



PORSCHE



The Porsche Macan

Life, intensified





S-VM9886







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For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



IT'S ONLY
ROCK 'N' ROLL



Life, intensified

Are we simply bystanders or do we take the plunge?
Are we driven by obligation or passion?
Do we lean back and relax or do we want to feel the power of acceleration?

No question. That's why we create sports cars.

LOVE

WAY UP

Take the everyday out of every day.

Macan concept.

Those who prefer to blaze a trail of their own don't need to follow the lead of others. We're thinking specifically about cars known as compact SUVs, characterised by five doors, five seats, all-wheel drive – and, of course, a higher seating position. But aren't they lacking a certain something?

Something that adds a little life, lets us enjoy a more intimate relationship with the road and delivers intense driving pleasure. A concept that boasts plenty of space for hobbies, leisure and sport. But no room for compromise. Compact, concentrated and intense, but still powerful. Practical but never ordinary.

It is by these standards that we created the Macan, and saw it emerge with three distinct guises. Each one a sports car. Each one unmistakable in its own segment. Each one a genuine Porsche – from design and driving dynamics to equipment specification. From the ultra sporty S variant, and from the efficient marathon runner with diesel engine to the Turbo – which sets performance standards in its vehicle class.

All Macan models were developed, tested and built in keeping with the Porsche philosophy. That's where we take sporty style and performance from the racetrack and inject it into everyday driving. We make it as efficient as possible – and, of course, just as safe and comfortable. No efforts were spared

until our engineers achieved their overriding development objective: the first sports car among compact SUVs.

The Macan – built for an intensive life in which the thirst for experience and thrills and spills are ever-present, and in which new challenges are a permanent driving force. Built for a life that refuses to be hemmed in by conventions and feels all the more authentic for it. Direct and intimate.

A sports car that gives us what we're looking for, even in our everyday life: that feeling of being alive.

The Porsche Macan. Life, intensified.



**We could etch character in stone.
But we prefer more dynamic forms of expression.**

Exterior design.

What makes a Porsche a Porsche? The fact that it is instantly recognisable, some would answer. Others might say it's the face that stands out from the crowd. Our engineers would say that it's the Porsche DNA.

We're referring to a design language that has survived and described 65 years of sports car evolution, whether in the wind tunnel, on the racetrack, in minds or in hearts. It gives every Porsche its own unmistakable character. And our development of it goes on.

The face alone of the Macan lays bare the dominant sporty genes of its hereditary line. The characteristic headlights are integrated into the bonnet. The large, imposing air intakes of the front apron are just waiting to inhale life. Every single second.

The bonnet stretches through to the wheel arches. This lends the front a broad and powerful presence and reminds us of the legendary Porsche 917, which won countless victories in the early 1970s – including at 24 Hours of Le Mans, where it held the distance record for 39 years.

The side profile is typically Porsche. From this angle, every muscle appears flexed – like a predator ready to pounce. The roof line slopes distinctively down towards the rear, drawing the customary sports car contour that promises excellent aerodynamics. Our designers call it the Porsche flyline.

A visual highlight of the Macan is the sideblades. Not only do they set a sporty accent, their design pays homage to the 918 Spyder. They make the proportions

of the doors appear narrower and the flanks seem much sleeker and sportier. Sideblades are available with a Lava Black paint finish, in the exterior colour of the vehicle or – for a particularly exclusive statement – in carbon.

In sizes of up to 21 inches, the wheels of the Macan are equally eye-catching. The particular Macan model that you see before you is recognisable by its brake calipers: silver-coloured on the S variants and red on the Turbo. Typically Porsche.



Wind tunnel in the Porsche Development Centre, Weissach

At the rear, the classic Porsche sports car design reveals itself: slender at the top, widening into broad shoulders above the rear wheels – a homage to the 911. The styling of the rear hatch gives the rear end a particularly harmonious look. For convenience, the rear hatch on all Macan models is equipped with an automatic powerlift function. The narrow LED taillights have three-dimensional proportions, which gives them an extraordinary appearance of depth – and captures your attention. The overall effect is to make the Macan look low, wide and thus intimate with the road – like any genuine Porsche. After all, a muscle-toned body is meant to be admired from the rear as well as the front.

Of course, our engineers took great care to ensure that the interior of the Macan is just as intense with sports car sensations.



Macan Turbo with 21-inch 911 Turbo Design wheels



Front design of the Macan Turbo with overarching bonnet



Three-dimensional LED taillight



Macan Turbo with sideblade in carbon

True beauty is more than just skin deep.

Interior design.

As a creator of sports cars, we know that driver and car must form a single entity. As such, you do not simply sit in the Macan – the ergonomic architecture integrates you into the vehicle. The three-dimensional arrangement of the controls lends the interior a cockpit-style layout. In typical Macan fashion, the sporty front seats convey a sense of height above the road without any loss of intimacy with it.

The essentials are seen at a glance. The instrument panel has a three-tube design. Three tubes – just like in a classic sports car. Also in view is the

centrally positioned rev counter. To the right is the 4.8-inch colour screen, which, among other things, displays information from the on-board computer.

Thanks to the ascending centre console – a typical feature of a sports car – you don't have very far to reach from the steering wheel to the PDK gear selector and most important vehicle functions. The ignition lock, as ever, is on the left – typically Porsche.



The multifunction three-spoke sports steering wheel is inspired by the design of the 918 Spyder – and an established motorsport principle: keep your hands on the wheel. Two manually operated and ergonomically positioned gearshift paddles enable fast and sporty gear changes.

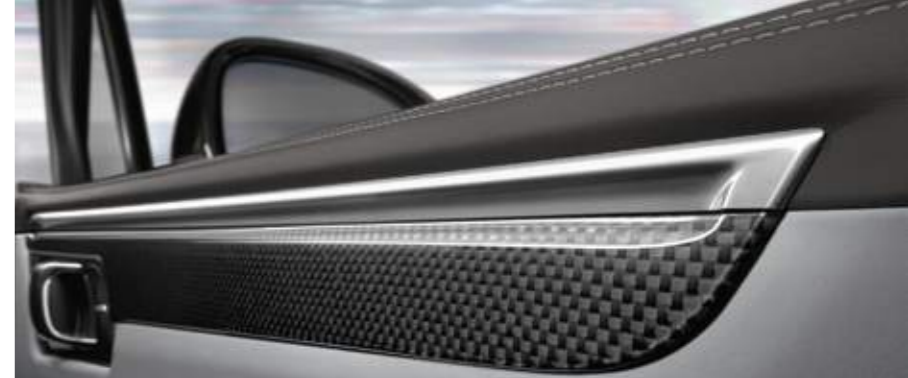
Sound and navigation systems follow the ergonomics philosophy. Equipped with a high-resolution colour touchscreen, they offer intuitive ease of use.

With the versatile three-way split-folding rear bench seat – ratio 40:20:40 – you can adapt the Macan perfectly to your needs.

On the subject of customisation, you can make the interior even more individual, thanks to a diverse selection of options. The palette of materials and decors ranges from classic to sporty. For an exclusive ambience, you could have the interior of your Macan lined in leather in various ways or have the decor refined with the elegant wood dark walnut. For a theme that places the emphasis on sport, choose carbon or brushed aluminium. However you personalise the interior of the Macan, remember one thing: there are no limits.



Two-tone interior combination of Agate Grey and Pebble Grey



Two-tone interior combination of Agate Grey and Pebble Grey with carbon decor



Interior in Black with brushed aluminium decor



Interior in Espresso with dark walnut decor

**Where it comes from, valuable seconds count.
Where it wants to go, valuable moments matter.**

Macan principle.

Our home is the racetrack. It's where we fight for every tenth of a second and every gramme in weight. The knowledge that we gain is streamed into our series production models.

We've known since 1948 that nobody wins on horsepower alone, whether it's on the racetrack or in everyday life. Our main development objective is to create sports cars that stir emotions. By that we mean the driving feel that only a genuine Porsche can provide. With considerable agility and dynamics, but always with responsibility in mind. We achieve these goals with highly efficient engines, outstanding driving features and the relentless will to push boundaries – upwards.

We want something to happen – on the tarmac certainly, but first and foremost just beneath the skin. That's why every member of the Macan family was developed to fulfil one principle in particular: to bring the urban way of life to the fast lane and to provide a high level of sporty performance to everyday driving. Job done.

Let's begin at the heart. Whether it's the six-cylinder turbo diesel or the twin-turbo six-cylinder, all engines are characterised not only by their impressive performance and high efficiency but, above all, by the typical resonance of their sound. The power of the Macan models is transmitted to the road by active all-

wheel drive. This system sets standards for driving dynamics and stability. Mixed tyres are fitted as standard – as seen on the 911 – to deliver even greater traction and agility.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Acoustic test chamber in the Porsche Development Centre, Weissach

Fitted as standard, 7-speed Porsche Doppelkupplung (PDK) lets you experience motorsport-style gear changes, which take place in milliseconds and with no interruption in the flow of power. The system also features a coasting mode, which reduces fuel consumption and emissions where the driving situation allows. To this end, the auto start/stop function, intelligent thermal management and many more efficiency-enhancing measures make a decisive contribution.

