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2025 porsche macan s

For 2025, Porsche will keep the Macan ICE identical to the outgoing model years. It's just that for 2025, the Macan Electric, which is the second-generation model, has been added to the lineup. We have a separate model overview on the Macan Electric, check it out here. Here's the trim list of the 2025 Porsche Macan: Macan Macan T Macan S Macan GTS 2025 Porsche Macan Specifications The Macan ICE is available in two engine options: a four-cylinder and a V6 with two different sets of tunes. The Base and T trims get the trusty EA888 2.0-liter turbocharged four-cylinder engine from the VW family. It pumps out a respectable 261 horsepower and 295 pound-feet of torque, enough to get you from 0 to 60 mph in six seconds flat. Feeling a need for speed? choose the optional Sport Chrono package (standard on the T) and shave that time down to 5.8 seconds with launch control. Plus, you can hit a top speed of 144 mph on those summer tires. But if you're craving more oomph, the Macan S and GTS are where it's at. Both pack a 2.9-liter twin-turbocharged V6 but with different levels of fury. The S boasts 375 horsepower and 383 pound-feet of torque, launching you to 60 mph in a swift 4.6 seconds. It tops out at 161 mph. Then there's the GTS, the performance king, with a monstrous 434 horsepower and 405 pound-feet of torque. Hold on tight because this one can hit 60 mph in just 4.3 seconds and reach a top speed of 169 mph! No matter which engine you choose, every Macan comes standard with all-wheel drive and a quick-shifting seven-speed dual-clutch automatic transmission. It might seem strange that the Macan features a twin-turbo V6 while the base Cayenne has a single-turbo V6. The Macan also gets a seven-speed dual-clutch automatic transmission (PDK) instead of the traditional torque converter automatic found in the bigger Cayenne. This difference likely comes down to where the vehicles are built. The Macan shares a production line with the Panamera in Leipzig, Germany. So, it makes sense that the Macan's V6 and gearbox are more similar to the Panamera's, reflecting production efficiency. Even though it's a sporty SUV, the Macan can tow a decent amount! All trims can pull up to 4,409 pounds when properly equipped. It even has 7.9 inches of ground clearance, so you should be able to handle those rough dirt roads with ease. Now, don't get any crazy off-roading ideas—this is still a Porsche, after all. Although, the 2025 Porsche Macan GTS does have air suspension that can raise it up to 8.9 inches, just in case. So, which Macan is the sweet spot? For me, it's gotta be the 2025 Porsche Macan S. It strikes that perfect balance between the peppy four-cylinder models and the wild-child GTS. You get a serious power boost with the V6 (375 horsepower isn't a child's play), impressive handling dynamics (thanks to adaptive dampers), and it won't completely break the bank. It's the Goldilocks of the Macan lineup! Category 2025 Porsche Macan 2025 Porsche Macan S 2025 Porsche Macan GTS Powertrain 2.0-liter turbocharged inline-4 2.0-liter turbocharged inline-4 2.9-liter twin-turbo V6 2.9-liter twin-turbo V6 Gearbox 7-speed PDK 7-speed PDK 7-speed PDK 7-speed PDK Horsepower 261 hp 261 hp 375 hp 434 hp Torque 295 lb-ft 295 lb-ft 383 lb-ft 405 lb-ft 0-60 mph 6.0 seconds 5.8 seconds 4.6 seconds 4.3 seconds Top Speed 144 mph 144 mph 161 mph 169 mph Exterior Highlights The Macan's design isn't exactly turning heads at the moment, because it's popular and, unlike its successor, the Macan Electric, it's stuck in Porsche's long-gone design philosophy. It's been around for a while now, and the aesthetic hasn't changed drastically. Sure, it's definitely a Porsche—you can see it in the headlights, those signature daytime running lights, and the sporty front end that draws heavily from the iconic 911. But from the side, it's a bit...well, plain. It's not trying to be a super sleek coupe SUV, and it's not as boxy as something like a BMW X3. That said, it still has a sporty and purposeful vibe, especially in the higher trims. The base model comes with 19-inch wheels, which are a bit underwhelming, but the other trims get 20s, and the GTS rocks 21s! And if those aren't your style, Porsche also offers a huge selection of wheels in different sizes (up to 21 inches) and colors like silver, black, red, and even gold! Plus, you can add cool decals and liveries to really make it your own. Each trim level gets some unique touches, too. The Macan T features gray accents on the bumpers and mirrors, while the S and GTS get red brake calipers. On the other hand, the GTS goes even further with black wheels, darkened lights, and a black bumper insert. A power liftgate comes standard on all Macans, but if you want that open-air feeling, you