Crayon are optionally available to add new colour highlights to the interior. The Macan continues to offer many online functions and services as standard. These can be controlled via the 10.9-inch full HD touch display of the Porsche Communication Management or by means of voice commands. The

Macan is fitted with the new multi-function and GT sports steering wheels of the 911 and Panamera.

Besides the dynamic benefits and black highlights on the exterior, the GTS Sport package, which is only available only on the flagship model, also contains specific and exclusive interior equipment. This includes 18-way Sport seats, the Carbon interior package, Race-Tex upholstery with extended leather elements, various items with contrast stitching and GTS lettering in Python Green.

Popular introduction to the Marque

There have now been 600,000 examples of the Macan delivered worldwide since its market launch in 2014, and it has a special role at Porsche as about 80 per cent of all Macan buyers are new to Porsche. In addition, the proportion of women buying the Macan has risen consistently in recent years and is the highest across all Porsche product lines. In China, the largest market for the Macan, almost 60 per cent of buyers are women.

Powertrain and performance

Three more powerful drivetrains in the new Macan

The new Macan is being launched with two engines, one of which – a twin-turbocharged 2.9-litre V6 – powers the Macan GTS and Macan S. As is usual for all Porsche V engines, the turbochargers are located between the cylinder banks in a central turbo layout. The short distance that the gases travel from the combustion chambers to the turbine wheels provides the engines with agile and spontaneous response characteristics. A newly developed inline four-cylinder engine in the Macan combines dynamics and efficiency in a particularly harmonious way. Thanks to enhancements in efficiency, friction and acoustics, it has been possible to increase both the power and refinement of the turbocharged engine while at the same time reducing internal engine emissions.

All drivetrains in the new Macan models are significantly more powerful than in their predecessors. In order to ensure that the instant power development of the engines is transmitted as directly as possible, the seven-speed Porsche PDK dual-clutch transmission (PDK) is still used to transfer drive to the axles. The proven Porsche Traction Management (PTM) all-wheel-drive system transmits the power continuously to the rear axle, and variably to the front axle when required. The set-up of the all-wheel-drive system has been tuned for even greater agility in the most powerful model. Porsche Torque Vectoring Plus (PTV Plus) optionally improves lateral dynamics in all models with a limited-slip rear differential and targeted braking interventions.

New flagship model: the Macan GTS

The new Macan GTS takes over top position in the model line-up: its 2.9-litre biturbo engine delivers 324 kW (440 PS), which is 44 kW (60 PS) more than before. Maximum torque has been increased from 520 to 550 Nm. This is available in a wide rev range of between 1,900 and 5,600 rpm.

Its performance figures have also been significantly improved thanks to the increased power: from a standing start, the Macan GTS reaches the 100 km/h mark in 4.5 seconds. In combination with the optional Sport Chrono package, this sprint is achieved in just 4.3 seconds. Top speed is now 272 km/h. This makes the traditionally very agile GTS the fastest derivative in the product line and the sportiest Macan ever. This is due to the fact that the

powertrain of the flagship model also offers typical GTS characteristics in terms of responsiveness and power development as well as its increased output. The Porsche Surface Coated Brake (PSCB) with tungsten carbide coating reliably brakes the compact SUV to a standstill.

The all-wheel drive system of the Macan GTS has a particularly dynamic set-up. The newly implemented PTM interaxle lock management gives priority to the rear axle whenever possible. This means that the maximum possible drive is transferred to the rear wheels in every driving situation. This progressive rear-biased powertrain design increases the lateral guidance potential and therefore potential cornering speed. Also newly implemented is the optional limited-slip rear differential of the PTV Plus system, which provides dynamic torque distribution on the rear axle. The GTS Sport package is available exclusively as an option for the Macan GTS in order to further enhance performance. Among other things, this includes the Sport Chrono package, black 21-inch GT Design wheels with high-performance tyres and Porsche Torque Vectoring Plus (PTV Plus).