The steel spring suspension, fitted as standard, helps to provide the driving precision and performance typical of any Porsche. As an option (standard in the Macan Turbo), it can be upgraded to include optional Porsche Active Suspension Management (PASM). At the push of a button, the shock absorbers respond even more precisely to the current driving style. An air suspension is available for even greater dynamic performance and a high level of ride comfort. With this suspension, the Macan sits 15 mm lower. The three-position ride-height adjustment capability enables

you to adapt it optimally to the driving situation.

Optional Porsche Torque Vectoring Plus (PTV Plus) lets you feel the Macan principle in every corner – and in a particularly intense way. Operating in conjunction with an electronically controlled rear differential lock, the system works by varying the torque distribution to the rear wheels and thereby significantly further improves handling and steering precision. It also increases the agility of the car when it attacks the corner.

Naturally, active safety also follows the Macan principle – and, in doing so, fulfils the requirements of a sports car. Integrated as standard, Porsche Stability Management (PSM) helps to ensure stability at the limits of sporty performance. Typically Porsche, the brakes set standards for deceleration.

Optional driver assistance systems relieve your workload so that you can have more fun. Adaptive cruise control

including Porsche Active Safe (PAS) regulates the speed of your vehicle in line with the speed of the vehicle in front. Lane Change Assist monitors your blind spots, while Lane Keeping Assist monitors your car's distance to divider line markings on the road.

Intensive living can also be measured in bits and bytes, with Porsche Car Connect for instance. Available as an option, our comprehensive packages of remote and PVTs (Porsche Vehicle Tracking System) services provide you with all the important information about your Macan – not only when you're behind the wheel. Other digital functionalities of the Macan include the ability to log into social networks or search for a Point of Interest and then select it directly as your navigation destination. Being highly networked – that, too, can be the principle of a sports car.

So you see: for us, staying true to one's principles is essential. The principle of power above all.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Power package as standard.

Macan Turbo.

Must intensity really have any limits? In the areas of design, performance and exclusivity, we have at the very least redefined them.

The distinctly muscular front apron, with the side airblades of the conspicuously large cooling air intakes, is found nowhere else but on the Macan Turbo. It's a visual promise of thrilling performance. Bi-Xenon headlights with dynamic cornering lights provide optimum illumination of the road – and therefore a high level of safety. These are supplemented by the extraordinary four-spot LED daytime running lights.

The Macan Turbo also stands out thanks to its front spoiler lip, the design of which is based on that of the 918 Spyder. The direction indicators and position

lights have been integrated in such a way that they appear to hover inside the side air intakes. Below them are the LEDs of the fog lights. The sideblades are painted in the exterior colour of the body. SportDesign sideskirts underline the powerful profile. Another typical feature of the Turbo is the 'Macan turbo' logo on the rear hatch.

Impressively, the 3.6-litre twin-turbo V6 engine delivers an enormous power output of 294 kW (400 hp). The sprint from 0 to 100 km/h is completed in a mere 4.8 seconds. Top speed is 266 km/h. Those aren't simply bare numbers, but record figures for performance in this segment. Not to mention the very high degree of efficiency.

19-inch Macan Turbo wheels are fitted as standard. Behind these are the red brake calipers of the large-diameter brakes. The steel spring suspension is equipped, as standard, with Porsche Active Suspension Management (PASM), which enhances both sporty performance and ride comfort.

As standard, the Macan Turbo is trimmed with the leather package, which emphasises the exquisite quality of the interior. Another highlight is Porsche Communication Management (PCM) with navigation module and a large touchscreen. It comes as standard, just like the BOSE® Surround Sound System. Offering a total output of 545 watts and with 14 loudspeakers including active subwoofer, it delivers a special listening experience.

The Macan Turbo. Performance in its most intense form.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Highlights of the standard specification.

- Sideblades painted in exterior colour
- 19-inch Macan Turbo wheels
- Two twin tailpipes outside left and right with design specific to Macan Turbo
- Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS)
- LED fog lights
- Automatic rear hatch
- Electrically folding exterior mirrors
- Steel spring suspension including Porsche Active Suspension Management (PASM)
- Porsche Doppelkupplung (PDK)
- Multifunction sports steering wheel with gearshift paddles
- SPORT button
- Porsche Communication Management (PCM)
- BOSE® Surround Sound System
- Two-zone automatic climate control
- Adaptive Sports seats with comfort memory package (18-way)
- Leather package
- Roof lining in Alcantara
- Brushed aluminium interior package

Selection of personalisation options.

- Wheels up to 21-inch
- Porsche Dynamic Light System Plus (PDLS+)
- Panoramic roof system
- Privacy glazing
- Air suspension including Porsche Active Suspension Management (PASM)
- Porsche Torque Vectoring Plus (PTV Plus)
- Porsche Ceramic Composite Brake (PCCB)
- Sport Chrono Package
- Power steering Plus
- Burmester® High-End Surround Sound System
- Leather interior
- Seat ventilation (front)
- Adaptive cruise control including Porsche Active Safe (PAS)
- Surround View

For more on personalisation, please refer to page 106 onwards.

Drive concept.

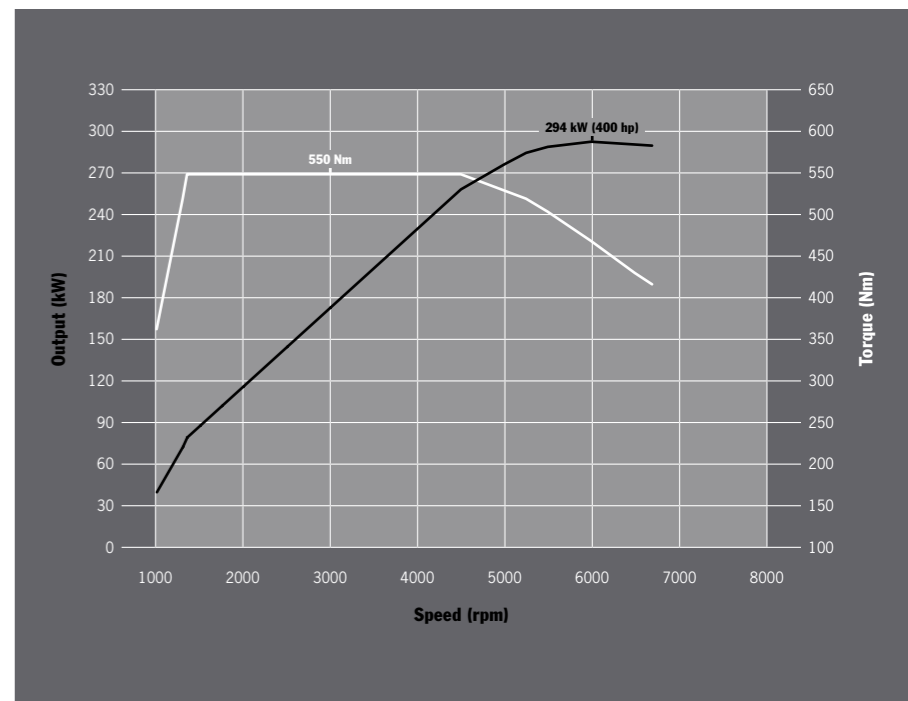
- 3.6-litre twin-turbo V6 engine
- 294 kW (400 hp) at 6,000 rpm
- Maximum torque: 550 Nm at 1,350–4,500 rpm
- Acceleration from 0 to 100 km/h: 4.8 secs
- Top speed: 266 km/h
- Direct fuel injection (DFI)
- VarioCam Plus
- Auto start/stop function



3.6-litre twin-turbo V6 engine



Macan Turbo engine plaque



Macan Turbo: 550 Nm at 1,350–4,500 rpm, 294 kW (400 hp) at 6,000 rpm

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.

Pace car for the senses.

Macan S.

The 'S' principle has long been a tradition as far as Porsche cars are concerned. It represents an especially sporty interpretation of a particular idea. It's a promise of spine-tingling thrills and spills – and omits anything superfluous to the spirit of sporty driving.

High performance, on the other hand, is something that the Macan S would never do without. Its 3.0-litre twin-turbo V6 engine generates 250 kW (340 hp) and helps it to sprint from 0 to 100 km/h in only 5.4 seconds. Top speed is 254 km/h. Figures to raise the hairs on the neck of any sports car enthusiast.

The Macan S is equipped with 18-inch Macan S wheels. Its brake calipers are silver-coloured. This high-performance athlete is also recognisable by the 'Macan S' logo on the rear hatch – and on the door sill guards in aluminium.

Inside, the sporty theme is epitomised by the rev counter with silver-coloured dial face. The CDR Plus audio system integrated as standard features a high-resolution 7-inch colour touchscreen offering intuitive ease of use.

The sporty spirit can be intensified even further with a range of options such as the Sport Chrono Package. It includes

the SPORT PLUS button, one press of which tunes the engine for an even sharper response. The chassis and transmission also adapt their set-up to SPORT PLUS mode. The package additionally comprises a stopwatch and the Launch Control function for the fastest possible acceleration from a standing start, e.g. on a racetrack. Another option is Porsche Communication Management (PCM). In this model, it is supplemented by a performance display showing lap times and other essential driving stats.