can even opt for a panoramic sunroof. Interior Highlights Stepping inside the gas-powered Macan, you can tell it's not the newest kid on the block. The dashboard is pretty traditional, with physical buttons and a good old-fashioned shifter in the center console. No fancy digital gauge cluster here either! I mean, it's not a complete analog setup, but compared to the sleek, tech-filled cabin of the new electric Macan, it feels a bit dated. Now, don't get me wrong, the interior is still very well-built. Everything feels solid and the materials are decent, but nothing outstanding like you'd get with the new Macan Electric. Still, it should be a bit tight, especially in the backseat. Rear passengers might find themselves bumping their heads on that sloping roofline, and getting in and out can be a bit awkward with those narrow door openings. The electric Macan with around an inch or two of extra legroom in the rear, actually addresses some of these issues with a more spacious cabin. You sit lower in the gas-powered Macan than you might expect from an SUV, which gives it a sportier feel. But that small rear window and sloping roofline make visibility a challenge. Thank goodness for the backup camera and parking sensors! Some features you might expect as standard are actually optional extras. You do get heated power front seats, keyless entry, and tri-zone climate control, but things like a heated steering wheel and full leather seats cost extra. The electric Macan, on the other hand, comes with a more generous list of standard features, such as heated leather seats at the front and a heated leather-wrapped steering wheel. The infotainment system is decent, with a 10.9-inch touchscreen, wireless Apple CarPlay, and navigation. But Android Auto users are still out of luck! Also, that lack of a digital gauge cluster feels a bit out of place in a modern luxury SUV. Finally, let's talk cargo space. The 17.2 cubic feet behind the rear seats is smaller than you'd expect. Folding down the seats helps, but they don't lie completely flat. Again, the electric Macan has the edge here with almost 21 cubic feet of space, including the trunk. 2025 Porsche Macan Price The 2025 Macan starts at \$62,900 and stretches to \$89,000 with the top-spec Macan GTS. With the standard Macan ICE, you can save \$12,400 when compared to the base Macan Electric RWD. At the higher end of the spectrum, the Macan GTS feels like a killer deal when compared to the Macan Turbo Electric while saving you slightly more than \$16,000. 2025 Porsche Macan Vs. Competition 2025 Audi Q5 Unlike Porsche, Audi isn't messing around with its most popular mid-size SUV, the Q5. For 2025, the Q5 enters its third generation with combustion engines and not battery electric vehicles. It's based on Audi's PPC (Premium Platform Combustion) platform, but the powertrain specs remain the same as before. In typical Audi style, the light animations of the new-gen Q5 are simply otherworldly, thanks to the QLED technology which can change and animate other drivers with warning signals and more. The new Q5 gets a more potent 268-horsepower 2.0-liter turbo four-pot, the same EA888 mill found in the 2025 Porsche Macan base. In addition, the more powerful SQ5 features a 362-horsepower 3.0-liter turbo V6, that makes 13 more horses than before. The new SQ5 can hit 60 mph in 5.1 seconds. At the time of writing this article, Audi hasn't launched the new Q5 in the U.S., which means the prices aren't out yet. However, you can expect the 2025 models to start at around \$49,000. 2025 BMW X3 Like the Q5, the X3 is BMW's best-selling crossover of all time. It's stylish, practical, luxurious, and offers enough oomph to destroy sports cars even. It enters its fourth generation for 2025, bringing new designs, new tech on the inside, and notable performance upgrades, especially in the X3 M50 version. As for the powertrain options, you get two options: one is a 2.0-liter turbo four with a 48-volt mild hybrid system that produces 255 horsepower and 295 pound-feet of torque (seven horses and 37 pound-feet of torque more than the outgoing model). The more potent M50 trim uses a 3.0-liter turbo straight six (B58) engine with a similar 48-volt mild hybrid system. This engine is rated at 393 horsepower (11 more than before) and 423 pound-feet of torque (59 more than the outgoing M40i). With so much performance, the 2025 X3 M50 Drive can do 0-60 mph in 4.4 seconds, which is sports car fast, in my opinion. Tempting right? It will cost you \$64,100 to own this bad boy. But, if you want to save about \$15,000, get the X3 30 xDrive. FAQs Is Porsche Macan changing in 2025 While the gas-powered Porsche Macan will be a carry-over, the Macan Electric will join the lineup for 2025. How much is the Macan 2025 Prices for the 2025 Macan start at \$62,900 with the