New V6 biturbo engine in the Macan S

The new Macan S is equipped with a more powerful six-cylinder engine. The free-revving 2.9-litre biturbo unit replaces the three-litre turbo engine fitted to its predecessor. With slightly reduced displacement and two turbochargers instead of only one, power has increased to 280 kW (380 PS), which is 20 kW (26 PS) more. The maximum torque of 520 Nm (plus 40 Nm) is available between 1,850 and 5,000 rpm.

As a result, the new Macan S achieves a similar power output to the previous Macan GTS. The S model completes the sprint to 100 km/h in 4.8 seconds. With the Sport Chrono package, this takes just 4.6 seconds. Top speed is 259 km/h.

New inline four-cylinder engine in the Macan

The Macan has a newly developed inline four-cylinder engine. The new engine has a bigger turbocharger and a peak output of 195 kW (265 PS). Maximum torque has increased by 30 Nm to 400 Nm. Its low weight and wide, ideally available torque plateau between 1,800 and 4,500 rpm guarantee outstanding agility.

The two-litre engine differs significantly from its predecessor. The increase in fuel pressure to 350 bar results in improved fuel distribution in the cylinder and therefore optimised

combustion: fewer soot particles are produced during the combustion process. Modifications to the timing chain, the use of new piston rings and a correspondingly adapted engine oil reduce internal engine friction and improve both efficiency and refinement.

Equipped with the new four-cylinder engine, the Macan offers improved performance in terms of both top speed and acceleration: it accelerates from 0 to 100 km/h in 6.4 seconds, or 6.2 seconds with the Sport Chrono package, and achieves a top speed of 232 km/h.

A sports exhaust system is available for all variants of the new Macan. It is part of the standard equipment in the Macan GTS and blends seamlessly into the model's black-accentuated exterior design with its extended black sports tailpipes. The system is available as an option on the Macan and Macan S. Customers can choose between sports tailpipes with a silver or black finish. The sport exhaust system creates a dynamic and distinctive sound for all engine variants.

Chassis and dynamics

New set-ups offer refined dynamics

The Macan has established itself as the sportiest car in its segment. It is now strengthening this position once more: optimised running gear, stiffer anti-roll bars and even more sensitive steering comprehensively improve the handling of the compact SUV. The Macan GTS makes the largest leap forward in this respect. As the new flagship, it masters the balance between dynamics and comfort more effortlessly than ever before.

Height-adjustable sports air suspension, including the Porsche Active Suspension Management (PASM) adaptive damper control system, is fitted as standard equipment exclusive to the Macan GTS. The suspension and damping have been optimised for the optional GTS Sport package and the high-performance tyres that come with it. Performance tyres build up lateral forces more quickly, which, together with further improvements to the car's body control, have a positive effect on the driving experience. Thanks to stiffer springs – an extra 10 per cent on the front axle and 15 per cent on the rear – larger anti-roll bars and newly developed dampers, it has been possible to further reduce body pitch and roll as well as body movement on rebound. In combination with the 10 mm reduction in suspension height, this results in a clearly noticeable improvement in handling and performance.

The Macan and Macan S can be optionally equipped with adaptive air suspension, which includes PASM. Its damper settings have been modified from those of the previous Macan. The chassis absorbs initial movements earlier and with more sensitivity. This set-up increases the uniformity of spring movement and harmonises body vibrations, while at the same time reducing dynamic body roll. The chassis engineers have applied the same high standards to the enhancements made to the steel-spring suspension with PASM, which is standard on the Macan S and optional on the Macan.

Even better steering feel

In addition to an optimised chassis set-up, maximum steering sensitivity is essential in a sporty SUV. The new Macan benefits from the experience gained with generations of two-door Porsche sports cars. Optimisations to the software of the power steering system's electric motor make the properties of its damping and friction modules even more precise

than before. This in turn improves steering feedback in the new Macan models. With more feedback at the driver's fingertips, the new Macan can therefore be positioned more precisely and driven more dynamically.