The Macan S. For an unadulterated encounter with intensity.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.

Highlights of the standard specification.

- Sideblades in Lava Black
- 18-inch Macan S wheels
- Two twin tailpipes outside left and right with design specific to Macan S
- Automatic rear hatch
- Electrically folding exterior mirrors
- Tinted thermally insulated glass all round with grey top-tint on windscreen
- Porsche Doppelkupplung (PDK)
- Multifunction sports steering wheel with gearshift paddles
- SPORT button
- CDR Plus audio system
- Rain sensor
- Two-zone automatic climate control
- Comfort seats with seat centres in Alcantara
- Electric seat adjustment (8-way), driver's side
- Piano Black interior package

Selection of personalisation options.

- Wheels up to 21-inch
- Sideblades in carbon
- Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS)
- Privacy glazing
- Air suspension including Porsche Active Suspension Management (PASM)
- Porsche Torque Vectoring Plus (PTV Plus)
- Porsche Ceramic Composite Brake (PCCB)
- Sport Chrono Package
- Power steering Plus
- Porsche Communication Management (PCM)
- BOSE® Surround Sound System
- Adaptive Sports seats with comfort memory package (18-way)

For more on personalisation, please refer to page 106 onwards.

Drive concept.

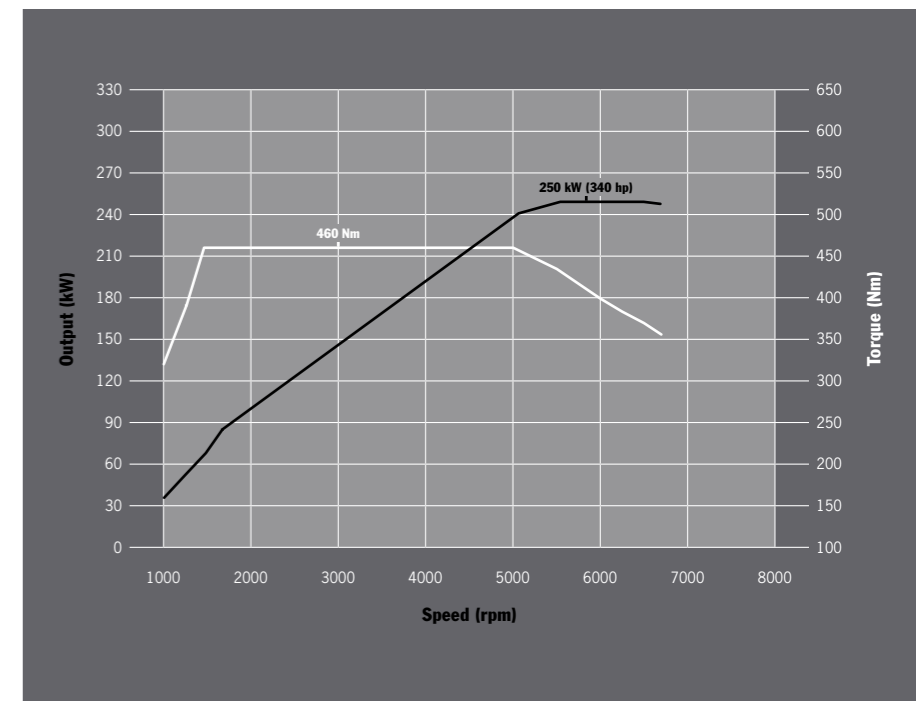
- 3.0-litre twin-turbo V6 engine
- 250 kW (340 hp) at 5,500–6,500 rpm
- Maximum torque: 460 Nm at 1,450–5,000 rpm
- Acceleration from 0 to 100 km/h: 5.4 secs
- Top speed: 254 km/h
- Direct fuel injection (DFI)
- VarioCam Plus
- Auto start/stop function



3.0-litre twin-turbo V6 engine



Macan S engine plaque



Macan S: 460 Nm at 1,450–5,000 rpm, 250 kW (340 hp) at 5,500–6,500 rpm

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.

The new allure of a long-distance relationship.

Macan S Diesel.

Whoever actually said that intense moments had to be so fleeting? The Macan S Diesel provides a lasting endorphin rush on long journeys.

On principle, we build every Porsche to be as efficient as possible. This is particularly true in the case of the Macan S Diesel. The engine is a 3.0-litre V6 turbo diesel capable of delivering 190 kW (258 hp). Maximum torque is a beefy 580 Nm. 0 to 100 km/h takes 6.3 seconds. Impressive for a diesel. Impressive for a sports car: relatively low fuel consumption and emissions for such power.

That's partly down to the SCR system (selective catalytic reduction). In conjunction with a diesel particulate filter, it provides an environmentally friendly exhaust gas recirculation solution.

The Macan S Diesel is identifiable by the exterior 'diesel' logos on the front left and right – and by the 18-inch Macan S wheels and silver-coloured brake calipers.

Interior features, including two-zone automatic climate control, as well as the high degree of storage flexibility are the

ideal prerequisites for long drives. With options such as an electrically extending towbar system or roof rails, you can ensure that the Macan S Diesel is even better prepared.

The Macan S Diesel. Heart-pounding fun that lasts the distance.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.

Highlights of the standard specification.

- Sideblades in Lava Black
- 18-inch Macan S wheels
- Two twin tailpipes outside left and right with design specific to Macan S
- Automatic rear hatch
- Electrically folding exterior mirrors
- Tinted thermally insulated glass all round with grey top-tint on windscreen
- Porsche Doppelkupplung (PDK)
- Multifunction sports steering wheel with gearshift paddles
- SPORT button
- CDR Plus audio system
- Rain sensor
- Two-zone automatic climate control
- Comfort seats with seat centres in Alcantara
- Electric seat adjustment (8-way), driver's side
- Piano Black interior package

Selection of personalisation options.

- Wheels up to 21-inch
- Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS)
- Air suspension including Porsche Active Suspension Management (PASM)
- Electrically extending towbar system
- Power steering Plus
- Porsche Communication Management (PCM)
- BOSE® Surround Sound System
- Comfort memory package (14-way)
- Adaptive cruise control including Porsche Active Safe (PAS)
- Reversing camera

For more on personalisation, please refer to page 106 onwards.

Drive concept.

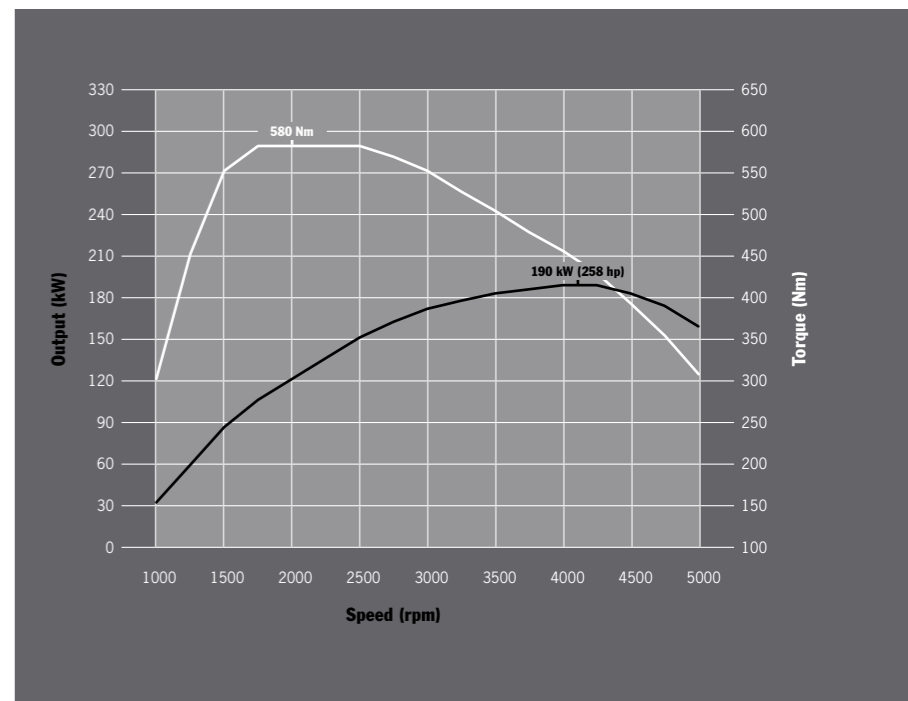
- 3.0-litre V6 turbo diesel
- 190 kW (258 hp) at 4,000–4,250 rpm
- Maximum torque: 580 Nm at 1,750–2,500 rpm
- Acceleration from 0 to 100 km/h: 6.3 secs
- Top speed: 230 km/h
- Common-rail diesel injection system
- Variable turbine geometry (VTG)
- Auto start/stop function
- SCR system



3.0-litre V6 turbo diesel



Macan S Diesel engine plaque



Macan S Diesel: 580 Nm at 1,750–2,500 rpm, 190 kW (258 hp) at 4,000–4,250 rpm

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.

Dynamics

There is much to motivate us. But what actually moves us?
It's a question we've been answering since 1948: with sports car technology.