top-spec Macan GTS costing \$89,000. Is Porsche discontinuing the Macan? No, Porsche is not discontinuing the Macan. The gas-powered Macan will be on sale until 2026. Is the Macan a luxury car? Yes, the Porsche Macan is a compact luxury crossover SUV. Does Porsche Macan hold its value? Yes, the Porsche Macan should still hold 48% of its value over a five year period according to CarEdge, making it an excellent choice. This is a hugely impressive handling for an SUV, but just be aware the entry engine isn't quite as sporty as you might hope The Macan is now available with a choice of three petrol engines, all of which have been updated for 2021. The standard Macan is ideal if you spend most of your time cruising around town. It's a 2.0-liter four-cylinder petrol, which has been upgraded from 245hp to 265hp for the 2021 facelift. Oddly, that's less than the same engine puts out in the VW Golf R, but it's enough for a reasonable 0-60mph time of six seconds (or 5.8sec with the optional Sports Chrono pack) Put simply, it's fine if you're not too bothered about your Macan feeling or sounding like a Porsche. But it's never exciting, while 28mpg isn't exactly something to write home about. The Macan S, however, ups the ante with a more exciting and substantially more powerful V6. For 2021, it's now a 2.9-liter engine pumping out 380hp, up from the old car's 354hp. It gets from 0-60mph half a second quicker than before (4.6sec, or 4.4 sec with the Sports Plus package), plus it sounds and goes how you'd expect a Porsche to – particularly if you spec the optional sports exhaust. The Macan GTS is now the range-topping model, replacing the old Turbo version. Its 2.9-liter V6 turbo V6 produces exactly the same power – 440hp – as the old Turbo, and if you spec the Sports Plus package it can accelerate from 0-60mph in 4.1sec (4.3sec without). That's knocking on the door of the 911 Carrera, and it certainly feels it, with loads of mid-range punch and a fruity soundtrack. All models come with a dual-clutch automatic gearbox and four-wheel drive as standard. The former makes light work of heavy traffic and long journeys while four-wheel drive helps maximise grip on slippery surfaces – handy if you live somewhere that's regularly affected by harsh winters. When it comes to having fun on a country road, the Macan sets a benchmark that other SUVs this size have yet to match. Powerful and well-tuned brakes mean you can push on on country roads with confidence and the quick, accurate steering helps you guide the Macan into corners, knowing that you'll get plenty of warning when the front tyres start to run out of grip. Even through a series of sharp bends, the car's controlled suspension stops body lean from getting out of hand. It's not quite as comfortable over bumps as a regular Audi Q5 – especially if you choose the huge 21-inch wheels – but it's not enough of a problem that you absolutely must opt for the comfier still optional air suspension. In the GTS, however, air suspension is standard, but it's been further developed with a sportier tune and 10mm lower ride height. It's a really sharp and engaging driver's car for something so big and heavy, but you does sacrifice some comfort as a result. If relaxing cruising is what you're after, you'll be better off spending your money on the Macan's optional autonomous driving aids. They include active cruise control that'll accelerate and brake for you on the motorway and traffic jam assist, which can do that as well as steering the Macan in nose-to-tail traffic. It's worth noting that the Macan had a five-star Euro NCAP safety rating even before this clever kit was offered. At lower speeds in town, the Macan's raised seating position gives you a clear view out over the road ahead but its large door mirror housings create sizeable blind spots at junctions and roundabouts. Parking is made relatively stress-free by the standard front and rear parking sensors. You can get a 360-degree camera fitted for even greater peace of mind or – if you're especially worried about tail kerbs damaging your nice alloy wheels – just let the optional park assist steer the car into spaces for you. Page 2 Stylish yet affordable electric SUV Affordable yet well-equipped hatchback A high-tech electric car that's very quick Surprisingly good practicality for a small car, and decent to drive around town A futuristic electric crossover SUV with decent range Spacious EV with sleek design Electric SUV with a futuristic design Practical small hatchback that's good fun to drive A boldly styled, clever electric SUV Classy and rapid electric saloon A stylish, spacious and good to drive small car Striking electric coupe-SUV does away with a rear window An electric hatchback with a sporty edge Surprisingly spacious combination of hatchback and baby SUV Ford