Four powerful braking systems for perfect deceleration

A total of four powerful brake systems are available for the new Macan. The Macan is equipped with a larger grey cast iron braking system, with black brake callipers. Brake discs measuring 350 x 34 mm on the front axle and 330 x 22 mm on the rear are now fitted. On the Macan S (360 x 36 mm at the front, 330 x 22 mm at the rear), the brake callipers are finished in red. The Porsche Surface Coated Brake (PSCB/390 x 38 mm front, 356 x 28 mm rear) is standard on the Macan GTS and optional on the Macan S and Macan. A tungsten carbide coating – a material that is around ten times harder than grey cast iron – increases braking performance and reduces the formation of brake dust. The Porsche Ceramic Composite Brake (PCCB/396 x 38 mm front, 370 x 30 mm rear) is also an option on the Macan GTS and Macan S.

GTS Sport package – enhanced dynamics for the new Macan GTS

Porsche is offering an additional dynamic upgrade exclusively for the Macan GTS for the first time. In addition to extensive interior and exterior modifications, the GTS Sport package includes Porsche Torque Vectoring Plus (PTV Plus) and Pirelli P-Zero Corsa performance tyres. The electronically controlled, fully variable limited-slip rear differential ensures that more drive torque reaches the rear wheel on the outside of a bend and therefore noticeably benefits cornering ability. The enormous traction on dry roads of the high-performance tyres developed especially for the Macan encourages use on race tracks. At the same time, the tyres also perform well on wet road surfaces.

Design and equipment

Sharper look emphasises sporty character

The Porsche Macan is the sports car in the compact SUV class and underlines this claim with an appearance that fully reflects the Porsche design DNA. The exterior and interior of the new Macan have been further sharpened and optimised. A range of new wheels, additional design elements and exterior packages offer yet more individualisation options.

The completely redesigned nose emphasises the width of the Macan, thereby enhancing the model's athletic presence. The large nose panel features balanced proportions and is painted in exterior colour, blending in harmoniously with the cooling air intakes. The nose incorporates a new 3D design in the centre cooling air intake below the grille. The headlights are equipped as standard with LED technology and the Porsche Dynamic Light System (PDLS). This includes a dynamic cornering light, which swivels the main headlights into the bend, depending on steering angle and driving speed. The PDLS also features automatic headlight range control, speed-dependent driving light control and an adverse weather function. Darkened headlights are optional on the Macan and Macan S and are standard on the Macan GTS.

Like the new nose, the Macan's rear apron also features a refined and technical design. The new 3D elements are repeated with the diffuser, which has also been extended upwards and has integrated reflectors. As before, the designers have incorporated the tail light clusters with their three-dimensional light graphics into a light bar. On the sides of the vehicle, the 3D-look side blades in particular create new highlights. The side blades are optionally available in exterior colour or with a carbon or high-gloss black finish. The exterior mirrors have a V-shaped base finished entirely in body colour, rounding off the appearance of the new Macan. Further modifications have been implemented in areas that are not visible: smaller air intakes, closed holes on the bottom of the vehicle and improved underbody protection promote a favourable air flow and therefore optimise the aerodynamic design.

Three new exterior colours, seven new wheel designs

There is a choice of 14 exterior colours for the new Porsche Macan, including the new Papaya Metallic, Gentian Blue Metallic and Python Green. The latter is available on the

Macan GTS in combination with the optional Macan GTS Sport package. With its Individual Colour and Paint To Sample options, Porsche Exclusive Manufaktur significantly expands design freedom for customers. More than 60 different colours are possible, including historic Porsche ones.

The Porsche Macan is now fitted with larger, 19" diameter minimum, wheels as standard. These are one inch larger than those on the previous model. On the Macan S, bright-polished 20-inch wheels with a dark titanium painted finish come as standard, while red-painted brake callipers create an additional highlight. The Macan GTS is equipped with 21-inch wheels as standard. Porsche has extended the wheel range for the Macan with seven new designs.

Upgraded interior with new centre console

The interior of the Macan has also been extensively revamped. The newly designed centre console is the main focus of the new features. Here, touch-sensitive surfaces replace conventional switches. Clearly arranged and intuitive control panels are located at the sides of the new selector lever, which has been shortened by 15 mm. Below, there is an open stowage compartment, with a larger capacity than before. As before, there is a 10.9-inch full HD touch display above the console – the heart of the Porsche Communication Management (PCM) system. The analogue clock integrated on top of the dashboard is now a standard feature on the new Macan.