Even a life of moderation can be lived with intensity.

Engine.

Auto start/stop function.

To improve fuel economy, the auto start/stop function switches off the engine when you are coming to a stop at traffic lights, for example.

Standard in all Macan models.

VarioCam.

In all Macan models with petrol engine, the intake and exhaust camshafts are each equipped with a fully variable vane-cell controller for stepless timing adjustments. This helps to deliver high specific power and high torque – even at low engine speeds – and, above all, reduced fuel consumption and low emissions.

Standard in the Macan Turbo and Macan S.

VarioCam Plus.

With their twin-turbo V6 engine, the Macan Turbo and Macan S are additionally equipped with VarioCam Plus. This system switches the lift of the intake valves, resulting in instant acceleration and smooth engine running performance.

Standard in the Macan Turbo and Macan S.

Coasting.

The coasting function enables you to save even more fuel where the situation allows. The engine is decoupled from the transmission, which avoids the deceleration caused by engine braking. In this way, the vehicle makes optimum use of its own momentum and is able to coast for longer distances. This has real benefits for fuel consumption without any impact on comfort or sporty performance.

Standard in all Macan models.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Direct fuel injection (DFI).

With millisecond precision, DFI injects fuel at up to 200 bar directly into the combustion chamber by means of electromagnetically actuated injection valves. The spray and cone angles have been optimised for torque, power output, fuel consumption and emissions by enabling a homogeneous distribution of the air/fuel mixture and, therefore, effective combustion. DFI improves the internal cooling of the combustion chamber by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver greater power output at the same time as enhanced engine efficiency.

Common-rail diesel injection system.

In the Macan S Diesel, fuel is directly injected by a common-rail injection system. The injection pressure of up to 2,000 bar ensures effective mixture formation and enhanced dynamic performance. Piezo-controlled injectors enable a flexible injection process with

multiple injections taking place per stroke and delivering fuel in the exact amounts required for smooth combustion.

Thermal management.

Engine cooling is prevented during the initial stages of a cold start so that the engine reaches its optimum operating temperature faster. This means it can begin working at high efficiency sooner, thereby consuming less fuel.

Active aerodynamics.

The radiator grille shutter opens the cooling air flaps only as needed. Whenever the cooling requirement is low, such as on relaxed drives, the radiator grille shutter closes. Aerodynamics are improved, which helps to improve fuel economy. If, for example, a sporty driving style is adopted and the demand for power increases, the cooling air flaps will open and let in the necessary amount of cooling air for increased driving performance.

Oil supply.

The integrated dry-sump lubrication of the V6 petrol engines guarantees a reliable supply of oil in all driving situations. The oil reservoir is located directly inside the engine, which saves on space and weight. An electronically controlled oil pump provides the correct amount of oil as and when needed. Optimised for sporty driving, it ensures optimum engine lubrication even in extreme situations.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Exhaust turbocharging.

The V6 twin-turbo engines are equipped with two turbochargers arranged in parallel – one for each cylinder bank. Intake air is compressed and then fed to the engine via the respective charge-air cooler. This cooling process achieves two things: high cylinder charge and low component temperatures.

Electrical system recuperation.

To enhance efficiency, the electrical system in the Macan models is recharged on demand during engine overrun phases. Fuel consumption is thereby reduced, while the full power output of the engine is made available for acceleration phases. You won't notice anything of the process itself, except for the results: optimum power and torque with lower fuel consumption and CO₂ emissions.

SPORT button.

The SPORT button, which is fitted as standard, enables you to select a set-up that favours either comfort or sporty performance. At the push of a button, the electronic engine management system switches the engine mapping to offer an even sharper response and engine dynamics that are more direct.

SCR system.

The SCR system (selective catalytic reduction) in the Macan S Diesel works in conjunction with a diesel particulate filter and AdBlue® technology to provide an environmentally friendly exhaust gas recirculation solution and a significant reduction in nitrogen oxide emissions. AdBlue® is a replenishable liquid added to a separate tank.

Sports tailpipes.

Sports tailpipes are available for your Macan on request. The twin dual-tube tailpipes are specially designed and feature a highly polished chrome-plated stainless steel finish, also available in chrome-plated black. A sporty statement that is visually unmistakable.

Optional for all Macan models.

Sports exhaust system.

The optional sports exhaust system delivers an even more resonant sound. The chromium-plated sports tailpipes – available in a choice of silver colour or black – are a treat for both the eyes and the ears.

Optional for all Macan models.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Twin dual-tube tailpipes on the Macan Turbo



Sports tailpipes in silver Exclusive



Twin dual-tube tailpipes on the Macan S and Macan S Diesel

The love of the road inspires some remarkably intense relationships.

Transmission.

Porsche Doppelkupplung (PDK).

7-speed PDK, fitted as standard in the Macan models and featuring both a manual and an automatic mode, offers extremely fast gear changes with no interruption in the flow of power – as well as excellent driving dynamics and a high degree of efficiency.

The principle of PDK is that, whenever a particular gear is engaged, the next gear is already preselected. As a result, gear changes take place within milliseconds.

Automatic mode is optimised for fuel economy. This means that PDK is able to offer not only a sporty, agile driving feel, but also increased efficiency.

Would you rather change gear manually? You can do this using the two gearshift paddles on the multifunction sports steering wheel, fitted as standard, or using the PDK gear selector.

In conjunction with the optional Sport Chrono Package, the shift times of PDK become even shorter, the gear changes even sportier. Additional gearshift strategies are also available – for uncompromising driving pleasure.

Porsche Traction Management (PTM).

The tremendous dynamic performance of the Macan is thanks in part to the Porsche Traction Management (PTM) active all-wheel drive system. It comprises

an electronic and map-controlled multi-plate clutch, the automatic brake differential (ABD) and anti-slip regulation (ASR). The electronically controlled multi-plate clutch regulates the distribution of drive force between the rear axle and the front axle. Driving conditions are constantly monitored to enable a precise and lightning-quick response to a variety of situations.

Sensors continuously check, among other variables, the rotation speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, and the steering angle. If, for example, the rear wheels threaten to spin under acceleration, a greater proportion of

drive force is distributed to the front by a more powerful engagement of the multi-plate clutch. In addition, ASR reduces wheel slip. In corners, the drive force sent to the front wheels is regulated for optimum lateral stability.

In short, PTM transfers the incredible sportiness of the Macan to the road. Behind the wheel, you can feel what it's like to be driving a genuine sports car: traction, driving safety, outstanding steering behaviour, superior handling and, of course, the excellent dynamics typical of any Porsche.



How should such intensity be brought to the road? Our engineers have some specific ideas.

Chassis.

Weight saving.

Those who enjoy life are bound to be more light-hearted than others. The axles of the Macan models are characterised by purposeful lightweight construction with the use of lighter, more stable materials. The results are excellent driving dynamics, a high degree of comfort and low fuel consumption.

Suspension tuning.

The suspension is tuned for sporty performance by default – typically Porsche. With a series of optional systems ranging from uncompromisingly sporty to sporty-comfortable, you can adapt the suspension tuning of the Macan perfectly to your needs.

Air suspension.

For a high level of comfort and tremendous dynamic performance, you have the option of an air suspension including PASM. With this set-up, the car is 15 mm lower than with the steel spring suspension. The effect? Improved aerodynamics. The self-levelling function helps to keep the ride height constant.

A ride-height adjustment capability enables you to switch the ground clearance to three levels: Terrain Level, Normal Level and Low Level. At Terrain Level, the car is 40 mm above Normal Level; at Low Level, 10 mm below it. Loading Level is especially practical: from Normal Level, the rear end of the body lowers 40 mm to make it easier to load the car. This function is operated by means of a button in the luggage compartment.

Optional for all Macan models.

Steel spring suspension.

The steel spring suspension is standard in all Macan models. Not only does it fulfil exacting requirements for performance and driving pleasure, it contributes to enhanced driving dynamics, lower fuel consumption and increased ride comfort.

The steel spring suspension in the Macan Turbo is additionally equipped with Porsche Active Suspension Management (PASM).

Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. It actively and continuously adjusts damping force based on current road conditions and driving style.

When a car is driven off-road or assertively in a manner that demands hard acceleration and braking, the forces acting on the car will normally induce perceptible body movements. PASM intervenes in these situations to reduce them. You can select from three modes: 'Comfort', 'SPORT' and 'SPORT PLUS'.

PASM is permanently active, adapting automatically to the current driving situation with the aim of increasing driving stability and comfort.

Standard in Macan Turbo. Optional for all other Macan models.

1. Terrain Level	+ 40 mm
2. Normal Level	+ – 0 mm
3. Low Level	– 10 mm
4. Loading Level	– 40 mm



Schematic diagram of the self-levelling function

**On the odd occasion,
even a Porsche doesn't seem out of place.**

OFF-ROAD button.

Would you like to try roads that aren't actually there? A button on the centre console sets your Macan to OFF-ROAD mode. All relevant systems switch to a traction-optimised program for off-road terrain. The optional air suspension including PASM automatically adjusts to Terrain Level. In addition, optional Porsche Torque Vectoring Plus (PTV Plus) and Porsche Stability Management (PSM) – integrated as standard – optimally adapt their set-up for off-road use, delivering improved driveability and safety.