borrows from its iconic muscle car for its first bespoke EV Ford Mustang Mach-E review Dinky five-door built for town driving Super-stylish EV with a lovely interior Renault Megane E-Tech Electric review Big-booted supermini with a posh cabin Page 3 Buying Selling Buying Selling Messages Notifications Log in Menu Page 4 Buying Selling Buying Selling Messages Notifications Log in Menu Page 5 Stylish yet affordable electric SUV Affordable yet well-equipped hatchback A high-tech electric car that's very quick Surprisingly good practicality for a small car, and decent to drive around town A futuristic electric crossover SUV with sleek design Electric SUV with a futuristic design Practical small hatchback that's good fun to drive A boldly styled, clever electric SUV Classy and rapid electric saloon A stylish, spacious and good to drive small car Striking electric coupe-SUV does away with a rear window An electric hatchback with a sporty edge Surprisingly spacious combination of hatchback and baby SUV Ford borrows from its iconic muscle car for its first bespoke EV Ford Mustang Mach-E review Dinky five-door built for town driving Super-stylish EV with a lovely interior Renault Megane E-Tech Electric review Big-booted supermini with a posh cabin Page 6 Striking electric coupe-SUV does away with a rear window Compact yet spacious electric family car Stylish SUV has some generous equipment Stylish saloon gets stylish looks and a lovely interior Long-range and premium electric SUV Genesis jumps into the premium electric SUV's space with classy first dedicated EV A boldly styled, practical electric SUV A roomy family car with plenty of equipment Humdrum hatchback with new makeover Super-stylish EV with a lovely interior Renault Megane E-Tech Electric review Electric SUV with a luxury interior All-new hot Leon gets hybrid option Sharp-looking small electric SUV Seven-seat electric SUV with ultra-safe assistance tech Tesla-rivalling electric hatchback Easy on the eye, easy to live with and easy to drive, but the Skoda Eltro isn't very interesting Flagship EV SUV with space in spaces Comfy family car with striking looks Stylish yet affordable electric SUV Practical family hatchback with a sensible price Practical small hatchback that's good fun to drive Boldly styled electric SUV Electric SUV with swoopy roof Family SUV gets electric power Vauxhall Grandland Electric review A great all-round hatchback - efficient, practical and good to drive Page 7 The Polestar 4 is a big, handsome coupe-SUV that's perfect if you're after an upmarket, comfy electric car – and compared with alternatives, it's not bad value, either. Because of its ultra-modern look and quirky rear window-free design, it's a bit like shopping for Balenciaga. You're telling the world you're fashion-conscious and not afraid to challenge expectations. Other posh electric SUVs you might consider include the Porsche Macan Electric and BMW IX, while the Audi Q6 e-tron Sportback has a similar coupe-like roofline to the Polestar. The sleek design isn't all in the name of aesthetics, it's also about aerodynamic efficiency. That's why you get stuff like flush door handles and frameless windows, though the lack of rear window takes some getting used to – driving with a digital rear-view mirror isn't intuitive. Inside it's typical Polestar fare, with a slick, minimalist design and high quality materials. There are soft plastics to be found, but the cloth and fabric trims are not only more sustainable, they feel cool, natural and relaxing, which summarises the interior ambience nicely. Polestar 4: electric range, battery and charging data Range: 367-385 milesEfficiency: 2.9-3.5 miles per kWhBattery size: 94kWh Max charge speed: 200kWCharge time AC: 16h 45m, 0-100%, 7kWCharge time DC: 30 mins, 10-80%, 200kWCharge port location: Left rearPower outputs: 272hp / 544hp It's a proper tech-fest, too, from simple day-to-day niceties such as the Google-powered infotainment system that comes loaded with all the useful apps you get on your phone, to the extensive driver assistance kit. It's annoying that even basic functions like opening the glovebox go through the screen, though. Cabin space and practicality are excellent. The large divider between the front passengers intrudes on space a little, but generally the Polestar 4 feels big and roomy whether you're sat in the front or the back. Rear seat headroom is excellent, which is not a compliment usually given to coupe SUVs. At 526 litres, boot space is about average among alternatives. That's the same as the Audi Q6 e-tron Sportback, less than the Porsche Macan Electric and more than a BMW IX. There's also a 15-litre compartment under the boot, which is useful for keeping charging cables. You'll get between 367 and 385 miles to a charge (officially), which is, again, about