The Macan offers full connectivity via the PCM and therefore has a permanent mobile network connection. Online navigation comes as standard, as do, among other features, voice control, a Wi-Fi hotspot and the Porsche Connect App. Apple CarPlay and the Offroad Precision App are also available as options. On request, smartphones can be inductively charged in the stowage compartment under the centre armrest.

Porsche has fundamentally revamped the steering wheel range with new sports steering wheels previously found in the 911 and Panamera. They have a diameter of 360 or 375 mm respectively, and evoke the design of motorsport steering wheels even more strongly with their visual openings. The controls of the multifunction touch surfaces are elegantly

incorporated in them. The steering wheels also feature a new Mode switch in combination with the Sport Chrono package.

The driver and front passenger sit on eight-way-adjustable comfort seats as standard in the Macan. These seats are covered with leatherette and Sport-Tex fabric. In the Macan GTS, eight-way heated sport seats with leather and Race-Tex upholstery come as standard. All Macan models can be optionally equipped with 14-way comfort seats, which are also covered with smooth-finish leather, or the optional adaptive 18-way sport seats with bespoke seat centre seam pattern and raised side bolsters.

The interior is finished in black as standard, with leather packages in different colours available as options. The new contrasting seam packages in Gentian Blue, Papaya or Crayon are another highlight. The leather packages can be individualised further with products from Porsche Exclusive Manufaktur. The options here include decorative seam packages and seat centre panels in contrasting leather colours. Different interior packages also offer a host of design possibilities. These include finishes in aluminium or black brushed aluminium, high-gloss black, carbon, burr walnut, chestnut anthracite or the vehicle's body colour.

The flagship: Macan GTS

The new GTS is the sportiest Macan that Porsche has ever built. It clearly sets itself apart from the other derivatives. The exterior of the flagship in the product line can be recognised by the standard darkened LED headlights as well as the satin-gloss 21-inch RS Spyder design wheels. The red-painted brake callipers act on the specially coated brake discs of the Porsche Surface Coated Brake (PSCB). While the lower front and rear aprons are painted in exterior colour, the nose panel is finished in black. As is characteristic of GTS models, the tailpipes of the sports exhaust system and the new roof spoiler in double-wing design are also black. Standard equipment also includes height adjustable sports air suspension, which lowers the body by 10 mm.

Inside, the Macan GTS is differentiated by new, specially designed round instruments, including a black rev counter with GTS lettering. The sport seats also feature the GTS logo. With the GTS Black leather package with Race-Tex elements, many surfaces have sporty

contrasting seams. The door armrests are also covered with Race-Tex, as are the centre panels on all seats and the centre console armrest.

The GTS can be upgraded even further with the GTS Sport package. This includes the Sport Chrono package, 21-inch GT design wheels in satin-gloss black, high-performance tyres that are also suitable for race track use, and the Porsche Torque Vectoring Plus (PTV Plus) system. The front and rear aprons, exterior mirror housings and sills are painted black, as are the side blades with GTS lettering in Python Green – the exclusive exterior colour of the Macan GTS with Sport package. The driver and front passenger sit on 18-way adaptive sport seats. Specific design features include GTS lettering on the headrests, more extensive leather items on the seats, additional contrasting seams in Python Green, illuminated door entry guards and Python Green seat belts. The Carbon interior package also adds various carbon applications in the new Macan GTS.

Assistance systems

New Macan helps you park

The new Macan already comes as standard with extensive convenience and driver assistance equipment. Park Assist, with visual and acoustic warnings at both front and rear, is now standard on all Macan models. Park Assist with active parking support is now available as an option for the first time. This identifies possible parking spaces and actively supports parking manoeuvres. As soon as the system has been activated it measures and evaluates parking spaces when driving past and informs the driver of the available parking options. During parking in parallel or perpendicular spaces, Park Assist takes over steering fully automatically. The driver needs only to operate the accelerator and brake pedals.

The existing assist systems have also been improved. Adaptive Cruise Control is now more sensitive than before, and Lane Keeping Assist features optimised lane centre guidance. As usual, Lane Change Assist, speed limit display, Porsche Entry&Drive, a heated windscreen and auxiliary heater with remote control are available as options on the new Macan.