PTM, which is also fitted as standard, provides a fully variable distribution of drive force between the front and rear

axles – up to 100% if necessary. This delivers a crucial increase in traction and driving safety.

Standard in all Macan models.

Porsche Hill Control (PHC).

A button on the centre console enables you to activate Porsche Hill Control (PHC), which keeps your speed constant on downhill gradients. You can set any speed between 3 and 30 km/h.

Standard in all Macan models.

Steering.

The steering has been engineered for sporty and immediate handling. The tuning of the electromechanical steering system is what makes the Macan models so extraordinarily agile.

It also contributes to low fuel consumption. As there is no hydraulic system constantly drawing power, energy is consumed only when the steering is turned.

Power steering Plus.

Optional Power steering Plus is a speed-sensitive power steering system. At high speeds, the steering firms up and responds with greater precision, while steering comfort remains outstanding. At low speeds, the steering ratio adjusts for easy manoeuvring and parking.



Life can't be truly intense without some twists and turns.

Porsche Torque Vectoring Plus (PTV Plus).

Sports car makers adore corners. With our technologies, we are forever fanning the flames of the relationship. PTV Plus is an optional system for enhancing both driving dynamics and stability.

Operating in conjunction with an electronically regulated rear differential lock, it works by varying the torque distribution to the rear wheels. When the car is driven into a corner, moderate brake pressure is applied to the inside rear wheel as the situation demands. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. The effect is a direct and sporty steering action. And considerable driving pleasure at every twist and turn.

At low and medium vehicle speeds, PTV Plus significantly increases agility and steering precision. At high speeds on the straight, and in fast corners where the wheels threaten to spin, the electronically controlled rear differential lock provides added driving stability. Stability is also improved on road surfaces with varying grip as well as in the wet and snow.

Optional for all Macan models.

Sport Chrono Package.

The Sport Chrono Package adds a stopwatch with an analogue and a digital display to the cockpit. The performance display in PCM lets you view a range of driving stats, including your total driving time, current lap distance and lap times recorded so far. The lateral and longitudinal forces acting on the vehicle are illustrated by the G-Force graphic on the colour screen in the instrument cluster.

The centre console also comes equipped with the SPORT PLUS button, which is used to activate SPORT PLUS mode. In this mode, the engine becomes even more responsive and the rev limiter is adjusted to a harder setting. Porsche Traction Management (PTM) is now tuned for even sportier performance. For cars with Porsche Active Suspension Management (PASM), SPORT PLUS mode results in harder damping and more direct steering. In addition, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. The shift times of PDK, fitted as standard, become even shorter, the gear changes even sportier. The optional air suspension automatically drops to Low Level. Launch Control is primed to deliver optimum acceleration from a standing start.

Optional for all Macan models.



Porsche Torque Vectoring Plus (PTV Plus)



Sport Chrono Package with performance display in PCM



The wheel was invented 5,000 years ago. Seems only now it's hitting the big time.

Mixed tyres.

As with any genuine sports car, the Macan is equipped with wider tyres at the rear – just like the 911. The visual impact is not the only effect: the larger footprint at the rear improves both stability and traction and also enhances agility for intensified contact with the road.

Wheels.

For the wheels, too, everything revolves around sporty performance – and style. Accordingly, the Macan serves up some impressive numbers: the wheels look exceptionally large, with optional sizes up to 21 inches.

What they all have in common is their aluminium construction, which saves

weight and increases agility. That's particularly true of the forged 21-inch wheels.

The Macan S and Macan S Diesel are equipped, as standard, with 18-inch Macan S wheels. The Macan Turbo is fitted with 19-inch Macan Turbo wheels as standard.

Tyres.

All tyres have been optimised for driving performance, handling, rolling resistance and weight. The rubber compound, tread pattern and the carcass architecture have been designed for the least rolling resistance possible in order to reduce fuel consumption.

Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring sends warnings to the on-board computer's display screen in the event of low tyre pressure or a gradual or sudden loss of pressure. The multifunction display in the instrument cluster gives you a quick and convenient way to check your tyre pressures.



21-inch 911 Turbo Design wheel



18-inch Macan S wheel



19-inch Macan Turbo wheel



19-inch Macan Design wheel



20-inch RS Spyder Design wheel



20-inch Macan SportDesign wheel



21-inch Sport Classic wheel painted in black (high-gloss)



Instinct

**Life is good. To keep it that way, you need protection.
With a sense of balance between fun and responsibility.**

Even if you take life as it comes, you can still be prepared.

Safety.

Bi-Xenon main headlights including Porsche Dynamic Light System (PDLS).

The Bi-Xenon main headlights feature automatic and dynamic range control, which provides uniform illumination of the road whether dipped or main beam is selected. The dynamic cornering light function swivels the headlights towards the inside of a bend based on the steering angle and road speed. The static cornering lights activate the auxiliary headlights in order to illuminate more of the road at tight bends and turns. Put simply, a greater part of the road ahead is illuminated the moment you enter a bend.

In addition, PDLS adjusts the range of the dipped beams at higher speeds. An adverse weather function reduces the effect of reflection phenomena in poor visibility conditions.

Standard in the Macan Turbo. Optional for all other Macan models.

Porsche Dynamic Light System Plus (PDLS+).

Optional PDLS+ offers two additional functions. The dynamic main beam feature adapts the headlight range to oncoming traffic and to traffic in front. Whenever you approach an intersection, the Intersection Assistant activates the static cornering lights on the left and

right to widen the light cone. This provides better illumination in the area immediately around the vehicle, and you see what's going on around you all the sooner.

Optional for all Macan models.

Daytime running lights.

Daytime running lights are standard on all models. On cars with halogen headlights, this function is implemented by the inner headlight. On cars with Bi-Xenon main headlights, the stunning light source is four LED spotlights in each headlight. The benefit is clear. If other road users can see you better, daytime driving becomes a safer experience.

Taillights.

The three-dimensional design of the LED taillights pays homage to the 918 Spyder super sports car and lends an impressive appearance of depth. At the same time, they are especially responsive and powerful – and that means added safety. In the event of panic braking, the adaptive LED brake lights begin to pulsate, alerting following traffic more quickly to a critical situation. The third brake light is integrated into the roof spoiler.



Night design of the dipped beam Bi-Xenon headlights and position lights



Night design of rear driving lights and brake lights



Daytime running lights with Bi-Xenon headlights



Dipped beam with halogen headlights



Rear driving lights in 3D taillight unit

You aren't usually so quick to brake.

Brakes.

At Porsche, we also set ourselves high standards for braking performance. So it goes without saying that our brake systems are super-sized and adapted to the high power output of the engine.

At the front, the Macan models are equipped with six-piston aluminium monobloc fixed brake calipers. The brake discs are internally vented for consistently high braking power, even during continuous use.

To cope with the performance capability of the Macan models, the brake discs fitted to the front axle are up to 360 mm in diameter.

The brake calipers of the Macan S Diesel and Macan S are silver-coloured. On the Macan Turbo – red.

Porsche Ceramic Composite Brake (PCCB).

As an option, you can have your Macan equipped with the track-proven Porsche Ceramic Composite Brake (PCCB).

The cross-drilled ceramic brake discs have a diameter of 396 mm at the front axle and a thickness of 38 mm. At the rear, they are 370 mm in diameter and 30 mm thick.

Their low thermal expansion prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer

more favourable noise-damping properties.

The key advantage is that the brake discs are approximately 50% lighter than standard discs of similar design and size. Enhanced performance and fuel economy are not the only noticeable benefits: above all, it represents a major reduction in unsprung and rotating masses. The results are improved handling, better roadholding and increased ride comfort.

Optional for all Macan models.

Porsche Stability Management (PSM).

PSM is an electronic control system that maintains stability – and increases driving safety – even at the limits of sporty performance.

Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. PSM actively intervenes to stabilise the vehicle when necessary by strategically applying the brakes at individual wheels. That's not all. If the driver suddenly releases the accelerator pedal, PSM primes the brake system for a higher state of readiness. Maximum braking power is therefore achieved much sooner. The integral anti-lock braking system (ABS) is optimised for short braking distances.

Standard in all Macan models.



Porsche Ceramic Composite Brake (PCCB)



Macan Turbo brake system



Macan S/Macan S Diesel brake system

Porsche Ceramic Composite Brake (PCCB) on the Macan S

Airbags.

All Macan models are equipped, as standard, with full-size airbags for the driver and front passenger. These are supplemented by the Porsche Side Impact Protection System (POSIP).

It comprises side airbags in the front seats, curtain airbags along the entire roof frame and the side windows from the A-pillar to the C-pillar, and side impact protection elements in the doors. Side airbags are available as an option for the rear compartment.

Two auxiliary sensors in the bumper help to detect frontal collisions. A cluster of acceleration and yaw rate sensors detects a threat of rollover and triggers the curtain airbags and seat belt pretensioners.

Engineered body design.

The use of ultra- and super-high-strength steels makes a crucial contribution to safety and, at the same time, purposefully encapsulates the principle of lightweight construction.