on par with alternatives. The single-motor model has 272hp and goes further; the dual-motor has 544hp and goes faster. Long range versions of the Porsche, Audi and BMW can do at least 400 miles, but you have to pay more for the privilege. Charging speeds of up to 200kW are respectable, but that is slower than those alternatives, including the Polestar 3, which is kind of like a traditional SUV version of the 4. It's perhaps a bit of a shame the Polestar 4 doesn't go a bit further on a battery and charge a bit faster, because it makes for an ideal road trip companion. The seats are big and comfy and it smooths out bumps in the road well at speed. There's a little exterior noise on the motorway but nothing too intrusive. At lower speeds the suspension has a firm edge that means you feel the odd pothole and ridges in the road surface more than you might expect of a big luxurious car, but then the trade off is that it also handles pretty well on a fun, winding country road. What's perhaps surprising given its upmarket image is the fact that the Polestar 4 is actually one of the more affordable of similarly sized and shaped posh electric cars, but it's still worth checking out the latest Polestar 4 deals on Carwow to see how much you can save. You can also get a fantastic price on a Polestar 4 lease as well as a used Galaxy, though. These are brilliant cars, with space for seven, flexible seating, and a usefully sized boot even with all three rows of seats in place. Ford S-Max The S-Max has gone to the great showroom in the sky, just like the Galaxy. The two cars are quite similar, but the S-Max is a little bit sharper and more fun to drive. The trade off is a little less space for people and their luggage. It's close to the ideal seven-seater for keen drivers. Ford S-Max Vignale Vignale is Ford's posh trim level. While Vignales are sometimes listed as separate models, an S-Max Vignale is just an S-Max with some styling tweaks, lots of toys, and lashings of leather inside. That's no bad thing, as the S-Max is an excellent seven-seater. You'll need to search for a used S-Max Vignale, as the car is no longer sold new. Ford Grand C-Max The Ford Grand C-Max is the big brother of the regular C-Max. Whereas the C-Max has room for five, the stretched Grand C-Max has room for seven. It's not as big as an S-Max or Galaxy, but it's still a good buy for someone who will only need the extra seats from time to time. Like many of Ford's other seven-seaters, if you want a Grand C-Max you'll need to shop for a second-hand car. Page 21 Buying Selling Buying Selling Messages Notifications Log in Menu Page 22 Buying Selling Buying Selling Messages Notifications Log in Menu Page 23 Citroen's seven-seat lineup now consists of the C3 Aircross, and van-based MPVs in medium (Berlingo) and large (SpaceTourer) sizes. Citroen C3 Aircross The C3 Aircross is available with optional seating for seven, but not if you want the electric e-C3 Aircross – in that model, the battery takes up too much space to fit seven seats in. However, even with the hybrid petrol engine, there's still not a lot of space in the Aircross' third row, and those seats are really only for small people and short journeys. The C3 Aircross is pleasant and comfortable to drive, but you can tell it's been built down to a price. Citroen Berlingo There are few cars as practical as Citroen's Berlingo. Being based on a van certainly helps, and that big and boxy body is filled with seven seats, a big boot, and lots of useful storage areas. Sliding side doors help, too. Not thrilling to drive, but the Berlingo has a charming character all of its own. Citroen e-Berlingo The e-Berlingo takes all of the strengths of the regular model – lots of seats, a massive boot, sliding doors – and adds an electric motor and a battery for silent running. Refinement is impressive, but the range isn't – Citroen claims 199 miles, but you'll do well to put 150 miles between charges. Citroen SpaceTourer Based on the big Dispatch van, Citroen's SpaceTourer is as close as we get these days to a traditional big French seven-seater. Actually, make that an eight-seater, because depending on how you spec your SpaceTourer, there's room for one more. Quite refined to drive, but it's still a van at heart and feels it. Citroen e-SpaceTourer The Citroen e-SpaceTourer is the same, basically, as the regular seven-or-eight-seater SpaceTourer but with electric power and zero-emissions running. That makes it ideal if you need to carry family members in and out of city centre emissions zones, but the limited 219-mile range is a hindrance elsewhere. Page 24 Buying Selling Buying Selling Messages Notifications Log in Menu Page 25 Buying Selling Buying Selling Messages Notifications Log in Menu Page 26 Buying Selling Buying Selling Messages Notifications Log in Menu