The forces exerted in the event of a frontal impact are dispersed by a system of longitudinal and transverse members. Reinforcements in ultra-high-strength steel provide additional protection for occupants in the event of a side impact.

The concept also sees the use of multiphase steels. High strength and clearly defined deformability are two qualities that they have in common. The passenger cell is a cage formed of high-tech steels and offers a considerable level of protection.



Passive safety, airbags

- High-strength micro-alloyed steels
- Multiphase steels
- Deep-drawn steels
- Boron-alloyed steels
- Aluminium



Passive safety, bodyshell

**Living for today, in the here and now.
But always caring about tomorrow.**

Environment.

Efficiency.

The basic premise of any Porsche is power. It's been that way ever since 1948. But there has always been another principle: efficiency. Again, since 1948. We remain committed to both, and we always will.

In addition to our pursuit of efficient engine technologies, such as the turbochargers used across the model range, we routinely rely on innovative, lightweight materials, we are constantly developing our production techniques and functionalities and, as we do so, we are continuously refining our concepts.

How does this benefit you as the driver? Greater agility with increased dynamic performance – and lower fuel consumption. Now that's efficiency.

Exhaust emissions.

The Macan once again demonstrates that even high-performance sports cars can achieve comparatively moderate emission values. The state-of-the-art engines of the Macan model range reach their optimum operating temperature soon after start-up, thanks to the rapid heating of the catalytic converter system. Emissions are thereby reduced, while tyres optimised for low rolling resistance play their part by lowering fuel consumption. All models in the Macan range fulfil the Euro 6 emission standard.

The petrol models are equipped with stereo Lambda control circuits. These are used by the electronic engine management system to determine the optimum amount of fuel for effective emission control.

Emission control in the Macan S Diesel is realised by the interaction of a diesel particulate filter and the SCR system. AdBlue® technology helps to achieve a significant reduction in nitrogen oxide emissions.

Fuel and fuel consumption.

Doing more with comparatively less – another philosophy that the Macan models live and breathe. The petrol models are designed to operate on fuels with an ethanol content of up to 10%. Ethanol has a positive impact on the CO₂ balance because this biofuel is manufactured from plants, which absorb CO₂ from the atmosphere in order to grow.

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.



Fuel system.

In the petrol models, even the emissions of the fuel system itself are minimised for the protection of the environment. Evaporative emissions are significantly reduced by the returnless supply system. Vapour-carrying lines are made from multi-layered plastic, while a high-capacity active carbon filter and the fuel tank also feature a multi-layered construction in order to make everything as impermeable as possible.

Noise reduction.

The characteristic Porsche sound may drive our passion, but acoustics is yet another area in which we continuously strive for optimisation.

Stiff components and lightweight, temperature-stable materials minimise play between parts and therefore mechanical noise. Voluminous silencers and air induction systems reduce noise levels further – and that's over the course of the entire service life.

In collaboration with tyre manufacturers, we are managing to reduce the rolling noise of tyres, while aerodynamic refinements keep wind noise as low as possible. What's left? The Porsche sound, pure and simple.

Servicing.

Long-life and hard-wearing materials reduce maintenance items to a minimum. At the time of an oil filter change, for example, only the recycling-friendly paper insert needs to be exchanged and not the entire housing.

Moving parts are adjusted automatically, e.g. by hydraulic valve clearance compensation.

The use of individual ignition coils in petrol engines makes the entire ignition system, except for the spark plugs, wear- and maintenance-free. Advantage for you? If it doesn't need replacing, it doesn't need to be disposed of. Not only

does this support the responsible handling of resources and a caring attitude towards the environment, it saves you time and money.

The maintenance intervals of the Macan models nevertheless depend on various factors, including the local fuel grade. For exact information, please refer to the price list published in your country or consult your Porsche Centre.

Materials and recycling.

A Porsche is a source of long-lasting pleasure for our customers and a refreshing change for their environment. This Porsche principle can be summed up in one word: sustainability.

Here's just one example: the exhaust system of the Macan models is made from extremely corrosion-resistant stainless steel – and purposefully manufactured on the principles of lightweight construction. In addition, our

cars are free from CFCs and parts manufactured with the use of CFCs. In all, they are over 95% recoverable. Naturally, all statutory recycling requirements are fulfilled. The labelling of materials facilitates future sorting for excellent recycling.

On the subject of recycling, there is plenty of time before it is even needed. Two-thirds of all Porsche cars ever built are still being driven today. What better way to conserve resources?

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 126–127.





Multitasking

Life is about challenges:
what we want from life – and what everyday life wants from us.
So it's nice to be prepared for every eventuality.



- SAMMY'S GARAGE 4K
- LA GRINGA 8K
- CASA VILLANI 14K
- SAN FELIPE 81K
- GUERPERO NEGRO 194K
- SAN DIEGO 704K
- LA PAZ 902K
- DISNEYLANDIA 940K
- LIMA PERU 5902K
- CANADA 2350K



**Lean back? Yes.
Put your feet up? No.**

Comfort.

Interior architecture.

Five doors. Five seats. Excellent everyday practicality – and an elevated seating position. That's what you can expect of an SUV. Now let's consider what you can expect of a Porsche: sports car sensations.

You get in – and find the ignition lock on the left. It's typically Porsche, and has been since 1948. An old motorsport tradition.

The interior architecture integrates you perfectly into the vehicle. This is exemplified by the three-dimensional arrangement of the controls and the ascending centre console with control buttons for the most important comfort functions. The layout emulates that of the Carrera GT – it's as if you're sitting in a sports car.

The Macan is the first ever Porsche to be equipped with the multifunction sports steering wheel with 918 Spyder design. Its appearance is futuristic and its design highly ergonomic. Gearshift paddles as well as multifunction buttons for telephone, radio and on-board computer offer high levels of user comfort. Steering wheel heating is available as an option.

Sports car genes are also inherent in the three round instruments. The rev counter is positioned in the centre, exactly where it belongs in a sports car. In this way, you can see all the essentials at a glance when you're on the move – and keep up to speed with all relevant information.



Take the high-resolution 4.8-inch colour screen in the instrument cluster as an example. It displays messages from the on-board computer and – in conjunction with PCM – shows the map of the navigation system.

The seats offer racing-style support and a high degree of seating comfort. In cars with the driver memory package or comfort memory package, you can store personalised seat, steering wheel and exterior mirror settings. Your car will then adapt automatically to you.

Standard on-board features include two-zone automatic climate control as well as remote central locking with remote closing.

On principle, all controls are ergonomically arranged for the speedy control of desired functions.

Practicality is also assured by storage solutions in the front and rear doors. Even large bottles are accommodated.

The large luggage compartment offers a loading capacity of 500 litres. The rear bench seat has a split-folding ratio of 40:20:40. With the seats fully folded, available capacity increases to 1,500 litres.

The use of exquisite materials such as leather brings exclusivity to ordinary life. The standard specification includes a leather steering wheel rim and seat centres in Alcantara – in the Macan Turbo, the adaptive Sports seats with 18-way adjustment are completely upholstered in leather. On request, you can refine even more interior features of your Macan with leather, wood, carbon or aluminium.

For more on personalisation, please refer to page 106 onwards.



Driver memory package and central locking system



Comfort memory package (18-way)



Door storage compartment



Sports seats



Comfort seats



Luggage compartment capacity up to 1,500 litres

**With 30,000 racing victories behind us,
we can afford to ease back a little.**

Adaptive Sports seats with comfort memory package (18-way).

The adaptive Sports seats with comfort memory package combine ultimate seating comfort with racing-style support. Their side bolsters are particularly high and prominently contoured. Offering 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and four-way lumbar support. The steering column is also electrically adjustable. The following functions can be memorised: driver and front passenger seat positions, including lumbar support and steering wheel and exterior mirror positions.

Standard in the Macan Turbo. Optional for all other Macan models.

Comfort seats.

Comfort seats with electric 8-way adjustment on the driver's side are both ideal for relaxed motoring and practical to operate. Seat height, squab angle and backrest angle are all adjustable. Seat centres in Alcantara create a sporty accent.

Standard in the Macan S and Macan S Diesel.

Power seats with comfort memory package (14-way).

Would you like generous seating comfort for both seats in the front? To supplement the eight adjustable features of the comfort seats, the power seats with comfort memory package offer additional adjustment capabilities, namely the lumbar support, seat squab length and steering column. Personalised settings, such as driver and front passenger seat positions including lumbar support, can be stored – as can steering wheel and exterior mirror positions.

Available at no extra cost for the Macan Turbo. Optional for all other Macan models.

Seat/steering wheel heating.

For all seat designs, seat heating is available for the front or as a package for the front and rear. Steering wheel heating, which keeps the rim at a pleasant temperature, is available as an option.

Optional for all Macan models.

Seat ventilation.

Optional seat ventilation for the front provides even greater comfort on long journeys and in summer (only available in conjunction with seat heating, comfort memory package or adaptive Sports seats).

Optional for all Macan models.



Adaptive Sports seat with comfort memory package (18-way)



Power seat with comfort memory package (14-way)

In the midst of life there is space for five.

Rear seats.

The rear bench seat has a three-way split-folding ratio – and folds down fully if required. The versatile centre seat doubles as a through-loading facility for long cargo items and for the optional ski bag. It additionally contains the folding armrest, which features two extra cupholders when combined with the optional storage package. Operation of the rear bench seat is totally straightforward: release, fold – done.

Child seats.

The Porsche Tequipment range of aftermarket accessories features a collection of specially designed Porsche child seats. Engineered to meet strict safety standards, they have been tested and approved specifically for Porsche cars. As a result, they provide protection and comfort to passengers up to 12 years of age. The fabrics are breathable, hypoallergenic and easy to clean. The cover is removable and washable.

For increased safety, Porsche Baby Seat and Porsche Junior Seat ISOFIX¹⁾ have an independent five-point belt system with central belt length adjustment.



Porsche Junior Seat ISOFIX in rear compartment



Rear bench seat folded 2/3



Rear bench seat folded 1/3



Rear bench seat fully folded

¹⁾ ISOFIX is a secure and user-friendly child seat mounting system that rigidly attaches the child seat to the vehicle.

Porsche Car Connect (PCC).

With our smartphone app, you can access a range of data relating to your car and control certain functions remotely – any time, any place.

The app shows you where you parked your car as well as your current location so that you can quickly find the shortest route back to your Porsche.

Open or closed? The app also gives you real-time status information on the doors, windows, bonnet and luggage compartment. You can even lock your vehicle remotely or fold the exterior mirrors.

Your smartphone also gives you direct access to what really matters: driving stats. These include trip distance, average speed, driving time in hours and minutes or average fuel consumption.

Of course, you are always kept informed of mileage and fuel level as well.

A particularly practical function is the ability to make a breakdown call at any time from any location. In the event of an accident, an emergency call is initiated automatically so that assistance can be swiftly arranged. The system also lets you check the status of the alarm system. As for security, the Porsche Vehicle Tracking System (PVTS) enables the remote location of a stolen vehicle across most of Europe. PVTS Plus is available as an option. It includes further security measures, such as an additional driver authentication key.

Porsche Car Connect (PCC) – state of the art and up to date in more ways than one. **Optional for all Macan models.**



1



2



3



4

- 1 Breakdown call
- 2 Statistics
- 3 Vehicle position
- 4 Top view



GPS location via Porsche Vehicle Tracking System (PVTS)

Our contribution to the information age: acceleration.

Porsche Communication Management (PCM).

PCM is your central information and communication system. It is powerful and multifunctional, yet easy to operate.

The focal point is the 7-inch colour touchscreen. The radio features 42 memory presets and an FM twin tuner. The optional universal audio interface allows you to save up to 5,000 MP3 files on the 40 GB internal hard drive of PCM for direct playback. Also available as an option are a TV tuner for receiving free-to-air television broadcasts and a digital radio enabling you to listen to digital radio stations. The CD/DVD drive supports the following formats: CDs, MP3 files and audio DVDs. Integrated into PCM, the optional CD/DVD autochanger holds up to six CDs or DVDs.

The navigation module with high-speed hard drive displays maps in 2D or from a driving perspective. Even 3D rendering is available in some regions. The route guidance calculation takes into consideration official traffic messages (TMC) and data from traffic flow sensors (TMC Pro)¹⁾. In addition, speed limits stored in the navigation database are displayed in PCM and on the TFT screen of the instrument cluster. In conjunction with optional online services, it is possible to find online destinations and conveniently transfer them to the navigation system.

Standard in the Macan Turbo. Optional for all other Macan models.

Telephone module.

The optional quadband GSM telephone module offers convenience and excellent reception. With a SIM card inserted directly into PCM's integral SIM card reader, calls can be made using the hands-free facility. For even more convenience, the Bluetooth® capability of a mobile phone can be used to make calls via the SIM Access Profile (SAP). Once the Bluetooth® connection has been established, the mobile phone's aerial is switched off to conserve battery charge and the phone operates via the car aerial. Depending on the mobile phone model, this gives access not only to the numbers on the SIM card, but also to the phone's internal memory. Depending on the phone, it can also be controlled using PCM, the multifunction sports steering wheel or the voice control system.

The telephone module enables you to establish a Bluetooth® link with those mobile phones that only support the Handsfree Profile (HFP).

On request, a Bluetooth® handset for the telephone module is also available. Stored in the centre console, it features a display and keypad. However, the handset cannot be used for Bluetooth® links established using the Handsfree Profile (HFP).

Optional for all Macan models.



3D navigation display



Splitscreen navigation display



TV tuner



Telephone module with Bluetooth® handset

¹⁾TMC Pro is supported in Germany, Austria and Switzerland.

Voice control system.

Voice control allows the cohesive input of navigation destinations, phonebook entries or radio station names. It is also possible to scroll through lists by voice command. What's more, there is no need to 'train' the system.

Optional for all Macan models.

Mobile phone preparation.

Mobile phone preparation is available as an option so that a Bluetooth® connection can be established with those mobile phones that support only the Handsfree Profile (HFP). This function also enables you to leave your mobile phone tucked away. The CDR Plus audio system and PCM allow you to control all the basic functions of the mobile phone. A microphone is provided for the best possible hands-free experience. A mute function is also featured. The GSM connection is established through the mobile phone's aerial.

Optional for all Macan models.

Online services.

With this option, you can use PCM to display a range of content from the Internet. Data is downloaded to PCM via a smartphone app (Aha Radio app). The app is available free of charge from iTunes® and Google Play®. Online services include Internet radio and personalised online music streaming, news feeds, podcasts and audiobooks, Facebook®, local-based content supporting text-to-speech (e.g. restaurant and hotel searches), weather information and much more. Point of Interest searches with subsequent direct selection as your navigation destination are also supported.

Optional for all Macan models.



Bluetooth® mobile phone preparation



Online services

How does the Porsche sound fare in the rock, pop and classical categories?

CDR Plus audio system.

The CDR Plus audio system is equipped with a high-resolution 7-inch colour touchscreen, giving you quick and easy access to the most important functions and menus.

The system has 11 loudspeakers and delivers a total output of 235 watts. An analogue twin tuner ensures an extensive selection of radio broadcasts.

A CD/DVD drive supports audio playback of MP3 files and audio/video DVDs, while a USB connection enables various iPod® and iPhone® models to be connected. MP3 players and USB memory sticks containing MP3 tracks can also be plugged in and audio played over the

in-car system. The touchscreen is capable of displaying album cover art.

Connected USB devices can be controlled directly from CDR Plus or the multifunction buttons on the steering wheel. An AUX interface enables you to connect additional external audio sources, in which case functions are controlled directly from the external device.

An integrated six-disc CD autochanger and mobile phone preparation for connecting to Bluetooth® mobile phones that support the Handsfree Profile (HFP) are available as an option.

Standard in the Macan S and Macan S Diesel.

BOSE® Surround Sound System.

The BOSE® Surround Sound System is compatible with Porsche Communication Management (PCM) as well as the CDR Plus audio system.

The system has been optimally tuned for the models in the Macan range. A total of 14 loudspeakers, including an active subwoofer and centre speaker, and nine amplifier channels with a total output of 545 watts deliver an impressive sound experience.

In combination with Porsche Communication Management (PCM), the BOSE® Surround Sound System enables audio playback of DVDs and is thus able to make full use of the impressive sound

spectrum of 5.1 digital recordings. Of course, you can still play other audio sources, such as CDs or MP3 players, in stereo or, at the push of a button, in one of the available virtual surround modes.

Noise compensation technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained at all times.

Standard in the Macan Turbo. Optional for all other Macan models.



CDR Plus audio system



BOSE® Surround Sound System

**A pounding beat.
Even when the engine's switched off.**

Burmester® High-End Surround Sound System.

As a creator of sports cars, we love to push boundaries – sound barriers included. This is demonstrated perfectly by the Burmester® High-End Surround Sound System, which has been optimally tuned for the Macan model range. It converts sound waves into a unique feast for the senses – and music into an exclusive listening experience.

The surround sound system developed by Burmester® – one of the most respected manufacturers of high-end audio equipment worldwide – is available as an option.

The technologies behind the system are from the finest premium home audio systems that Burmester® has to offer. State of the art and never heard before in a vehicle of this class. The extravagance is uncompromising, the craftsmanship exquisite, the sound

phenomenal. The system owes its excellence to countless details, and one goal: perfection in sound.

The figures alone sound impressive: 16 amplifier channels with a total output of more than 1,000 watts, 16 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 2,400 cm², and a frequency response of 30 Hz to 20 kHz.

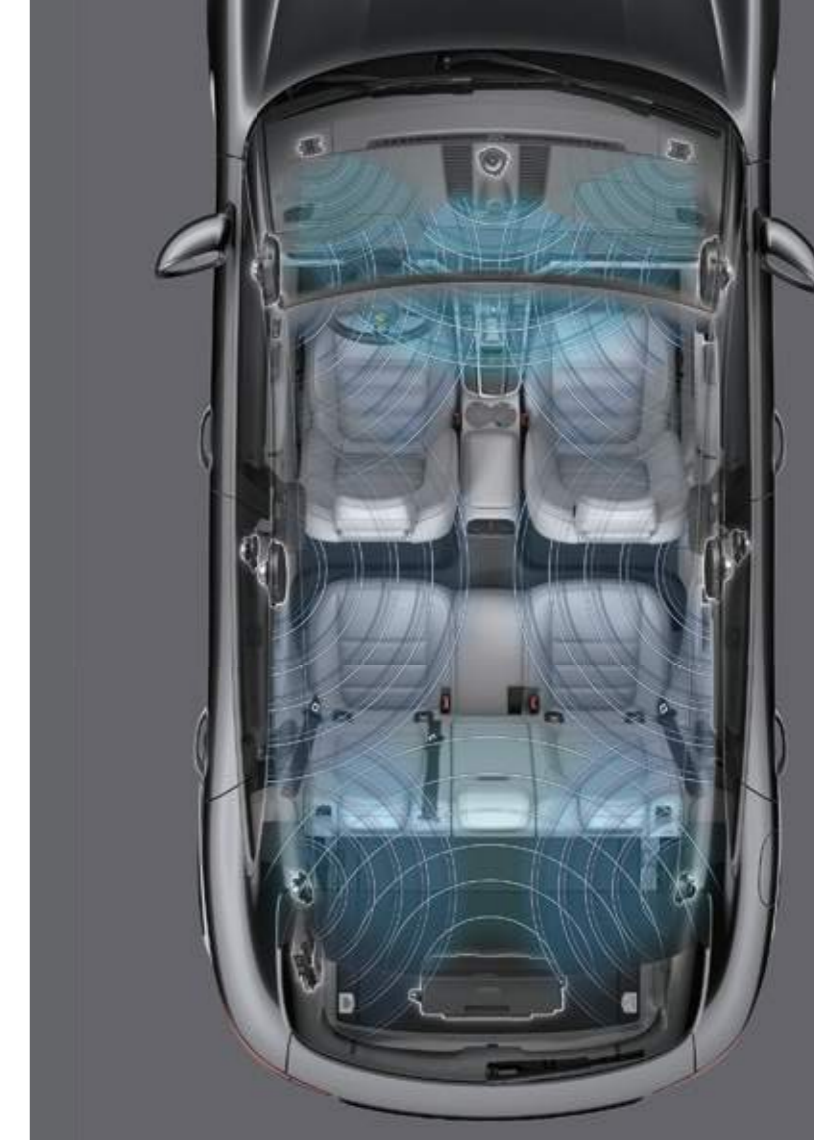
Crossover technology has been carried over almost unmodified from Burmester® high-end home audio products. Analogue and digital filters have been optimally defined for their installation location and finely tuned after extensive in-car audio testing. Ribbon tweeters have been used for unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

The elegantly pure design with galvanised surrounds and Burmester® logos on selected loudspeakers make it clear that the exclusive appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio. Uncompromising luxury in sound and style.

Optional for all Macan models.



Burmester® High-End Surround Sound System



Optimised sound distribution in the Macan (figurative illustration)

As if you'd ever get cold feet.

Two-zone automatic climate control.

The Macan models are equipped, as standard, with automatic climate control featuring separate temperature and air flow settings for driver and front passenger as well as an automatic air-recirculation mode including air quality and humidity sensor. Its active carbon filter traps particles, pollen and odours. **Standard in all Macan models.**

Three-zone automatic climate control.

Three-zone automatic climate control provides separate air conditioning in the rear compartment – and a cooling function for the glove compartment. Air conditioning settings in the rear compartment are infinitely variable. **Optional for all Macan models.**

Privacy glazing.

The dark-tinted privacy glazing provides additional privacy in the rear compartment. **Optional for all Macan models.**

Thermally/noise insulated glass.

As standard, all Macan models are equipped with tinted thermally insulated glass. All models also feature a grey top-tint on the windscreen.

Optional: thermally and noise insulated laminated glass for all round more efficient reflection of infrared radiation.

Enjoy an even more pleasant climate and peace and quiet in the passenger compartment.

The thermally/noise insulated glazing also comes with tinted glass at the rear as with privacy glazing.



Macan Turbo with privacy glazing



Climate control buttons in front for two- and three-zone automatic climate control



Climate control buttons in rear for three-zone automatic climate control

Comfort lighting package.

The comfort lighting package comprises dimmable ambient lighting in the door trims, LED lights in place of bulbs, practical LED reading lights for the rear passengers, two vanity lights, additional courtesy lighting in both exterior mirrors and LED illumination of the footwells.

Optional for all Macan models.

Roll-up sunblind.

To protect against sunlight, a mechanical roll-up sunblind is optionally available for the rear side windows.

Optional for all Macan models.

Rain sensor.

The windscreen wiper system has three wiper speeds and a rain sensor for automatic operation.

Standard in all Macan models.

Porsche Entry & Drive.

Porsche Entry & Drive is designed to minimise key use.

As soon as you touch the door handle, Porsche Entry & Drive checks the encrypted access code on the key in your pocket. Once the key is validated, the door unlocks. The engine can then be started and switched off using the ignition key in the normal way.

To lock the vehicle, you simply touch the sensor on the outside of the door handle. Porsche Entry & Drive then locks the vehicle and simultaneously activates the engine immobiliser.

Optional for all Macan models.

Anti-theft protection.

All Macan models are equipped with an engine immobiliser. It works in response to an automatic exchange of data between the key and vehicle electronics. On correct identification, the engine start will be authorised by the engine electronics.

Every Macan model is also protected by an alarm system. On request, this can be upgraded to include ultrasonic interior surveillance. The security system monitors all four doors, the bonnet, the entire rear hatch, the interior, the ignition and any trailer that you have hitched to the car.



Comfort lighting package



Roll-up sunblind



Rain sensor

Eyes open without the running commentary – if only every passenger were like that.

Assistance systems.

Adaptive cruise control including Porsche Active Safe (PAS).

This system regulates the speed of your vehicle in line with the speed of the vehicle in front and brakes your vehicle automatically – if necessary, even down to a halt. As soon as the road ahead clears, your vehicle will accelerate back up to the cruising speed originally set. Selectable cruising speeds range from 30 to 210 km/h. If required, your car can even brake itself to a complete stop behind the vehicle in front in situations such as congested traffic. To pull away again, all it takes is for the driver to give a brief start command using the control lever or accelerator pedal.

Integrated Porsche Active Safe (PAS) is designed to detect whether you are approaching the vehicle in front too quickly. In this event, you will be prompted to take the necessary action

by an audible and visual warning as well as a jolt of the brakes. The system may even boost brake pressure as the situation demands, even to the point of the maximum braking force that the system is able to provide.

Optional for all Macan models.

Lane Change Assist.

Lane Change Assist monitors the areas to the rear of the vehicle and the blind spots on either side. Between 30 and 250 km/h, the system issues a visual warning signal in the exterior mirrors whenever a vehicle rapidly approaches your vehicle from behind or enters one of your blind spots. In this way, Lane Change Assist improves comfort and safety, particularly on motorways. However, the system does not actively intervene to control the vehicle and can be deactivated at any time.

Optional for all Macan models.

Lane Keeping Assist.

Lane Keeping Assist uses a camera installed in the front end to detect divider line markings on the road. If the car threatens to cross one of the lines, the system steers the vehicle back into the centre of the lane. This correction is accompanied by a soft steering pulse. Of course, you are able to override the system at any time.

The function may be deactivated in specific conditions, e.g. bad weather.

Optional for all Macan models.

Lane Departure Warning.

A camera inside the rear-view mirror casing monitors the road surface in front of the vehicle. When activated, the system will sound a warning tone whenever you steer towards a divider line marking and threaten to leave the current lane without indicating.



Adaptive cruise control



Lane Change Assist



Lane Keeping Assist

Speed limit indicator.

The speed limit indicator informs you of speed restrictions and the start and end of no overtaking zones detected by the integral camera.

The information is shown on the TFT screen in the instrument cluster and on the screen of PCM. If a road sign is missed – for example due to heavy rain or darkness – the speed limit stored in the navigation module is automatically displayed.

The benefit of this function is that it allows you to concentrate better on the road ahead.

Optional for all Macan models.

ParkAssist.

ParkAssist warns you of obstacles detected to the front and rear of the vehicle. Its sensors are integrated harmoniously into the front and rear end. The audible alert is supplemented by a bird's eye graphical representation of the vehicle on the central display screen showing the proximity to these obstacles.

Optional for all Macan models.

Reversing camera.

The reversing camera facilitates precise reverse parking and manoeuvring and also assists in hitching a trailer. Help is provided in the form of the camera image and the dynamic, superimposed guidelines on the PCM screen, which illustrate the predicted course of the vehicle given the current position of the steering wheel.

Optional for all Macan models.

Surround View.

With Surround View, four cameras located in the front end, exterior mirrors and rear generate an all-round image of the car and its immediate surroundings. In PCM, the driver can choose between a bird's eye view, side view and corner view.

Optional for all Macan models.



ParkAssist with Surround View



Speed limit indicator